



CITY OF
West Linn
22500 Salamo Road #600
West Linn Oregon 97068

STAFF REPORT FOR THE PLANNING COMMISSION


FILE NUMBER: MISC-10-14/LLA-10-03

HEARING DATE: October 13, 2010

REQUEST: Lot line adjustment and extension of previously approved 289,000 square foot office campus and parking structure near 1870 Blankenship Drive

APPROVAL CRITERIA: Community Development Code Sections 99.325 and 85.210 and Chapter 21, Office –Business Center District

STAFF REPORT PREPARED BY: Zach Pelz, Special Projects Planner

Planning Director's Initials  City Engineer's Initials KQL

EXECUTIVE SUMMARY

The applicant requests a two-year extension of approval for a 289,000 square foot office campus near the northwest corner of the intersection of Tannler Drive and Blankenship Road immediately adjacent the 10th Street exit to Interstate Highway 205. The Planning Commission approved the original project subject to 16 conditions of approval (DR-06-24). The City Council upheld the Planning Commission's decision on appeal (AP-07-01), with 5 additional conditions of approval, on March 1, 2007. If granted, the two-year extension would expire March 23, 2012.

Community Development Code (CDC) Section 99.325 allows extensions of approval provided the application is in conformance with applicable CDC provisions and relevant approval criteria enacted since the application was initially approved; there are no demonstrated material misrepresentations, errors, omissions, or changes in facts that directly impact the project, including, but not limited to, existing conditions, traffic, street alignment and drainage; or the applicant has modified the approved plans to conform with the above criteria.

In reviewing the extension application, staff discovered omissions pertaining to the location of required bicycle parking facilities (see Finding 16), site drainage (see Finding

11), and the location and amount of car- and vanpool parking (see Findings 7 and 9). In addition, changes to local development regulations and supporting plans warranted new conditions to address increased right-of-way width (2008 TSP update), ADA accessible parking requirements (see findings 8, 12, 13, and 14), access separation (see Finding 17) and curb cut width (see Finding 18). Staff finds that the applicant's proposal coupled with the recommended conditions of approval meets all applicable criteria; staff therefore recommends approval of the applicant's extension proposal.

In addition, the applicant requests approval of an associated lot line adjustment (see Findings 24, 25 and 26). The lot line adjustment is requested to accommodate the proposed location of the four-level parking structure and to provide definition between the existing office development to the west. Staff recommends of approval of the proposed lot line adjustment to reduce the number of deviations from generally straight segments (see Finding 27). Staff finds that the proposed lot line adjustment meets all applicable criteria as modified by the recommended conditions of approval; staff therefore recommends approval of the applicant's lot line adjustment.

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GENERAL INFORMATION

- APPLICANT:** Blackhawk, LLC
1750 Blankenship Rd., Suite 200
West Linn, OR 97068
- REPRESENTATIVE:** Group Mackenzie
1515 SE Water Ave., Suite 100
Portland, OR 97214
- SITE LOCATION:** NW corner of Blankenship/Tannler intersection (No site address)
- LEGAL DESCRIPTION:** Clackamas County Assessor's Map 2-1E-035C; lots 00100, 00102, 00200, 00801
- SITE SIZE:** 10.7 acres
- ZONING:** Office Business Center (OBC)
- COMP PLAN DESIGNATION:** Commercial
- 120-DAY PERIOD:** This application was originally deemed incomplete on July 7, 2010. Subsequently, the applicant provided the necessary documents and information to make the application complete on August 9, 2010. The 120-day application processing period ends on December 7, 2010.
- PUBLIC NOTICE:** Public notice was mailed to the Savanna Oaks Neighborhood Association and to affected property owners on August 21, 2010. The property was posted with a sign on August 22, 2010. In addition, the application has been posted on the City's website and notice of the hearing has been published in the West Linn Tidings. The notice requirements have been satisfied.

BACKGROUND

Prior Approvals. The project has been the subject of two local land use decisions since December 2006; Planning Commission approval of DR-06-24 and City Council denial of AP-07-01. The Planning Commission originally approved the applicant's request for Design Review approval (DR-06-24) on December 28, 2006. The Tanner Basin Neighborhood Association (TBNA) filed an appeal (AP-07-01) of the Planning Commission's approval of DR-06-24 on January 3, 2007. The basis of the TBNA's appeal focused on: inadequate

traffic mitigation, per CDC 55.100(I)(1); an improper lot line adjustment, per CDC 85.210(A)(3); an inadequate noise study, per CDC 55.100(D); drainage way and slope issues, per CDC 55.100(B)(3); project phasing, deferred compliance with approval criteria, improper building location; and, subsequent completion of the Tanner Basin Neighborhood Plan which included goals and policies in conflict with the applicant's proposal.

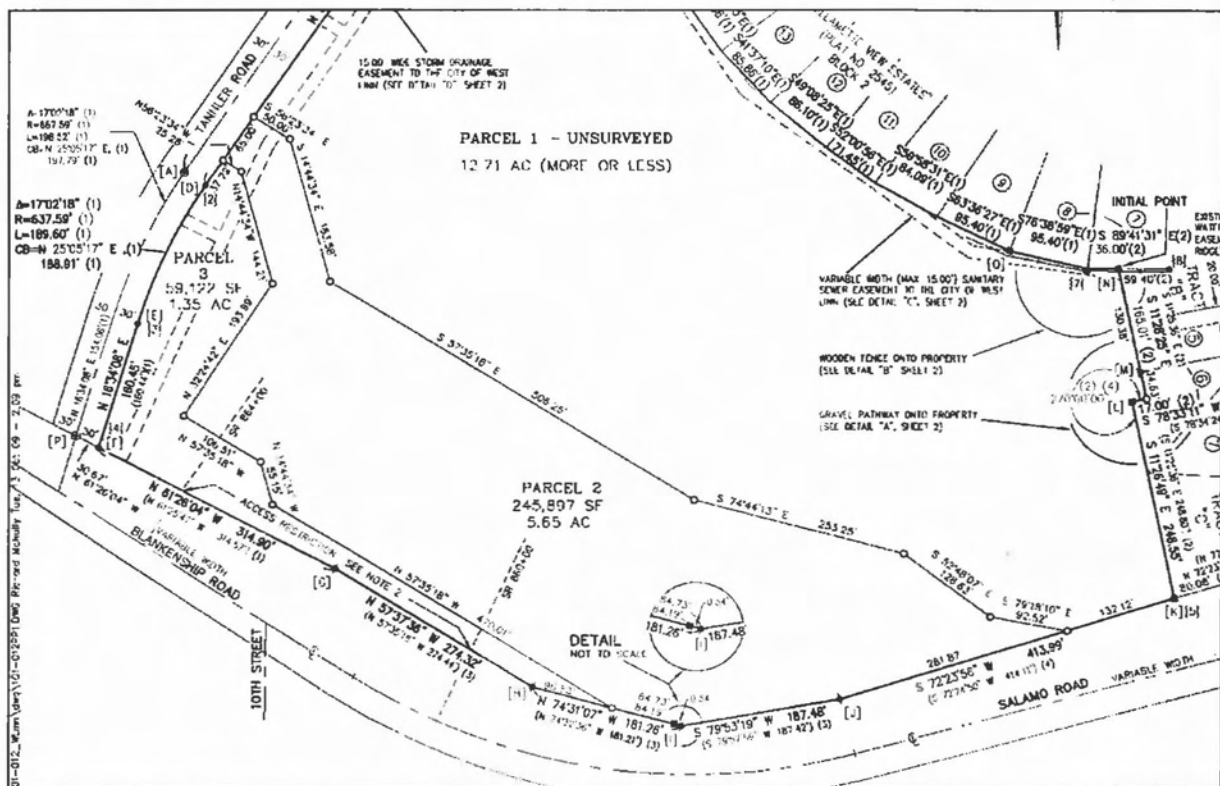
On March 1, 2007, the City Council voted unanimously (5-0) to deny the appeal and uphold the Planning Commission's approval of the project. The City Council's final decision included additional conditions of approval responding to public concerns regarding tree protection, pedestrian connectivity, noise and other issues raised in public testimony. The effective date of the Council's decision was March 23, 2007.

TBNA filed notice of intent to appeal the City Council's decision to LUBA on March 22, 2007. The appellant later withdrew their appeal (LUBA no. 2006-067), which LUBA subsequently dismissed, on May 4, 2007.

Related Approvals. On September 24, 2009, the City approved a lot line adjustment (LLA-09-06) for three parcels (Map 2-1E-35D, lots 700, 703, and 704; parcels 1, 2, and 3, respectively, in Figure 1 below) immediately east of Tannler Drive. The City of West Linn owns parcels 1 and 3 and RKM Development, Inc. owns parcel 2. Figure 1 illustrates the lot configuration resulting from LLA-09-06.

LLA-09-06 limits ingress/egress from Tannler Drive to Parcel 2 via a 65-foot street frontage directly adjacent the applicant's proposed traffic mitigation (landscaped median island) on Tannler Drive. As approved, the traffic mitigation on Tannler Drive would

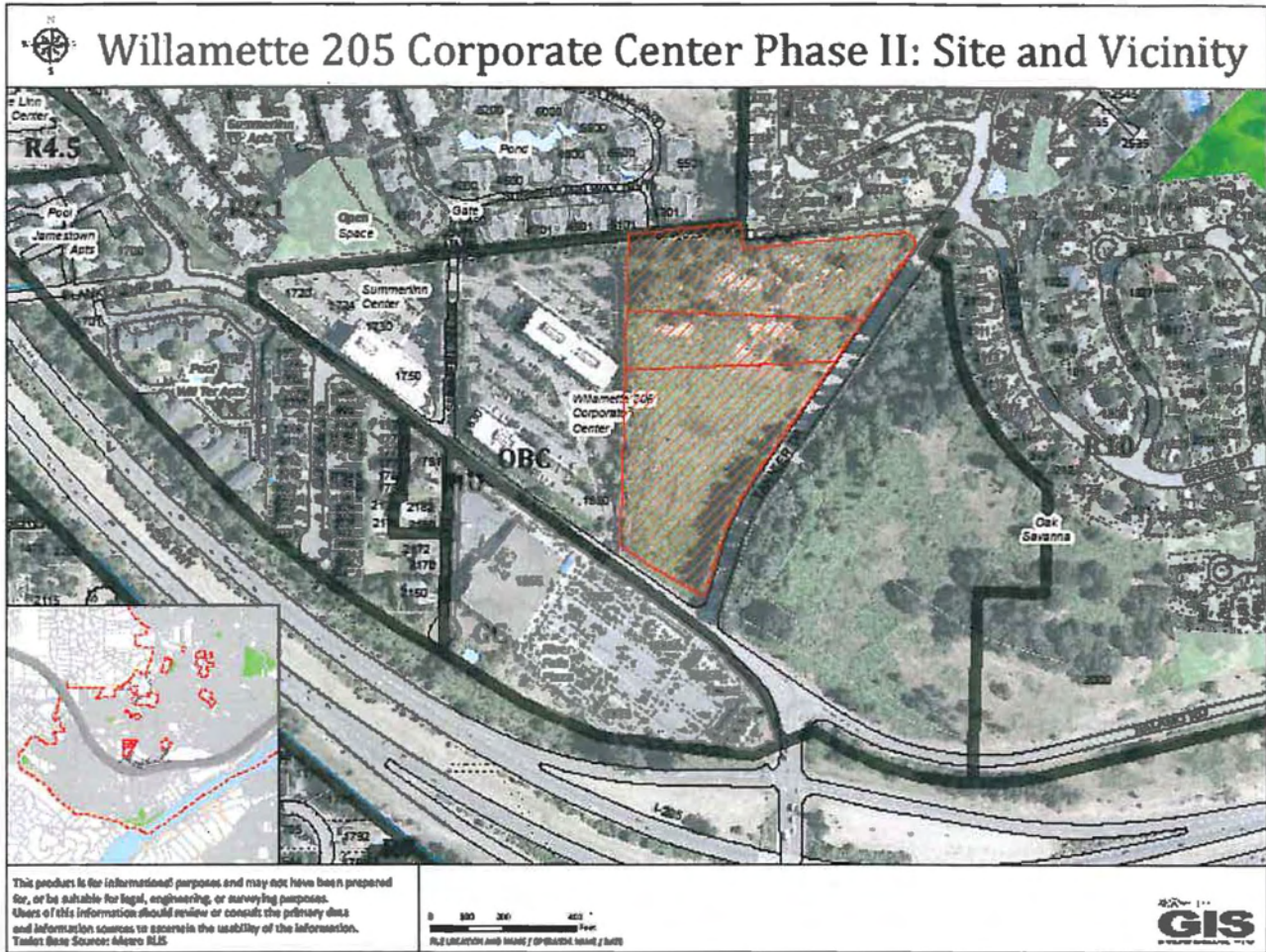
Figure 1 Lot Configuration Following LLA-09-06



Source: City of West Linn Planning Department File LLA-09-06, 2010

prohibit left turns from an eventual Tannler East development. The applicant has reduced the length of this median by a distance sufficient to allow left turns from the Tannler East site.

Figure 2 Project Site and Vicinity



Source: West Linn GIS, 2010

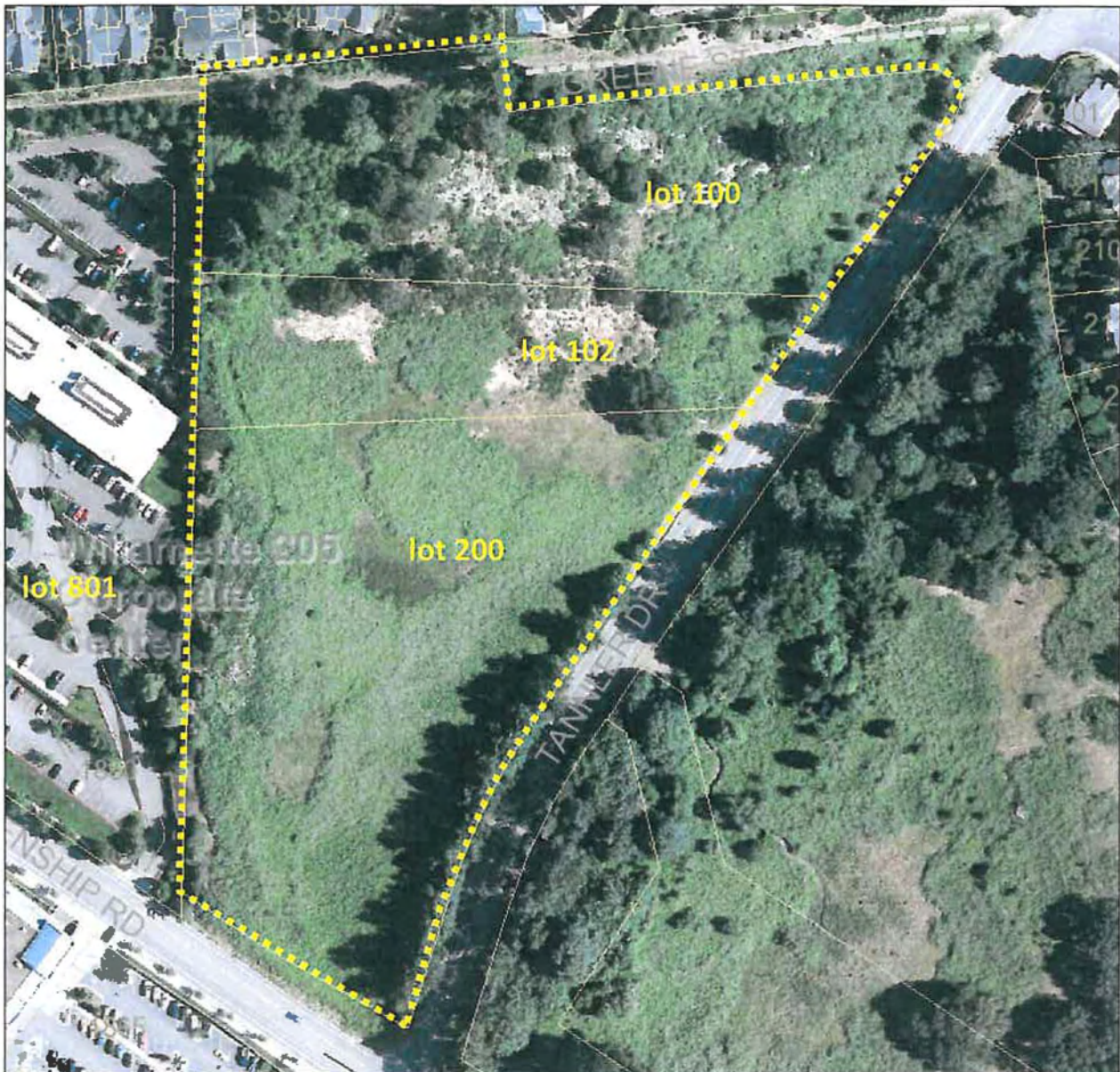
Site Conditions. The property subject to this land use review, shown in Figure 2 above, is comprised of four parcels (lots 100, 102, 200 and 801) which occupy a total area of approximately 10.7 acres. Lots 100, 102 and 200, depicted on Figure 3, below are currently vacant while lot 801 hosts an existing office development similar to the one proposed herein. The topography of the site slopes from the northeast to the southwest of the site. The site includes areas near its eastern- and northernmost reaches that are in excess of 25 percent slope.

In addition to some steep slopes, the site contains several trees, a majority of which are located in the northerly one-third of the site. The City Arborist has deemed several of the trees on-site as significant (primarily White Oaks near north end of site). The City Arborist

has also determined that many of the trees on-site are non-significant species. A sizable portion of the property has been overtaken by invasive Himalayan Blackberry.

No significant natural resources exist on the site and Metro's most recently adopted Goal 5 inventory does not indicate the presence of significant habitat on this site.

Figure 3 Applicant's Site



Source: West Linn GIS, 2010

Project Description. The applicant proposes a three-building office complex on the 10.7 acre site. The buildings would each be three to four stories and roughly 90,000-110,000 square feet. The total square footage for the three buildings is 289,000 square feet. One

building would be constructed immediately adjacent to and facing Blankenship Road, while the other two would stand side-by-side near the middle of the site (see the site plan, sheet C2.1, in Exhibit PC-3).

The applicant proposes a four level parking structure terraced into the hillside between the three buildings. The parking structure and surface lots would provide a total of 835 vehicle spaces and 145 bicycle parking spaces. The proposed lot line adjustment would accommodate the location of the parking structure where it would enable preservation of the greatest amount of open space at the north end of the site.

The applicant has purchased the adjacent Willamette 205 Corporate Park to the west, and is proposing an integration of parking and access between the two sites. Primary access to and from the site would be via the existing driveway to the Willamette 205 Corporate Park (see sheet C2.2 in Exhibit PC-3). A new traffic signal would be located at the intersection of the existing driveway and Blankenship Road. The intersection of Tannler Drive and Blankenship Road would remain unsignalized. Access from the site to Tannler Drive is proposed via a two-way driveway designed to prohibit eastbound left turns onto Tannler Drive.

The project has been designed to maximize the distance between the developed areas of the site and the residential properties to the north by concentrating development at the southerly end of the property. Approximately one-third of the site, lying adjacent to existing residential development to the north, would be preserved as open space. The applicant proposes to remove only those significant trees that are adjacent to the Tannler Drive right-of-way or which have been identified as diseased or hazardous.

Surrounding Land Use and Zoning. All adjacent sites, except the residentially zoned properties to the north, are similarly zoned for office and other commercial uses.

Table 1 Land Use and Zoning Characteristics within Site Vicinity

DIRECTION FROM SITE	LAND USE	ZONING
North	Low-density single-family and higher-density multi-family residential	R2.1; R10
East	Primarily low-density residential	OBC; R10
South	Strip commercial/retail including grocer, bank and fast food	GC
West	Higher density single- and multi-family residential	OBC; MU

Source: West Linn GIS, 2010

Public comments. Comments from Mr. David Rittenhouse, Savanna Oaks Neighborhood Association President, are attached (Exhibit PC-1). Mr. Rittenhouse's comments relate to the legal notice indicating that a decision regarding the applicant's request will be based on the applicable approval criteria set forth in CDC Sections 85.210 and 99.325. The notice also encouraged participants to limit testimony to comments relating specifically to the applicable approval criteria from these sections. Mr. Rittenhouse believes that the notice misapplies the Council's intent of de novo hearings for extension requests.

Comments from outside agencies. No comments from outside agencies have been received to date.

ANALYSIS

The Office Business Center zone is intended to provide for groups of businesses and offices in centers, to accommodate transitional uses between residential districts and areas of more intense development, to provide opportunities for employment in close proximity to residential neighborhoods and major transportation facilities, to expand the City's economic potential, and to locate office employment where it can support other commercial uses.

The City Council adopted a process for providing two-year extensions of previously approved land use decisions. Requests for extensions must demonstrate consistency with applicable CDC standards and must modify approved plans as necessary to conform to applicable changes enacted in the CDC since the proposal was originally approved. In addition, the applicant must modify approved plans where misrepresentations, errors, omissions, or changes in facts that directly impact the project are discovered.

The City Council upheld the Planning Commission's decision on DR-06-24 through the denial of AP-07-01 on March 1, 2007; this decision became effective on March 23, 2007. The three-year expiration date for this approval was March 23, 2010. This proposal is eligible for an extension per CDC Section 99.325 as it was approved between July 1, 2006 and December 31, 2006 and as the applicant applied for the extension on June 11, 2010, prior to the June 30 deadline.

New conditions of approval are commended to accommodate changes in the Transportation System Plan which require additional right-of-way width along Collector roadways, new requirements for accessible and bicycle parking, and access separation (see Findings 8, 12, 13, 14, 16, 17). Additional conditions of approval have been recommended to correct omissions during the original approval pertaining to the location and amount of car- and vanpool parking (see Findings 7 and 9), site drainage (see Finding 11) and parking facilities (see Finding 16).

The proposed lot line adjustment meets the criteria for approval with the exception that the applicant's proposal includes lot lines which deviate from generally straight segments. (see Finding 27). This is addressed with recommended condition 7.

RECOMMENDATION

Staff recommends approval of the extension application subject to the conditions 1-6 below and approval of the requested lot line adjustment subject to condition 7.

1. Site Plan. With the exception of modifications required by these conditions, the project shall conform to the site plan (sheet C2.1, dated August 4, 2010) located in Exhibit PC-3.
2. Previous Approval. Unless modified by these conditions, the project shall conform to the conditions of original approval contained in file AP-07-01.
3. Parking.
 - a. The applicant shall provide to the City Engineer detailed specifications for signage and bumper guards, consistent with CDC Subsection 46.150(A)(11) and local Public Works and Building Department standards, with the submittal of the construction plan package.
 - b. The applicant shall identify the quantity and location of car/vanpool parking, consistent with CDC Section 46.080(H), at time of submittal of the construction plan package.
 - c. The applicant shall sign 3 of the 17 ADA accessible parking spaces as "Wheelchair Use Only," and include a clear aisle of at least 96 inches in width per CDC Subsection 46.150(B)(5). Detail regarding the location and design of these spaces, including the required signage, shall be submitted with the construction plan package.
 - d. The applicant shall indicate the location and design of on-site signage directing bicyclists to appropriate bicycle parking facilities at time of submittal of the construction plan package. Also, prior to the construction plan submittal, the applicant shall modify their plans to ensure that no bicycle parking is located more than 50-feet from the entrances to the three proposed buildings. The applicant shall maintain at least 15 covered bicycle parking spaces upon the relocation of these facilities to within 50-feet of the proposed building entrances.
4. Drainage. Prior to the issuance of grading permits, the applicant shall modify the drainage plan to prevent storm water drainage from crossing the designated walkway between the north entrance to proposed Building A and the proposed parking structure, subject to the City Engineer's approval consistent with Subsection 46.150(A)(17).
5. Access Spacing. The applicant shall modify the location of the proposed access onto Tannler Drive to accommodate a minimum access separation of 150-feet, as measured from driveway centerline to driveway centerline, between this access and an eventual Tannler East access on Tannler Drive. The applicant shall submit these plans with the construction plan package.

6. Curb Cuts. The applicant shall modify their plans to show a curb cut width for the access driveway onto Tannler Drive no greater than 36-feet, as measured at the face of the curb from curb wing tip-to-curb wing tip. These plans shall be submitted with the construction plan package.
7. Lot Line Adjustment. The applicant shall modify the proposed configuration of lots 801 and 200 to reduce the number of deviations from generally straight segments per CDC Section 85.210(A)(4) while maintaining consistency with the dimensional standards in 85.210(A)(2), as approved by the Planning Director.

Notes to applicant.

1. The two-year extension, if approved, would extend from the original expiration date of March 23, 2010 to March 23, 2012.

APPLICABLE REGULATIONS AND ASSOCIATED SUPPLEMENTAL FINDINGS

APPROVAL CRITERIA

CHAPTER 21, OFFICE BUSINESS CENTER, OBC DISTRICT

21.030 PERMITTED USES

The following uses are uses permitted outright in this zone:

2. *Business support services.*
3. *Communications services.*
4. *Cultural exhibits and library services.*
5. *Family day care. (ORD. 1226)*
6. *Financial, insurance and real estate services.*
7. *Medical and dental services.*
8. *Parking facilities.*
10. *Personal services and facilities.*
11. *Professional and administrative services.*

FINDING NO. 1

No specific use or uses have yet been identified for the site. The above-listed uses permitted in the OBC zoning district have not changed since the applicant's original approval on March 23, 2007. This criterion does not apply.

21.090 OTHER APPLICABLE DEVELOPMENT STANDARDS

- A. *The following standards apply to all development including permitted uses:*
3. *Chapter 38, Additional Yard Area Required, Exceptions to Yard Requirements, Storage in Yards and Projections into Yards.*
 7. *Chapter 46, Off-street Parking and Loading.*
 8. *Chapter 48, Access.*
- B. *The provisions of Chapter 55, Design Review, apply to all uses except detached single-family dwellings.*

FINDING NO. 2

This extension request is subject to errors, omissions, changes in fact or new zoning regulations in effect since the applicant's original approval. CDC Chapters 38, 46, 48 and 55, as well as Section 99.325 apply to this two-year extension request. CDC Section 85.210 applies to the proposed lot line adjustment.

CHAPTER 38, ADDITIONAL YARD AREA REQUIRED; EXCEPTIONS TO YARD REQUIREMENTS; STORAGE IN YARDS; PROJECTIONS INTO YARDS

38.030 SETBACK FROM STREET CENTERLINE REQUIRED

B. The minimum yard requirement shall be increased to provide for street widening in the event a yard abuts a street having a right of way width less than required by its functional classification on the City's Comprehensive Plan Map, and in such case the setback shall be not less than the setback required by the zone plus one-half of the projected road width as required under Section 93.030(B) of this Code

FINDING NO. 3

New Transportation System Plan (TSP) standards have been enacted since the effective date of the applicant's original approval (AP-07-01) on March 23, 2007. These new standards call for a right-of-way width along Tannler Drive of 72-feet. The applicant has revised their plans to accommodate the new right-of-way width standard by increasing the amount of property dedication along Tannler Drive from 5-feet to 6-feet. The criterion is met.

CHAPTER 46, OFF-STREET PARKING, LOADING AND RESERVIOR AREAS

46.030 SUBMITTAL REQUIREMENTS

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

8. Specifications as to signs and bumper guards;

FINDING NO. 4

This standard is relevant as drawings detailing the specification of signs and bumper guards were omitted during the initial review. Recommended Condition of Approval 3(a) calls for the applicant to provide detail regarding the specifications of signage and bumper guards, consistent with CDC Section 46.150(A)(11) and local Public Works and Building Department standards, with the submittal of the construction plan package.

46.050 JOINT USE OF A PARKING AREA

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

FINDING NO. 5

Staff concurs with the applicant's response to this criterion in their completeness response dated August 6, 2010:

"The approved development is for a single use: office, within three buildings and a parking structure. No specific users allowed under the office category have been identified at this time to determine whether hours of operation will overlap. Nonetheless, the approved development includes parking for the three buildings, located on two separate lots in the amounts required by city code for office uses as allowed in the OBC zone. The approved development has been designed to encourage shared parking between the three buildings within the parking structure. As the development is approved over two separate parcels, cross-over maintenance, access, utility, and parking easements will be provided for utilization of the proposed parking areas for future users. An additional condition of approval requiring satisfactory legal evidence (interpreted to include copies of recorded documents describing terms of joint access) to be provided prior to building occupancy is acceptable, if necessary, to ensure compliance with this standard." (Exhibit PC-3, Re: Willamette 205 Corporate Park Phase II Extension Request (MISC 10-14) August 6, 2010)

The criterion is met.

46.070 MAXIMUM DISTANCE ALLOWED BETWEEN PARKING AREA AND USE

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

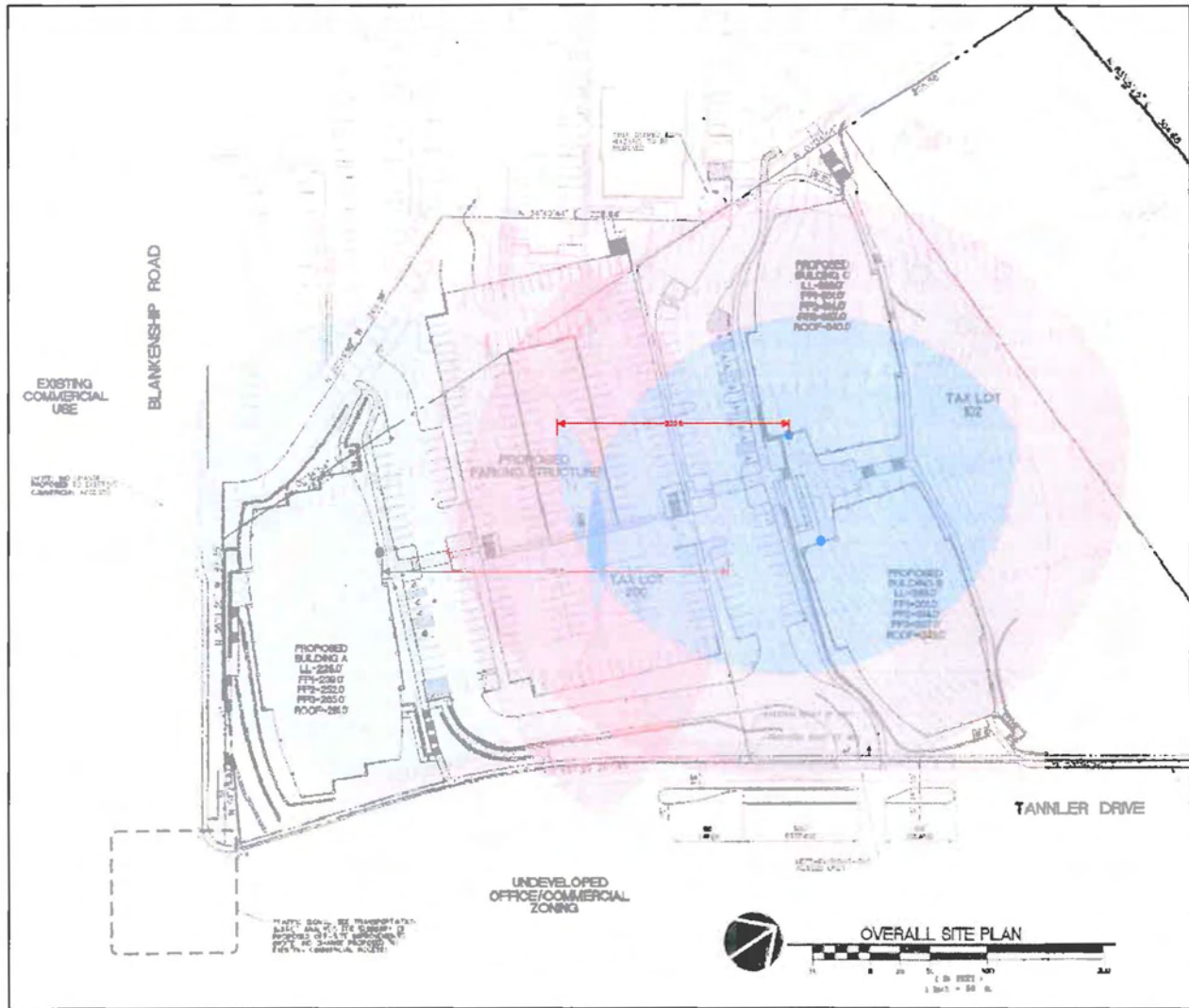
B. *Off street parking spaces for uses not listed in "A" above shall be located not farther than 200 feet from an entryway to the building or use they are required to serve, measured in a straight line from the building with the following exceptions:*

- 1. Shared parking areas for commercial uses which require more than 40 parking spaces may provide for the spaces in excess of the required 40 spaces up to a distance of 300 feet from the entryway to the commercial building or use.*

FINDING NO. 6

As illustrated in the applicant's submittal and in Figure 4 below, all of the 828 required parking spaces are within 300-feet of the main entrance to each of the buildings they serve. Additionally, 757 parking spaces are within a distance of 200-feet of the main building entrances. Table 2 provides a breakdown of the required parking per building and the amount of parking provided within 200-feet of the three building entrances. The criterion is met.

Figure 4 Location of required parking within 200- (blue circle) and 300-feet (red circle) of main building entrances



Source: Exhibit PC-3, Applicant's submittal, Overall Site Plan (sheet C2.0)

Table 2 Minimum Off-street Parking Requirement per Building

Building	Gross Floor Area	Required Parking	Spaces Required within 200-feet
Bldg. A	113,595	326	40
Bldg. B	87,988	252	40
Bldg. C	87,988	252	40
Total	289,571	830	120

Source: Exhibit PC-3, Applicant's submittal; Re: Willamette Corporate Park Phase II, Aug. 6, 2010

3. *Employee parking areas for car pools and van pools shall be located closer to the entryway to the building than general employee parking.*

FINDING NO. 7

The applicant is not proposing carpool or vanpool parking within this application. However, CDC Section 46.080(H) requires office projects with an excess of 20 employee parking spaces to reserve at least 10 percent of the required employee parking spaces for carpools before 9 a.m during the weekday. Please see Finding 9 regarding recommended conditions of approval pertaining to this criterion.

5. *All disabled parking shall be placed closest to building entrances than all other parking. Appropriate ADA curb cuts and ramps to go from the parking lot to the ADA accessible entrance shall be provided unless exempted by ADA code.*

FINDING NO. 8

Per CDC Subsection 46.150(B)(1), 2 percent of the 830 required parking spaces (i.e., 17 spaces) must be ADA accessible. As proposed, the applicant has located accessible parking spaces within the proposed parking structure and within the two surface lots adjacent the three buildings. According to the applicant's narrative, accessible spaces have been provided as close to the building entrances as possible, while meeting maximum ADA slope requirements. The criterion is met.

46.080 COMPUTATION OF REQUIRED PARKING SPACES AND LOADING AREA

H. For office, industrial, and public uses where there are more than 20 parking spaces for employees on the site, at least 10 percent of the required employee parking spaces shall be reserved for carpool use before 9 a.m. on weekdays. The spaces will be the closest to the building entrance, except for any disabled parking and those signed for exclusive customer use. The car pool/van pool spaces shall be clearly marked "Reserved - Car pool/Van pool Before 9 a.m."

FINDING NO. 9

The standard above was not originally discussed during deliberations in AP-07-01. The subject site requires a total of 830 parking spaces as demonstrated in Table 2, however, the CDC does not prescribe a method for calculating required employee parking where a specific use or uses are unknown. The minimum off-street parking requirement listed in CDC Section 46.090 accommodates a mix of employee and visitor parking and would therefore result in an artificially high (oversupply) supply of car-/vanpool parking if the 10 percent standard were applied directly to this figure.

Recommended Condition of Approval 3(b) calls for the applicant to identify the quantity and location of carpool/vanpool parking, consistent with CDC Section 46.080(H), at time of submittal of the construction plan package.

46.150 DESIGN AND STANDARDS

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

A. Design Standards:

11. Parking spaces along the boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop at least 4 inches high located 2 feet back from the front of the parking stall. Alternately, landscaped areas or sidewalks adjacent to the parking stalls without wheel stops shall be two feet wider.

FINDING NO. 10

Details regarding the placement and design of wheel stops within the required parking areas were not discussed during the initial review. All proposed sidewalks abutting parking areas in the applicant’s proposal are at minimum 6-foot wide. This criterion can be met with the implementation of Condition of Approval 3(a), which requires that the applicant submit details regarding the placement of wheel stops at time of submittal of the construction plan package.

17. The parking area shall have less than a five percent grade. No drainage across adjacent sidewalks or walkways is allowed.

FINDING NO. 11

As proposed, all parking areas contain no grade greater than 5 percent. The applicant’s site grading plan (sheet C3.1, Exhibit PC-3) does indicate however, that drainage across a designated walkway is proposed for the walkway connecting the north entrance of Building A with the proposed parking structure. Recommended Condition of Approval 4 calls for the applicant to modify the drainage plan to prevent drainage crossing the designated walkway between the north entrance to proposed Building A and the proposed parking structure.

B. Accessible Parking Standards for Persons With Disabilities: If any parking is provided for the public or visitors, or both, the needs of the people with disabilities shall be based upon the following standards or current applicable federal standards, whichever are more stringent:

1. Minimum number of accessible parking space requirements (see following table):

Table 3 Minimum Required Accessible Parking

MINIMUM REQUIRED NUMBER OF TOTAL PARKING SPACES	TOTAL NUMBER OF ACCESSIBLE SPACES	NUMBER OF VAN ACCESSIBLE SPACES REQUIRED, OF TOTAL	SPACES SIGNED “WHEELCHAIR USE ONLY”
501 – 999	2% of total spaces	–	1 in every 8 accessible spaces or portion thereof

Source: City of West Linn CDC Section 46.150(B), 2010

FINDING NO. 12

17 ADA accessible spaces are required per the table in Subsection (B)(1) above. Additionally, this table indicates that 3 of these spaces are required to be signed as "Wheelchair Use Only." The applicant's submittal does not include detail regarding the signage as required above. Recommended Condition of Approval 3(c) calls for the applicant to ensure that 3 of the 17 accessible parking spaces are signed "Wheelchair Use Only," and to include a clear aisle of at least 96 inches in width per CDC Subsection 46.150(B)(5).

5. One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 inches wide.

FINDING NO. 13

Of the 17 accessible spaces required of this proposal, 3 must provide an access aisle of 96 inches wide. As illustrated in the applicant's submittal (Exhibit PC-3 (sheet C2.2) and Exhibit PC-4 (sheet A4.1)), 6 of the proposed accessible spaces contain a width of 108 inches. The criterion is met.

6. Van accessible parking spaces shall have an additional sign marked "Van Accessible" mounted below the accessible parking sign. A van accessible parking space reserved for wheelchair users shall have a sign that includes the words "Wheelchair Use Only." Van accessible parking shall have an adjacent eight-foot wide aisle. All other accessible stalls shall have a six-foot wide aisle. Two vehicles may share the same aisle if it is between them. The vertical clearance of the van space shall be 96 inches.

FINDING NO. 14

As discussed in Findings 12 and 13, the applicant shall be required to provide at least 3 accessible spaces reserved for wheelchair use only. Additionally, Finding 13 indicates that 6 of the 17 total accessible spaces have been designed with an access aisle of 108 inches. Exhibit PC-4, sheet A4.5 shows that the minimum vertical clearance of parking located within the parking structure will be 102 inches. Condition of Approval 3(c), requires the applicant to submit detail regarding the location and design of required Wheelchair Use Only spaces, consistent with CDC Subsection 46.150(B)(5) with the construction plan package.

D. Bicycle Facilities and Parking:

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

FINDING NO. 15

The applicant's submittal discusses the quantity and location of bicycle parking, but does not contain detail as to the security features of these facilities. As proposed, 23 percent (33 spaces) of the required bicycle parking would be located within 50-feet of the entrances to the three

proposed buildings and the remaining 112 bicycle parking spaces would be distributed among the four levels of the parking structure. Adequate site lighting and an open layout of buildings on-site provides sufficient surveillance opportunities for proposed bicycle parking.

The applicant’s plans do not illustrate the location or design of signage directing bicyclists to appropriate parking facilities. Recommended Condition of Approval 3(d) calls for the applicant to indicate the location and design of on-site signage directing bicyclists to appropriate bicycle parking facilities, with the submittal of the construction plan package. Also during the construction plan submittal, the applicant would be required to modify their plans to ensure that no bicycle parking is located more than 50-feet from the entrances to the three proposed buildings.

3. *Bicycle parking must be provided in the following amounts:
(See table on the next page.)*

Table 4 Minimum required covered bicycle parking

LAND USE CATEGORY	MINIMUM REQUIRED BICYCLE PARKING SPACES	MINIMUM COVERED AMOUNT
Office	2, or 0.5 spaces per 1000 gross sq. ft., whichever is greater	10%

Source: City of West Linn CDC Section 46.150(D)(3), 2010

FINDING NO. 16

Per the table in Subsection 46.150(D)(3) above, the proposed 289,000 square feet of gross floor area requires a total of 145 bicycle parking spaces; 15 of which are to be covered. The applicant’s plan indicates that 145 bicycle parking spaces are proposed and 113 of these spaces (78 percent) would be covered. The criterion is met.

As proposed, 80 of the 113 covered bicycle parking spaces exist within the lower three levels of the parking structure; more than 50-feet from the entrances to the three proposed buildings. To satisfy the criterion in Subsection 46.150(D)(2), the applicant will be required to relocate all bicycle parking within 50-feet of the entrances to the three proposed buildings. The applicant will also need to maintain at least 15 covered bicycle parking spaces upon the relocation of these facilities to within 50-feet of the proposed building entrances. This is addressed by recommended Condition of Approval 3(d).

CHAPTER 48, ACCESS, EGRESS AND CIRCULATION

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.*

c) *Option 3. Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in Subsection 7, below.*

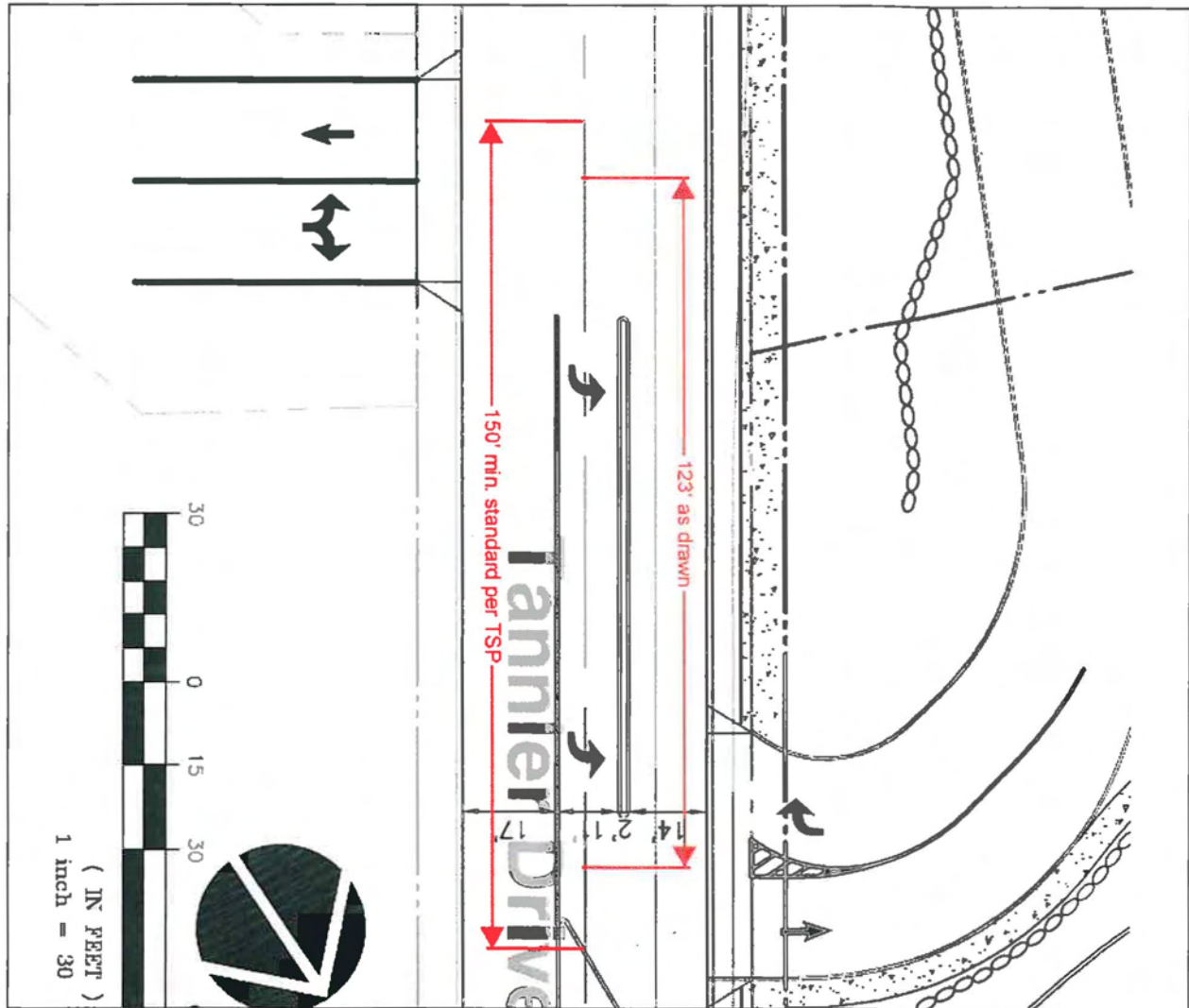
6. *Access spacing: The access spacing standards found in Chapter 8 of the adopted Transportation System Plan (TSP) and shall be applicable to all newly established public street intersections, private drives, and non-traversable medians:*

FINDING NO. 17

The applicant proposes access to a public street via options 3(b) and (c) above. The applicant's plans show direct access to Tannler Drive at the site's east property line and access to Blankenship Road via a shared driveway with Willamette Corporate Park Phase I. Condition of Approval 2 from AP-07-01 requires that the applicant provide satisfactory legal evidence establishing joint use per Subsection 49.025(B)(3)(b) above. Furthermore, the TSP requires that private driveways accessing collector roadways be spaced at least 150 feet apart.

The proposed driveway onto Tannler Drive would be at least 500 feet from the nearest established intersection. The proposed location of this driveway would not however, allow the Tannler East development to satisfy this standard when that property develops, see Figure 5. Therefore recommended Condition of Approval 5 calls for the applicant to modify the location of the proposed access onto Tannler Drive to accommodate a minimum access separation of 150-feet, as measured from driveway centerline to driveway centerline, between this access and an eventual Tannler East access on Tannler Drive.

Figure 5 Access separation of proposed access drives on Tannler Drive



Source: Applicant's completeness response, Exhibit PC-3, 2010

48.060 WIDTH AND LOCATION OF CURB CUTS AND ACCESS SEPARATION REQUIREMENTS

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.

FINDING NO. 18

The applicant proposes no change to the existing curb cut on Blankenship Road adjacent the Albertson's west driveway. A new 48-foot wide curb cut along Tannler Drive is proposed approximately 550-feet north of the intersection of Tannler Drive and Blankenship Road. The proposed Tannler Drive curb cut exceeds the 36-foot maximum width (48-feet) allowed per this section. Therefore, Recommended Condition of Approval 6 calls for the applicant to modify their

plans to show a curb cut width for the access driveway onto Tannler Drive no greater than 36-feet, as measured at the face of the curb from curb wing tip-to-curb wing tip.

CHAPTER 55, DESIGN REVIEW

55.040 EXPIRATION OR EXTENSION OF APPROVAL

If substantial construction has not occurred within three years from the date of approval of the development plan, the approved proposal will be void, unless an extension is granted under Section 99.325.

FINDING NO. 19

The West Linn City Council upheld the Planning Commission's approval of DR-06-24 with additional conditions in land use case AP-07-01, on March 23, 2007. Because substantial construction had not occurred within the three year timeframe specified above, the applicant submitted a request to extend this approval per the provisions of CDC Section 99.325, on June 11, 2010. The criterion is met.

55.060 STAGED OR PHASED DEVELOPMENT

The applicant may elect to develop the site in stages. Staged development shall be subject to the provisions of Section 99.125.

99.125 STAGED OR PHASED DEVELOPMENT

An applicant may elect to develop a proposed project in phases. The timing of each development phase shall be set forth in the application and subject to approval by the appropriate approval authority. Each phase shall meet all applicable development standards individually (e.g., access, parking, landscaping, utilities, etc.) without having to rely upon subsequent phases. Each phase shall also install all necessary improvements to serve the development within that phase.

FINDING NO. 20

Condition of Approval 9 from AP-07-01 states that, "Prior to occupancy of the lower building on the site, the applicant shall have completed all street and traffic improvements listed as 'Phase I mitigation' in the application, particularly, the November 3, 2006 letter from the applicant's traffic engineer, including the recommendations from city traffic consultant Carl Springer in his memorandum dated October 30, 2006, and the recommendations of the Oregon Department of Transportation (ODOT) contained in their letters of November 21, 2006. Prior to occupancy of either of the two upper buildings on the site, the applicant shall have completed all improvements listed as 'Full Development Mitigation' in the application, as stated in the same letter as above, and as modified or amended by the recommendations of Carl Springer and ODOT dated October 30, 2006 and November 21, 2006 respectively. All improvements must be coordinated with and approved by the City, and ODOT in their areas of responsibility."

The above-referenced correspondence regarding Phase I and II traffic mitigation measures are included in Exhibit PC-5. The criterion is met as stated in Condition of Approval 9 in AP-07-01.

55.100 APPROVAL STANDARDS - CLASS II DESIGN REVIEW

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

I. Public facilities.

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

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

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

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

FINDING NO. 21

Streets. The CDC defines adequate public facilities as on- and off-site facilities which have sufficient capacity to 1) meet all existing demands, 2) satisfy the projected demands from projects with existing land use approvals, plus the additional demand created by the application, and 3) remain compliant with all applicable standards. In situations where a level of service or volume to capacity standard for a local or State roadway is failing or projected to fail and an improvement project is not programmed, the approval criteria focus upon the demonstration that the proposed development avoids further degradation of the affected roadway.

West Linn adopted their most recent TSP as well as amendments to Goal 12: Transportation, of the Comprehensive Plan in late 2008 (Ordinance No. 1584). Changes to these documents call for improvements to the 10th Street Corridor such as improved signal timing, additional travel lanes, and restricted turning movements. Furthermore, new policies in the Comprehensive Plan require development to pay for a proportionate share of its impact to local infrastructure facilities.

The minimum operational standard for all transportation facilities is a level of service "D". The applicant's proposal meets this standard as all intersections are projected to operate at a level "D" with the proposed traffic mitigation; except for an unsignalized left turn from Tannler Drive to Blankenship Road.

The applicant has supplemented the original Traffic Impact Analysis to respond to updates to the ITE Trip Generation Manual, the latest version of the MUTCD (Manual on Uniform Traffic Control Devices), and field observations recorded on May 2010. Changes to the ITE Trip Generation Manual and MUTCD do not affect the applicant's proposal. Additionally, according to the applicant's field observations, traffic volumes at the intersection of Blankenship/Tannler and Blankenship/Salamo/10th have decreased by 8 percent and 3.5 percent, respectively, during both the AM and PM peak hours since the original Traffic Impact Analysis.

Several improvements in the 10th Street corridor are presented in the 2008 TSP, including; roadway widening to provide two through lanes, turn lanes at the Blankenship/Salamo intersection, added turn lanes at the northbound I-205 off-ramp, and upgraded traffic control at the West Albertsons' driveway. All of these improvements have been conditioned in full or in part on the proposed project in AP-07-01. Furthermore, original Condition 14 allows for modifications to project conditions which are related to 10th Street improvements if an alternate improvement is found preferable by the City. The criterion is met.

Water. The project is located between the Bland and Willamette water pressure zones. The City's Water Master Plan indicates that both of these pressure zones are deficient under emergency conditions. However, on behalf of the City, Murray, Smith and Associates has issued a statement indicating that the proposed development will not have an immediate impact on the current fire flow availability in the City water system. The criterion is met.

Sewer. The applicant's consultant has prepared plans detailing the collection and distribution of the site's sanitary waste. The City's Sanitary Sewer Master Plan does not contain new projects within the immediate project area. Furthermore, the City Engineer has determined that adequate sanitary capacity exists to serve this site. The criterion is met.

0. Refuse and Recycling Standards

6. Litter receptacles.

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

FINDING NO. 22

Based upon the minimum requirement of 830 off-street parking spaces, the applicant is required to provide a total of 12 trash receptacles. The applicant is proposing to install 6

receptacles within phase I (Building A) and an additional 6 during phase 2 (Buildings B and C). The criterion is met.

55.125 TRANSPORTATION ANALYSIS

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

FINDING NO. 23

As discussed in Finding 21, changes to the ITE Trip Generation Manual and MUTCD do not affect the applicant's original TIA. In addition, the applicant conducted field counts in May 2010, and discovered that traffic volumes at the Blankenship/Tannler and Blankenship/Salamo/10th Street Intersections have declined since the original TIA. For these reasons, the applicant's original TIA provides a conservative forecast of the anticipated traffic conditions in this area. The criterion is met.

CHAPTER 85, LAND DIVISION, GENERAL PROVISIONS

85.210 LOT LINE ADJUSTMENTS - APPROVAL STANDARDS

A. The Director shall approve or deny a request for a lot line adjustment based on the criteria stated below:

1. An additional lot or buildable lot shall not be created by the lot line adjustment and the existing parcel shall not be reduced in size by the adjustments below the minimum lot size established by the approved zoning for that district.

FINDING NO. 24

As shown in Exhibit PC-6, the applicant's proposed lot line adjustment includes the relocation of property lines for lots 801, 102 and 200 of Clackamas County Assessor's Map 2-1E-35C and will not result in the creation of any additional lots. An average minimum lot size of 3,150 square feet can be derived by multiplying the average minimum lot width of 35-feet by the average minimum lot depth of 90-feet; however, there is no explicit minimum lot size provided in the OBC zone. As proposed, each of the three affected lots would exceed the average minimum lot size for the OBC zone: lot 801 would be 290,981 square feet; lot 102 would be 173,432 square feet; and, lot 200 would be 172,714 square feet. The criterion is met.

1. By reducing the lot size, the lot or structure(s) on the lot shall not be in violation of the site development regulations for that district. For example, the lot line adjustment shall not result in an overall loss of density below 70 percent except as allowed by CDC Section 85.200(J)(7).

FINDING NO. 25

Table 5 below compares the dimensional standards in CDC Chapter 21 to the applicant’s proposed lot line adjustment. No minimum density standards exist for uses or structures in this zoning district. As the result of all affected lots satisfies the dimensional requirements of the OBC zone, the criterion is met.

Table 5 Dimensional Standards in the Office Business Center Zone

Standard		Requirement	Lot 800	Lot 102	Lot 200
Min. Front Lot Line		35'	> 35'	>35'	>35'
Avg. Min. Lot Width		35'	>35'	>35'	>35'
Avg. Min. Lot Depth		90'	>90'	>90'	>90'
Min. Building Setback	Front	0'	25'	>25'	>20'
	Interior Side	7.5'	20'	>7.5'	>20'
	Street Side	15'	25'	>15'	>20'
	Rear	25'	165'	>25'	>200'
Max. Lot Coverage		50%	28%	26%	13%
Applicable Standards Met?			yes	yes	yes

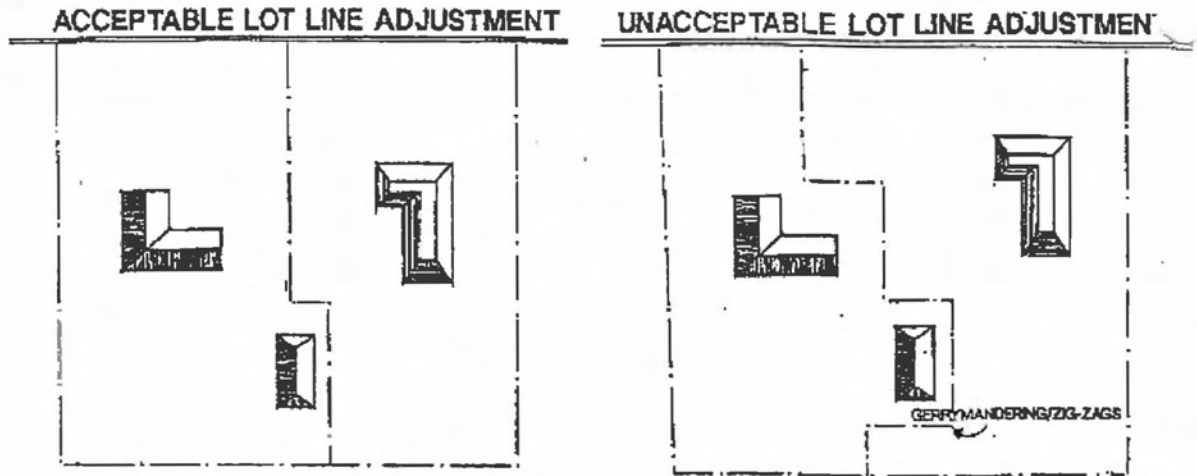
Source: Applicant’s submittal, Exhibit PC-4, 2010

3. The lot line adjustment is intended to allow minor lot line deviations, or to consolidate undersized or irregular shaped lots. It can also be used to change a limited number of property lines up to the point that the County Surveyor would determine a re-plat of the subdivision is in order. A replat is the complete reconfiguration and realignment of a subdivision’s lot lines.

FINDING NO. 26

The County Surveyor has reviewed the applicant’s proposed lot line adjustment (Exhibit PC-6) and has determined that it can be accomplished by a property line adjustment and would not require a replat. The criterion is met.

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



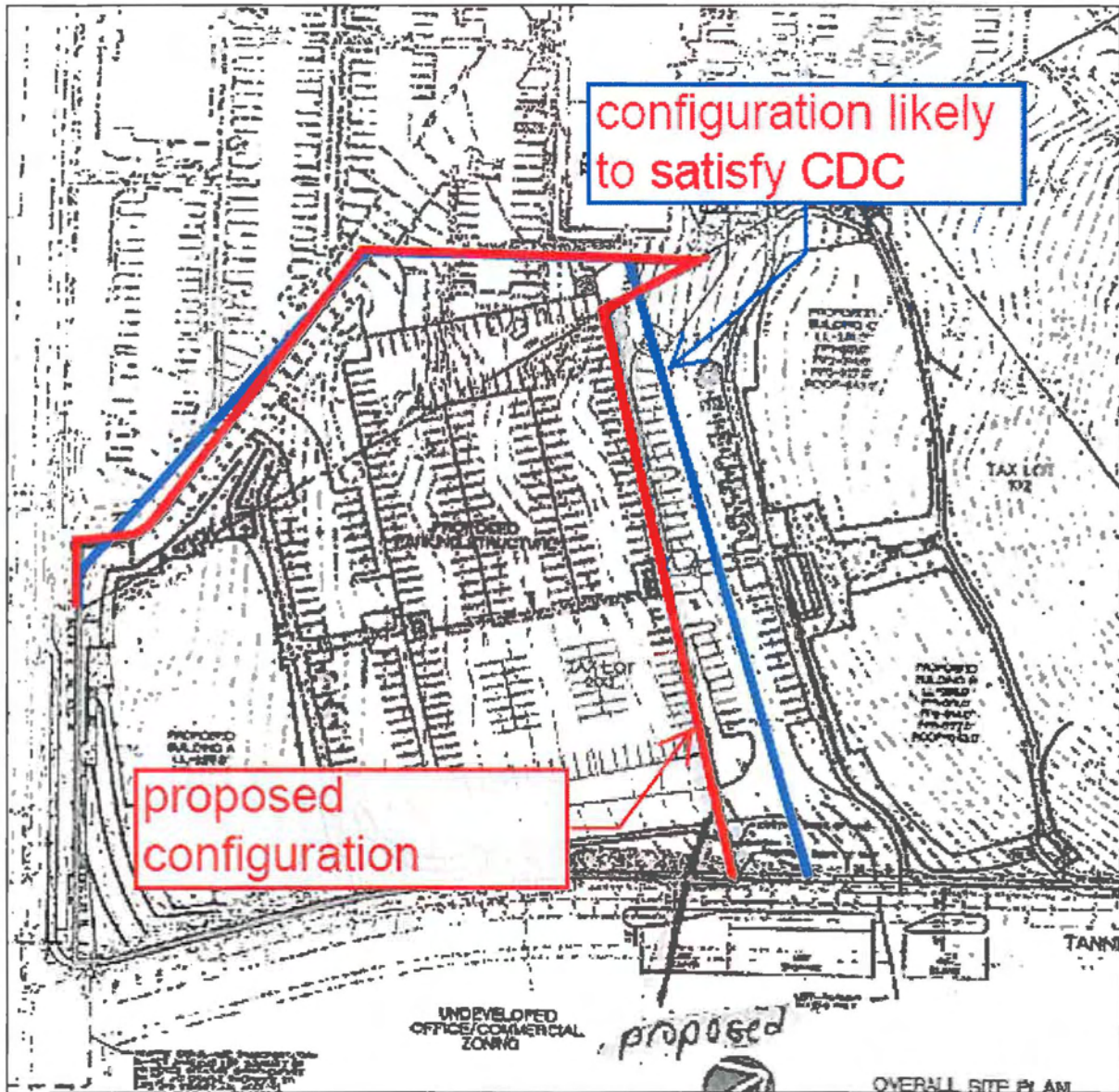
FINDING NO. 27

As proposed, the lot line adjustment contains both straight and meandering segments to accommodate the proposed parking structure and to provide definition between the existing Willamette Corporate Park Phase I to the west.

The standard in Subsection (4) above, does provide room for "a few deviations" from generally straight segments. Due to the irregular shape of the resulting lots 801 and 200 however, staff believes the applicant's proposed lot line adjustment most closely approximates the diagram depicting unacceptable lot line adjustments above.

Consequently recommended Condition of Approval 7 calls for the applicant to modify the proposed configuration of lots 801 and 200 to reduce the number of deviations from generally straight segments, while maintaining consistency with the dimensional standards in 85.210(A)(2). Staff believes the applicant can satisfy this criterion with a proposal similar to that illustrated in Figure 6.

Figure 6 Proposed lot line configuration and alternative configuration to satisfy CDC Section 85.210(A)(4)



Source: Applicant's submittal, Exhibit PC-6, 2010

5. *The lot line adjustment will not affect existing public utility easements nor existing utilities unless an easement vacation is obtained and any required utility relocations are paid for by the applicant.*

FINDING NO. 28

No existing utility easements are affected with the proposed property line adjustment. The criterion is met.

99.325 EXTENSIONS OF APPROVAL

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

- 1. The applicant has demonstrated, and staff and the Planning Commission concur, that the application is in conformance with applicable CDC provisions and relevant approval criteria enacted since the application was initially approved; and*

FINDING NO. 29

As demonstrated by findings 1-23, the application is in conformance with applicable CDC provisions and relevant approval criteria enacted since the original application was applied for, upon the fulfillment of the proposed conditions of approval. Changes made due to CDC amendments include; increased Tannler Drive right-of-way width (see Finding 3), the location and design of ADA accessible parking facilities (see Findings 12, 13 and 14), increased spacing between the proposed access onto Tannler Drive and an eventual driveway from the Tannler East site (see Finding 17), and a reduced Tannler Drive curb cut width (see Finding 18). The criterion is met.

- 2. There are no demonstrated material misrepresentations, errors, omissions, or changes in facts that directly impact the project, including, but not limited to, existing conditions, traffic, street alignment and drainage; or*
- 3. The applicant has modified the approved plans to conform with current approval criteria and remedied any inconsistency with subsection (A)(2) of this section, in conformance with any applicable limits on modifications to approvals established by the CDC.*

FINDING NO. 30

As discussed in the Analysis section and Findings 4, 7-11, and 15, errors and omissions discovered in the original application approval have been remedied through recommended conditions of approval to provide consistency with current approval criteria. The criteria are met.

B. The Planning Commission may grant an extension from the effective date of approval of two years pertaining to applications listed in Section 99.060(B), consistent with subsections (A)(1) through (3) of this section.

D. Eligibility for Extensions.

- 1. Only those applications approved between July 1, 2006, and December 31, 2009, shall be eligible for an extension.*
- 2. Any application eligible for an extension under subsection (D)(1) of this section that would expire by June 30, 2010, shall be exempt from expiration pending a decision regarding the extension application; provided, that a complete application and deposit*

fee have been submitted to the Planning Director prior to that date. However, the extension shall begin on the date that the application's initial approval lapsed.

FINDING NO. 31

CDC Section 99.330 provides applicants with a period of three years from the effective date of approval to complete substantial construction on their approved project. The expiration date of AP-07-01 was set to expire March 23, 2010. The applicant submitted a request for extension, including fees and supporting documentation, to the Planning Department on June 11, 2010; prior to the June 30, 2010, deadline. Should the applicant's request for an extension ultimately be granted, that approval would expire March 23, 2012. The criteria are met.



Dear Mr. Pelz and West Linn City Council,

Referring to the enclosed document “de novo” the hearings are clearly indicated to be de novo. The limitation language in the city notice: File No. MISC-10-14 refers to CDC section 99.325 as limiting the cities review authority. But this is a reason for denial not to inhibit argument of the application extension.

“Also, the majority finding determined that in the event of errors or omissions in the original review of the application, the extension would be denied if they were not corrected.”

Exhibit B FINDINGS OF FACT FOR PROPOSED AMENDMENTS (CDC-09-04):

The language from the council is clear on de novo hearings with no limitations.

“L. Thus, the City Council considered a motion to allow two year extensions in a de novo hearing format. The motion also required that the approval criterion ask whether there were errors, omissions, and misinterpretations of CDC by earlier decision making bodies and applies new CDC and other regulations passed since the application was vested.”

Exhibit B FINDINGS OF FACT FOR PROPOSED AMENDMENTS (CDC-09-04):

The above quotes show that de novo and errors and omissions do not overlap. In fact errors and omissions is not a framework for the hearing at all.

Scan the language below for any justification for limiting debate.

99.325 EXTENSIONS OF APPROVAL

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

1. The applicant has demonstrated, and staff and the Planning Commission concur, that **the application is in conformance with applicable CDC provisions and relevant approval criteria enacted since the application was initially approved; and**

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

3. The applicant has modified the approved plans to conform with current approval criteria and remedied any inconsistency with subsection (A)(2) of this section, in conformance with any applicable limits on modifications to approvals established by the CDC.

B. The Planning Commission may grant an extension from the effective date of approval of two years pertaining to applications listed in Section 99.060(B), consistent with subsections (A)(1) through (3) of this section.

C. The Historic Review Board may grant an extension from the effective date of approval of two years for applications listed in Section 99.060(D), consistent with subsections (A)(1) through (3) of this section.

D. Eligibility for Extensions.

1. Only those applications approved between July 1, 2006, and December 31, 2009, shall be eligible for an extension.

2. Any application eligible for an extension under subsection (D)(1) of this section that would expire by June 30, 2010, shall be exempt from expiration pending a decision regarding the extension application; provided, that a complete application and deposit fee have been submitted to the Planning Director prior to that date. However, the extension shall begin on the date that the application's initial approval lapsed.

E. Extension Procedures.

1. The application for extension of approval may be submitted only after a pre-application meeting under Section 99.030(B).

2. The application shall satisfy the neighborhood meeting requirements of Section 99.038 for those cases that require compliance with that section.

3. Applications for extensions must be submitted along with the appropriate deposit to the Planning Department.

4. Applications for extensions will be processed if the initial approval lapses prior to issuance of a decision, consistent with subsection (D)(2) of this section.

5. Notice of the decision shall be issued consistent with Section 99.080.

6. The decision shall not become effective until resolution of all appeal

periods, including an opportunity for City Council call-up pursuant to this chapter. (ORD. 1589 § 1 (Exh. A), 2010)

Nowhere is there indicated any language limiting the scope of argument or de novo. There is only a to do list of issues which must be cleared for any approval. The approval is not limited to just this list. It just can't occur without meeting these standards.

The public notice

[http://westlinnoregon.gov/sites/default/files/projects/misc-10-14 tidings notice.pdf](http://westlinnoregon.gov/sites/default/files/projects/misc-10-14_tidings_notice.pdf) of this project has language problems.

“Furthermore, the provisions of CDC Section 99.325 limit the City’s review authority, as it regards this extension request, to those applicable standards which have been enacted since the applicant’s original submittal as well as errors, omissions, misrepresentations or changes in fact occurring during the original review. **A decision to approve or deny the applicant’s request will be based on the applicable CDC provisions as set forth in CDC Sections 85.210 and 99.325. During the public hearing, it is imperative that comments relate specifically to the applicable criteria listed.”** File No. MISC-10-14

This in no way meshes with the council’s findings shown above of full de novo hearings and a standard which developers must attain to have any chance of approval. Therefore the notice sent was in error and needs to be corrected. Also two planning Commission hearings on extensions have occurred which according to planning staff has used this false standard and now is being referred to as precedent setting by staff.

Lastly all land-use hearings in West Linn are de novo. This has been reaffirmed several times by different councils. The standard has been set and to change that would require a clear change in council direction and language. That is not shown in any documentation.

Thank you for your attention to this matter.

David Rittenhouse

President Savanna Oaks Neighborhood Association

7. An analysis relating the facts found to be true by the Director to the applicable criteria and a statement of the alternatives:

K. City Council heard testimony that described the current hardships and reached consensus that providing the opportunity for extension was an appropriate response. Countervailing testimony in opposition to the extensions was noted. Specifically, testimony was heard that the approvals that could potentially be extended were processed during a period where numerous staff errors had occurred. Another individual testified that public cost would be increased as a result of allowing extensions of land use approvals. However, the majority of City Council found that the approval criterion for extensions would ensure that all land use applications receiving extensions would be required to demonstrate compliance with current regulations, including the CDC. Also, the majority finding determined that in the event of errors or omissions in the original review of the application, the extension would be denied if they were not corrected. Further, applicants would be charged the cost of processing their applications for extensions.

L. Thus, the City Council considered a motion to allow two year extensions in a de novo hearing format. The motion also required that the approval criterion ask whether there were errors, omissions, and misinterpretations of CDC by earlier decision making bodies and applies new CDC and other regulations passed since the application was vested. The burden of proof is on the applicant to demonstrate continued compliance, or the ability to comply through minor modifications, with current CDC approval criteria. Failure to do so means denial of the extension request. The majority vote by City Council affirmed these findings and the amendments were approved.

Memos 2010-CDC-09-04-Findings for extension jan 25 2010 newer still



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. MISC-10-14 Applicant's Name Blackhawk LLC
Development Name Corp Center Corridor of Tanner + Blankenship
Scheduled Meeting/Decision Date October 13th

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

TYPE A X

- A. The applicant (date) 9/21/10 (signed) SK
- B. Affected property owners (date) 9/21/10 (signed) SK
- C. School District/Board (date) _____ (signed) _____
- D. Other affected gov't. agencies (date) 9/21/10 (signed) SK
Metro, Truett, ODOT
- E. Affected neighborhood assns. (date) 9/21/10 (signed) SK
- F. All parties to an appeal or review (date) 9/21/10 (signed) SK

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

Tidings (published date) 9/30/10 (signed) [Signature]
City's website (posted date) 9/21/10 (signed) [Signature]

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) 9/22/2010 (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) _____ (signed) _____

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

(date) _____ (signed) _____

**CITY OF WEST LINN
PLANNING COMMISSION
PUBLIC HEARING NOTICE
FILE NO. MISC-10-14**

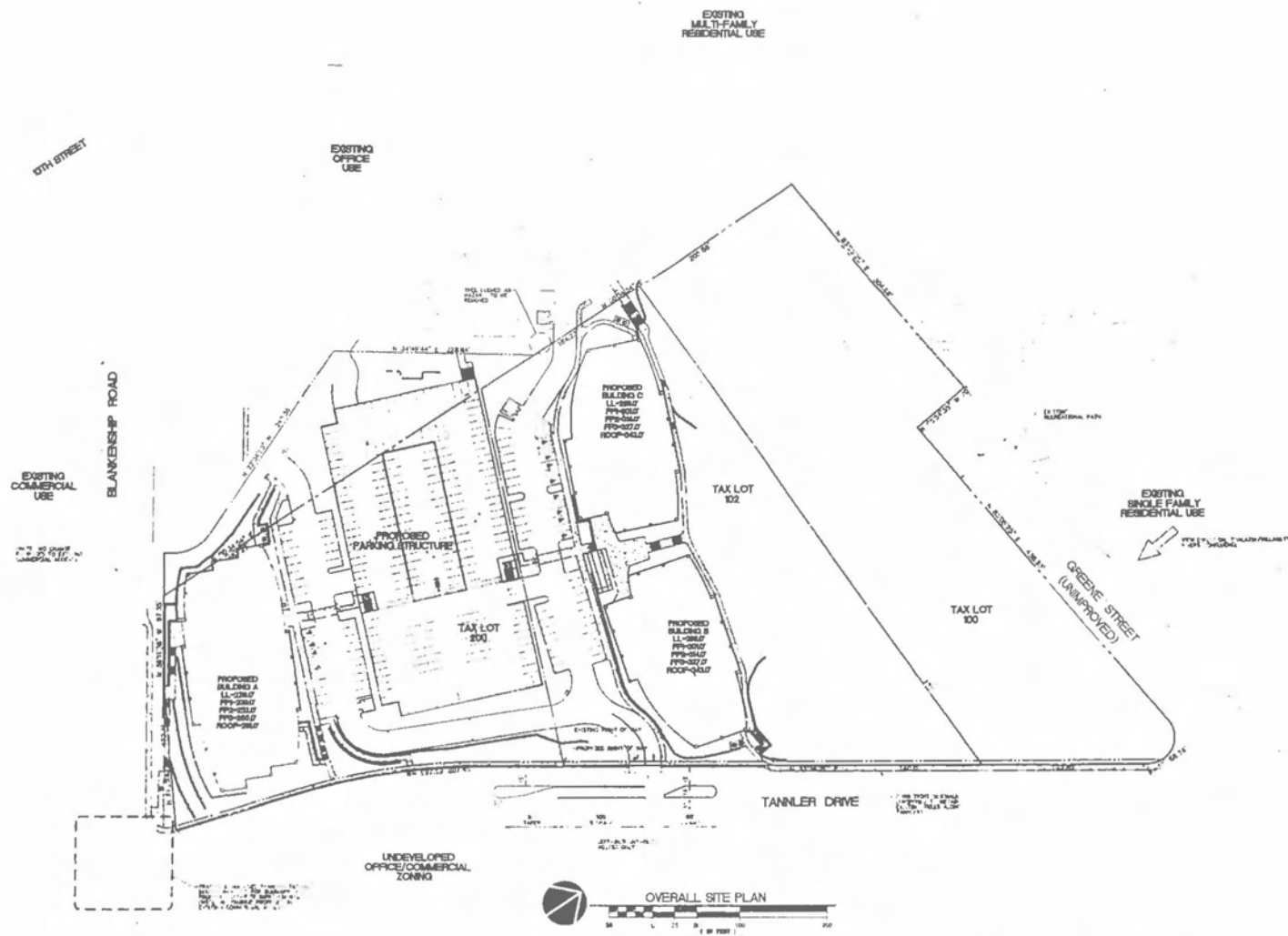
The West Linn Planning Commission is scheduled to hold a public hearing on Wednesday, October 13, 2010, at 7:30 p.m. in the Council Chambers of City Hall (located at 22500 Salamo Road, West Linn, OR) to consider the request of Blackhawk, LLC for a lot-line adjustment and a two-year extension of a previously approved 289,000 square foot office campus near the intersection of Blankenship Road and Tannler Drive. This site is within the City's Office Business Center (OBC) zoning district and as such, is subject to the provisions and standards contained in CDC Chapter 21. Approval standards pertaining to lot-line adjustments may be found in CDC Section 85.210. Furthermore, the provisions of CDC Section 99.325 limit the City's review authority, as it regards this extension request, to those applicable standards which have been enacted since the applicant's original submittal as well as errors, omissions, misrepresentations or changes in fact occurring during the original review. A decision to approve or deny the applicant's request will be based on the applicable CDC provisions as set forth in CDC Sections 85.210 and 99.325. During the public hearing, it is imperative that comments relate specifically to the applicable criteria listed.

You have been notified of this proposal because County records indicate that you own property within 500 feet of the proposal site located on tax lots 100,102 and 200 of Clackamas County Assessor's Map 2-1E-035C, West Linn, Oregon, as required by Chapter 99 of the West Linn Community Development Code.

The complete application in the above noted file is available for inspection at no cost at City hall or via the web site <http://westlinnoregon.gov/planning/tannler-drive-and-blankenship-road-intersection-willamette-corporate-center-phase-ii>, or copies can be obtained for a minimal charge per page. At least ten days prior to the hearing, a copy of the staff report will be available for inspection. A site plan is attached. For further information, please contact Zach Pelz, Special Projects Planner, at City Hall, 22500 Salamo Road, West Linn, OR 97068, zpelz@westlinnoregon.gov, or (503) 723-2542.

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

TERESA ZAK
Planning Administrative Assistant



SITE DATA

Lot Area	322,451 sq. ft. (7.36 AC)
Proposed Building Area	284,887 sq. ft. (6.54 AC)
Proposed Parking Structure Area	37,564 sq. ft. (0.86 AC)
Proposed Total Area	322,451 sq. ft. (7.36 AC)
Proposed Building Footprint Area	284,887 sq. ft. (6.54 AC)
Proposed Parking Structure Footprint Area	37,564 sq. ft. (0.86 AC)
Proposed Total Footprint Area	322,451 sq. ft. (7.36 AC)
Proposed Building Volume	1,100,000 cu. ft.
Proposed Parking Structure Volume	1,000,000 cu. ft.
Proposed Total Volume	2,100,000 cu. ft.

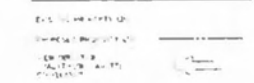
LOT ADJUSTMENTS

Lot	Area (sq. ft.)	Area (AC)
Tax Lot 200	122,000	2.79 AC
Tax Lot 201	158,000	3.59 AC
Tax Lot 202	42,451	0.97 AC
Total	322,451	7.36

PROPERTY DATA SUMMARY

Current Zoning	OS-1.5
Proposed Zoning	OS-1.5
Proposed Building Area	284,887 sq. ft. (6.54 AC)
Proposed Parking Structure Area	37,564 sq. ft. (0.86 AC)
Proposed Total Area	322,451 sq. ft. (7.36 AC)

LEGEND



C2.0

2080018.00

ACHORD JOLENE
5175 SUMMERLINN WAY
WEST LINN OR 97068

ALLISON LOLA A
1502 235TH AVE SE
SAMMAMISH WA 98075

ALLSUP DAN D & JOYCE B
35932 ELLINGTON DR
SPRINGFIELD OR 97478

ANDERSEN PAUL W & BRENDA D
2113 GREENE ST
WEST LINN OR 97068

ANDERSON DONNA G
4595 SUMMERLINN WAY
WEST LINN OR 97068

ARKEBAUER SUSAN J
4905 SUMMERLINN WAY
WEST LINN OR 97068

AUSTIN VAUGHN & TAMMY
4555 SUMMERLINN WAY
WEST LINN OR 97068

AUSTIN VAUGHN R & TAMMY E
2378 FALCON DR
WEST LINN OR 97068

BACCHUS JOAN & RONALD F
4995 SUMMERLINN WAY
WEST LINN OR 97068

BALLARD ROBERT C
6000 SUMMERLINN WAY
WEST LINN OR 97068

BANK OF NEW YORK MELLON TRUSTEE
1417 N MAGNOLIA AVE
OCALA FL 34475

BARGER WILLIAM R & TANA M
6060 SUMMERLINN WAY
WEST LINN OR 97068

BELL TIMOTHY
4260 SUMMERLINN WAY
WEST LINN OR 97068

BEMENT ROBERT STEPHEN
18151 W OCOTILLO AVE
GOODYEAR AZ 85338

BENTS JAMES J
2109 GREENE ST
WEST LINN OR 97068

BETTIN KAREN J
4975 SUMMERLINN WAY
WEST LINN OR 97068

BLACKHAV/K NEVADA LLC
1750 BLANKENSHIP RD STE 200
WEST LINN OR 97068

BLAZEK JOSEPH W & JUDITH L
2504 S PECAN VALLEY PL
GREEN VALLEY AZ 85614

BROWN TAMARA RAE
5840 SUMMERLINN WAY
WEST LINN OR 97068

BUCKMAN DENNIS D
2348 FALCON DR
WEST LINN OR 97068

CABINE MONROE & BETTY J
2325 FALCON DR
WEST LINN OR 97068

CARTER MICKEY A
4830 SUMMERLINN WAY
WEST LINN OR 97068

CIESLIK SHEILA
4640 SUMMERLINN WAY
WEST LINN OR 97068

COSTELLOE DANIEL L & HEIDI P
1822 BARNES CIR
WEST LINN OR 97068

COTERILL DAVID M
4535 SUMMERLINN WAY
WEST LINN OR 97068

COVEY L GAYE
4705 SUMMERLINN WAY
WEST LINN OR 97068

CUSHMAN CHRISTOPHER J & CARMA
2335 TANNLER DR
WEST LINN OR 97068

DANIEL JOHN P JR & MARY K .
22118 S HWY 213
OREGON CITY OR 97045

DARBY GERALD L & JACQUELYN C
5105 SUMMERLINN WAY
WEST LINN OR 97068

DICKSON LINDA J
4890 SUMMERLINN WAY
WEST LINN OR 97068

DOBROTH HENRY V TRUSTEE
4775 SUMMERLINN WAY
WEST LINN OR 97068

DRYDEN THOMAS J
9816 E KEATS AVE
MESA AZ 85209

DYRDAHL LANCE L & JAMI L
2111 GREENE ST
WEST LINN OR 97068

ELLIOT JOHN A TRUSTEE
2355 TANNER DR
WEST LINN OR 97068

FEDERAL HOME LOAN MORTGAGE
CORP
5000 PLANO PKWY
CARROLLTON TX 75010

FISCHER EDWARD & M A
2525 REMINGTON DR
WEST LINN OR 97068

FOODMAKERS INC
9330 BALBOA AVE
SAN DIEGO CA 92123

FORST LEE G
4575 SUMMERLINN WAY
WEST LINN OR 97068

FROLAND LAWRENCE A & CATHERINE N
4840 SUMMERLINN WAY
WEST LINN OR 97068

GILES ROBERT B & MARILYN J
4935 SUMMERLINN WAY
WEST LINN OR 97068

GLAUNERT PAUL
2350 FALCON DR
WEST LINN OR 97068

GOMBOS MICHAEL NICK III
4690 SUMMERLINN WAY
WEST LINN OR 97068

GOUDY JACOB A
5630 SUMMERLINN WAY
WEST LINN OR 97068

GRILL LEONARD E & LINDA L
2915 SAND TRAP RD SE
DEMING NM 88030

HARDY MICHAEL SCOTT & KIRSTIN
2419 REMINGTON DR
WEST LINN OR 97068

HENDERSON JERRILYN & DAVID
4735 SUMMERLINN WAY
WEST LINN OR 97068

HENRIOT PHILIPPE
1826 BARNES CIR
WEST LINN OR 97068

HERTEL DIANA M
5355 SUMMERLINN WAY
WEST LINN OR 97068

HILGENDORF STEPHANIE J
5155 SUMMERLINN WAY
WEST LINN OR 97068

HUBBARD ROBERT E & JAN R
4795 SUMMERLINN WAY
WEST LINN OR 97068

HUMPHREY ROBERT D
2539 REMINGTON DR
WEST LINN OR 97068

INNES FAMILY TRUST
1820 BARNES CIR
WEST LINN OR 97068

IRWIN LISA G
4901 SUMMERLINN WAY
WEST LINN OR 97068

JELINEO JOHN T & SUZANNE R
2369 FALCON DR
WEST LINN OR 97068

JOHNSON DOROTHY E
5660 SUMMERLINN WAY
WEST LINN OR 97068

JOHNSON KATHY L
5505 SUMMERLINN WAY
WEST LINN OR 97068

JOHNSON KIRSTIN
4230 SUMMERLINN WAY
WEST LINN OR 97068

JOHNSTON ETHEL LINDA
4955 SUMMERLINN WAY
WEST LINN OR 97068

JOHNSTON THOMAS B TRUSTEE
4600 SUMMERLINN WAY
WEST LINN OR 97068

JONES GARY M & SANDRA A
2338 FALCON DR
WEST LINN OR 97068

KALINOWSKI FRANK E & SANDRA
4660 SUMMERLINN WAY
WEST LINN OR 97068

KARIMI MISAGH & HAYEDEH KALANAKI
2423 REMINGTON DR
WEST LINN OR 97068

KEELE TERRY & MICHELLE
2413 REMINGTON DR
WEST LINN OR 97068

KEMP DONALD L & CONSTANCE V
2117 GREENE ST
WEST LINN OR 97068

KG INVESTMENT CO LLC
1502 SW MONTGOMERY
PORTLAND OR 97201

KHEMLANI R B & KUMARI R
2405 REMINGTON DR
WEST LINN OR 97068

KIM MICHAEL S & MINDY M
2102 GREENE ST
WEST LINN OR 97068

KOLITZ EDWIN F JR
2103 GREENE ST
WEST LINN OR 97068

KOLSTAD TOBY M & LINDA C
2115 GREENE ST
WEST LINN OR 97068

KORMAN NANCY L
4200 SUMMERLINN WAY
WEST LINN OR 97068

KUYKENDALL RACHEL J
4800 SUMMERLINN WAY
WEST LINN OR 97068

LANGENDOEN BRIAN J & DEBORAH L
2353 FALCON DR
WEST LINN OR 97068

LEMMERS MICHAEL J
PO BOX 1230
SILVERTON OR 97381

LEWIS M MARIE TRUST
5501 SUMMERLINN WAY
WEST LINN OR 97068

LIU JIN & FANNY ZHEN
2345 TANNER DR
WEST LINN OR 97068

MACK PETER & PAMELA JOYCE
2425 REMINGTON DR
WEST LINN OR 97068

MADISON HEIGHTS LLC
1965 EGAN WAY
LAKE OSWEGO OR 97034

MCCLESKEY SHELLEY
4501 SUMMERLINN WAY
WEST LINN OR 97068

MHK LLC
9220 SW BARBUR BLVD STE 119-345
PORTLAND OR 97219

MOORE STEPHEN R & JUANITA E
5850 SUMMERLINN WAY
WEST LINN OR 97068

MRKONIC MICHAEL TRUSTEE
PO BOX 716
COOS BAY OR 97420

NASON JANICE A & STEPHEN G
2328 FALCON DR
WEST LINN OR 97068

NEDELCOVE DEBORAH E
4860 SUMMERLINN WAY
WEST LINN OR 97068

NEW ALBERTSONS INC
PO BOX 20
BOISE ID 83726

ODMAN DENNIS M & SHARON A
1818 BARNES CIR
WEST LINN OR 97068

OVEREN GERALD & JOANN
5800 SUMMERLINN WAY
WEST LINN OR 97068

OZERUGA LUDMILA
PO BOX 11778
PORTLAND OR 97211

PHILLIPS FAMILY TRUST
2372 FALCON DR
WEST LINN OR 97068

PIKE LESLIE
4850 SUMMERLINN WAY
WEST LINN OR 97068

PRYOR KENNETH A & SHERRY O
2119 GREENE ST
WEST LINN OR 97068

RASMUSSEN ARTHUR L & MARILYN C
5305 SUMMERLINN WAY
WEST LINN OR 97068

RASMUSSEN WILLIAM L
5575 SUMMERLINN WAY
WEST LINN OR 97068

RATHJE EDWARD S
5101 SUMMERLINN WAY
WEST LINN OR 97068

READ DONALD N & SHERYL D
1828 BARNES CIR
WEST LINN OR 97068

RIAD SHERIF K & NAGWA N
2366 FALCON DR
WEST LINN OR 97068

RICHARDSON WARREN P
945 N MAPLE GROVE RD APT 304
BOISE ID 83704

RITTENHOUSE EARL J & ELIZABETH A
2101 GREENE ST
WEST LINN OR 97068

RKM DEVELOPMENT INC
15285 NW CENTRAL DR #100
PORTLAND OR 97229

SARYMOTLAGH DAWOOD & K
2330 FALCON DR
WEST LINN OR 97068

SAUER MARIANNE L
4290 SUMMERLINN WAY
WEST LINN OR 97068

SCHOEPKE CAROL
5301 SUMMERLINN WAY
WEST LINN OR 97068

SHERIDAN WILLIAM G JR & NANCY O
1816 BARNES CIR
WEST LINN OR 97068

STADELL STEVE & JANET
2429 REMINGTON DR
WEST LINN OR 97068

STATE OF OREGON
TRANSPORTATION BLDG
SALEM OR 97310

SWANSON MICHELLE V
6050 SUMMERLINN WAY
WEST LINN OR 97068

SWANSON WALTER A TRUSTEE
4701 SUMMERLINN WAY
WEST LINN OR 97068

SWEET STAN A & LEONORE
5375 SUMMERLINN WAY
WEST LINN OR 97068

TAUBE MARY E
4755 SUMMERLINN WAY
WEST LINN OR 97068

THOMAS BRADLEY R
2390 FALCON DR
WEST LINN OR 97068

TRIBOU THOMAS R & DELORES J
3070 REMINGTON DR
WEST LINN OR 97068

TROSS ROBERT P & DOROTHY M
4630 SUMMERLINN WAY
WEST LINN OR 97068

VALENTINE BYRON
4505 SUMMERLINN WAY
WEST LINN OR 97068

VIECELI GREGORY R & KATHERINE M
622 TIMBER CREEK DR NW
ISSAQUAH WA 98027

WALSH LAWRENCE P
5890 SUMMERLINN WAY
WEST LINN OR 97068

WEAVER LISA M
5195 SUMMERLINN WAY
WEST LINN OR 97068

WEST CURTISS E
18938 CATHY ADAMS DR
OREGON CITY OR 97045

WEST LINN ASSOCIATES LLC
2625 NORTHRUP WAY
BELLEVUE WA 98004

WILCH RICHARD
6030 SUMMERLINN WAY
WEST LINN OR 97068

WOODHOUSE KATIE E
4250 SUMMERLINN WAY
WEST LINN OR 97068

WYATT MARVIN L TRUSTEE
2340 TANNLER DR
WEST LINN OR 97068

YOUNG TODD M
1500 SW 11TH AVE UNIT 1401
PORTLAND OR 97201

ZANDER STEPHEN R A TRUSTEE
2333 FALCON DR
WEST LINN OR 97068

ZIMMERMAN ROBERT R
678 RIDGEMONT CIR
ESCONDIDO CA 92027

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

MIRANDA BATESCHELL
METRO
600 NE GRAND AVE
PORTLAND OR 97232

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

GAIL CURTIS
ODOT REGION 1
123 NW FLANDERS
PORTLAND OR 97209

RHYS KONRAD
GROUP MACKENZIE
1515 SE WATER AVE STE 100
PORTLAND OR 97212

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

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

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

THOMAS BOES
ROBINWOOD NA PRESIDENT
18717 UPPER MIDHILL DR
WEST LINN OR 97068

DEAN SUHR
ROSEMONT SUMMIT NA PRESIDENT
21345 MILES DR
WEST LINN OR 97068

DAVE RITTENHOUSE
SAVANNA OAKS NA PRESIDENT
2101 GREENE ST
WEST LINN OR 97068

KRISTIN CAMPBELL
SKYLINE RIDGE NA PRESIDENT
1391 SKYE PARKWAY
WEST LINN OR 97068

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

BETH KIERES
WILLAMETTE NA PRESIDENT
1852 4TH AVE
WEST LINN OR 97068

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

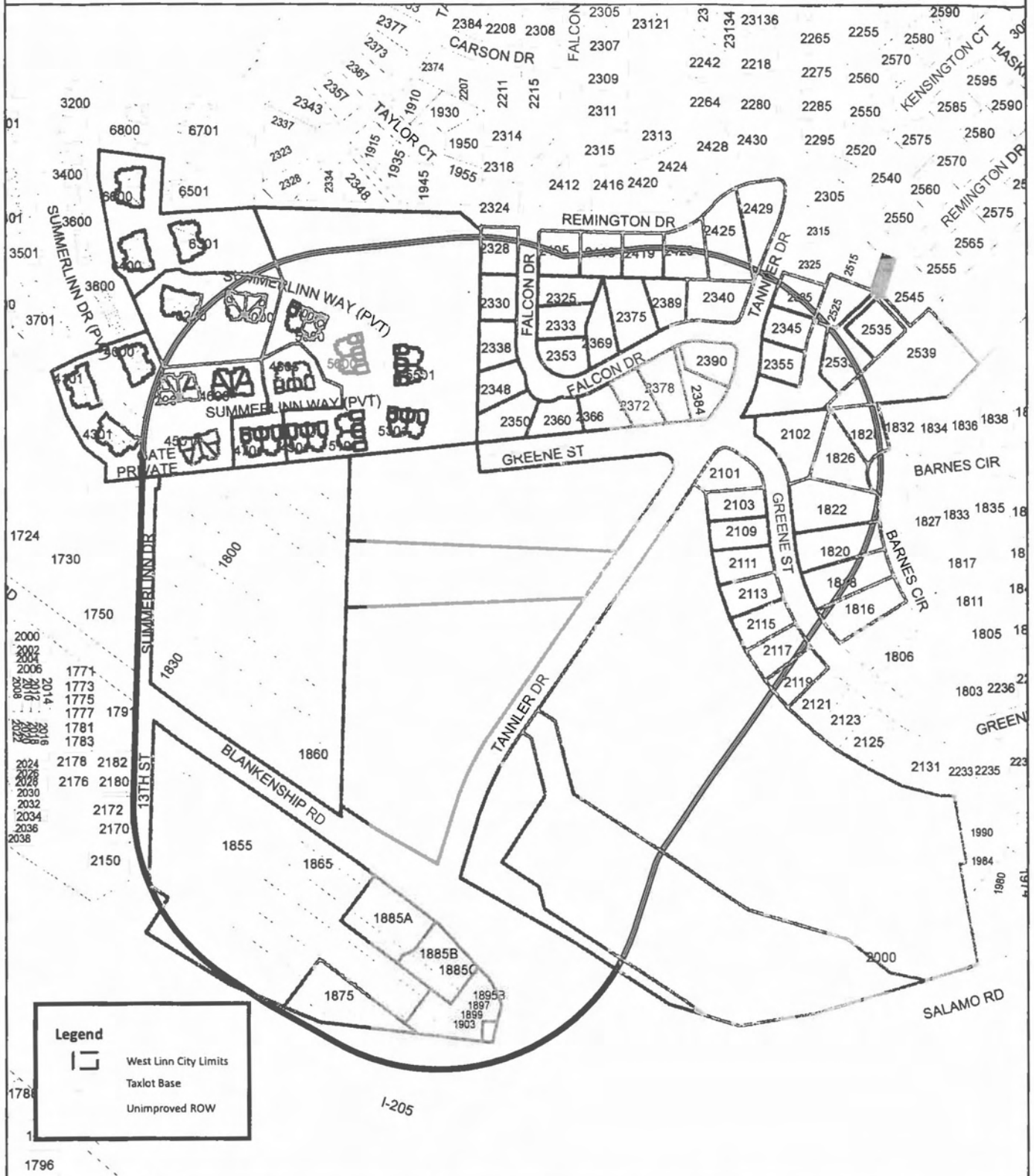
SUSAN VAN DE WATER
HIDDEN SPRINGS NA DESIGNEE
6433 PALOMINO WAY
WEST LINN OR 97068

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

143 total
MAILED
9/21/10 SK

MISC-10-14 Tannler & Blankenship



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 Taxlot Base Source: Metro RLIS

NOT TO SCALE



SNAPNOTIFY.MXD / AHA APP 6-16-09
 User Name: T Zak
 Map Creation Date: Sep 21, 2010



August 6, 2010

City of West Linn
 Attention: Zach Pelz
 22500 SW Salamo Road
 West Linn, OR 97068

Re: **Willamette 205 Corporate Park Phase II Extension Request (MISC 10-14)**
Completeness Response
 Project Number 2060016.10

Dear Zach:

The purpose of this letter is to respond to the incompleteness determination dated July 7, 2010. The following will provide itemized responses to each of the points listed in your letter.

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

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

Response: The approved development is for a single use: office, within three buildings and a parking structure. No specific users allowed under the office category have been identified at this time to determine whether hours of operation will overlap. Nonetheless, the approved development includes parking for the three buildings, located on two separate lots in the amounts required by city code for office uses as allowed in the OBC zone. The approved development has been designed to encourage shared parking between the three buildings within the parking structure. As the development is approved over two separate parcels, cross-over maintenance, access, utility, and parking easements will be provided for utilization of the proposed parking areas for future users. An additional condition of approval requiring satisfactory legal evidence (interpreted to include copies of recorded documents describing terms of joint access) to be provided prior to building occupancy is acceptable, if necessary, to ensure compliance with this standard. This standard is met.

46.070.B.1,3,5: Off street parking spaces for uses not listed in "A" above shall be located not farther than 200 feet from an entryway to the building or use they are required to serve, measured in a straight line from the building with the following exceptions:

Response: The approved development includes three buildings intended for office uses. A summary of the required parking for each building follows:

Building	Gross Floor Area	Required Parking
Building A	113,595 SF	326
Building B	87,988 SF	252
Building C	87,988 SF	252
Total	289,571 SF	830

RiverEast Center | PO Box 14310 | Portland, OR 97293
 1515 SE Water Ave, Suite 100 | Portland, OR 97214
 Tel: 503.224.9560 Web: www.grpmack.com Fax: 503.228.1285

Group Mackenzie, Incorporated

Architecture
 Interiors
 Structural Engineering
 Civil Engineering
 Land Use Planning
 Transportation Planning
 Landscape Architecture

Locations:
 Portland, Oregon
 Seattle, Washington
 Vancouver, Washington

A parking structure will be constructed with Phase 2 of the project, and will accommodate a majority of the required parking spaces (757) for the project within 200 feet from the main entrance. Portions of the required spaces within the parking structure are farther than 200 feet from the main entrance of the buildings; therefore, the following exceptions are addressed to allow shared use of the parking within the structure.

1. *Shared parking areas for commercial uses which require more than 40 parking spaces may provide for the spaces in excess of the required 40 spaces up to a distance of 300 feet from the entryway to the commercial building or use.*

Response: The approved development use for the subject site was professional and administrative services, permitted outright in the OBC zone. This use type is under the Commercial uses as defined in CDC 03.030. All required parking spaces within the parking structure for the three buildings are within 300 feet of the main entrance to each building. This standard is met.

3. *Employee parking areas for car pools and van pools shall be located closer to the entryway to the building than general employee parking.*

Response: No car pools/vanpool parking areas are proposed with this application. This standard does not apply.

5. *All disabled parking shall be placed closest to building entrances than all other parking. Appropriate ADA curb cuts and ramps to go from the parking lot to the ADA accessible entrance shall be provided unless exempted by ADA code.*

Response: The proposed 289,935 SF of building requires a minimum of 830 spaces. As such, 2% of the required minimum (or 17 spaces) is required to be accessible. As is shown on the attached site plan, 17 spaces have been provided for the three buildings. All accessible spaces have been provided as close to the building entrances as possible, while meeting maximum slope requirements by ADA code. This standard is met.

Chapter 52 Signs

52.104.A.2: An application for a sign permit shall be made on a form prescribed by the Planning Director and shall be filed with the Planning and Development Department. The application shall include three copies of a sketch drawn to scale indicating the following:

- c. *A drawing approximately to scale showing design of the sign including dimensions, height, sign area, materials, method of attachment, source of illumination, and showing the relationship to any building or structure to which it is or is proposed to be installed or affixed or to which it relates. For purposes of this section, "design" does not include text or copy, but an applicant may provide information concerning color, size and style of lettering.*

Response: A monument sign was approved with the prior application. A detail of the sign is shown on sheet C2.2. The sign will be located within the lower tier of the retaining walls and attached to the face of the wall near the intersection of Tannler and Blankenship. The sign will be illuminated by lighting placed on the lower side of the wall in the abutting landscape area. This standard is met.

Chapter 55: Design Review

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

Response: A materials board was submitted with the initial application; however, it was unable to be located in the city files. Therefore, another materials board has been provided with this response. This standard is met.

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

55.100.I.1... Based upon the City Manager or Manager's designee determination, the applicant shall construct or cause to be constructed, or contribute a proportionate share of the costs, for all necessary off-site improvements identified by [sic] the transportation analysis commissioned to address CDC 55.125 that are required to mitigate impacts from the proposed development. Proportionate share of the costs shall be determined by the City Manager or Manager's designee who shall assume that the proposed development provides improvements in rough proportion to identified impacts of the development.

Response: The traffic analysis prepared for the original application identified extensive on- and off-site improvements required to provide adequate transportation facilities at occupancy of the two project phases. These improvements are included in the conditions of approval (see #9). In addition, the project will pay Transportation System Development Changes in excess of the off-site improvement costs. No proportionate share costs were identified nor required. This standard is met.

Chapter 96: Street Improvement Construction

96.010. A.1. Building permits shall not be issued for the construction of any new building or structure, or for the remodeling of any existing building or structure, which results in an increase in size or includes a change in use including building permits for single-family dwellings, but excepting building permits for alteration or addition to an existing single-family dwelling, unless the applicant for said building permit agrees to construct street improvements as required by the land use decision authorizing the construction activity. The placement of new curbs and the drainage facilities required shall be determined by the City Manager or the Manager's designee. (ORD. 1544)

Response: The traffic analysis approved with the original application identified extensive on- and off-site street improvements. The prior decision includes conditions of approval that require the completion of these improvements, by project phase, prior to occupancy. By meeting the conditions of the prior approval, this standard is met.

96.010.A.2 If the building permit did not require a prior land use decision, the applicant shall construct street improvements which shall include curbs, sidewalks, drainage facilities, and pavement widening to meet new curbs, along all city streets which abut the property described in the building permits. (ORD. 1544)

Response: The approved development required a land use decision. This standard does not apply.

96.010.A.3. An applicant for a building permit may apply for a waiver of street improvements and the option to make a payment in lieu of construction. The option is available if the City Manager or the Manager's designee determines the Transportation System Plan does not include the street improvement for which the waiver is requested. (ORD. 1547)

Response: This application does not request a waiver of street improvements. This standard does not apply.

96.010.A.4. When an applicant applies for and is granted a waiver of street improvements under CDC 96.010 (A)(3), the applicant shall pay an in-lieu fee for improvements to be applied to the nearest street identified by the Manager or the Manager's designee, as necessary and appropriate. The amount of the in-lieu fee shall be roughly proportional to the impact of the development on the street system. (ORD. 1544)

Response: This application does not request a waiver of street improvements. This standard does not apply.

96.010.A.5 The City's determination of the appropriate in-lieu fee shall constitute an interpretation of the code, as authorized by CDC 99.060(A)(3), and may be appealed subject to the provisions of CDC Chapter 99. (ORD. 1442) (ORD. 1544)

Response: This application does not request a waiver of street improvements or in-lieu fee. This standard does not apply.

Chapter 99: Procedures for Quasi-judicial Decision Making

99.038.5.d

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

Response: A copy of the official meeting minutes has been requested from the neighborhood associations. We have attached the official minutes from the Willamette Neighborhood Association, and will provide a copy of the Savanna Oaks' minutes, if available. A summary of both meetings has already been submitted. This standard is met.

City Engineering

Traffic Analysis

The applicant's original traffic analysis does not account for impacts resulting from the proposed median island on Tannler Drive. A traffic impact analysis including recommendations for mitigation is required to examine the impact of the proposed refuge island on Tannler Drive. As proposed, this island will limit turns onto Tannler Drive from the Tannler East property to right-only (northbound only).

All traffic analyses and reports shall be reviewed and approved, at the applicant's expense, by DKS Associates.

Response: At the time of the original traffic analysis, the Tannler East project had proposed two driveways on Tannler, with one to the north and one to the south of the proposed site driveway. The Tannler East project did not receive approval, and a subsequent division of the parcel has occurred, resulting in areas for park and a smaller remaining developable area. The division limits access on Tannler to a single location approximately 125 feet south of the project driveway (measured between centerlines). This location has not changed from the prior Tannler East plan. We have reviewed the driveway and median locations, and propose the arrangement presented in the attached figure, which will allow left turns out of the east driveway, but not allow left turns into the driveway from Tannler.

The Tannler East traffic analysis prepared by Lancaster Engineering only anticipated a total of 13 AM peak hour and 8 PM peak hour left turns from Tannler, as compared to 116 and 98 right turns, respectively. With the smaller land area now available for development, these left-turn volumes would be reduced. These vehicles would need to access the site from Salamo Road instead. This left-turn limitation has the benefit of discouraging cut-through traffic in the neighborhood to the north. In addition, the driveway spacing offset does not allow for back-to-back left-turn storage and transition, and we do not recommend allowing left turns to be made from the through lane on the steep slope.

The site driveway cannot be relocated due to grades on the site. Further, locating the site driveway opposite the Tannler East driveway location would require a redesign of the site layout and parking garage, as the internal drive intersection would be located too close to Tannler.

Street Improvements

The planned right-of-way width for Tannler Drive is 72-feet. Please increase the amount of property dedication adjacent Tannler Drive from 5-feet to 6-feet.

Response: The plans have been revised to accommodate the increase in right-of-way for Tannler Drive. This requirement is met.

The current plans show 15-feet of pavement width; please provide 17-feet of pavement width to conform to City standards.

Response: The plans have been revised to accommodate the increase in pavement width for Tannler Drive. This requirement is met.

This portion of Tannler Drive is within the OBC zone, which requires 8-foot wide sidewalks per local commercial access standards. Please revise plans to show 8-rather than 6-foot sidewalks along Tannler Drive.

Response: The plans have been revised to accommodate the increase in sidewalk width along Tannler Drive. This requirement is met.

Water

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

Response: A request was made on June 29, 2010 with multiple follow ups to Murray Smith and Associates to analyze the potential impact on the city's water system. Per recent discussions, this analysis has been sent to the city, indicating no impact from the proposed development to the fire flow availability. This requirement is met.

The items below are not necessary to make this application complete.

Section 2.030 Specific word and terms

Chapter 21: Office Business Center

Response: Per your letter dated July 16, 2010, this item is not an issue and does not require a response.

Chapter 55: Design Review

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

Response: The only change required based on the updated review of access on Tannler is the extent of the proposed medians. These medians will prohibit left turns from the site driveway onto Tannler, and the changes are reflected in the attached figure. This change will allow left-turn movements out of the future driveway on the east side of Tannler, but prohibit left turns in from Tannler. No changes to the prior conditions of approval are necessary for this design alteration. This standard is met.

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

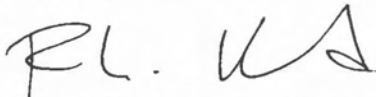
- 1. It appears that [fire] access to the rear of the buildings is inadequate and access is not viewable;*
- 2. please include plan sheet detail with turning radii for fire apparatus;*
- 3. provide fire flow work sheet for all buildings and show hydrant placement.*

Response: Fire access for the site has been demonstrated on sheet C2.2. Proposed hydrant locations have been provided as shown on sheet C4.0. Fire flow worksheets have been provided for all buildings and are attached. Additional water supply information has been provided by Murray Smith that indicates the proposed development will not have an impact on the fire flow availability. This standard is met.

City of West Linn
Willamette 205 Corporate Park Phase II Extension Request (MISC 10-14)
Project Number 2060016.10
August 6, 2010
Page 7

With this re-submittal, the applicant has provided all of the missing information identified by the city in its July 7, 2010 determination of incompleteness as provided for in ORS 227.178(4)(a). We look forward to continuing to work with you to achieve approval of this extension request. Please call me with any questions.

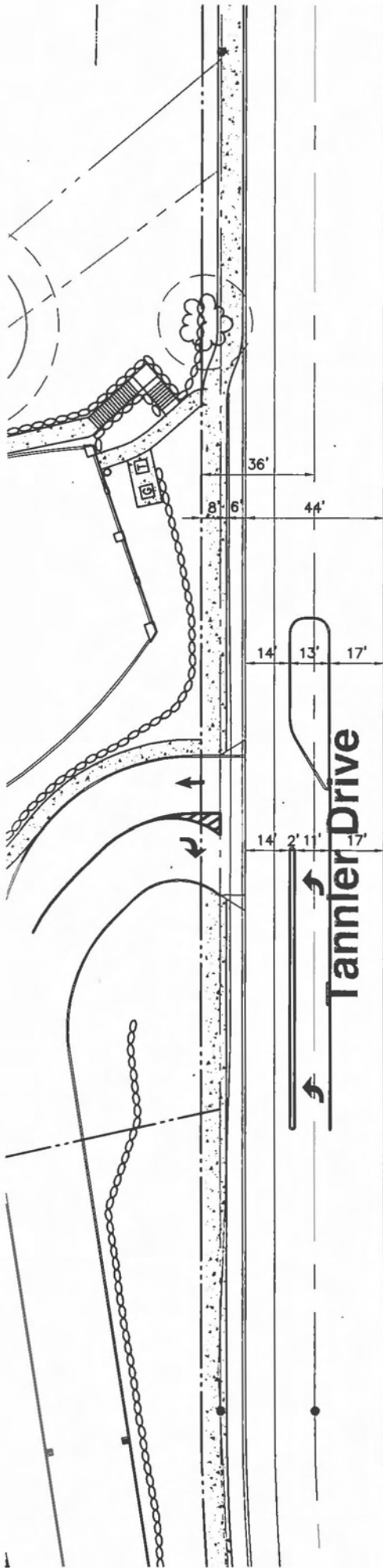
Sincerely,



Rhys Konrad, LEED AP, Planner
Associate

Enclosures: Revised Plans dated August 5, 2010
Tannler Drive Proposed Median Figure
Willamette Neighborhood Association Meeting Minutes (June 2010)
TVF&R Fire Flow and Hydrant Worksheet

c: Jeff Parker, Paul Price – Blackhawk, LLC
Mike Robinson – Perkins Coie
Brent Ahrend, Bob Thompson, Matt Butts – Group Mackenzie



(IN FEET)
1 inch = 30 ft.

TANNER DRIVE ACCESS EXHIBIT

WNA Minutes for June 9, 2010:

Introductions: Beth Kieres, Buffalo Zobel, Elizabeth Rocchia, Carol Yates, Gail Holmes, Midge Pierce, James Pierce, David Rittenhouse, Reena Heijdeman, Joanne Overen, Jerry Overen, Bill Phillips, Marylee Phillips, Kathie Halicki, Maria Halicki, Rae Henry, Ruth Offer, Jerry Offer, Phyllis Clark, Rich Clark.

Treasurers Report:

- \$1,715.47 in U.S. Bank
- Neighborhood stipend 675.15
- Expenditures for National Historic Register District not yet compiled

1 Group Mackenzie Presentation and Discussion: Blankenship/Tannler land use for 280,000 square feet of offices in 3 buildings with 850 parking spaces to be built in phases. Phase one: 110,000 square feet of lower building. Every 2-3 years a building would be added as part of a roughly 10-year plan.

- Seeking two year extension on land use granted in March 2007 due to economy causing “hold”. This goes before planning commissioners as decision makers. If warranted, could be appealed to City Council with public hearing.
- Mackenzie says its not touching design, only making text changes to meet new codes where applicable.
- Residents voiced concerns over size and impact on transportation corridor, specifically on Tannler, Blankenship and the 10 Street corridor
- Group Mackenzie said \$2 million in street improvements was built into the project. Since original application text related to traffic was changed. Approximately \$2 million in mitigations are built into plan with three potential options:
 - Access through the site and onto Blankenship
 - New alignment with 10 th
 - Access on Tannler
- Mackenzie claimed traffic counts are down since original application.
- Citizens questioned whether the one-day traffic study (all that was required) had been adequate and factored in the new V.A.clinic’s patients as well as new traffic adding to the difficulty of left-hand turns off Tannler and 10th Street interchange congestion
- Aesthetics considerations were also addressed. Landscaping would be extensive, plus open space would be left between the office complex and existing homes. Extensive glass would be used to maximize viewers
- After Mackenzie Group left, neighbors discussed ramifications of the project. Dave Rittenhouse reviewed concerns based on his role as head of TSP and Savannah Oaks NA.
- A motion to pass wording used by the Savannah Oaks NA was deemed overly complicated and was tabled so that WNA could consider how it wants to word a motion.
- Issue will be revisited at next month NA

2. New Business: Bylaws

- Gail Holmes designated chair of the new Bylaws Review committee
- Reena Hjeidemann, Jim Pierce, Julia Simpson, Carol Yates, Stephanie Nicoletti

Meeting adjourned @ 9:05 pm



Fire Marshal Division Offices

North - 14480 SW Jenkins Rd., Beaverton, OR 97005, (503) 356-4700
 South - 7401 SW Wash Ct., Tualatin, OR 97062, (503) 612-7000

Fire Flow and Hydrant Worksheet

This worksheet is required to be submitted to and approved by the Authority Having Jurisdiction (AHJ) before any permits for new building construction, building expansion or fire hydrants will be issued by any building department within the TVF&R District. See the instructions for assistance completing this form or call one of the above numbers.

Preparer Information

Preparer Name: Date:

Phone: Fax:

Architect / Engineer of Record:

Phone: Fax:

General Building Information

Project Name:

Project Address:

City: County:

Construction Type: Click Box to choose construction type from dropdown menu

Total Bldg Area: sqft (as defined by the OSSC)

Total Fire Area: sqft (fire flow calculation area as defined by the OFC)

Bldg Fire Flow: Gallons Per Minute (base amount w/o hazard class modifier or reductions)

Describe Fire Area: (if more than one fire area, include an 8 1/2 x 11 or 11 x 17 drawing indicating the various fire areas)

3 Office Buildings

Type of Occupancy or Use of Building:

A. Occupancy Hazard

A1 Determine percent of each occupancy hazard in the fire area.

Occupancy Hazard Class	Fire Area		Total Fire Area		Percent of Fire Area	
Light Hazard	113959 SF	/	113,959 SF	x 100	=	100 %
Ordinary Hazard Grp 1	0 SF	/	113,959 SF	x 100	=	0 %
Ordinary Hazard Grp 2 (HPCS I & II)	0 SF	/	113,959 SF	x 100	=	0 %
Extra Hazard Grp 1 (HPCS III)	0 SF	/	113,959 SF	x 100	=	0 %
Extra Hazard Grp 2 (HPCS IV & HH)	0 SF	/	113,959 SF	x 100	=	0 %

Total Must equal 100% 100 %

A2 Calculated Fire Flow

Occupancy Hazard Class	Factor		Fire Area		Fire Flow		Bldg Fire Flow
Light Hazard	0.75	x	100 %	x	7250 GPM	=	5438 GPM
Ordinary Hazard Grp 1	0.85	x	0 %	x	7250 GPM	=	0 GPM
Ordinary Hazard Grp 2	1	x	0 %	x	7250 GPM	=	0 GPM
Extra Hazard Grp 1	1.15	x	0 %	x	7250 GPM	=	0 GPM
Extra Hazard Grp 2	1.25	x	0 %	x	7250 GPM	=	0 GPM

A3 Required Fire Flow with Occupancy Hazard Adjustment 5438 GPM

B. Minimum Number of Fire Hydrants Required

Required Fire Flow **5438** = 5 No. of Hydrants Required

C. Reduction of Fire Flow - Reductions are based on the following:

- C1 - Reduced by 25% for a NFPA 72 Fire Alarm System (multiply by .75)
- C2 - Reduced by 75% for NFPA 13 Automatic Sprinklers (multiply by .25)

D. Required Fire Flow

D1 - Fire Flow **5438 GPM** x 0.25 = 1500 GPM (Max. 3000 - Min. 1500 gpm)

E. Available Fire Flow to the Building

Test Results: n/i* **GPM**

* On behalf of the City, Murray Smith Associates provided a review of water supply and found no deficiencies in the area. No Manual tests have been performed.



Fire Marshal Division Offices

North - 14480 SW Jenkins Rd., Beaverton, OR 97005, (503) 356-4700
 South - 7401 SW Wash Ct., Tualatin, OR 97062, (503) 612-7000

Fire Flow and Hydrant Worksheet

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Phone: Fax:

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General Building Information

Project Name:

Project Address:

City: County:

Construction Type: Click Box to choose construction type from dropdown menu

Total Bldg Area: sqft (as defined by the OSSC)

Total Fire Area: sqft (fire flow calculation area as defined by the OFC)

Bldg Fire Flow: Gallons Per Minute (base amount w/o hazard class modifier or reductions)

Describe Fire Area: (if more than one fire area, include an 8 1/2 x 11 or 11 x 17 drawing indicating the various fire areas)

Type of Occupancy or Use of Building:

A. Occupancy Hazard

A1 Determine percent of each occupancy hazard in the fire area.

Occupancy Hazard Class	Fire Area		Total Fire Area		Percent of Fire Area	
Light Hazard	113959 SF	/	138,974 SF	x 100	=	82 %
Ordinary Hazard Grp 1	25015 SF	/	138,974 SF	x 100	=	18 %
Ordinary Hazard Grp 2 (HPCS I & II)	0 SF	/	138,974 SF	x 100	=	0 %
Extra Hazard Grp 1 (HPCS III)	0 SF	/	138,974 SF	x 100	=	0 %
Extra Hazard Grp 2 (HPCS IV & HH)	0 SF	/	138,974 SF	x 100	=	0 %

Total Must equal 100% 100 %

A2 Calculated Fire Flow

Occupancy Hazard Class	Factor		Fire Area		Fire Flow		Bldg Fire Flow
Light Hazard	0.75	x	82 %	x	8000 GPM	=	4920 GPM
Ordinary Hazard Grp 1	0.85	x	18 %	x	8000 GPM	=	1224 GPM
Ordinary Hazard Grp 2	1	x	0 %	x	8000 GPM	=	0 GPM
Extra Hazard Grp 1	1.15	x	0 %	x	8000 GPM	=	0 GPM
Extra Hazard Grp 2	1.25	x	0 %	x	8000 GPM	=	0 GPM

A3 Required Fire Flow with Occupancy Hazard Adjustment 6144 GPM

B. Minimum Number of Fire Hydrants Required

Required Fire Flow **6144** = 6 No. of Hydrants Required

C. Reduction of Fire Flow - Reductions are based on the following:

- C1 - Reduced by 25% for a NFPA 72 Fire Alarm System (multiply by .75)
- C2 - Reduced by 75% for NFPA 13 Automatic Sprinklers (multiply by .25)

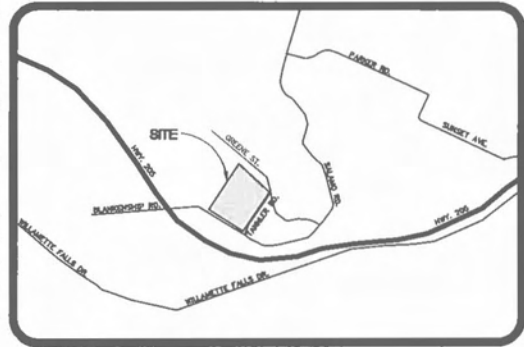
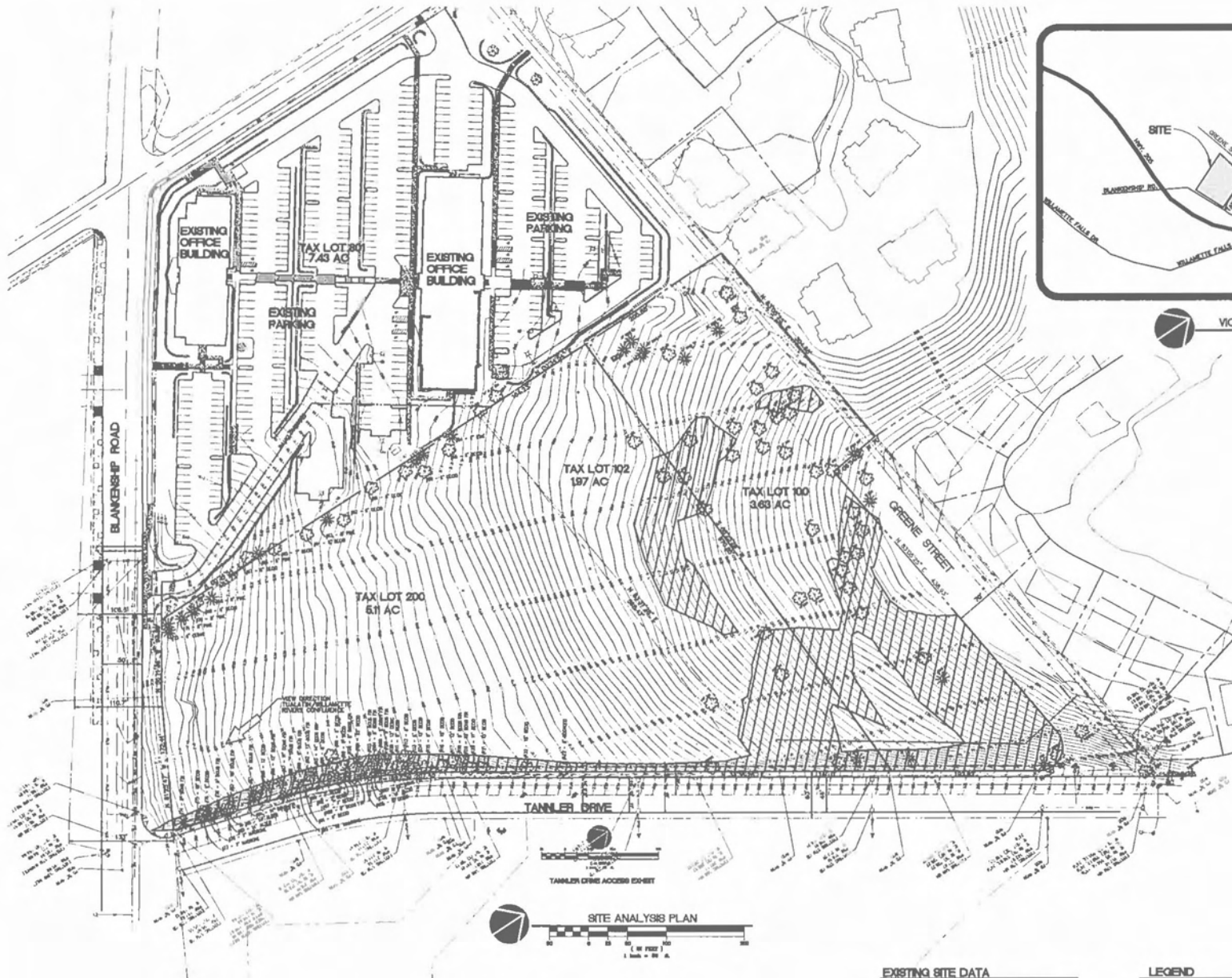
D. Required Fire Flow

D1 - Fire Flow **6144 GPM** x 0.25 = 1536 GPM (Max. 3000 - Min. 1500 gpm)

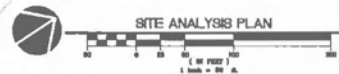
E. Available Fire Flow to the Building

Test Results: n/i* **GPM**

* On behalf of the City, Murray Smith Associates provided a review of water supply and found no deficiencies in the area. No Manual tests have been performed.



VICINITY MAP



EXISTING SITE DATA

EXISTING SITE AREA	486,877 SF (11.17 AC)
SLOPE:	
0-5 PERCENT	8,428 SF (0.19 AC)
6-10 PERCENT	78,728 SF (1.80 AC)
11-15 PERCENT	262,738 SF (6.01 AC)
16-20 PERCENT	78,728 SF (1.80 AC)
21-25 PERCENT	17,775 SF (0.40 AC)
26-30 PERCENT	10,778 SF (0.24 AC)
31-35 PERCENT	10,778 SF (0.24 AC)
36-40 PERCENT	10,778 SF (0.24 AC)
41-45 PERCENT	10,778 SF (0.24 AC)
46-50 PERCENT	10,778 SF (0.24 AC)
51-55 PERCENT	10,778 SF (0.24 AC)
56-60 PERCENT	10,778 SF (0.24 AC)
61-65 PERCENT	10,778 SF (0.24 AC)
66-70 PERCENT	10,778 SF (0.24 AC)
71-75 PERCENT	10,778 SF (0.24 AC)
76-80 PERCENT	10,778 SF (0.24 AC)
81-85 PERCENT	10,778 SF (0.24 AC)
86-90 PERCENT	10,778 SF (0.24 AC)
91-95 PERCENT	10,778 SF (0.24 AC)
96-100 PERCENT	10,778 SF (0.24 AC)
(TYPE 1/2 AREA)	85,794 SF

LEGEND

PROPERTY BOUNDARY	---
TYPE 1/2 LANDS	▨
TREE (OVER 6" CALIPER AT 5' HIGH)	⊕

G R O U P M A C K E N Z I E
 ARCHITECTS
 CIVIL ENGINEERING
 STRUCTURAL ENGINEERING
 LANDSCAPE ARCHITECTURE
 LAND USE PLANNING
 PORTLAND, OR
 503.252.6666
 503.252.6666
 503.252.6666

Client: **BLAUCHAMER ENGINEERING, LLC**
 1000 SW 6TH AVE
 SUITE 100
 WEST LANE, OR 97008

Project: **WILLAMETTE 200 CORPORATE CENTER**

ELECTRICAL INTERFERENCE ENGINEERING
 709 SW THIRD AVENUE
 SUITE 400
 PORTLAND, OR 97204
 Phone: 503.322.2264
 Fax: 503.322.2263

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REVISIONS:

NO.	DATE	DESCRIPTION

SHEET TITLE:
SITE ANALYSIS PLAN

DRAWN BY: JDR
 CHECKED BY: WMS
 SHEET

C1.0

GRUP MACKENZIE
 Architects
 Land Use Planning
 503.234.8600
 800.671.7175
 100.760.0000
 Portland, OR
 Vancouver, WA
 Seattle, WA

Project:
**WILLAMETTE 200
 CORPORATE CENTER**

Client:
INTERFACE ENGINEERING
 1500 N. W. 10TH AVENUE
 PORTLAND, OR 97248
 PHONE: 503.234.8600
 FAX: 503.234.2282

Date:
11/11/2006

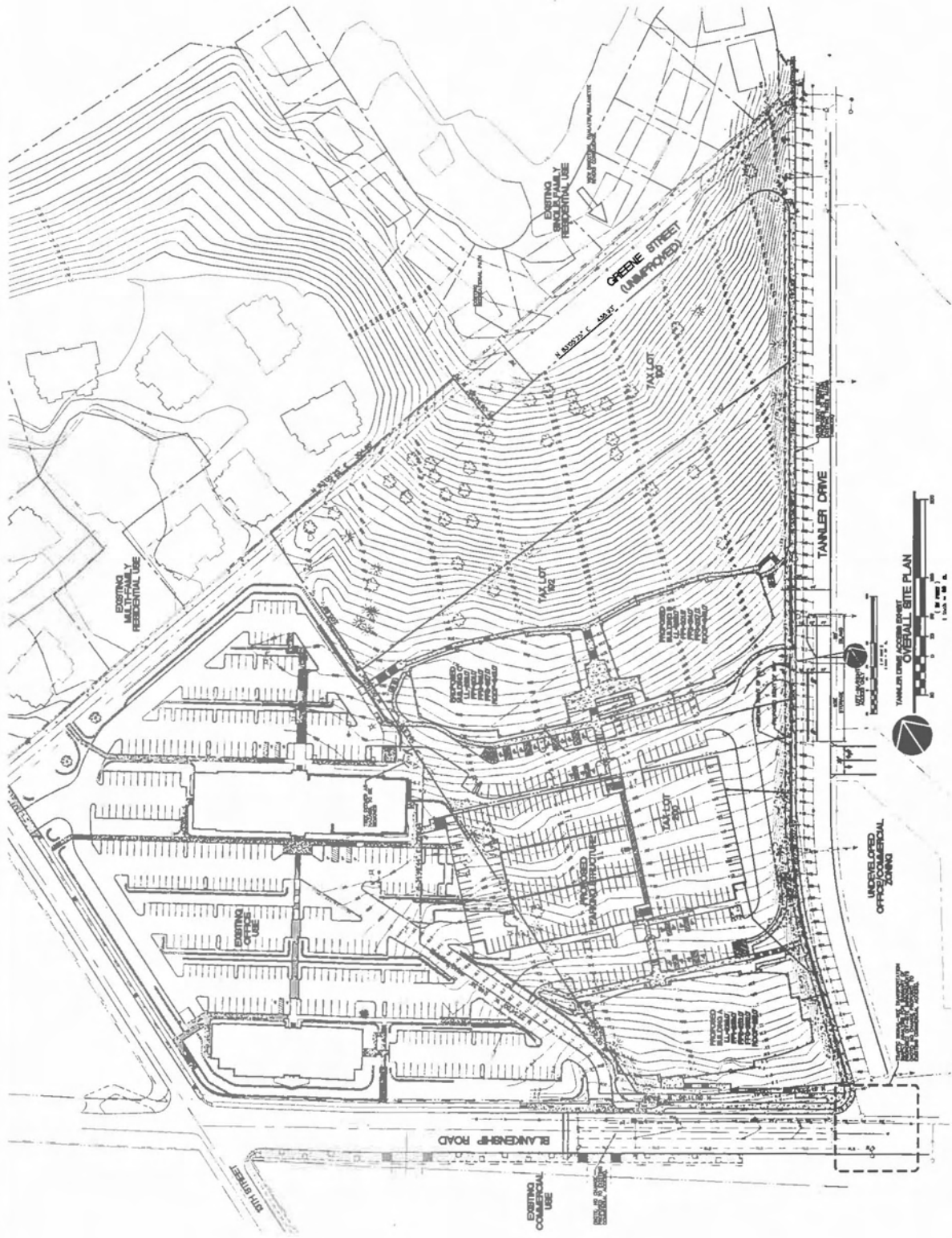
Sheet Title:
**OVERALL
 SITE
 PLAN**

Drawn By:
JR
 Checked By:
LR
 Sheet

C20

Job No.:
2006006100

**LAND USE EXTENSION 8/2/10
 DESIGN REVIEW SUBMITTAL 8/22/06**



PROPERTY DATA SUMMARY

EXISTING OVERALL PROPERTY AREA	464,897 SF (10.71 AC)
PROPOSED LOT LINE ADJUSTMENT AREA	+32,819 SF (0.75 AC)
PROPOSED TANNER REDUCTION AREA	-8,778 SF (0.20 AC)
PROPOSED INDIVIDUAL PROPERTY AREA	488,938 SF (11.20 AC)

LOT ADJUSTMENTS

TAX LOT 200	EXISTING	EXTENDED
22,829 SF (0.52 AC)	17,274 SF (0.39 AC)	32,819 SF (0.75 AC)
18,133 SF (0.42 AC)	14,432 SF (0.33 AC)	14,432 SF (0.33 AC)
37,448 SF (0.86 AC)	37,448 SF (0.86 AC)	37,448 SF (0.86 AC)
33,051 SF (0.76 AC)	33,051 SF (0.76 AC)	33,051 SF (0.76 AC)

PROPOSED - PHASE 1

464,897 SF (10.71 AC)	464,897 SF (10.71 AC)
497,716 SF (11.39 AC)	497,716 SF (11.39 AC)
530,535 SF (12.12 AC)	530,535 SF (12.12 AC)
6,378 SF (0.15 AC)	6,378 SF (0.15 AC)
8,778 SF (0.20 AC)	8,778 SF (0.20 AC)
877 (ADJUSTED PLUS 100)	877 (ADJUSTED PLUS 100)
277	277
624 (INCLUDES UNDERCAP SPACES)	624 (INCLUDES UNDERCAP SPACES)
115 (115 AT 2000 CIRCULAR SPACES)	115 (115 AT 2000 CIRCULAR SPACES)
115 (115 AT 2000 CIRCULAR SPACES)	115 (115 AT 2000 CIRCULAR SPACES)
115 (115 AT 2000 CIRCULAR SPACES)	115 (115 AT 2000 CIRCULAR SPACES)

PROPOSED - PHASE 2

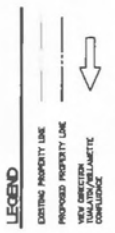
464,897 SF (10.71 AC)	464,897 SF (10.71 AC)
497,716 SF (11.39 AC)	497,716 SF (11.39 AC)
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EXISTING - PHASE 1

33,051 SF (0.76 AC)	33,051 SF (0.76 AC)
37,448 SF (0.86 AC)	37,448 SF (0.86 AC)
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22,829 SF (0.52 AC)	22,829 SF (0.52 AC)

EXISTING - PHASE 2

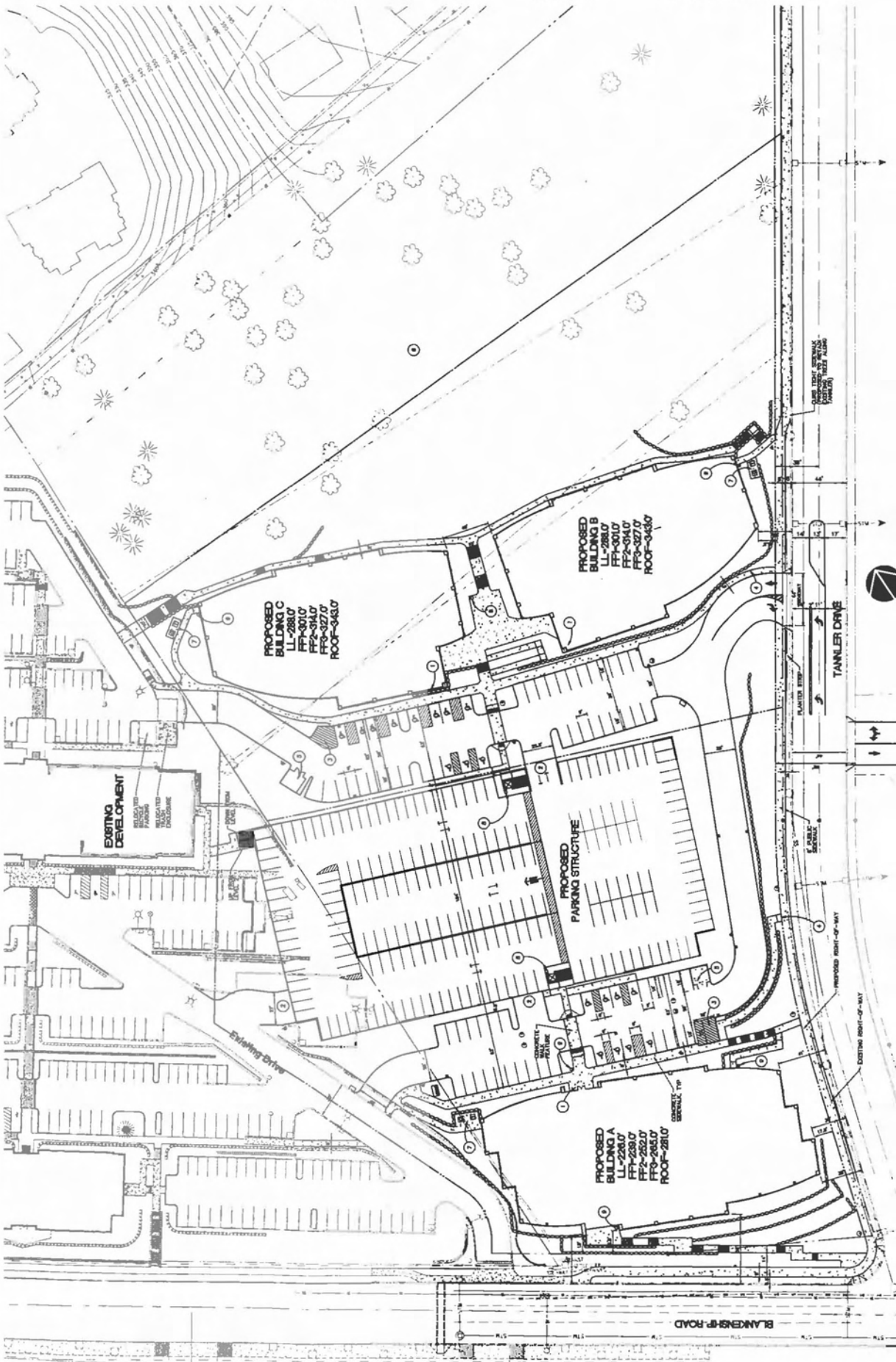
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18,133 SF (0.42 AC)	18,133 SF (0.42 AC)
22,829 SF (0.52 AC)	22,829 SF (0.52 AC)



SITE DATA

OVERALL SITE AREA
 ADJUSTED ORIGINAL SITE AREA
 ORIGINAL LANDSCAPE AREA PROVIDED
 PARKING LOT LANDSCAPE AREA PROVIDED
 TOTAL PARKING PROVIDED
 TOTAL PARKING PROVIDED
 TOTAL PARKING PROVIDED
 TOTAL PARKING PROVIDED

TAX LOT: 200, 201, 202, 203, 204

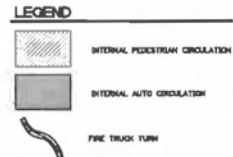
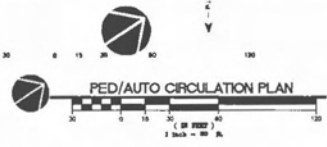
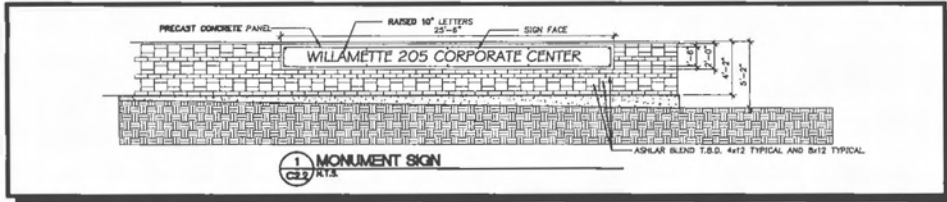
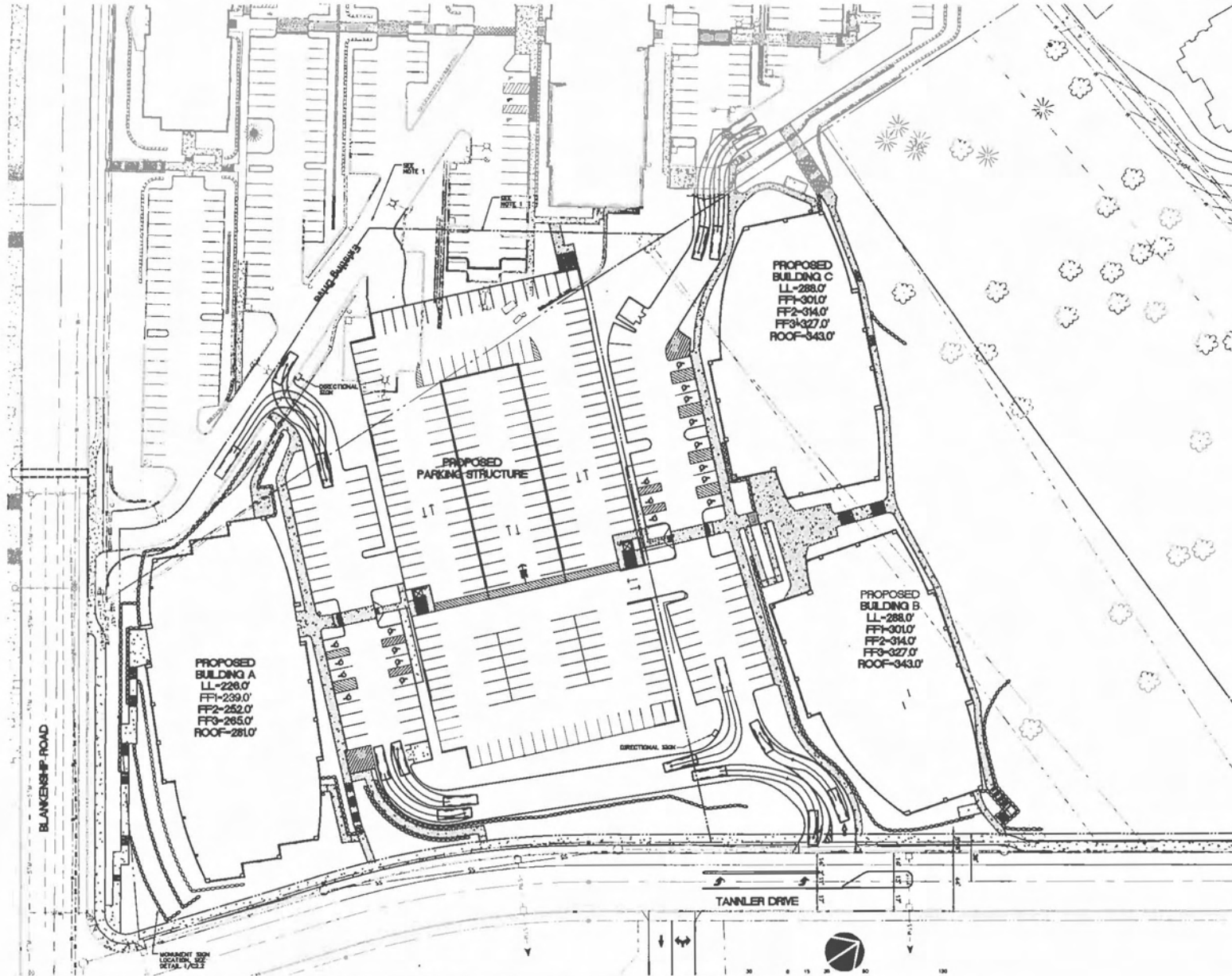


- KEYNOTES**
1. BIKE PARKING SPACE UNDER DRIVEWAY CANOPY
 2. PARKING STRUCTURE ACCESS
 3. LOADING SPACE
 4. ADA ACCESS TO PUBLIC BLDG
 5. TRASH ENCLOSURE
 6. OPEN SPACE
 7. COORDINATION/TRANSFER LOCATIONS
 8. ELEVATOR W/ PLANT FLOOR LOCATED NEAR
 9. TRASH RECEPTACLE



- LEGEND**
- FOOTPATH/WALKWAY/PLAZA
 - LANDSCAPE AREA
 - LANDSCAPE IMPROVEMENT AREA
 - RETAINING WALL
 - FIRE HYDRANT
 - CATCH BASIN
 - MANHOLE
 - PROPERTY/RIGHT-OF-WAY LINE

LAND USE EXTENSION 8/2/10
 DESIGN REVIEW SUBMITTAL 8/22/06



NOTES:

1. PROPOSED AND ADJACENT SITES WILL BE CONDUCTED BY A CROSSBORROW ACCESS AGREEMENT.
2. SEE ARCHITECTURAL PLANS FOR SIGN DETAILS.

GRUBB MACKENZIE
 Chief Architect
 Structural Engineering
 Landscape Architecture
 Interior Design
 Land Use Planning
 Portland, OR 97204
 Vancouver, WA 98661
 Seattle, WA 98101
 503.226.6600
 503.884.2779
 206.710.0088

BLACKHAWK DEVELOPMENT, L.L.C.
 20200 SW 8th AVE.
 FASD 100
 WEST LANE, OR 97088

Project
WILLAMETTE 205 CORPORATE CENTER

ELECTRICAL INTERSPACE ENGINEERING
 708 SW THIRD AVENUE
 SUITE 400
 PORTLAND, OR 97204
 Phone: 503.382.2264
 Fax: 503.382.2262

REVISIONS:

NO.	DATE	DESCRIPTION

SHEET TITLE:
PED/AUTO CIRCULATION AND SIGN PLAN

DRAWN BY: KJA
 CHECKED BY: MVM
 SHEET

C2.2

LAND USE EXTENSION 8/2/10
 DESIGN REVIEW SUBMITTAL 8/22/06

JOB NO. 2080018.00

MACKENZIE
 ARCHITECTS
 1000 BROADWAY
 PORTLAND, ME 04108
 TEL: 603.763.2345
 FAX: 603.763.2346

PROJECT
 WILLAMETTE 500
 CORPORATE CENTER

DESIGNER
 SITEWORK ENGINEERING
 1000 BROADWAY
 PORTLAND, ME 04108
 TEL: 603.763.2345
 FAX: 603.763.2346

REVISIONS

NO.	DATE	DESCRIPTION

SHEET TITLE
 OVERALL
 SITE GRADING
 PLAN

DRAWN BY: JAE
CHECKED BY: UMB
SHEET

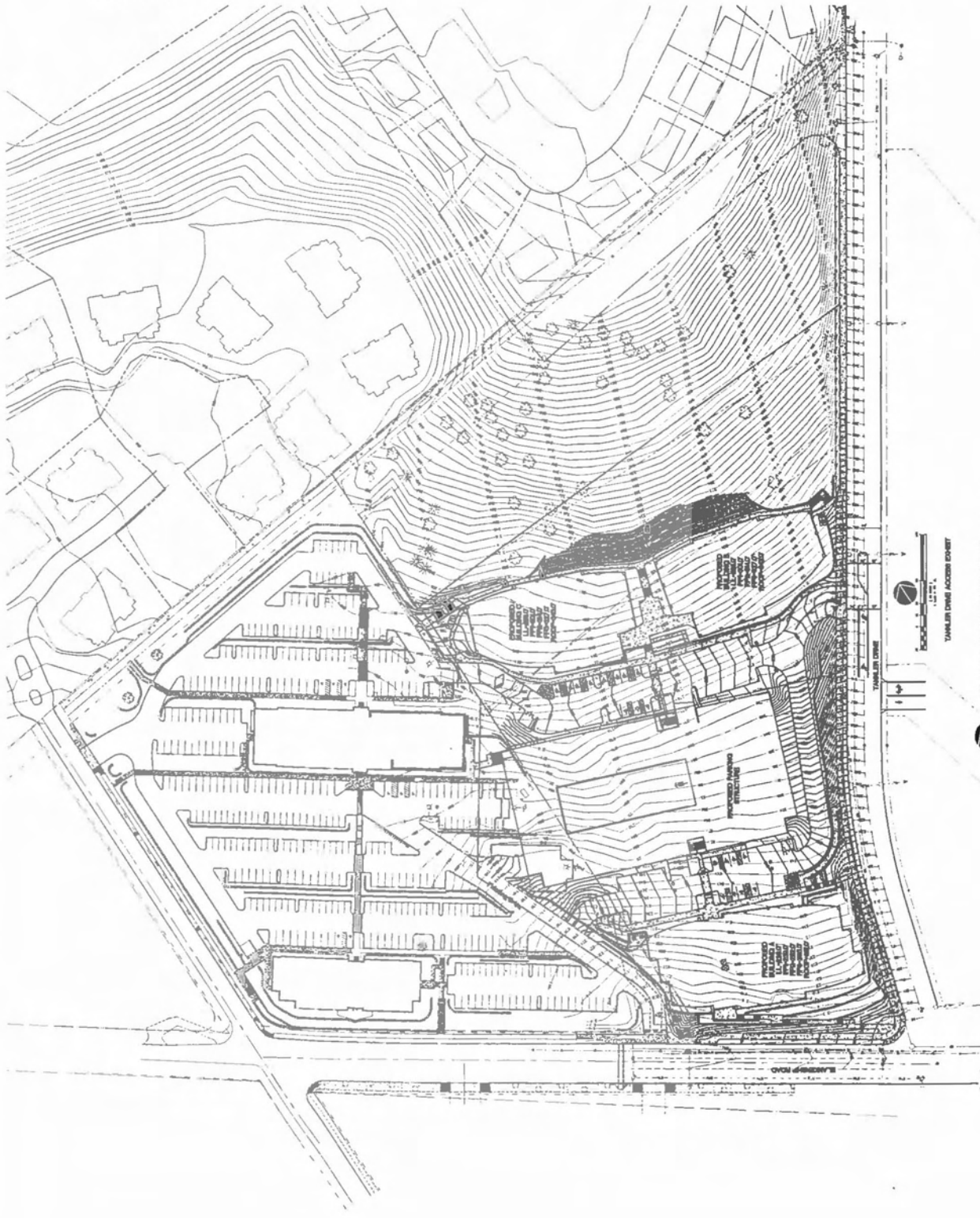
C3.0

JOB NO.: 20060016.00

LAND USE EXTENSION 8/2/10
DESIGN REVIEW SUBMITTAL - 8/22/06

LEGEND

EXISTING	PROPOSED
CONTOUR	POINT ELEVATION
TOP OF WALL	LIMIT LINE FINISH
BOTTOM OF WALL	



OVERALL SITE GRADING PLAN

MACKENZIE GROUP
 ARCHITECTURE
 SENIOR DESIGN
 LAND USE PLANNING

2007/45000
 VANCOUVER, WA
 200/557-8792

PROJECT
 WILLAMETTE COS
 CORPORATE CENTER

ELECTRICAL
 METEORICAL ENGINEERING
 STATE NO. 0000000000
 PHONE: 503.333.2244
 FAX: 503.333.2242

REVISIONS

NO.	DATE	DESCRIPTION
1	08/22/06	ISSUED FOR PERMIT
2	08/22/06	ISSUED FOR PERMIT
3	08/22/06	ISSUED FOR PERMIT

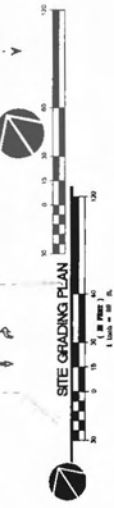
SHEET TITLE
 SITE GRADING PLAN

DRAWN BY: JSE
CHECKED BY: NME
DATE:

C3.1

JOB NO.: 20060060.00

LAND USE EXTENSION 8/2/10
DESIGN REVIEW SUBMITTAL 8/22/06



LEGEND

EXISTING	PROPOSED
CONTOUR	POINT ELEVATION
	TOP OF WALL
	BOTTOM OF WALL
	TR
	BY

G R A D P
MACKENZIE
 Architects
 Interior Design
 Land Use Planning
 503.234.8888
 650.000.8775
 Vancouver, WA
 Portland, OR
 Seattle, WA
 503.234.8888

Project:
**WILLAMETTE 206
 CORPORATE CENTER**

ELECTRICAL
 INTERSTATE ENGINEERING
 1000 NE 10TH AVENUE
 SUITE 400
 PORTLAND, OR 97232
 PHONE: 503.255.1234
 FAX: 503.255.1235

SHEET TITLE:
**SITE
 UTILITY
 PLAN**

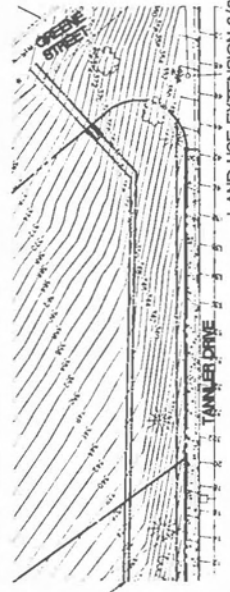
DRAWN BY: JLR
 CHECKED BY: JLR
 SHEET

C40

JOB NO.: 2000006100
 DATE: 8/22/06

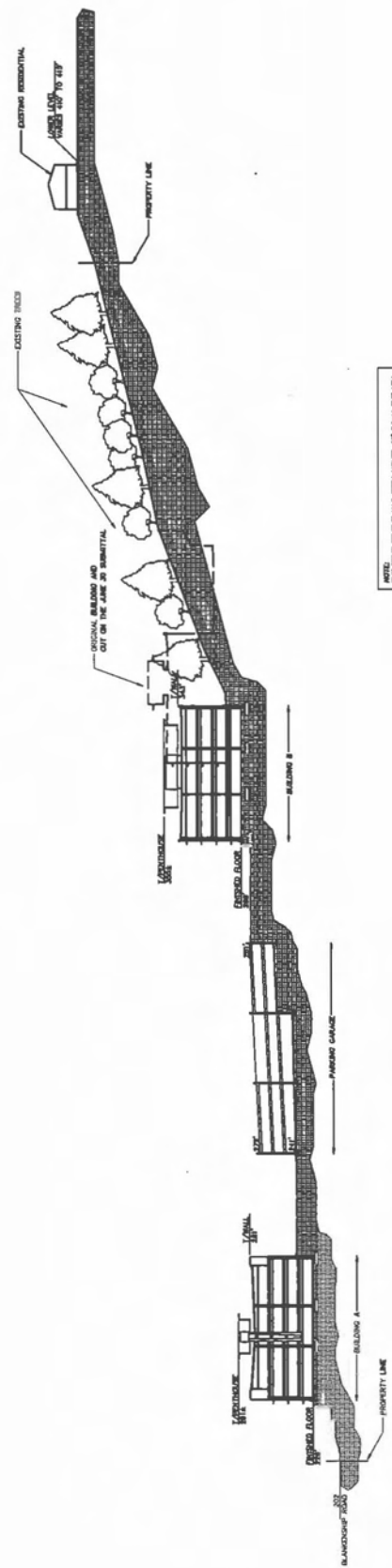
LEGEND

EXISTING	PROPOSED
STORM SEWER LINE	1" = 1" (Symbol)
SANITARY SEWER LINE	1" = 1" (Symbol)
FIRE WATER LINE	1" = 1" (Symbol)
SECTION PIPING	1" = 1" (Symbol)
MANHOLE	1" = 1" (Symbol)
CATCH BASIN	1" = 1" (Symbol)
WATER METER	1" = 1" (Symbol)
FIRE HYDRANT ASSEMBLY	1" = 1" (Symbol)



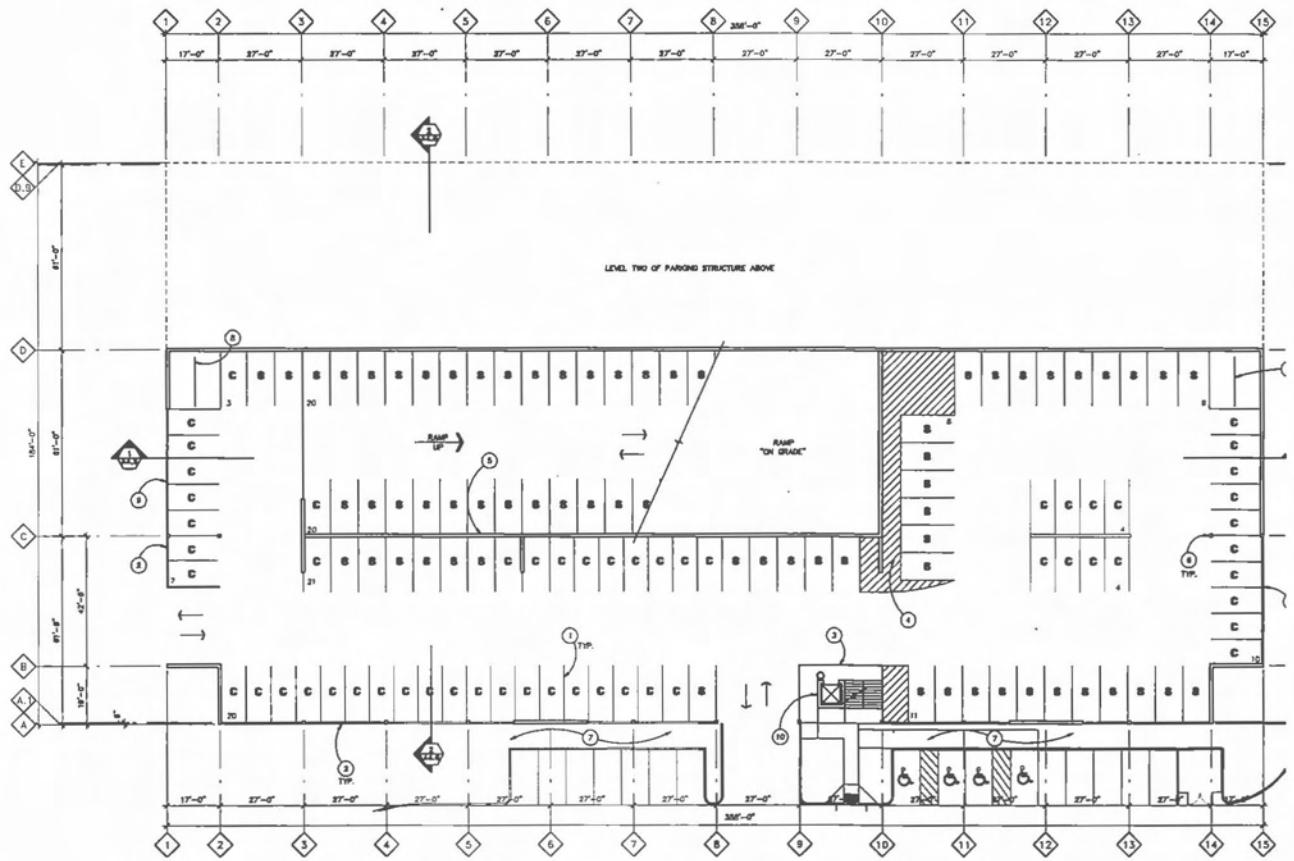
TANNER DRIVE ACCESS EXHIBIT

WATER SERVICE DETAIL
 LAND USE EXTENSION 8/22/10
 DESIGN REVIEW SUBMITTAL 8/22/06



NOTE:
 THE DEVELOPMENT HAS BEEN MOVED AT DOWN THE HILL.
 THE PERMIT OF BUILDING IS APPROXIMATELY AT CORNER.

1 SITE SECTION
 C9.0 1" = 4'



1 **PARKING GARAGE - LEVEL ONE PLAN**
1/16"=1'-0"

GENERAL NOTES

1. VERIFY AND CORRECT ALL DIMENSIONS PRIOR TO START OR CONSTRUCTION. NOTIFY ARCHITECT/ENGINEER OF ANY DISCREPANCIES.

KEYNOTES

1. 4" WIDE WHITE STRIPING, TYPICAL
2. 3'-0" HIGH GUARD RAIL (MAX OPENING 4")
3. 4" BASED "SIDEWALK"
4. 6'-0" WIDE STRIPED WALK WAY
5. CONCRETE SHEAR WALL
6. CONCRETE COLUMN
7. LANDSCAPING
8. ONE PARKING FOR 16 BICYCLES
9. 3' CONCRETE WALL
10. ELEVATOR

OPEN PARKING STRUCTURE CALCULATIONS

1. LEVEL ONE HAS THE FOLLOWING CHARACTERISTICS:
 A. TOTAL PERIMETER WALL AREA: 861 LF
 B. PERIMETER WALL WIDTH IS OPEN: 381 LF (40.8 ft)
 C. TOTAL PERIMETER WALL AREA: 961 x 107% = 9,910 SF
 D. PERIMETER WALL AREA WIDTH IS OPEN: (381' x 7.5) = 2,848 SF (28.8 ft)
 THEREFORE THIS MEETS AND EXCEEDS THE OPEN PARKING STRUCTURE REQUIREMENTS OF THE IBC - SECTION 403.

PARKING GARAGE DATA

	STANDARD	COMPACT	TOTAL
LEVEL ONE	78	58	
LEVEL TWO	128	88	
LEVEL THREE	128	88	
LEVEL FOUR	78	88	
TOTAL	409	348	
TOTAL PARKING SPACES	757 SPACES		



June 11, 2010

City of West Linn
Attention: Tom Soppe
22500 Salamo Road
West Linn, OR 97068

Re: **Willamette 205 Corporate Center Phase II**
Extension Request
Project Number 2060016.10

Dear Tom:

The purpose of this letter is to request an extension of the land use approval granted on March 23, 2010 for the Willamette 205 Corporate Center Phase II (AP 07-01). The City's Design Review decision approved an office park consisting of three buildings and a parking structure on an 11.3-acre site located at the northeast corner of the intersection of Tannler Drive and Blankenship Road. The approval included 289,000 SF of office space and 756 parking spaces within a parking structure with an additional 79 surface spaces. The Willamette 205 Corporate Center Phase II was approved in phases with the first phase consisting of one office building and surface parking, and the second phase including two office buildings and an additional parking structure. A pre-application conference meeting was held on May 6, 2010 to review application requirements for the requested two-year approval extension (notes included with this letter). While the project site is only within the Willamette Neighborhood Association, two neighborhood meetings were held to discuss this proposal with the Willamette and Savanna Oaks Neighborhood Associations. Requirements of 99.038.5 have been included with this application. This letter and its attachments address the applicable approval criteria for an extension as provided in CDC 99.325.

I. 55.000 DESIGN REVIEW

55.040 Expiration or Extension of Approval

If substantial construction has not occurred within three years from the date of approval of the development plan, the approved proposal will be void, unless an extension is granted under Section 99.325. (ORD. 1408; ORD. 1589 § 1 (Exh. A), 2010)

Response: The design review file DR-06-24 was originally applied for on June 30, 2006. After its approval by the Planning Commission, the file was appealed to the City Council as file AP-07-01. This file was approved by the City Council on February 15, 2007. After the decision was signed on March 1, 2007, it was noticed the next day and became effective March 23, 2007 (attached to this letter). As of the date of this application, substantial construction has not yet been completed on the subject site due to poor economic conditions that have delayed many projects in Oregon and the United States. As such, this application requests a two-year extension as allowed under Section 99.325, addressed below. This standard is met.

RiverEast Center | PO Box 14310 | Portland, OR 97293
1515 SE Water Ave, Suite 100 | Portland, OR 97214
Tel: 503.224.9560 Web: www.grpmack.com Fax: 503.228.1285

Group
Mackenzie,
Incorporated

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II. 99.325 EXTENSIONS OF APPROVAL

- A. *The Planning Director may grant an extension from the effective date of approval of two (2) years pertaining to applications listed in Section 99.060.A upon finding that:*
1. *the applicant has demonstrated, and staff and the Planning Commission concur, that the application is in conformance with applicable CDC provisions and relevant approval criteria enacted since the application was initially approved; and*

Response: City staff confirmed the proposed Willamette 205 Corporate Center is in conformance with applicable CDC provisions and relevant approval criteria enacted since the application was initially approved on March 23, 2007. A copy of the approved application has been included with this letter for information purposes only. The only changes to applicable CDC and related provisions are limited to minor amendments to refuse and recycling standards within CDC 55.100, which have subsequently been incorporated into the project as described below and as shown on the revised site plan attached to this letter. Responses to these specific amended code standards are addressed as follows.

CDC 55.100(O) Refuse and Recycling Standards

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

Response: The proposed project was approved as a Class II Design Review application. This extension complies with the standards set forth in CDC 55.100 This standard is met.

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

Response: The approved refuse and recycling enclosure will be surfaced with a concrete pad and drained in accordance with this new standard.

3. *Recycling and solid waste service areas:*
 - a. *Recycling receptacles shall be designed and located to serve the collection requirements for the specific type of material.*
 - b. *The recycling area shall be located in close proximity to the garbage container areas and be accessible to the local franchised collection firm's equipment.*
 - c. *Recycling receptacles or shelters located outside a structure shall have lids and be covered by a roof constructed of water and insect resistive material. The maintenance of enclosures, receptacles and shelters is the responsibility of the property owner.*

- d. *The location of the recycling area and method of storage shall be approved by the local fire marshal.*
- e. *Recycling and solid waste service areas shall be at ground level and/or otherwise accessible to the franchised solid waste and recycling collection firm.*
- f. *Recycling and solid waste service areas shall be used only for purposes of storing solid waste and recyclable materials and shall not be a general storage area to store personal belongings of tenants, lessees, property management or owners of the development or premises.*
- g. *Recyclable material service areas shall be maintained in a clean and safe condition.*

Response: Recycling and solid waste areas are proposed to be placed within two enclosures specified on the approved site plan (attached to this letter). The enclosure will be covered and the location does not interfere with required fire access. The owner of the property or maintenance company will ensure these facilities are clean and safe and not used as a general storage area. These standards are met.

- 4. *Special Wastes or Recyclable materials*
 - a. *Environmentally hazardous wastes defined in ORS 466.005 shall be located, prepared, stored, maintained, collected, transported, and disposed in a manner acceptable to the Oregon Department of Environmental Quality.*
 - b. *Containers used to store cooking oils, grease or animal renderings for recycling or disposal shall not be located in the principal recyclable materials or solid waste storage areas. These materials shall be stored in a separate storage area designed for such purpose.*

Response: The approved development does not include uses with hazardous wastes or other materials listed in this standard. This standard does not apply.

- 5. *Screening and Buffering*
 - a. *Enclosures shall include a curbed landscape area at least three (3) feet in width on the sides and rear. Landscaping shall include, at a minimum, a continuous hedge maintained at a height of 36 inches.*
 - b. *Placement of enclosures adjacent to residentially zoned property and along street frontages is strongly discouraged. They shall be located so as to conceal them from public view to the maximum extent possible.*
 - c. *All dumpsters and other trash containers shall be completely screened on all four sides with an enclosure that is comprised of a durable material such as masonry with a finish that is architecturally compatible with the project. Chain link fencing, with or without slats, will not be allowed.*

Response: Surrounding the exterior of the proposed enclosures on the side and rear is a landscaped area within concrete curbs. The placement has been located for functionality for the various buildings, and is not adjacent to residentially zoned property or the site's street frontage. The enclosure will be constructed of a 6'-tall masonry unit wall, compatible with the proposed exterior of the buildings. These standards are met.

6. *Litter receptacles.*
 - a. *Location. Litter receptacles may not encroach upon the minimum required walkway widths.*
 - b. *Litter receptacles may not be located within public right-of-ways except as permitted through an agreement with the City in a manner acceptable to the City Attorney or his/her designee.*
 - c. *Number. The number and location of proposed litter receptacles shall be based on the type and size of the proposed uses. However, at a minimum, for non-residential uses, at least one (1) external litter receptacle shall be provided for every 25 parking spaces for first 100 spaces, plus one (1) receptacle for every additional 100 spaces. (ORD. 1565)*

Response: Required litter receptacles will be provided with the approved development. A total of 835 parking spaces have been approved, requiring a total of 12 trash receptacles. Of the total 12 receptacles, 6 will be constructed in Phase I with the first building, and an additional 6 during Phase II with the construction of the other two buildings. This standard is met.

CDC 55.110 The Site Analysis

14. *Identify applicable Goal 5 Resources identified in the City's Comprehensive Plan.*

Response: The subject site does not contain Goal 5 Resources per the inventories adopted in the City's Comprehensive Plan (attached to this letter). This standard does not apply.

CDC 55.125 Transportation Analysis

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

85.170 Supplemental Submittal Requirements for a Tentative Subdivision or Partition Plan

B. Transportation.

2. *Traffic Impact Analysis (TIA).*

- A. *Purpose. The purpose of this section of the code is to implement Section 660-012-0045 (2) (e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize adverse impacts to and protect transportation facilities. This section establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a Traffic Impact Study; and who is qualified to prepare the Study.*

- B. *Typical Average Daily Trips. The latest edition of the Trip Generation manual, published by the Institute of Transportation Engineers (ITE) shall be used as the standards by which to gauge average daily vehicle trips.*
- C. *When Required. A Traffic Impact Analysis may be required to be submitted to the City with a land use application, when the following conditions apply:*
 - a. *The development application involves one or more of the following actions:*
 - (1) *A change in zoning or a plan amendment designation; or*
 - (2) *Any proposed development or land use action that ODOT states may have operational or safety concerns along a state highway; and*
 - (3) *The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation manual; and information and studies provided by the local reviewing jurisdiction and/or ODOT:*
 - (a.) *An increase in site traffic volume generation by 250 Average Daily Trips (ADT) or more (or as required by the City Engineer); or*
 - (b.) *An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or*
 - (c.) *The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard; or*
 - (d.) *The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or*
 - (e.) *A change in internal traffic patterns that may cause safety problems, such as back-up onto the highway or traffic crashes in the approach area.*
- D. *Traffic Impact Analysis Requirements.*
 - 1. *Preparation. A Traffic Impact Analysis shall be prepared by a professional engineer in accordance with OAR 734-051-180. The City shall commission the traffic analysis and it will be paid for by the applicant,*
 - 2. *Transportation Planning Rule Compliance. See Section 105.050 Transportation Planning Rule Compliance.*

3. *Pre-application Conference. The applicant will meet with West Linn Public Works prior to submitting an application that requires a Traffic Impact Application. This meeting will determine the required elements of the TIA and the level of analysis expected.*
- E. *Approval Criteria.*
1. *Criteria. When a Traffic Impact Analysis is required, approval of the development proposal requires satisfaction of the following criteria:*
 - (a) *The Traffic Impact Analysis was prepared by a professional traffic engineer in accordance with OAR 734-051-180; and*
 - (b) *If the proposed development shall cause one or more of the effects in Section 55.125(A)(3), above, or other traffic hazard or negative impact to a transportation facility, the Traffic Impact Analysis includes mitigation measures that meet the City's Level-of-Service and satisfactory to the City Engineer, and ODOT when applicable; and*
 - (c) *The proposed site design and traffic and circulation design and facilities, for all transportation modes, including any mitigation measures, are designed to:*
 - (1.) *Have the least negative impact on all applicable transportation facilities; and*
 - (2.) *Accommodate and encourage non-motor vehicular modes of transportation to the extent practicable; and*
 - (3.) *Make the most efficient use of land and public facilities as practicable; and*
 - (4.) *Provide the most direct, safe and convenient routes practicable between on-site destinations, and between on-site and off-site destinations; and*
 - (5.) *Otherwise comply with applicable requirements of the City of West Linn Community Development Code.*
- F. *Conditions of Approval. The City may deny, approve, or approve the proposal with appropriate conditions.*
1. *Dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways shall be required where the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use.*
 2. *Improvements such as paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, accessways, paths, or streets that serve the proposed use where the existing transportation system may be burdened by the proposed use may be required. (ORD. 1584)*

Response: This section of the code simply states changes to the site plan may be necessary based on the traffic analysis findings. The original traffic analysis has already addressed access locations and site circulation, and did not recommend any changes to the approved site plan. It also references Section 85.170(B)(2), which identifies the traffic study requirements. The original traffic study meets these requirements. New information enacted since the project's approval in March 23, 2010 has been addressed with a supplemental analysis included with this letter. This standard is met.

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

Response: The extension application addresses all changes to applicable approval criteria enacted since the initial approval in March 23, 2010, which are limited to minor changes in refuse and recycling standards adopted by the City. No other misrepresentations, errors, omissions, or changes in facts that directly impact the project, including, but not limited to, existing conditions, traffic, street alignment, and drainage have occurred or have been identified. Specifically, an analysis of potential changes in transportation conditions has been prepared and has confirmed proposed off-site improvements identified in AP 07-01 are still applicable and satisfy requirements of Section 85.170(B)(2). No other changes are applicable to the requested extension. This standard is met.

3. *the applicant has modified the approved plans to conform with current approval criteria and remedied any inconsistency with Subsection 2, in conformance with any applicable limits on modifications to approvals established by the CDC.*

Response: The approved plans have been modified to conform to current approval criteria related to refuse and recycling standards of Section 55.100(O), and are included with this extension request. As confirmed by City staff, the previously approved plans are in conformance with all other approval criterion and standards. This standard is met.

- B. *The Planning Commission may grant an extension from the effective date of approval of two (2) years pertaining to applications listed in Section 99.060.B, consistent with subsections 99.325 A (1-3).*

Response: CDC 99.060.B states, "I. Extension of approval when the Planning Commission acted as the initial decision making authority." This application is for an extension of a Class II Design Review application and the Planning Commission was the initial decision making authority. Subsections 99.325 A (1-3) are addressed above. This standard is met.

- C. *The Historic Review Board may grant an extension from the effective date of approval of two (2) years for applications listed in Section 99.060.D, consistent with subsections 99.325 A (1-3).*

Response: This application is for an extension for a Class II Design Review that is not listed in Section 99.060.D. This standard does not apply.

- D. *Eligibility for extensions.*
 1. *Only those applications approved between July 1, 2006 and December 31, 2009 shall be eligible for an extension.*

Response: The City Council approved the subject application on February 15, 2007 and the decision became final on March 23, 2007. This application is eligible for an extension request.

2. *Any application eligible for an extension under Subsection D(1) that would expire by June 30, 2010 shall be exempt from expiration pending a decision regarding the extension application, provided that a complete application and deposit fee has been submitted to the Planning Director prior to that date. However, the extension shall begin on the date that the application's initial approval lapsed.*

Response: The final decision for this application expired on March 23, 2010; however, this section allows the extension of the application as the deposit fee and a completed application have been submitted prior to June 30, 2010. Assuming this application, which was submitted prior to June 30, 2010, is approved, the two-year extension will extend the prior approval to March 23, 2012. This approval criterion is met.

E. Extension Procedures.

1. *The application for extension of approval may be submitted only after a pre-application meeting under Section 99.030(B).*

Response: A pre-application conference meeting regarding the requested extension was held on May 6, 2010 (notes included with this letter). This approval criterion is met.

2. *The application shall satisfy the neighborhood meeting requirements of Section 99.038 for those cases that require compliance with that section.*

Response: Two separate meetings were held on June 3, 2010 with the Savanna Oaks Neighborhood Association and on June 9, 2010 with the Willamette Neighborhood Association (the site is actually located in the Willamette Neighborhood Association, but both associations were included since the applicant met with both of them during the original approval process). Documentation, as required by Section 99.038, has been included with this extension request. This approval criterion is met.

3. *Applications for extensions must be submitted along with the appropriate deposit to the Planning Department.*

Response: Per the pre-application conference notes, the deposit for this application is half the original request. The appropriate deposit of \$10,000 has been provided with this application, meeting this requirement.

4. *Applications for extensions will be processed if the initial approval lapses prior to issuance of a decision, consistent with subsection (D)(2) of this section.*

Response: As indicated in our response to Subsection (D)(2) above, the final decision for this application expired on March 23, 2010; however, this section allows the extension of the application as the deposit fee and a completed application have been submitted prior to June 30, 2010. Assuming this application, which was submitted prior to June 30, 2010, is approved, the two-year extension will extend the prior approval to March 23, 2012. This approval criterion is met.

City of West Linn
Willamette 205 Corporate Center Phase II
Project Number 2060016.10
June 11, 2010
Page 9

5. *Notice of the decision shall be issued consistent with Section 99.080.*

Response: Section 99.080 requires Type A notice for a Class II Design Review application. This requirement will be met by staff providing public notice.

6. *The decision shall not become effective until resolution of all appeal periods, including an opportunity for City Council call-up pursuant to this chapter. (ORD. 1589 § 1 (Exh. A), 2010)*

Response: The final decision of the requested extension by the Planning Commission, and an opportunity for appeal before the City Council, will conform with this approval criterion.

In summary, the City's adoption of Ordinance Number 1589 established specific approval criteria that must be met to allow for an extension of the prior design review decision granted in 2007. This project's initial unanimous approval by the City Council continues to be in compliance with relevant approval criteria. Where new code standards have been adopted or revised, this letter and enclosures demonstrate compliance as required by Ordinance Number 1589.

Please feel free to contact me with any questions.

Sincerely,



Rhys Konrad, LEED AP, Planner
Associate

Enclosures: AP 07-01 Final Decision
May 6, 2010 Pre-Application Conference Meeting Notes
Neighborhood Meeting materials
City of West Linn Goal 5 Maps
Revised Site Plan
June 11, 2010 Traffic Update Letter
Approved Design Review package
Approved Traffic Analysis

c: Jeff Parker, Paul Price – Blackhawk Development
Mike Robinson – Perkins Coie
Bob Thompson, Tom Wright, Brent Ahrend – Group Mackenzie

WEST LINN CITY COUNCIL

FINAL DECISION NOTICE

AP 07-01

IN THE MATTER OF THE CONSTRUCTION OF THREE OFFICE BUILDINGS AND A PARKING STRUCTURE AT THE NORTHWEST CORNER OF BLANKENSHIP ROAD AND TANNER DRIVE

At a special meeting on January 15, 2007, the West Linn City Council held a public hearing to consider the appeal of the Tanner Basin Neighborhood Association of the Planning Commission's decision to approve an application submitted by Blackhawk LLC. The application proposes to redevelop the 11.3-acre property at the northwest corner of Tanner Drive and Blankenship Road with three office buildings totaling 289,000 square feet and a 4-level parking structure with space for 756 vehicles. The approval criteria for the design review application are found within Chapter 55 of the Community Development Code (CDC). The hearing was conducted pursuant to the provisions of CDC Chapter 99.

The hearing commenced with a staff report presented by Gordon Howard, Senior Planner. The appellants then testified, with the Tanner Basin Neighborhood Association represented by Ed Schwarz. The applicant then provided a presentation, represented by Bob Thompson, Dick Spies Brent Ahrend, and Bill Wilt. Kathy Halicki, James Bents, Roberta Schwarz, and Ken Pryor provided testimony in support of the appeal, while Alice Richmond, Gordon Root, and Andrew Stamp spoke in favor of the application (against the appeal). The appellant and the applicant then each provided a final rebuttal.

FINDINGS

The City Council adopted the findings of the West Linn Planning Commission in their decision approving the original application, which incorporated the findings proposed by staff and the applicant in the Staff Report to the Planning Commission. The City Council made the following additional findings:

1. In response to the appellants' assertion that the applicant had not looked at alternative site designs that reduced grading and drainageway impacts, the City Council determined that the applicant had prepared alternative site designs in the application and had chosen a site plan that minimized grading disturbance on the site by stepping buildings up from Blankenship Road along the slope, concentrating parking into a 4-level structure, and maintaining the upper ½ of the site as undisturbed open space. Additionally, the City Council determined that the site does not contain a natural drainageway.

2. The City Council determined that the Planning Commission's conditions of approval did not include any requirements that improperly deferred matters for subsequent discretionary review. The Council determined that review of the joint use agreement for the entrance drive, street lighting details, and specific trees within the landscape plan were sufficiently administrative in nature in terms of applying city standards, and did not involve significant discretion on the part of City officials reviewing these conditions.

3. The City Council determined that the Planning Commission correctly determined that the proposed lot line adjustment was within the definition of "minor" contained in CDC 85.210 based upon past city practice.

4. The City Council determined that the applicant's noise analysis was appropriate and adopted its findings instead of the alternative analysis offered by the appellants. The Council further noted that garbage trucks, parking lot sweepers, and other service vehicles will have their noise screened from residences to the north by the proposed upper buildings. The Council noted that HVAC units on the buildings would need to be constructed in a way so as to direct noise away from existing residences to the north.

5. The City Council dismissed the appellant's argument that the project was improperly staged, and that all traffic improvements should therefore be constructed with the first phase. The Council determined that the applicant's proposal to construct Building "A" next to Blankenship Road in the first stage was appropriate because, if the later stage of the development were never constructed, the first stage standing alone would satisfy all relevant CDC approval criteria. The Council also determined that requirements for rough proportionality between project impacts and mitigation measures mandated that the City allow a similar staged set of transportation improvements.

6. The City Council reaffirmed the Planning Commission's determination that construction of an above-ground storm water detention facility was impracticable, and further determined that the appellant's example of an attractive surface water detention facility in Lake Oswego was not comparable because, unlike the Lake Oswego facility, any surface water detention pond on this site would have to be constructed on sloped land and thus would require large retaining walls.

7. The City Council reaffirmed the Planning Commission's finding that the proposed traffic mitigation measures were appropriate. The Council determined that traffic mitigation was appropriately analyzed on a large-scale level encompassing the entire Tenth Street corridor area, and not on small individual segments of the corridor, such as the intersection of Tannler Drive and Blankenship Road. The applicant's proposed mitigations will have a significant benefit for the entire Tenth Street corridor in terms of a new traffic signal, lane widenings, and additional turn lanes. The Council determined that the additional traffic mitigation measures recommended by the Oregon Department of Transportation were appropriate and necessary to fully mitigate traffic impacts. The Council also determined that the speed at which the Tenth Street task force was proceeding with its deliberations meant that a slight modification to Condition of Approval #14 relating to later stages of the development was appropriate.

8. Regarding the intersection of Tannler Drive and Blankenship Road, the Council determined that the project and proposed traffic mitigations would result in an increase in PM peak hour turn movements from Tannler Drive to Blankenship Road from 35 to 95. While this remains at level of service "F," the applicant's proposed traffic plan mitigates this impact by adding an exclusive left turn lane onto Tannler and installing a traffic signal to the west at the project entrance to Blankenship (allowing "platooning" of traffic and corresponding gaps in traffic along Blankenship to allow left turns from Tannler). In the context of an overall view of mitigation of traffic impacts proposed by the applicant, the solution for the intersection of Tannler and Blankenship is acceptable.

9. The City Council determined the applicant's placement of a traffic signal at the site driveway entrance and Blankenship Road required additional measures for pedestrians from that intersection into the site. The existing driveway into the site has no pedestrian walkway, and such a walkway is necessary to reach the existing and proposed office buildings from the intersection. Also, a direct stairway from the intersection to the south entrance of Building "A" is also necessary and appropriate to ensure proper pedestrian circulation and access.

10. The City Council determined that, along Tannler Drive, exceptions to the requirement for both a sidewalk and a planter strip along the upper portion of the site were necessary only to protect the three significant trees along this frontage. Thus, a meandering sidewalk that was curb-tight to Tannler Drive (no landscape strip between the sidewalk and the roadway) only where necessary to preserve a significant tree was appropriate.

11. The City Council determined that internal site circulation and proper integration of the proposed development with the existing office buildings to the west required a direct pedestrian connection from the west side of the proposed parking structure to the walkways of the existing office development.

12. The City Council determined that Tri-Met may agree to move the existing transit stop along the north side of Blankenship Road closer to the new traffic signal at the project entrance driveway. Thus, the condition of approval requiring construction of appropriate bus shelter facilities should reflect this possibility.

13. The City Council determined that the proposed street medians in Tannler Drive to be constructed as part of this project should be landscaped to make them more attractive.

DECISION

Based upon the findings discussed above, a motion was made by Councilor Gates and seconded by Councilor Eberle to deny the appeal and uphold the decision of the West Linn Planning Commission to approve the application, with the following conditions of approval.

1. The applicant shall not allow construction of any walls, entryway features, or signs that would impair clear vision at the intersection of Tannler Drive and the access driveway from Tannler Drive pursuant to the standards of Community Development Code (CDC) Chapter 42.
2. The applicant shall provide satisfactory legal evidence establishing joint use of the existing driveway access to Blankenship Road on the adjacent Willamette 205 Corporate Park property (1800 Blankenship Road) to the west. Such evidence shall be in the form of deeds, easements, leases, or contracts to establish joint use, and shall be placed on permanent file with the City.
3. The applicant shall preserve trees #6, #7, and #12 as identified on Sheet C 1.1 and in the arborist's tree inventory along the northern portion of the site adjacent to Tannler Drive. Tree #5 is not significant and may be removed. The applicant shall design a meandering sidewalk along the upper portion of Tannler Drive that incorporates a curb-tight sidewalk location to protect these significant trees, and a sidewalk separated from the Tannler

Drive traveled way with a six-foot wide planter strip where no significant trees are located.

4. The applicant shall not remove any of the trees designated as "hazard" trees amongst trees #1-#53 unless approved by the City Arborist through the tree removal provisions of the West Linn Municipal Code.
5. The applicant shall plant 24 caliper inches of replacement trees to mitigate the removal of Pacific Madrone species required by improvements to Tannler Drive on the southeastern portion of the property. Replacement trees are to be planted within the landscaped portions of the site as is shown on the applicant's landscape plan submitted with the application, and not in the northern portion of the site.
6. In accordance with Section 55.100(B)(2)(b), the applicant shall place a tree conservation easement over the significant trees within the northern, undeveloped portion of the site that prohibits any disturbance or improvements without approval of the City of West Linn. Alternatively, the applicant may choose to dedicate this area to the city.
7. Prior to any site development or grading, the applicant shall delineate the southern boundary of the proposed open space area with an anchored chain link fence. The fence shall remain in place until the completion of all site development work.
8. The applicant shall improve the existing pedestrian trail along the northern boundary of the site. The trail shall be a width of eight feet, paved with asphalt. The applicant shall dedicate a fifteen-foot wide pedestrian easement centered on the constructed trail.
9. Prior to occupancy of the lower building on the site, the applicant shall have completed all street and traffic improvements listed as "Phase I mitigation" in the application, particularly, the November 3, 2006 letter from the applicant's traffic engineer, including the recommendations from city traffic consultant Carl Springer in his memorandum dated October 30, 2006, and the recommendations of the Oregon Department of Transportation (ODOT) contained in their letters of November 21, 2006. Prior to occupancy of either of the two upper buildings on the site, the applicant shall have completed all improvements listed as "Full Development Mitigation" in the application, as stated in the same letter as above, and as modified or amended by the recommendations of Carl Springer and ODOT dated October 30, 2006 and November 21, 2006 respectively. All improvements must be coordinated with and approved by the City, and ODOT in their areas of responsibility.
10. The applicant shall complete half-street improvements to Tannler Drive along the property frontage, consisting of sidewalk and planter strip to current city standards. The planter strip may be eliminated in locations where preservation of significant trees is required.
11. The applicant shall submit a street lighting plan and shall install street lights pursuant to that plan along both Blankenship and Tannler to illumination standards of the City of West Linn.
12. The applicant shall construct a bus shelter along Blankenship Road between Tannler Drive and Summerlinn Lane at a location to be determined by Tri-Met and to design specifications of Tri-Met.
13. The underground storm water detention and treatment facility shall be private and shall meet City design standards. The applicant shall execute a maintenance agreement that provides for proper operation of the storm water system, requires annual reports to the

city regarding ongoing maintenance and operation of the facility, requires professional certification that the facility is operating to city-prescribed standards, allows for city inspection of the facility upon reasonable notice, and requires and guarantees improvements or repair of the system as directed by the City Engineer or Public Works Operations Manager

14. In the event that the Tenth Street Task Force, or another City transportation study, recommends a transportation improvement that could be preferable to a transportation improvement that is approved as a condition of approval of this project, the following shall occur:
 - a. The Planning director will notify the applicant to schedule a meeting to discuss the condition; and
 - b. if the applicant agrees that the alternative improvement should replace a condition of approval; then
 - c. an application will be processed, at no cost to the applicant, to consider whether a modification to a specific condition of approval should be made.
15. The applicant shall consult with and receive approval from the City Arborist prior to removal or modification of any vegetation or application of any herbicides in the undeveloped area on the northern portion of the site. The City Arborist's approval shall be based upon the impact on the health of the existing trees in this undeveloped area and the integrity of the natural habitat on the site.
16. The improvements associated with the Tenth Street/Salamo Road/Blankenship Road intersection shall allow for future installation of a second left turn lane from Tenth Street onto Blankenship Road without significant removal of recently installed improvements.
17. The applicant shall construct a continuous sidewalk along one side of the driveway from Blankenship Road connecting with the existing walkway north of the first parking bay within the existing Corporate Park project. A crosswalk at this location shall connect across the driveway to walkway north of proposed Building "A."
18. The road medians on Tannler Drive shall be landscaped with plantings as approved by the City Parks and Recreation Director.
19. Heating and Air Conditioning (HVAC) units on the building roofs shall be oriented away from existing residences to the north so as to minimize noise in that direction.
20. The applicant shall construct a stairway connecting the main entrance to Building "A" facing Blankenship Road to the intersection of Blankenship Road and the main access driveway.
21. The applicant shall construct a walkway connecting the western entry of the parking structure north and up to the pedestrian walkway for the upper (northern) building in the existing Corporate Park development.

This decision may be appealed to the Land Use Board of Appeals (LUBA) within 21 days of this notice pursuant to LUBA's rules and applicable statutes. Those parties with standing (i.e., those individuals who submitted letters into the record, or provided oral or written testimony during the course of the hearing, or signed in on the attendance sheet at the hearing, or who have contacted City Planning staff and made their identities known to staff) may appeal this decision to the Land Use Board of Appeals within 21 days of the mailing of this decision pursuant to the provisions of Chapter 99 of the Community Development Code.

NORMAN B. KING, MAYOR

DATE

Mailed this _____ day of _____, 2007.

Therefore, this decision becomes final at 5 p.m., _____, 2007.

Devrev/Finaldecisions/ap0701 final

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

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

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

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

Project Details

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

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

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

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

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

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

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

Engineering Comments

TRAFFIC ANALYSIS

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

WATER

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

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

Process

The Extension permit is required.

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

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

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

Follow the submittal requirements for Chapter 55. Submittal requirements may be waived but the applicant must first identify the specific submittal requirement and request, in letter form, that it be waived by the Planning Director and must identify the specific grounds for that waiver. The waiver may or may not be granted by the Planning Director.

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

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

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

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

Typical land use applications can take 6-10 months from beginning to end.

DISCLAIMER: This summary discussion covers issues identified to date. It does not imply that these are the only issues. The burden of proof is on the applicant to demonstrate that all approval criteria have been met. These notes do not constitute an endorsement of the proposed application. Staff responses are based on limited material presented at this pre-application meeting. New issues, requirements, etc. could emerge as the application is developed.

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



May 14, 2010

Re: **Willamette 205 Corporate Center**
Land Use Approval Extension

Dear Neighbor/Interested Party:

You are invited to attend one of two neighborhood meetings with the Savanna Oaks Neighborhood Association and the Willamette Neighborhood Association for a discussion on an upcoming land use approval extension request of the approved Willamette 205 Corporate Center office complex. The project is located on a vacant site at the northwest corner of Tannler and Blankenship in West Linn. The property owner is proposing to extend the existing development approval in accordance with the City process recently adopted by City Council. No design modifications are proposed from the approved plan.

A copy of the notice boundary and approved site plan has been included with this letter. Specifics on the meeting dates, time, and location are below:

Savanna Oaks Neighborhood	Willamette Neighborhood
<i>Time:</i> Thursday, June 3, 2010, 7:00 p.m.	<i>Time:</i> Wednesday, June 9, 2010, 7:00 p.m.
<i>Location:</i> West Linn City Hall 22500 Salamo Road West Linn, OR 97068	<i>Location:</i> Tualatin Valley Fire & Rescue Community Room 1860 Willamette Falls Drive, West Linn 97068

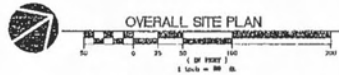
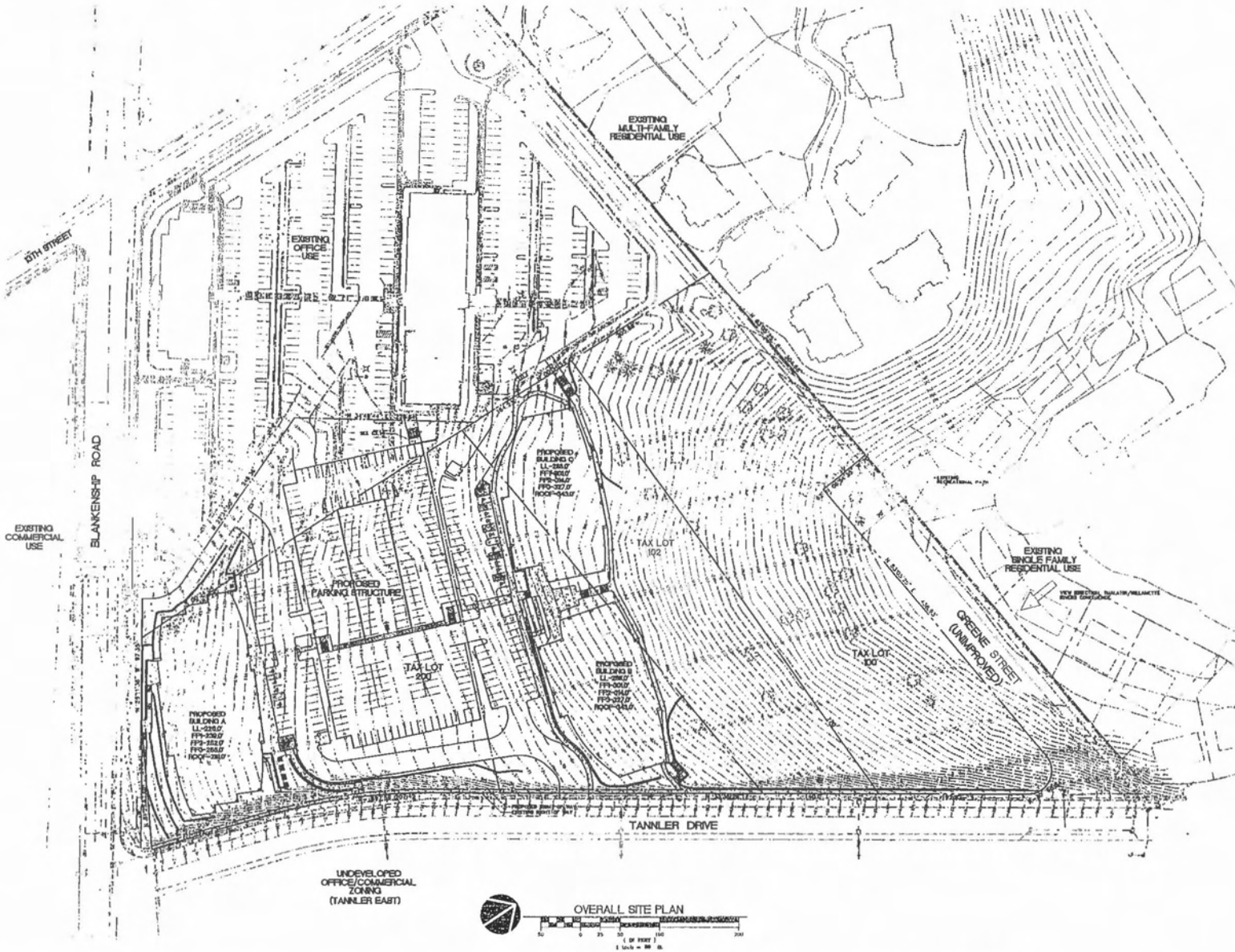
Our presentation will include a review of the proposal and new information requested by the City for the extension application. Your input is appreciated. If you have any questions regarding the proposal, please contact us at 503-224-9560 or rk@grpmack.com.

Sincerely,

Rhys Konrad, LEED AP, Planner
 Associate

RiverEast Center | 1515 SE Water Avenue, Suite 100 | Portland, OR 97214
 P.O. Box 14310 | Portland, OR 97293
 Tel: 503.224.9560 Web: www.grpmack.com Fax: 503.228.1285

Group Mackenzie, Incorporated
 Architecture
 Interiors
 Structural Engineering
 Civil Engineering
 Land Use Planning
 Transportation Planning
 Landscape Architecture
 Locations:
 Portland, Oregon
 Seattle, Washington
 Vancouver, Washington



SITE DATA

	EXISTING - PHASE 1	PROPOSED - PHASE 2
OVERALL SITE AREA	223,491 SF (7.43 AC)	449,597 SF (10.71 AC)
ADJUSTED OVERALL SITE AREA	281,991 SF (8.88 AC)	491,138 SF (11.34 AC) ****
OVERALL LANDSCAPE AREA PROVIDED	107,100 SF (13.38 AC) = 33% 81,345 SF (11.41 AC) = 28.9% **	219,081 SF (5.05 AC) = 48% 8,800 SF (0.20 AC) = 14.7% (PARKING LOT AREA=40,747 SF)
PARKING LOT LANDSCAPE AREA PROVIDED	N/A	
OVERALL BUILDING AREA (GROSS)	83,819 SF	388,935 SF
MINIMUM PARKING REQUIRED	236 (1 PER 250 SF GROSS)	825 (1 PER 300 SF GROSS)
MAXIMUM PARKING ALLOWED	287 (LANDMARK PLUS 10%)	311 (LANDMARK PLUS 10%)
SURFACE PARKING PROVIDED	378	76
STRUCTURE PARKING PROVIDED	17.0	835 (INCLUDES HANDICAP SPACES)
TOTAL PARKING PROVIDED	395	911
BICYCLE PARKING REQUIRED	41 (0.5 SPACES PER 1,000 SF GROSS)	144 (0.5 SPACES PER 1,000 SF GROSS)
BICYCLE PARKING PROVIDED	43	145 (11.47 CYCLES REQUIRED PER BICYCLE PARKING STRUCTURE-COMBINED/25 ON TOP DECK)

* BASED ON OVERALL SITE AREA (EXISTING)
 ** BASED ON ADJUSTED OVERALL SITE AREA (EXISTING)
 *** WELLALETTE 205 PHASE 1 DEVELOPMENT WILL HAVE 18 SPACES ELIMINATED

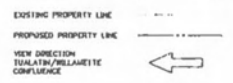
LOT ADJUSTMENTS

	EXISTING	PROPOSED
TAX LOT 200	222,282 SF (5.11 AC)	172,714 SF (3.96 AC)
TAX LOT 199	85,813 SF (1.97 AC)	172,432 SF (3.98 AC)
TAX LOT 198	136,152 SF (3.13 AC)	158,923 SF (3.63 AC)
GREENE ST A/D/W	37,482 SF (0.86 AC)	37,482 SF (0.86 AC)
EXISTING DEVELOPMENT (TAX LOT 201)	233,851 SF (7.43 AC)	290,981 SF (6.68 AC)

PROPERTY DATA SUMMARY

CURRENT OVERALL PROPERTY AREA	446,597 SF (10.71 AC)
PROPOSED LOT LINE ADJUSTMENT AREA	+23,818 SF (0.55 AC)
PROPOSED PARKING DEDICATION AREA	-3,000 SF (0.69 AC)
PROPOSED OVERALL PROPERTY AREA	467,415 SF (10.71 AC)

LEGEND



G. COLLIER MACKENZIE
 CIVIL ENGINEERING ARCHITECTURE PLANNING
 TRANSPORTATION PLANNING LAND USE PLANNING
 1000 UNIVERSITY AVENUE SUITE 100
 SEASIDE, WA 98138
 PHONE: 206.734.2121 FAX: 206.734.2127

WELLALETTE 205 CORPORATE CENTER
 205 WEST 134th ST
 SEASIDE, WA 98138

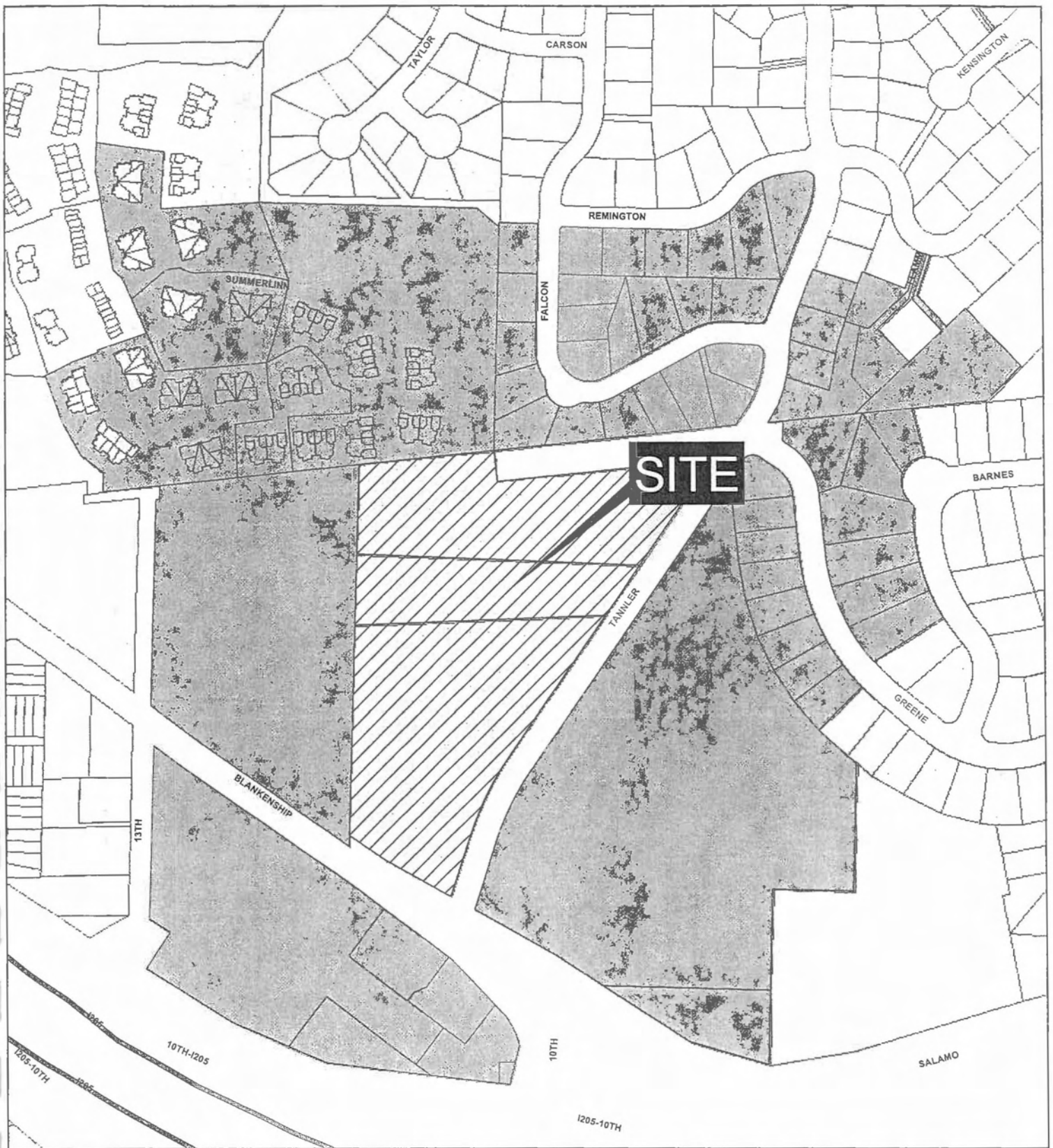
WELLALETTE 205 CORPORATE CENTER
 PROJECT

ELECTRICAL INTERFACE ENGINEERING
 708 5th THIRD AVENUE
 SUITE 400
 PORTLAND, OR 97204
 Phone: 503.282.2244
 FAX: 503.282.2281

SHEET TITLE
OVERALL SITE PLAN

C2.0

JOB NO. 2060018.00
 DESIGN REVIEW SUBMITTAL 8/22/06



ADJACENT PROPERTY OWNERSHIP NOTIFICATION
 ADJACENT PROPERTIES WITHIN 500 FEET OF THE SITE

DISCLAIMER: This property ownership information is derived from Metro's Regional Land Information System (RLIS-Lite). Metro's RLIS Lite is updated on a quarterly basis. As such, this information is based on the most recent subscription from August 2009. No liability is assumed for any errors in this report.



LOCATION MAP

0 150 300 Feet

GROUP MACKENZIE
 PORTLAND, OR | SEATTLE, WA | VANCOUVER, WA
 RiverEast Center | 1515 Water Avenue, Suite 100 | Portland, OR 9724
 PO Box 14310 | Portland, OR 97200
 T: 503.224.9560 | F: 503.228.1285 | www.groupmackenzie.com

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 Date: 05/12/10 Map: 044997 by BK
 File: 42100000-1000.mxd Project No.: 2009-10

GROUP
MACKENZIE
CELEBRATING 50 YEARS

May 28, 2010

Re: **Willamette 205 Corporate Center**
Land Use Approval Extension

Dear Neighbor/Interested Party:

The purpose of this duplicate notice is to ensure the proper contact information has been provided in the event there are questions about the proposal. Please contact your association president with questions in advance of the meeting (contact information is listed below).

You are invited to attend one of two neighborhood meetings with the Savanna Oaks Neighborhood Association and the Willamette Neighborhood Association for a discussion regarding an upcoming land use approval extension request for the approved Willamette 205 Corporate Center office complex. The project is located on a vacant site at the northwest corner of Tannler and Blankenship in West Linn. The property owner is proposing to extend the existing development approval in accordance with the City process recently adopted by the City Council. No design modifications are proposed from the approved plan.

The meeting dates, times, and locations are:

Savanna Oaks Neighborhood

Time:

Thursday, June 3, 2010, 7:00 p.m.

Location:

West Linn City Hall
22500 Salamo Road
West Linn, OR 97068

President Contact:

David Rittenhouse
503-635-0800

Willamette Neighborhood

Time:

Wednesday, June 9, 2010, 7:00 p.m.

Location:

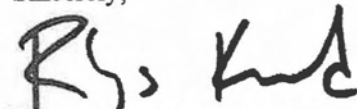
Tualatin Valley Fire & Rescue
Community Room
1860 Willamette Falls Drive
West Linn, OR 97068

President Contact:

Beth Kieres
503-722-1531

We encourage you to attend the meeting for your neighborhood listed above. This topic may not be the only item discussed; our presentation will include a review of the proposal and new information requested by the City for the extension application. Your input is appreciated.

Sincerely,



Rhys Konrad, LEED AP, Planner
Associate

RiverEast Center | 1515 SE Water Avenue, Suite 100 | Portland, OR 97214
P.O. Box 14310 | Portland, OR 97293
Tel: 503.224.9560 Web: www.gipmack.com Fax: 503.228.1285

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Landscape
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Locations:
Portland, Oregon
Seattle, Washington
Vancouver, Washington



120 0001 3478 1087

E

Earl & Elizabeth Rittenhouse
2101 Greene St
West Linn OR 97068

5/15
20 ✓

NIXIE 970 CE 1 01 06/02/10

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Postage & Fees	\$

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Earl & Elizabeth Rittenhouse
2101 Greene St.
West Linn, OR 97068

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SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Beth Kieres
1852 4th Ave.
West Linn OR 97068

2. Article Number
(Transfer from service label) 7007 3020 0001 3478 1094

COMPLETE THIS SECTION ON DELIVERY

A. Signature: *[Signature]* Agent, Addressee

B. Received by (Printed Name) *[Signature]* C. Date of Delivery *5/15/10*

D. Is delivery address different from item 1? Yes No
If YES, enter delivery address below:

3. Service Type
 Certified Mail Express Mail
 Registered Return Receipt for Merchandise
 Insured Mail C.O.D.

4. Restricted Delivery? (Extra Fee) Yes

21E35AC00101
HUMPHREY ROBERT D
539 REMINGTON DR
WEST LINN, OR 97068

21E35AC02700
OZERUGA LUDMILA
PO BOX 11778
PORTLAND, OR 97211

21E35AC02800
FISCHER EDWARD & M A
FISCHER-CHESLOCK
2525 REMINGTON DR
WEST LINN, OR 97068

1E35AC03300
CUSHMAN CHRISTOPHER J &
CARMA
335 TANNLER DR
WEST LINN, OR 97068

21E35AC03400
LIU JIN & FANNY ZHEN
2345 TANNLER DR
WEST LINN, OR 97068

21E35AC03500
ELLIOT JOHN A TRUSTEE
2355 TANNLER DR
WEST LINN, OR 97068

1E35AC03600
CITY OF WEST LINN
22500 SALAMO RD #600
WEST LINN, OR 97068

21E35BC80000
MADISON HEIGHTS LLC
1965 EGAN WAY
LAKE OSWEGO, OR 97034

21E35BC80001
HAYES MICHAEL J
4830 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80002
LUYKENDALL RACHEL J
4800 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80003
FROLAND LAWRENCE A &
CATHERINE N
4840 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80004
PIKE LESLIE
4850 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80005
HILLIS JACQUELINE
860 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80006
DICKSON LINDA J
4890 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80007
COVEY L GAYE
4705 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80008
SWANSON WALTER A & KATHI
701 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80009
HENDERSON JERRILYN &
DAVID
4735 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80010
TAUBE MARY E
4755 SUMMERLINN WAY
WEST LINN, OR 97068

1E35BC80011
DOBROTH HENRY V TRUSTEE
1775 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80012
HUBBARD ROBERT E & JAN R
4795 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80013
ARKEBAUER SUSAN J
4905 SUMMERLINN WAY
WEST LINN, OR 97068

1E35BC80014
LAWRIN LISA G
4901 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80015
GILES ROBERT B & MARILYN J
4935 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80016
JOHNSTON ETHEL LINDA
4955 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80017
LETTIN KAREN J
4975 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80018
BACCHUS JOAN & RONALD F
4995 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80019
DARBY GERALD L &
JACQUELYN C
5105 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80020
LATHJE EDWARD S
101 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80021
WEST CURTISS E
5135 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80022
HILGENDORF STEPHANIE J
5155 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80023
ACHORD JOLENE
5175 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80024
WEAVER LISA M
5195 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80025
RASMUSSEN ARTHUR L &
MARILYN C
5301 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80026
SCHOEPKE CAROL
5305 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80027
ALLISON LOLA A
11520 SE SUNNYSIDE RD #506
CLACKAMAS, OR 97015

21E35BC80028
HERTEL DIANA M
5355 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80029
SWEET STAN A & LEONORE
5375 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80030
GRILL LEONARD E & LINDA L
17411 SE 15TH WAY
VANCOUVER, WA 98683

21E35BC80031
JOHNSON KATHY L
5505 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80032
LEWIS M MARIE TRUST
5501 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80033
ALLSUP DAN D & JOYCE B
35932 ELLINGTON DR
SPRINGFIELD, OR 97478

21E35BC80034
BLAZEK JOSEPH W & JUDITH L
2504 S PECAN VALLEY PL
GREEN VALLEY, AZ 85614

21E35BC80035
WOLCOTT MARSHALL &
RHONDA
52160 FOXTAIL RD
LAPINE, OR 97739

21E35BC80036
MRKONIC MICHAEL TRUSTEE
PO BOX 716
COOS BAY, OR 97420

21E35BC80037
BEMENT SUSAN ELAINE
5630 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80038
BEMENT ROBERT STEPHEN
8151 W OCOTILLO AVE
GOODYEAR, AZ 85338

21E35BC80039
CASWELL LAURIE
5640 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80040
DRYDEN THOMAS J
5650 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80041
JOHNSON DOROTHY E
5660 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80042
DANIEL JOHN P JR & MARY K
22118 S HWY 213
OREGON CITY, OR 97045

21E35BC80043
VIECELI GREGORY R &
KATHERINE M
622 TIMBER CREEK DR NW
ISSAQUAH, WA 98027

21E35BC80044
OVEREN GERALD & JOANN
5800 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80045
BROWN TAMARA RAE
5840 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80046
MOORE STEPHEN R & JUANITA
E
5850 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80047
VILLIAMS JANET C
5860 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80048
WALSH LAWRENCE P
5890 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80049
WILCH RICHARD
6030 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80050
BALLARD ROBERT C
6000 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80051
WEAVER LISA M
5195 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80052
SWANSON MICHELLE V
6050 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC80053
BARGER WILLIAM R & TANA
4
460 FIESTA CT
TRACY, CA 95376

21E35BC80054
YOUNG TODD M
1500 SW 11TH AVE UNIT 1401
PORTLAND, OR 97201

21E35BC80700
MADISON HEIGHTS LLC
1965 EGAN WAY
LAKE OSWEGO, OR 97034

21E35BC80800
MADISON HEIGHTS LLC
1965 EGAN WAY
LAKE OSWEGO, OR 97034

21E35BC80900
MADISON HEIGHTS LLC
1965 EGAN WAY
LAKE OSWEGO, OR 97034

21E35BC90000
KG INVESTMENT CO LLC
1502 SW MONTGOMERY
PORTLAND, OR 97201

21E35BC94200
KORMAN NANCY L
4200 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94230
VELANDER PETER L &
ANGELINE M
1980 PEARL ST APT 4624
DENVER, CO 80203

21E35BC94240
RODIGER JOHN
4240 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94250
WOODHOUSE KATIE E
4250 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94260
BELL TIMOTHY
4260 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94290
SAUER MARIANNE L
4290 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94501
MCCLESKEY SHELLEY
4501 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94505
HASKELL NORANN M
4505 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94535
COTERILL DAVID M
4535 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94555
AUSTIN VAUGHN & TAMMY
4555 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94575
FORST LEE G
4575 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94595
ANDERSON DONNA G
4595 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94600
JOHNSTON THOMAS B
TRUSTEE
4600 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94630
TROSS ROBERT P & DOROTHY
M
4630 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94640
CIESLIK SHEILA
4640 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94650
SILVA GARY A
4650 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94660
KALINOWSKI FRANK E &
SANDRA
4660 SUMMERLINN WAY
WEST LINN, OR 97068

21E35BC94690
MEYERS ALFRED H &
ANNABELLE
411 BRAZOS DR
GEORGETOWN, TX 78628

21E35BD00100
WYATT MARVIN L TRUSTEE
2340 TANNLER DR
WEST LINN, OR 97068

21E35BD00300
RICHARDSON WARREN P
945 N MAPLE GROVE RD APT
304
BOISE, ID 83704

21E35BD00400
LEMMERS MICHAEL J
2375 FALCON DR
WEST LINN, OR 97068

21E35BD00500
MELINEO JOHN T & SUZANNE R
2369 FALCON DR
WEST LINN, OR 97068

21E35BD00600
LANGENDOEN BRIAN J &
DEBORAH L
2353 FALCON DR
WEST LINN, OR 97068

21E35BD00700
ZANDER STEPHEN R A
TRUSTEE
2333 FALCON DR
WEST LINN, OR 97068

21E35BD00800
CABINE MONROE & BETTY J
325 FALCON DR
WEST LINN, OR 97068

21E35BD00900
SARYMOTLAGH DAWOOD & K
GHAEDGHALEH
2330 FALCON DR
WEST LINN, OR 97068

21E35BD01000
JONES GARY M & SANDRA A
2338 FALCON DR
WEST LINN, OR 97068

21E35BD01100
BUCKMAN DENNIS D
2348 FALCON DR
WEST LINN, OR 97068

21E35BD01200
JAY JAMES D & ANGELA
21499 S CLEAR CREEK RD
ESTACADA, OR 97023

21E35BD01300
TRIBOU THOMAS R &
DELORES J
2360 FALCON DR
WEST LINN, OR 97068

21E35BD01400
RIAD SHERIF K & NAGWA N
2366 FALCON DR
WEST LINN, OR 97068

21E35BD01500
PHILLIPS FAMILY TRUST
2372 FALCON DR
WEST LINN, OR 97068

21E35BD01600
AUSTIN VAUGHN R & TAMMY
E
2378 FALCON DR
WEST LINN, OR 97068

21E35BD01700
SHERWOOD JAMES & NINA
18822 OLD RIVER DR
WEST LINN, OR 97068

21E35BD01800
SHERWOOD JAMES
18822 S OLD RIVER RD
WEST LINN, OR 97068

21E35BD03000
NASON JANICE & STEVE
2328 FALCON DR
WEST LINN, OR 97068

21E35BD03100
KHEMLANI R B & KUMARI R
2405 REMINGTON DR
WEST LINN, OR 97068

21E35BD03200
KEELE TERRY & MICHELLE
2413 REMINGTON DR
WEST LINN, OR 97068

21E35BD03300
FIRST TECHNOLOGY CREDIT
UNION
PO BOX 2100
BEAVERTON, OR 97075

21E35BD03400
KARIMI MISAGH
2423 REMINGTON DR
WEST LINN, OR 97068

21E35BD03500
MACK PETER & PAMELA
JOYCE
2425 REMINGTON DR
WEST LINN, OR 97068

21E35BD03600
STADELL STEVE & JANET
2429 REMINGTON DR
WEST LINN, OR 97068

21E35C 00801
BLACKHAWK NEVADA LLC
2020 8TH AVE STE C
WEST LINN, OR 97068

21E35C 00802
NEW ALBERTSONS INC
PO BOX 20
BOISE, ID 83726

21E35C 00803
FOODMAKERS INC
9330 BALBOA AVE
SAN DIEGO, CA 92123

21E35C 00804
WEST LINN ASSOCIATES LLC
2625 NORTHRUP WAY
BELLEVUE, WA 98004

21E35C 00805
WEST LINN ASSOCIATES LLC
2625 NORTHRUP WAY
BELLEVUE, WA 98004

21E35C 00806
WEST LINN ASSOCIATES LLC
2625 NORTHRUP WAY
BELLEVUE, WA 98004

21E35C 01200
STATE OF OREGON
TRANSPORTATION BLDG
SALEM, OR 97310

21E35D 00700
RKM DEVELOPMENT INC
15285 NW CENTRAL DR #100
PORTLAND, OR 97229

21E35D 00800
RKM DEVELOPMENT INC
15285 NW CENTRAL DR #100
PORTLAND, OR 97229

21E35DB01400
PRYOR KENNETH A & SHERRY
D
2119 GREENE ST
WEST LINN, OR 97068

21E35DB01500
KEMP DONALD L &
CONSTANCE V
2117 GREENE ST
WEST LINN, OR 97068

21E35DB01600
KOLSTAD TOBY M & LINDA C
2115 GREENE ST
WEST LINN, OR 97068

21E35DB01700
ANDERSEN PAUL W & BRENDA
2113 GREENE ST
WEST LINN, OR 97068

21E35DB01800
DYRDAHL LANCE L & JAMI L
2111 GREENE ST
WEST LINN, OR 97068

21E35DB01900
BENTS JAMES J
2109 GREENE ST
WEST LINN, OR 97068

21E35DB02000
BUTLER KIMBERLY
2103 GREENE ST
WEST LINN, OR 97068

21E35DB02100
RITTENHOUSE EARL J &
ELIZABETH A
2101 GREENE ST
WEST LINN, OR 97068

21E35DB03700
SHERIDAN WILLIAM G JR &
NANCY O
1816 BARNES CIR
WEST LINN, OR 97068

21E35DB03800
ODMAN DENNIS M & SHARON
A
818 BARNES CIR
WEST LINN, OR 97068

21E35DB03900
INNES FAMILY TRUST
1820 BARNES CIR
WEST LINN, OR 97068

21E35DB04000
COSTELLOE DANIEL L & HEIDI
P
1822 BARNES CIR
WEST LINN, OR 97068

21E35DB04100
KIM MICHAEL S & MINDY M
2102 GREENE ST
WEST LINN, OR 97068

21E35DB04200
HENRIOT PHILIPPE
1826 BARNES CIR
WEST LINN, OR 97068

21E35DB04300
READ DONALD N & SHERYL D
1828 BARNES CIR
WEST LINN, OR 97068

Neighborhood Meeting

You are invited to attend a joint meeting with the Savanna Oaks Neighborhood Association and the Willamette Neighborhood Association for a discussion on an upcoming extension request of the approved Willamette 205 Corporate Center office complex. The project is located on a vacant site at the northwest corner of Tannler and Blankenship in West Linn. The property owner is proposing to extend this significant development approval in accordance with the City process recently adopted by City Council. No new design information is proposed, and this application is limited to the approval criteria, which require addressing new information since the project's approval in 2007.

100

Savanna Oaks Neighborhood	Willamette Neighborhood
<i>Time:</i> Thursday, June 3, 2010, 7:00 p.m.	<i>Time:</i> Wednesday, June 9, 2010, 7:00 p.m.
<i>Location:</i> West Linn City Hall 22500 Salamo Road West Linn, OR 97068	<i>Location:</i> Tualatin Valley Fire & Rescue Community Room 1860 Willamette Falls Drive, West Linn 97068

AFFIDAVIT OF MAILING

STATE OF OREGON)
) SS
COUNTY OF CLACKAMAS)

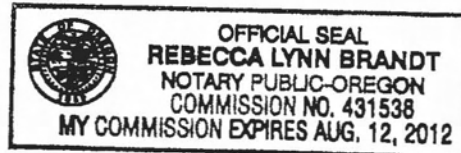
I, Rhys Konrad, being first duly sworn, depose and say:

That on the 14th day of MAY, 2010, I served upon the persons shown on Exhibit "A," attached hereto and by this reference incorporated herein, a copy of the Notice of early neighborhood meeting marked Exhibit "B," attached hereto by this reference incorporated herein, by mailing to them a true and correct copy of the original hereof. I further certify that the addresses shown on said Exhibit "A" are their regular addresses as determined from the books and records of the Clackamas County Department of Assessment and Taxation Tax Rolls, and that said envelopes were placed in the United States Mail with postage fully prepared thereon.

Rh. Konrad
Signature

SUBSCRIBED AND SWORN to before me on this 10 day of June, 2010.

Rebecca J. Brandt
Notary Public for Oregon
My commission expires: 8/12/12



RE: Tanner West Extension

AFFIDAVIT OF POSTING

STATE OF OREGON)
) SS
COUNTY OF CLACKAMAS)

I, Rhys Konrad, being first duly sworn, depose and say:

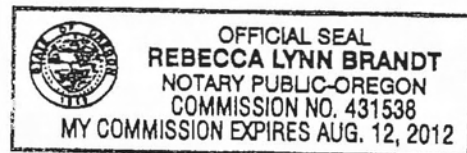
As the applicant for the Tanner West Extension project, I hereby certify that I posted a sign for the early neighborhood meeting in accordance with the requirements of the West Linn Community Development Code on the 14th day of May, 2010.

Dated this 10th day of June, 2010.

Rh. Konrad
Signature

SUBSCRIBED AND SWORN to before me on this 10 day of June, 2010.

Rebecca J. Brandt
Notary Public for Oregon
My commission expires: 8/12/12



RE: Tanner West Extension

MEMORANDUM

DATE: June 10, 2010
TO: File
FROM: Rhys Konrad, Bob Thompson, and Brent Ahrend

SUBJECT: Willamette Neighborhood Association Meeting

Representatives of the applicant developing the Willamette 205 Corporate Center Phase II project (Bob Thompson, Architect; Rhys Konrad, Planner; and Brent Ahrend, Traffic Engineer of Group Mackenzie) attended the June 9, 2010 meeting of the Willamette Neighborhood Association. The reason for meeting with the neighborhood was that an application will be submitted to the City for the Willamette 205 Corporate Center Phase II, which is an office complex previously approved for the site located at Tannler Drive and Blankenship Road. The following is a summary of the presentation by the applicant's representative.

Since it has been a few years since the approval, and possibly some of the meeting attendees are not familiar with the project, the applicant's representative provided a general overview of the previously approved project design.

- This project was approved by the City Council in March 2007, but will expire unless a two-year extension is granted by the City.
- Therefore, the only request we have of the City is to extend the decision. This type of request is truly a sign of the economic times, and the City of West Linn adopted an ordinance allowing the opportunity for an extension similar to many other jurisdictions in the Portland area.
- The approval criteria for an extension request is focused primarily around if the project continues to comply with City standards at the time of the original approval, and that it complies with any standards that have changed since the original approval.
- The applicant is not proposing any changes to the project or to the conditions of approval from what was approved in 2007.
- The only changes in City standards that have occurred since 2007, according to our review and City staff, are those related to the recycling/trash enclosure standard and the number of trash receptacles.
- It appears the project already complies with the trash enclosure standard, and will be adding a few trash receptacles in the parking lot to address the new standard.
- The applicant also reviewed transportation conditions to determine if anything significant has changed since the 2007 decision.

Following the presentation, there were a number of questions and concerns regarding the traffic issues in the general project's vicinity, and more specifically at Tannler and Blankenship. A detailed review of the conditions of approval and the approximately \$2 million of required mitigation was illustrated. Several questions and concerns followed, mainly about the potential alignment of Tannler. It was pointed out the approved project allows two of the three options proposed by the City for Tannler, in addition to the traffic mitigation. It was stated the request is only to extend the design review decision and not to change the design of the project or any of the conditions of approval, unless there are standards that have changed since the original 2007 approval. There were concerns about potential cut-through traffic from Tannler through the site to access the new signal at Albertsons. Also, there was concern about the traffic counts and whether they included the residences above Summerlinn and the new VA Clinic. It was pointed out recent counts indicated lower volumes than those of the approved traffic analysis, including the recent opening of the VA Clinic.

PORTLAND, OR | SEATTLE, WA | VANCOUVER, WA
RiverEast Center | 1515 Water Avenue, Suite 100 | Portland, OR 97214
P.O. Box 14310 | Portland, OR 97293
T: 503.224.9560 | F: 503.228.1285 | www.groupmackenzie.com

DATE: June 8, 2010
TO: File
FROM: Tom Wright, Bob Thompson, and Brent Ahrend

SUBJECT: Savannah Oaks Neighborhood Association Meeting

Representatives of the applicant developing the Willamette 205 Corporate Center Phase II project (Bob Thompson, Architect; Tom Wright, Planner; and Brent Ahrend, Traffic Engineer of Group Mackenzie) attended the June 3, 2010 meeting of the Savannah Oaks Neighborhood Association. The reason for meeting with the neighborhood was that an application will be submitted to the city in the next week or two for Willamette 205 Corporate Center Phase II, which is an office complex previously approved for the site located at Tannler Drive and Blankenship Road. The following is a summary of the presentation by the applicant's representative.

- This project was approved by the City Council in March 2007, but will expire unless a two-year extension is granted by the City.
- Therefore, the only request we have of the City is to extend the decision. This type of request is truly a sign of the economic times, and the City of West Linn adopted an ordinance allowing the opportunity for an extension similar to many other jurisdictions in the Portland area.
- The approval criteria for an extension request is focused primarily around if the project continues to comply with City standards at the time of the original approval, and that it complies with any standards that have changed since the original approval.
- The applicant is not proposing any changes to the project or to the conditions of approval from what was approved in 2007.
- The only changes in City standards that have occurred since 2007, according to our review and City staff, are those related to the recycling/trash enclosure standard and the number of trash receptacles.
- It appears the project already complies with the trash enclosure standard, and will be adding a few trash receptacles in the parking lot to address the new standard.
- The applicant also reviewed transportation conditions to determine if anything significant has changed since the 2007 decision.

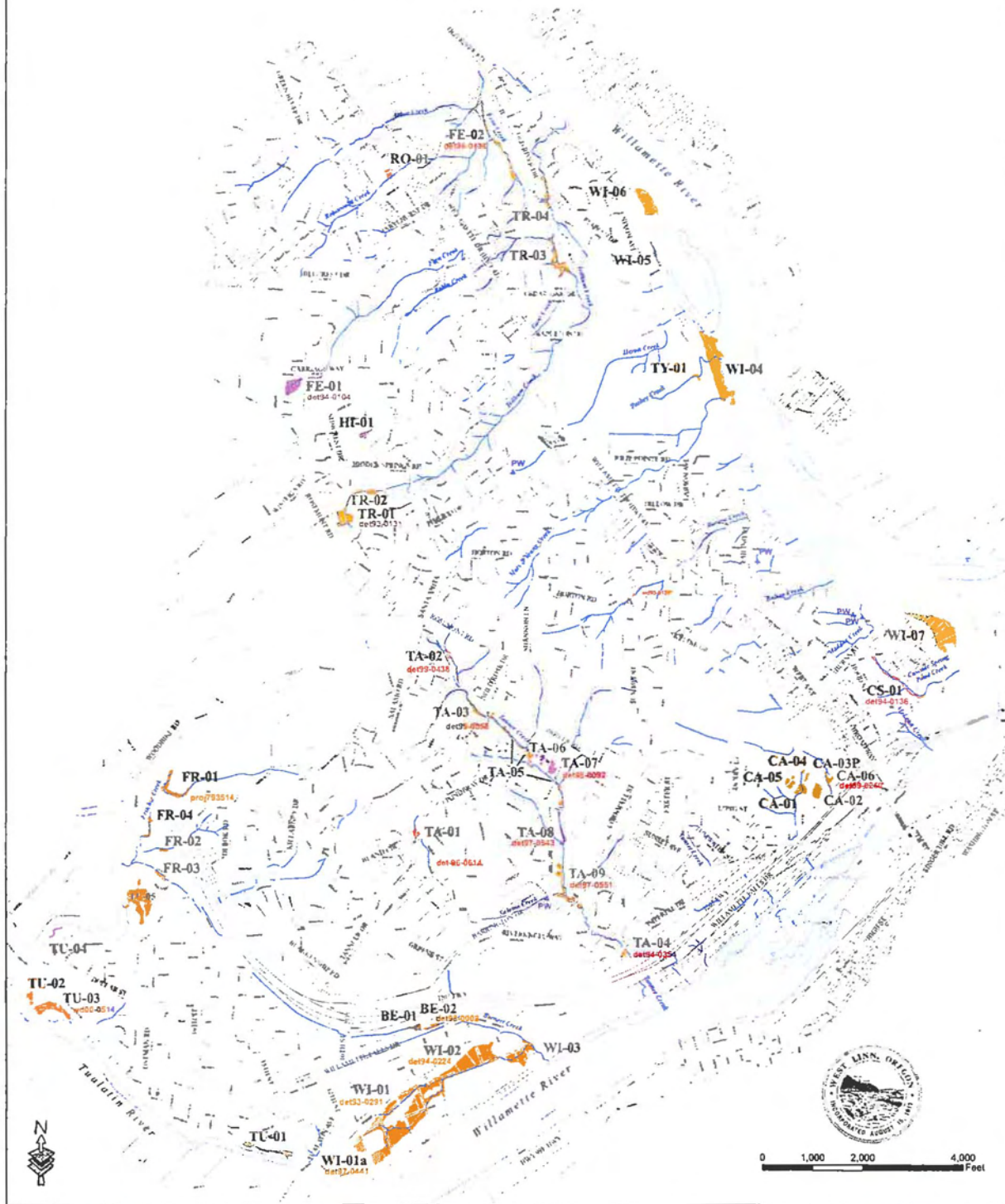
Since it has been a few years since the approval, and possibly some of the meeting attendees are not familiar with the project, the applicant's representative provided a general overview of the previously approved project design.

Following the presentation, there were a number of questions and concerns regarding the design of the project and traffic congestion. It was pointed out by the applicant's representative that the request is only to extend the design review decision and not to change the design of the project or any of the conditions of approval, unless there are standards that have changed since the original 2007 approval. Regardless, there were several comments/concerns expressed regarding traffic, scale of the building adjacent to Blankenship, storm drainage, and the future of the undeveloped open space area at the north end of the site. The majority of concerns were regarding traffic, and specifically the intersection of Tannler and Blankenship. There was a comment from one of the neighborhood attendees that the project was very attractive.

There was a request for a copy of the traffic report conducted for the prior approval, as well as further information on timing of phases of the project and a traffic simulation model of the site. There were concerns about the recent opening and traffic generated from the VA Clinic and about potential cut-through trips anticipated through the site to access the signal opposite Albertsons. Additional traffic counts were requested for more than one day.

Local Wetland Inventory

WEST LINN GOAL 5 INVENTORY, JAN 2005



Legend

- Locally Significant Wetlands, DSL 2005
- Other Wetlands, DSL 2005
- Possible Wetlands, DSL 2005
- Study Area Boundary
- Streams
- Taxlot Base, West Linn GIS 2006
- Parks, Open Space, & Natural Areas
Includes some areas of other misc city property ("City" type classification). See Parks, Open Space & Natural Areas Map

MAP PREPARED IN JUNE 2006

Map Labels
 BE-01 Wetland ID code
 ce98-0002 DSL Delineation Numbers
 PW Possible Wetland

Wetlands shown on this map were approved by the Division of State Lands (DSL) in January 2005

GOALS 2006 | WETLANDS MKD | KANA | 5-16-06 (1st draft)
 6-5-06 source ws (2nd draft)



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.

Property Information Taxlot Base Source: Clackamas County GIS

WETLANDS/GOAL 5 DISCLAIMER (DSL STANDARD).
 Information shown on this map is for planning purposes only and wetland information is subject to change. There may be unmapped wetlands subject to regulation and all wetland boundary mapping is approximate. In all cases, actual field conditions determine wetland boundaries. You are advised to contact the Oregon Division of State Lands and the U.S. Army Corps of Engineers with any regulatory questions.

Open Spaces

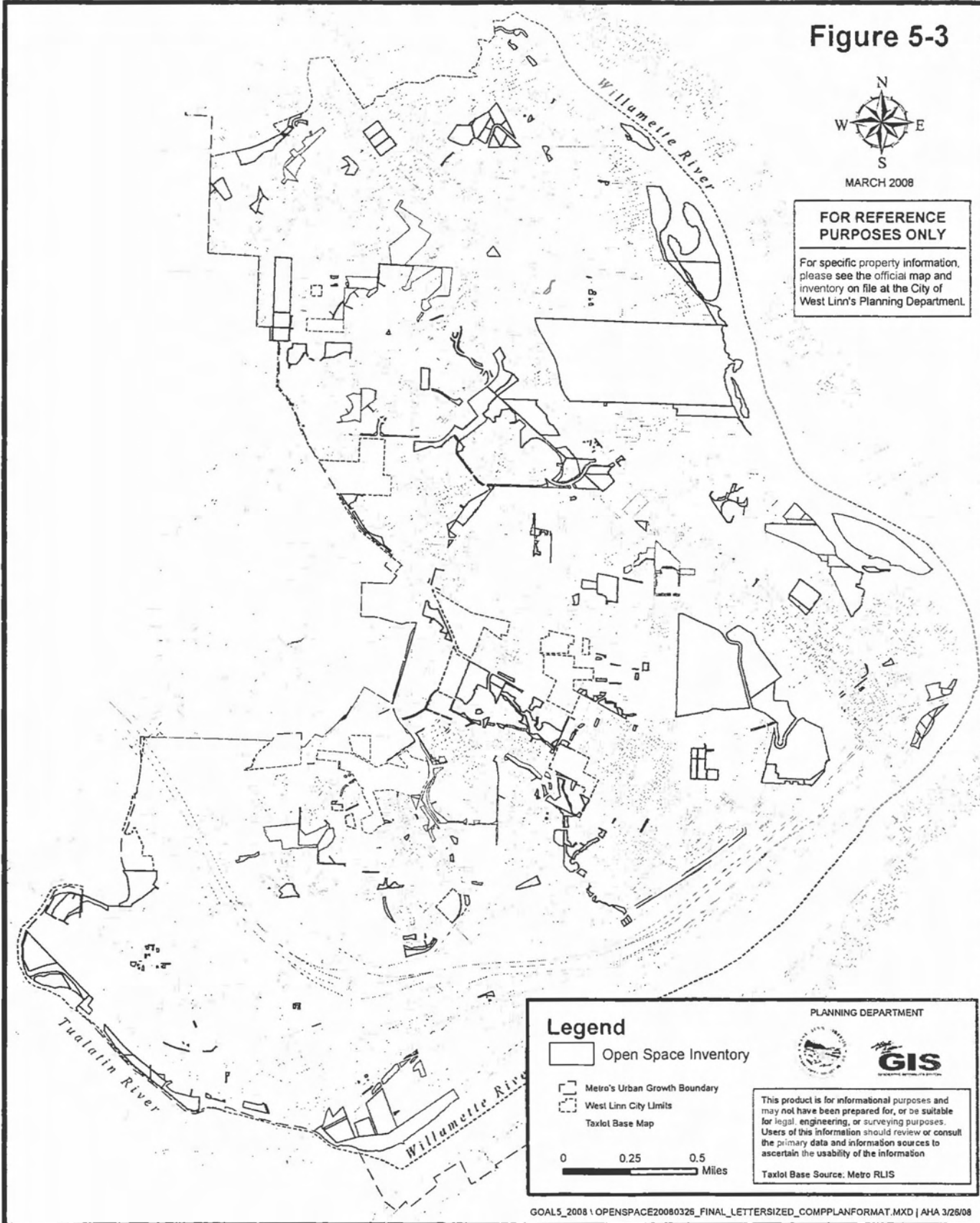
Figure 5-3



MARCH 2008

**FOR REFERENCE
PURPOSES ONLY**

For specific property information,
please see the official map and
inventory on file at the City of
West Linn's Planning Department.



Legend

- Open Space Inventory
- Metro's Urban Growth Boundary
- West Linn City Limits
- Taxlot Base Map

0 0.25 0.5 Miles

PLANNING DEPARTMENT

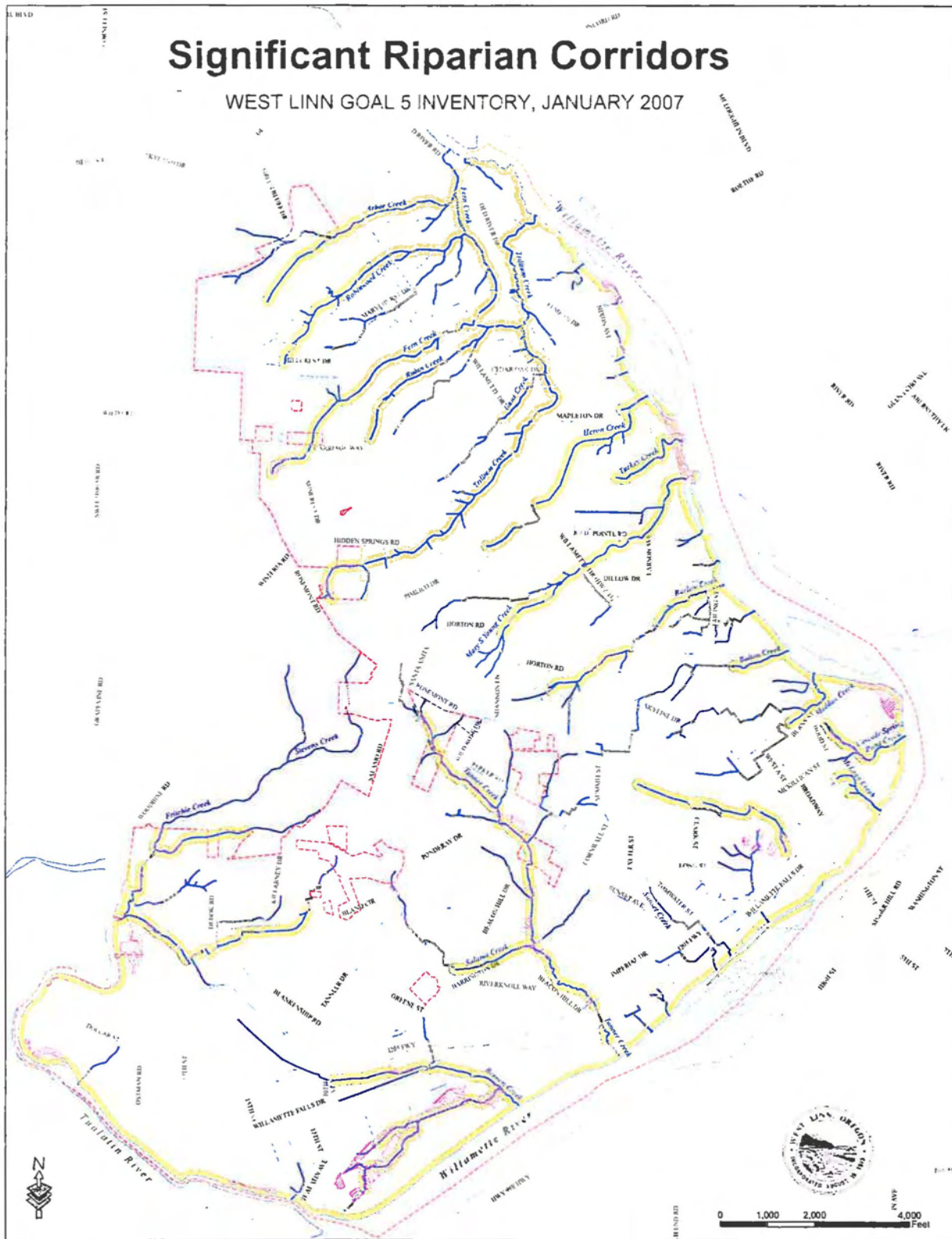
GIS

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

Taxlot Base Source: Metro RLIS

Significant Riparian Corridors

WEST LINN GOAL 5 INVENTORY, JANUARY 2007



Legend

- Significant Riparian Corridors
- Streams
- Piped Segments
- Other Open Ditches
- Rivers
- DSL Approved Wetlands, 2005
- Parks, Open Space, & Natural Areas*
- West Linn City Limits

* Includes some areas of other municipal property ("City" type classification). See Parks, Open Space, & Natural Areas Map.



0 1,000 2,000 4,000 Feet



GOALS 2006 is geoproxy.mxd | CANA 1:247 | 1:50 digits
This map was created from ArcMap 9.2 and built with map data dated July 2006.

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.

Property information Taxlot Base Source: Clackamas County GIS

WETLANDS/GOAL 5 DISCLAIMER (DSL STANDARD):
Information shown on this map is for planning purposes only and wetland information is subject to change. There may be unmapped wetlands subject to regulation and all wetland boundary mapping is approximate. In all cases, actual field conditions determine wetland boundaries. You are advised to contact the Oregon Division of State Lands and the U.S. Army Corps of Engineers with any regulatory questions.

Wildlife Habitat Inventory

Figure 5-4



JULY 2008

**FOR REFERENCE
PURPOSES ONLY**

For specific property information,
please see the official map and
inventory on file at the City of
West Linn's Planning Department.

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.

Habitat Data Source: Waterbrook Planning / EcoTrust. Field work August 2001 - June 2002 using GIS data from Metro Regional Land Information System (RLIS). West Linn Planning department updated inventory 2008.

Taxlot Base Source: Metro RLIS

Legend

Wildlife Habitat Inventory, 1683 acres

Metro's Urban Growth Boundary

West Linn City Limits

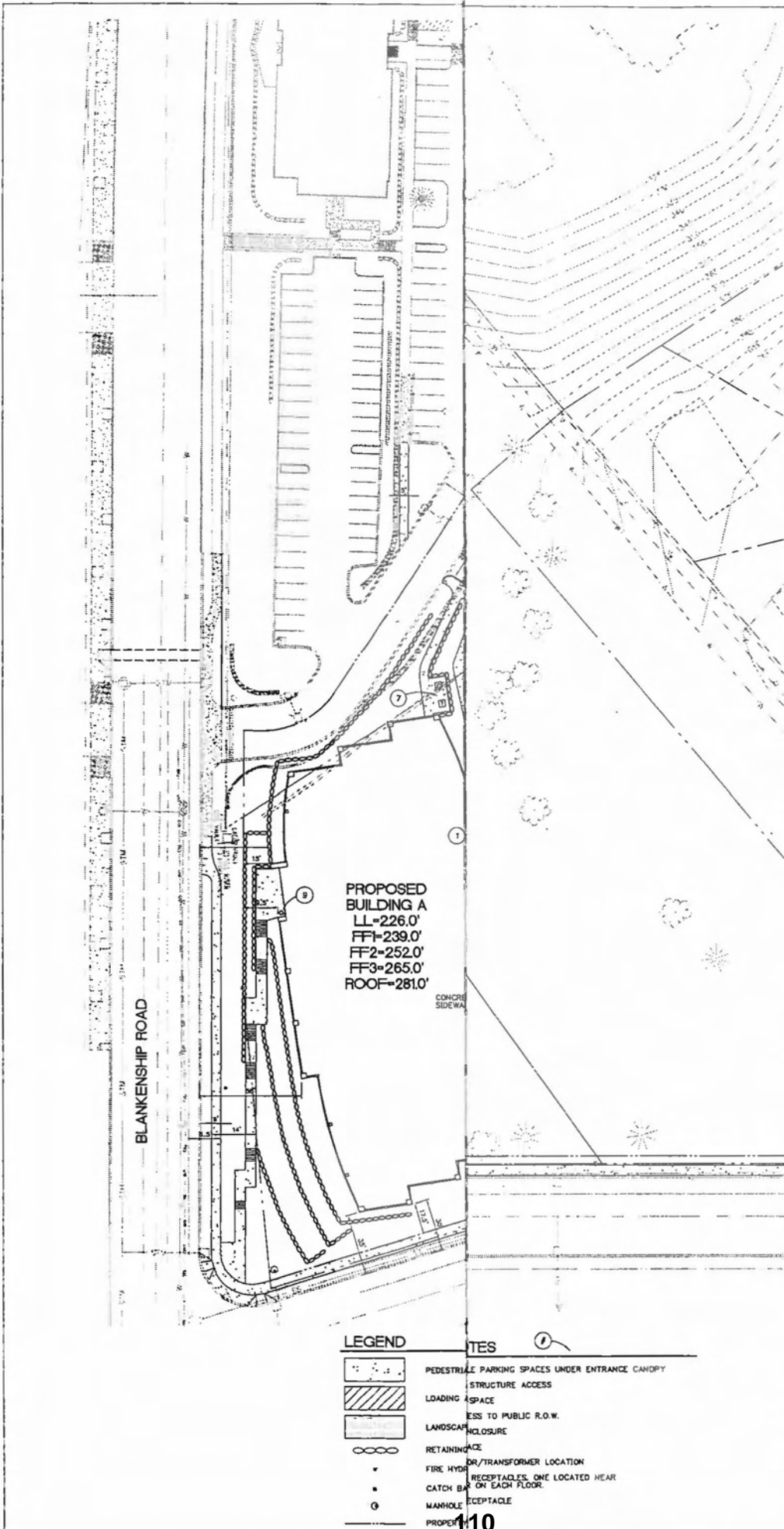
Taxlot Base Map

PLANNING DEPARTMENT

0 0.25 0.5 Miles



West Linn
GIS
GEOGRAPHIC INFORMATION SYSTEMS



PROPOSED BUILDING A
 LL=226.0'
 FF1=239.0'
 FF2=252.0'
 FF3=265.0'
 ROOF=281.0'

BLANKENSHIP ROAD

LEGEND

- PEDESTRIAN ACCESS
- STRUCTURE ACCESS
- LOADING SPACE
- ACCESS TO PUBLIC R.O.W.
- LANDSCAPING ENCLOSURE
- RETAINING WALL
- FIRE HYDRANT
- CATCH BASIN
- MANHOLE
- PROPERTY BOUNDARY

NOTES

- 1. PARKING SPACES UNDER ENTRANCE CANOPY
- 2. STRUCTURE ACCESS
- 3. ACCESS TO PUBLIC R.O.W.
- 4. DR./TRANSFORMER LOCATION
- 5. RECEPTACLES, ONE LOCATED NEAR EACH FLOOR.
- 6. RECEPTACLE

GROUP MACKENZIE
 Civil Engineering
 Architecture
 Planning
 Transportation Planning
 Land Use Planning
 Landscape Architecture
 Portland OR 503.224.8500
 Vancouver WA 360.883.7874
 Seattle WA 206.740.8983

Client
BLACKHAWK DEVELOPMENT, LLC
 2020C SW 8th AVE
 PMD 106
 WEST Linn, OR 97068

Project
WILLAMETTE 205 CORPORATE CENTER

ELECTRICAL INTERFACE ENGINEERING
 708 SW THIRD AVENUE
 SUITE 400
 PORTLAND, OR 97204
 Phone: 503.382.2286
 FAX: 503.382.2282

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REVISIONS:
 DATE REVISIONS REVISION DELTA THIS SHEET CLOSING DATE

SHEET TITLE:
SITE PLAN

DRAWN BY: JSR
 CHECKED BY: MMB
 SHEET

C2.1

JOB NO. 2060016.00

June 11, 2010

City of West Linn
Attention: Tom Soppe
22500 Salamo Road
West Linn, OR 97068

Re: **Willamette 205 Corporate Center Phase II**
Extension Traffic Analysis
Project Number 2060016.10

Dear Tom:

Group Mackenzie prepared this traffic analysis update for the two-year design review extension for the Willamette 205 Corporate Center Phase II office building project. Engineering comments provided at the May 6, 2010 pre-application conference requested an updated traffic analysis and recommendations based on changes to the Community Development Code, the new Transportation System Plan, ITE Trip Generation rates, and other manuals such as MUTCD and Highway Capacity Manual. Based on our review, the original traffic analysis, prepared in August 2006, is still valid and there is no need to prepare an updated analysis for the reasons noted below.

COMMUNITY DEVELOPMENT CODE

Several changes to the applicable CDC have been made since the project approval. These changes are addressed below.

48.010 – requires implementation of access management techniques. The project proposes to share access with the adjacent building at a location on Blankenship opposite the Albertsons' driveway. A second site driveway is proposed directly to Tannler Drive, outside of the influence area of any other driveways or intersections. The driveways as proposed meet this standard.

48.0825 – addresses access control, requiring adequate levels of service on roadways and consolidated access locations if practicable. The original traffic analysis includes mitigation to provide adequate levels of service on area roadways, and a shared access is proposed on Blankenship Road. Driveway spacing standards for collector roadways such as Blankenship and Tannler along the site frontage are 150 feet for private driveways. As proposed, the site driveways meet this standard at approximately 250 feet on Blankenship and 645 feet on Tannler.

55.125 – This section of the code simply states changes to the site plan may be necessary based on the traffic analysis findings. The original traffic analysis already addressed access locations and site circulation, and did not recommend any changes to the currently proposed site plan. It also references 85.170(B)(2), which identifies the traffic study requirements. The original traffic study meets these requirements.

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TRANSPORTATION SYSTEM PLAN/COMPREHENSIVE PLAN

The City of West Linn updated their TSP in 2008, after the original project approval. The TSP does not include any new roadways or projects in the site vicinity that would change the original traffic analysis findings. Improvements are still identified along the 10th Street corridor.

Along with the updated TSP, changes in the Comprehensive Plan Goal 12: Transportation were made in late 2008 (Ordinance No. 1584). Changes include an identified group of improvements on 10th Street including improved signal timing, adding lanes, and restricting movements. Updated policies include having new development pay their fair share toward transportation improvements, requiring traffic impact analyses, and mitigation of specific development impacts. The project meets these goals as currently approved and conditioned. No changes are required.

A level of service "D" condition is the preferred minimum for all facilities. The project meets this level of service standard, with all intersections operating at a "D" with proposed mitigation, except for an unsignalized left turn to Blankenship Road. It is recognized that not all unsignalized turning movements can be mitigated due to limits on traffic signal installation and the availability of alternate routes. The conditions of approval recognize that a traffic signal can be installed at the intersection of Blankenship with Tannler or at the Albertsons and site driveway location on Tannler, but not at both locations.

A new pedestrian policy requires developers to include pedestrian facilities and walkway connections within the development and to adjacent land uses. The proposed internal walkways and sidewalks along Tannler and Blankenship meet this requirement.

ITE TRIP GENERATION

The original analysis used the 7th Edition of ITE's *Trip Generation* to estimate trips for the three buildings, based on rates for Land Use Code 710, General Office Building. The 8th Edition of *Trip Generation* was published in 2008; however, there were no changes in the trip rates for General Office Building. The estimated trip generation would not change from the original analysis.

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

The MUTCD was updated in 2009 from the 2003 version used in the original traffic analysis. The only MUTCD reference was in the review of traffic signal warrants, specifically the peak hour warrant. No change was made in the peak hour warrant in the 2009 MUTCD. The original analysis is consistent with the current standard.

HIGHWAY CAPACITY MANUAL

The original analysis was prepared using the 2000 HCM. The 2010 HCM is scheduled for release in December 2010, so no changes in the capacity analysis would be required at this time.

TRAFFIC VOLUMES

Traffic counts used in the original analysis were conducted in February 2006. In addition to the counts, future traffic volume estimates included in-process projects and a general background growth rate of 3%. The in-process project list included the Tannler East project, all in-process projects included in the Tannler East traffic study (Willamette Marketplace, 145 residential lots), and the Fields Park II and Cove Place subdivisions.

Updated traffic counts were conducted in May 2010, at the intersections of Blankenship Road with Tannler Drive and Salamo/10th Street, to compare volumes with the original analysis. These two intersections are the closest to the site, and the location at which the project would have the greatest impact.

At the intersection of Blankenship/Tannler, traffic volumes have decreased from 2006 to 2010 by approximately 8%. At the Blankenship/Salamo/10th Street intersection, volumes have decreased by 3.5% in both the AM and PM peak hours. This decrease in volumes has occurred even with the development activity in the area that was included as in-process trips. The attached figure presents the 2006 and 2010 traffic counts.

With a reduction in traffic volumes since the original analysis, any update would show traffic conditions slightly improved. Therefore, the findings and recommendations of the original analysis are still valid, and an updated traffic analysis is not needed.

10TH STREET AREA PLAN

The City's TSP includes a 10th Street Area Plan as Appendix I. This plan identifies options for addressing many of the existing and anticipated future deficiencies in the corridor.

Three options are considered for the Tannler Drive intersection with Blankenship. Option 1 would install a traffic signal at the west driveway serving Albertsons and the driveway proposed to be shared with the project, while limiting the Tannler intersection to right turns. This is most similar to the project proposal. Option 2 would align Tannler to the east, opposite 10th Street, which would also work with the proposal. Option 3 would align Tannler through the project, aligning opposite the west Albertsons' driveway. This option would impact the project and has cost and grade issues.

Several improvements along the 10th Street corridor are recommended for advancement, including roadway widening to provide two through lanes, turn lanes at the Blankenship/Salamo intersection, added turn lanes at the northbound I-205 off-ramp, and upgraded traffic control at the west Albertsons' driveway. All of these improvements are conditioned in full or part on the proposed project.

A single-point urban interchange has been recommended for the long-term interchange improvement. Such an improvement would be expensive, requiring modification to the existing freeway overpass structures. In the interim, improvements can be made to the existing intersection alignment to address capacity concerns, as has been proposed and conditioned on the project.

Further, Condition 14 of the Final Decision allows for modification to the project conditions related to 10th Street improvements if an alternate improvement is found to be preferable by the City.

TRAFFIC CONDITIONS OF APPROVAL

The current project approval requires improvements at the proposed site access locations on Tannler Drive and Blankenship Road, as well as off-site improvements along the 10th Street corridor (Condition 9). Specifically, the following improvements will be made.

Phase 1 Mitigation

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

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

Full Development Mitigation

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

Based on our review of the updated City of West Linn code and policies, as well as accepted traffic engineering standards, the original traffic analysis is still consistent with the applicable documents. Further, traffic counts conducted in May 2010 are 3.5% lower than the 2006 counts used in the original analysis. Therefore, the original traffic analysis does not need to be updated for this application extension.

Please contact us if you have any questions regarding this analysis.

Sincerely,



Brent Ahrend, PE
Traffic Engineer

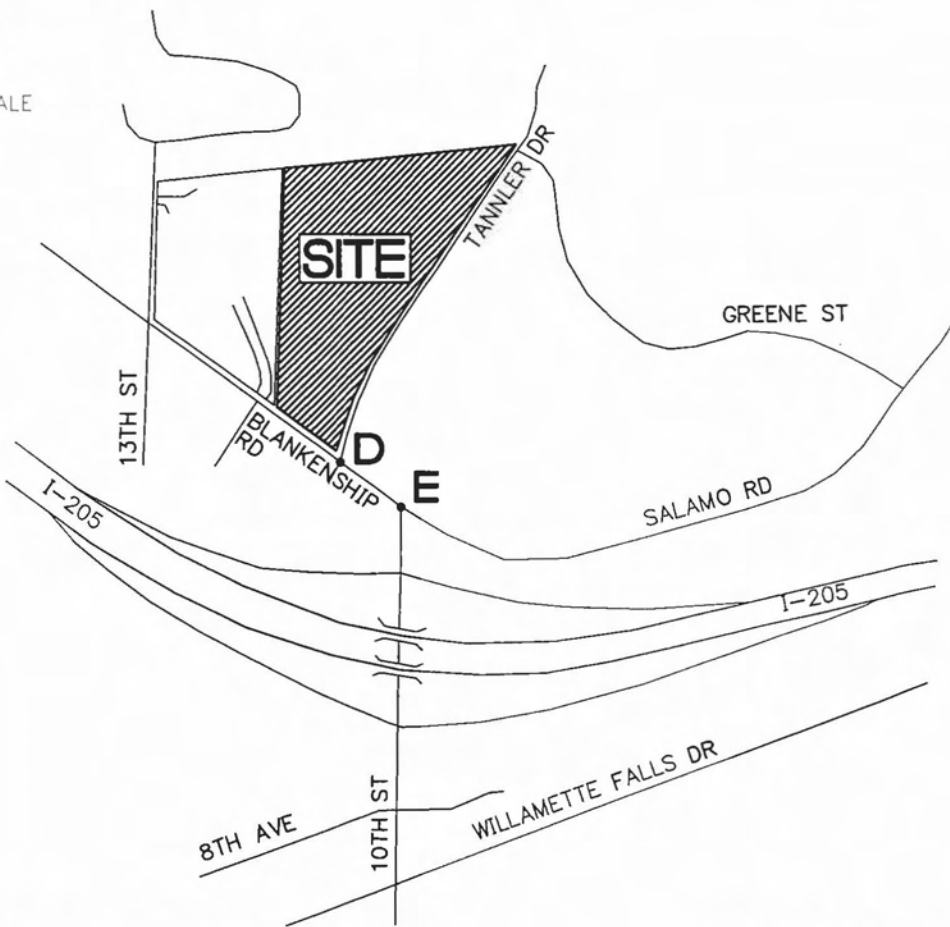
Enclosures: Volume Figure
Traffic Counts

c: Jeff Parker – Blackhawk, LLC
Rhys Konrad, Tom Wright, Bob Thompson – Group Mackenzie



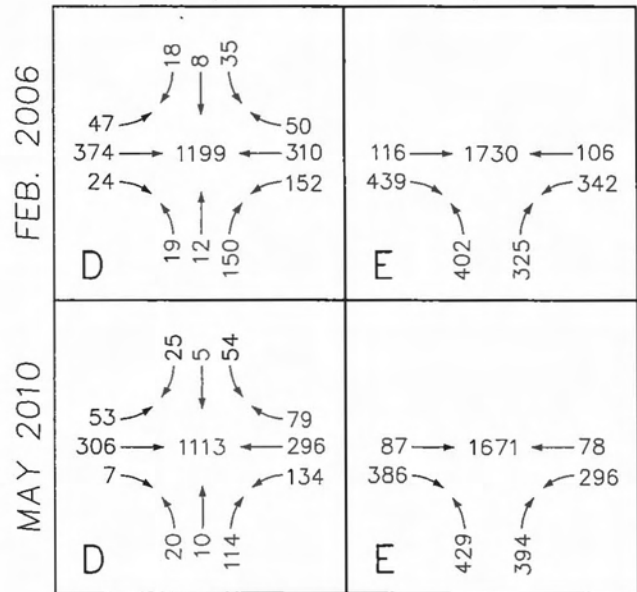
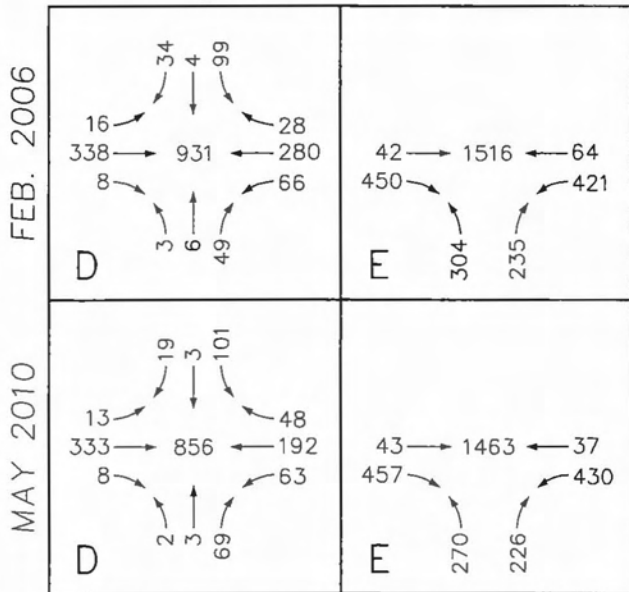


NOT TO SCALE



AM PEAK HOUR VOLUMES
(7:30-8:30 AM)

PM PEAK HOUR VOLUMES
(5:00-6:00 PM)



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DATE: 06.11.10

DRAWN BY: DAH

CHECKED BY: BTA

JOB NO:
2060016.10

2006 AND 2010 WEEKDAY
PEAK HOUR TRAFFIC

WILLAMETTE 205 CORP CENTER
WEST LINN, OREGON

FIGURE

A

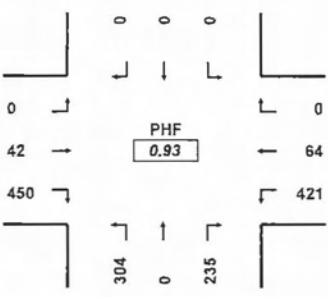
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 QC JOB #: 10142103

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 END TIME: 9:00 AM
 DATE: 2/2/2006

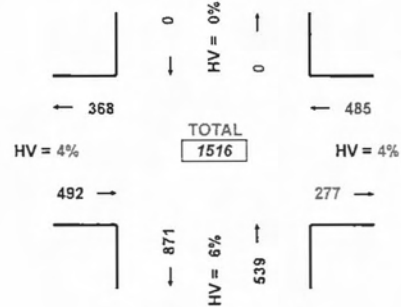


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PEAK HOUR TURNING MOVEMENTS



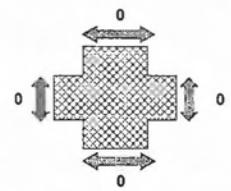
PEAK HOUR LINK VOLUMES



PEAK HOUR: 7:30 AM TO 8:30 AM

PEAK 15 MINUTES: 7:30 AM TO 7:45 AM

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	10th St.-- (Southbound)			Blankenship Rd.-- (Westbound)			10th St.-- (Northbound)			Blankenship Rd.-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
7:00 AM	0	0	0	0	1	31	9	0	15	31	2	0	0	0	0	0	89	0
7:05 AM	0	0	0	0	1	26	15	0	12	47	1	0	0	0	0	0	102	0
7:10 AM	0	0	0	0	2	31	10	0	17	43	5	0	0	0	0	0	108	0
7:15 AM	0	0	0	0	5	36	6	0	17	38	5	0	0	0	0	0	107	0
7:20 AM	0	0	0	0	7	33	11	0	17	39	0	0	0	0	0	0	107	0
7:25 AM	0	0	0	0	12	44	14	0	18	43	5	0	0	0	0	0	136	0
7:30 AM	0	0	0	0	4	46	13	0	17	41	4	0	0	0	0	0	125	0
7:35 AM	0	0	0	0	7	38	14	0	22	54	5	0	0	0	0	0	140	0
7:40 AM	0	0	0	0	7	45	14	0	24	47	5	0	0	0	0	0	142	0
7:45 AM	0	0	0	0	7	49	30	0	28	32	0	0	0	0	0	0	146	0
7:50 AM	0	0	0	0	1	34	24	0	29	36	4	0	0	0	0	0	128	0
7:55 AM	0	0	0	0	5	34	21	0	29	36	3	0	0	0	0	0	128	0
8:00 AM	0	0	0	0	7	32	16	0	21	37	5	0	0	0	0	0	118	0
8:05 AM	0	0	0	0	0	29	14	0	22	28	7	0	0	0	0	0	100	0
8:10 AM	0	0	0	0	3	23	18	0	26	37	1	0	0	0	0	0	108	0
8:15 AM	0	0	0	0	7	35	15	0	37	33	2	0	0	0	0	0	129	0
8:20 AM	0	0	0	0	7	34	29	0	23	33	4	0	0	0	0	0	130	0
8:25 AM	0	0	0	0	9	22	27	0	26	36	2	0	0	0	0	0	122	0
8:30 AM	0	0	0	0	4	28	21	0	27	32	3	0	0	1	0	0	115	1
8:35 AM	0	0	0	0	4	28	27	0	31	32	3	0	0	0	0	0	125	0
8:40 AM	0	0	0	0	1	40	36	0	23	35	3	0	0	0	0	0	138	0
8:45 AM	0	0	0	0	2	37	17	0	23	25	1	0	0	0	0	0	105	0
8:50 AM	0	0	0	0	4	27	27	0	25	27	6	0	0	0	0	0	116	0
8:55 AM	0	0	0	0	6	29	33	0	28	22	3	0	0	0	0	0	121	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
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7:30 AM	0	0	0	0	64	421	235	0	304	450	42	0	0	0	0	0	1516	0
7:45 AM	0	0	0	0	55	388	278	0	322	407	37	0	0	0	1	0	1487	1
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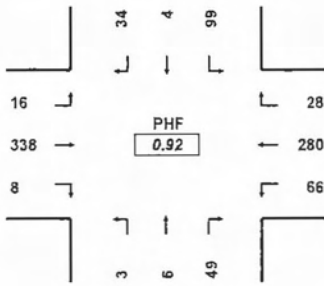
Version 3.1

INTERSECTION: Tannler-/Blankenship-
 PROJECT ID#: 2060016
 QC JOB #: 10142104

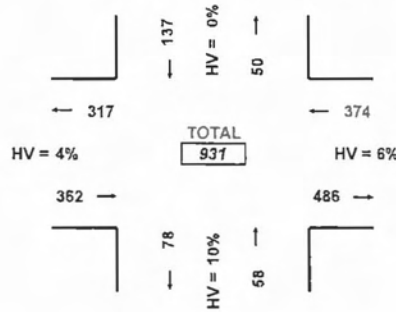
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 DATE: 2/6/2006

QC
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PEAK HOUR TURNING MOVEMENTS



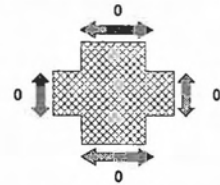
PEAK HOUR LINK VOLUMES



PEAK HOUR: 7:30 AM TO 8:30 AM

PEAK 15 MINUTES: 7:30 AM TO 7:45 AM

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	Tannler- (Southbound)			Blankenship- (Westbound)			Tannler- (Northbound)			Blankenship- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
7:00 AM	1	1	9	1	13	5	3	0	0	1	16	0	0	0	0	0	50	0
7:05 AM	0	0	9	2	8	3	3	0	1	1	36	1	0	0	0	0	64	0
7:10 AM	2	0	6	1	9	2	5	0	0	1	35	1	0	0	0	0	62	0
7:15 AM	5	1	6	1	15	8	4	0	0	1	30	0	0	0	0	0	71	0
7:20 AM	3	1	8	1	12	9	9	0	0	1	26	3	0	0	0	0	73	0
7:25 AM	3	0	6	1	20	3	6	0	0	1	35	0	0	0	0	0	75	0
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8:00 AM	1	0	6	1	21	7	6	1	1	2	31	2	0	0	0	0	79	0
8:05 AM	4	0	8	2	15	6	3	0	0	1	21	0	0	0	0	0	60	0
8:10 AM	1	1	7	3	21	5	7	1	0	0	24	2	0	0	0	0	72	0
8:15 AM	1	0	6	0	37	5	5	0	0	0	28	1	0	0	0	0	83	0
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8:50 AM	1	0	6	1	19	8	6	0	1	1	15	3	0	0	0	0	61	0
8:55 AM	2	0	5	3	21	11	5	0	0	0	16	0	0	0	0	0	63	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	West	East	North	South	Veh	Peds
7:00 AM	36	4	102	23	217	56	44	2	2	9	366	14	0	0	0	0	875	0
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7:30 AM	34	4	99	28	280	66	49	6	3	8	338	16	0	0	0	0	931	0
7:45 AM	25	4	82	31	282	76	60	6	4	7	300	17	0	0	0	0	894	0
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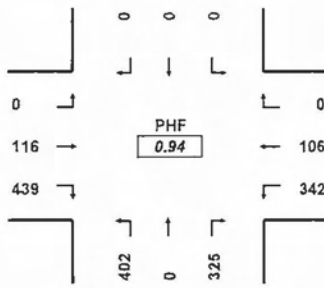
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 PROJECT ID#: 2060016
 QC JOB #: 10142110

START TIME: 4:00 PM
 END TIME: 6:00 PM
 DATE: 2/2/2006

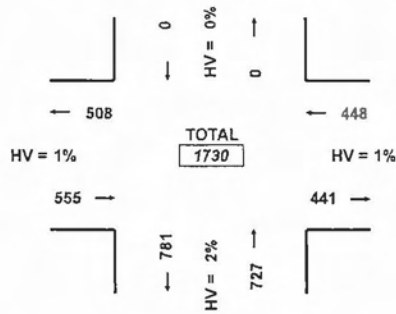


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PEAK HOUR TURNING MOVEMENTS



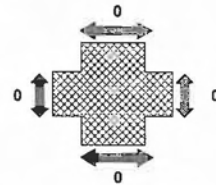
PEAK HOUR LINK VOLUMES



PEAK HOUR: 5:00 PM TO 6:00 PM

PEAK 15 MINUTES: 5:30 PM TO 5:45 PM

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	Trees (10th St)-- (Southbound)			Blankenship Rd.-- (Westbound)			10th St.-- (Northbound)			Blankenship Rd.-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	0	0	0	0	5	15	22	0	32	29	7	0	0	0	0	0	110	0
4:05 PM	0	0	0	0	8	22	15	0	26	28	6	0	0	0	0	0	105	0
4:10 PM	0	0	0	0	4	12	28	0	34	41	4	0	0	0	0	0	123	0
4:15 PM	0	0	0	0	9	25	20	0	21	29	10	0	0	0	1	0	114	1
4:20 PM	0	0	0	0	9	28	21	0	33	35	12	0	0	0	0	0	138	0
4:25 PM	0	0	0	0	11	14	23	0	25	28	9	0	0	0	0	0	110	0
4:30 PM	0	0	0	0	6	28	19	0	37	38	9	0	0	0	0	0	137	0
4:35 PM	0	0	0	0	9	28	20	0	31	29	6	0	0	0	0	0	123	0
4:40 PM	0	0	0	0	9	15	25	0	34	35	8	0	0	0	0	0	126	0
4:45 PM	0	0	0	0	7	28	25	0	38	38	4	0	0	0	0	0	140	0
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5:05 PM	0	0	0	0	10	30	24	0	32	50	15	0	0	0	0	0	161	0
5:10 PM	0	0	0	0	20	28	30	0	39	35	7	0	0	0	0	0	159	0
5:15 PM	0	0	0	0	8	23	20	0	35	35	10	0	0	0	0	0	131	0
5:20 PM	0	0	0	0	4	25	30	0	26	34	11	0	0	0	0	0	130	0
5:25 PM	0	0	0	0	7	28	24	0	29	24	7	0	0	0	0	0	119	0
5:30 PM	0	0	0	0	8	29	23	0	44	30	11	0	0	0	0	0	145	0
5:35 PM	0	0	0	0	5	21	33	0	41	41	6	0	0	0	0	0	147	0
5:40 PM	0	0	0	0	14	35	31	0	27	51	12	0	0	0	0	0	170	0
5:45 PM	0	0	0	0	10	31	26	0	33	38	18	0	0	0	0	0	156	0
5:50 PM	0	0	0	0	5	27	34	0	36	33	4	0	0	0	0	0	139	0
5:55 PM	0	0	0	0	8	32	28	0	28	32	6	0	0	0	0	0	134	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	West	East	North	South	Veh	Peds
4:00 PM	0	0	0	0	87	251	262	0	384	399	93	0	0	0	1	0	1476	1
4:15 PM	0	0	0	0	107	293	273	0	395	422	107	0	0	0	1	0	1597	1
4:30 PM	0	0	0	0	97	302	283	0	406	423	104	0	0	0	0	0	1615	0
4:45 PM	0	0	0	0	100	316	306	0	416	443	110	0	0	0	0	0	1691	0
5:00 PM	0	0	0	0	106	342	325	0	402	439	116	0	0	0	0	0	1730	0

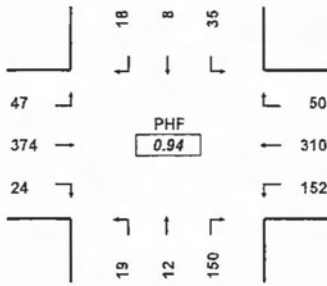
INTERSECTION: Tannler--/Blankenship Rd.--
 PROJECT ID#: 2060016
 QC JOB #: 10142111

START TIME: 4:00 PM
 END TIME: 6:00 PM
 DATE: 2/2/2006

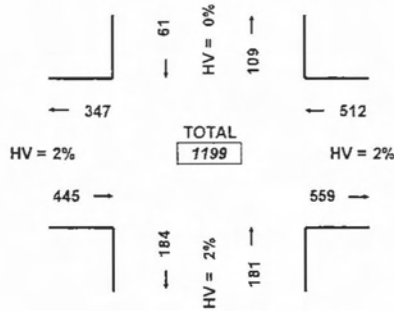


QUALITY COUNTS
 10505 SW 60th Avenue, Ste. 105
 Tigard, OR 97224
 Phone: 503-620-4242
 Fax: 503 620-4545
 email: jrw@qualitycounts.net
 www.qualitycounts.net

PEAK HOUR TURNING MOVEMENTS



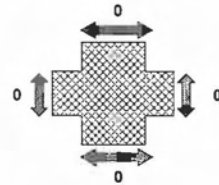
PEAK HOUR LINK VOLUMES



PEAK HOUR: 5:00 PM TO 6:00 PM

PEAK 15 MINUTES: 5:30 PM TO 5:45 PM

PEAK HOUR PED CROSSING VOLUMES



5-MINUTE COUNT PERIOD BEGINNING AT	Tannler-- (Southbound)			Blankenship Rd.-- (Westbound)			Tannler-- (Northbound)			Blankenship Rd.-- (Eastbound)			Crosswalk Usage (Peds By Approach)				TOTAL	
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	North	East	South	West	Veh	Peds
4:00 PM	2	0	2	2	22	11	9	1	1	0	26	4	0	0	0	0	80	0
4:05 PM	2	1	5	3	18	9	15	2	0	0	14	1	0	0	0	0	70	0
4:10 PM	1	1	5	6	21	5	6	0	2	2	34	2	0	0	0	0	85	0
4:15 PM	2	0	3	2	16	10	7	1	2	1	29	3	0	0	0	0	76	0
4:20 PM	1	1	3	2	24	16	12	0	0	0	31	1	0	0	0	0	91	0
4:25 PM	2	0	3	2	20	14	9	2	1	1	25	4	0	0	0	0	83	0
4:30 PM	0	0	5	6	21	15	9	0	1	2	34	1	0	0	0	0	94	0
4:35 PM	2	0	5	6	21	13	10	3	1	0	21	6	0	0	0	0	88	0
4:40 PM	1	0	3	7	18	14	9	0	1	1	31	5	0	0	0	0	90	0
4:45 PM	5	0	6	8	28	16	8	4	2	0	28	0	0	0	0	0	105	0
4:50 PM	3	0	4	6	23	12	15	0	1	1	31	3	0	0	0	0	99	0
4:55 PM	3	1	1	6	24	13	6	0	0	1	30	2	0	0	0	0	87	0
5:00 PM	3	0	1	3	19	13	12	1	0	3	32	4	0	0	0	0	91	0
5:05 PM	2	0	3	5	31	5	12	1	1	3	51	5	0	0	0	0	119	0
5:10 PM	0	2	3	2	35	22	14	0	0	3	25	2	0	0	0	0	108	0
5:15 PM	1	1	1	4	27	14	13	2	1	1	32	2	0	0	0	0	99	0
5:20 PM	4	0	1	3	22	9	8	2	1	1	37	5	0	0	0	0	93	0
5:25 PM	2	1	1	4	24	10	10	1	0	1	20	2	0	0	0	0	76	0
5:30 PM	0	0	3	3	32	15	7	0	1	3	32	5	0	0	0	0	101	0
5:35 PM	1	0	6	4	24	12	10	0	2	1	31	1	0	0	0	0	92	0
5:40 PM	1	0	2	5	30	17	21	3	4	0	40	4	0	0	0	0	127	0
5:45 PM	2	1	2	6	25	10	17	2	1	2	37	7	0	0	0	0	112	0
5:50 PM	1	0	6	5	19	16	9	0	3	6	22	4	0	0	0	0	91	0
5:55 PM	1	3	6	6	22	9	17	0	5	0	15	6	0	0	0	0	90	0
HOURLY TOTALS	Southbound			Westbound			Northbound			Eastbound			Pedestrians By Approach				TOTAL	
4:00 PM	24	4	45	56	256	148	115	13	12	9	334	32	0	0	0	0	1048	0
4:15 PM	24	4	40	55	280	163	123	12	10	16	368	36	0	0	0	0	1131	0
4:30 PM	26	5	34	60	293	156	126	14	9	17	372	37	0	0	0	0	1149	0
4:45 PM	25	5	32	53	319	158	136	14	13	18	389	35	0	0	0	0	1197	0
5:00 PM	18	8	35	50	310	152	150	12	19	24	374	47	0	0	0	0	1199	0

LOCATION: BLANKENSHIP RD @ 10TH 0700-0900
CITY: WEST LINN, OR
FILENAME: V11KI 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Interval Begin	Southbound				Ped2	Westbound SALAMO RD			Ped3	Northbound 10TH ST			Ped4	Eastbound BLANKENSHIP			Total
	Ped1	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left	
7:00 AM	0	0	0	0	0	0	7	95	0	33	0	38	0	110	4	0	287
7:15 AM	0	0	0	0	0	0	9	98	0	17	0	47	0	110	4	0	285
7:30 AM	0	0	0	0	0	0	6	138	0	44	0	55	0	131	13	0	387
7:45 AM	0	0	0	0	0	0	8	112	0	67	0	84	0	117	10	0	398
8:00 AM	0	0	0	0	0	0	14	92	0	56	0	67	0	102	9	0	340
8:15 AM	0	0	0	0	0	0	9	88	0	59	0	64	0	107	11	0	338
8:30 AM	0	0	0	0	0	0	15	110	0	46	0	70	0	89	7	0	337
8:45 AM	0	0	0	0	0	0	15	108	0	61	0	75	0	87	13	0	359
Totals	0	0	0	0	0	0	83	841	0	383	0	500	0	853	71	0	2731
Entering			0				924			883				924			
Exiting			0				454			1694				583			

Vehicle Totals

Cars	0	0	0	0	0	0	79	816	0	337	0	477	0	833	69	0	2611
							95.2%	97.0%		88.0%		95.4%		97.7%	97.2%		95.6%
Light	0	0	0	0	0	0	4	20	0	38	0	22	0	19	1	0	104
							4.8%	2.4%		9.9%		4.4%		2.2%	1.4%		3.8%
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							0.0%	0.0%		0.0%		0.0%		0.0%	0.0%		0.0%
Medium	0	0	0	0	0	0	0	4	0	1	0	1	0	1	1	0	8
							0.0%	0.5%		0.3%		0.2%		0.1%	1.4%		0.3%
Heavy	0	0	0	0	0	0	0	1	0	7	0	0	0	0	0	0	8
							0.0%	0.1%		1.8%		0.0%		0.0%	0.0%		0.3%

122

LOCATION: BLANKENSHIP RD @ 10TH 0700-0900
CITY: WEST LINN, OR
FILENAME: V11KI 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Peak Hour: 7:30 AM - 8:30 AM

Interval	Southbound				Westbound SALAMO RD			Northbound 10TH ST				Eastbound BLANKENSHIP			Total		
	Ped1	Right	Thru	Left	Ped2	Right	Thru	Left	Ped3	Right	Thru	Left	Ped4	Right		Thru	Left
Totals	0	0	0	0	0	0	37	430	0	226	0	270	0	457	43	0	1463
Factor							0.66	0.78		0.84		0.80		0.87	0.83		0.92
Entering			0				467			496				500			
Factor							0.81			0.82				0.87			
Exiting			0				269			887				307			
Factor			0.87				0.87			0.66							

Peak Vehicles

Cars	0	0	0	0	0	0	36	415	0	201	0	261	0	447	42	0	1402
							97.3%	96.5%		88.9%		96.7%		97.8%	97.7%		95.8%
Light	0	0	0	0	0	0	1	11	0	20	0	8	0	10	0	0	50
							2.7%	2.6%		8.8%		3.0%		2.2%	0.0%		3.4%
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							0.0%	0.0%		0.0%		0.0%		0.0%	0.0%		0.0%
Medium	0	0	0	0	0	0	0	4	0	1	0	1	0	0	1	0	7
							0.0%	0.9%		0.4%		0.4%		0.0%	2.3%		0.5%
Heavy	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
							0.0%	0.0%		1.8%		0.0%		0.0%	0.0%		0.3%

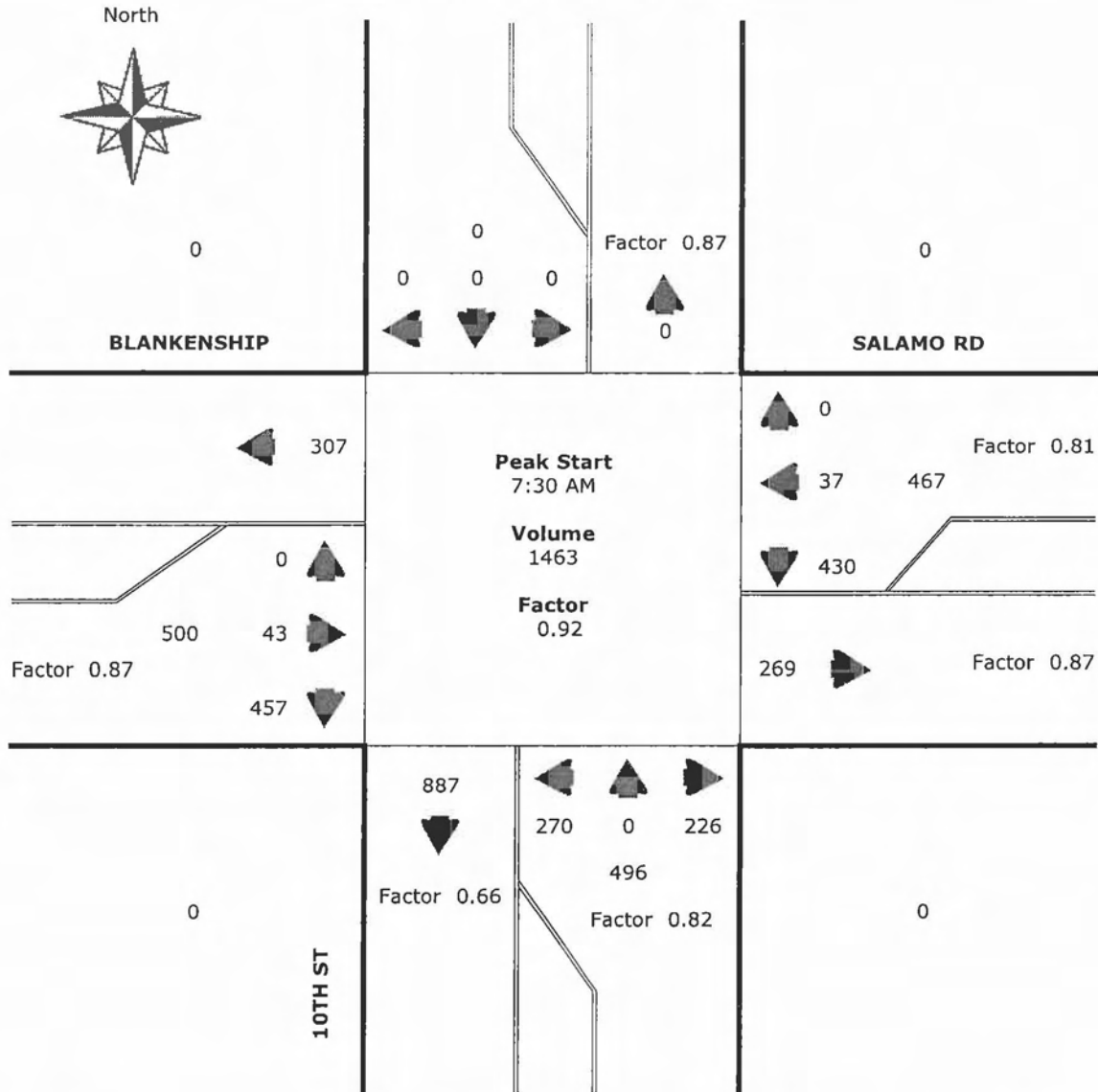
123

LOCATION: BLANKENSHIP RD @ 10TH 0700-0900
CITY: WEST LINN, OR
FILENAME: V11KI 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Peak Hour Diagram



124

LOCATION: BLANKENSHIP RD @ TANNIER DR 0700-0900
CITY: WEST LINN, OR
FILENAME: V11KF 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Interval Begin	Southbound TANNIER				Westbound BLANKENSHIP				Northbound RETAIL DRIVEWAY				Eastbound BLANKENSHIP				Total
	Ped1	Right	Thru	Left	Ped2	Right	Thru	Left	Ped3	Right	Thru	Left	Ped4	Right	Thru	Left	
7:00 AM	0	6	3	28	0	2	30	11	0	12	1	0	0	4	70	4	171
7:15 AM	0	5	0	20	0	3	39	15	1	15	0	0	0	2	85	0	185
7:30 AM	0	7	1	32	0	9	42	12	1	18	0	0	0	2	94	2	220
7:45 AM	0	2	0	26	0	15	53	18	0	14	1	0	0	1	82	3	215
8:00 AM	0	4	0	19	0	11	57	16	0	15	1	2	0	2	82	5	214
8:15 AM	0	6	2	24	0	13	40	17	1	22	1	0	0	3	75	3	207
8:30 AM	0	2	2	19	0	8	60	22	3	14	0	1	1	1	62	6	201
8:45 AM	0	3	0	14	0	6	59	22	2	16	0	2	0	2	74	2	202
Totals	0	35	8	182	0	67	380	133	8	126	4	5	1	17	624	25	1615
Entering			225			580				135				666			
Exiting			96			932				158				420			

Vehicle Totals

Cars	0	34	7	182	0	63	362	127	8	121	3	4	1	17	607	24	1560
		97.1%	87.5%	100%		94.0%	95.3%	95.5%	100%	96.0%	75.0%	80.0%	100%	100%	97.3%	96.0%	96.6%
Light	0	1	1	0	0	4	18	5	0	4	1	1	0	0	16	1	52
		2.9%	12.5%	0.0%		6.0%	4.7%	3.8%	0.0%	3.2%	25.0%	20.0%	0.0%	0.0%	2.6%	4.0%	3.2%
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Medium	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	3
		0.0%	0.0%	0.0%		0.0%	0.0%	0.8%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.2%
Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

125

LOCATION: BLANKENSHIP RD @ TANNIER DR 0700-0900
CITY: WEST LINN, OR
FILENAME: V11KF 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Peak Hour: 7:30 AM - 8:30 AM

Interval	Begin	Southbound TANNIER			Ped2	Westbound BLANKENSHIP			Ped3	Northbound RETAIL DRIVEWAY			Ped4	Eastbound BLANKENSHIP			Total	
		Ped1	Right	Thru		Left	Right	Thru		Left	Right	Thru		Left	Right	Thru		Left
Totals		0	19	3	101	0	48	192	63	2	69	3	2	0	8	333	13	856
Factor			0.68	0.38	0.79		0.80	0.84	0.88	0.50	0.78	0.75	0.25		0.67	0.89	0.65	0.97
Entering			123				303				74				354			
Factor			0.77				0.88				0.80				0.90			
Exiting			64				503				74				213			
Factor			0.90				0.54				0.86				0.80			

Peak Vehicles

Cars	0	19	3	101	0	45	187	60	2	66	3	2	0	8	324	13	833
		100%	100%	100%		93.8%	97.4%	95.2%	100%	95.7%	100%	100%		100%	97.3%	100%	97.3%
Light	0	0	0	0	0	3	5	2	0	2	0	0	0	0	9	0	21
		0.0%	0.0%	0.0%		6.3%	2.6%	3.2%	0.0%	2.9%	0.0%	0.0%		0.0%	2.7%	0.0%	2.5%
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%
Medium	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
		0.0%	0.0%	0.0%		0.0%	0.0%	1.6%	0.0%	1.4%	0.0%	0.0%		0.0%	0.0%	0.0%	0.2%
Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%

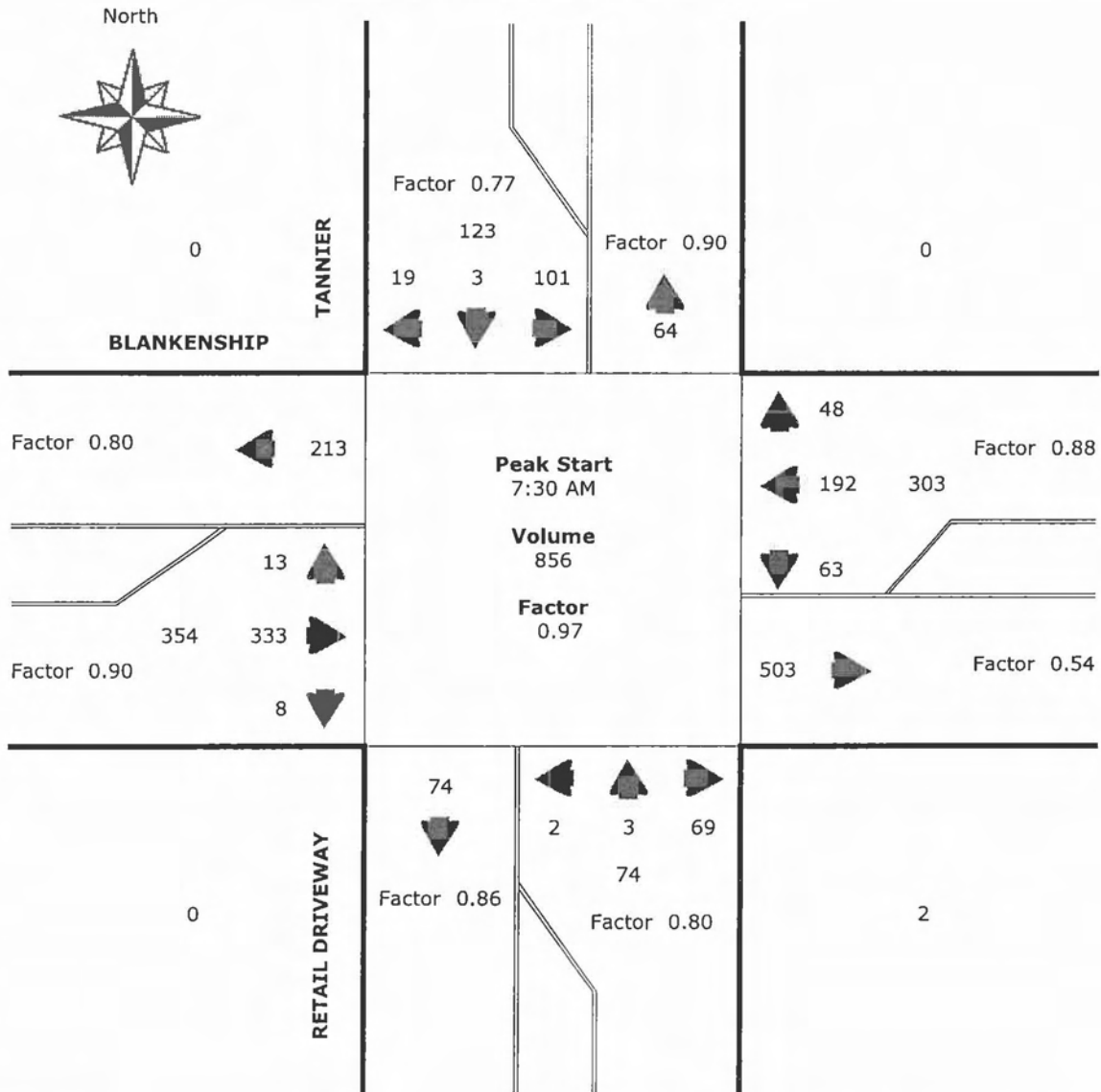
126

LOCATION: BLANKENSHIP RD @ TANNIER DR 0700-0900
CITY: WEST LINN, OR
FILENAME: V11KF 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Peak Hour Diagram



127

LOCATION: BLANKENSHIP RD @ 10TH 1600-1800
CITY: WEST LINN, OR
FILENAME: V11KH 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Interval Begin	Southbound				Ped2	Westbound SALAMO RD			Ped3	Northbound 10TH			Ped4	Eastbound BLANKENSHIP			Total
	Ped1	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left	
4:00 PM	0	0	0	0	0	0	25	97	0	62	0	92	0	89	18	0	383
4:15 PM	0	0	0	0	0	0	35	85	0	77	1	78	0	91	20	0	387
4:30 PM	0	0	0	0	0	0	18	87	0	64	0	80	0	102	22	0	373
4:45 PM	0	0	0	0	0	0	16	67	0	80	0	86	0	83	20	0	352
5:00 PM	0	0	0	0	0	0	19	79	0	86	0	110	0	117	22	0	433
5:15 PM	0	0	0	0	0	0	22	88	0	104	0	119	0	101	21	0	455
5:30 PM	0	0	0	0	0	0	19	63	0	94	0	101	0	87	26	0	390
5:45 PM	0	0	0	0	0	0	18	66	0	110	1	99	0	81	18	0	393
Totals	0	0	0	0	0	0	172	632	0	677	2	765	0	751	167	0	3166
Entering			0				804				1444				918		
Exiting			2				844				1383				937		

Vehicle Totals

Cars	0	0	0	0	0	0	171	608	0	672	2	755	0	741	165	0	3114
							99.4%	96.2%		99.3%	100%	98.7%		98.7%	98.8%		98.4%
Light	0	0	0	0	0	0	1	23	0	5	0	10	0	10	2	0	51
							0.6%	3.6%		0.7%	0.0%	1.3%		1.3%	1.2%		1.6%
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%		0.0%
Medium	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
							0.0%	0.2%		0.0%	0.0%	0.0%		0.0%	0.0%		0.0%
Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%		0.0%

128

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LOCATION: BLANKENSHIP RD @ 10TH 1600-1800
CITY: WEST LINN, OR
FILENAME: V11KH 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Peak Hour: 5:00 PM - 6:00 PM

Interval Begin	Southbound				Ped2	Westbound SALAMO RD			Ped3	Northbound 10TH			Ped4	Eastbound BLANKENSHIP			Total
	Ped1	Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left	
Totals	0	0	0	0	0	0	78	296	0	394	1	429	0	386	87	0	1671
Factor							0.89	0.84		0.90	0.25	0.90		0.82	0.84		0.92
Entering			0				374			824				473			
Factor							0.85			0.92				0.85			
Exiting			1				481			682				507			
Factor			0.94				0.82			0.89				0.25			

Peak Vehicles

Cars	0	0	0	0	0	0	78	288	0	393	1	423	0	383	86	0	1652
							100%	97.3%		99.7%	100%	98.6%		99.2%	98.9%		98.9%
Light	0	0	0	0	0	0	0	7	0	1	0	6	0	3	1	0	18
							0.0%	2.4%		0.3%	0.0%	1.4%		0.8%	1.1%		1.1%
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%		0.0%
Medium	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
							0.0%	0.3%		0.0%	0.0%	0.0%		0.0%	0.0%		0.1%
Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%		0.0%

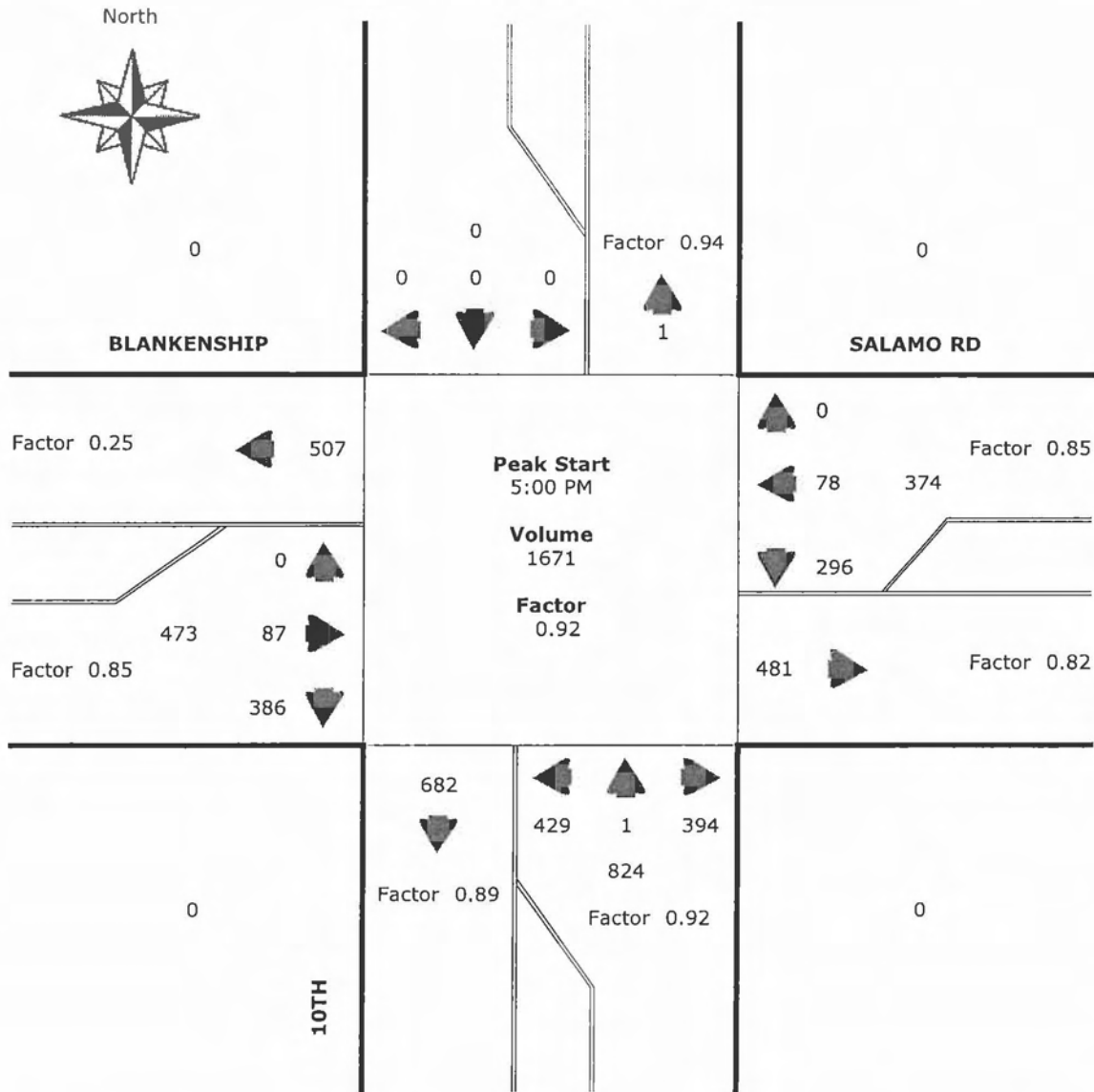
129

LOCATION: BLANKENSHIP RD @ 10TH 1600-1800
CITY: WEST LINN, OR
FILENAME: V11KH 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Peak Hour Diagram



130

LOCATION: BLANKENSHIP RD @ TANNIER DR 1600-1800
CITY: WEST LINN, OR
FILENAME: V11KG 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Interval Begin	Ped1	Southbound TANNIER			Ped2	Westbound BLANKENSHIP			Ped3	Northbound RETAIL DRIVEWAY			Ped4	Eastbound BLANKENSHIP			Total
		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left	
4:00 PM	0	6	0	13	0	10	68	38	1	33	2	7	0	3	61	15	257
4:15 PM	0	1	2	7	0	15	66	32	0	32	2	4	0	1	73	11	246
4:30 PM	0	5	0	11	0	13	63	24	1	33	4	3	0	3	80	15	255
4:45 PM	0	9	3	16	0	12	57	29	1	25	1	1	0	5	65	11	235
5:00 PM	0	7	0	11	0	21	63	41	1	34	0	4	1	1	91	20	295
5:15 PM	0	8	2	17	2	19	83	41	0	27	4	6	3	5	86	12	315
5:30 PM	0	8	1	12	0	15	74	29	0	27	4	5	0	0	71	12	258
5:45 PM	0	2	2	14	0	24	76	23	2	26	2	5	0	1	58	9	245
Totals	0	46	10	101	2	129	550	257	6	237	19	35	5	19	585	105	2106
Entering			157				936				291				709		
Exiting			253				923				286				631		

Vehicle Totals

Cars	0	46	10	101	2	129	544	255	6	236	19	35	5	19	576	104	2087
		100%	100%	100%	100%	100%	98.9%	99.2%	100%	99.6%	100%	100%	100%	100%	98.5%	99.0%	99.1%
Light	0	0	0	0	0	0	6	2	0	1	0	0	0	0	9	1	19
		0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.8%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	1.5%	1.0%	0.9%
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Medium	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

131

LOCATION: BLANKENSHIP RD @ TANNIER DR 1600-1800
CITY: WEST LINN, OR
FILENAME: V11KG 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Peak Hour: 5:00 PM - 6:00 PM

Interval	Begin	Southbound TANNIER			Ped2	Westbound BLANKENSHIP			Ped3	Northbound RETAIL DRIVEWAY			Ped4	Eastbound BLANKENSHIP			Total
		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left		Right	Thru	Left	
Totals	0	25	5	54	2	79	296	134	3	114	10	20	5	7	306	53	1113
Factor		0.78	0.63	0.79	0.25	0.82	0.89	0.82	0.38	0.84	0.63	0.83	0.42	0.35	0.84	0.66	0.88
Entering			84				509				144				366		
Factor			0.78				0.89				0.95				0.82		
Exiting			142				474				146				341		
Factor			0.84				0.54				0.87				0.86		

Peak Vehicles

Cars	0	25	5	54	2	79	293	132	3	113	10	20	5	7	304	53	1105
		100%	100%	100%	100%	100%	99.0%	98.5%	100%	99.1%	100%	100%	100%	100%	99.3%	100%	99.3%
Light	0	0	0	0	0	0	3	2	0	1	0	0	0	0	2	0	8
		0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	1.5%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.7%
Bike	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Medium	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

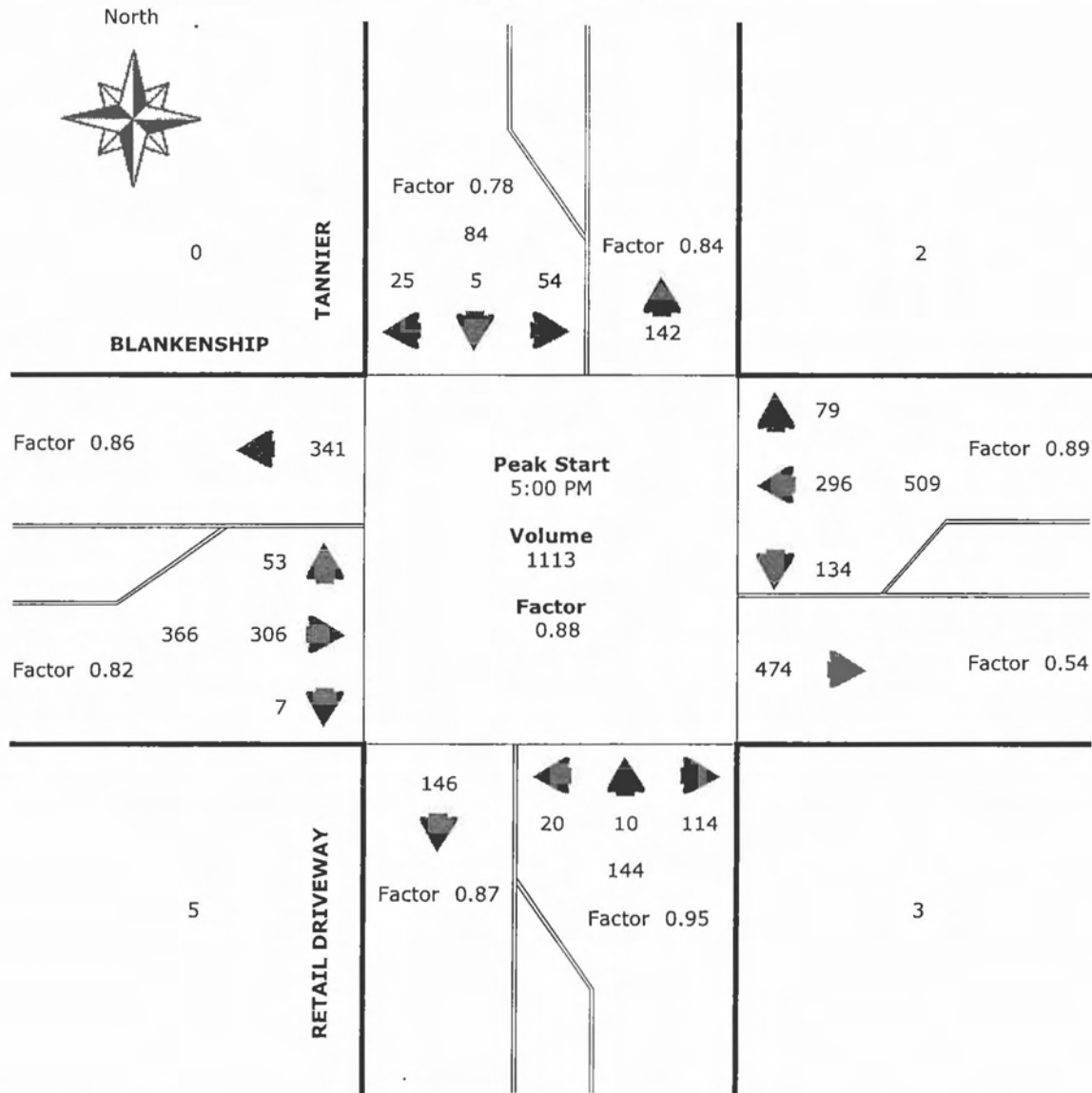
132

LOCATION: BLANKENSHIP RD @ TANNIER DR 1600-1800
CITY: WEST LINN, OR
FILENAME: V11KG 10-020

Site: 0015
Date: 5/19/2010
Wednesday

Peak Hour Detail

Peak Hour Diagram



133

GROUP
MACKENZIE
CELEBRATING 50 YEARS

GROUP

MACKENZIE

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Class II Design
Review

Lot Line Adjustment

ATTACHMENTS

- Materials Board
- Transportation Impact Analysis
- Stormwater Report

To
City of West Linn
Planning and Building
Department

For
Willamette 205 Corporate
Center Phase II

Submitted
June 30, 2006

Re-Submitted
August 22, 2006

Project Number
2060016.00

1

1. PROJECT SUMMARY

Applicant: West Linn Corporate Park II, LLC
1800 Blankenship Rd.
West Linn, OR 97068

Owner: West Linn Corporate Park II, LLC
1800 Blankenship Rd.
West Linn, OR 97068

Representative: Group Mackenzie
PO Box 69039
Portland, OR 97239
Contact: Rhys Konrad/Matt Butts
(503) 224-9560

Cross Streets: Tannler Drive and Blankenship Road

Tax Lot of Site: 2S 1E 35C Tax Lots 100, 102, 200

Site Area: 10.71 Acres (466,597 SF)
11.3 Acres (494,136 SF) Adjusted

Zoning: OBC – Office-Business Center

Requests: Class II Design Review
Lot Line Adjustment

Code Chapters Addressed: Chapter 55 Design Review
Chapter 85.210 Lot Line Adjustment

2

2. INTRODUCTION

West Linn Corporate Park II, LLC is proposing to develop a three-building office complex on the 10.71-acre vacant site located on the northwest corner of Blankenship Road and Tannler Drive. More specifically, the site comprises tax lots 100, 102, and 200 of Map 2S1E35C.

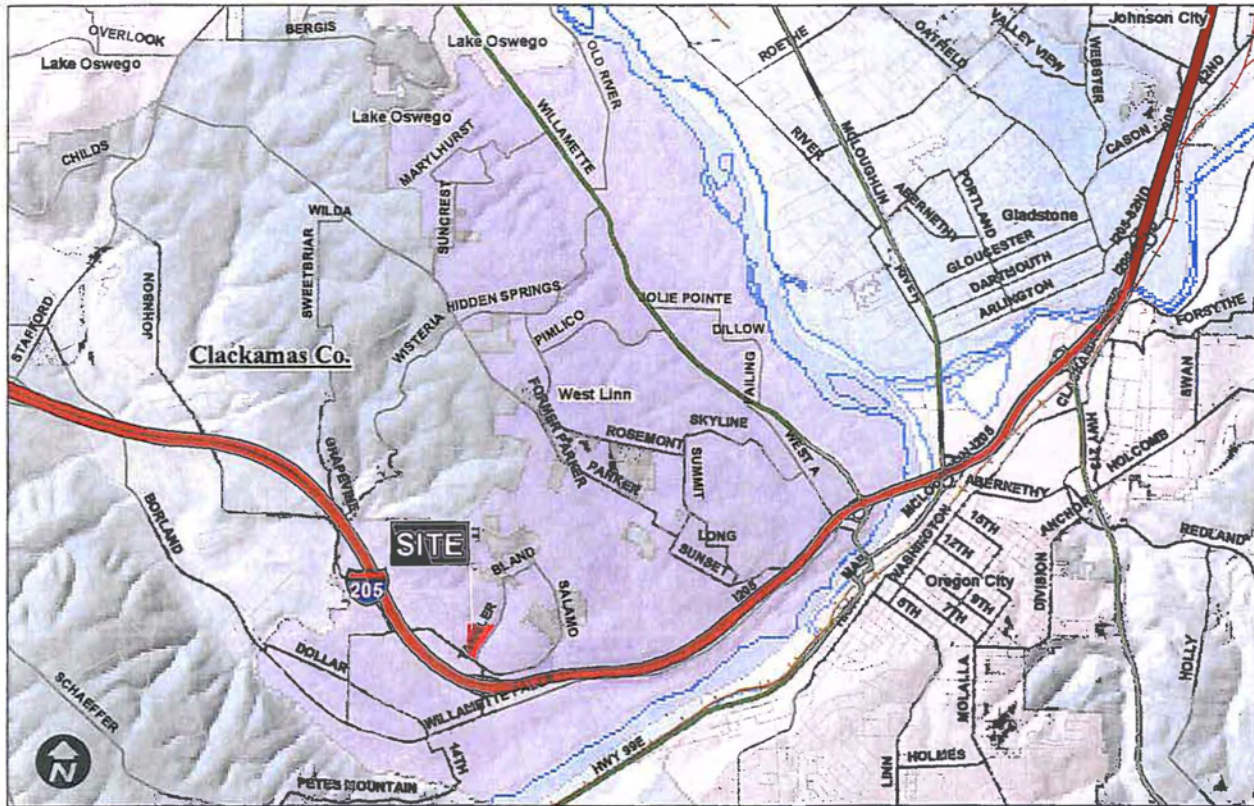
The site is zoned OBC – Office Business Center, and the proposed office use is permitted outright in this zone. The proposed development will adjoin the existing Willamette Corporate Center to the west of the subject site (i.e., tax lot 801). The subject site in combination with the site directly to the east, remain as two of the most prominent vacant office sites due to their close proximity to I-205.

In addition to the three office buildings proposed, a multi-story terraced parking structure is proposed to house the parking associated with the proposed project and limit the amount of surface parking. Drive aisles and pedestrian walkways connect the adjacent site to the west creating a complete corporate center. This will provide increased employment opportunities and expand the City’s economic potential, which is the intent of the OBC zone.

After additional neighborhood meetings and a follow up meeting with city staff, the site has been redesigned to further consolidate the proposed development on the southern portion of the site and save all significant trees located on the site. The following chart specifically identifies the changes as a result of the revised design:

Revised Site Data		
Standard	June 30 th Submittal	Proposed
Site Area	494,136 SF (Adjusted)	494,136 SF (Adjusted)
Lot Coverage	33%	28%
Building Height	45'/55'	45'/55'
Landscaping	46%	67%
Auto Parking Spaces	917	835
Bicycle Parking Spaces	150	145

This application proposes a Type II Design Review approval for a three-building office development including the parking structure, and a Lot Line Adjustment with the property to the west of the site to accommodate the parking structure.



Vicinity Map

CURRENT SITE CONDITIONS

Existing Development

The site is currently vacant. The topography of the site slopes from the northeast to the southwest of the site, including some areas over 25%. As defined by the City Code, lands over 25% are considered to be Type I or II lands. The attached site analysis plan (Sheet C1.0) shows the total Type I and II lands based upon evaluation of a site survey for the property.

In addition to some steep slopes, the site contains several trees, with a majority of them located on the northerly one-third of the site. Several of the trees have been deemed significant (mainly the Oaks in the northern portion of the site) by Mike Perkins, City Arborist, while the remaining trees are comprised of non-significant species. As is shown on the tree survey (Sheet C1.1), the trees in the northern portion of the site are scattered throughout.

No significant natural resources, as is shown on the attached exhibits (E and F), exist on the subject site. In addition, nothing is shown on Metro’s most recent (March 2005) Goal 5 inventory for the subject site (see Exhibit F) or on the City’s most recent (June 2006) Goal 5 inventory maps (see attached).

Surrounding Development

Surrounding development includes the following:

- West: Two-building office complex
(Zoned OBC – Office Business Center)
- North: Single-family residential and condominiums
(R-10 – low density residential and R-2.5 – medium/high multi-family residential)
- East: Vacant land (Proposed Tannler East Project)
(Zoned OBC – Office Business Center)
- South: Commercial development
(Zoned GC – General Commercial)

All adjacent sites, except for the northern abutting, are zoned for uses similar to the proposed development. As such, the proposed development for professional and administrative uses (permitted outright in the OBC zone) will be situated on the lower half of the site, which creates a buffer between the adjacent residential uses to the north.

Streets

The site is located at the northwest corner of Blankenship Road and Tannler Drive, both collector streets, just north of the 10th street interchange with I-205. ODOT controls the portion of Blankenship Road fronting the south side of the site.



Aerial Map



Existing Zoning Map

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3. PROPOSED SITE DEVELOPMENT

BUILDING

The proposed use on the site is a three-building office complex, totaling approximately 289,935 SF, and parking structure. While the construction of the three buildings and parking structure will occur separately over time, this application requests Design Review approval of all structures proposed. A market analysis prepared by Norris Beggs and Simpson for the second quarter of 2006 is attached as Exhibit Q. The study notes that the vacancy in the suburban office market is reducing, and specifically the amount of Class A Office space is at a shortage. Please see the attached building plans for more detail (Sheets A1.0 – A3.7).

SITE IMPROVEMENTS

The proposed site improvements with this application include all the necessary grading, utility, and other improvements needed for the development of the site. Due to the sloped nature of the site, retaining walls are proposed throughout the site of which the exact location and height are shown on Sheet C3.1. Treatment of retaining walls includes a matching stone pattern similar to the base of the buildings and landscaping draping over the tops. Code requires a minimum of 828 and a maximum of 911 off-street parking spaces under the Office Use category for 289,935 SF of building area. Proposed parking consists of 79 surface parking stalls near the buildings, and a parking structure containing 756 spaces to accommodate the remaining required parking for a total of 835 spaces. All proposed parking meets all of the parking and circulation development standards in the Code for the proposed zone.

In addition to the buildings and parking structure proposed, 67% (331,056 SF) of the total site is proposed to be landscaped and/or left as open space. Specifically, of the total 7.6 acres of the site to be landscaped, 51% of the site or 5.8 acres (not including Greene Street right-of-way) is proposed to remain as undisturbed natural open space which will provide a natural buffer for adjacent residential neighbors.

As mentioned above, drive aisles and pedestrian connections are proposed to connect the existing adjacent office development with the subject site as is shown on Sheet C2.2.

The proposed site improvements necessary for the proposed development require the removal of several of the existing trees on the site. As shown on Sheet C1.1, the trees that front Tannler Drive will be removed due to the development of public frontage improvements required by the City, which include a sidewalk and planter strip along Tannler Drive. The applicant has proposed to construct a curb-tight sidewalk for the portion of Tannler Drive to the north of the proposed access, which will enable the preservation of the existing trees to the north of the proposed access. In addition the landscape trees associated with the existing development to the west will be removed due to the development of the site. All trees proposed to be removed due to public improvements and the proposed development will be replaced as a part of the site landscaping associated with this application and shown on Sheet L1.0.

The trees in the northern portion of the site have the best chance of preservation, as is identified in the attached arborist report (Exhibit G). The project arborist has identified 53 trees located on the northern portion of the site, of which many are assumed to be significant based upon preliminary meetings with the City Arborist. It appears from the site survey that tree #53 is located on the adjacent property. Of the 53 trees located in the northern portion of the site, 3 are identified as hazardous (10, 13, and 53b) and 3 have major defects or problems. Tree #53b is proposed to remain; however, as it is identified as a hazard it may need to be removed at a later date if determined to remain hazardous. All additional significant trees, whether identified as hazardous or having major defects or problems, will remain as a result of the redesign effort, which consolidates the development to the southern most portion of the site.

Tree #53, while located on the adjacent property, was included in the attached arborist report and was identified as a hazard as it, "pose[s] an unacceptable risk to the users of that property and to the project site." The adjacent property owner will be applying for a tree removal permit in accordance with the Municipal Code at a later date to remove tree #53.

SITE LAYOUTS

As the attached exhibits demonstrate, numerous site layouts have been attempted and evaluated to minimize the loss of significant trees on the subject site. A few of the design schemes are attached (Exhibit H) to generally explain how the design has been approached.

The first two scenarios (Options A and B) show a traditional office complex development with three or four buildings proposed and surface parking, much like the existing office development to the west. The amount of building square footage is not uncommon for the size of the site as is shown in the Floor Area Ratio (FAR) Case Study below. The average square footage and FAR for suburban office developments associated with the FAR Case Study exceed what is proposed with this application.

Options C and D propose a scheme similar to the one associated with our application, except that an additional building is shown on the upper portion of the site for Option C. Several of the significant trees located in the northern portion of the site are affected with the proposed layouts. Although fewer trees are impacted with these options, Building D is positioned in the upper portion of the site adjacent to the existing residential homes. In addition, this option includes the improvement of Green Street, which would further impact the adjacent homes.

The revised, proposed development has taken into great consideration the adjacent residential uses and views impacted by the development of the subject site. As is shown on the attached site plan, the proposed development provides a large buffer of natural open space between the adjacent residential homes. In addition to situating the development on the lower portion of the site, and as shown in the study below, the scale of the proposed development does not exceed what is common for suburban office development.

FAR CASE STUDY

A case study of similar suburban office developments has been completed to demonstrate that the proposed development is not overbuilt in terms of the floor to area ratio (FAR).

FAR Case Study for Suburban Office Developments			
Address	Square Footage	Site Size (Acres)	FAR
4800 Meadows Road	125,000	3.74	0.77
Tigard Triangle	285,000	12.49	0.52
4949 Meadows Road	125,340	5.0	0.58
Kruse Woods V	190,000	5.84	0.75
Average Development	181,335	6.77	0.66
Proposed Development	289,935	11.3	0.58

The average FAR for the referenced office projects is 0.66. In addition, the projects mentioned above nearly all have a FAR higher than the proposed development. The FAR of the proposed development is approximately 0.58. Based on the above information, at a FAR of .66:1 and a site size of 11.3 acres, approximately 325,000 SF of office would be reasonable for this size of site from a design and economic standpoint.

The adjacent residential neighbors are concerned with preserving natural resources and views. This is largely addressed by consolidating the proposed development on the lower half of the site by providing structured parking – instead of consuming the site with surface parking. In addition, a 5.8 acre buffer of natural landscape is provided at the north of the site. Of the total 11.3-acre site (494,136 SF), 67% will either be landscaping or preserved natural open space. This results in only 33% or 3.73 acres of the 11.3-acre site proposed to be developed with this application.

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4. COMPLETENESS RESPONSE

This section details changes that have been made in response to the July 14, 2006 letter of incompleteness for the proposed Willamette 205 Corporate Center (DR 06-24), attached as Exhibit M. A follow up meeting with staff to discuss specific issues pertaining to the application was held on July 24, 2006. As a result of staff's concerns and those of the surrounding neighborhood, an extensive redesign of the site has been conducted. The revised plans address all of the completeness items as is outlined below.

1. *Phasing*

Revised language has been incorporated into the following submittal which clarifies that the project will be constructed in phases, while this application requests Design Review approval for the project as a whole.

2. *Permission for connections from adjacent property owner*

A letter from the adjacent property owner authorizes the proposed connections. See Exhibit N.

3. *Community development code 21.070(A)(5).*

Discussions with staff have concluded that the maximum setback requirement along Blankenship Road does not apply, as Blankenship is not designated an Arterial. Please see the attached email (Exhibit O).

4. *CDC Chapter 33 and CDC 55.100(I)(2)*

The attached Stormwater Report identifies the approval criteria and addresses how an above-ground system is impractical.

5. *CDC Chapter 46*

All approval criteria are identified in Section 5 below.

6. *CDC Chapter 52*

No building signage is proposed with this application, although it has been noted that there will be a maximum height of 25' for all future building signage. A monument sign is proposed similar to the previous application as is shown on Sheet C2.2.

7. *CDC Chapter 54*

All approval criteria are identified in Section 5 below.

8. *CDC 55.100(B)(2)*

As a result of staff's comments and the concerns of the surrounding neighbors, the site has been redesigned. This application proposes to save all significant trees located on the site, meeting this requirement. Please see the revised site plan (Sheet C2.1).

9. *CDC 55.100(B)(3)*

The height and location of all proposed retaining walls necessary for the construction of the site are shown on the attached site plan. In addition the proposed grades for the site are shown on the grading plan and in the attached elevation. (See Sheet C3.1)

10. *CDC55.100 (B)(6)(i)*

Building A as it relates to Blankenship Road, including the proposed improvements is shown on the attached plan set. A specific elevation has been attached with this application, which identifies the proposed pedestrian connection from Blankenship to the building with associated improvements (See Exhibit C).

11. *CDC 55.100 (B)(7)(a) and (f)*

The revised site plan provides a pedestrian connection from Blankenship Road to the entrance of Building A, meeting this requirement.

12. *CDC 55.100(D)(3)*

A noise analysis has been provided with this application as Exhibit J.

13. *CDC 55.100(I)(1)*

A transportation analysis has been included with this application as Attachment 1. A copy of this analysis has been forwarded to Sonya Kazen of ODOT as requested.

14. *CDC Chapter 75*

This revised application has removed the request for a Type II Variance, as all significant trees are proposed to be saved with the new site plan.

TRANSPORTATION ISSUES

Attendance at the Tannler East Planning Commission and City Council Hearings has brought specific attention to transportation issues associated with the proposed development. Unlike the Tannler East application, traffic mitigation proposed for the Willamette 205 Development retains left turns into the commercial site to the south. Because the status of Tannler East is unknown at this time, the TIA presents mitigation strategies with or without Tannler East developing. Additionally, the 2015 traffic analysis prepared for the Tannler East development was reviewed to ensure transportation planning consistency. Findings and conclusions presented in Tannler East analysis accurately address 2015 conditions and are consistent with findings presented in the TIA. Further, because the proposed Willamette 205 Corporate Center development is consistent with the comprehensive plan designation, it is concluded additional 2015 analysis is not necessary.

Existing right-of-way widths necessary for the proposed mitigation efforts are sufficient enough to accommodate the proposed mitigation methods. Specifically, the worst-case scenario mitigation is listed below as is shown on the attached aerial (Exhibit P):

Proposed Mitigation for Tannler East

- Stripe a 150' left-turn lane southbound on Tannler at Blankenship.
- Modify the Salamo approach to 10th Avenue to provide a shared through/left lane and split phasing at the signal.
- Install a signal at Tannler/Blankenship and stripe a 150' left-turn lane

Additional Mitigation for First Willamette 205 Building

- Add a second eastbound right-turn lane on Blankenship at 10th Avenue.
- Adjust the Blankenship/Salamo/10th signal to provide more AM green time to Salamo and increase the westbound left-turn lane storage to 300'.

- Increase the storage from 150' to 350' for the southbound left-turn lane on Tannler at Blankenship.

Additional Mitigation for all Three Willamette 205 Buildings

- Stripe two through lanes on 10th between the I-205 ramps (requires pavement widening).
- Add a second 150' northbound through lane on 10th at the southbound I-205 ramps.
- Add a westbound right-turn lane on Blankenship at Tannler (provides second receiving lane).
- Re-stripe northbound 10th Avenue to a shared left/right lane at Blankenship.

Other Traffic Concerns in the area

- As is stated above, the proposed mitigation allows the existing left-turn into the commercial development to the south with the addition of a new signal at Tannler and Blankenship.
- As was discussed in previous discussions with the City and neighborhood groups, the applicant proposes to restrict the access from Tannler into the site to prohibit left-out movements. This restriction will eliminate trips associated with the proposed development from entering adjacent residential areas. completeness concerns

5

5. CLASS II DESIGN REVIEW

The following addresses the approval criteria identified in Chapter 21 Office Business Center, OBC of the West Linn Development Code:

21.010 PURPOSE

The purpose of this zone is to provide for groups of business and offices in centers, to accommodate the location of intermediate uses between residential districts and areas of more intense development, to provide opportunities for employment and for business and professional services in close proximity to residential neighborhoods and major transportation facilities, to expand the City's economic potential, to provide a range of compatible and supportive uses, and to locate office employment where it can support other commercial uses. The trade area will vary and may extend outside the community. This zone is intended to implement the policies and criteria set forth in the Comprehensive Plan.

Response: The proposed development is for a three-building office complex in the OBC zone. Existing surrounding development is comprised of adjacent residential and commercial uses. The proposed development will provide employment opportunities and business and professional services for the West Linn area in conjunction with the purpose of this zone. The proposed development provides an excellent opportunity for professional services to locate to West Linn due to one of the largest amenities of the site, close proximity and easy access to the site from I-205. This opportunity provides a great potential to expand the City's economy and employment. The proposed project strongly supports the purpose of the OBC zone.

21.030 PERMITTED USES

The following uses are uses permitted outright in this zone:

- 11. Professional and administrative services

Response: The proposed professional and administrative uses associated with the proposed office development are permitted outright in the OBC zone. This standard is met.

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

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

Response: These standards are met as shown below:

Site Data	
Site Area (Adjusted)	494,136 SF
Parking Structure Footprint	65,285 SF
Building Footprint	74,410 SF
Total Building Footprint	139,695 SF
Gross Floor Area	289,935 SF

Applicable Development Standards (Commercial/Retail Use)		
Standard	Requirement	Provided
Minimum Front Lot Line Length	35'	More than 35'
Average Minimum Lot Width	35'	More than 35'
Average Lot Depth	No less than 90'	Greater than 90'
Minimum Building Setbacks		
Front	0'	28.5'
Side – Interior Side Yard	7.5'	28'
Side – Abutting a Street	15'	20'
Rear	25'	299'
Abutting an Arterial	20' maximum	N/A
Maximum Lot Coverage	50%	28%
Maximum Height (see note below)	45'/55'	55'
Landscaping	20% of gross site area	67%
Auto Parking Spaces	(1/350 gross SF)	835
Bicycle Parking Spaces	0.5 spaces per 1000 SF	145

Note: The criterion for maximum building height is found in Section 21.070, A.7:

The maximum building height shall be two and one-half stories or 35 feet for any structure located within 50 feet of a low or medium density residential zone and three and one-half stories or 45 feet for any structure located 50 feet or more from a low or medium density residential area.

The proposed structures on the subject site are more than 50' from the adjacent residential lots. As such, the maximum height for the site is 45'.

The definition of “building height” is found in Section 02.030 of the Code:

Building Height. *The vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. The reference datum shall be selected by either of the following, whichever yields a greater height of building:*

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

Based on the definition of building height, when the adjacent sidewalk or ground surface adjacent to the building is more than 10' above lowest grade, an elevation 10' higher than the lowest grade is used as the base point for measuring height. As the subject site is sloped significantly, there is more than 10' of grade change from the south side to the north side of the proposed buildings.

Thus, the definition of building height allows the proposed structure’s maximum height to be 55'. The proposed building heights vary between 45' on the high sides and 55' on the low sides as is permitted with the definition stated above. The proposed parking structure is terraced up the hill with a maximum height of approximately 35' on the south side and 3.5' on the north side, as the parking is almost on grade. This standard is met.

6

6. DESIGN REVIEW STANDARDS

This section addresses the applicable Design Review standards of Chapter 55.100 of the Code.

55.100 APPROVAL STANDARDS

A. *The provision of the following chapters shall be met.*

Response: Standards in the chapters identified below have been reviewed and incorporated into the accompanying plans as applicable.

1. *Chapter 33, Storm Water Quality and Detention*

Response: Please see the attached Stormwater Report. The standards of this chapter are met.

2. *Chapter 34, Accessory Structures*

Response: No accessory uses are proposed with this application. This chapter does not apply.

3. *Chapter 38, Additional Yard Area Required*

Response: All setbacks required in the OBC zone are met with this application. This chapter does not apply.

4. *Chapter 40, Building Height Limitations and Exceptions*

Response: The proposed building height is in compliance with the dimensional standards set forth in the OBC zone. Please see Section 4 above.

5. *Chapter 42, Clear Vision Areas*

Response: The subject site is a corner lot with a right-of-way width greater than 24'. As such, the appropriate clear vision triangle has been provided along the intersection of Tannler Drive and Blankenship Road. The standards of this chapter have been met.

6. *Chapter 44, Fences & Screening Outdoor Storage*

Response: No outdoor storage or fences are proposed with this application. This chapter does not apply.

7. *Chapter 46, Off-Street Parking and Loading*

46.150 Design and Standards

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

A. *Design Standards:*

1. *"One standard parking space" means a minimum for a parking stall of 8 feet in width and 16 feet in length. These stalls shall be identified as "compact." To accommodate larger cars, 50 percent of the required parking spaces shall have a minimum dimension of 9 feet in width and 18 feet in length (9 X 18).*

Response: As is shown on the attached site plan (Sheet C2.1), 835 parking spaces are proposed, of which 348 are "compact" (8'x16'), and 480 are "standard" (9'x18') spaces. This standard is met.

2. *Disabled parking and maneuvering spaces shall be consistent with current federal dimensional standards and Section 46.150(B) and placed nearest to accessible building entryways and ramps.*

Response: All proposed disabled parking spaces associated with the proposed development are consistent with all applicable dimensional standards. This standard is met.

3. *Parking spaces located in the public right-of-way that require backing movements or other maneuvering within a street or right-of-way are permitted with City Engineer approval as is in the case of Willamette Falls Drive parking facilities.*

Response: This standard does not apply.

4. *Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site.*

Response: All proposed service and access drives have been designed to accommodate internal circulation and connectivity to ensure safe and efficient access to and from the site. In addition ADA accessible connections have been provided to all proposed buildings and through the parking structure. This standard is met.

5. *Each parking and/or loading space shall have clear access, whereby the relocation of other vehicles to utilize the parking space is not required.*

Response: All parking areas have been designed so that no double stacking areas exist. In addition all loading spaces have clear access to the proposed buildings as is shown on the attached site plan (Sheet C2.0). This standard is met.

6. *Except for single and two-family residences, any area intended to be used to meet the off-street parking requirements as contained in this chapter shall have all parking spaces clearly marked using a permanent paint. All interior drives and access aisles shall be clearly marked and signed to show direction of flow and maintain vehicular and pedestrian safety.*

Response: All areas proposed to be used for parking and drive aisles will be marked with a permanent paint and directional signage to facilitate safe circulation through the site. This standard is met.

7. *Except for residential parking, and parking for public parks and trailheads, at least 50 percent of all areas used for the parking and/or storage and/or maneuvering of any vehicle, boat and/or trailer shall be improved with asphalt or concrete surfaces according to the same standards required for the construction and acceptance of city streets.*

Response: All proposed parking areas will be paved with asphalt. This standard is met.

9. *Access drives from the street to off-street parking or loading areas shall be designed and constructed to facilitate the flow of traffic and provide maximum safety for pedestrian and vehicular traffic on the site. The number of access drives shall be limited to the minimum that will allow the property to accommodate and service the anticipated traffic. Access drives shall be clearly and permanently marked and defined through use of rails, fences, walls, or other barriers or markers on frontage not occupied by service drives.*

Response: The proposed access drive from Tannler Drive, and proposed connections to the existing development ensure safe and efficient will be provided on the site with the proposed development. In addition pedestrian walkways and connections

have been provided to circulate pedestrians throughout the site, including specific ADA pathways. The proposed access drive from Tannler is easily identifiable with the proposed improvements associated with the development, and the construction of a standard commercial driveway apron. This standard is met.

10. *Access drives shall have a minimum vision clearance as provided in Chapter 42, Clear Vision Areas.*

Response: The subject site is a corner lot with a right-of-way width greater than 24'. As such, the appropriate clear vision triangle has been provided along the intersection of Tannler Drive and Blankenship Road. This standard is met.

11. *Parking spaces along the boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop at least 4 inches high located 2 feet back from the front of the parking stall. Alternately, landscaped areas or sidewalks adjacent to the parking stalls without wheel stops shall be two feet wider.*

Response: No wheel stops are proposed for the associated on-site parking. The adjacent landscaped or sidewalks adjacent to the proposed parking areas have been increased in width as is shown on the attached site plan (Sheet C2.0). This standard is met.

12. *Off-street parking and loading areas shall be drained in accordance with plans and specifications approved by the City Engineer. Storm drainage at commercial sites may also have to be collected to treat oils and other residue.*

Response: As is shown on the attached utility plan, all stormwater associated with parking and loading areas will be treated by water quality and detention methods prior to its connection to the City's system. This standard is met.

13. *Artificial lighting on all off-street parking facilities shall be designed to deflect all light downward away from surrounding residences and so as not to create a hazard to the public use of any road or street.*

Response: The proposed site lighting associated with this application is designed to deflect light downward away from the northerly abutting residences as is shown on the attached lighting models (See Exhibit K). This standard is met.

17. *The parking area shall have less than a five percent grade. No drainage across adjacent sidewalks or walkways is allowed.*

Response: All proposed parking areas have a grade no greater than 5%. No drainage across adjacent sidewalks or walkways is proposed. This standard is met.

18. *Commercial, office, industrial, and public parking lots may not occupy more than 50 percent of the main lot frontage of a development site.*

Response: The main lot frontage associated with the proposed development is along Blankenship, and no proposed parking occurs along the main frontage property line. This standard is met.

19. *Areas of the parking lot improved with asphalt or concrete surfaces shall be designed into areas of 12 or less spaces through the use of defined landscaped area.*

Response: Parking areas proposed with this application are designed by one of the approved arrangements, and are separated with the use of landscaping (See Sheet L1.0). This standard is met.

20. *Pedestrian walkways shall be provided in parking areas having 20 or more spaces. Walkways or sidewalks shall be constructed between major buildings/activity areas (an example in multi-family housing: between recreation center, swimming pool, manager's office, park or open space areas, parking lots, etc.) within a development, between adjacent developments and the new development, as feasible, and between major buildings/activity areas within the development and adjacent streets and all adjacent transit stops. Internal parking lot circulation and design should maintain ease of access for pedestrians from streets and transit stops. Walkways shall be constructed using a material that visually contrasts with the parking lot and driveway surface. Walkways shall be further identifiable to pedestrians and motorists by grade separation, walls, curbs, surface texture, (surface texture shall not interfere with safe use of wheelchairs, baby carriages, shopping carts, etc.) and/or landscaping. Walkways shall be six feet wide. The arrangement and layout of the paths shall depend on functional requirements.*

Response: Pedestrian walkways are provided on the site from Tannler Drive, Blankenship Road, and to the existing development to the west. In addition specific connections which cross drive aisles will be marked with scored concrete and striped. This standard is met.

21. *The parking and circulation patterns are easily comprehended and defined. The patterns shall be clear to minimize traffic hazards and congestion and to facilitate emergency vehicles.*

Response: The parking and vehicle circulation areas associated with the proposed development provide accessible traffic patterns for emergency vehicles by providing numerous access points and internal circulation in combination with the adjacent site. This standard is met.

22. *The parking spaces shall be close to the related use.*

Response: The proposed parking spaces are located as close to the proposed buildings as is possible, considering the slopes of the existing site. This standard is met.

- B. *Accessible Parking Standards for Persons With Disabilities: If any parking is provided for the public or visitors, or both, the needs of the people with disabilities shall be based upon the following standards or current applicable federal standards, whichever is more stringent:*

1. *Minimum number of accessible parking space requirements:*

Response: The proposed 289,935 SF of building requires a minimum of 828 spaces. As such 2% of the required minimum (or 17 spaces) are required to be accessible. As is shown on the attached site plan, 19 accessible spaces have been provided. This standard is met.

2. *Location of parking spaces. Parking spaces for the individual with a disability that serve a particular building shall be located on the shortest possible accessible circulation route to an accessible entrance to a building. In separate parking structures or lots that do not serve a particular building, parking spaces for the persons with disabilities shall be located on the shortest possible circulation route to an accessible pedestrian entrance of the parking facility.*

Response: All proposed accessible parking spaces are provided nearest the building entrances, or in the case of the spaces within the parking structure, nearest the ADA walkways. This standard is met.

3. *Accessible parking space and aisle shall meet ADA vertical and horizontal slope standards.*

Response: All accessible parking spaces and aisles meet the ADA standards. This standard is met.

5. *One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 inches wide. The van stall shall have an adjacent 8-foot wide aisle. All other accessible stalls shall have a 6-foot wide aisle. Two vehicles may share the same aisle if it is between them. The vertical clearance of the van space shall be 96 inches.*

Response: A total of 19 ADA spaces have been provided on the site. A total of nine access aisles have been provided to serve the 19 spaces, exceeding the above requirement. This standard is met.

D. *Bicycle Facilities and Parking:*

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

Response: Provisions have been provided for pedestrian and bicycle paths, see Sheet C2.2. This standard is met.

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

Response: A total of 144 bicycle parking spaces are required with this application. As the subject site is sloped heavily, the requirement for the total number of bicycle spaces may be unrealistic to the actual usage. Nonetheless 145 bicycle parking spaces have been provided for the subject site. 23% of the total required spaces have been provided within 50 from the entrance to the buildings, of which all are covered. The remaining 112 spaces have been provided for in the parking structure, or which 80 are covered. This standard is met.

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

Response: The proposed commercial office development requires 2, or 0.5 spaces per 1000 gross SF, whichever is greater; and 10 % to be covered. As is shown on the attached site plan, 145 spaces have been provided of which 113 or 78% are covered. This standard is met.

- E. *Office or industrial developments shall be allowed a 10 percent reduction in the number of required parking spaces when the property owner agrees to a demand management program that includes three or more of the following measures:*

Response: A reduction in the number of required spaces is not proposed with this application. This standard does not apply.

8. *Chapter 48, Access*

Response: Access to the subject site is proposed from Tannler Drive, as well as by connecting to the existing development to the west. All proposed access driveways meet the minimum dimensional standards (see the site plan C2.0). The standards of this chapter have been met.

9. *Chapter 52, Signs*

Response: The standards of this chapter have been met as shown on the attached sign plan (see Sheet C2.2).

10. Chapter 54, Landscaping

54.020 Approval Criteria

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

Response: The attached existing conditions plan shows all existing trees located on the site. The proposed development includes the removal of several of the existing trees due to the slopes of the site (specifically the trees located along Tannler Drive) and the existing landscape trees planted with the existing development to the west. All trees proposed to be removed will be replaced with the new landscaping as is shown on Sheet L1.0. This standard is met.

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

Response: No significant trees, as identified by the City Arborist are proposed to be removed. This standard does not apply.

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

Response: Compliance with the tree protection section of the Municipal Code is demonstrated by the proposed development. This standard is met.

D. *Heritage trees. Heritage trees are trees which, because of their age, type, notability, or historical association are of special importance.*

Response: No heritage trees are located on the subject site. This standard does not apply.

E. *Landscaping - by type, location and amount.*

2. *Non-residential uses. A minimum of 20 percent of the gross site area shall be landscaped. Parking lot landscaping may be counted in the percentage.*

Response: As is shown on the attached Site Plan (Sheet C2.0), a total of 331,056 SF or 67% of the site is proposed to be landscaped. This standard is met.

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

a. *The landscaping shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area. There shall be one shade tree planted for every eight parking spaces. These trees shall be evenly distributed throughout the parking lot to provide shade. Parking lots with over 20 spaces shall have a minimum 10 percent of the interior of the parking lot devoted to landscaping. Pedestrian walkways in the landscaped areas are not to be counted in the percentage. The perimeter landscaping, explained in Section 54.020(E)(3)(d), shall not be included in the 10 percent figure.*

Response: The proposed parking areas include trees that will provide shade for the parking area in conformance with the above standard. In addition, 28 % of the

parking area is proposed to be landscaped, excluding the perimeter landscaping. This standard is met.

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

Response: All proposed landscape areas are no less than five feet. This standard is met.

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

Response: The proposed landscape improvements and associated irrigation system will ensure a long-lasting effect for the subject site. This standard is met.

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

- 1) *Street trees spaced as appropriate to the species, not to exceed 50 feet apart on the average;*
- 2) *Shrubs, not to reach a height greater than three feet six inches, spaced no more than five feet apart on the average; or,*
- 3) *Vegetative ground cover such as grass, wild flowers, or other landscape material to cover 100 percent of the exposed ground within two growing seasons. No bark mulch shall be allowed except under the canopy of low level shrubs.*

Response: The proposed landscaping spacing and materials proposed will cover the ground of the subject site within two growing seasons. This standard is met.

e. *If over 50 percent of the lineal frontage of the main street or arterial adjacent to the development site comprises parking lot, the landscape strip between the right-of-way and parking lot shall be increased to 15 feet in width and shall include terrain variations (e.g., 1-foot high berm) plus landscaping. This extra requirement only applies to one street frontage.*

Response: The subject site does not front on a main street or arterial. This standard does not apply.

f. *A parking, loading, or a service area which abuts a property line shall be separated from the property line by a landscaped area at least five feet in width and which shall act as a screen and noise buffer and the adequacy of the screen and buffer shall be determined by the criteria set forth in Section 55.100(C) and (D) except where shared parking is approved under Section 46.040. (ORD. 1408)*

Response: No parking areas are proposed to abut a property line. This standard does not apply.

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

Response: All parking areas not used for parking, maneuvering, or circulation are landscaped as is shown on Sheet L1.0. This standard is met.

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

Response: The proposed landscape does not obstruct lines of sight for safe traffic movements. This standard is met.

- i. *Outdoor storage areas, service areas (loading docks, refuse deposits, and delivery areas), and above-ground utility facilities shall be buffered and screened to obscure their view from adjoining properties and to reduce noise levels to acceptable levels at the property line. The adequacy of the buffer and screening shall be determined by the criteria set forth in Section 55.100(C)(1).*

Response: The proposed trash enclosures are proposed to be screened using a concrete or masonry material similar in color and texture to the proposed buildings. This standard is met.

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

Response: The proposed landscaping and plant materials do not adversely affect the safety of the site in terms of security. This standard is met.

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

Response: The proposed irrigation will be located so as to affectively enhance the proposed landscape improvements associated with this application, and will not affect the on-site circulation. This standard is met.

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

- 1) *Provide generous "spreading" canopy for shade.*
- 2) *Roots do not break up adjacent paving.*
- 3) *Tree canopy spread starts at least six feet up from grade in, or adjacent to, parking lots, roads, or sidewalks unless the tree is columnar in nature.*
- 4) *No sticky leaves or sap dripping trees (no honey dew excretion).*
- 5) *No seed pods or fruit bearing trees (flowering trees are acceptable).*
- 6) *Disease resistant.*
- 7) *Compatible to planter size.*
- 8) *Drought tolerant unless irrigation is provided.*
- 9) *Attractive foliage or form all seasons.*

Response: All proposed landscape materials comply with the above-mentioned criteria as shown on the landscape plan. This standard is met.

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

Response: All proposed landscape materials comply with the above standards.

11. Chapter 55 Design Review

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

- 1. *The buildings and other site elements shall be designed and located...*

Response: No City designated Heritage Trees are located on the site. This standard is not applicable.

- 2. *All heritage trees, as defined in the Municipal Code...*

- a) *Non-residential and residential projects on Type I and Type II lands shall protect all heritage trees and all significant trees and tree clusters by either the dedication of these areas or establishing tree conservation easements. Development of Type I and II lands shall require the careful layout . . .*

Response: The attached site tree survey plan (Sheet C1.1) provides documentation of all existing trees assumed to be deemed significant, based upon a preliminary meeting with the City Arborist and the attached tree inventory and arborist report prepared by Steve Goetz (Exhibit G). The project arborist identifies the trees in the northern most portion of the site (54 trees) as having the best chance for preservation. A 10' drip line buffer has been placed around each tree which delineates the area for non-disturbance. The area on the site determined to be Type I and II lands, per the City definition, has also been identified on the site plan (i.e., 96,793 SF). As is stated above, no City designated Heritage Trees are located on the site.

The trees in the northern portion of the site have the best chance of preservation, as is identified in the attached arborist report (Exhibit G). The project arborist has identified 53 trees located on the northern portion of the site, of which many are assumed to be significant based upon preliminary meetings with the City Arborist. It appears from the site survey that tree #53 is located on the adjacent property. Of the 53 trees located in the northern portion of the site, 3 are identified as hazardous (10, 13, and 53b) and 3 have major defects or problems. Tree #53b, although identified as a hazard, is proposed to remain, however may need to be removed at a later date if determined to remain hazardous. All additional significant trees, whether identified as hazardous or having major defects or problems, will remain as a result of the redesign effort, which consolidates the development to the southern most portion of the site.

Tree #53, while located on the adjacent property, was included in the attached arborist report and was identified as a hazard as it, "pose[s] an unacceptable risk to the users of that property and to the project site." The adjacent property owner will be applying for a tree removal permit in accordance with the Municipal Code at a later date to remove tree #53 as it is identified as a hazard and poses potential risk to the existing and proposed building users.

- b) *Non-residential and residential projects on non-Type I and II lands shall set aside up to 20 percent of the area to protect trees and tree clusters that are determined to be significant, plus any heritage trees*

Response: The total adjusted site area for the subject site is 494,136 SF. Of the total site area, 96,793 SF is comprised of Type I and II lands as defined in the City Code. As a result, 367,343 SF remains available to be preserved for the protection of significant trees. As is shown on the site tree survey plan (Sheet C1.1), the total amount of area that incorporates the tree canopy plus 10' drip line is 10,546 SF, which is 2.9% of the total site. As a result, per Section 55.100.B.2.b a total of up to 79,469 SF is required to be preserved for significant trees.

Of the 54 total significant trees located on the 11.3-acre site, all are proposed to remain with the exception of tree #53, which will be removed as a hazard tree.

- c) *Where stubouts of streets occur on abutting properties, and the extension of those streets will mean the loss of significant trees, tree clusters, or heritage trees.*

Response: This standard is not applicable.

d) *For both non-residential and residential development, the layout shall achieve at least 70 percent of maximum density for the developable net area. The developable net area excludes all Type I and II lands and up to 20 percent of the remainder of the site . . .*

Response: Please see the following breakdown:

Total Adjusted Site Area	494,136 SF
Total Type I/II Lands	- (96,793 SF)
Remaining Site Area	397,343 SF
20% of Remaining site Area	- (79,467 SF)
Net Developable Area	317,876 SF
50% (maximum lot coverage for the site) of Net Area	158,938 SF
70% of the Maximum Allowed Density	111,257 SF
Proposed building Coverage	139,695 SF

The proposed building coverage associated with this site includes all three building footprints as well as the proposed parking structure. As is shown on the above table the proposed amount is over 70% of the maximum density allowed for the site. This standard is met.

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

Response: The existing site is sloped as is not uncommon in the City of West Linn and adjacent sites. In order to accommodate development and provide acceptable grades for circulation, grading of the site must occur. The design of the proposed development takes into consideration the natural challenges of the site by using retaining walls, and building basement walls to step-up the site. As such, careful placement of structures and matching of existing grade lines have been provided to the best degree possible. In addition to the area proposed for development, a large area of the site is proposed to be left as undisturbed open space, which keeps the natural grades intact. This standard is met.

4. *The structures shall not be located in areas subject to slumping and sliding...*

Response: According to the City's Natural Disasters and Hazards map and the calculated slopes on the attached site plan, the subject site contains slopes along the eastern property line and scattered in the northern portion greater than 25%. The proposed grading and construction of retaining walls will mitigate the impacts from the surrounding steep slopes (see attached grading plan Sheet C3.1). This standard is met.

5. *There shall be adequate distance between on site buildings and on site off site buildings...*

Response: The minimum distance between buildings on site (i.e., Buildings 2 and 3) is 40'. The minimum distance between on site and off site structures is 49'. Both distances provide adequate light and air movement as well as enough room for fire protection. This standard is met.

6. *Architecture*

a) *The predominant architecture of West Linn identified in the West Linn vision process was contemporary vernacular residential designs emphasizing natural materials...*

Response: The proposed structures associated with this application have been designed as contemporary professional office buildings utilizing several types of masonry and glass with sun shades. The exterior façades of the proposed office buildings are designed to break up the scale of the buildings by using a light sandstone masonry material in an Ashler pattern to provide a strong stone-looking base. The upper floors are a combination of brick veneer and blue/green glass in a storefront and curtain wall system. The upper

floors are broken up to provide interest to the buildings, and include several exterior deck areas. The façade was designed to reflect the natural site features by providing angular corners and curved sections.

The reinforced concrete parking structure is cut into the side of the hill to minimize its appearance. The parking structure is open with a cable rail system that provides natural light and air (Exhibit I). This also provides an open area of visual interest along Tannler Drive. In addition to the cable rail, the landscape design features a “green screen” landscape material that will grow up and soften the edges of the parking structure (Exhibit I). This standard is met.

b) *The proposed structure(s) scale shall be compatible with the existing structure(s) on site and on adjoining sites...*

Response: The proposed development is compatible with the existing office developments to the west. The building scales are similar to the new building at the intersection of Blankenship and Summerline, as well as the existing buildings to the west. The proposed buildings are three-story buildings with a daylight basement. The maximum height of all buildings is 55', which complies with the maximum allowable height as discussed in Section 4 above.

The proposed office buildings are situated close to the adjacent rights-of-way fronting the subject site and are within the minimum setback requirements. The parking structure is within the interior of the site to centralize the parking for the development, as well as to minimize its impact on adjacent residential property. This standard is met.

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

Response: The building is designed with a strong stone base to help anchor the building to the site. The building’s mass will appear to grow out of the site with the use of the Ashler stone pattern for the base of the building and the material chosen for the retaining walls. The upper three floors of the building will be lighter and have a much wider appearance with the glass and brick features.

All three buildings have similar patterns and designs featuring curtain wall, brick, and Ashler stone base.

The buildings are located in the lower half of the site to have less impact on the residential property above. As is shown on the attached site section (Sheet C9.0), the roof of the upper building will be at an elevation of approximately 343' (353' with parapet). The bottom elevation of the northern abutting residential properties is approximately 410-415'. As such the proposed development does not affect the views from the adjacent properties. This standard is met.

d) *Contrasting architecture shall only be permitted when the design is manifestly superior to adjacent architecture in terms of creativity, design, and workmanship...*

Response: The architecture of the proposed structures does not contrast with the surrounding development that exists. This standard is not applicable.

e) *Human scale is a term that seeks to accommodate the users of the building and the notion that building should be designed around the human scale...*

Response: The bases of the proposed buildings are proposed to be constructed with an Ashler stone which is carried out in the retaining walls proposed. Horizontal reveals in the building's elevations articulate the building to provide for human proportions. The floor lines and ceiling lines of the interior space also break up the building mass. The building entrances include plazas for pedestrians which are covered with the building canopies. This standard is met.

f) *The main front elevation of commercial and office building shall provide at least 60 percent windows or transparency at the pedestrian level to create more interesting streetscape...*

Response: The main and side elevations of all buildings exceed the minimum glazing amounts at the pedestrian level. This criterion is met.

g) *Variations in depth and roof line are encouraged for all elevations. . .*

Response: The proposed buildings include traditional contemporary design elements as is seen with the large curtain walls and flat roof. A painted metal fascia board caps the top of the building, which provides a transition from the base materials described above to the screening of the mechanical units located on the tops of the buildings. Additional building projections provide variations along the building's elevations. Additional transitions in materials and horizontal courses help break up the building façades. This standard is met.

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

Response: The sunshades along the building's south facing façade provide protection for the building's users by casting a shadow line. This helps efficiencies of the building by demanding less of the mechanical units for each building. Additional canopies are proposed which help protect the building users from the natural elements. This standard is met.

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

Response: A safe and efficient pedestrian access system is proposed with this application which is enhanced with the proposed interior landscaping. In addition, large entrance plazas frame the main entrances to the buildings which connect directly to the main pedestrian walkways throughout the site. This standard is met.

j) *Sidewalk cafes, kiosks, vendors, and street furniture are encouraged...*

Response: All sidewalks associated with this application are at least 6' in width. This standard is met.

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

a) *Commercial and office development shall be oriented to the street. At least one public entrance shall be located facing an arterial street...*

Response: The proposed development is a three-building office complex on the existing 10.76 acre undeveloped site. As such, the building entrance criteria of this section do not apply. However, Building A comprises over 20% of the right-of-way frontage along Blankenship Road. This standard is met.

b) *Multi-family projects shall be required to keep the parking at the side or rear of the buildings or behind the building line of the structure as it would appear from the right-of-way...*

Response: The proposed project is not a multi-family project. This standard is not applicable.

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

Response: Both Buildings A and B have been positioned as close as possible to their respective adjacent rights-of-way to facilitate safe pedestrian and transit access to the proposed development. In addition, four pedestrian connections to Tannler Drive are proposed which connect to the main internal pedestrian circulation system. This standard is met.

d) *Accessways, parking lots, and internal driveways shall accommodate pedestrian circulation and access by specially textured, colored, or clearly defined foot paths at least six feet wide...*

Response: Pedestrian paths are proposed throughout the site to connect the building users between buildings and the parking structure, and to provide direct connections between the upper and lower structures. The pedestrian pathways are to be constructed of scored concrete to create a defined pathway for safe pedestrian movement throughout the site and across the asphalt driveways. Landscaping is proposed adjacent to the pedestrian paths, as well as near both of the proposed entrance plazas adjacent to the buildings. This standard is met.

e) *Paths shall provide direct routes that pedestrians will use between buildings, adjacent rights-of-way, and adjacent commercial developments...*

Response: Four pedestrian connections are proposed from the Tannler Drive right-of-way. Additional connections to the existing development further facilitate efficient and safe pedestrian access through the site. This standard is met.

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

Response: A main entrance to Building A has been provided with the redesigned site plan. This standard is met.

g) *Where transit service exists, or is expected to exist, there shall be a main entrance within a safe and reasonable distance of the transit stop...*

Response: An existing transit stop is located adjacent to the subject site on the corner of Blankenship Road and Tannler Drive. A pedestrian path is proposed which connects the main entrance of Building A to the sidewalk of Tannler Drive, this will provide access to the transit stop mentioned above. This standard is met.

h) *Projects shall bring at least part of the project adjacent to, or near the main street right-of-way in order to enhance the height-to-width ratio along that particular street...*

Response: The proposed development situates Building A and B as close as is possible to their respective rights-of-way to emphasize the height to width ratio as is perceived from the individual streets. This standard is met.

i) *These architectural standards shall apply to public facilities such as reservoirs, water towers, treatment plants, fire stations, pump stations, power transmission facilities, etc. It is recognized that many of these facilities, due to their...*

Response: The proposed development is not a public facility. This standard is not applicable.

j) *Parking spaces at trailheads shall be located so as to preserve the view of, and access to, the trailhead entrance from the roadway...*

Response: The proposed parking spaces associated with this application do not affect the public trail located at the northern most boundary of the subject site. This standard is not applicable.

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

1. *In addition to the compatibility requirements contained in Chapter 24, buffering shall be provided between different land uses...*

Response: The subject site is zoned OBC and all boundaries of the site share the same designation and similar uses except the northern lot line. The adjacent properties to the north are zoned R-10 – low density residential and R-2.5 – medium/high multi-family residential. The proposed site plan shows a large amount of the subject site proposed to be left as open space adjacent to the residential zoned parcels. The open space in combination with the natural slopes of the site, acts as a buffer between the proposed commercial use and the existing residential use. This standard is met.

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

Response: In addition to the open space buffer mentioned above, which screens the buildings and the associated development, additional screening is proposed on the site. Screening of the mechanical units for all of the buildings is accomplished by using a 12' penthouse with a decorative trellis attached to the top. In addition, the trash enclosures proposed will be screened by landscaping and a wall with a stone similar to that used on the buildings. The proposed site is compatible in use with the remaining adjacent properties. This standard is met.

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

Response: Please see the above section. This standard is met.

D. *Privacy and Noise.*

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

Response: This proposal does not include residential units. This standard is not applicable.

2. *Residential dwelling units shall be placed on the site in areas having minimal noise exposure to the extent possible...*

Response: This proposal does not include residential units. This standard is not applicable.

3. *Structures or on site activity areas which generate noise, lights, or glare shall be buffered from adjoining residential uses in accordance with the standards in Section 55.100(C) where applicable. . .*

Response: As indicated in the Noise Analysis (Exhibit L), the proposal will not create any noticeable increase in noise level. As is shown on the attached lighting model, a very limited amount of light is visible from the residential (homes) above. This standard is met.

E. *Private Outdoor Area.*

Response: This section only applies to multi-family projects. This criterion is not applicable.

F. Shared Outdoor Recreation Areas.

Response: This section only applies to multi-family projects and projects with 10 or more duplexes or single-family attached dwellings on lots under 4,000 SF. This standard is not applicable.

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

Response: The proposed development is easily identifiable as a private area with the prominence of the proposed structures from the adjacent rights-of-way, and through the treatment of the perimeter of the site using landscaping. In addition, standard commercial driveways and signage further identify the site as a private area. This standard is met.

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

Response: The existing transit stop located on the corner of Blankenship Road and Tannler Drive is sufficient enough in size and proximity to serve the proposed development. This standard is met.

I. Public Facilities.

1) Streets. Sufficient right-of-way and slope easement shall be dedicated to accommodate all abutting streets to be improved to City's Improvement Standards and Specifications . . .

Response: Sufficient right-of-way is planned to be dedicated on both Blankenship Road and Tannler Drive to meet future improvements by the City of West Linn and ODOT as is required. This standard is met.

2) Drainage. A registered civil engineer shall prepare a plan and statement which shall be supported by factual data that clearly shows that there will be no adverse impacts from increased intensity of runoff off . . .

Response: As indicated in the attached Stormwater Report, there will be no adverse impacts from the increased intensity of runoff from the site. This standard is met.

3) Municipal water. A registered civil engineer shall prepare a sewerage collection system plan which demonstrated sufficient onsite capacity to serve the proposed development. . .

Response: Sufficient water capacity is available for the proposed development. Please refer to the attached utility plan for the proposed locations, size, and connection points to the existing public infrastructure. This standard is met.

4) Sanitary sewers. A registered civil engineer shall prepare a sewerage collection system plan which demonstrates sufficient onsite capacity to serve the proposed development . . .

Response: Sufficient sanitary sewer capacity is available for the proposed development. Please refer to the attached utility plan for the proposed locations, size, and connection points to the existing public infrastructure. This standard is met.

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

Response: Two trash areas are proposed with this development which are easily accessible and in close proximity to their respective buildings. Please see the attached site plan (Sheet C2.1) for specific locations. This standard is met.

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

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

Response: The proposed building elevations include large amounts of windows on all façades. This provision provides the occupants of the building the opportunity to view the property which provides no area vulnerable to crime on the site. In addition, sufficient lighting will be provided as is shown on the attached lighting plan (Sheet E1.0) which will provide adequate safety during night hours. This standard is met.

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

Response: Both loading areas have been positioned as close to the buildings as possible to facilitate ease of movement from the parking areas to the buildings. In addition, the buildings have large amounts of windows on all sides which allow the building users to view the service activities from within. This standard is met.

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

Response: All outdoor pedestrian areas (i.e., walkways, trash, and recycling areas, etc.) will be lighted. Mailboxes will be located within each building. This standard is met.

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

Response: The exterior lighting was selected to match the existing site lighting and to evenly illuminate the drive aisle and parking areas. Metal halide lamps are being used for their higher color rendering index (CRI). Calculations show that the lighting levels meet and exceed the recommended maintained illuminance values for parking lots (personal/enhanced security) shown in the IESNA handbook figures 22-21 and 22-22. Lighting levels also meet, and in most cases exceed, the recommended average illuminances for security lighting shown in the IESNA handbook figure 29-17. This standard is met.

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

Response: The site lighting poles are located in such a way that it provides even illumination at the parking areas, drive aisles, and sidewalks. Calculations show that the lighting levels meet and exceed the recommended maintained illuminance and maximum-to-minimum illumination ratios for parking lots (basic) shown in the IESNA handbook figure 22-21. This standard is met.

6) *Fixtures shall be placed at a height so that light patterns overlap at a height of seven feet which is sufficient to illuminate a person...*

Response: The site lighting poles are located at a height of 30' to match site lighting on the existing site to the west. 400-watt metal halide lamps are used and are at a height of 30'. See attached sketch (Exhibit M). This standard is met.

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

Response: As shown on the site plan, the proposed development is visible from both Blankenship Road and Tannler Drive. This standard is met.

8) *Security fences for utilities (e.g., power transformers, pump stations, pipeline control equipment, etc.) or wireless communication facilities may be up to eight feet tall in order to protect public safety...*

Response: This standard is not applicable.

K. *Provisions for persons with disabilities.*

Response: All applicable regulations set forth in the ADA have been provided including the appropriate number of accessible parking spaces and walkways. This standard is met.

L. *Signs.*

Response: The sign is proposed to be attached to the lower retaining wall adjacent to the intersection of Blankenship and Tannler as is shown on the attached sign plan (Sheet C2.2). This standard is met.

M. *Utilities*

Response: The applicant will be responsible for arrangements with utility companies related to changes in electrical lines and other wires including but not limited to communication, street lighting, and cable television.

N. *Wireless Communication Facilities.*

Response: This section is not applicable.

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7. LOT LINE ADJUSTMENT

West Linn Corporate Center, LLC is proposing a lot line adjustment and lot consolidation between the common property line of tax lots 801, 100, 102, and 200 of Map 2S 1E 35C. The proposed adjustments are listed in the table below:

Lot	Zoning	Existing	Proposed	Change
801	OBC	7.43 acres	6.68 acres	- 0.75 acres
100	OBC	3.63 acres	3.63 acres	0.00 acres
102	OBC	1.97 acres	3.98 acres	+ 2.01 acres
200	OBC	5.11 acres	3.96 acres	- 1.15 acres

Standard	Requirement	Phase I (After Adjustment)	Phase II
Minimum Front Lot Line	35'	Greater than 35'	269.76
Average Minimum Lot Width	35'	Greater than 35'	Approximately 506'
Average Lot Depth	No less than 90'	Greater than 90'	Greater than 90'
Minimum Building Setbacks			
<i>Front</i>	0'	25'	28.5'
<i>Side – Interior Side Yard</i>	7.5'	20'	28'
<i>Side – Abutting a Street</i>	15'	25'	20'
<i>Rear</i>	25'	165'	299'
<i>Abutting and Arterial</i>	20' maximum	N/A	N/A
Maximum Lot Coverage	50%	28%	28%
Landscaping	20% of gross site area	32%	67%
Auto Parking Spaces	(1/350 gross SF)	359	835
Bicycle Parking Spaces	0.5 spaces per 1000 SF	52	145

85.210 LOT LINE ADJUSTMENTS – APPROVAL STANDARDS

A. *The Director shall approve or deny a request for a lot line adjustment based on the criteria stated below:*

1. *An additional lot or buildable lot shall not be created by the lot line adjustment and the existing parcel shall not be reduced in size by the adjustments below the minimum lot size established by the approved zoning for that district.*

Response: The proposed lot line adjustment will involve moving the adjoining property lines between lots 801, 100, 102, and 200 of Map 2S 1E 35C. The minimum lot size requirements of the OBC zone are provided as is shown on the table above. No additional lots will be created. This standard is met.

2. *By reducing the lot size, the lot or structure(s) on the lot shall not be in violation of the site development regulations for that district. For example, the lot line adjustment shall not result in an overall loss of density below 70 percent except as allowed by CDC Section 85.200(J)(7). (ORD. 1442)*

Response: Lot 801 is proposed to be reduced in size by .75 acres (see the above chart). The proposed lot coverage of lot 801 is 28% which satisfies the density requirement listed above. This standard is met.

3. *The lot line adjustment is intended to allow minor lot line deviations, or to consolidate undersized or irregular shaped lots. It can also be used to change a limited number of property lines up to the point that the County Surveyor would determine a re-plat of the subdivision is in order. A replat is the complete reconfiguration and realignment of a subdivision's lot lines.*

Response: The proposed lot line adjustment is a minor reconfiguration of the common property line between lots 801, 100, 102, and 200 as well as a consolidation of lot 102 with lot 200. The proposed adjustments do not necessitate a replat of the subdivision. This standard is met

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

Response: The proposed lot lines have been placed to meet all applicable dimensional standards of the OBC zone, and to create a definition between the existing corporate center and the proposed phase II expansion, specifically to include the proposed parking structure. This standard is met.

5. *The lot line adjustment will not affect existing public utility easements nor existing utilities unless an easement vacation is obtained and any required utility relocations are paid for by the applicant. (ORD. 1401)*

Response: No existing utility easements are affected with the proposed property line adjustment. This standard is met.



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8. CONCLUSION

Based on the information presented and discussed in this narrative and the attached supporting plans and documents, the proposed zone change, conditional use, design review, and variance meet the established standards and approval criteria and therefore merit approval.

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9. EXHIBITS

- A. Application
- B. Plan Set
- C. Color Building Elevations
- D. Color Perspective
- E. City of West Linn Goal 5 Inventory (June 2006)
- F. Metro Goal 5 Inventory Aerial (March 2004)
- G. Arborist Report
- H. Site Layouts
- I. Examples of Green Screens and Cable Rail System
- J. Noise Analysis
- K. Lighting Sketches, Models, and Cut Sheets
- L. Neighborhood Contact Materials
- M. July 14 letter from the City
- N. Letter authorizing connections to adjacent property
- O. 7/18 Email from Gordon Howard
- P. Traffic Mitigation Aerial
- Q. Norris Beggs and Simpson Market Study

EXHIBIT A