



CITY OF
West Linn
 PLANNING AND DEVELOPMENT

**STAFF REPORT
 PLANNING DIRECTOR DECISION**

DATE: July 15, 2013
 FILE NO.: MIP-13-02
 REQUEST: Request for a 3-lot Partition at 1700 Santa Anita Drive
 PLANNER: Tom Soppe, Associate Planner

KQL Development Review Engineer

TABLE OF CONTENTS

	<u>Page</u>
STAFF ANALYSIS AND RECOMMENDATION	
SPECIFIC DATA.....	2
BACKGROUND	2-7
PUBLIC COMMENTS.....	7-8
RECOMMENDATION	8-10
 ADDENDUM	
STAFF FINDINGS	11-35
 EXHIBITS	
PD-1 AFFADAVIT OF NOTICE.....	37
PD-2 NOTICE MAILING PACKET	38-43
PD-3 COMPLETENESS LETTER.....	44
PD-4 APPLICANT'S SUBMITTAL.....	45-73
PD-5 TVFR RESPONSE.....	74-75
PD-6 EMAILED PUBLIC COMMENTS.....	77
PD-7 TVFR CLARIFICATIONS.....	78-80

SPECIFIC DATA

OWNER: Linda J. Bergeson, 1700 Santa Anita Dr., West Linn, OR 97068

APPLICANT: Phil Gentemann, Centurion Homes, 7128 SW Gonzaga St., Ste. 200, Portland, OR 97223

CONSULTANT: Bruce D. Goldson, PE, Theta, LLC, P.O. Box 1345, Lake Oswego, OR 97035

SITE LOCATION: 1700 Santa Anita Dr.

SITE SIZE: 1.02 acres

LEGAL DESCRIPTION: Assessor's Map 2-1E-26A Tax Lot 2800

COMP PLAN DESIGNATION: Low-Density Residential

ZONING: R-10, Single-Family Residential Detached

APPROVAL CRITERIA: Community Development Code (CDC) Chapter 85, Land Division, General Provisions; Chapter 11, Single-Family Residential Detached, R-10

120-DAY RULE: The application became complete on June 17, 2013. The 120-day period therefore ends on October 15, 2013.

PUBLIC NOTICE: Notice was mailed to property owners within 500 feet of the subject property and the Rosemont Summit, Hidden Springs, and Parker Crest neighborhood associations on June 24, 2013. The notice was printed in the West Linn Tidings on July 4, 2013. A sign was placed on the property on June 26, 2013. The notice was also posted on the City's website. Therefore, public notice requirements of CDC Chapter 99 have been met.

BACKGROUND

The subject property is shown with green hatch lines on the following map. It is an R-10 zoned parcel located in the Rosemont Summit neighborhood. This legal lot of record is a remnant surrounded by Santa Anita Drive on the west, Rosemont Road on the south, and the Haverhill Estates subdivision to the north and east. As an R-10-zoned property of just above one acre in size it is theoretically dividable into four lots, but due to the need for access easement areas and other issues the applicant has applied for three lots in this partition application.



Vicinity Map

Site Conditions. The property is on the northeast corner of two arterial streets which intersect via a four-way stop sign. Rosemont Road is along the south side of the property. Santa Anita Drive is along the west side of the property. Santa Anita becomes Salamo Road south of Rosemont. There is an existing ranch-style house on site. A shed sits near the house as well. Several trees surround these structures. Other trees are lined along the north and south sides of the property. The City Arborist does not consider any of the trees on site to be significant. The property is situated up a short but steep slope from Rosemont Road, which continues around to the Santa Anita side of the property as well. The existing driveway is along the north side of the property, connecting to Santa Anita Drive where the property grade and the street grade are closer to each other than further south. Approximately the westernmost 15 feet of the property is a slope easement and public utility easement. An unused water easement 10 feet wide stretches from the existing house to the eastern boundary of the property.



Existing house and attached carport on site.

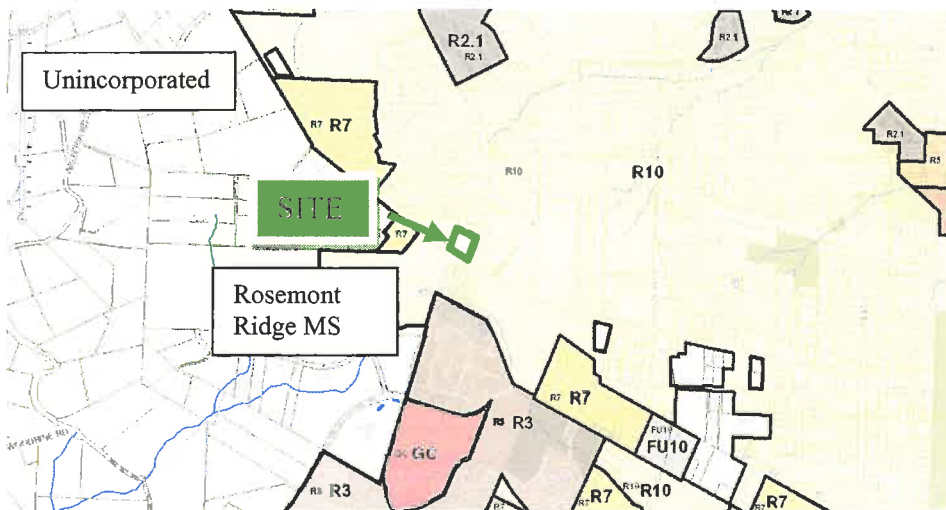


Yard area east of house, with large trees across Rosemont Road in the background.



Yard area west of house, between house (in background) and Santa Anita Drive.

Project Description. The applicant proposes a three-lot partition. The existing driveway access would serve all lots via an access easement across parts of proposed parcels 1 and 2. While Parcel 3 does border both streets, the applicant has proposed that vehicular access to this parcel be from the shared driveway as well, so there does not have to be a new driveway close to the intersection of two arterials. The applicant proposes dedication of a small area around the intersection to improve the intersection, but does not propose dedication along the remainder of either of the two street frontages. The existing house would be demolished as it sits where the three proposed lot lines come together.



Zoning Vicinity Map

Surrounding Land Use. The site is in a mainly residential area of the city near the City limits. Most of the incorporated sites in the vicinity are developed, but there is a large undeveloped R-10-zoned site across Rosemont Road. Rosemont Ridge Middle School is immediately across the Rosemont Road/Santa Anita Drive intersection. The Cascade Summit Shopping Center is nearby to the south.

Table 1 Surrounding Land Use and Zoning

DIRECTION FROM SITE	LAND USE	ZONING
North	Single-family detached residential, townhouses/condos.	R-10, R-2.1
East	Single-family detached residential, Oppenlander Field, LDS Church, acreages	R-7, R-10, Unincorporated island
South	Townhouses, Rosemont Ridge Middle School, Tanner Creek Park, undeveloped residential land, Willamette Christian Church, multi-family, Cascade Summit Shopping Center, City Hall	R-10, R-3, GC
West	Single-family detached residential, Rosemont Ridge Middle School, acreages in unincorporated Clackamas County	R-7, R-10, Unincorporated

Source: West Linn GIS, 2013

Approval Criteria and Analysis

As previously noted, this site proposed for a 3-lot Partition is in the R-10 zone, so Chapter 11 criteria and the partition requirements of CDC Section 85.200 apply.

The applicant proposes to demolish the house on site. To ensure that this occurs before final platting, staff recommends Condition of Approval 3. This avoids lot lines from straddling an existing structure.

Section 85.200(B)(4) requires partitions to comply with Chapter 48 Access. Section 48.030(B)(2) requires shared driveways to be at least 14 feet wide. Condition of Approval 2 is recommended to ensure compliance. While the applicant proposes a sufficient width for the access easement for the shared driveway, the applicant does not specify the proposed driveway pavement width within this easement. Also, Section 48.030(B)(3) requires that driveways not have a grade of more than 15%. There are areas steeper than this at the west end of the proposed shared driveway, so recommended Condition of Approval 4 requires adequate grading to ensure no section will have a grade of more than 15%. The same section requires that 18 feet of any individual driveway's required 20-foot length not have a grade higher than 12%. Since some of the areas where Parcel 3's driveway is proposed have a steeper grade than this, recommended Condition of Approval 4 also requires grading to keep this driveway at a grade of less than 12%.

To comply with sections 85.200(F) and (G) regarding the provision of adequate water and sanitary sewer service respectively, staff recommends Condition of Approval 5 which requires

easements across Parcel 3 so parcels 1 and 2 can legally access their proposed water and sanitary sewer laterals proposed at the south end of Parcel 3 by the existing City mains. There is already a public utility easement that can serve franchise utilities along Santa Anita Drive, but Condition of Approval 5 also requires an eight-foot wide easement to be placed along the Rosemont Road frontage.

Both a) the intersection of the two streets fronting the site and b) the intersection of the accessway and Santa Anita Drive must meet clear vision area requirements per Chapter 42 standards as required by Section 11.090(A)(6). Currently neither is in compliance due to both a) retaining walls over three feet within the required clear vision triangles and b) existing hedges and other vegetation. Condition of Approval 6 requires the grading and wall modifications necessary, and the vegetation removal and trimming necessary, to ensure that both intersections are in compliance with Chapter 42 provisions. TVFR's submittal on pages 73-74 of Exhibit PD-5 recommends a monument with all three addresses on it be placed near the intersection of the shared driveway with Santa Anita Drive, best ensuring emergency vehicle drivers can find each property; this relates to the criterion regarding emergency vehicle access in Section 48.030(A)(5). Condition of Approval 7(A) requires such a monument, in compliance with clear vision standards. TVFR's submittal also recommends that there be a fire flow test of the fire hydrant at Rosemont Road and Santa Anita Drive, which relates to the requirement of sufficient fire flow in the water service in Section 85.200(F)(5); Condition of Approval 7(B) requires this.

The applicant's Tentative Plan Sheet 1/3 on Page 71 of Exhibit PD-4 proposes street trees on Rosemont Road but not Santa Anita Drive. To fulfill the street trees requirements of 85.200(J)(3) Street Trees, Condition of Approval 8 is recommended as it requires street trees on both street frontages.

PUBLIC COMMENTS

Joseph Williams, 6210 Haverhill Ct., July 3, 2013

Regarding the partition application for 1700 Santa Anita Drive:

My wife Barbara and I will not object to the partition, if in fact the public access that goes through our property at 6210 Haverhill Court and the neighbors lot at 6250 Haverhill Court is vacated. The aforementioned access should never be used either for vehicles or pedestrians for the following reasons.

- The traffic created by three new homes would go through two neighborhoods and two cul-de-sacs.
- The access actually goes over a portion of my driveway and comes extremely close to ours home and that of our neighbors Diane and Lane Kagey. This would be significantly reduce the livability and value of our homes.
- Pedestrian access would also be a unreasonable disturbance to our homes and is unnecessary. There already exists a pedestrian access to our cul-de-sac next to the Kagey's home.

- Our home is already bordered on the east side by a driveway that goes through from Rosemont to Haverhill Court. The drive creates unwanted traffic by people other than the direct neighbors to the east of us. This drive should have been closed at one of the streets!

We ask that the access through our property not be used and be permanently vacated.

We also ask the trees along the north border remain and not be disturbed during construction. The trees are resources that should not be removed, they provide beauty, a sound barrier and a resource for small animals and birds. It is bad enough that our lives and neighborhood will be disturbed for months with construction. I see no necessity or reason to remove trees along any border of the property, especially the north border.

STAFF RESPONSE: Due to the existing pedestrian access between Santa Anita and Haverhill Court nearby as discussed by the above comment, the applicant does not propose using the pedestrian access next to the Williams property that stubs to the project site. The applicant's plans do not show removal of the trees along the north side of the site. Since no trees on site are significant these could be removed if not conditioned to stay. See recommended Condition of Approval 9 below.

Lane and Diane Kagey, 6250 Haverhill Ct., July 9, 2013

It appears from the application that access to the property for this minor partition will remain from Santa Anita as is currently implemented. This is certainly preferred by us and our neighbors, Joe and Barbara Williams. As you know we have an access easement shared between our properties which would create some significant hardships were it to be utilized at this time. For example, the setbacks from the easement, if utilized would be extremely small and I believe the easement actually cuts across my neighbor's existing driveway. If it is no longer necessary can this easement now be vacated?

Jeanne Thorpe, 1263 Rosemont Road, Summary of phone message, July 15, 2013

Advises against creating a situation causing more traffic at Rosemont/Santa Anita/Salamo intersection. Hopes City will put a lot of thought into that issue before allowing partitioning around there.

STAFF RESPONSE: Street improvements as required, including to make the intersection better, are proposed. The criteria do not address limiting traffic on these public streets.

RECOMMENDATION

Based on findings contained in the applicant's submittal in the City record and the staff findings, there are sufficient grounds to **approve** this application (MIP-13-02) subject to the following conditions of approval:

1. Site Plans. The improvements shall conform to the Three Lot Partition Tentative Plan (Sheet 1/3) on Page 71 of Exhibit PD-4, dated April, 2013 (stamped received June 17, 2013), except as modified by these conditions of approval.

2. Driveway Width. The shared driveway shall be at least 14 feet wide in the sections serving more than one parcel, and at least 12 feet wide in the section serving only Parcel 3.
3. Demolition of House. The existing house shall be demolished before the plat is recorded. (This will require a demolition permit from the Building Division.)
4. Driveway Grades. The applicant shall grade as necessary to ensure the west end of the shared driveway has no sections where the grade exceeds 15%. The applicant shall also grade as necessary to ensure that all areas of Parcel 3's driveway have a grade of 12% or less. All grading shall comply with the standards of Section 85.200(E), Lot Grading.
5. Utility Easements.
 - A) The applicant shall provide easements as necessary across Parcel 3 to connect water laterals from the proposed water meters to parcels 1 and 2.
 - B) The applicant shall provide easements as necessary across Parcel 3 to connect sanitary sewer laterals from parcels 1 and 2 to the proposed three lateral stubs at the south end of Parcel 3.
 - C) The applicant shall dedicate an 8-footwide public utility easement for franchise utilities along the Rosemont Road frontage.
6. Clear Vision Areas.
 - A) The applicant shall remove grading and vegetation as necessary to achieve the required clear vision area for the intersection of Santa Anita Drive and Rosemont Road consistent with Section 42.040. The triangle shall be measured from the general trajectory of both street right of ways as they align the site, regardless of the curve of the right of way along the intersection itself.
 - B) Grading shall occur south of the accessway ingress/egress from Santa Anita Drive, resulting in no retaining wall being over three feet in height within the clear vision area dimensions that are provided by Section 42.050. Also within this required clear vision triangle, vegetation shall be removed and trimmed as necessary to eliminate any visual obstruction to clear vision between three and eight feet off of the ground.
7. Emergency Response.
 - A) The applicant shall install a monument listing all three proposed lots' house numbers, near the intersection of the shared driveway with Santa Anita Drive, complying with clear vision triangle requirements of Section 42.050. The numbers shall be visible from Santa Anita Drive.
 - B) The applicant shall work with the Public Works Department to perform a fire flow test of the hydrant located at the intersection of Rosemont Road and Santa Anita Drive that demonstrates compliance with the applicable standard prior to the recording of the final plat.
8. Street Trees. The applicant shall plant street trees along both street frontages consistent with West Linn Municipal Code subsection 8.720, Street Trees, and the Tree Technical Manual, as approved by the City Arborist.

9. Trees and Hedges Along North Edge. With the exception of any at the west end of the parcel that require removal due to clear vision area compliance per Condition of Approval 6 above, the applicant shall preserve the hedges and trees along the north edge of the site that provide screening to properties to the north.

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


JOHN SONNEN, Planning Director

7/17/2013
DATE

Appeals to this decision must be filed with the West Linn Planning Department within 14 days of mailing date. Cost is \$400. The appeal must be filed by an individual who has established standing by submitting comments prior to or on July 15, 2013. Approval will lapse 3 years from effective approval date.

Mailed this 17th day of July, 2013.

Therefore, the 14-day appeal period ends at 5 p.m., on

July 31, 2013.

p:/devrvw/projects folder/projects 2013/MIP-13-02 1700 Santa Anita Dr/staff report mip-13-02

Note to Applicant: Although there are conditions requiring grading and reconfiguration of retaining walls, please note that per Subsection 85.200(E)(4) grading should be kept to the minimum necessary, so the applicant should fulfill all conditions while doing their best to not create unnecessarily tall or large retaining walls or a superfluous amount of grading. Please contact Planning staff if there are any questions.

**ADDENDUM
APPROVAL CRITERIA AND FINDINGS
MIP-13-02**

Staff recommends adoption of the findings for approval contained within the applicant's submittal, with the following exceptions and additions:

**Chapter 11
SINGLE-FAMILY RESIDENTIAL DETACHED, R-10**

11.030 PERMITTED USES

The following are uses permitted outright in this zoning district

1. Single-family detached residential unit.

Staff Response 1: The three lots are proposed for single-family detached residential development. Staff determines the criterion is met.

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

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

1. The minimum lot size shall be 10,000 square feet for a single family detached unit.

Staff Response 2: Each proposed lot has over 10,000 square feet excluding dedications and the proposed access easement. Staff finds the criterion is met.

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

Staff Response 3: The proposed front (west) lot lines range from 64.88 to 107.42 feet. Staff determines the criterion is met.

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

Staff Response 4: Each proposed lot has a consistent lot width of over 50 feet. Staff determines the criterion is met.

4. The lot depth comprising non-Type I and II lands shall be less than two and one-half times the width, and more than an average depth of 90 feet.

Staff Response 5: Each lot has a buildable depth 2.5 times less than its buildable width, and each lot is more than 90 feet deep. Staff determines the criterion is met.

5. The minimum yard dimensions or minimum building setback area from the lot line shall be:
 - a. For the front yard, 20 feet; except for steeply sloped lots where the provisions of CDC 41.010 shall apply; and as specified in CDC 26.040(D) for the Willamette Historic District.
 - b. For an interior side yard, seven and one-half feet; except as specified in CDC 26.040(D) for the Willamette Historic District.
 - d. For a rear yard, 20 feet.
7. The maximum lot coverage shall be 35 percent.

Staff Response 6: Each lot allows possible proposed house plans to meet these criteria at the building permit stage. The existing house is proposed to be demolished. The proposed lot lines would traverse the existing house if it is not demolished by the time the plat is recorded, so Condition of Approval 3 ensures it will be demolished by then, as to not record new lot lines across an existing house. Staff determines the criterion is met upon the inclusion of Condition of Approval 3.

8. The minimum width of an accessway to a lot which does not abut a street or a flag lot shall be 15 feet.

Staff Response 7: The proposed shared access easement is a minimum of 15 feet wide in all sections. Staff determines the criterion is met.

9. The floor area ratio shall be 0.45. 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 0.30 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 Chapter 66 CDC.

10. The sidewall provisions of Chapter 43 CDC shall apply.

Staff Response 8: Each lot allows possible proposed house plans to meet these criteria at the building permit stage.

11.090 OTHER APPLICABLE DEVELOPMENT STANDARDS

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

(...)

6. Chapter 42 CDC, Clear Vision Areas.

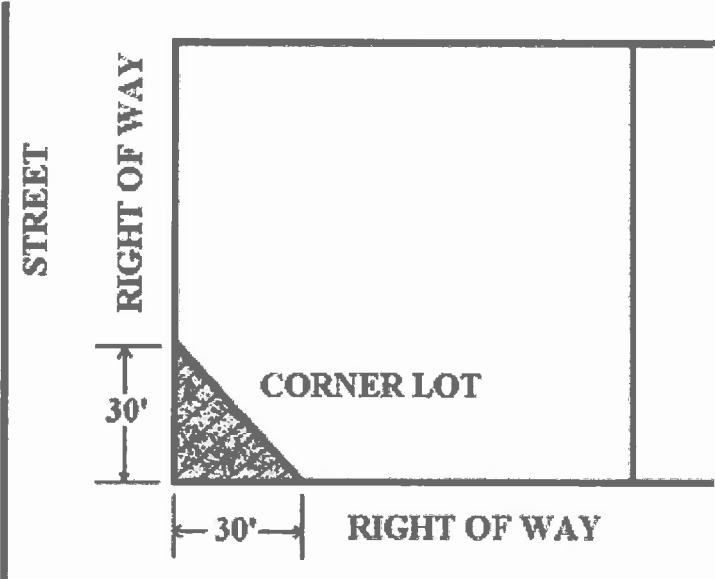
(...)

Staff Response 9: The relevant sections of Chapter 42 are included for analysis below.

42.040 COMPUTATION; STREET AND ACCESSWAY 24 FEET OR MORE IN WIDTH

The clear vision area for all street intersections and street and accessway intersections (accessways having 24 feet or more in width) shall be that triangular area formed by the right-of-way or property lines along such lots and a straight line joining the right-of-way or property line at points which are 30 feet distant from the intersection of the right-of-way line and measured along such lines.

Clear vision area for corner lots and driveways 24 feet or more in width:

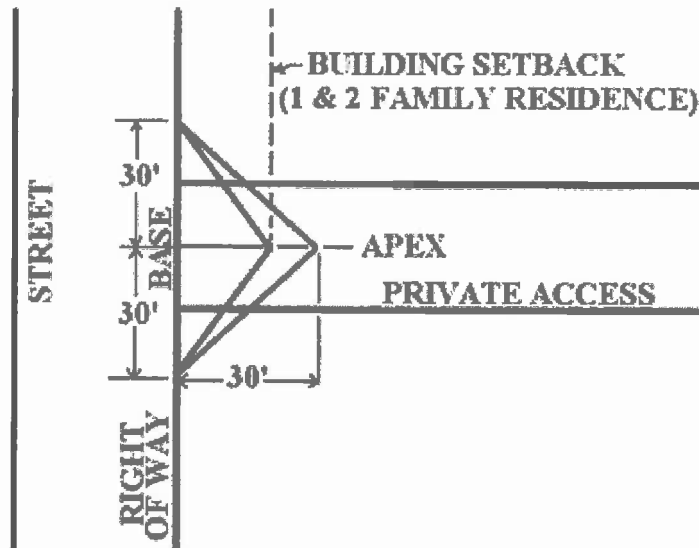


Staff Response 10: The intersection currently does not meet this standard due to both retaining walls and vegetation, and may not meet it upon fulfillment of the applicant's proposed intersection improvements either. Staff therefore recommends Condition of Approval 6(A) which requires any necessary vegetation removal and grading to accomplish this triangle as measured from the trajectory of the right-of-way of both streets (regardless of the curve of the intersection).

42.050 COMPUTATION; ACCESSWAY LESS THAN 24 FEET IN WIDTH

The clear vision area for street and accessway intersections (accessways having less than 24 feet in width) shall be that triangular area whose base extends 30 feet along the street right-of-way line in both directions from the centerline of the accessway at the front setback line of a single-family and two-family residence, and 30 feet back from the property line on all other types of uses.

Clear vision area for corner lots and driveways less than 24 feet in width:



Staff Response 11: Along the Santa Anita frontage there are retaining walls as the site is higher than the street. This is relevant to the application because clear vision area requirements of Chapter 42 regulate obstructions between three and eight feet off the ground near to vehicle ingress/egress points. North of the existing accessway that will be used for the three proposed lots, these do not exceed three feet. South of the accessway they do exceed three feet further south from the accessway but not immediately adjacent to it. In staff's measurement of the clear vision triangle required for private driveways of less than 24 feet in width (provided by Section 42.050), the furthest south six feet of the required 30-foot-long triangle along the frontage contains walls more than three feet high. Recommended Condition of Approval 6B therefore requires grading in this area to achieve the installation of walls of less than three feet in height in this area. Because of a high hedge at the northwest corner of the property that extends into the required clear vision triangle, and also because of other vegetation higher three feet tall on both sides of the accessway intersection, the proposed condition also requires trimming of hedges and vegetation on both sides of the accessway intersection to ensure the required clear vision triangle is respected. Staff finds that the criterion is met upon the inclusion of Condition of Approval 6(B).

CHAPTER 85

LAND DIVISION GENERAL PROVISIONS

85.200 APPROVAL CRITERIA

No tentative subdivision or partition plan shall be approved unless adequate public facilities will be available to provide service to the partition or subdivision area prior to final plat approval and the Planning Commission or Planning Director, as applicable, finds that the following standards have been satisfied, or can be satisfied by condition of approval.

A. Streets.

1. General. The location, width and grade of streets shall be considered in their relation to existing and planned streets, to the generalized or reasonable layout of streets on adjacent undeveloped parcels, to topographical conditions, to public convenience and safety, to accommodate various types of transportation (automobile, bus, pedestrian, bicycle), and to the proposed use of land to be served by the streets. The functional class of a street aids in defining the primary function and associated design standards for the facility. The hierarchy of the facilities within the network in regard to the type of traffic served (through or local trips), balance of function (providing access and/or capacity), and the level of use (generally measured in vehicles per day) are generally dictated by the functional class. The street system shall assure an adequate traffic or circulation system with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried. Streets should provide for the continuation, or the appropriate projection, of existing principal streets in surrounding areas and should not impede or adversely affect development of adjoining lands or access thereto.

To accomplish this, the emphasis should be upon a connected continuous pattern of local, collector, and arterial streets rather than discontinuous curvilinear streets and cul-de-sacs. Deviation from this pattern of connected streets should only be permitted in cases of extreme topographical challenges including excessive slopes (35 percent-plus), hazard areas, steep drainageways, wetlands, etc. In such cases, deviations may be allowed but the connected continuous pattern must be reestablished once the topographic challenge is passed. Streets should be oriented with consideration of the sun, as site conditions allow, so that over 50 percent of the front building lines of homes are oriented within 30 degrees of an east-west axis.

Internal streets are the responsibility of the developer. All streets bordering the development site are to be developed by the developer with, typically, half-street improvements or to City standards prescribed by the City Engineer. Additional travel lanes may be required to be consistent with adjacent road widths or to be consistent with the adopted Transportation System Plan and any adopted updated plans.

An applicant may submit a written request for a waiver of abutting street improvements if the Transportation System Plan prohibits the street improvement for which the waiver is requested. Those areas with numerous (particularly contiguous) under-developed or undeveloped tracts will be required to install street improvements. When an applicant requests a waiver of street improvements and the waiver is granted, the applicant shall propose a fee amount that will be reviewed by the City Manager or the Manager's designee. The City Manager or the Manager's designee will revise the proposed fee as necessary and establish the amount to be paid on a case-by-case basis. The applicant shall pay an in-lieu fee for improvements to the nearest street identified by the City Manager or 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 as determined in subsection (A)(22) of this section.

Streets shall also be laid out to avoid and protect tree clusters and significant trees, but not to the extent that it would compromise connectivity requirements per this

subsection (A)(1), or bring the density below 70 percent of the maximum density for the developable net area. The developable net area is calculated by taking the total site acreage and deducting Type I and II lands; then up to 20 percent of the remaining land may be excluded as necessary for the purpose of protecting significant tree clusters or stands as defined in CDC 55.100(B)(2).

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

Street Classification	Right-of-Way
Minor arterial	60 – 80
	(...)

Additional rights-of-way for slopes may be required. Sidewalks shall not be located outside of the right-of-way unless to accommodate significant natural features or trees.

Staff Response 12: Rosemont Road has a 60-foot right of way along the site, and Santa Anita Drive has a 65-foot right of way. Therefore as minor arterials they meet these criteria without further dedication. Sidewalks will be located in the right of way. Staff finds these criteria are met.

3. Street widths. Street widths shall depend upon which classification of street is proposed. The classifications and required cross sections are established in Chapter 8 of the adopted TSP. Streets are classified as follows.
(...)

Arterial streets serve to interconnect the City. These streets link major commercial, residential, industrial and institutional areas. Arterial streets are typically spaced about one mile apart to assure accessibility and reduce the incidence of traffic using collectors or local streets for through traffic in lieu of a well-placed arterial street. Access control is the key feature of an arterial route. Arterials are typically multiple miles in length.
(...)

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

City of West Linn Roadway Cross-Section Standards

Street Element	Characteristic	Width/Options
Vehicle Lane Widths (minimum widths)	Arterial Collector Neighborhood Local Turn Lane	11 feet 10 feet 10 feet 12 feet 10-14 feet
On-Street Parking	Arterials Collectors Neighborhood Local	Limited (in commercial areas) Some (unstriped) Some (8 feet) Some (unstriped)
Bicycle Lanes (minimum widths)	New Construction Reconstruction	5 to 6 feet 5 to 6 feet
Sidewalks (minimum width) (See note below)	Arterial Collector Neighborhood/Local	6 feet 6 feet 6 feet
Landscape Strips	Can be included in all streets	6 feet
Medians	5-Lane 3-Lane 2-Lane	Optional Optional Consider if appropriate
Neighborhood Traffic Management	Arterials Collectors Neighborhood Local	Not recommended Under special conditions Should consider if appropriate Should consider if appropriate
Transit	Arterial/Collectors Neighborhood Route Local	Appropriate Only in special circumstances Not recommended

NOTE: Commercial/OBC zone development on arterials requires a 12-foot-wide sidewalk which includes three feet for street trees, hydrants, street furniture, etc. Commercial/OBC zone development on local streets requires an 8-foot-wide sidewalk with no planter strip, but shall include cut-outs for street trees. In both commercial and residential areas where site constraints exist, sidewalks and planter strips may be reduced to the minimum necessary (e.g., four feet for sidewalks and no planter strip) to accommodate walking and significant natural features such as mature trees, steep embankment, grade problems, and existing structures, or to match existing sidewalks or right-of-way limitations. These natural features are to be preserved to the greatest extent possible. Requests for this configuration shall require the endorsement of the City Engineer. The City Engineer has the authority to require that street widths match adjacent street widths.

Sidewalk Location	Sidewalk Width
Residential Development	6 feet (+ 6-foot planter strip)

(...)

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

- a. The type of road as set forth in the Transportation Master Plan.
- b. The anticipated traffic generation.
- c. On-street parking requirements.
- d. Sidewalk and bikeway requirements.
- e. Requirements for placement of utilities.
- f. Street lighting.
- g. Drainage and slope impacts.
- h. Street trees.
- i. Planting and landscape areas.
- j. Existing and future driveway grades.
- k. Street geometry.
- l. Street furniture needs, hydrants.

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

(...)

- b. Streets intended to serve as signed but unstriped bike routes should have the travel lane widened by two feet.

(...)

- d. Arterials should have two travel lanes. On-street parking is not allowed unless part of a Street Master Plan. Bike lanes are required as directed by the Parks Master Plan and Transportation Master Plan.

(...)

Staff Response 13: Both streets have travel lanes at least 10 feet wide. As discussed in Staff Response 16 it is hard to widen the sidewalk areas and install further planter strips here due to the embankments along the frontages. Due to these embankments it is also hard to install street improvements to Rosemont that include further improvements such as potential bike lanes, as greater improvements to Rosemont can occur when the property across Rosemont develops. Street improvements as requested by Engineering are proposed. Staff determines the criteria are met.

9. Intersection angles. Streets shall be laid out to intersect angles as near to right angles as practical, except where topography requires lesser angles, but in no case less than 60 degrees unless a special intersection design is approved. Intersections which are not at right angles shall have minimum corner radii of 15 feet along right-of-way lines which form acute angles. Right-of-way lines at intersections with arterial streets

shall have minimum curb radii of not less than 35 feet. Other street intersections shall have curb radii of not less than 25 feet. All radii shall maintain a uniform width between the roadway and the right-of-way lines. The intersection of more than two streets at any one point will not be allowed unless no alternative design exists.

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

(...)

Staff Response 14: As discussed above in Staff Response 12 the streets do not need additional right-of-way to meet minimum right-of-way widths for arterials. However the applicant proposes some right-of-way dedication at the intersection of the two streets, resulting in a 45 foot radius, meeting Section (9) above. Staff finds that the criteria are met.

13. Grades and curves. Grades shall not exceed 8 percent on major or secondary arterials, 10 percent on collector streets, or 15 percent on any other street unless by variance. Willamette Drive/Highway 43 shall be designed to a minimum horizontal and vertical design speed of 45 miles per hour, subject to Oregon Department of Transportation (ODOT) approval. Arterials shall be designed to a minimum horizontal and vertical design speed of 35 miles per hour. Collectors shall be designed to a minimum horizontal and vertical design speed of 30 miles per hour. All other streets shall be designed to have a minimum centerline radii of 50 feet. Super elevations (i.e., banking) shall not exceed four percent. The centerline profiles of all streets may be provided where terrain constraints (e.g., over 20 percent slopes) may result in considerable deviation from the originally proposed alignment.

(...)

Staff Response 15: Neither arterial street curves along the site frontage. To provide for a more functional intersection the applicant is dedicating right-of-way at the intersection to make a better curve between the two streets for turning, to the satisfaction of the Engineering Division. Staff determines the criterion is met.

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

17. Planter strip. The planter strip is between the curb and sidewalk providing space for a grassed or landscaped area and street trees. The planter strip shall be at least 6 feet wide to accommodate a fully matured tree without the boughs interfering with pedestrians on the sidewalk or vehicles along the curblin. Planter strip width may be

reduced or eliminated, with City Engineer approval, when it cannot be corrected by site plan, to the minimum amount necessary to respond to site constraints such as grades, mature trees, rock outcroppings, etc., or in response to right-of-way limitations.

Staff Response 16: There is an existing five- to six-foot-wide sidewalk on Santa Anita Drive. The applicant proposes a six-foot-wide sidewalk on Rosemont Road, where there is currently an existing asphalt path. The steepest parts of the site are the slopes onto the property from the edges of the sidewalk areas. For these topographic reasons the Engineering Division is not requiring the widening of the Santa Anita sidewalk, and is not requiring a planter strip on either street. Even when there is no planter strip, street trees are appropriate and can be placed as close as possible on the property side of the sidewalk. The applicant has proposed street trees on Rosemont Road but not on Santa Anita Drive as seen on the Tentative Plan Sheet 1/3 on Page 71 of Exhibit PD-4. Condition of Approval 8 requires street trees to be planted along both frontages. Staff finds the criteria are met upon the inclusion of Condition of Approval 8.



There is an asphalt path along Rosemont Road but the applicant proposes a six-foot sidewalk.



Due to how the site is several feet up a retaining wall from the existing sidewalk on Santa Anita, it is not possible to install a planter strip or widen the sidewalk without more significant redevelopment of the entire frontage.

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

Staff Response 17: The application proposes the intersection area right of way dedication without reservations or restrictions. Staff determines the criterion is met.

19. All lots in a subdivision shall have access to a public street. Lots created by partition may have access to a public street via an access easement pursuant to the standards and limitations set forth for such accessways in Chapter 48 CDC.

(...)

Staff Response 18: All lots will have access to Santa Anita drive via the shared driveway and the easement proposed for it. Upon the inclusion of the proposed conditions the application meets the criteria of Chapter 48. See staff responses 24-39 below for analysis of compliance with Chapter 48.

22. Based upon the determination of the City Manager or the Manager's designee, the applicant shall construct or cause to be constructed, or contribute a proportionate share of the costs, for all necessary off-site improvements identified by the transportation analysis commissioned to address CDC 85.170(B)(2) that are required to mitigate impacts from the proposed subdivision. The proportionate share of the costs shall be determined by the City Manager or Manager's designee, who shall assume that the proposed subdivision provides improvements in rough proportion to identified impacts of the subdivision. Off-site transportation improvements will include bicycle and pedestrian improvements as identified in the adopted City of West Linn TSP.

Staff Response 19: As this is a minor partition there are not major impacts to City infrastructure compared with what can occur with a larger subdivision. Contributions to off-site improvements are not being required. Staff determines the criterion is met.

B. Blocks and lots.

1. General. The length, width, and shape of blocks shall be designed with due regard for the provision of adequate building sites for the use contemplated; consideration of the need for traffic safety, convenience, access, circulation, and control; and recognition of limitations and opportunities of topography and solar access.

Staff Response 20: This is a partition that is part of an existing block, with no new streets or blocks proposed. Staff determines the criterion is met.

2. Sizes. The recommended block size is 400 feet in length to encourage greater connectivity within the subdivision. Blocks shall not exceed 800 feet in length between street lines, except for blocks adjacent to arterial streets or unless topographical conditions or the layout of adjacent streets justifies a variation. Designs of proposed intersections shall demonstrate adequate sight distances to the City Engineer's specifications. Block sizes and proposed accesses must be consistent with the adopted TSP.

Staff Response 21: The site borders arterial streets on two sides and does not border other streets. Therefore this criterion does not call for new development at this location to break up a block, as this is an existing block along an arterial. Staff finds that the criterion is met.

3. Lot size and shape. Lot size, width, shape, and orientation shall be appropriate for the location of the subdivision, for the type of use contemplated, for potential utilization of solar access, and for the protection of drainageways, trees, and other natural features. No lot shall be dimensioned to contain part of an existing or proposed street. All lots shall be buildable, and the buildable depth should not exceed two and one-half times the average width. "Buildable" describes lots that are free of constraints such as wetlands, drainageways, etc., that would make home construction impossible. Lot sizes shall not be less than the size required by the zoning code unless as allowed by planned unit development (PUD).

Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street parking and service facilities required by the type of use proposed.

Staff Response 22: This is a residential partition. All three lots provide for solar access, as all slope to the south. There are no significant trees or drainageways on site. The lots meet minimum R-10 zone size requirements without counting street dedication areas or access easement areas. Staff finds that the criterion is met.

4. Access. Access to subdivisions, partitions, and lots shall conform to the provisions of Chapter 48 CDC, Access, Egress and Circulation.

(...)

Staff Response 23: The following excerpts are the relevant criteria of Chapter 48.

48.025 ACCESS CONTROL

(...)

B. Access control standards.

(...)

3. Access options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (planned access shall be consistent with adopted public works standards and TSP). These methods are “options” to the developer/subdivider.

(...)

b) Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., “shared driveway”). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.

(...)

Staff Response 24: The lots access from a shared private driveway with a proposed access easement. Staff determines the criterion is met.

4. Subdivisions fronting onto an arterial street. New residential land divisions fronting onto an arterial street shall be required to provide alleys or secondary (local or collector) streets for access to individual lots. When alleys or secondary streets cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g., includes flag lots and mid-block lanes).

Staff Response 25: The lots only border arterial streets, but they use the existing access point for access. At this access point the applicant proposes a shared private driveway with an access easement. Staff determines the criterion is met.



This existing access point on Santa Anita Drive is proposed to serve as the access point for all lots, via a shared driveway.

5. Double-frontage lots. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. When a lot has frontage opposite that of the adjacent lots, access shall be provided from the street with the lowest classification.

(...)

Staff Response 26: Both streets fronting the lots are minor arterials. The applicant proposes that the lots access from the existing access point on Santa Anita Drive. Staff determines the criterion is met.

7. Number of access points. For single-family (detached and attached), two-family, and duplex housing types, one street access point is permitted per lot, when alley access cannot otherwise be provided; except that two access points may be permitted corner lots (i.e., no more than one access per street), subject to the access spacing standards in subsection (B)(6) of this section. The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsection (B)(8) of this section, in order to maintain the required access spacing, and minimize the number of access points.

8. Shared driveways. The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots

where feasible. The City shall require shared driveways as a condition of land division or site design review, as applicable, for traffic safety and access management purposes in accordance with the following standards:

- a. Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. "Stub" means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent parcel develops. "Developable" means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).
- b. Access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval.
(...)

Staff Response 27: All of the lots will access from the existing access point, which is proposed to be a shared driveway with an access easement. No new access points are proposed. Staff determines the criterion is met.

C. Street connectivity and formation of blocks required. In order to promote efficient vehicular and pedestrian circulation throughout the City, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:

1. Block length and perimeter. The maximum block length shall not exceed 800 feet or 1,800 feet along an arterial.
(...)
3. Exception. Exceptions to the above standards may be granted when blocks are divided by one or more pathway(s), in conformance with the provisions of CDC 85.200(C), Pedestrian and Bicycle Trails, or cases where extreme topographic (e.g., slope, creek, wetlands, etc.) conditions or compelling functional limitations preclude implementation, not just inconveniences or design challenges.

Staff Response 28: This block of Santa Anita between Rosemont Road and Horton Road is more than 800 feet long, but is divided by a pathway that links Santa Anita to Haverhill Drive. This divides the block into two segments that are less than 800 feet long, as provided by Section (3) above. The block along Rosemont Road is longer than 800 feet going east from Santa Anita. However this minor partition at the corner of Santa Anita is not the appropriate location for a trail or street heading north as there are other dividable properties to the east and as there is already a nearby connection to Haverhill Way (which is the cul-de-sac terminating just north of the site). Staff determines the criterion is met.

48.030 MINIMUM VEHICULAR REQUIREMENTS FOR RESIDENTIAL USES

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

In the event that alternate access is not available as determined by the Planning Director and City Engineer, access may be permitted after review of the following criteria:

1. Topography.
2. Traffic volume to be generated by development (i.e., trips per day).
3. Traffic volume presently carried by the street to be accessed.
4. Projected traffic volumes.
5. Safety considerations such as line of sight, number of accidents at that location, emergency vehicle access, and ability of vehicles to exit the site without backing into traffic.
6. The ability to consolidate access through the use of a joint driveway.
7. Additional review and access permits may be required by State or County agencies

Staff Response 29: Since the site only borders two arterial streets and is surrounded by developed lots on the other two sides, the only way to access the lots is via an arterial street rather than a lesser classification of street. However the applicant proposes a shared driveway per Subsection (6) above via the use of the only existing access point to the site. This access point is the furthest away point from the intersection on the site's street frontages. On Page 75 of Exhibit PD-5, Tualatin Valley Fire and Rescue's (TVFR) submittal states "Please provide an address at each new home visible from Santa Anita Drive. Recommend a multi-address monument near the intersection of Santa Anita Drive and the private driveway." While it would need to meet clear vision area requirements in terms of its height, the provision of such a monument would result in address numbers for each property that are visible from Santa Anita Drive. Therefore Condition of Approval 7A requires this monument, fulfilling the emergency access requirements of Subsection (5) above. Staff determines the criteria are met upon the inclusion of Condition of Approval 7A.

B. When any portion of any house is less than 150 feet from the adjacent right-of-way, access to the home is as follows:

(...)

2. Two to four single-family residential homes equals a 14- to 20-foot-wide paved or all-weather surface. Width shall depend upon adequacy of line of sight and number of homes.

Staff Response 30: The applicant proposes a 15- to 20-foot-wide access easement to provide access for all three proposed lots. Condition of Approval 2 ensures that the pavement within it is at least 14 feet wide to meet this criterion. Staff determines the criterion is met upon the inclusion of Condition of Approval 2.

3. Maximum driveway grade shall be 15 percent. The 15 percent shall be measured along the centerline of the driveway only. Variations require approval of a Class II variance by the Planning Commission pursuant to Chapter 75 CDC. Regardless, the last 18 feet in front of the garage shall be under 12 percent grade as measured along the centerline of the driveway only. Grades elsewhere along the driveway shall not apply.
(...)

Staff Response 31: Most of the site where the driveway is has a grade of less than 15 percent, including any areas where the shared driveway may extend beyond the existing driveway that it overlaps. For the most part there are sufficient areas with grades of less than 12 percent where individual driveways can be built on each lot as well. One exception is the west end of the shared driveway which is currently the existing driveway for the house on site. This overlaps with areas where the grade is higher than 15% as seen on the Three Lot Partition Grading Plan and Slope Analysis, Sheet 2/3 on Page 72 of Exhibit PD-4. Condition of Approval 4 ensures that grading will occur at the west end of the site, grading that will ensure that no section of the shared driveway has a grade of over 15 percent. Another exception is how on Parcel 3, part of the area where the driveway would traverse the front area of the lot (near the end of the proposed easement) is over 15% in slope as well. This also can be seen on the Grading Plan and Slope Analysis. Condition of Approval 4 also requires this to be graded to be less than 12% in slope. Staff determines that the criterion is met upon the inclusion of Condition of Approval 4.

C. When any portion of one or more homes is more than 150 feet from the adjacent right-of-way, the provisions of subsection B of this section shall apply in addition to the following provisions.

1. A turnaround may be required as prescribed by the Fire Chief.
2. Minimum vertical clearance for the driveway shall be 13 feet, six inches.
3. A minimum centerline turning radius of 45 feet is required unless waived by the Fire Chief.
4. There shall be sufficient horizontal clearance on either side of the driveway so that the total horizontal clearance is 20 feet

(...)

Staff Response 32: TVFR will review building plans at building permit stage and will determine whether more of a turnaround is needed. Setbacks for the buildings ensure that there is more than 20 feet of horizontal clearance, and there will be nothing above the driveway interfering with vertical clearance. TVFR's clarifying submittal on pages 78-80 of

Exhibit PD-7 states that they waive the requirement for the 45-foot centerline turning radius for the driveway and that they conclude that a turnaround is not needed. Staff finds the criteria are met.

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

Staff Response 33: The applicant proposes to use the existing driveway on site as the access for all three proposed lots. No new access points are proposed. Staff determines the criterion is met.

48.060 WIDTH AND LOCATION OF CURB CUTS AND ACCESS SEPARATION REQUIREMENTS

A. Minimum curb cut width shall be 16 feet.

B. Maximum curb cut width shall be 36 feet, except along Highway 43 in which case the maximum curb cut shall be 40 feet. For emergency service providers, including fire stations, the maximum shall be 50 feet.

Staff Response 34: The curb cut on the existing driveway is approximately 28 feet wide. Staff determines the criteria are met.

C. No curb cuts shall be allowed any closer to an intersecting street right-of-way line than the following:

1. On an arterial when intersected by another arterial, 150 feet.

(...)

3. On an arterial when intersected by a local street, 100 feet.

(...)

D. There shall be a minimum distance between any two adjacent curb cuts on the same side of a public street, except for one-way entrances and exits, as follows:

1. On an arterial street, 150 feet.

(...)

Staff Response 35: The curb cut on the existing driveway off Santa Anita is approximately 161 feet from the intersection of the two arterials at the south end of the site. The next street Santa Anita intersects north of the site is Horton Road. The curb cut is approximately 750 feet

from this intersection. There are no other curb cuts along this side of Santa Anita between Rosemont and Horton. Staff determines the criteria are met.

F. Curb cuts shall be kept to the minimum, particularly on Highway 43. Consolidation of driveways is preferred. The standard on Highway 43 is one curb cut per business if consolidation of driveways is not possible.

Staff Response 36: There will be no new curb cuts as all proposed lots are proposed to access from the existing driveway. Staff determines the criterion is met.

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

Staff Response 37: Staff finds that this criterion is met upon the inclusion of Condition of Approval 6. See staff responses 10 and 11 for analysis.

6. Lot and parcel side lines. The lines of lots and parcels, as far as is practicable, should run at right angles to the street upon which they face, except that on curved streets they should be radial to the curve.

Staff Response 38: The only proposed lot line that intersects with the street is the line between parcels 1 and 2 which is perpendicular to Santa Anita Drive. The other lines are laid out as practical to divide the site. Staff finds the criterion is met.

7. Flag lots. Flag lots can be created where it can be shown that no other reasonable street access is possible to achieve the requested land division. A single flag lot shall have a minimum street frontage of 15 feet for its accessway. Where two to four flag lots share a common accessway, the minimum street frontage and accessway shall be eight feet in width per lot. Common accessways shall have mutual maintenance agreements and reciprocal access and utility easements. The following dimensional requirements shall apply to flag lots:

- a. Setbacks applicable to the underlying zone shall apply to the flag lot.
- b. Front yard setbacks may be based on the rear property line of the parcel which substantially separates the flag lot from the street from which the flag lot gains access. Alternately, the house and its front yard may be oriented in other directions so long as some measure of privacy is ensured, or it is part of a pattern of development, or it better fits the topography of the site.
- c. The lot size shall be calculated exclusive of the accessway; the access strip may not be counted towards the area requirements.
- d. The lot depth requirement contained elsewhere in this code shall be measured from the rear property line of the parcel which substantially separates the flag lot from the street from which the flag lot gains access.

e. As per CDC 48.030, the accessway shall have a minimum paved width of 12 feet.

f. If the use of a flag lot stem to access a lot is infeasible because of a lack of adequate existing road frontage, or location of existing structures, the proposed lot(s) may be accessed from the public street by an access easement of a minimum 15-foot width across intervening property.

(...)

Staff Response 39: Functionally parcels 2 and 3 are flaglots in that they take vehicular access via an easement across another parcel as provided for in (7)(f) above. The access easement is 15-20 feet wide, meeting (f). The lots are over 90 feet wide as measured perpendicularly from Santa Anita from which they take access, meeting (d) above. The lots have over 10,000 square feet independent of the access easement, meeting (c) above. Staff will ensure setbacks are met at the time of building permit issuance, meeting (a) and (b) above. Condition of Approval 2 ensures that the driveway will be at least 14 feet wide (per Section 48.030[B][2]) in the sections serving more than one lot and at least 12 feet wide in the section serving only Parcel 3, meeting (e) above. Staff determines the criteria are met upon the inclusion of Condition of Approval 2.

C. Pedestrian and bicycle trails.

(...)

Staff Response 40: No trails are proposed. While there is a public access easement between adjacent lots 3 and 4 in the Haverhill Estates subdivision (see Three Lot Partition Tentative Plan, Sheet 1/3, on Page 71 of Exhibit PD-4), these two lots are already developed with houses and there is already a public walkway in an easement just on the other side of Haverhill Estates Lot 3, connecting Santa Anita with Haverhill Way. Therefore the proposed partition does not need to make this connection with a trail. Staff determines the criterion is met.

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

1. All cuts and fills shall comply with the excavation and grading provisions of the Uniform Building Code and the following:
 - a. Cut slopes shall not exceed one and one-half feet horizontally to one foot vertically (i.e., 67 percent grade).
 - b. Fill slopes shall not exceed two feet horizontally to one foot vertically (i.e., 50 percent grade). Please see the following illustration.
2. The character of soil for fill and the characteristics of lot and parcels made usable by fill shall be suitable for the purpose intended.

3. If areas are to be graded (more than any four-foot cut or fill), compliance with CDC 85.170(C) is required.

4. The proposed grading shall be the minimum grading necessary to meet roadway standards, and to create appropriate building sites, considering maximum allowed driveway grades.

5. Where landslides have actually occurred, where the area is identified as a hazard site in the West Linn Comprehensive Plan Report, or where field investigation by the City Engineer confirms the existence of a severe landslide hazard, development shall be prohibited unless satisfactory evidence is additionally submitted by a registered geotechnical engineer which certifies that methods of rendering a known hazard site safe for construction are feasible for a given site. The City Engineer's field investigation shall include, but need not be limited to, the following elements:

- a. Occurrences of geotropism.
- b. Visible indicators of slump areas.
- c. Existence of known and verified hazards.
- d. Existence of unusually erosive soils.
- e. Occurrences of unseasonably saturated soils.

The City Engineer shall determine whether the proposed methods or designs are adequate to prevent landslide or slope failure. The City Engineer may impose conditions consistent with the purpose of these ordinances and with standard engineering practices including limits on type and intensity of land use, which have been determined necessary to assure landslide or slope failure does not occur.

6. All cuts and fills shall conform to the Uniform Building Code.

7. On land with slopes in excess of 12 percent, cuts and fills shall be regulated as follows:

- a. Toes of cuts and fills shall be set back from the boundaries of separate private ownerships at least three feet, plus one-fifth of the vertical height of the cut or fill. Where an exception is required from that requirement, slope easements shall be provided.
- b. Cuts shall not remove the toe of any slope where a severe landslide or erosion hazard exists (as described in subsection (G)(5) of this section).
- c. Any structural fill shall be designed by a registered engineer in a manner consistent with the intent of this code and standard engineering practices, and certified by that engineer that the fill was constructed as designed.
- d. Retaining walls shall be constructed pursuant to Section 2308(b) of the Oregon State Structural Specialty Code.
- e. Roads shall be the minimum width necessary to provide safe vehicle access, minimize cut and fill, and provide positive drainage control.

(...)

Staff Response 41: The applicant proposes no grading but Condition of Approval 4 requires grading as necessary to ensure that the shared driveway and the Parcel 3 driveway meet the driveway grade maximum requirements of Section 48.030(B)(3). Regarding Section (5)

above, the Natural Hazards Mitigation Plan does not designate this as a potential landslide area, but Map 17 Landslide Vulnerability Analysis does put it in the category of “Residential Population Locations within Landslide Area”. This is likely due to the steepness of the slopes of the embankments along the streets. Section 5 allows the City Engineer to determine whether a Geotechnical Engineer needs to study the areas where grading is required. The reference to this section in Condition of Approval 4 allows the City Engineer that opportunity. Staff determines the criterion is met upon the inclusion of Condition of Approval 4.

F. Water.

1. A plan for domestic water supply lines or related water service facilities shall be prepared consistent with the adopted Comprehensive Water System Plan, plan update, March 1987, and subsequent superseding revisions or updates.
2. Adequate location and sizing of the water lines.
3. Adequate looping system of water lines to enhance water quality.
(...)
5. A written statement, signed by the City Engineer, that water service can be made available to the site by the construction of on-site and off-site improvements and that such water service has sufficient volume and pressure to serve the proposed development’s domestic, commercial, industrial, and fire flows.

Staff Response 42: The applicant proposes all three water meters to be at the southwest corner of the site. For parcels 1 and 2, easements will be needed across Parcel 3 for the lines to access this area from the lots (unless Parcel 1’s follows the right of way along the side of Parcel 3). Condition of Approval 5A requires these easements. Looping is not necessary as this is a partition with no new streets. Regarding sufficient fire flows as discussed in Subsection (5) above, TVFR’s submittal on pages 74-75 of Exhibit PD-4 recommends a current fire flow test of the fire hydrant at the intersection of the two adjacent streets. Therefore Condition of Approval 7B requires this. The Development Review Engineer’s initials on this staff report satisfies Subsection (5) above. Staff determines the criteria are met upon the inclusion of conditions of approval 5A and 7B.

G. Sewer.

1. A plan prepared by a licensed engineer shall show how the proposal is consistent with the Sanitary Sewer Master Plan (July 1989). Agreement with that plan must demonstrate how the sanitary sewer proposal will be accomplished and how it is gravity-efficient. The sewer system must be in the correct basin and should allow for full gravity service.
2. Sanitary sewer information will include plan view of the sanitary sewer lines, including manhole locations and depth or invert elevations.

3. Sanitary sewer lines shall be located in the public right-of-way, particularly the street, unless the applicant can demonstrate why the alternative location is necessary and meets accepted engineering standards.
4. Sanitary sewer line should be at a depth that can facilitate connection with down-system properties in an efficient manner.
5. The sanitary sewer line should be designed to minimize the amount of lineal feet in the system.
(...)
7. Sanitary sewer shall be extended or stubbed out to the next developable subdivision or a point in the street that allows for reasonable connection with adjacent or nearby properties.
8. The sanitary sewer system shall be built pursuant to DEQ, City, and Tri-City Service District sewer standards. The design of the sewer system should be prepared by a licensed engineer, and the applicant must be able to demonstrate the ability to satisfy these submittal requirements or standards at the pre-construction phase.
9. A written statement, signed by the City Engineer, that sanitary sewers with sufficient capacity to serve the proposed development and that adequate sewage treatment plant capacity is available to the City to serve the proposed development.

Staff Response 43: The applicant proposes all three sanitary sewer lines to connect from Parcel 3 on site across Rosemont Road to an existing City sanitary sewer main. This is appropriate as this is downhill from the site. Easements across Parcel 3 will be needed to connect the sanitary sewer laterals from this point on Parcel 3 to the other two parcels. Condition of Approval 5B requires this. The Development Review Engineer's initials on this staff report satisfies Subsection (9) above.

H. Storm.

1. A stormwater quality and detention plan shall be submitted which complies with the submittal criteria and approval standards contained within Chapter 33 CDC. It shall include profiles of proposed drainageways with reference to the adopted Storm Drainage Master Plan.
2. Storm treatment and detention facilities shall be sized to accommodate a 25-year storm incident. A registered civil engineer shall prepare a plan and statement which shall be supported by factual data that clearly shows that there will be no adverse off-site impacts from increased intensity of runoff downstream or constriction causing ponding upstream. The plan and statement shall identify all on- or off-site impacts and measures to mitigate those impacts. The plan and statement shall, at a minimum, determine the off-site impacts from a 25-year storm.
3. Plans shall demonstrate how storm drainage will be collected from all impervious surfaces including roof drains. Storm drainage connections shall be provided to each

dwelling unit/lot. The location, size, and type of material selected for the system shall correlate with the 25-year storm incident.

4. Treatment of storm runoff shall meet municipal code standards.

Staff Response 44: The applicant's Preliminary Storm Water Analysis (on Page 67 of Exhibit PD-4 under Theta, LLC heading) shows that on-site infiltration is possible. Therefore the applicant proposes rain gardens on site, but these are best sited when the house is proposed during the building permit stage. Staff determines the criteria are met.

I. Utility easements. Subdivisions and partitions shall establish utility easements to accommodate the required service providers as determined by the City Engineer. The developer of the subdivision shall make accommodation for cable television wire in all utility trenches and easements so that cable can fully serve the subdivision.

Staff Response 45: Condition of Approval 5 requires utility easements to connect their sanitary sewer and water lines across Parcel 3 as necessary to connect to the water meters and sanitary sewer stubs proposed by the applicant at the south end of Parcel 3. Partitions standardly are conditioned to have an eight-foot-wide public utility easement, for potential future franchise utilities, along both right of way frontages along the site. There is already a public utility easement wider than this along the Santa Anita frontage. Condition of Approval 5 also requires that an eight-foot-wide public utility easement for this purpose be implemented along the Rosemont frontage. Staff finds the criterion is met upon the inclusion of Condition of Approval 5.

J. Supplemental provisions.
(...)

3. Street trees. Street trees are required as identified in the appropriate section of the municipal code and Chapter 54 CDC.

Staff Response 46: Street trees are required on both streets. The applicant shows street trees proposed along Rosemont Road on the Tentative Plan Sheet 1/3, Page 71 of Exhibit PD-4. There should be street trees planted along the Santa Anita frontage also per Chapter 54 requirements. In both cases, sidewalk location and topography make it so trees have to be opposite the sidewalk from the street, which is acceptable when dictated by circumstances such as this. Condition of Approval 8 requires street trees be planted along both frontages. Staff finds that the criterion is met upon the inclusion of Condition of Approval 8.

4. Lighting. To reduce ambient light and glare, high or low pressure sodium light bulbs shall be required for all subdivision street or alley lights. The light shall be shielded so that the light is directed downwards rather than omni-directional.

Staff Response 47: This is a major street intersection in West Linn, and street lighting is already provided for this area to the satisfaction of City standards. Staff finds that the criterion is met.

5. Dedications and exactions. The City may require an applicant to dedicate land and/or construct a public improvement that provides a benefit to property or persons outside the property that is the subject of the application when the exaction is roughly proportional. No exaction shall be imposed unless supported by a determination that the exaction is roughly proportional to the impact of development.

Staff Response 48: The applicant proposes a right-of-way dedication of 1,238 feet from this approximately 44,400 square foot site to improve the curve radius at the intersection. The dedication does not affect the buildable areas uphill and does not reduce the number of parcels that applicant can partition from this site. Staff determines that this is an appropriate dedication that is roughly proportional to the development.

6. Underground utilities. All utilities, such as electrical, telephone, and television cable, that may at times be above ground or overhead shall be buried underground in the case of new development. The exception would be in those cases where the area is substantially built out and adjacent properties have above-ground utilities and where the development site's frontage is under 200 feet and the site is less than one acre. High voltage transmission lines, as classified by Portland General Electric or electric service provider, would also be exempted. Where adjacent future development is expected or imminent, conduits may be required at the direction of the City Engineer. All services shall be underground with the exception of standard above-grade equipment such as some meters, etc.
(...)

Staff Response 49: The applicant plans to underground all utilities. Staff determines the criterion is met.

9. Heritage trees/significant tree and tree cluster protection. All heritage trees, as defined in the Municipal Code, shall be saved. Diseased heritage trees, as determined by the City Arborist, may be removed at his/her direction. All non-heritage trees and clusters of trees (three or more trees with overlapping dripline; however, native oaks need not have an overlapping dripline) that are considered significant by virtue of their size, type, location, health, or numbers shall be saved pursuant to CDC 55.100(B)(2). Trees are defined per the municipal code as having a trunk six inches in diameter or 19 inches in circumference at a point five feet above the mean ground level at the base of the trunk.
(...)

Staff Response 50: There are no heritage trees on site. The City Arborist has concluded that none of the trees on site are significant trees. Staff determines that the criterion is met. Due to the screening provided to the properties to the north by the trees and hedges along the north side of the site as discussed in the above public comment by Joseph Williams, Condition of Approval 9 is recommended to preserve these.

EXHIBITS

AFFIDAVIT OF NOTICE

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

GENERAL

File No. M10-13-02 Applicant's Name Phil Gentemara, Centurion Homes
Development Name Ad 1700 Santa Anita Dr
Scheduled Meeting/Decision Date 7-15-13

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

TYPE A

- A. The applicant (date) 6-24-13 (signed) S. Skroyer
- B. Affected property owners (date) 6-24-13 (signed) S. Skroyer
- C. School District/Board (date) _____ (signed) _____
- D. Other affected gov't. agencies (date) _____ (signed) _____
- E. Affected neighborhood assns. (date) 6-24-13 ad (signed) S. Skroyer
- F. All parties to an appeal or review (date) _____ (signed) _____

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

Tidings (published date) 7-4-13 (signed) S. Skroyer
City's website (posted date) 6-24-13 (signed) S. Skroyer

SIGN

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

(date) 6-26-13 (signed) [Signature]

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

TYPE B

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

Notice was posted on the City's website at least 10 days prior to the scheduled hearing or meeting.

Date: _____ (signed) _____

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

(date) 7-17-13 (signed) S. Skroyer

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

(date) _____ (signed) _____

**CITY OF WEST LINN
PLANNING DIRECTOR DECISION
FILE NO. MIP-13-02**

The West Linn Planning Director is considering a request for a three-lot minor partition at 1700 Santa Anita Dr.

The decision will be based on the approval criteria in chapters 11 and 85 of the Community Development Code (CDC). The approval criteria from the CDC are available for review at City Hall, at the City Library, and at <http://www.westlinnoregon.gov/cdc>.

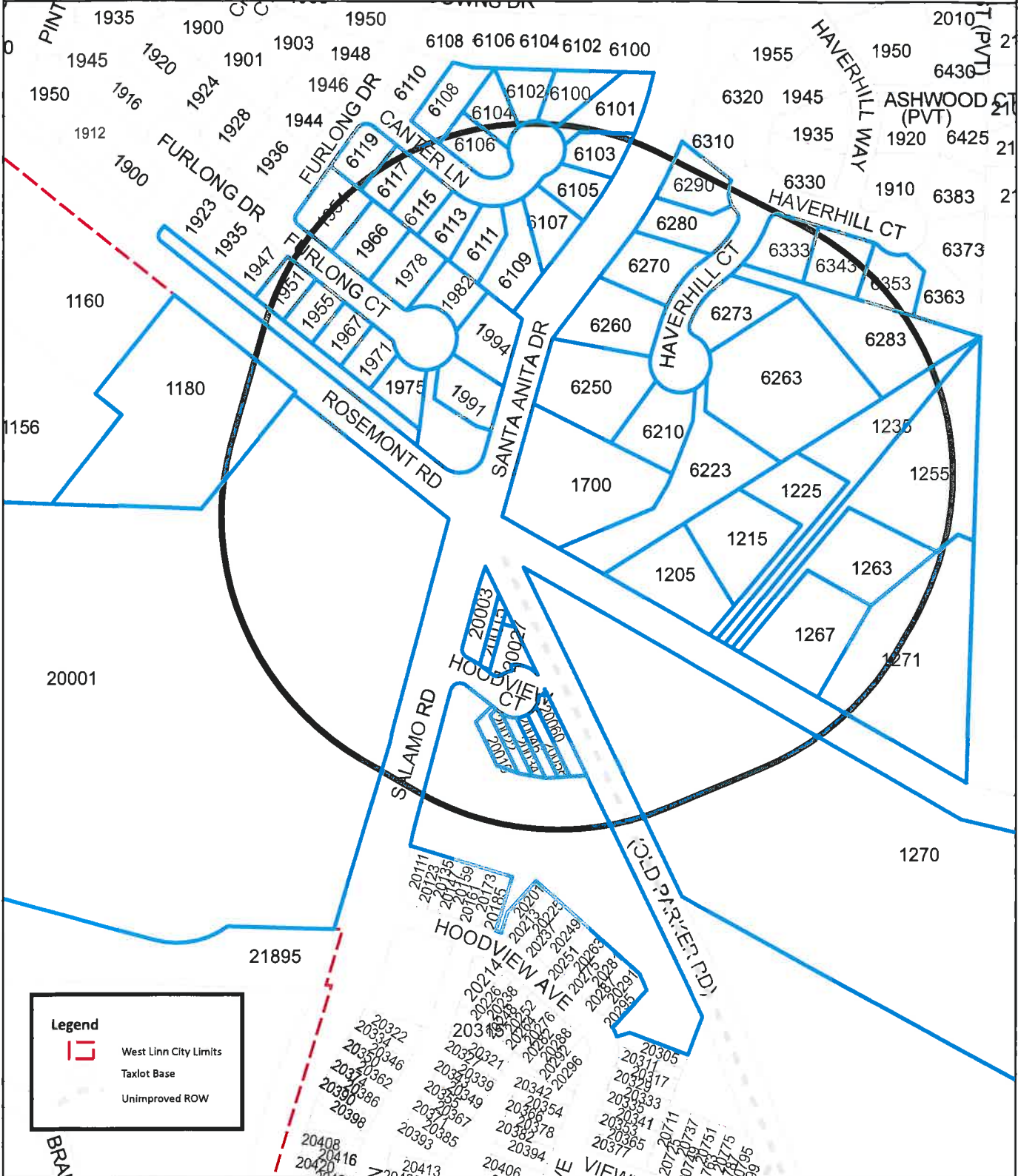
You have received this notice because County records indicate that you own property within 500 feet of this property (Tax Lot 2800 of Clackamas County Assessor's Map 2-1E-26A) or as otherwise required by the CDC.

All relevant materials in the above noted file are available for inspection at no cost at City Hall, and on the city web site at <http://westlinnoregon.gov/planning/1700-santa-anita-drive-3-lot-minor-partition> or copies may be obtained for a minimal charge per page. Although there is no public hearing, your comments and ideas are invited and can definitely influence the final decision of the Planning Director. Planning staff looks forward to discussing the application with you. **The final decision is expected to be made on, and no earlier than, July 15, 2013**, so please contact us prior to that date. For further information, please contact Tom Soppe, Associate Planner, City Hall, 22500 Salamo Rd., West Linn, OR 97068, (503) 742-8660, tsoppe@westlinnoregon.gov.

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

SHAUNA SHROYER
Planning Administrative Assistant

1700 Santa Anita Drive 500' Buffer



Legend

- West Linn City Limits
- Taxlot Base
- Unimproved ROW

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

NOT TO SCALE

West Linn
GIS
 GEOGRAPHIC INFORMATION SYSTEMS

SNAPNOTIFY.MXD / AHA APP 3-24-2011

User Name:
 Map Creation Date: Jun 24, 2013

ANDERSON MERIDEE A TRUSTEE
1991 FURLONG CT
WEST LINN, OR 97068

BALDWIN MICHAEL C & KRISTIN J
PO BOX 105
WEST LINN, OR 97068

BERGESON LINDA J
1700 SANTA ANITA DR
WEST LINN, OR 97068

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

CRANDALL MARK L & ANGELA
15375 NW WEST UNION RD
PORTLAND, OR 97229

CUNNINGHAM ANN C
6343 HAVERHILL CT
WEST LINN, OR 97068

DUNLAP THOMAS F TRUSTEE
6117 CANTER LN
WEST LINN, OR 97068

EBEL DALE E & LINDA
6273 HAVERHILL CT
WEST LINN, OR 97068

FACCIO STEVEN L & LORI L
6101 CANTER LN
WEST LINN, OR 97068

FLOYD JULIE A T & STEPHEN M
1967 FURLONG CT
WEST LINN, OR 97068

FRAZIER FAMILY TRUST
1235 ROSEMONT RD
WEST LINN, OR 97068

GATTO JERRY A TRUSTEE
1994 FURLONG CT
WEST LINN, OR 97068

GRAVES ANDREW PAUL
1205 ROSEMONT RD
WEST LINN, OR 97068

GULBRANDSON STEVEN & JULEA
6102 CANTER LN
WEST LINN, OR 97068

HARDIN SCOTT MICHAEL & KIMBERLY
6103 CANTER LN
WEST LINN, OR 97068

HENNESSY RICHARD T & DEBBY S
6283 HAVERHILL CT
WEST LINN, OR 97068

HOLZER ALAN M TRUSTEE
6119 CANTER LN
WEST LINN, OR 97068

IERVOLINO BARBARA J TRUSTEE
6290 HAVERHILL CT
WEST LINN, OR 97068

KAGEY LANE & DIANE
6250 HAVERHILL CT
WEST LINN, OR 97068

KENDALL STUART O & PHYLLIS A
1255 ROSEMONT RD
WEST LINN, OR 97068

MANGEL JANET S
6107 CANTER LN
WEST LINN, OR 97068

MASTRICH EVERETT R JR & SUSAN C
1267 ROSEMONT RD
WEST LINN, OR 97068

MCCOLLUM DEBORAH L
1955 FURLONG CT
WEST LINN, OR 97068

MCNOWN MARK J & HEATHER
6270 HAVERHILL CT
WEST LINN, OR 97068

MORRIS MICHAEL L & JUDY K
1271 ROSEMONT RD
WEST LINN, OR 97068

NICHOLS MARY L
1215 ROSEMONT RD
WEST LINN, OR 97068

OAKES GRANT W & SYLVIA E
SKYLIGHT HOMEBUILDERS
6104 CANTER LN
WEST LINN, OR 97068

PAHLISCH HOMES INC
63088 NE 18TH ST #100
BEND, OR 97701

PARK PLACE HOMES INC
7128 SW GONZAGA ST STE 200
PORTLAND, OR 97223

QUISLING MICHAEL P & LONDA R
1225 ROSEMONT RD
WEST LINN, OR 97068

~~ROSEMONT CROSSING HOMEOWNERS
ASSN
NO MAILING ADDRESS
AVAILABLE,~~

SAGERS ROCKEY E & PEGGY MARIE
6115 CANTER LN
WEST LINN, OR 97068

~~SALAMO TERRACE HOMEOWNERS
ASSN
NO MAILING ADDRESS
AVAILABLE,~~

SALAMO TERRACE LLC
1800 NW 167TH PL STE 150
BEAVERTON, OR 97006

SANDILANDS JAMES D & DARCY E
6223 HAVERHILL CT
WEST LINN, OR 97068

SCHOCKLEY DAN & KERRI
6280 HAVERHILL CT
WEST LINN, OR 97068

SCHUMAKER DANIEL M & MEGAN K
6113 CANTER LN
WEST LINN, OR 97068

SULLIVAN TERRENCE G & CYNTHIA LEE
6100 CANTER LN
WEST LINN, OR 97068

TAYLOR THOMAS P & ELIZABETH A
6333 HAVERHILL CT
WEST LINN, OR 97068

TENCE DAVID A & IVANA B
19775 SW TAPOSA PL
TUALATIN, OR 97062

TERWILLIGER PLAZA FNDTN HOLDINGS
LLC
2545 SW TERWILLIGER BLVD
PORTLAND, OR 97201

THORPE JEANNE E TRUSTEE
PO BOX 80443
PORTLAND, OR 97280

TURNER STACEY
6105 CANTER LN
WEST LINN, OR 97068

TYE DANIEL R & SUZANNE T
6108 CANTER LN
WEST LINN, OR 97068

VIUHKOLA ERIC & JENNIFER
6263 HAVERHILL CT
WEST LINN, OR 97068

WALTERS MICHAEL D & DAWN K
6111 CANTER LN
WEST LINN, OR 97068

WARD MARK A & FRANCES J
6106 CANTER LN
WEST LINN, OR 97068

WELLS-BETTS LAURIE
6353 HAVERHILL CT
WEST LINN, OR 97068

WEST LINN-WILS SCH DIST #3J
22210 SW STAFFORD RD
TUALATIN, OR 97062

WILLIAMS JOSEPH R & BARBARA K
6210 HAVERHILL CT
WEST LINN, OR 97068

WILSON COREY & JESSICA
6260 HAVERHILL CT
WEST LINN, OR 97068

YOSHIMORI HIROSHI & IRENE
1954 FURLONG CT
WEST LINN, OR 97068

PHIL GENTEMANN
CENTURION HOMES INC
7128 SW GONZAGA ST STE 200
PORTLAND, OR 97223

BRUCE D GOLDSON, PE
THETA, LLC
PO BOX 1345
LAKE OSWEGO, OR 97035

WEST LINN CHAMBER OF
COMMERCE
1745 WILLAMETTE FALLS DR
WEST LINN OR 97068

STEVE GARNER
BHT NA PRESIDENT
3525 RIVERKNOLL WAY
WEST LINN OR 97068

SALLY MCLARTY
BOLTON NA PRESIDENT
19575 RIVER RD # 64
GLADSTONE OR 97027

ALEX KACHIRISKY
HIDDEN SPRINGS NA PRESIDENT
6469 PALOMINO WAY
WEST LINN OR 97068

JEF TREECE
MARYLHURST NA PRESIDENT
1880 HILLCREST DR
WEST LINN OR 97068

BILL RELYEA
PARKER CREST NA PRESIDENT
3016 SABO LN
WEST LINN OR 97068

ANTHONY BRACCO
ROBINWOOD NA PRESIDENT
2716 ROBINWOOD WAY
WEST LINN OR 97068

KEN PRYOR
SAVANNA OAKS NA VICE PRES
2119 GREENE ST
WEST LINN, OR 97068

ED SCHWARZ
SAVANNA OAKS NA PRESIDENT
2206 TANNER DR
WEST LINN OR 97068

TRACY GILDAY
SKYLINE RIDGE NA PRESIDENT
1341 STONEHAVEN DR
WEST LINN OR 97068

TROY BOWERS
SUNSET NA PRESIDENT
2790 LANCASTER ST
WEST LINN OR 97068

JULIA SIMPSON
WILLAMETTE NA PRESIDENT
1671 KILLARNEY DR
WEST LINN OR 97068

ALMA COSTON
BOLTON NA DESIGNEE
PO BOX 387
WEST LINN OR 97068

SUSAN VAN DE WATER
HIDDEN SPRINGS NA DESIGNEE
6433 PALOMINO WAY
WEST LINN OR 97068

KEVIN BRYCK
ROBINWOOD NA DESIGNEE
18840 NIXON AVE
WEST LINN OR 97068

DOREEN VOKES
SUNSET NA SEC/TREAS
4972 PROSPECT ST
WEST LINN OR 97068

MIP-13-02
MAILED
6-24-13 05

**CITY OF WEST LINN
PLANNING DIRECTOR DECISION
FILE NO. MIP-13-02**

The West Linn Planning Director is considering a request for a three-lot minor partition at 1700 Santa Anita Dr (Tax Lot 2800 of Clackamas County Assessor's Map 2-1E-26A).

The decision will be based on the approval criteria in chapters 11 and 85 of the Community Development Code (CDC). The approval criteria from the CDC are available for review at City Hall, at the City Library, and at <http://www.westlinnoregon.gov.cdc>.

All relevant materials in the above noted file are available for inspection at no cost at City Hall, and on the city web site at <http://westlinnoregon.gov/planning/1700-santa-anita-drive-3-lot-minor-partition> or copies may be obtained for a minimal charge per page. Although there is no public hearing, your comments and ideas are invited and can definitely influence the final decision of the Planning Director. Planning staff looks forward to discussing the application with you. **The final decision is expected to be made on, and no earlier than, July 15, 2013**, so please contact us prior to that date. For further information, please contact Tom Soppe, Associate Planner, City Hall, 22500 Salamo Rd., West Linn, OR 97068, (503) 742-8660, tsoppe@westlinnoregon.gov.

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

SHAUNA SHROYER
Planning Administrative Assistant



West Linn

June 24, 2013

Phil Gentemann
Centurion Homes
7128 SW Gonzaga St., Ste. 200
Portland, OR 97223

SUBJECT: MIP-13-02 application for Minor Partition at 1700 Santa Anita Dr.

Dear Mr. Gentemann:

You submitted this application on May 24, 2013. The Planning Department finds that this application is **complete** as of your resubmittal on June 17, 2013. The City now has 120 days (until October 15, 2013) to exhaust all local review per state statute. The application will shortly be scheduled for a Planning Director decision. At least 20 days before the scheduled decision date you will be sent a copy of the decision notice.

Please contact me at 503-742-8660, or by email at tsoppe@westlinnoregon.gov if you have any questions or comments.

Sincerely,

Tom Soppe
Associate Planner

c: Bruce D. Goldson, PE; Theta, LLC; PO Box 1345, Lake Oswego, OR 97035

c: Linda J. Bergeson, 1700 Santa Anita Dr., West Linn, OR 97068

c: Dean Suhr, Rosemont Summit NA President, 21345 Miles Dr., West Linn, OR 97068

c: Alex Kachirisky, Hidden Springs NA President, 6469 Palomino Way, West Linn, OR 97068

c: Bill Relyea, Parker Crest NA President, 3016 Sabo Ln., West Linn, OR 97068

[http://cevrw/projects/folder/projects/2013/IVIP-13-02/1700 Santa Anita Dr/compl-MIP 13-02](http://cevrw/projects/folder/projects/2013/IVIP-13-02/1700%20Santa%20Anita%20Dr/compl-MIP%2013-02)

Theta, llc

ENGINEERING - SURVEYING - PLANNING

503/481-8822

4260 Country Woods Ct.
Lake Oswego, Oregon 97035

e-mail: thetaeng@comcast.net



Memorandum

To: Khoi Le
From: Bruce Goldson
Date: June 10, 2013
Subject: **Santa Anita Partition.**

Narrative to address issues from City engineering review

1. The rain gardens will be adjacent to the homes. Plans and locations of future houses have not been determined at this time
2. The existing street light pole falls within the new curb return sidewalk. The overhead utility pole on Rosemont will be removed
3. An ADA ramp will be shown on the future construction plans for the public improvements
4. Grading at the east side of the lot on Rosemont will be addressed in one of two ways.
 - a. A small section of wall will be installed along the right-of-way
 - b. An agreement will be obtained with the owner of lot 5 Haverhill to grade onto the property.
5. The final construction plans will include a taper from the end of the curb on Rosemont and to include the relocation of the AC path.
6. A stripping plan will be shown on the final construction plans.

DEVELOPMENT REVIEW APPLICATION

For Office Use Only		
STAFF CONTACT <i>TOM SOPPE</i>	PROJECT NO(S). <i>MIP-13-02</i>	
NON-REFUNDABLE FEE(S)	REFUNDABLE DEPOSIT(S)	TOTAL <i>2800 -</i>

Type of Review (Please check all that apply):

- | | | |
|--|--|--|
| <input type="checkbox"/> Annexation (ANX) | <input type="checkbox"/> Historic Review | <input type="checkbox"/> Subdivision (SUB) |
| <input type="checkbox"/> Appeal and Review (AP) * | <input type="checkbox"/> Legislative Plan or Change | <input type="checkbox"/> Temporary Uses * |
| <input type="checkbox"/> Conditional Use (CUP) | <input type="checkbox"/> Lot Line Adjustment (LLA) */** | <input type="checkbox"/> Time Extension * |
| <input type="checkbox"/> Design Review (DR) | <input checked="" type="checkbox"/> Minor Partition (MIP) (Preliminary Plat or Plan) | <input type="checkbox"/> Variance (VAR) |
| <input type="checkbox"/> Easement Vacation | <input type="checkbox"/> Non-Conforming Lots, Uses & Structures | <input type="checkbox"/> Water Resource Area Protection/Single Lot (WAP) |
| <input type="checkbox"/> Extraterritorial Ext. of Utilities | <input type="checkbox"/> Planned Unit Development (PUD) | <input type="checkbox"/> Water Resource Area Protection/Wetland (WAP) |
| <input type="checkbox"/> Final Plat or Plan (FP) | <input type="checkbox"/> Pre-Application Conference (PA) */** | <input type="checkbox"/> Willamette & Tualatin River Greenway (WRG) |
| <input type="checkbox"/> Flood Management Area | <input type="checkbox"/> Street Vacation | <input type="checkbox"/> Zone Change |
| <input type="checkbox"/> Hillside Protection & Erosion Control | | |

Home Occupation, Pre-Application, Sidewalk Use, Sign Review Permit, and Temporary Sign Permit applications require different or additional application forms, available on the City website or at City Hall.

Site Location/Address: <i>1700 SANTA ANITA</i>	Assessor's Map No.: <i>21E26A</i>
	Tax Lot(s): <i>2800</i>
	Total Land Area: <i>1.02 acres</i>

Brief Description of Proposal: **RE-DEVELOP THE PARCEL, REMOVING THE EXISTING HOUSE WITH A THREE LOT PARTITION.**

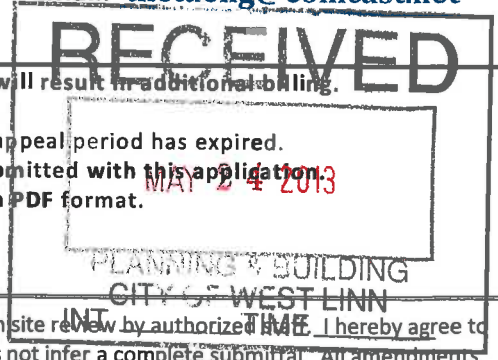
Applicant Name: <i>PHIL GENTEMANN, CENTURION HOMES</i> <small>(please print)</small>	Phone: <i>503-620-2047</i>
Address: <i>7128 SW GONZAGA ST. SUITE 200</i>	Email: <i>phil@centurionhomes.net</i>
City State Zip: <i>PORTLAND, OREGON 97223</i>	

Owner Name (required): <i>LINDA J. BERGESON</i> <small>(please print)</small>	Phone: <i>503-680-7802</i>
Address: <i>1700 SANTA ANITA</i>	Email:
City State Zip: <i>WEST LINN, OREGON 97068</i>	

Consultant Name: <i>BRUCE D. GOLDSON, PE; THETA, LLC</i> <small>(please print)</small>	Phone: <i>503-481-8822</i>
Address: <i>PO BOX 1345</i>	Email: <i>thetaeng@comcast.net</i>
City State Zip: <i>LAKE OSWEGO, OREGON 97035</i>	

1. All application fees are non-refundable (excluding deposit). **Any overruns to deposit will result in additional billing.**
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. **Three (3) 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.**
 If large sets of plans are required in application please submit only two sets.

* No CD required / ** Only one hard-copy set needed



The undersigned property owner(s) hereby authorizes the filing of this application, and authorizes on-site review by authorized personnel. I hereby agree to comply with all code requirements applicable to my application. Acceptance of this application does not infer a complete submittal. 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 the initial application.

<i>[Signature]</i>		<i>[Signature]</i>	<i>5/23/13</i>
Applicant's signature	Date	Owner's signature (required)	Date



Santa Anita 3-lot partition.

3-lot Minor Partition Application

1700 Santa Anita Drive, West Linn (T2S R1E 26A TL 2800)

Proposal Overview:

The owner/applicant is submitting a land use application for a three lot minor partition of the subject property located at 1700 Santa Anita Drive in West Linn. There are no known previous land use applications for the subject property. The subject property is zoned R-10 with a total of gross area prior to any dedications of 44,456 sq ft (1.02 acres). The existing house will be removed and the driveway access for all three lots will be via the existing driveway approach on Santa Anita. There is no record of public sanitary or water service to the property. Public sewer and water are available in both Rosemont Road and Santa Anita Drive. The tentative plan illustrates 3 future lots which approximately divide the property in thirds. Dedications will be limited to a curb return at the intersection of Rosemont and Santa Anita. Santa Anita Drive has curbs and walks and Rosemont Road does not.

Property Location and Surrounding Development

The subject property is at the intersection of Santa Anita Drive and Rosemont Road. To the north is a residential subdivision (Haverhill Estates) to the West, across Santa Anita Drive is another subdivision (Rosemont Crossing), to the southwest is a grade school and to the south the land is vacant. All surrounding property is zoned R-10.

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

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

- 1. The minimum lot size shall be 10,000 square feet for a single-family detached unit.*

Response:

All three proposed parcels will be in excess of the minimum 10,000 square feet.

24.130 ALLOWABLE DENSITY ON TYPE I AND II LANDS





Santa Anita 3-lot partition.

A. This table relates to the allowed density of development on Type I and II lands. "Development" means when the footprint of a home is placed on Type I or II lands, or when over 50 percent of the lot comprises Type I or II lands. Generally speaking, the greater the constraints, the lower the density; and the lower the constraints, the higher the allowable density.

RESPONSE:

There is only 788sq ft of type 1 land and 165sq ft of type 2 land and is located near Rosemont road, outside any building envelope and only represents approximately 2% of the parcel

Parcel 1	15,147 sq ft
Parcel 2	14,115 sq ft
Parcel 3	15,194 sq ft

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

Response:

Parcel 1 is approximately 105 feet

Parcel 2 is approximately 105 feet

Parcel 3 is approximately 103 feet

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

Response:

Parcel 1 is approximately 105 feet

Parcel 2 is approximately 105 feet

Parcel 3 is approximately 103 feet

4. The lot depth comprising non-Type I and II lands shall be less than two and one-half times the width, and more than an average depth of 90 feet. (See diagram below.)

Response:

The proposed parcels are nearly square with depth and width nearly equal.

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

a. For the front yard, 20 feet; except for steeply sloped lots where the provisions of CDC 41.010 shall apply; and as specified in CDC 26.040(D) for the Willamette Historic District.

b. For an interior side yard, seven and one-half feet; except as specified in CDC 26.040(D) for the Willamette Historic District.

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

d. For a rear yard, 20 feet

Response:

Santa Anita 3-lot partition.

The houses will be constructed to meet the building setbacks

6. *The maximum building height shall be 35 feet, except for steeply sloped lots in which case the provisions of Chapter 41 CDC shall apply.*

7. *The maximum lot coverage shall be 35 percent.*

8. *The minimum width of an accessway to a lot which does not abut a street or a flag lot shall be 15 feet.*

9. *The floor area ratio shall be 0.45. 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 0.30 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 Chapter 66 CDC.*

10. *The sidewall provisions of Chapter 43 CDC shall apply. (Ord. 1175, 1986; Ord. 1298, 1991; Ord. 1377, 1995; Ord. 1538, 2006)*

Response:

Future homes will be constructed to meet the height and coverage requirements. The existing common access way will continue to be used and will be within an easement of at least 20 feet.

85.150 APPLICATION - TENTATIVE PLAN

A. *The applicant shall submit a completed application which shall include:*

1. *The completed application form(s).*

Response:

The application form has been completed and is included with this application.

2. *Copies of the tentative plan and supplemental drawings shall include three copies at the original scale plus three copies reduced in paper size not greater than 11 inches by 17 inches. When the application submittal is determined to be complete, additional copies may be required as determined by the Planning Department.*

Response:

Three full sized (11X17), plus associated exhibits and 8 ½ X11 copies of the tentative plans are included with this application along with an electronic file

3. *A narrative explaining all aspects of land division per CDC 85.200.*

Response:

The narrative for section 85.200 is included in this application

4. *A prerequisite to the filing of an application for development proposals that include greater than 10 multi-family units or commercial/industrial buildings greater than 1,500 square feet in size, a four-lot or more planned unit development, a 10-lot or greater subdivision, or a zone*



Santa Anita 3-lot partition.

change that requires a Comprehensive Plan amendment is a meeting with the respective City-recognized neighborhood association, per CDC 99.038, at which time the applicant will present their proposal and receive comments.

Response:

This is a application for a three lot partition and does not require a neighborhood meeting.

B. *The applicant shall pay the requisite fee. (Ord. 1401, 1997; Ord. 1408, 1998; Ord. 1442, 1999)*

Response:

A check for the required fee is included with this application.

85.160 SUBMITTAL REQUIREMENTS FOR TENTATIVE PLAN

A. *A City-wide map shall identify the site. A vicinity map covering one-quarter-mile radius from the development site shall be provided in the application showing existing subdivisions, streets, and un subdivided land ownerships adjacent to the proposed subdivision and showing how proposed streets and utilities may be extended to connect to existing streets and utilities.*

Response:

A vicinity map illustrating the developments adjacent to the subject property has been included with this application as a separate drawing in addition to the vicinity map show on the tentative plan

B. *The tentative subdivision plan shall be prepared by a registered civil engineer and/or a licensed land surveyor. A stamp and signature of the engineer or surveyor shall be included on the tentative subdivision plan. A tentative minor partition plan (three lots or less) is only required to be drawn to scale and does not have to be prepared by an engineer or surveyor.*

Response:

This is a minor partition and does not require stamped drawings. Drawings have, however, have been prepared under the direction of a registered engineer/land surveyor and are drawn to scale.

C. *The tentative plan of a subdivision or partition shall be drawn at a scale not smaller than one inch equals 100 feet, or, for areas over 100 acres, one inch equals 200 feet.*

Response:

The tentative plans have been drawing to scales greater than 1"=100'

D. *plan of subdivision or partition:*

1. *Proposed name of the subdivision and streets; these names shall not duplicate nor resemble the name of any other subdivision or street in the City and shall be determined by the City Manager or designee. Street names should be easily spelled, pronounced, and of limited length. All*

Santa Anita 3-lot partition.

new street names must, to the greatest extent possible, respect and be representative of the surrounding geography and existing street names. Street names should consider any prominent historical City figures or neighborhood themes that exist. Subdivision street names may not reference names of the builder or developer.

Response:

Partitions don't have names, no new streets are proposed

2. *Date, north arrow, scale of drawing, and graphic bar scale*

Response:

A date, north arrow, scale and graphic bar scale are show on the drawings

3. *Appropriate identification clearly stating the drawing as a tentative plan.*

Response:

The proposed 2 lot partition is labeled "Tentative Plan"

4. *Location of the proposed division of land, with a tie to the City coordinate system, where established, and a description sufficient to define its location and boundaries, and a legal description of the tract boundaries.*

Response:

The final plat will include ties to the coordinate system where appropriate and will include a legal description meeting the requirements of the City and County.

4. *Names and addresses of the owner, developer, and engineer or surveyor*

Response:

The name and address of the owner/applicant are clearly shown of the tentative plans.

E. *The following existing conditions shall be shown on the tentative plan of a subdivision or partition:*

1. *The location, widths, and names of all existing or platted streets and rights-of-way within or adjacent to the tract (within 50 feet), together with easements and other important features such as section lines, donation land claim corners, section corners, City boundary lines, and monuments.*

Response:

The tentative plan illustrate the location, widths and names of all streets and right-of-way within and adjacent to this parcel.

2. *Contour lines related to the U.S. Geological Survey datum or some other established benchmark, or other datum approved by the Planning Director and having the following minimum intervals:*

- a. *Two-foot contour intervals for ground slopes less than 20 percent.*
- b. *Five-foot contour intervals for ground slopes exceeding 20 percent*

Response:

Santa Anita 3-lot partition.

One foot contours are shown on the tentative and existing conditions plan are based on City of West Linn benchmarks

3. *The location of any control points that are the basis for the applicant's mapping.*

Response:

Control points are referenced and labeled on the tentative plans

4. *The location, by survey, and direction of all watercourses and areas subject to periodic inundation or storm drainageway overflow or flooding, including boundaries of flood hazard areas as established by the U.S. Army Corps of Engineers or the City zoning ordinance.*

Response:

There are no watercourses on or near the subject property. The nearest drainage is south of Rosemont road and east of Salamo Road

5. *Natural features such as rock outcroppings, wetlands tied by survey, wooded areas, heritage trees, and isolated trees (six-inch diameter at five feet above grade) identified by size, type, and location. All significant trees and tree clusters identified by the City Arborist using the criteria of CDC 55.100(B)(2), and all heritage trees, shall be delineated. Trees on non-Type I and II lands shall have their "dripline plus 10 feet" protected area calculated per CDC 55.100(B)(2) and expressed in square feet, and also as a percentage of total non-Type I and II area.*

Response:

There are no wetlands on or near subject property. The existing trees are shown of the tentative plans and on the arborist inventory and tree inventory map. The City arborist has determined that none of the trees are significant. A slope analysis map is also included in the application.

6. *Existing uses of the property, including location of all existing structures. Label all structures to remain on the property after platting.*

Response:

The existing conditions survey illustrates the one house with carport and garage. This house and garage will be removed with this redevelopment.

7. *Identify the size and location of existing sewers, water mains, culverts, drain pipes, gas, electric, and other utility lines within the site, and in the adjoining streets and property.*

Response:

Currently the existing house is not connected to the public sanitary or water system. The tentative plan shows who connection will be made from the public systems in Rosemont Road. An infiltration test was conducted on the property to determine if on-site disposal of storm water could be used. This test was conducted using the City of Portland guidelines for determining the feasibility of on-site disposal. The indicated infiltration rate was calculated to be in excess

Santa Anita 3-lot partition.

of 8-inches per hour. Using a safety factor of 2 the design rate of 4-inches per hour will be used to size on-site storm water disposal systems for each parcel. The locations and sizes of these facilities cannot be illustrated because the proposed houses are not part of this application. At this time individual rain gardens similar to standard detail WL 617A will be employed.

8. *Zoning on and adjacent to the tract.*

Response:

The zoning on the subject property and adjacent lands is R-10 and is shown on the tentative plan.

9. *Existing uses to remain on the adjoining property and their scaled location.*

Response:

The subject property is surrounded by detached single family homes and the adjacent are illustrated on the tentative plan

10. *The location of any existing bicycle or pedestrian ways.*

Response:

There is an existing sidewalk along the frontage on Santa Anita and an asphalt path on Rosemont Road. A new concreted sidewalk is shown on Rosemont Road and is shown on the tentative plan

11. *The location of adjacent transit stops*

Response:

There are no transit stops within walking distance of the subject property.

F. *The following proposed improvements shall be shown on the tentative plan or supplemental drawings:*

1. *The street – street location, proposed name, right-of-way width, and approximate radius of curves of each proposed street and street grades. Proposed street names shall comply with the street naming method explained in CDC 85.200(A)(12).*

Response:

Due to curb-tight sidewalks no new streets are required for this 3-lot partition.

2. *The type, method, and location of any erosion prevention and sediment control measures and/or facilities in accordance with the most current version of Clackamas County's Erosion/Sedimentation Control Plans Technical Guidance Handbook, which are necessary to prevent and control visible or measurable erosion as determined by the following criteria:*

a. *Deposition of soil, sand, dirt, dust, mud, rock, gravel, refuse, or any other organic or inorganic material exceeding one cubic foot in volume in a public right-of-way or public property, or into the City surface water management system either by direct deposit, dropping, discharge, or as a result of erosion; or*

Santa Anita 3-lot partition.

b. Flow of water over bare soils, turbid or sediment-laden flows, or evidence of on-site erosion such as rivulets or bare soil slopes, where the flow of water is not filtered or captured on the development site; or

c. Earth slides, mud flows, land slumping, slope failure, or other earth movement that is likely to leave the property of origin.

Additional on-site measures may later be required if original measures prove to be inadequate in meeting these attainment standards. For the purposes of this code, "one cubic foot in volume" is defined to include the volume of material, wet or dry, at the time of deposition and includes any water of a discolored or turbid nature

Response:

No improvements are needed and no construction or grading is proposed on the individual parcels. When the existing house is removed and the three new houses are built the necessary erosion control facilities will be employed.

3. Any proposed infrastructure improvements that address those identified in the City Transportation System Plan.

Response:

Street improvements on Rosemont Road have been discussed with West Linn engineering staff. A new 35' radius curb return is proposed at the intersection of Rosemont Road and Santa Anita with a new curb easterly to the limits of the property with a 6-foot concrete sidewalk reconnecting to the existing asphalt path. New pavement will be installed from the new curb to match the existing pavement. Half street improvements are not proposed because of future proposed improvements at the intersection.

4. Any proposed bicycle or pedestrian paths. The location of proposed transit stops.

Response:

A new sidewalk has been constructed along Rosemont Road. The existing concrete walk on Santa Anita will remain.

5. Any easement(s) - location, width, and purpose of the easement(s).

Response:

There is an existing slope easement of varying width along Santa Anita that will remain and will be expanded to include a PUE. An 8-foot PUE and tentatively a 20-foot slope easement will be granted along Rosemont Road. An onsite access easement of varying width but not less than 20-feet will be provided and is shown on the tentative plan.

6. The lot configuration including location and approximate dimensions and lot area of each parcel, and in the case of a subdivision, the proposed lot and block number.

Response:



Santa Anita 3-lot partition.

The dimensional size, shape and lot areas are shown on the tentative plan

- 7. *A street tree planting plan and schedule approved by the Parks Department.*

Response:

Because of the existing wall and curb-tight sidewalks on Santa Anita no street trees are proposed along this frontage. The new street improvements on Rosemont will also have a curb-tight sidewalk and steep adjacent slope preclude planting trees along this frontage.

- 8. *Any land area to be dedicated to the City or put in common ownership.*

Response:

A dedication will be made to accommodate the new curb return at the intersection. This dedication is defined on the tentative plan by a 45' radius with approximately 238 sq ft. No other dedications are proposed.

- 9. *Phase boundaries shall be shown. (Ord. 1382, 1995; Ord. 1403, 1997; Ord. 1544, 2007; Ord. 1565, 2008)*

Response:

No phases are proposed

85.170 SUPPLEMENTAL SUBMITTAL REQUIREMENTS FOR TENTATIVE SUBDIVISION OR PARTITION PLAN

The following information shall be submitted to supplement the tentative subdivision plan:

A. General.

- 1. *Narrative stating how the plan meets each of the applicable approval criteria and each subsection below.*

Response:

This narrative addresses all the required code sections

- 2. *Statement or affidavit of ownership of the tract (County Assessor's map and tax lot number).*

Response:

The owner/applicant has signed the land use application form attesting to the ownership of the subject property.

- 3. *A legal description of the tract.*

Response:

The property is described as T2S R1E Sec 26A, Tax Lot 2800

- 4. *If the project is intended to be phased, then such a proposal shall be submitted at this time with drawing and explanation as to when each phase will occur and which lots will be in each phase.*

Response:

The project will not be phased.



Santa Anita 3-lot partition.

5. Where the land to be subdivided or partitioned contains only a part of the contiguous land owned by the developer, the Commission or Planning Director, as applicable, shall require a master plan of the remaining portion illustrating how the remainder of the property may suitably be subdivided.

Response:

All the land is to be partitioned and under the current zoning no further division is possible.

6. Where the proposed subdivision site includes hillsides or where erosion hazard potential exists, including Type I and II lands as defined in CDC 02.030, and any lands identified as a hazard site in the West Linn Comprehensive Inventory Plan Report, the standards and requirements of Chapter 24 CDC, Planned Unit Development, as well as the requirements for erosion control as described in CDC 85.160(F)(2), shall be addressed in a narrative.

Response:

This application is for a 3-lot partition. It has been calculated that there is 953 square feet of land that would be considered Type I and Type II lands that are located along the south boundary with Rosemont Road within proposed Parcel 3. This represents approximately 2.1% of the total property area.

7. Table and calculations showing the allowable number of lots under the zone and how many lots are proposed.

Response:

44,456 square feet after the dedication/ 10,000 minimum lot size = 4.4units or 4 maximum.

Parcel 1	15,147 sq ft
Parcel 2	14,115 sq ft
Parcel 3	15,194 sq ft

8. Map and table showing square footage of site comprising slopes by various classifications as identified in CDC 55.110(B)(3).

Response:

A slope analysis has been prepared and is illustrated on the tentative plans.

B. Transportation.

1. Centerline profiles with extensions shall be provided beyond the limits of the proposed subdivision to the point where grades meet, showing the finished grade of streets and the nature and extent of street construction.

Response:

No new streets are proposed and therefore a preliminary street profile is not required. No traffic impact study is required.

C. Grading.

Santa Anita 3-lot partition.

1. *If areas are to be graded, a plan showing the location of cuts, fill, and retaining walls, and information on the character of soils shall be provided. The grading plan shall show proposed and existing contours at intervals per CDC 85.160(E)(2).*

Response:

No grading is proposed with this development.

2. *The grading plan shall demonstrate that the proposed grading to accommodate roadway standards and create appropriate building sites is the minimum amount necessary.*

Response:

Minor grading is proposed along Rosemont road to construction the new curbs and sidewalks. A tentative grading plan illustrates the limits of work. Grading of the remaining parcel is not proposed.

D. Water.

1. *A plan for domestic potable water supply lines and related water service facilities, such as reservoirs, etc., shall be prepared by a licensed engineer consistent with the adopted Comprehensive Water System Plan and most recently adopted updates and amendments.*

Response:

Public water is available in Rosemont and Santa Anita. Service for the 3-parcels is proposed from Rosemont. No new public lines are proposed.

2. *Location and sizing of the water lines within the development and off-site extensions. Show on-site water line extensions in street stubouts to the edge of the site, or as needed to complete a loop in the system.*

Response:

No street extension is proposed and no extension of the existing public water main is proposed.

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

Response:

No extension of the public water system is proposed

4. *For all non-single-family developments, calculate fire flow demand of the site and demonstrate to the Fire Chief. Demonstrate to the City Engineer how the system can meet the demand.*

Response:

This is for residential single family development and not subject to this requirement.

E. Sewer.

1. *A plan prepared by a licensed engineer shall show how the proposal is consistent with the Sanitary Sewer Master Plan and subsequent updates and amendments. Agreement with that plan must demonstrate how the sanitary sewer proposal will be accomplished and how it is efficient. The sewer system must be in the correct zone.*

Santa Anita 3-lot partition.

Response:

Sanitary service is available Rosemont Road and Santa Anita. Proposed service laterals are proposed off Rosemont Road as shown on the tentative plan.

2. Sanitary sewer information will include plan view of the sanitary sewer lines, including manhole locations and depths. Show how each lot would be sewerred.

Response:

No public sewer extension is needed. Sewer laterals will be installed from the existing public sewer within the public right-of-way.

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

Response:

The public sanitary sewer is located in a public street. The service laterals will be within the right-of-way or 5-foot wide easements.

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

Response:

The existing public sewer is located in Rosemont Road and is of a dept that allows connection via laterals to the uphill property.

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

Response:

The private sewer laterals will provide the most direct route to the new parcels.

6. The sanitary sewer line shall minimize disturbance of natural areas and, in those cases where that is unavoidable, disturbance shall be mitigated pursuant to the appropriate chapters (e.g., Chapter 32 CDC, Water Resource Area Protection).

Response:

The sewer laterals are the most direct route to the subject property, and outside any natural or environmental areas.

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

Response:

No public sanitary sewer extension is needed or proposed.

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

Santa Anita 3-lot partition.

Response:

No public sanitary sewer extension is proposed or required.

F. Storm.

1. *A proposal shall be submitted for storm drainage and flood control including profiles of proposed drainageways with reference to the most recently adopted Storm Drainage Master Plan.*

Response:

A new catch basin is proposed at the end of the new curb line on Rosemont Road which will be connected to the existing public system. On-site disposal of storm water for the three new homes is proposed. No connection to the public system is proposed. An infiltration test has been done and demonstrates that on-site disposal is feasible. Santa Anita has existing public storm facilities and no changes are proposed.

2. *Storm treatment and detention facilities shall be sized to accommodate a 25-year storm incident. A registered civil engineer shall prepare a plan and statement which shall be supported by factual data that clearly shows that there will be no adverse impacts from increased intensity of runoff downstream or constriction-created upstream impacts. The plan and statement shall identify all on- or off-site impacts and measures to mitigate those impacts. The plan and statement shall, at a minimum, determine the off-site impacts from a 25-year storm.*

Response:

The size and location of future homes has not been determined at this time. Future calculations using the results of the infiltration test will be used to size the on-site facility.

3. *Plans shall demonstrate how storm drainage will be collected from all impervious surfaces including roof drains. Storm drainage connections shall be provided to each dwelling unit/lot. The location, size, and type of material selected for the system shall correlate with the 10-year storm incident and agree with the factual information provided in response to subsection (F)(2) of this section.*

Response:

At this time the location and sizes of future homes has not been determined. The sloping nature of the lots will allow for collection of the storm water with direction to an on-site disposal system sized meeting City requirements.

4. *The detention facilities shall be designed by a licensed engineer to meet City standards. The detention facilities should include a vegetation plan for the facility and environs, if applicable. (Ord. 1382, 1995; Ord. 1401, 1997; Ord. 1425, 1998; Ord. 1442, 1999; Ord. 1584, 2008)*

Response:

No detentions system is proposed. The individual on-site storm water facilities will be designed to allow for complete on-site disposal of the storm water.

85.180 REDIVISION PLAN REQUIREMENT

Response:

This section does not apply to this application.

Santa Anita 3-lot partition.

85.190 ADDITIONAL INFORMATION REQUIRED AND WAIVER OF REQUIREMENTS

Response:
This section does not apply to this application.

85.200 APPROVAL CRITERIA

No tentative subdivision or partition plan shall be approved unless adequate public facilities will be available to provide service to the partition or subdivision area prior to final plat approval and the Planning Commission or Planning Director, as applicable, finds that the following standards have been satisfied, or can be satisfied by condition of approval.

A. Streets.

1. *General.* *The location, width and grade of streets shall be considered in their relation to existing and planned streets, to the generalized or reasonable layout of streets on adjacent undeveloped parcels, to topographical conditions, to public convenience and safety, to accommodate various types of transportation (automobile, bus, pedestrian, bicycle), and to the proposed use of land to be served by the streets. The functional class of a street aids in defining the primary function and associated design standards for the facility. The hierarchy of the facilities within the network in regard to the type of traffic served (through or local trips), balance of function (providing access and/or capacity), and the level of use (generally measured in vehicles per day) are generally dictated by the functional class. The street system shall assure an adequate traffic or circulation system with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried. Streets should provide for the continuation, or the appropriate projection, of existing principal streets in surrounding areas and should not impede or adversely affect development of adjoining lands or access thereto.*

To accomplish this, the emphasis should be upon a connected continuous pattern of local, collector, and arterial streets rather than discontinuous curvilinear streets and cul-de-sacs. Deviation from this pattern of connected streets should only be permitted in cases of extreme topographical challenges including excessive slopes (35 percent-plus), hazard areas, steep drainageways, wetlands, etc. In such cases, deviations may be allowed but the connected continuous pattern must be reestablished once the topographic challenge is passed. Streets should be oriented with consideration of the sun, as site conditions allow, so that over 50 percent of the front building lines of homes are oriented within 30 degrees of an east-west axis.

Internal streets are the responsibility of the developer. All streets bordering the development site are to be developed by the developer with, typically, half-street improvements or to City standards prescribed by the City Engineer. Additional travel lanes may be required to be consistent with adjacent road widths or to be consistent with the adopted Transportation System Plan and any adopted updated plans.

An applicant may submit a written request for a waiver of abutting street improvements if the Transportation System Plan prohibits the street improvement for which the waiver is requested. Those areas with numerous (particularly contiguous) under-developed or undeveloped tracts will be required to install street improvements. When an applicant requests a waiver of street improvements and the waiver is granted, the applicant shall propose a fee amount that will be reviewed by the City Manager or the Manager's designee. The City Manager or the Manager's designee will revise the proposed fee as necessary and establish the amount to be paid on a case-by-case basis. The



Santa Anita 3-lot partition.

applicant shall pay an in-lieu fee for improvements to the nearest street identified by the City Manager or 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 as determined in subsection (A)(22) of this section.

Streets shall also be laid out to avoid and protect tree clusters and significant trees, but not to the extent that it would compromise connectivity requirements per this subsection (A)(1), or bring the density below 70 percent of the maximum density for the developable net area. The developable net area is calculated by taking the total site acreage and deducting Type I and II lands; then up to 20 percent of the remaining land may be excluded as necessary for the purpose of protecting significant tree clusters or stands as defined in CDC 55.100(B)(2).

Response:

No new streets are proposed and no future division of the property is possible.

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

<u>Street Classification</u>	<u>Right-of-Way</u>
Highway 43	60 - 80
Major arterial	60 - 80
Minor arterial	60 - 80
Major collector	60 - 80
Collector	60 - 80
Local street	40 - 60
Cul-de-sac	40 - 60
Radii of cul-de-sac	48 - 52
Alley	16

Additional rights-of-way for slopes may be required. Sidewalks shall not be located outside of the right-of-way unless to accommodate significant natural features or trees.

Response:

The right-of-way on Rosemont is 60 feet. A half street width of 22-feet with 6 inch curb and 6-foot walk will be accommodated within the existing right-of-way. A slope and PUE easement is proposed along the existing right-of-way. Santa Anita has an existing total right-of-way of 61-feet with 30 feet on the

Santa Anita 3-lot partition.

subject property side. All the existing street improvements including curb and sidewalk are in good repair and not changes or upgrades are necessary or propose.

3. *Street widths.* Street widths shall depend upon which classification of street is proposed. The classifications and required cross sections are established in Chapter 8 of the adopted TSP.

Response:

No new streets are proposed. Street improvements on Rosemont will result is 22 feet from the centerline to the curb. No changes are propose on Santa Anita

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

Response:

The City engineering staff has reviewed the tentative plan for improvements on Rosemont Road. The half street will include one half of a future centerline (6-foot) plus an 11-foot travel lane and a 5-foot bike path for 22-feet of pavement.

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

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

Response:

No new streets are proposed. Improvements are proposed on the existing Rosemont Road.

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

Response:

No reserve strips are proposed.

7. *Alignment.* All streets other than local streets or cul-de-sacs, as far as practical, shall be in alignment with existing streets by continuations of the centerlines thereof. The staggering of street alignments resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the centerlines of streets having approximately the same direction and otherwise shall not be less than 100 feet.

Response:

No new streets are proposed. The alignment of Rosemont and Santa Anita will remain the same



Santa Anita 3-lot partition.

8. Future extension of streets. Where necessary to give access to or permit a satisfactory future subdivision of adjoining land, streets shall be extended to the boundary of the subdivision and the resulting dead-end streets may be approved without turnarounds. (Temporary turnarounds built to Fire Department standards are required when the dead-end street is over 100 feet long.)

Response:

This is a minor partition with no proposed streets. No temporary turnarounds are necessary.

9. Intersection angles. Streets shall be laid out to intersect angles as near to right angles as practical, except where topography requires lesser angles, but in no case less than 60 degrees unless a special intersection design is approved. Intersections which are not at right angles shall have minimum corner radii of 15 feet along right-of-way lines which form acute angles. Right-of-way lines at intersections with arterial streets shall have minimum curb radii of not less than 35 feet. Other street intersections shall have curb radii of not less than 25 feet. All radii shall maintain a uniform width between the roadway and the right-of-way lines. The intersection of more than two streets at any one point will not be allowed unless no alternative design exists.

Response:

No new streets or intersections are proposed.

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

Response:

Street dedication will be provided for the new curb return at the intersection with a 45-foot radius curve connecting the two existing right-of-way.

11. Cul-de-sacs. Cul-de-sacs are not allowed except as required by topography, slope, site limitations, and lot shapes. Cul-de-sacs shall have maximum lengths of 400 feet and serve no more than 12 dwelling units, unless by variance per Chapter 75 CDC.

Response:

No cul-de-sac turnaround is proposed or needed.

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

Response:

No new streets are proposed and no new names are needed.

13. Grades and curves. Grades shall not exceed 8 percent on major or secondary arterials, 10 percent on collector streets, or 15 percent on any other street unless by variance. Willamette Drive/Highway 43 shall be designed to a minimum horizontal and vertical design speed of 45 miles per hour, subject to Oregon Department of Transportation (ODOT) approval. Arterials shall be designed to a minimum horizontal and vertical design speed of 35 miles per hour. Collectors shall be designed to a minimum horizontal and vertical design speed of 30 miles per hour. All other

Santa Anita 3-lot partition.

streets shall be designed to have a minimum centerline radii of 50 feet. Super elevations (i.e., banking) shall not exceed four percent. The centerline profiles of all streets may be provided where terrain constraints (e.g., over 20 percent slopes) may result in considerable deviation from the originally proposed alignment.

Response:

No new streets are proposed.

14. Access to local streets.

Response:

No new streets or intersections are proposed..

15. Alleys.

Response:

No alleys are proposed.

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

Response:

There is an existing sidewalk on Santa Anita and a new walk is proposed on Rosemont Road with connection to the existing asphalt path.

17. Planter strip. *The planter strip is between the curb and sidewalk providing space for a grassed or landscaped area and street trees. The planter strip shall be at least 6 feet wide to accommodate a fully matured tree without the boughs interfering with pedestrians on the sidewalk or vehicles along the curbline. Planter strip width may be reduced or eliminated, with City Engineer approval, when it cannot be corrected by site plan, to the minimum amount necessary to respond to site constraints such as grades, mature trees, rock outcroppings, etc., or in response to right-of-way limitations.*

Response:

The City engineer has determined that a planter strip is not required.

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

Response:

The dedication will be made without reservations or restrictions.

19. All lots in a subdivision shall have frontage on a public street. Lots created by partition may have access to a public street via an access easement pursuant to the standards and limitations set forth for such accessways in Chapter 48 CDC.

Response:

Santa Anita 3-lot partition.

The existing driveway on Santa Anita will be used to serve all three lots. No additional driveway cuts area proposed. The width of the easement varies by not less than 20–feet.

20. Gated streets. *Gated streets are prohibited in all residential areas on both public and private streets. A driveway to an individual home may be gated.*

Response:

No gated streets are proposed.

21. Entryway treatments and street isle design. *When the applicant desires to construct certain walls, planters, and other architectural entryway treatments within a subdivision*

Response:

No entryway treatment is proposed

22. *Based upon the determination of the City Manager or the Manager's designee, the applicant shall construct or cause to be constructed, or contribute a proportionate share of the costs, for all necessary off-site improvements identified by the transportation analysis commissioned to address CDC 85.170(B)(2) that are required to mitigate impacts from the proposed subdivision. The proportionate share of the costs shall be determined by the City Manager or Manager's designee, who shall assume that the proposed subdivision provides improvements in rough proportion to identified impacts of the subdivision. Off-site transportation improvements will include bicycle and pedestrian improvements as identified in the adopted City of West Linn TSP.*

Response:

This is a minor partition and this section does not apply.

B. Blocks and lots.

1. General. *The length, width, and shape of blocks shall be designed with due regard for the provision of adequate building sites for the use contemplated; consideration of the need for traffic safety, convenience, access, circulation, and control; and recognition of limitations and opportunities of topography and solar access.*

Response:

This is a minor 3–lot partition and no new street is proposed.

2. Sizes. *The recommended block size is 400 feet in length to encourage greater connectivity within the subdivision. Blocks shall not exceed 800 feet in length between street lines, except for blocks adjacent to arterial streets or unless topographical conditions or the layout of adjacent streets justifies a variation. Designs of proposed intersections shall demonstrate adequate sight distances to the City Engineer's specifications. Block sizes and proposed accesses must be consistent with the adopted TSP.*

Response:

No blocks are proposed.

3. Lot size and shape. *Lot size, width, shape, and orientation shall be appropriate for the location of the subdivision, for the type of use contemplated, for potential utilization of solar access, and for the protection of drainageways, trees, and other natural features. No lot shall be dimensioned to contain part of an existing or proposed street. All lots shall be buildable, and the*

Santa Anita 3-lot partition.

buildable depth should not exceed two and one-half times the average width. "Buildable" describes lots that are free of constraints such as wetlands, drainageways, etc., that would make home construction impossible. Lot sizes shall not be less than the size required by the zoning code unless as allowed by planned unit development (PUD).

Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street parking and service facilities required by the type of use proposed.

Response:

The lots meet or exceed the required minimum size and shape per the R-10 code

4. Access. *Access to subdivisions, partitions, and lots shall conform to the provisions of Chapter 48 CDC, Access, Egress and Circulation.*

Response:

All three lots will utilize an access easement at the existing driveway location.

5. Through lots and parcels.

Response:

No through lots or parcels are proposed.

6. Lot and parcel side lines. *The lines of lots and parcels, as far as is practicable, should run at right angles to the street upon which they face, except that on curved streets they should be radial to the curve.*

Response:

Lot lines will be at right angles to the right-of-way as far as practicable.

7. Flag lots

Response:

No flag lots are proposed.

8. Large lots. *In dividing tracts into large lots or parcels which, at some future time, are likely to be redivided, the approval authority may require that the blocks be of such size and shape, and be so divided into building sites, and contain such easements and site restrictions as will provide for extension and opening of streets at intervals which will permit a subsequent division of any tract into lots or parcels of smaller size. Alternately, in order to prevent further partition of oversized lots, restrictions may be imposed on the subdivision or partition plat.*

Response:

Parcel 1 will have approximately 15,147 square feet, Parcel 2 14,115 square feet and Parcel 3 15,194 square feet. No future division under the R-10 Zone is possible.

C. Pedestrian and bicycle trails.

1. *Trails or multi-use pathways shall be installed, consistent and compatible with federal ADA requirements and with the Oregon Transportation Planning Rule, between subdivisions, cul-de-sacs, and streets that would otherwise not be connected by streets due to excessive grades, significant tree(s), and other constraints natural or manmade. Trails shall also accommodate bicycle*

Santa Anita 3-lot partition.

or pedestrian traffic between neighborhoods and activity areas such as schools, libraries, parks, or commercial districts. Trails shall also be required where designated by the Parks Master Plan.

Response:

No trails or pathways are proposed. sidewalks are located along Rosemont and Santa Anita.

2. The all-weather surface (asphalt, etc.) trail should be eight feet wide at minimum for bicycle use and six feet wide at minimum for pedestrian use. Trails within 10 feet of a wetland or natural drainageway shall not have an all-weather surface, but shall have a soft surface as approved by the Parks Director. These trails shall be contained within a corridor dedicated to the City that is wide enough to provide trail users with a sense of defensible space. Corridors that are too narrow, confined, or with vegetative cover may be threatening and discourage use. Consequently, the minimum corridor width shall be 20 feet. Sharp curves, twists, and blind corners on the trail are to be avoided as much as possible to enhance defensible space. Deviations from the corridor and trail width are permitted only where topographic and ownership constraints require it.

Response:

No trails or pathways are proposed. A sidewalk runs along the frontage.

3. Defensible space shall also be enhanced by the provision of a three- to four-foot-high matte black chain link fence or acceptable alternative along the edge of the corridor. The fence shall help delineate the public and private spaces.

Response:

No defensible space is proposed.

4. The bicycle or pedestrian trails that traverse multi-family and commercial sites should follow the same defensible space standards but do not need to be defined by a fence unless required by the decision-making authority.

Response:

This is single family and no defensible space is proposed.

5. Except for trails within 10 feet of a wetland or natural drainageway, soft surface or gravel trails may only be used in place of a paved, all-weather surface where it can be shown to the Planning Director that the principal users of the path will be recreational, non-destination-oriented foot traffic, and that alternate paved routes are nearby and accessible.

Response:

No trails or pathways are proposed.

6. The trail grade shall not exceed 12 percent except in areas of unavoidable topography, where the trail may be up to a 15 percent grade for short sections no longer than 50 feet. In any location where topography requires steeper trail grades than permitted by this section, the trail shall incorporate a short stair section to traverse the area of steep grades.

Response:

No trials or pathways are proposed.

D. Transit facilities.

Santa Anita 3-lot partition.

1. the applicant shall consult with Tri-Met and the City Engineer to determine the appropriate location of transit stops, bus pullouts, future bus routes, etc., contiguous to or within the development site. If transit service is planned to be provided within the next two years, then facilities such as pullouts shall be constructed per Tri-Met standards at the time of development. More elaborate facilities, like shelters, need only be built when service is existing or imminent. Additional rights-of-way may be required of developers to accommodate buses.

Response:

No transit facilities are proposed

2. The applicant shall make all transit-related improvements in the right-of-way or in easements abutting the development site as deemed appropriate by the City Engineer.

Response:

No transit facilities are proposed.

3. Transit stops shall be served by striped and signed pedestrian crossings of the street within 150 feet of the transit stop where feasible. Illumination of the transit stop and crossing is required to enhance defensible space and safety. ODOT approval may be required.

Response:

No transit facilities are proposed.

4. Transit stops should include a shelter structure bench plus eight feet of sidewalk to accommodate transit users, non-transit-related pedestrian use, and wheelchair users. Tri-Met must approve the final configuration.

Response:

No transit facilities are proposed.

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

1. All cuts and fills shall comply with the excavation and grading provisions of the Uniform Building Code

Response:

No lot grading is proposed. Site work along Rosemont Road will not have final slopes greater than 2:1.

2. The character of soil for fill and the characteristics of lot and parcels made usable by fill shall be suitable for the purpose intended.

Response:

No lot grading is proposed. Some grading will be required to construct the improvements on Rosemont Road.

3. If areas are to be graded (more than any four-foot cut or fill), compliance with CDC 85.170(C) is required.

Response:

No lot grading is proposed. The minor grading for the street improvements will be accomplished pursuant to an approved construction plan.

Santa Anita 3-lot partition.

4. *The proposed grading shall be the minimum grading necessary to meet roadway standards, and to create appropriate building sites, considering maximum allowed driveway grades*

Response:

Minor street grading is proposed. The minor grading for the street improvements in Rosemont Road will be accomplished pursuant to the approved plans.

5. *Where landslides have actually occurred, where the area is identified as a hazard site in the West Linn Comprehensive Plan Report, or where field investigation by the City Engineer confirms the existence of a severe landslide hazard, development shall be prohibited unless satisfactory evidence is additionally submitted by a registered geotechnical engineer which certifies that methods of rendering a known hazard site safe for construction are feasible for a given site. The City Engineer's field investigation shall include, but need not be limited to, the following elements:*

- a. *Occurrences of geotropism.*
- b. *Visible indicators of slump areas.*
- c. *Existence of known and verified hazards.*
- d. *Existence of unusually erosive soils.*
- e. *Occurrences of unseasonably saturated soils.*

The City Engineer shall determine whether the proposed methods or designs are adequate to prevent landslide or slope failure. The City Engineer may impose conditions consistent with the purpose of these ordinances and with standard engineering practices including limits on type and intensity of land use, which have been determined necessary to assure landslide or slope failure does not occur.

Response:

No landslides are known to have occurred on or near this site. The property has not been identified as a hazard site in the West Linn Comprehensive Plan Report.

6. *All cuts and fills shall conform to the Uniform Building Code.*

Response:

No lot or street grading is proposed. The minor grading for the street improvements will conform to all codes.

7. *On land with slopes in excess of 12 percent, cuts and fills shall be regulated as follows:*

a. *Toes of cuts and fills shall be set back from the boundaries of separate private ownerships at least three feet, plus one-fifth of the vertical height of the cut or fill. Where an exception is required from that requirement, slope easements shall be provided.*

b. *Cuts shall not remove the toe of any slope where a severe landslide or erosion hazard exists (as described in subsection (G)(5) of this section).*

c. *Any structural fill shall be designed by a registered engineer in a manner consistent with the intent of this code and standard engineering practices, and certified by that engineer that the fill was constructed as designed.*

d. *Retaining walls shall be constructed pursuant to Section 2308(b) of the Oregon State Structural Specialty Code.*

Santa Anita 3-lot partition.

e. Roads shall be the minimum width necessary to provide safe vehicle access, minimize cut and fill, and provide positive drainage control.

Response:

Street grading is proposed. The minor grading for the street improvements in Rosemont Road will be accomplished pursuant to the approved plans.

8. Land over 50 percent slope shall be developed only where density transfer is not feasible. The development will provide that:

- a. At least 70 percent of the site will remain free of structures or impervious surfaces.*
- b. Emergency access can be provided.*
- c. Design and construction of the project will not cause erosion or land slippage.*
- d. Grading, stripping of vegetation, and changes in terrain are the minimum necessary to construct the development in accordance with subsection J of this section.*

Response:

There are no slopes over 50% on this site. Only 2.1% of the property has slopes greater than 35%.

F. Water.

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

Response:

No extension of the public water system is proposed. An existing public main in Rosemont Road will be tapped for water service laterals.

- 2. Adequate location and sizing of the water lines.*

Response:

No extension of the public water system is proposed. An existing public main in Rosemont Road will serve the property.

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

Response:

No extension of the public water system is proposed. No looping is required for this minor partition.

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

Response:

This is a single family development and therefore not a requirement.

5. A written statement, signed by the City Engineer, that water service can be made available to the site by the construction of on-site and off-site improvements and that such water service has sufficient volume and pressure to serve the proposed development's domestic, commercial, industrial, and fire flows.

Santa Anita 3-lot partition.

Response:

At the pre-application meeting it was noted that water flows were adequate for this development.

G. Sewer.

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

Response:

The sanitary sewer service will be a gravity connection to a public main in Rosemont Road via three service laterals. No extension of the public sewer is required. The pre-application meeting did not indicate any capacity issues.

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

Response:

The sewer laterals are shown on the plans. No extension of the public sanitary sewer is proposed.

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

Response:

The existing sanitary sewer is located in Rosemont Road and is the most direct connection to the subject property.

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

Response:

The connection to the public sanitary sewer in Rosemont Road is downhill from the subject parcels allowing for sufficient depth.

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

Response:

The connections to the public sewer minimize the distance from available public sewer for gravity service.

6. *The sanitary sewer line shall avoid disturbance of wetland and drainageways. In those cases where that is unavoidable, disturbance shall be mitigated pursuant to Chapter 32 CDC, Water Resource Area Protection, all trees replaced, and proper permits obtained. Dual sewer lines may be required so the drainageway is not disturbed.*

Response:

Santa Anita 3-lot partition.

The service laterals are not in wetlands or environmental sensitive areas and none are near this site.

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

Response:

No extension of the public sanitary sewer is proposed or needed or required.

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

Response:

No extension of the public sanitary sewer is needed or proposed.

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

Response:

At the pre-application meeting and subsequent meeting for this application did not require an extension and found adequate capacity for this partition.

H. Storm.

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

Response:

On site disposal of the storm water is proposed. An infiltration test reveals the feasibility of separate individual systems for onsite disposal without connection to the public system. The size and locations of these facilities cannot be determined at this time because the house location and size has not been determined.

2. *Storm treatment and detention facilities shall be sized to accommodate a 25-year storm incident. A registered civil engineer shall prepare a plan and statement which shall be supported by factual data that clearly shows that there will be no adverse off-site impacts from increased intensity of runoff downstream or constriction causing ponding upstream. The plan and statement shall identify all on- or off-site impacts and measures to mitigate those impacts. The plan and statement shall, at a minimum, determine the off-site impacts from a 25-year storm.*

Response:

Onsite disposal of the storm water is proposed. The final design will be determined with the building permit application. No additional improvements are needed or proposed.

Santa Anita 3-lot partition.

3. *Plans shall demonstrate how storm drainage will be collected from all impervious surfaces including roof drains. Storm drainage connections shall be provided to each dwelling unit/lot. The location, size, and type of material selected for the system shall correlate with the 25-year storm incident.*

Response:

Onsite disposal of the new impervious surfaces is proposed. An infiltration test provides evidence of feasibility for individual facilities. With building permit application the facility will be sized to meet the city requirements for onsite disposal without any connection to the public system.

4. *Treatment of storm runoff shall meet municipal code standards.*

Response:

Onsite disposal will treat and dispose of the storm water to meet the City requirements.

I. *Utility easements. Subdivisions and partitions shall establish utility easements to accommodate the required service providers as determined by the City Engineer. The developer of the subdivision shall make accommodation for cable television wire in all utility trenches and easements so that cable can fully serve the subdivision.*

Response:

A varying width slope easement on Santa Anita will be used to upgraded to include a PUE. A new 8-foot PUE and 20-foot slope easement will be created along the Rosemont Road frontage to accommodate public utilities.

J. *Supplemental provisions.*

1. *Wetland and natural drainageways. Wetlands and natural drainageways shall be protected as required by Chapter 32 CDC, Water Resource Area Protection. Utilities may be routed through the protected corridor as a last resort, but impact mitigation is required.*

Response:

There are no wetlands or natural drainage ways on or near this site.

2. *Willamette and Tualatin Greenways. The approval authority may require the dedication to the City or setting aside of greenways which will be open or accessible to the public. Except for trails or paths, such greenways will usually be left in a natural condition without improvements. Refer to Chapter 28 CDC for further information on the Willamette and Tualatin River Greenways.*

Response:

This property is not in the Willamette or Tualatin Greenway

3. *Street trees. Street trees are required as identified in the appropriate section of the municipal code and Chapter 54 CDC.*

Response:

The curb tight sections preclude the feasibility of street trees. The City engineering staff is not requiring street trees.

Santa Anita 3-lot partition.

4. Lighting. To reduce ambient light and glare, high or low pressure sodium light bulbs shall be required for all subdivision street or alley lights. The light shall be shielded so that the light is directed downwards rather than omni-directional.

Response:

Existing street lights were shown on the tentative plan.

. Dedications and exactions. The City may require an applicant to dedicate land and/or construct a public improvement that provides a benefit to property or persons outside the property that is the subject of the application when the exaction is roughly proportional. No exaction shall be imposed unless supported by a determination that the exaction is roughly proportional to the impact of development.

Response:

A dedication for the new curb return at the intersection of Rosemont and Santa Anita is a 45' radius connecting the two right-of-ways. The dedications is illustrated on the tentative

6. Underground utilities. All utilities, such as electrical, telephone, and television cable, that may at times be above ground or overhead shall be buried underground in the case of new development. The exception would be in those cases where the area is substantially built out and adjacent properties have above-ground utilities and where the development site's frontage is under 200 feet and the site is less than one acre. High voltage transmission lines, as classified by Portland General Electric or electric service provider, would also be exempted. Where adjacent future development is expected or imminent, conduits may be required at the direction of the City Engineer. All services shall be underground with the exception of standard above-grade equipment such as some meters, etc.

Response:

Underground utilities will be provided to each parcel

7. Density requirement. Density shall occur at 70 percent or more of the maximum density allowed by the underlying zoning. These provisions would not apply when density is transferred from Type I and II lands as defined in CDC 02.030. Development of Type I or II lands are exempt from these provisions. Land divisions of three lots or less would also be exempt.

Response:

Partitions are exempt from these requirements, but this development is at the maximum density.

8. Mix requirement. The "mix" rule means that developers shall have no more than 15 percent of the R-2.1 and R-3 development as single-family residential. The intent is that the majority of the site shall be developed as medium high density multi-family housing.

Response:

The property is zoned R-10, and therefore this standard does not apply.

9. Heritage trees/significant tree and tree cluster protection. All heritage trees, as defined in the Municipal Code, shall be saved. Diseased heritage trees, as determined by the City Arborist, may be removed at his/her direction. All non-heritage trees and clusters of trees (three or more

Santa Anita 3-lot partition.

trees with overlapping dripline; however, native oaks need not have an overlapping dripline) that are considered significant by virtue of their size, type, location, health, or numbers shall be saved pursuant to CDC 55.100(B)(2). Trees are defined per the municipal code as having a trunk six inches in diameter or 19 inches in circumference at a point five feet above the mean ground level at the base of the trunk.

Response:

All the trees on the site have been inventoried and shown on the tree inventory map. The City arborist has determined that there are no significant trees on this site.

10. Annexation and street lights. Developer and/or homeowners association shall, as a condition of approval, pay for all expenses related to street light energy and maintenance costs until annexed into the City, and state that: "This approval is contingent on receipt of a final order by the Portland Boundary Commission, approving annexation of the subject property." This means, in effect, that any permits, public improvement agreements, final plats, and certificates of occupancy may not be issued until a final order is received. (Ord. 1377, 1995; Ord. 1382, 1995; Ord. 1401, 1997; Ord. 1403, 1997; Ord. 1408, 1998; Ord. 1425, 1998; Ord. 1442, 1999; Ord. 1463, 2000; Ord. 1526, 2005; Ord. 1544, 2007; Ord. 1584, 2008; Ord. 1590 § 1, 2009)

Response:

Existing street lights are shown on the tentative plan.

Theta, llc

ENGINEERING - SURVEYING - PLANNING

PO Box 1345
Lake Oswego, Oregon 97035

503/481-8822

e-mail: thetaeng@comcast.net

Preliminary Storm Water Analysis:

Location: 1700 Santa Anita, West Linn

Narrative:

The subject property is not currently connected to any City storm, sanitary or water utilities. The onsite septic system has been employed for years and was approved by Clackamas County which demonstrates the ability of the soil to allow for satisfactory infiltration.

It is proposed that individual rain gardens or underground infiltrators be used to dispose of the storm water for the new homes with no connection to the public facility.

INFILTRATION:

On-site infiltration test was completed on the subject property per the City of Portland guidelines. The results are as follows:

Date: May 17, 2013

Time: 7:00 PM

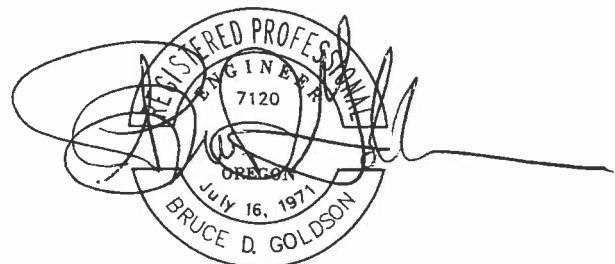
Initial water Depth: 14.5"

Final Water Depth: 22.87"

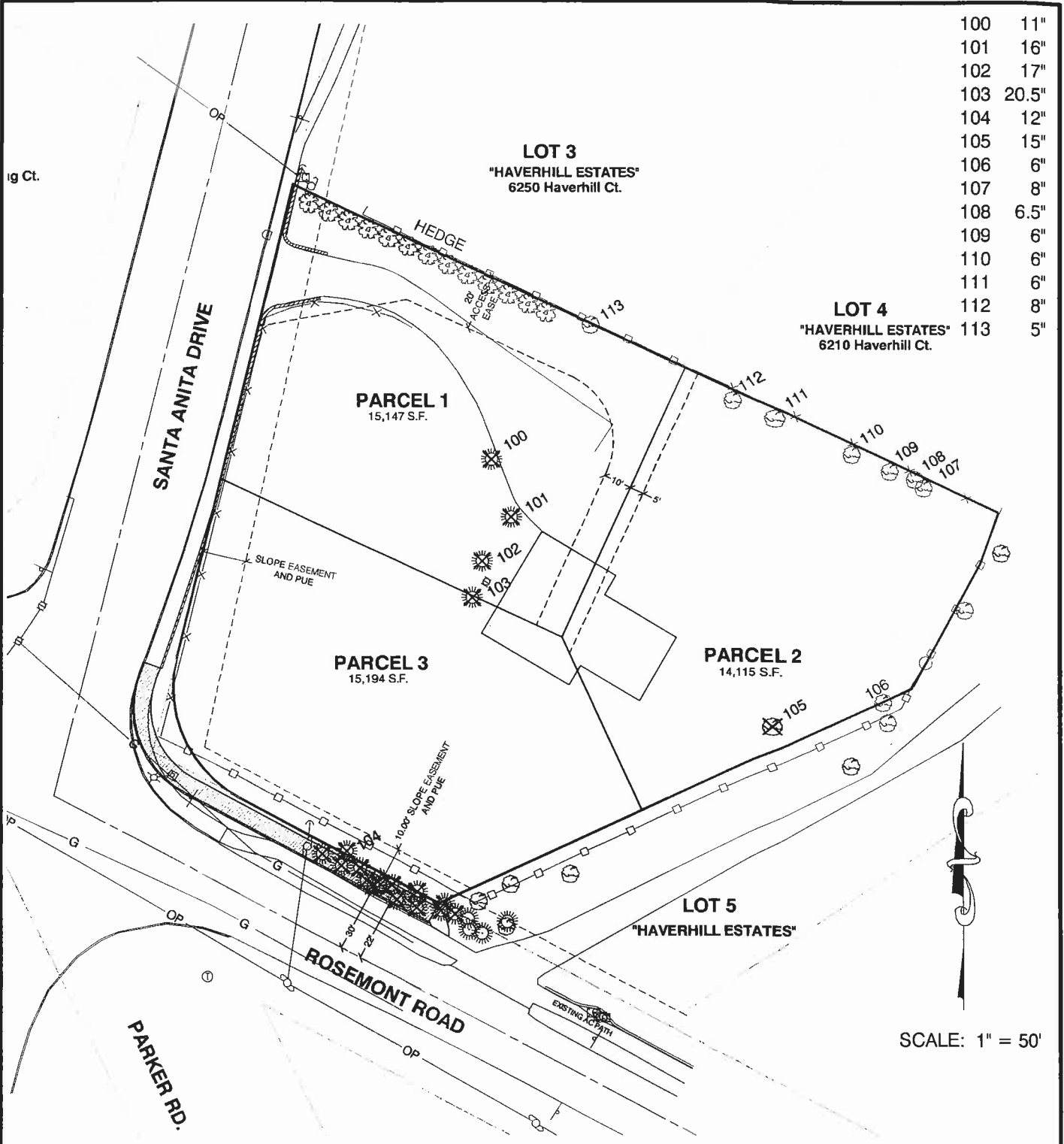
Infiltration Rate: 8.4 in/hr

Using a safety factor of 2 the design rate of 4.4in/hr would be used to size a facility using the 25-year storm. Per the City of Portland Guidelines this rate is acceptable in the design of onsite disposal systems.


Since the size and location of the future homes the final design will be determined with the building permit application.



EXPIRES: 06-30-13



100	11"
101	16"
102	17"
103	20.5"
104	12"
105	15"
106	6"
107	8"
108	6.5"
109	6"
110	6"
111	6"
112	8"
113	5"

 TREES TO BE REMOVED

THE CITY ARBORIST, MIKE PERKINS, HAS DETERMINED THAT THERE ARE NO SIGNIFICANT TREES ON SITE OR IN THE RIGHT-OF-WAY.

ZONE: R-10

SCALE: 1" = 50'

ARBORIST MAP

2013-96.1

Theta, llc

ENGINEERING - SURVEYING - PLANNING

PO Box 1345
Lake Oswego, Oregon 97035

503/481-8822
email: thetaeng@comcast.net

1700 Santa Anita Drive
West Linn, Oregon
T.2S., R.1E., Section 26A
TL 2800

Robert Mazany and Associates
Tree and Landscape Consulting Service

MEMORANDUM

TO: Philip Gentemann
Centurian Homes

FROM: Robert Mazany, ASCA
Registered Consulting Arborist #133



DATE: April 28, 2013

RE: Proposed 3-Lot Partition

I have completed my preliminary site and plan review of the proposed project at 1700 S.W. Santa Fe Road, West Linn, as requested. There are thirteen trees with diameters of six inches and larger on site. These are noted in the attached Field Note Narrative by number, specie, diameter and condition and marked in the field with number tags and green flagging. The assigned numbers have been correspondingly noted on the Existing Conditions Map prepared by Centerline Concepts Land Surveying, Inc. and presented by Bruce Goldson, P.E., P.L.S. Of Theta LLC.

Please contact me if you have any questions or when I may be of further assistance.

Attachments:

Field Note Narrative
Numbered Tree Location Plan

cc: Bruce Goldson, Theta LLC.

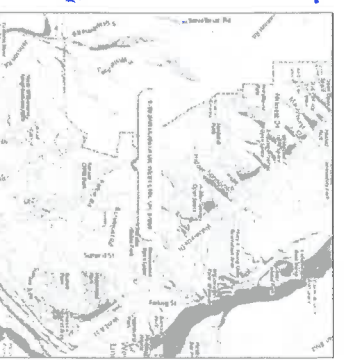
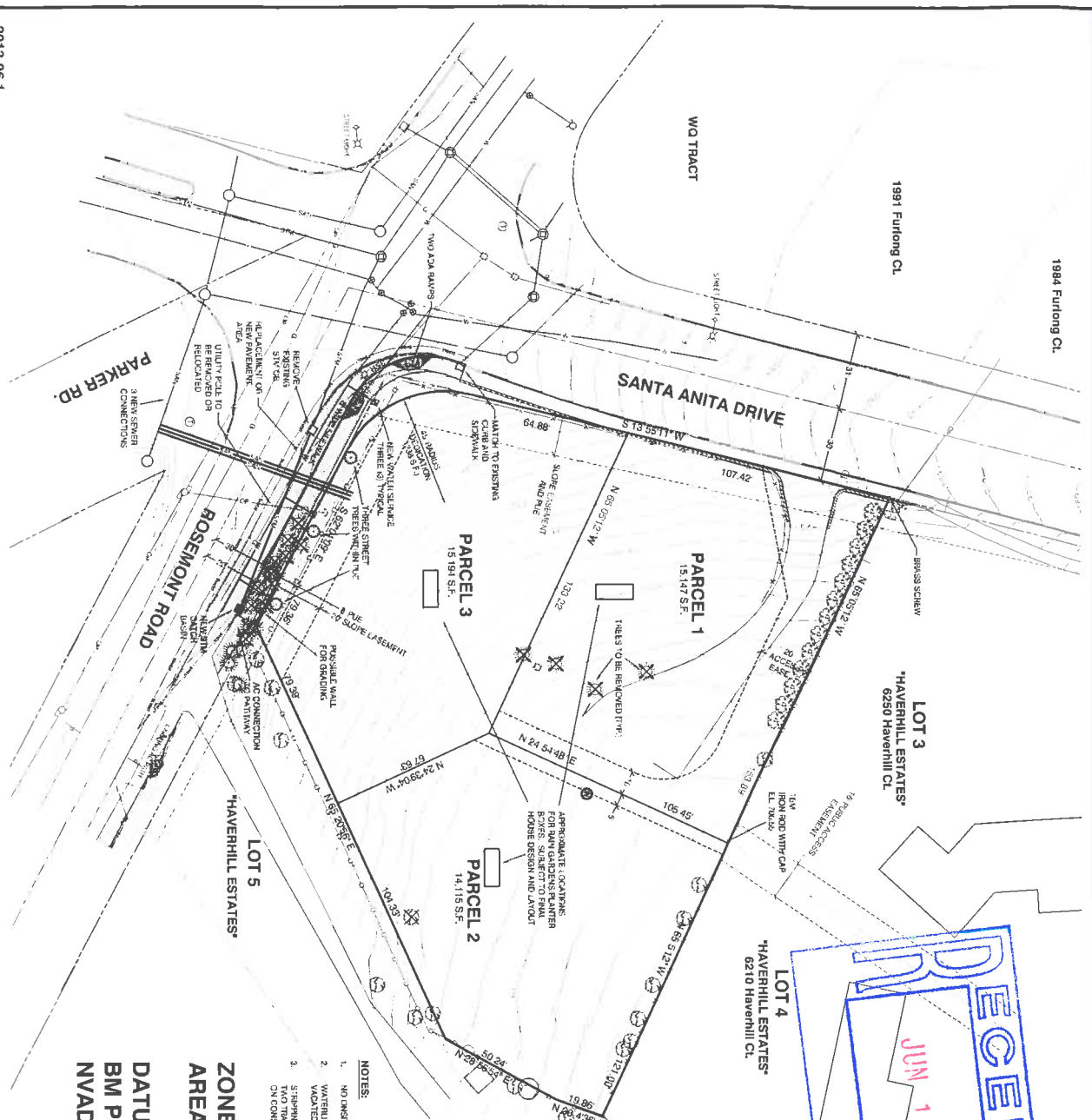
**Field Note Narrative
Proposed Development
1700 S.W. Santa Fe Road – West Linn**

This narrative has been prepared based on site and plan information gathered during my 4/25/13 site visit with Bruce Goldson, Theta LLC and subsequent site inspection on 4/27/13. It is also based on the information available to this date with no potential construction impact included at this time.

Demolition of the existing structure may adversely impact the health and structural stability of trees 101, 102, 103, therefore removal of these three trees is recommended. Trees have been marked with number tags and green flagging. The numbers are noted on the attached Existing Conditions Map.

<u>Tree No.</u>	<u>Specie</u>	<u>Diameter</u>	<u>Condition/Comment</u>
100	Blue spruce	11.0"	Fair – Prune if retained.
101	Blue spruce	16.0"	Poor – Crown 60% dead. Remove.
102	Pine sp.	17.0"	Fair – Has a weak stem union at 8 feet with some failure potential. Removal recommended.
103	Deodar cedara	20.5"	Fair – Prune if retained. Removal recommended.
104	Douglas fir	12.0"	Fair – Heavy ivy on trunk and into lower crown. Removal of ivy from all trees in this area is recommended.
105	Apple sp.	15.0" @ 2'	Poor – Heavily overgrown from long term lack of proper pruning with decay in large wounds. Not recommended to retain.
106	Cherry sp.	6.0"	Fair – Heavy crown and lean to the west from over crowding by adjacent tree. Due to the distorted crown, removal should be considered.
107	Lombardi poplar	8.0"	Fair – Sparse lower branching with high crown. Not recommended to retain.
108	Lombardi poplar	6.5"	Fair – Sparse lower branching with high crown. Not recommended to retain.
109	Flowering plum sp.	6.0" @ 2'	Fair – Heavy suckering from lack of proper pruning.
110	Flowering plum sp.	6.0" @ 2'	Fair – Heavy suckering from lack of proper pruning.
111	Flowering plum sp.	6.0" @ 2'	Fair – Heavy suckering from lack of proper pruning.
112	Cherry sp.	6.0"	Fair – Appears to be volunteer native specie.

Additional information may be submitted following future reviews of more detailed site improvement plans.



VICINITY MAP
N.T.S.

OWNER/DEVELOPER
Centurion Homes
Phil Gentemann
7128 SW Gonzaga No. 200
Portland, Oregon 97223
Ph. 503-620-2047

PLANNER/ENGINEER
Theaia, LLC
Bruce Goldson, P.E.
P.O. Box 1345
Lake Oswego, Oregon 97035
Ph. 503-481-4822

SUPERVISOR
Gentefine Concepts
723 Madolia Avenue No. 182
Oregon City, Oregon 97045
Ph. 503-650-0188

SHEET INDEX

- 1 TENTATIVE PLAN
- 2 SLOPE ANALYSIS
- 3 EXISTING CONDITIONS

- NOTES:**
1. NO NIGHT GRADING IS PROPOSED.
 2. WATERLINE EASEMENT PROPOSED, SEE SHOWN ON PARCEL 2 & 3.
 3. STERLING 3/4" X 4" RECORDS INCLUDES: SINGLE LINES, TWO THIN LINES, AND LEFT TURN LANE. TO BE SHOWN ON CONSTRUCTION PLANS.

ZONE: R-10
AREA: 44,456 S.F.

DATUM:
BM P10-AJ8196-SALAMO
NVAD 88,672.77

THREE LOT PARTITION TENTATIVE PLAN

DESIGNED: BOC	2013-96.1	<p>ENGINEERING SURVEYING PLANNING Law Corporation, Oregon 97036 503-481-4820 www.theaia.com</p>	<p>Centurion Homes Phil Gentemann 7128 SW Gonzaga No. 200 Portland, Oregon 97223 Ph. 503-620-2047</p>	<p>1700 Santa Anita Drive West Linn, Oregon T.2S., R.1E., Section 26A TL 2800</p>	SHEET
DRAWN: BJS					1/3
SCALE: 1" = 30'					
DATE: April, 2013					
FILE: Santa Anita Prelim3					
REVISION	NO.	DATE			

2013-96.1

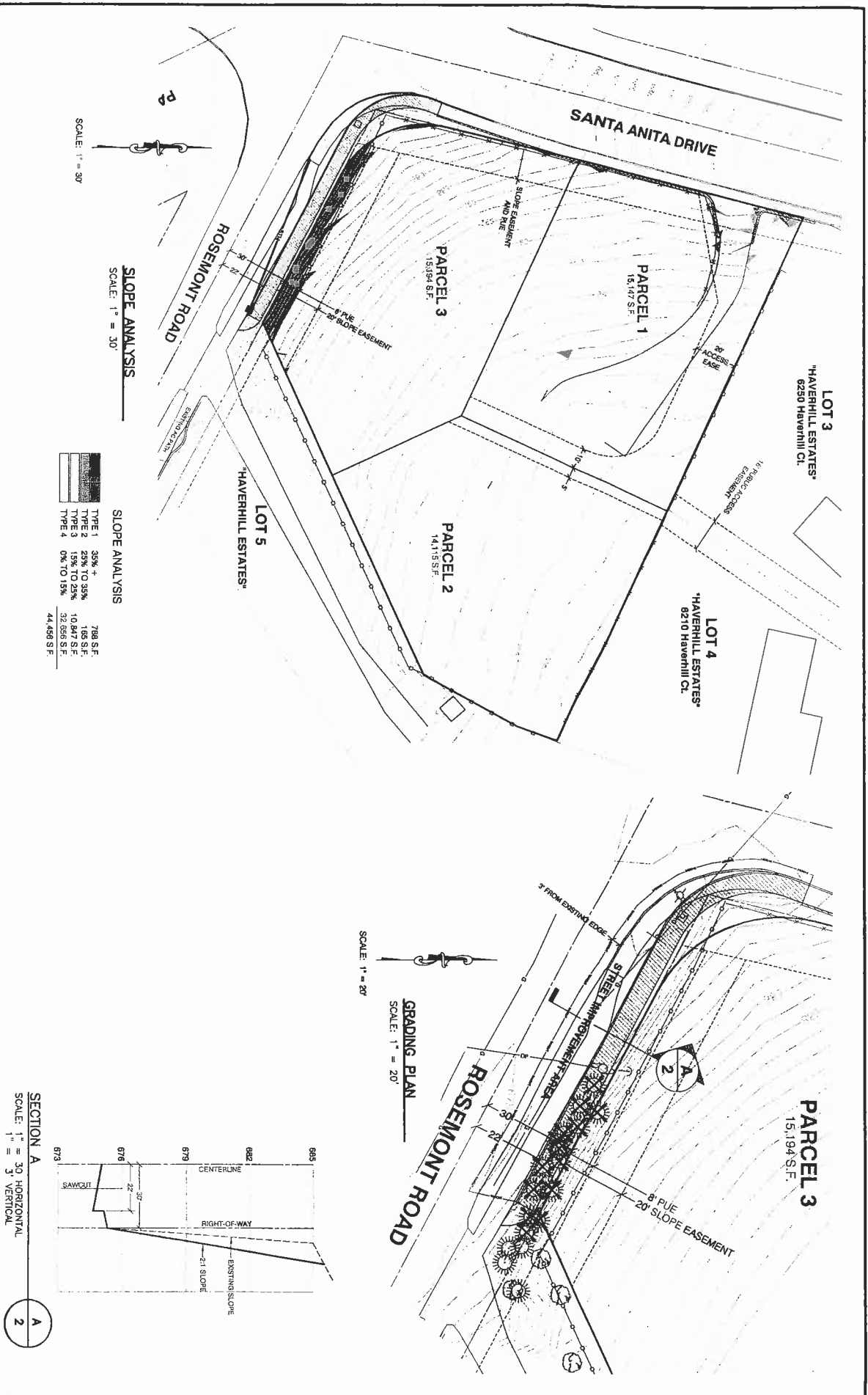
DESIGNED:	BOG
DRAWN:	BUS
SCALE:	1" = 30'
DATE:	April, 2013
FILE:	Santa Anita Platting

THE STABILIO
ENGINEERING SURVEYING PLANNING
PO Box 1945
Lake Oswego, Oregon 97035
Solid: 504.614.822
Email: thestabilio@comcast.net

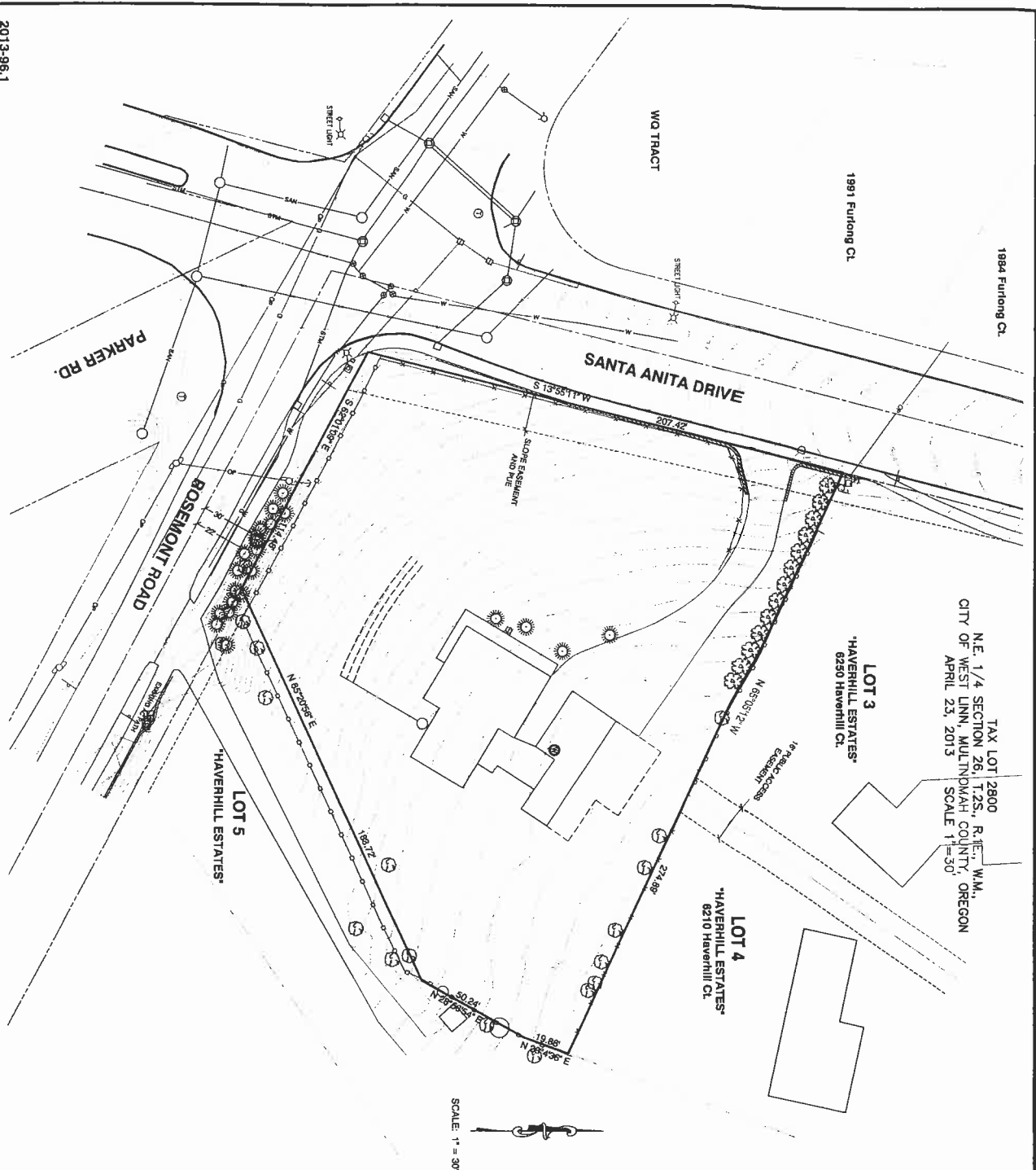
Centurion Homes
Phil Gentmann
7128 SW Gonzaga No. 200
Portland, Oregon 97223
Ph. 503-920-2047

1700 Santa Anita Drive
West Linn, Oregon
T.2S., R.1E., Section 26A
TL 2800

THREE LOT PARTITION GRADING PLAN AND SLOPE ANALYSIS



SHEET: 2/3

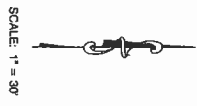


TAX LOT 2800
 NE 1/4 SECTION 26, T.2S., R.1E., W.M.,
 CITY OF WEST LINN, MULTNOMAH COUNTY, OREGON
 APRIL 23, 2013
 SCALE 1"=50'

LOT 3
 'HAVERHILL ESTATES'
 8250 Haverhill Ct.

LOT 4
 'HAVERHILL ESTATES'
 8210 Haverhill Ct.

LOT 5
 'HAVERHILL ESTATES'



SURVEY NOTES:
 THE DATA FOR THIS SURVEY IS BASED UPON HAND-AS BENCH MARK
 'SALAD' WITH AN IDENTIFICATION NUMBER OF 200-48196. THE
 ELEVATION OF THIS BENCH MARK IS 822.22 FEET.
 A TRIANGLE 5800-SERIES ROBOTIC INSTRUMENT WAS USED TO COMPLETE A
 CLOSED LOOP FIELD TRAVERSE.
 THE BASIS OF BEARINGS FOR THIS SURVEY IS PER MOVEMENTS FOUND
 AND HELD FOR THE PLAT OF HAVERHILL ESTATES, RECORDS OF
 CLATSOP COUNTY.
 THE PURPOSE OF THIS SURVEY IS TO RESOLVE AND DETERMINE THE
 PERMANENT BOUNDARY ISSUES AND ENCROACHMENTS AND PROPERTY
 COMMENTS WERE SET IN THIS SURVEY.
 NO WARRANTIES ARE MADE AS TO MATTERS OF UNWRITTEN TITLE SUCH
 AS ADVERSE POSSESSION, ESTOPPEL, ACCQUESCENCE, ETC.

SIGNED ON:
 REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

OREGON
 NOVEMBER 20, 2007
 JAMES BURTON BROWN
 80379

VALID THROUGH DECEMBER 31, 2013



CENTERLINE CONCEPTS
 LAND SURVEYING, INC.
 729 KOLAULA AVE., SUITE 1 & 2
 WEST LINN, OREGON 97136
 PHONE: 503.650.0156 FAX: 503.650.0189
 DRANK BYAPW CHECKED BY: JBB ACCOUNT # 150-
 M.V.P.O.C.E.T.S.

EXISTING CONDITIONS

2013-96.1

DESIGNED: BDB	DATE: NO	REVISION:
DRAWN: BIS	DATE: NO	REVISION:
SCALE: 1" = 30'	DATE: NO	REVISION:
DATE: April, 2013	DATE: NO	REVISION:
FILE: Santa Anita Prelim3	DATE: NO	REVISION:

THE
ENGINEERING SURVEYING PLANNING
 PO Box 1348
 Lake Oswego, Oregon 97035
 503.649.1422
 email: thesurvey@comcast.net

Camithon Holmes
 Phill Gantman
 7128 SW Gonzaga No. 200
 Portland, Oregon 97223
 Ph. 503-620-2047

1700 Santa Anita Drive
 West Linn, Oregon
 T.2S., R.1E., Section 26A
 TL 2800

SHEET:
3/3



June 7, 2013

Tom Soppe
Associate Planner
City of West Linn
West Linn, Oregon
97068



Re: Three lot subdivision, MIP 13-02

Dear Mr. Soppe,

Thank you for the opportunity to review the proposed site plan surrounding the above named development project. Tualatin Valley Fire & Rescue endorses this proposal predicated on the following criteria and conditions of approval:

- 1) **FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDING AND TURNAROUNDS:** Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1) ***Please provide a scaled or dimensioned drawing illustrating the footprint of each new home on each parcel.***
- 2) **FIRE APPARATUS ACCESS ROAD EXCEPTION FOR AUTOMATIC SPRINKLER PROTECTION:** When buildings are completely protected with an approved automatic fire sprinkler system, the requirements for fire apparatus access may be modified as approved by the fire code official. (OFC 503.1.1) ***Note: If residential fire sprinklers are elected as an alternate means of protection and the system will be supported by a municipal water supply, please contact the local water purveyor for information surrounding water meter sizing.***
- 3) **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (12 feet for up to two dwelling units and accessory buildings), and an unobstructed vertical clearance of not less than 13 feet 6 inches. Where fire apparatus roadways are less than 26 feet wide, "NO PARKING" signs shall be installed on both sides of the roadway and in turnarounds as needed. Where fire apparatus roadways are more than 28 feet wide but less than 32 feet wide, "NO PARKING" signs shall be installed on one side of the roadway and in turnarounds as needed. Where fire apparatus roadways are 32 feet wide or more, parking is not restricted. (OFC 503.2.) ***As needed, please widen the private drive to not less than 12 feet of drivable surface.***
- 4) **GATES:** Gates securing fire apparatus roads shall comply with all of the following: Minimum unobstructed width shall be 16 feet, or two 10 foot sections with a center post or island. Gates serving one- or two-family dwellings shall be a minimum of 12 feet in width. Gates shall be set back at minimum of 30 feet from the intersecting roadway. Gates shall be of the swinging or sliding type. Manual operation shall be capable by one person. Electric automatic gates shall be equipped with a means for operation by fire department personnel. Locking devices shall be approved. Electric automatic gates shall comply with ASTM 220-5 and UL 325. (OFC D103.6) ***A gate is not shown or otherwise endorsed.***
- 5) **SINGLE FAMILY DWELLINGS - REQUIRED FIRE FLOW:** The minimum available fire flow for single family dwellings and duplexes served by a municipal water supply shall be 1,000 gallons per minute. If the structure(s) is (are) 3,600 square feet or larger, the required fire flow shall be determined according to IFC Appendix B. (OFC B105.2) ***Prior to issuance of a building permit, provide evidence of a current fire flow test of the fire hydrant located at the intersection of Rosemont Road and Santa Anita Drive.***

- 6) **PREMISES IDENTIFICATION:** Buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet numbers. Numbers shall be a minimum of 4 inches high with a ½ inch stroke. (OFC 505.1) ***Please provide an address at each new home visible from Santa Anita Drive. Recommend a multi-address monument near the intersection of Santa Anita Drive and the private driveway.***

If you have questions or need further clarification, please feel free to contact me at 503-259-1404.

Sincerely,

Drew S. DeBois

Drew DeBois
Deputy Fire Marshal II/CFI

Copy: Fire, COWL, D. Davies

Soppe, Tom

From: Joseph Williams <joe@fpnw.com>
Sent: Tuesday, July 02, 2013 10:53 PM
To: Soppe, Tom
Cc: Barbara Williams
Subject: partition at 1700 Santa Anita Dr (Tax Lot 2800 of Clackamas County Assessor's Map 2-1E-26A)

Dear Mr. Soppe,

Regarding the partition application for 1700 Santa Anita Drive:

My wife Barbara and I will not object to the partition, if in fact the public access that goes through our property at 6210 Haverhill Court and the neighbors lot at 6250 Haverhill Court is vacated. The aforementioned access should never be used either for vehicles or pedestrians for the following reasons.

- The traffic created by three new homes would go through two neighborhoods and two cul-de-sacs.
- The access actually goes over a portion of my driveway and comes extremely close to ours home and that of our neighbors Diane and Lane Kagey. This would be significantly reduce the livability and value of our homes.
- Pedestrian access would also be a unreasonable disturbance to our homes and is unnecessary. There already exists a pedestrian access to our cul-de-sac next to the Kagey's home.
- Our home is already bordered on the east side by a driveway that goes through from Rosemont to Haverhill Court. The drive creates unwanted traffic by people other than the direct neighbors to the east of us. This drive should have been closed at one of the streets!

We ask that the access through our property not be used and be permanently vacated.

We also ask the the trees along the north border remain and not be disturbed during construction. The trees are a resources that should not be removed, they provide beauty, a sound barrier and a resource for small animals and birds. It is bad enough that our lives and neighborhood will be disturbed for months with construction. I see no necessity or reason to remove trees along any border of the property, especially the north border.

Respectfully,

Joseph R. Williams
6210 Haverhill Court
West Linn, OR 97068
Phone: H 503-655-2554 - B 505-595-0077 x101

Soppe, Tom

From: Kagey Lane <lane.kagey@gmail.com>
Sent: Monday, July 08, 2013 9:59 AM
To: Soppe, Tom
Cc: Kagey Diane
Subject: 1700 Santa Anita Drive 3-Lot Minor Partition - MIP-13-02

Dear Mr. Soppe,

It appears from the application that access to the property for this minor partition will remain from Santa Anita as is currently implemented. This is certainly preferred by us and our neighbors, Joe and Barbara Williams. As you know we have an access easement shared between our properties which would create some significant hardships were it to be utilized at this time. For example, the setbacks from the easement, if utilized would be extremely small and I believe the easement actually cuts across my neighbor's existing driveway. If it is no longer necessary can this easement now be vacated?

Thank you for your attention to this matter.

Respectfully,

Lane and Diane Kagey
6250 Haverhill Ct.
West Linn, OR 97068



Soppe, Tom

From: Soppe, Tom
Sent: Thursday, July 11, 2013 11:22 AM
To: 'DeBois, Drew S.'
Subject: RE: Completeness Check MIP-13-02

Thanks

From: DeBois, Drew S. [mailto:Drew.DeBois@tvfr.com]
Sent: Thursday, July 11, 2013 11:07 AM
To: Soppe, Tom
Subject: RE: Completeness Check MIP-13-02

No, not from our perspective. Drew

From: Soppe, Tom [mailto:tsoppe@westlinnoregon.gov]
Sent: Thursday, July 11, 2013 10:23 AM
To: DeBois, Drew S.
Subject: RE: Completeness Check MIP-13-02

Thanks for letting me know. Can you tell whether the 45 degree centerline turning radius for the shared drive would be needed?

Tom

CITY OF
West Linn
100 Years
1913 - 2013

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



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

From: DeBois, Drew S. [mailto:Drew.DeBois@tvfr.com]
Sent: Thursday, July 11, 2013 10:13 AM
To: Soppe, Tom
Subject: RE: Completeness Check MIP-13-02

Tom,

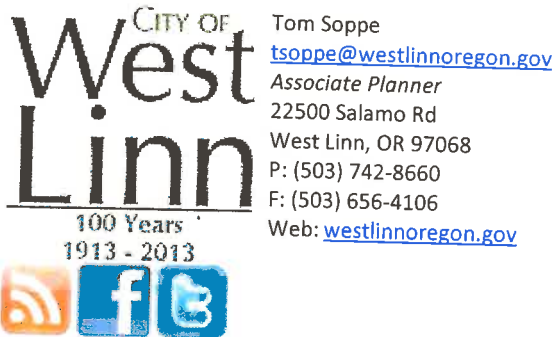
Based on the configuration and dimensions of the lot, it's hard to imagine how the developer could arrange it so a turnaround would be necessary. That said, I'm 99% sure one will not be required.

Drew

From: Soppe, Tom [<mailto:tsoppe@westlinnoregon.gov>]
Sent: Thursday, July 11, 2013 8:09 AM
To: DeBois, Drew S.
Subject: RE: Completeness Check MIP-13-02

No, we won't know that until building permit stage.

Tom



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.

From: DeBois, Drew S. [<mailto:Drew.DeBois@tvfr.com>]
Sent: Wednesday, July 10, 2013 6:24 PM
To: Soppe, Tom
Subject: RE: Completeness Check MIP-13-02

Tom,

Do you have anything that shows the footprint of each new home?

Thanks,

*Drew DeBois
Deputy Fire Marshal/CFI
Tualatin Valley Fire & Rescue
7401 SW Washo Court # 101
Tualatin, Oregon
97062
(503) 259-1404 Direct*



My new address as of July 15, 2013 is:
8445 SW Elligsen Road
Wilsonville, OR 97070
503-259-1500

From: Soppe, Tom [<mailto:tsoppe@westlinnoregon.gov>]
Sent: Wednesday, July 10, 2013 1:07 PM
To: DeBois, Drew S.
Subject: FW: Completeness Check MIP-13-02

Drew,

Hopefully you remember reviewing this partition application recently. See link below.

Can you determine at this time whether a turnaround and/or a 45 degree centerline turning radius on the driveway curve are necessary? Can you get back to me in the next couple of days? Thanks so much.

Tom

CITY OF
West Linn
100 Years
1913 - 2013

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



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

From: Shroyer, Shauna
Sent: Wednesday, May 29, 2013 9:03 AM
To: Le, Khoi; Perkins, Michael; 'DeBois, Drew S.'
Cc: Soppe, Tom
Subject: Completeness Check MIP-13-02

Please review the application for a [3-lot minor partition at 1700 Santa Anita Drive](#) and have your comments to Tom Soppe by Wednesday, June 12, 2013.

Thanks,
Shauna

Shauna Shroyer, Administrative Assistant
Planning, #1557

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.