

**NOTICE OF TYPE II DECISION
SUBDIVISION (SUB) 2007-00002
WALNUT CROSSING SUBDIVISION**



120 DAYS = 7/27/2007

SECTION I. APPLICATION SUMMARY

FILE NAME: WALNUT CROSSING SUBDIVISION
CASE NOS.: **Subdivision (SUB)** **SUB2007-00002**
Adjustment (VAR) **VAR2007-00006**

REQUEST: The applicant requests Subdivision approval to divide a 2.33 acre parcel into nine (9) single-family lots, keeping an existing residence on one of the proposed lots, and an access spacing Adjustment to the 200-foot spacing standard for collector streets.

APPLICANT: Palmer and Associates, Inc.
9200 SW Nimbus Avenue
Beaverton, OR 97008
OWNER: Nancy Selina Smith
12630 SW Walnut Street
Tigard, OR 97223

APPLICANT'S REP: Kirsten Van Loo
Alpha Community Development
9200 SW Nimbus Avenue
Beaverton, OR 97008

COMPREHENSIVE PLAN

DESIGNATION: R-4.5: Low-Density Residential District

ZONE: R-4.5: Low-Density Residential District. The R-4.5 zoning district is designed to accommodate detached single-family homes with or without accessory residential units at a minimum lot size of 7,500 square feet. Duplexes and attached single-family units are permitted conditionally. Some civic and institutional uses are also permitted conditionally.

LOCATION: South of SW Walnut Street at 12630 SW Walnut Street; WCTM 2S104AD, Tax Lot 03802.

APPLICABLE REVIEW

CRITERIA: Community Development Code Chapters 18.370, 18.390, 18.430, 18.510, 18.705, 18.715, 18.725, 18.745, 18.765, 18.780, 18.790, 18.795 and 18.810.

SECTION II. DECISION

Notice is hereby given that the City of Tigard Community Development Director's designee has **APPROVED** the above request subject to certain conditions of approval. The findings and conclusions on which the decision is based are noted in Section VI of this Decision.

CONDITIONS OF APPROVAL

THE FOLLOWING CONDITIONS SHALL BE SATISFIED PRIOR TO COMMENCING ANY ONSITE IMPROVEMENTS, INCLUDING DEMOLITION, GRADING, EXCAVATION AND/OR FILL ACTIVITIES:

The applicant shall prepare a cover letter and submit it along with any supporting documents and/or plans that address the following conditions of approval to the **CURRENT PLANNING DIVISION, ATTN: Gary Pagenstecher, 503-639-4171, EXT 2434**. The cover letter shall clearly identify where in the submittal the required information is found:

1. Prior to commencing site work, the applicant shall submit a revised Street Tree Plan showing additional street trees along SW Walnut Street.
2. Prior to commencing site work, the applicant shall submit a cash assurance (letter of credit or cash deposit) for the equivalent value of tree mitigation required (number of caliper inches (425) times \$125 per caliper inch = \$53,125). Any trees successfully planted on the site or off site in accordance with 18.790.060.D and an approved tree mitigation plan will be credited against the assurance for two years following final plat approval. After such time, the applicant shall pay the remaining value of the assurance as a fee in-lieu of planting.
3. Prior to commencing site work, the applicant shall submit construction drawings to both Planning and Engineering that include:
 - A. The approved Tree Removal, Protection and Mitigation Plan;
 - B. A construction sequence including installation and removal of tree protection devices, clearing, grading, and paving;
 - C. A note prohibiting equipment, vehicles, machinery, grading, dumping, storage, burial of debris, or any other construction-related activities in any tree protection zone; and
 - D. A note stating that only those trees identified on the approved Tree Removal plan are authorized for removal by this report. Notwithstanding any other provision of this title, any party found to be in violation of this chapter [18.790] pursuant to Chapter 1.16 of the Tigard Municipal Code shall be subject to a civil penalty of up to \$500 and shall be required to remedy any damage caused by the violation. Such remediation shall include, but not be limited to, the following: 1) Replacement of unlawfully removed or damaged trees in accordance with Section 18.790.060 (D) of the Tigard Development Code; and 2) Payment of an additional civil penalty representing the estimated value of any unlawfully removed or damaged tree, as determined using the most current International Society of Arboriculture's Guide for Plant Appraisal.
4. Prior to commencing any site work, the applicant shall establish tree protection fencing as directed by the project arborist to protect the trees to be retained. The applicant shall call for an inspection and allow access by the City Arborist for the purpose of monitoring the tree protection to verify that the tree protection measures are performing adequately.
5. Prior to commencing any site work, the applicant shall submit a copy of a contract that ensures that the Project Arborist submits written reports to the City Arborist, at least once every two weeks, from initial tree protection zone (TPZ) fencing installation through building construction. The reports shall include the condition and location of the tree protection fencing and whether any changes occurred. If the amount of TPZ was reduced then the Project Arborist shall justify why the fencing was moved, and shall certify that the construction activities to the trees did not adversely impact the overall, long-term health and stability of the tree(s). Failure to follow the plan, or maintain tree protection fencing in the designated locations shall be grounds for immediate suspension of work on the site until remediation measures and/or civil citations can be processed.

The applicant shall prepare a cover letter and submit it, along with any supporting documents and/or plans that address the following requirements to the ENGINEERING DEPARTMENT, ATTN: KIM MCMILLAN 503-639-4171, EXT 2642. The cover letter shall clearly identify where in the submittal the required information is found:

6. Prior to commencing onsite improvements, a Public Facility Improvement (PFI) permit is required for this project to cover street improvements and any other work in the public right-of-way. Six (6) sets of detailed public improvement plans shall be submitted for review to the Engineering Department. NOTE: these plans

are in addition to any drawings required by the Building Division and should only include sheets relevant to public improvements. Public Facility Improvement (PFI) permit plans shall conform to City of Tigard Public Improvement Design Standards, which are available at City Hall and the City's web page (www.tigard-or.gov).

7. The PFI permit plan submittal shall include the exact legal name, address and telephone number of the individual or corporate entity who will be designated as the "Permittee", and who will provide the financial assurance for the public improvements. For example, specify if the entity is a corporation, limited partnership, LLC, etc. Also specify the state within which the entity is incorporated and provide the name of the corporate contact person. Failure to provide accurate information to the Engineering Department will delay processing of project documents.
8. The applicant shall provide a construction vehicle access and parking plan for approval by the City Engineer. The purpose of this plan is for parking and traffic control during the public improvement construction phase.
9. The City Engineer may determine the necessity for, and require submittal and approval of, a construction access and parking plan for the home building phase. If the City Engineer deems such a plan necessary, the applicant shall provide the plan prior to issuance of building permits.
10. The construction plans shall show the driveway locations for Lots 1 & 2 located as far south from Walnut Street as possible.
11. The applicant shall submit construction plans to the Engineering Department as a part of the Public Facility Improvement permit, indicating that they will construct the following frontage improvements along SW Walnut Street as a part of this project:
 - A. 6-foot concrete sidewalk;
 - B. street trees spaced per TDC requirements; and
 - C. streetlight layout by applicant's engineer, to be approved by City Engineer.
12. The applicant's Public Facility Improvement permit construction drawings shall indicate that 3/4 width (26 feet paved) street improvements, including traffic control devices, mailbox clusters, concrete sidewalks, driveway aprons, curbs, asphaltic concrete pavement, sanitary sewers, storm drainage, street trees, streetlights, and underground utilities shall be installed within the interior subdivision Street A. Improvements shall be designed and constructed to local street standards, Figure 18.810.4.A.
13. The applicant's Public Facility Improvement permit construction drawings shall indicate that full width street improvements, including traffic control devices, mailbox clusters, concrete sidewalks, driveway aprons, curbs, asphaltic concrete pavement, sanitary sewers, storm drainage, street trees, streetlights, and underground utilities shall be installed within the interior subdivision Street B. Improvements shall be designed and constructed to local street standards, Figure 18.810.5.A.
14. A profile of Streets A and B shall be required, extending 300 feet either side of the subject site showing the existing grade and proposed future grade.
15. Any extension of public water lines shall be shown on the proposed Public Facility Improvement (PFI) permit construction drawings and shall be reviewed and approved by the City's Water Department, as a part of the Engineering Department plan review. **NOTE:** An estimated 12% of the water system costs must be on deposit with the Water Department prior to approval of the PFI permit plans from the Engineering Department and construction of public water lines.
16. The applicant's engineer shall submit plans that connect the roof drains to the public storm sewer line in Street A. Any alternative plan must be submitted to Engineering staff for review and approval.
17. The applicant shall provide an on-site water quality facility as required by Clean Water Services Design and Construction Standards (adopted by Resolution and Order No. 00-7). Final plans and calculations shall be submitted to the Engineering Department (Kim McMillan) for review and approval prior to issuance of the site permit.
18. An erosion control plan shall be provided as part of the Public Facility Improvement (PFI) permit drawings. The plan shall conform to the "Erosion Prevention and Sediment Control Design and Planning Manual, February 2003 edition."

19. A final grading plan shall be submitted showing the existing and proposed contours. The plan shall detail the provisions for surface drainage of all lots, and show that they will be graded to insure that surface drainage is directed to the street or a public storm drainage system approved by the Engineering Department. For situations where the back portions of lots drain away from a street and toward adjacent lots, appropriate private storm drainage lines shall be provided to sufficiently contain and convey runoff from each lot.
20. The applicant shall obtain a 1200-C General Permit issued by the City of Tigard pursuant to ORS 468.740 and the Federal Clean Water Act.
21. The applicant shall install **“NO PARKING”** signs along the west side of Street A and along one side of Street B.

**THE FOLLOWING CONDITIONS SHALL BE SATISFIED
PRIOR TO APPROVAL OF THE FINAL PLAT:**

The applicant shall prepare a cover letter and submit it, along with any supporting documents and/or plans that address the following requirements to the CURRENT PLANNING DIVISION, ATTN: Gary Pagenstecher 503-639-4171, EXT 2434. The cover letter shall clearly identify where in the submittal the required information is found:

22. Prior to final plat approval, the applicant shall submit a revised preliminary plat showing proposed Lot 2 has a minimum of 7,500 square feet and a maximum of 7,755 square feet.
23. Prior to final plat approval, the applicant shall submit a summary of the biweekly arborist reports prepared by the Project Arborist. The summary shall document the effect of the approved tree protection plan, account for any violations, and certify the condition of protected trees.

The applicant shall prepare a cover letter and submit it, along with any supporting documents and/or plans that address the following requirements to the ENGINEERING DEPARTMENT, ATTN: KIM MCMILLAN 503-639-4171, EXT 2642. The cover letter shall clearly identify where in the submittal the required information is found:

24. Prior to final plat approval, the applicant shall pay the addressing fee. (STAFF CONTACT: Bethany Stewart, Engineering).
25. Lot 1 shall not be permitted to access directly onto Walnut Street. A non-access strip along the Walnut Street frontage shall be recorded on the final plat.
26. The applicant's final plat shall contain State Plane Coordinates on two monuments with a tie to the City's global positioning system (GPS) geodetic control network (GC 22) as recorded in Washington County survey records. These monuments shall be on the same line and shall be of the same precision as required for the subdivision plat boundary. Along with the coordinates, the plat shall contain the scale factor to convert ground measurements to grid measurements and the angle from north to grid north. These coordinates can be established by:
 - ◆ GPS tie networked to the City's GPS survey.
 - ◆ By random traverse using conventional surveying methods.
27. Final Plat Application Submission Requirements:
 - A. Submit for City review four (4) paper copies of the final plat prepared by a land surveyor licensed to practice in Oregon, and necessary data or narrative.
 - B. Attach a check in the amount of the current final plat review fee (Contact Planning/Engineering Permit Technicians, at (503) 639-4171, ext. 2421).
 - C. The final plat and data or narrative shall be drawn to the minimum standards set forth by the Oregon Revised Statutes (ORS 92.05), Washington County, and by the City of Tigard.
 - D. The right-of-way dedication for Walnut Street, providing 35 feet from centerline, shall be made on the final plat. The right-of-way dedication for Street A, providing 40 feet, shall be made on the final plat. The right-of-way dedication for Street B, providing 50 feet, shall be made on the final plat.

- E. **NOTE:** Washington County will not begin their review of the final plat until they receive notice from the Engineering Department indicating that the City has reviewed the final plat and submitted comments to the applicant's surveyor.
- F. After the City and County have reviewed the final plat, submit two mylar copies of the final plat for City Engineer signature (for partitions), or City Engineer and Community Development Director signatures (for subdivisions).

**THE FOLLOWING CONDITIONS SHALL BE SATISFIED
PRIOR TO ISSUANCE OF BUILDING PERMITS:**

The applicant shall prepare a cover letter and submit it, along with any supporting documents and/or plans that address the following requirements to the CURRENT PLANNING DIVISION, ATTN: Gary Pagenstecher 503-639-4171, EXT 2434. The cover letter shall clearly identify where in the submittal the required information is found:

- 28. Prior to issuance of building permits for proposed Lots 1 and 2, the applicant shall submit a site plan locating the driveways as far south as possible to avoid conflict with the influence area with SW Walnut Street.
- 29. Prior to the issuance of building permits, the developer shall sign a copy of the City's sign compliance agreement.
- 30. Prior to issuance of building permits, the applicant (developer or builder) shall:
 - A. Submit site plan drawings showing the accurate location of the trees that were preserved, the location of tree protection fencing, and the location of mitigation trees, if any. Attach copies of the approved Tree Protection and Mitigation Plans.
 - B. Submit a statement and signature of approval from a certified arborist regarding the siting and construction techniques to be employed in building the house with respect to any protected trees on site.
 - C. Install required tree protection fencing as specified by the project arborist and call for an inspection by the City Arborist.
 - D. Applicant shall submit biweekly reports, prepared by a certified arborist, through final inspection documenting the status of required tree protection fencing.
- 31. Prior to issuance of building permits, the applicant shall record a deed restriction to the effect that any existing tree greater than 12 inches diameter may be removed only if the tree dies or is hazardous according to a certified arborist. The deed restriction may be removed or will be considered invalid if a tree preserved in accordance with this decision should either die or be removed as a hazardous tree.

The applicant shall prepare a cover letter and submit it, along with any supporting documents and/or plans that address the following requirements to the ENGINEERING DEPARTMENT, ATTN: KIM MCMILLAN 503-639-4171, EXT 2642. The cover letter shall clearly identify where in the submittal the required information is found:

- 32. Prior to issuance of building permits, the applicant shall provide the Engineering Department with a "photomylar" copy of the recorded final plat.
- 33. Prior to issuance of building permits, the applicant shall provide the City with as-built drawings of the public improvements as follows: 1) 3 mil mylar, 2) a diskette of the as-builts in "DWG" format, if available; otherwise "DXF" will be acceptable, and 3) the as-built drawings shall be tied to the City's GPS network. The applicant's engineer shall provide the City with an electronic file with points for each structure (manholes, catch basins, water valves, hydrants and other water system features) in the development, and their respective X and Y State Plane Coordinates, referenced to NAD 83 (91).
- 34. Prior to issuance of building permits, the applicant shall demonstrate that they have entered into a maintenance agreement with Contech 360/Stormwater Management, or another company that demonstrates they can meet the maintenance requirements of the manufacturer, for the proposed onsite storm water treatment facility for a period of no less than 3 (three) years.

35. Prior to issuance of building permits and upon completion of street improvements, the applicant's engineer shall submit the final sight distance certification for the intersection of Street A and Walnut Street and the intersection of Street A and Street B.

**THE FOLLOWING CONDITIONS SHALL BE SATISFIED
PRIOR TO FINAL INSPECTION:**

The applicant shall prepare a cover letter and submit it, along with any supporting documents and/or plans that address the following requirements to the PLANNING DEPARTMENT, ATTN: TODD PRAGER 503-639-4171.

36. Prior to final inspection on each lot, the applicant (developer or builder) shall submit a final report by the Project Arborist certifying the health of protected trees. Tree protection measures may be removed and final inspection authorized upon review and approval by the City Arborist.

**IN ADDITION, THE APPLICANT SHOULD BE AWARE OF THE FOLLOWING SECTIONS OF
THE COMMUNITY DEVELOPMENT CODE; THIS IS NOT AN EXCLUSIVE LIST:**

18.430.080 Improvement Agreement:

Before City approval is certified on the final plat, and before approved construction plans are issued by the City, the Subdivider shall:

1. Execute and file an agreement with the City Engineer specifying the period within which all required improvements and repairs shall be completed; and
2. Include in the agreement provisions that if such work is not completed within the period specified, the City may complete the work and recover the full cost and expenses from the subdivider.

The agreement shall stipulate improvement fees and deposits as may be required to be paid and may also provide for the construction of the improvements in stages and for the extension of time under specific conditions therein stated in the contract.

18.430.090 Bond:

As required by Section 18.430.080, the subdivider shall file with the agreement an assurance of performance supported by one of the following:

1. An irrevocable letter of credit executed by a financial institution authorized to transact business in the State of Oregon;
2. A surety bond executed by a surety company authorized to transact business in the State of Oregon which remains in force until the surety company is notified by the City in writing that it may be terminated; or
3. Cash.

The subdivider shall furnish to the City Engineer an itemized improvement estimate, certified by a registered civil engineer, to assist the City Engineer in calculating the amount of the performance assurance.

The subdivider shall not cause termination of nor allow expiration of said guarantee without having first secured written authorization from the City.

18.430.100 Filing and Recording:

Within 60 days of the City review and approval, the applicant shall submit the final plat to the County for signatures of County officials as required by ORS Chapter 92.

Upon final recording with the County, the applicant shall submit to the City a mylar copy of the recorded final plat.

18.430.070 Final Plat Application Submission Requirements:

Three copies of the subdivision plat prepared by a land surveyor licensed to practice in Oregon, and necessary data or narrative.

The subdivision plat and data or narrative shall be drawn to the minimum standards set forth by the Oregon Revised Statutes (ORS 92.05), Washington County, and by the City of Tigard.

STREET CENTERLINE MONUMENTATION SHALL BE PROVIDED AS FOLLOWS:

Centerline Monumentation

In accordance with Oregon Revised Statutes 92.060, subsection (2), the centerline of all street and roadway rights-of-way shall be monumented before the City accepts a street improvement.

The following centerline monuments shall be set:

1. All centerline-centerline intersection points;
2. All cul-de-sac center points; and
3. Curve points, beginning and ending points (PC's and PT's).

All centerline monuments shall be set during the first lift of pavement.

Monument Boxes Required

Monument boxes conforming to City standards will be required around all centerline intersection points, cul-de-sac center points, and curve points.

The tops of all monument boxes shall be set to finished pavement grade.

18.810 Street & Utility Improvement Standards:

18.810.120 Utilities

All utility lines including, but not limited to those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface-mounted transformers, surface-mounted connection boxes, and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at 50,000 volts or above.

18.810.130 Cash or Bond Required

All improvements installed by the subdivider shall be guaranteed as to workmanship and material for a period of one year following acceptance by the City.

Such guarantee shall be secured by cash deposit or bond in the amount of the value of the improvements as set by the City Engineer.

The cash or bond shall comply with the terms and conditions of Section 18.810.180.

18.810.150 Installation Prerequisite

No land division improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting or other requirements shall be undertaken except after the plans therefore have been approved by the City, permit fee paid and permit issued.

18.810.180 Notice to City Required

Work shall not begin until the City has been notified in advance.

If work is discontinued for any reason, it shall not be resumed until the City is notified.

18.810.200 Engineer's Certification

The land divider's engineer shall provide written certification of a form provided by the City that all improvements, workmanship and materials are in accord with current and standard engineering and construction practices, and are of high grade, prior to the City acceptance of the subdivision's improvements or any portion thereof for operation and maintenance.

**THIS APPROVAL SHALL BE VALID FOR 18 MONTHS
FROM THE EFFECTIVE DATE OF THIS DECISION.**

SECTION III. BACKGROUND INFORMATION

Site History:

The site contains an existing single-family dwelling, remodeled in 2003.

Site Information and Proposal Description:

The 2.33 acre site slopes northward from approximately 247 feet to 235 feet elevation. The southern portion of the site has numerous standing evergreen trees. Several established trees surround the existing home. The applicant requests Subdivision approval to create nine (9) single-family lots, keeping an existing residence on one of the proposed lots. The proposed access would require an access spacing adjustment as there are four driveways within 200 feet on SW Walnut Street, a collector.

Vicinity Information:

The subject site, and all adjacent properties, are zoned R-4.5. Adjacent parcels in the immediate vicinity are large and will be subject to future subdivision and redevelopment.

SECTION IV. COMMENTS FROM PROPERTY OWNERS WITHIN 500 FEET

The City sent notice to property owners within 500 feet of the subject proposal. The City did not receive any written comments from neighboring property owners.

SECTION V. SUMMARY OF APPLICABLE REVIEW CRITERIA

A summary of the applicable criteria in this case in the Chapter order in which they are addressed in this decision are as follows:

A. Land Division

18.430 (Subdivision)

B. Applicable Development Code Sections

18.370 (Variances and Adjustment)

18.510 (Residential zoning districts)

18.705 (Access, Egress and Circulation)

18.715 (Density)

18.725 (Environmental Performance Standards)

18.745 (Landscaping and screening)

18.765 (Off-street parking and loading requirements)

18.780 (Signs)

18.790 (Tree removal)

18.795 (Vision clearance)

C. Street and Utility Improvement

18.810 (Street and Utility Improvement Standards)

D. Decision Making Procedures

18.390 (Impact Study)

The proposal contains no elements related to the provisions of the following Specific Development Standard Code Chapters: 18.710 (Accessory Residential Units), 18.730 (Exceptions to Development Standards), 18.740 (Historic Overlay), 18.742 (Home Occupations), 18.750 (Manufactured/Mobil Home Regulations), 18.755 (Mixed Solid Waste & Recyclable Storage) 18.760 (Nonconforming situations), 18.775 (Sensitive Lands), 18.785 (Temporary Uses), and 18.798 (Wireless Communication Facilities). These chapters are, therefore, found to be inapplicable as approval standards.

SECTION VI. APPLICABLE REVIEW CRITERIA AND FINDINGS

A. SUBDIVISION GENERAL PROVISIONS (18.430):

Future Re-Division.

When subdividing tracts into large lots, the Approval Authority shall require that the lots be of such size and shape as to facilitate future re-division in accordance with the requirements of the zoning district and this title.

No large lots are created with the proposed subdivision. Lot 1 is the largest lot in the subdivision at 10,908 square feet and is not large enough to be subdivided under the 7,500 square foot minimum lot size for the zone. Therefore, this standard is met.

Lot Averaging.

Section 18.430.020.D states Lot size may be averaged to allow lots less than the minimum lot size allowed in the underlying zoning district as long as the average lot area for all lots is not less than allowed by the underlying zoning district. No lot created under this provision shall be less than 80% of the minimum lot size allowed in the underlying zoning district.

The applicant has proposed to use the lot averaging option. The average of all lots is 7,528 square feet. The smallest lot is 6,284 square feet, which exceeds 80% (6,000 square feet) of the 7,500 square foot minimum lot size. This standard is met.

Floodplain dedications.

Where land filling and/or development is allowed within and adjacent to the 100-year floodplain outside the zero-foot rise floodway, the City shall require consideration of the dedication of sufficient open land area for a greenway adjoining and within the floodplain. This area shall include portions at a suitable elevation for the construction of a pedestrian/bicycle pathway within the floodplain in accordance with the adopted pedestrian bicycle pathway plan.

The proposed development is not within or adjacent to the 100-year floodplain. The floodplain is approximately 2,500 feet northeast of the subject site at its nearest point at 171 feet elevation. The lowest point of the subject site is approximately 228 feet elevation. Therefore, this standard does not apply.

Need for adequate utilities.

All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical, and water systems located and constructed to minimize flood damage.

According to the Preliminary Utility plan, all proposed utilities are located outside the floodplain and in excess of five feet above the base flood elevation for the site. This standard is met.

Need for adequate drainage.

All subdivision proposals shall have adequate drainage provided to reduce exposure to flood damage.

The proposed development application includes a Preliminary Utility plan and Water Quality report. According to Kim McMillan, Development Review Engineer with the City of Tigard, these documents provide for adequate drainage through a storm water collection system to reduce exposure to flood damage.

Determination of base flood elevation.

Where base flood elevation has not been provided or is not available from another authoritative source, it shall be generated for subdivision proposals and other proposed developments which contain at least 50 lots or five acres (whichever is less).

As found above, the subject site is not proximate to the floodplain. Therefore, this standard does not apply.

Approval Criteria – Preliminary Plat:

The proposed preliminary plat complies with the applicable zoning ordinance and other applicable ordinances and regulations.

Compliance with the specific regulations and standards of the zoning ordinance will be addressed further within this decision.

The proposed plat name must not be duplicative and must otherwise satisfy the provisions of ORS Chapter 92.

The plat name “Walnut Crossing” has been approved by the Washington County Surveyor’s office and is reserved for this property. See Application for Subdivision Plat Naming dated 12/8/06 by Denette Keenon at the Washington County Surveyor’s Office.

The Streets and roads are laid out so as to conform to the plats of subdivisions and maps of major partitions or subdivisions already approved for adjoining property as to width, general direction and in all other respects unless the City determines it is in the public interest to modify the street or road pattern.

At this time, there are no approved plats or maps for proposed development on adjoining properties. However, future streets plans are shown on the Preliminary Site plan (Sheet 3) and in the aerial photo (Sheet 7), consistent with this standard.

An explanation has been provided for all common improvements.

The proposed common improvements include proposed Streets ‘A’ and ‘B’ and the frontage along SW Walnut Street. Specific details of the proposed improvements are discussed later in this decision under the Street and Utility Improvement Standards section. The applicant has provided an explanation for all common improvements as required. Therefore, this standard is met.

FINDING: Based on the above analysis, the proposal meets the general provisions for subdivisions.

B. APPLICABLE TIGARD DEVELOPMENT CODE SECTIONS

Variances and Adjustments (18.370)

Adjustments

The purpose of this section is to establish two classes of special variances: 1) “development adjustments” and 2) “special adjustments”. Special adjustments are variances from development standards which have their own approval criteria as opposed to the standard approval criteria for variances contained in Section 18.370.010.C.

Adjustments to Street and Utility Improvement requirements (Chapter 18.810).

The Director shall approve, approve with conditions, or deny a request for an adjustment to the street improvement requirements, based on findings that the following criterion is satisfied: Strict application of the standards will result in an unacceptably adverse impact on existing development, on the proposed development, or on natural features such as wetlands, steep slopes or existing mature trees. In approving an adjustment to the standards, the Director shall determine that the potential adverse impacts exceed the public benefits of strict application of the standards.

Section 18.810.030.G, a street improvement requirement, refers to “Street Spacing and Access Management” in section 18.705.030. Therefore the Adjustments to Street and Utility Improvement standards apply. Section 18.705.030.H.3 states that the minimum spacing of driveways and streets along a collector shall be 200 feet. The proposed public street, Street ‘A’, is located within 200 feet of access drives for four dwellings located west of the subject site on SW Walnut, a collector. As this distance does not meet the standard, the applicant requested an adjustment.

Three driveways are also located within 200 feet to the east of the subject property. However, if the proposed street access were located on the east end of the property, the alignment would preclude keeping the existing dwelling. There is no alternative that better meets the standard along the 150-foot frontage of the subject property.

FINDING: The 200-foot spacing standard cannot be met at any location along the subject property’s frontage on SW Walnut. The adjustment to the standard was required to acknowledge this condition of the proposed development. The strict application of the street spacing standard would result in an unacceptable adverse impact on the proposed 9-lot development by eliminating access to the subject site. Additionally, future development of properties in the vicinity will replace existing driveways with street access that will improve and likely meet the 200-foot spacing standard. Therefore, Staff finds that the potential adverse impacts to the proposed development exceed the public benefit of strict application of these standards and the adjustment is approved.

Residential Zoning Districts (18.510):

Lists the description of the residential Zoning District.

Uses

The site is located in the R-4.5: Low-Density residential zoning district. The proposed single-family detached dwellings are permitted in the R-4.5 zone.

Minimum and Maximum Densities

The minimum and maximum densities are 7 and 9 lots, respectively (see Density Computations, below)

The R-4.5 zoning district has the following dimensional requirements:

STANDARD	Proposed	R-4.5
Minimum Lot Size Detached unit Duplexes – Attached unit [1]	6,284 sf – 10,908 sf Average Lot size 7,528 sf	7,500 sq. ft. 10,000 sq.ft.
Average Minimum Lot Width Detached unit lots Duplex lots – Attached unit lots	50 ft.	50 ft. 90 ft.
Maximum Lot Coverage	80%	
Minimum Setbacks Front yard Side facing street on corner & through lots Side yard Rear yard Side or rear yard abutting more restrictive zoning district Distance between property line and front of garage	20 ft. 15 ft. 5 ft. 15 ft. 20 ft	20 ft. 15 ft. 5 ft. 15 ft. 20 ft.
Maximum Height	30 ft.	30ft.
Minimum Landscape Requirement	20%	

[1] Single-family attached residential units permitted at one dwelling per lot with no more that five attached units in one grouping.

[2] Lot coverage includes all buildings and impervious surfaces.

The proposed lots range in size from 6,284 square feet to 10,908 square feet. Based on the lot averaging standards of Section 18.430.020.D, lot sizes can be reduced to a minimum of 6,000 square feet as long as the average lot size for the entire subdivision is at least 7,500 square feet. The average lot size for the 9 lots proposed for this subdivision is 7,528 square feet. All of the proposed lots meet the minimum lot size and averaging requirements of the code.

The applicant provided building envelopes on the Preliminary Site plan that demonstrate that the setback criteria can be met. The applicant will be required to comply with the setbacks and height requirements during the building permit review process for the homes on individual lots.

FINDING: Based on the analysis above, the residential zoning district dimensional standards are satisfied.

Access, Egress and Circulation (18.705):

Chapter 18.705 establishes standards and regulations for safe and efficient vehicle access and egress on a site and for general circulation within the site. Table 18.705.1 states that the minimum vehicular access and egress for single-family dwelling units on individual lots shall be one, 10-foot paved driveway within a 15-foot-wide accessway.

Access and egress to each lot created by the proposed subdivision would be directly onto the proposed public Street ‘A’, consistent with the access and egress standards in Table 18.705.1.

Access plan requirements.

No building or other permit shall be issued until scaled plans are presented and approved as provided by this chapter that show how access, egress and circulation requirements are to be fulfilled. The applicant shall submit a site plan. The Director shall provide the applicant with detailed information about this submission requirement.

Scaled site plans have been submitted that indicate how the requirements of access, egress, and circulation are met.

Joint access.

Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same access and egress when the combined access and egress of both uses, structures, or parcels of land satisfies the combined requirements as designated in this title, provided: Satisfactory legal evidence shall be presented in the form of deeds, easements, leases or contracts to establish the joint use; and Copies of the deeds, easements, leases or contracts are placed on permanent file with the City.

Joint access has not been requested in the proposed development.

Public street access.

All vehicular access and egress as required in Sections 18.705.030H and 18.705.030I shall connect directly with a public or private street approved by the City for public use and shall be maintained at the required standards on a continuous basis.

The preliminary plat shows that all of the proposed lots will have access and egress off the proposed Street 'A', consistent with standard.

Curb cuts shall be in accordance with Section 18.810.030N.

Curb cuts will be addressed under Chapter 18.810 Street and Utility Improvements Standards later in this decision.

Inadequate or hazardous access.

Applications for building permits shall be referred to the Commission for review when, in the opinion of the Director, the access proposed would cause or increase existing hazardous traffic conditions; or would provide inadequate access for emergency vehicles; or would in any other way cause hazardous conditions to exist which would constitute a clear and present danger to the public health, safety and general welfare.

Based on the preliminary plat submitted by the applicant, the design of Streets 'A' and 'B' do not appear to have any hazardous attributes. The City Engineer will approve and inspect the design of the improvements to ensure there are no hazardous conditions.

Direct individual access to arterial or collector streets from single-family dwellings and duplex lots shall be discouraged. Direct access to major collector or arterial streets shall be considered only if there is no practical alternative way to access the site.

All lots will take access from the proposed local street, Street 'A'. Therefore, this standard is met.

In no case shall the design of the service drive or drives require or facilitate the backward movement or other maneuvering of a vehicle within a street, other than an alley. Single-family and duplex dwellings are exempt from this requirement.

This criterion does not apply to the proposed single-family dwellings.

Section 18.705.030.H.1 states that an access report shall be submitted with all new development proposals which verifies design of driveways and streets are safe by meeting adequate stacking needs, sight distance and deceleration standards as set by ODOT, Washington County, the City and AASHTO.

The applicant's engineer submitted a preliminary sight distance certification, dated February 1, 2007. The posted speed on Walnut Street is 30 mph, requiring 300 feet of sight distance in each direction. The engineer states that sight distance from the proposed access was measured to be more than 300 feet to the east. The engineer further states that grading for the entrance street into the subdivision will allow for adequate sight distance to the west.

The applicant's engineer shall, upon completion of the street improvements and prior to issuance of building permits, submit the final sight distance certification for the intersections of Walnut Street/Street A and Street A/Street B.

Section 18.705.030.H.2 states that driveways shall not be permitted to be placed in the influence area of collector or arterial street intersections. Influence area of intersections is that area where queues of traffic commonly form on approach to an intersection. The minimum driveway setback from a collector or arterial street intersection shall be 150 feet, measured from the right-of-way line of the intersecting street to the throat of the proposed driveway. The setback may be greater depending upon the influence area, as determined from City Engineer review of a traffic impact report submitted by the applicant's traffic engineer. In a case where a project has less than 150 feet of street frontage, the applicant must explore any option for shared access with the adjacent parcel. If shared access is not possible or practical, the driveway shall be placed as far from the intersection as possible.

Proposed Lots 1 and 2 are located within 150 feet of the intersection of proposed Street 'A' and SW Walnut, a collector. Because Lot 1 is adjacent to the intersection and is only 103 feet long, it is not possible for Lot 1 to meet this standard. The existing driveway for Lot 2 is located between 132 and 152 feet from the intersection and may be shifted somewhat to the south on the lot to better meet the standard. As a condition of approval the applicant shall locate the accesses for Lots 1 and 2 as far from the intersection as possible toward the south end of the respective properties.

Section 18.705.030.H.3 and 4 states that the minimum spacing of driveways and streets along a collector shall be 200 feet. The minimum spacing of driveways and streets along an arterial shall be 600 feet. The minimum spacing of local streets along a local street shall be 125 feet.

The applicant has applied for an adjustment to the access spacing standard for streets along a collector (18.705.030.H.3). As discussed under the Adjustments section of this decision, above, staff has granted an approval of the requested adjustment.

Minimum access requirements for residential use.

Vehicular access and egress for single-family, duplex or attached single-family dwelling units on individual lots and multi-family residential uses shall not be less than as provided in Table 18.705.1 and Table 18.705.2;

According to the plans submitted, no access will be less than 15 feet in width, consistent with Table 18.705.1.

Section 18.705.030.H.4 states that Access drives in excess of 150 feet in length shall be provided with approved provisions for the turning around of fire apparatus by one of the following: a circular, paved surface having a minimum turn radius measured from center point to outside edge of 35 feet or a hammerhead-configured, paved surface with each leg of the hammerhead having a minimum depth of 40 feet and a minimum width of 20 feet. The maximum cross slope of a required turnaround is 5%.

The proposed Street 'A' extends approximately 750 feet from SW Walnut to the property line on the south. Proposed Street 'B' extends approximately 200 feet from Street 'A' to the property line on the east. The intersection of the proposed streets, stubbed for future extensions onto abutting properties, provides adequate facility for turning around for fire apparatus, consistent with this standard.

FINDING: Based on the analysis above, the Access, Egress and Circulation standards have been met, or can be met with the following condition of approval.

CONDITION: Prior to issuance of building permits for Lots 1 and 2, the applicant shall submit a site plan locating the driveways as far south as possible to avoid conflict with the influence area with SW Walnut Street.

Density Computations and Limitations (18.715):

Chapter 18.715 implements the Comprehensive Plan by establishing the criteria for determining the number of dwelling units permitted. The number of allowable dwelling units is based on the net development area. The net area is the remaining parcel area after exclusion of sensitive lands and land dedicated for public and private roads and parks, and a lot of at least the size required by the applicable zoning district when an existing residence is to remain on site. The net area is then divided by the minimum lot size permitted by the zoning district to determine the number of dwelling units that may be developed on a site.

The applicant's narrative included an estimated 20% for right-of-way and did not deduct the lot square footage of the lot containing the existing dwelling. In an email dated May 29, 2007, the applicant provided revised findings for the density computations section of their application. The applicant indicates that a survey has determined that the gross site size is 101,291 square feet and 33,536 square feet is required for public and private street rights-of-way. If 7,500 square feet is also deducted for the existing dwelling, then a net buildable area of 60,255 square feet remains, allowing 8 additional lots (60,255 square feet/7,500 square feet per lot = 8.034 lots). Therefore, a total of 9 lots maximum and 7 lots minimum are allowed.

FINDING: Nine lots have been proposed, consistent with the density computations standards. However, to meet this standard, proposed Lot 2 must be a minimum of 7,500 and cannot exceed 7,755 square feet in order to meet the density computations standard and allow for sufficient land to subdivide 8 additional lots. Therefore, to ensure these standards are met, the approval shall be subject to the following condition of approval.

CONDITION: Prior to final plat approval, the applicant shall submit a revised preliminary plat showing proposed Lot 2 has a minimum of 7,500 square feet and a maximum of 7,755 square feet.

Environmental Performance Standards (18.725):

These standards require that federal and state environmental laws, rules and regulations be applied to development within the City of Tigard. Section 18.725.030 (Performance Standards) regulates: noise, visible emissions, vibration and odors.

Noise. For the purposes of noise regulation, the provisions of Sections 7.41.130 through 7.40.210 of the Tigard Municipal Code shall apply.

Visible Emissions. Within the commercial zoning districts and the industrial park (IP) zoning district, there shall be no use, operation or activity which results in a stack or other point- source emission, other than an emission from space heating, or the emission of pure uncombined water (steam) which is visible from a property line. Department of Environmental Quality (DEQ) rules for visible emissions (340-21-015 and 340-28-070) apply.

Vibration. No vibration other than that caused by highway vehicles, trains and aircraft is permitted in any given zoning district which is discernible without instruments at the property line of the use concerned.

Odors. The emissions of odorous gases or other matter in such quantities as to be readily detectable at any point beyond the property line of the use creating the odors is prohibited. DEQ rules for odors (340-028-090) apply.

Glare and heat. No direct or sky reflected glare, whether from floodlights or from high temperature processes such as combustion or welding, which is visible at the lot line shall be permitted, and; 1) there shall be no emission or transmission of heat or heated air which is discernible at the lot line of the source; and 2) these regulations shall not apply to signs or floodlights in parking areas or construction equipment at the time of construction or excavation work otherwise permitted by this title.

Insects and rodents. All materials including wastes shall be stored and all grounds shall be maintained in a manner which will not attract or aid the propagation of insects or rodents or create a health hazard.

This is a detached single-family project, which is permitted within the R-4.5 zone. There is nothing to indicate that these standards will not be met. However, ongoing maintenance to meet these standards shall be maintained and any violation of these standards will be addressed by the City of Tigard's' Code Enforcement Officer.

FINDING: The Environmental Performance standards are met.

Landscaping and Screening (18.745):

Section 18.745.030.E states that existing vegetation on a site shall be protected as much as possible. The developer shall provide methods for the protection of existing vegetation to remain during the construction process; and the plants to be saved shall be noted on the landscape plans (e.g. areas not to be disturbed can be fenced, as in snow fencing which can be placed around individual trees).

The applicant has provided an Arborist Report/Tree Protection Plan and a Tree Removal, Mitigation and Street Tree Plan (Sheet 8). These plans identify a total of 78 trees on site with 19 trees to be retained. Tree protection measures have been included in the Arborist report and shown on the Tree Removal plan. Therefore, these standards have been met.

Section 18.745.040.C requires that street trees be planted in conjunction with all development that fronts a street or driveway more than 100 feet long. A proposed planting list must be submitted for review by the Director since certain trees can damage utilities, streets and sidewalks or cause personal injury. This section also contains specific standards for spacing of street trees as follows:

- ◆ **Small or narrow stature trees (under 25 feet tall and less than 16 feet wide branching) shall be spaced no greater than 20 feet apart;**
- ◆ **Medium sized trees (25 feet to 40 feet tall, 16 feet to 35 feet wide branching) shall be spaced no greater than 30 feet apart; and**
- ◆ **Large trees (over 40 feet tall and more than 35 feet wide branching) shall be spaced no greater than 40 feet apart;**

The applicant has provided a street tree plan (Sheet 8) that meets the spacing standards along the east side of proposed Street 'A' and along both sides of Street 'B'. The trees specified, European Hornbeam and Raywood Ash, are species included on the City of Tigard Street Tree List. The applicant's narrative states that street trees will also be provided along the front of SW Walnut Street, however, the applicant's plans do not include any street trees there. Therefore, as a condition of approval, the applicant shall submit a revised Street Tree Plan showing additional street trees along SW Walnut Street.

Section 18.745.050 contains the provisions and requirements for buffering and screening.

It is the intent that these requirements shall provide for privacy and protection and reduce or eliminate the adverse impacts of visual or noise pollution at a development site, without unduly interfering with the view from neighboring properties or jeopardizing the safety of pedestrians and vehicles;

Buffering and screening is required to reduce the impacts on adjacent uses which are of a different type in accordance with the matrices in this chapter (Tables 18.745.1 and 18.745.2). The owner of each proposed development is responsible for the installation and effective maintenance of buffering and screening. When different uses would be abutting one another except for separation by a right-of-way, buffering, but not screening, shall be required as specified in the matrix;

In-lieu of these standards, a detailed buffer area landscaping and screening plan may be submitted for the Director's approval as an alternative to the buffer area landscaping and screening standards, provided it affords the same degree of buffering and screening as required by this code.

All adjacent uses to the subject site are single-family residential and zoned R-4.5. Pursuant to Table 18.745.1 and 18.745.2, buffering and screening are not required.

FINDING: Based on the analysis above, the landscaping and screening standards have not all been met. However, if the applicant implements the following conditions, these standards can be met.

CONDITION: Prior to site development, the applicant shall submit a revised Street Tree Plan showing street trees along SW Walnut Street.

Off-Street Parking and Loading Requirements (18.765):

Chapter 18.765, Table 18.765.2 requires that single-family residences be provided with one (1) off-street parking space for each dwelling unit.

Compliance with this standard will be enforced during the building permit review process. Since the Code requires 20 feet from the property line to the face of a garage, this will insure that at least one car can park off of the street, outside of any garage.

FINDING: Because each individual home will be reviewed for compliance with this standard during the building permit phase and it is feasible that this standard will be met by providing driveways and garages, this standard has been satisfied for all proposed lots

Signs (18.780):

Chapter 18.780 regulates the placement, number and design criteria for signage.

No signs are proposed in conjunction with this development. Any future signage will be subject to the sign permit requirements in Chapter 18.780. There has been a proliferation of sign violations from new subdivisions. In accordance with a new policy adopted by the Director's Designee, all new subdivisions must enter into a sign compliance agreement to facilitate a more expeditious court process for citations.

FINDING: To expedite enforcement of sign violations, a sign compliance agreement will be required.

CONDITION: Prior to the issuance of building permits, the developer shall sign a copy of the City's sign compliance agreement.

Tree Removal (18.790):

Tree plan required.

A tree plan for the planting, removal and protection of trees prepared by a certified arborist shall be provided for any lot, parcel or combination of lots or parcels for which a development application for a subdivision, partition, site development review, planned development or conditional use is filed. Protection is preferred over removal wherever possible.

Plan requirements.

The tree plan shall include the following:

- 1. Identification of the location, size and species of all existing trees including trees designated as significant by the city;**
- 2. Identification of a program to save existing trees or mitigate tree removal over 12 inches in caliper. Mitigation must follow the replacement guidelines of Section 18.790.060D, in accordance with the following standards and shall be exclusive of trees required by other development code provisions for landscaping, streets and parking lots:
 - a. Retention of less than 25% of existing trees over 12 inches in caliper requires a mitigation program in accordance with Section 18.790.060D of no net loss of trees;**
 - b. Retention of from 25% to 50% of existing trees over 12 inches in caliper requires that two-thirds of the trees to be removed be mitigated in accordance with Section 18.790.060D;**
 - c. Retention of from 50% to 75% of existing trees over 12 inches in caliper requires that 50 percent of the trees to be removed be mitigated in accordance with Section 18.790.060D;**
 - d. Retention of 75% or greater of existing trees over 12 inches in caliper requires no mitigation.****
- 3. Identification of all trees which are proposed to be removed;**
- 4. A protection program defining standards and methods that will be used by the applicant to protect trees during and after construction.**

As required, the applicant submitted a tree plan that was conducted by Walter H. Knapp, a certified arborist. The plan contains all four of the required components of a tree plan (survey, removal, protection, and mitigation measures) and, is therefore, acceptable.

The tree inventory includes 81 trees, 78 on site and 3 boundary trees located on adjacent parcels. 67 of 78 trees located on site are greater than 12 inches in diameter. Of the 67 trees, 19 trees are non-sustainable because of poor condition, disease, or hazardous structure. Of the 48 healthy trees greater than 12 inches in diameter, 19 will be retained and 29 will be removed for construction. Therefore, 39 percent of trees greater than 12 inches in diameter are proposed to be retained, requiring mitigation of 2/3 of the caliper inches of those the trees to be removed (645 inches x .66 = 425 caliper inches to be mitigated). A fee in-lieu shall be paid a rate of \$125/caliper inch totaling \$53,125.

No other trees are authorized to be removed by this decision. Additional tree removal of healthy trees beyond what is authorized in this decision will require a new Type II Decision.

FINDING: The tree removal standards are met and compliance will be ensured through the following conditions of approval.

CONDITIONS:

- ◆ Prior to commencing any site work, the applicant shall submit construction drawings to both Planning and Engineering that include:
 - A. The approved Tree Removal, Protection and Mitigation Plan;
 - B. A construction sequence including installation and removal of tree protection devices, clearing, grading, and paving;
 - C. A note prohibiting equipment, vehicles, machinery, grading, dumping, storage, burial of debris, or any other construction-related activities in any tree protection zone; and
 - D. A note stating that only those trees identified on the approved Tree Removal plan are authorized for removal by this report. Notwithstanding any other provision of this title, any party found to be in violation of this chapter [18.790] pursuant to Chapter 1.16 of the Tigard Municipal Code shall be subject to a civil penalty of up to \$500 and shall be required to remedy any damage caused by the violation. Such remediation shall include, but not be limited to, the following: 1) Replacement of unlawfully removed or damaged trees in accordance with Section 18.790.060 (D) of the Tigard Development Code; and 2) Payment of an additional civil penalty representing the estimated value of any unlawfully removed or damaged tree, as determined using the most current International Society of Arboriculture's Guide for Plant Appraisal.
- ◆ Prior to commencing any site work, the applicant shall establish fencing as directed by the project arborist to protect the trees to be retained. The applicant shall call for an inspection and allow access by the City Arborist for the purpose of monitoring the tree protection to verify that the tree protection measures are performing adequately.
- ◆ Prior to commencing any site work, the applicant shall ensure that the Project Arborist submits written reports to the City Arborist, at least once every two weeks, from initial tree protection zone (TPZ) fencing installation through building construction. The reports shall include the condition and location of the tree protection fencing and whether any changes occurred. If the amount of TPZ was reduced then the Project Arborist shall justify why the fencing was moved, and shall certify that the construction activities to the trees did not adversely impact the overall, long-term health and stability of the tree(s). Failure to follow the plan, or maintain tree protection fencing in the designated locations shall be grounds for immediate suspension of work on the site until remediation measures and/or civil citations can be processed.
- ◆ Prior to commencing site work, the applicant shall submit a cash assurance (letter of credit or cash deposit) for the equivalent value of mitigation required (number of caliper inches (425) times \$125 per caliper inch = \$53,212). Any trees successfully planted on the site or off site in accordance with 18.790.060.D and an approved tree mitigation plan will be credited against the assurance for two years following final plat approval. After such time, the applicant shall pay the remaining value of the assurance as a fee in-lieu of planting.
- ◆ Prior to final plat approval, the applicant shall submit a summary of the biweekly arborist reports prepared by the Project Arborist. The summary shall document the effect of the approved tree protection plan, account for any violations, and certify the condition of protected trees.
- ◆ Prior to issuance of building permits, the applicant shall:
 - A. Submit site plan drawings showing the accurate location of the trees that were preserved, the location of tree protection fencing, and the location of mitigation trees, if any. Attach copies of the approved Tree Protection and Mitigation Plans.
 - B. Submit a statement and signature of approval from a certified arborist regarding the siting and construction techniques to be employed in building the house with respect to any protected trees on site.
 - C. Install required tree protection fencing as specified by the project arborist and call for an inspection by the City Arborist.
 - D. Applicant shall submit biweekly reports, prepared by a certified arborist, through final inspection documenting the status of required tree protection fencing.

- ♦ Prior to issuance of building permits, the applicant shall record a deed restriction to the effect that any existing tree greater than 12 inches diameter may be removed only if the tree dies or is hazardous according to a certified arborist. The deed restriction may be removed or will be considered invalid if a tree preserved in accordance with this decision should either die or be removed as a hazardous tree.
- ♦ Prior to final inspection, the applicant shall submit a final report by the Project Arborist certifying the health of protected trees. Tree protection measures may be removed and final inspection authorized upon review and approval by the City Arborist.

Vision Clearance:

Chapter 18.795 applies to all development and requires that clear vision area shall be maintained on the corners of all property adjacent to intersecting right-of-ways and at the intersection of a public street and a private driveway. A visual clearance area shall contain no vehicle, hedge, planting, fence, wall structure, signs, or temporary or permanent obstruction exceeding three feet in height.

The applicant has shown vision clearance areas on the Preliminary Site plan for the intersections of proposed Street ‘A’ with SW Walnut Street and the proposed Street ‘B’. At the time of building permit review, site plans for each lot will show driveways that intersect with Street ‘A’ where visual clearance areas shall contain no vehicle, hedge, planting, fence, wall structure, signs, or temporary or permanent obstruction exceeding three feet in height.

FINDING: Because no structures are currently proposed in the vision clearance area and all future buildings will be reviewed for compliance during the building permit phase, this standard has been satisfied.

C – STREET AND UTILITY IMPROVEMENTS STANDARDS (18.810):

Street And Utility Improvements Standards (Section 18.810):

Chapter 18.810 provides construction standards for the implementation of public and private facilities and utilities such as streets, sewers, and drainage. The applicable standards are addressed below:

Streets:

Improvements:

Section 18.810.030.A.1 states that streets within a development and streets adjacent shall be improved in accordance with the TDC standards.

Section 18.810.030.A.2 states that any new street or additional street width planned as a portion of an existing street shall be dedicated and improved in accordance with the TDC.

Minimum Rights-of-Way and Street Widths: Section 18.810.030(E) requires a minor collector street to have a 60-foot right-of-way width and a 40-foot paved section. Other improvements required may include on-street parking, sidewalks and bikeways, underground utilities, street lighting, storm drainage, and street trees.

This site lies adjacent to SW Walnut Street, which is classified as a Collector on the City of Tigard Transportation Plan Map. At present, there is approximately 30 feet of right-of-way (ROW) from centerline, according to the most recent tax assessor’s map. The applicant should dedicate the additional ROW to provide 35 feet from centerline.

SW Walnut Street is currently improved. Street trees are required to meet the standards.

Minimum Rights-of-Way and Street Widths: Section 18.810.030.E requires a Local street to have a 54 right-of-way width and 32-foot paved section. Other improvements required may include on-street parking, sidewalks and bikeways, underground utilities, street lighting, storm drainage, and street trees.

This development proposes to construct Street A, a local street. At present, the applicant proposes to construct a ¾ street section with 27 feet of ROW from centerline to the east and 13 feet of ROW from centerline to the west.

The applicant’s plans also propose construction of the half-street section to the east of centerline plus an additional 10 feet of paving and curb to the west of centerline. This will provide 26 feet of paving and allows for parking on one side of the street. The applicant’s plans indicate parking on the west side of the street. The applicant shall install “NO PARKING” signs along the length of the east side of the street.

Minimum Rights-of-Way and Street Widths: Section 18.810.030.E requires a Local street to have a 54 right-of-way width and 32-foot paved section. Other improvements required may include on-street parking, sidewalks and bikeways, underground utilities, street lighting, storm drainage, and street trees.

This development proposes to construct Street B, a local street. At present, the applicant proposes to construct a full street section with 50 feet of ROW. The applicant states that the average daily trips (ADT) will not exceed 500, based on development of the surrounding properties. While the applicant calls this a “skinny” street, the 500 ADT refers to a lower local residential street classification, as shown in Figure 18.810.5.A of the Tigard Development Code. Further, the applicant did not provide a Traffic Flow Plan for a “skinny” street approval. Therefore, the applicant shall restrict parking to one side of Street B and install “NO PARKING” signs on one side of Street B.

Future Street Plan and Extension of Streets: Section 18.810.030(F) states that a future street plan shall be filed which shows the pattern of existing and proposed future streets from the boundaries of the proposed land division. This section also states that where it is necessary to give access or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary lines of the tract to be developed and a barricade shall be constructed at the end of the street. These street stubs to adjoining properties are not considered to be cul-de-sacs since they are intended to continue as through streets at such time as the adjoining property is developed. A barricade shall be constructed at the end of the street by the property owners which shall not be removed until authorized by the City Engineer, the cost of which shall be included in the street construction cost. Temporary hammerhead turnouts or temporary cul-de-sac bulbs shall be constructed for stub streets in excess of 150 feet in length.

The applicant has submitted a plan showing how Street B can be extended in the future with a connection to a future Street C. This provides for a block that is comprised of local streets and connects back to Walnut Street, a Collector street.

Street Alignment and Connections:

Section 18.810.030.H.1 states that full street connections with spacing of no more than 530 feet between connections is required except where prevented by barriers such as topography, railroads, freeways, pre-existing developments, lease provisions, easements, covenants or other restrictions existing prior to May 1, 1995 which preclude street connections. A full street connection may also be exempted due to a regulated water feature if regulations would not permit construction.

Section 18.810.030.H.2 states that all local, neighborhood routes and collector streets which abut a development site shall be extended within the site to provide through circulation when not precluded by environmental or topographical constraints, existing development patterns or strict adherence to other standards in this code. A street connection or extension is precluded when it is not possible to redesign, or reconfigure the street pattern to provide required extensions. Land is considered topographically constrained if the slope is greater than 15% for a distance of 250 feet or more. In the case of environmental or topographical constraints, the mere presence of a constraint is not sufficient to show that a street connection is not possible. The applicant must show why the constraint precludes some reasonable street connection.

The applicant’s plans provide for local Street A, a north-south street connecting to Walnut Street and proposed Street B. Street B is approximately 530 feet south of Walnut Street. Street B can be extended in the future to the east and the plans show a future Street C, a north-south street, returning to Walnut Street.

Street Alignment and Connections: Section 18.810.030(H)(3) requires proposed street or street extensions to provide direct access to existing or planned transit stops, commercial services, and other neighborhood facilities, such as schools, shopping areas, and parks.

Jack Park is located across Walnut Street from the subject parcel. The proposed Street ‘A’ will provide direct access to this facility from all proposed lots, consistent with this standard.

Cul-de-sacs: 18.810.030.K states that a cul-de-sac shall be no more than 200 feet long, shall not provide access to greater than 20 dwelling units, and shall only be used when environmental or topographical constraints, existing development pattern, or strict adherence to other standards in this code preclude street extension and through circulation:

- ◆ All cul-de-sacs shall terminate with a turnaround. Use of turnaround configurations other than circular, shall be approved by the City Engineer; and
- ◆ The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.
- ◆ If a cul-de-sac is more than 300 feet long, a lighted direct pathway to an adjacent street may be required to be provided and dedicated to the City.

There are no proposed cul-de-sacs in this proposal.

Grades and Curves: Section 18.810.030.M states that grades shall not exceed ten percent on arterials, 12% on collector streets, or 12% on any other street (except that local or residential access streets may have segments with grades up to 15% for distances of no greater than 250 feet), and:

1. Centerline radii of curves shall not be less than 700 feet on arterials, 500 feet on major collectors, 350 feet on minor collectors, or 100 feet on other streets; and
2. Streets intersecting with a minor collector or greater functional classification street, or streets intended to be posted with a stop sign or signalization, shall provide a landing averaging five percent or less. Landings are that portion of the street within 20 feet of the edge of the intersecting street at full improvement.

The proposed street grades are less than 6%, thereby meeting this criterion.

Access to Arterials and Major Collectors: Section 18.810.030.Q states that where a development abuts or is traversed by an existing or proposed arterial or major collector street, the development design shall provide adequate protection for residential properties and shall separate residential access and through traffic, or if separation is not feasible, the design shall minimize the traffic conflicts. The design shall include any of the following:

- ◆ A parallel access street along the arterial or major collector;
- ◆ Lots of suitable depth abutting the arterial or major collector to provide adequate buffering with frontage along another street;
- ◆ Screen planting at the rear or side property line to be contained in a nonaccess reservation along the arterial or major collector; or
- ◆ Other treatment suitable to meet the objectives of this subsection;
- ◆ If a lot has access to two streets with different classifications, primary access should be from the lower classification street.

Lot 1 has frontage on both Walnut and 'A' Streets. The access is proposed to be on Street A, as far from the intersection as possible. The applicant shall record a non-access strip along the Walnut Street frontage on the final plat.

Private Streets: Section 18.810.030.S states that design standards for private streets shall be established by the City Engineer. The City shall require legal assurances for the continued maintenance of private streets, such as a recorded maintenance agreement. Private streets serving more than six dwelling units are permitted only within planned developments, mobile home parks, and multi-family residential developments.

There are no proposed private streets in this development; therefore this standard does not apply.

Block Designs - Section 18.810.040.A states that the length, width and shape of blocks shall be designed with due regard to providing adequate building sites for the use contemplated, consideration of needs for convenient access, circulation, control and safety of street traffic and recognition of limitations and opportunities of topography.

Block Sizes: Section 18.810.040.B.1 states that the perimeter of blocks formed by streets shall not exceed 2,000 feet measured along the right-of-way line except:

- ◆ Where street location is precluded by natural topography, wetlands or other bodies of water or, pre-existing development or;
- ◆ For blocks adjacent to arterial streets, limited access highways, major collectors or railroads.
- ◆ For non-residential blocks in which internal public circulation provides equivalent access.

The proposed subdivision includes new streets, Streets 'A' and 'B'. The Preliminary Sit Plan (Sheet 3) shows a future streets plan connecting the proposed street back to SW Walnut with a block length of approximately 1,600 lineal feet, consistent with this standard.

Section 18.810.040.B.2 states that bicycle and pedestrian connections on public easements or right-of-ways shall be provided when full street connection is not possible. Spacing between connections shall be no more than 330 feet, except where precluded by environmental or topographical constraints, existing development patterns, or strict adherence to other standards in the code.

The proposed development includes streets 'A' and 'B' which stub to the south and west property lines providing bicycle and pedestrian connections, consistent with this standard.

Lots - Size and Shape: Section 18.810.060(A) prohibits lot depth from being more than 2.5 times the average lot width, unless the parcel is less than 1.5 times the minimum lot size of the applicable zoning district.

None of the proposed lots exceed 2.5 times their width, consistent with this standard.

Lot Frontage: Section 18.810.060(B) requires that lots have at least 25 feet of frontage on public or private streets, other than an alley. In the case of a land partition, 18.420.050.A.4.c applies, which requires a parcel to either have a minimum 15-foot frontage or a minimum 15-foot wide recorded access easement. In cases where the lot is for an attached single-family dwelling unit, the frontage shall be at least 15 feet.

All lots in the proposed subdivision have at least 25 feet of frontage on a public street, consistent with this standard.

Sidewalks: Section 18.810.070.A requires that sidewalks be constructed to meet City design standards and be located on both sides of arterial, collector and local residential streets.

There is an existing 6-foot, curb-tight sidewalk along the Walnut Street frontage. This sidewalk was installed as part of the Walnut Street MSTIP project.

The applicant's plans indicate they will construct a 5 foot sidewalk and 5 foot planter strip on the east side of Street A and on both sides of Street B, thereby meeting this criterion.

Sanitary Sewers:

Sewers Required: Section 18.810.090.A requires that sanitary sewer be installed to serve each new development and to connect developments to existing mains in accordance with the provisions set forth in Design and Construction Standards for Sanitary and Surface Water Management (as adopted by the Unified Sewerage Agency in 1996 and including any future revisions or amendments) and the adopted policies of the comprehensive plan.

Over-sizing: Section 18.810.090.C states that proposed sewer systems shall include consideration of additional development within the area as projected by the Comprehensive Plan.

The applicant's plans show the extension of an 8-inch public sewer in Street A. There is an existing 8-inch public sewer approximately 35 feet to the west of the proposed sewer. The existing sewer that serves upstream properties was installed at an approximate depth of 30 feet. The determination by the Public Works Department was that a new 8 foot deep sewer is adequate to serve this development and any remaining unserved properties. This much shallower depth will allow for ease of maintenance in the future.

Storm Drainage:

General Provisions: Section 18.810.100.A states requires developers to make adequate provisions for storm water and flood water runoff.

Accommodation of Upstream Drainage: Section 18.810.100.C states that a culvert or other drainage facility shall be large enough to accommodate potential runoff from its entire upstream drainage area, whether inside or outside the development. The City Engineer shall approve the necessary size of the facility, based on the provisions of Design and Construction Standards for Sanitary and Surface Water Management (as adopted by the Unified Sewerage Agency in 2000 and including any future revisions or amendments).

The applicant's plans indicate they will construct a public storm sewer line in a public easement along their Walnut Street frontage to provide for upstream drainage. The plans also indicate that the home lots will use weep holes for roof drains. This is not typically allowed in new subdivisions. It is expected that the roof drains will be connected to the public storm sewer line directly. The applicant's engineer shall submit plans to the engineering staff for review in support of their request to use weep holes.

Effect on Downstream Drainage: Section 18.810.100.D states that where it is anticipated by the City Engineer that the additional runoff resulting from the development will overload an existing drainage facility, the Director and Engineer shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with the Design and Construction Standards for Sanitary and Surface Water Management (as adopted by the Unified Sewerage agency in 2000 and including any future revisions or amendments).

In 1997, Clean Water Services (CWS) completed a basin study of Fanno Creek and adopted the Fanno Creek Watershed Management Plan. Section V of that plan includes a recommendation that local governments institute a stormwater detention/effective impervious area reduction program resulting in no net increase in storm peak flows up to the 25-year event. The City will require that all new developments resulting in an increase of impervious surfaces provide onsite detention facilities, unless the development is located adjacent to Fanno Creek. For those developments adjacent to Fanno Creek, the storm water runoff will be permitted to discharge without detention.

The applicant's engineer has proposed an underground pipe for detention on the site. The system will be in a public easement.

Bikeways and Pedestrian Pathways:

Bikeway Extension: Section 18.810.110.A states that developments adjoining proposed bikeways identified on the City's adopted pedestrian/bikeway plan shall include provisions for the future extension of such bikeways through the dedication of easements or right-of-way.

There are existing bike lanes along both sides of Walnut Street, thereby meeting this criterion.

Utilities:

Section 18.810.120 states that all utility lines, but not limited to those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at 50,000 volts or above, and:

- ◆ The developer shall make all necessary arrangements with the serving utility to provide the underground services;
- ◆ The City reserves the right to approve location of all surface mounted facilities;
- ◆ All underground utilities, including sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets; and
- ◆ Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.

Exception to Under-Grounding Requirement: Section 18.810.120.C states that a developer shall pay a fee in-lieu of under-grounding costs when the development is proposed to take place on a street where existing utilities which are not underground will serve the development and the approval authority determines that the cost and technical difficulty of under-grounding the utilities outweighs the benefit of under-grounding in conjunction with the development. The determination shall be on a case-by-case basis. The most common, but not the only, such situation is a short frontage development for which under-grounding would result in the placement of additional poles, rather than the removal of above-ground utilities facilities. An applicant for a development which is served by utilities which are not underground and which are located across a public right-of-way from the applicant's property shall pay a fee in-lieu of under-grounding.

ADDITIONAL CITY AND/OR AGENCY CONCERNS WITH STREET AND UTILITY IMPROVEMENT STANDARDS:

Public Water System:

The City of Tigard provides service in this area. The applicant's plans show a public water line extension in Street A from the public line in Walnut Street. The public line will be extended to the terminus of Street A and Street B for future extensions.

Storm Water Quality:

The City has agreed to enforce Surface Water Management (SWM) regulations established by Clean Water Services (CWS) Design and Construction Standards (adopted by Resolution and Order No. 00-7) which require the construction of on-site water quality facilities. The facilities shall be designed to remove 65 percent of the phosphorus contained in 100 percent of the storm water runoff generated from newly created impervious surfaces. In addition, a maintenance plan shall be submitted indicating the frequency and method to be used in keeping the facility maintained through the year.

Prior to construction, the applicant shall submit plans and calculations for a water quality facility that will meet the intent of the CWS Design Standards. In addition, the applicant shall submit a maintenance plan for the facility that must be reviewed and approved by the City prior to construction.

Grading and Erosion Control:

CWS Design and Construction Standards also regulate erosion control to reduce the amount of sediment and other pollutants reaching the public storm and surface water system resulting from development, construction, grading, excavating, clearing, and any other activity which accelerates erosion. Per CWS regulations, the applicant is required to submit an erosion control plan for City review and approval prior to issuance of City permits.

The Federal Clean Water Act requires that a National Pollutant Discharge Elimination System (NPDES) erosion control permit be issued for any development that will disturb one or more acre of land.

A final grading plan shall be submitted showing the existing and proposed contours. The plan shall detail the provisions for surface drainage of all lots, and show that they will be graded to insure that surface drainage is directed to the street or a public storm drainage system approved by the Engineering Department. For situations where the back portions of lots drain away from a street and toward adjacent lots, appropriate private storm drainage lines shall be provided to sufficiently contain and convey runoff from each lot.

An NPDES 1200C permit will be required for this development. The applicant shall submit their plans and application to the City of Tigard for review. Upon City approval the plans will be forwarded on to CWS for issuance.

Address Assignments:

The City of Tigard is responsible for assigning addresses for parcels within the City of Tigard and within the Urban Service Boundary (USB). An addressing fee in the amount of \$50.00 per address shall be assessed. This fee shall be paid to the City prior to the final plat approval.

Survey Requirements

The applicant's final plat shall contain State Plane Coordinates [NAD 83 (91)] on two monuments with a tie to the City's global positioning system (GPS) geodetic control network (GC 22). These monuments shall be on the same line and shall be of the same precision as required for the subdivision plat boundary. Along with the coordinates, the plat shall contain the scale factor to convert ground measurements to grid measurements and the angle from north to grid north. These coordinates can be established by:

- ♦ GPS tie networked to the City's GPS survey.
- ♦ By random traverse using conventional surveying methods.

In addition, the applicant's as-built drawings shall be tied to the GPS network. The applicant's engineer shall provide the City with an electronic file with points for each structure (manholes, catch basins, water valves, hydrants and other water system features) in the development, and their respective X and Y State Plane Coordinates, referenced to NAD 83 (91).

D. - IMPACT STUDY (18.390):

Section 18.390.040 states that the applicant shall provide an impact study to quantify the effect of development on public facilities and services. The study shall address, at a minimum, the transportation system including bikeways, the drainage system, the parks system, the water system, the sewer system, and the noise impacts of the development. For each public facility system and type of impact, the study shall propose improvements necessary to meet City standards, and to minimize the impact of the development on the public at large, public facilities systems, and affected private property users. In situations where the Community Development Code requires the dedication of real property interests, the applicant shall either specifically concur with a requirement for public right-of-way dedication, or provide evidence that supports the conclusion that the real property dedication requirement is not roughly proportional to the projected impacts of the development.

Section 18.390.040 states that when a condition of approval requires the transfer to the public of an interest in real property, the approval authority shall adopt findings which support the conclusion that the interest in real property to be transferred is roughly proportional to the impact the proposed development will have on the public.

The applicant's application includes an impact study which addresses impacts of the proposed development on public facilities and services. The applicant identifies and concurs with a 5-foot right of way dedication along the 160-foot frontage of SW Walnut Street as shown on the Preliminary Site Plan. Storm water runoff will be directed to an on-site storm water quality facility shown on the applicant's preliminary utility plan, which will release storm water at pre-development rates into the storm drain under SW Walnut Street. The development will extend an 8-inch water line located in SW Walnut Street to the southern end of the development. Service laterals will be extended from the new 8-inch line to serve the new residential structures. An 8-inch sanitary service line will be extended from an existing manhole in SW Walnut Street to the southern edge of the development site. Service laterals will be extended from the sanitary line to serve each residential structure.

Any required street improvements to certain collector or higher volume streets and the Washington County Traffic Impact Fee (TIF) are mitigation measures that are required at the time of development. Based on a transportation impact study prepared by Mr. David Larson for the A-Boy Expansion/Dolan II/Resolution 95-61, TIF's are expected to recapture 32 percent of the traffic impact of new development on the Collector and Arterial Street system. Presently, the TIF for a detached, single-family dwelling is \$3,020.

Upon completion of this development, the future builders of the residences will be required to pay TIF's totaling approximately \$24,160 (\$3,020 x 8 new dwelling units). Based on the estimate that total TIF fees cover 32 percent of the impact on major street improvements citywide, a fee that would cover 100 percent of this project's traffic impact is \$75,500 (\$24,160 divided by .32). The difference between the TIF paid and the full impact, is considered as unmitigated impact. Since the TIF paid is \$24,160, the unmitigated impact can be valued at \$51,340 (\$75,500 - \$24,160). The estimated cost of the dedication of SW Walnut Street is approximately \$2,400 (\$3/sf x 800 sf). Therefore, the interest in real property to be transferred is minor in comparison to the impact the proposed development will have on the public.

SECTION VII. OTHER STAFF COMMENTS

The City of Tigard Public Works has reviewed the proposal and noted several issues with water and storm sewer. These issues are addressed in the Streets and Utilities section of the decision.

The City of Tigard Police Department has reviewed the proposal and has no objection to it.

SECTION VIII. AGENCY COMMENTS

Clean Water Services has reviewed the proposal and has issued a service provider letter (File No. 07-000227) dated January 22, 2007. The letter states that the subject property is beyond the 50-foot maximum buffer for the sensitive area on abutting property. In addition, CWS issued a comment letter dated May 1, 2007 which is addressed in the Streets and Utilities section of this decision.

Tualatin Valley Fire and Rescue has reviewed the subject proposal and submitted a comment letter dated May 15, 2006 endorsing the proposal and finding no deficiencies in the submitted design regarding applicable requirements for fire apparatus access or firefighting water supplies.

SECTION IX. PROCEDURE AND APPEAL INFORMATION

Notice:

Notice was posted at City Hall and mailed to:

- The applicant and owners
- Owner of record within the required distance
- Affected government agencies

Final Decision:

**THIS DECISION IS FINAL ON JUNE 6, 2007 AND
EFFECTIVE ON JUNE 21, 2007 UNLESS AN APPEAL IS FILED.**

Appeal:

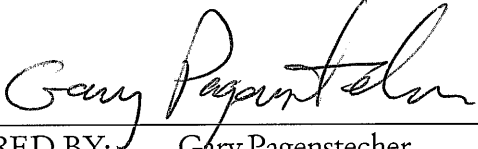
The Director's Decision is final on the date that it is mailed. Any party with standing as provided in Section 18.390.040.G.1. may appeal this decision in accordance with Section 18.390.040.G.2. of the Tigard Community Development Code which provides that a written appeal together with the required fee shall be filed with the Director within ten (10) business days of the date the Notice of Decision was mailed. The appeal fee schedule and forms are available from the Planning Division of Tigard City Hall, 13125 SW Hall Boulevard, Tigard, Oregon 97223.

Unless the applicant is the appellant, the hearing on an appeal from the Director's Decision shall be confined to the specific issues identified in the written comments submitted by the parties during the comment period. Additional evidence concerning issues properly raised in the Notice of Appeal may be submitted by any party during the appeal hearing, subject to any additional rules of procedure that may be adopted from time to time by the appellate body.

THE DEADLINE FOR FILING AN APPEAL IS 5:00 PM ON JUNE 20, 2007.


Questions:

If you have any questions, please call the City of Tigard Planning Division, Tigard City Hall, 13125 SW Hall Boulevard, Tigard, Oregon at (503) 639-4171.



PREPARED BY: Gary Pagenstecher
Associate Planner

June 6, 2007
DATE




APPROVED BY: Dick Bewersdorff
Planning Manager

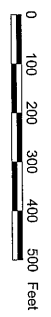
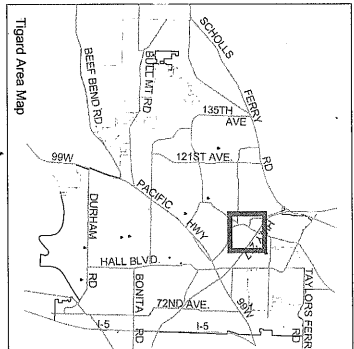
June 6, 2007
DATE

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SUB2007-00002
VAR2007-00006

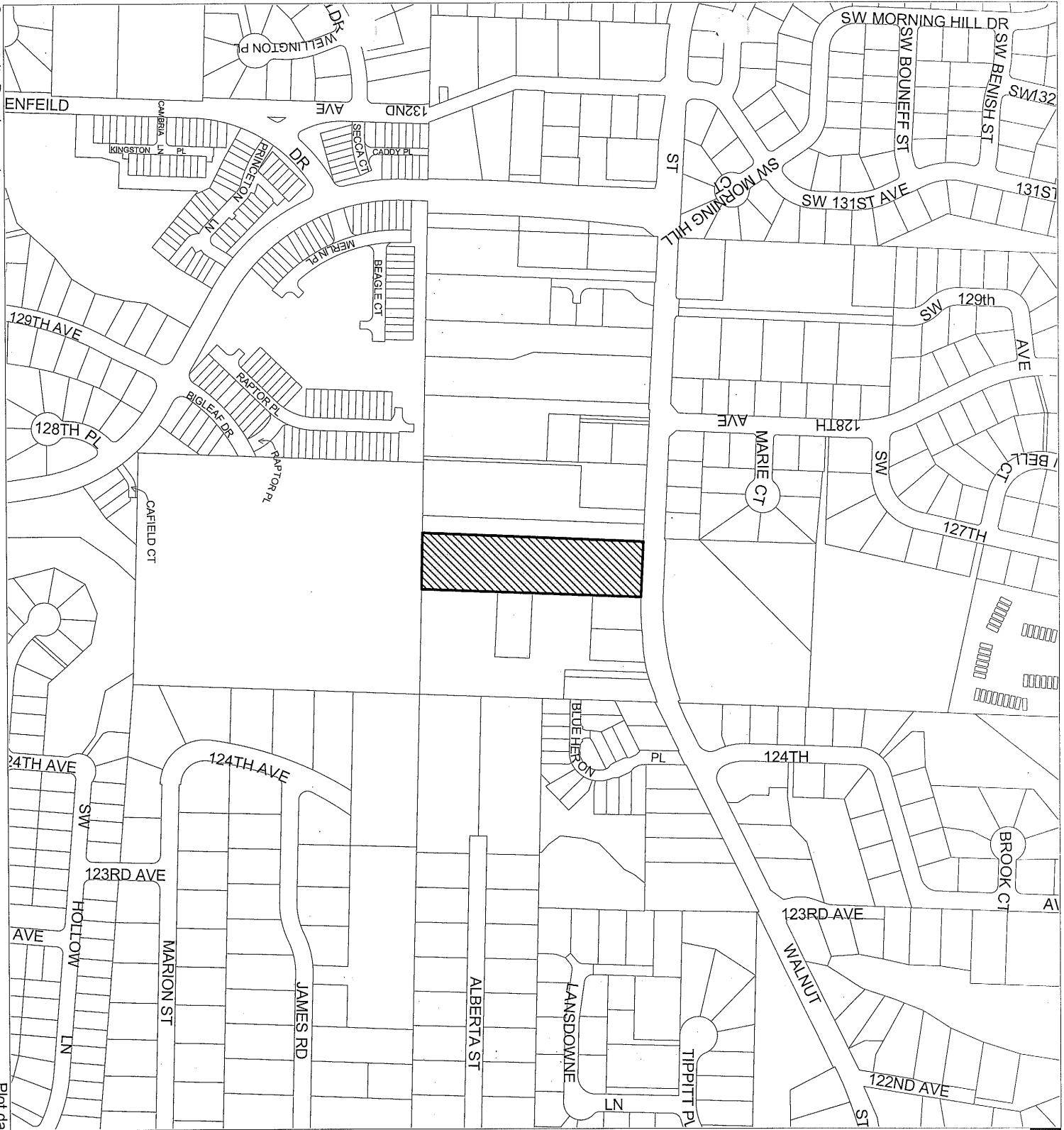
WALNUT
CROSSING
SUBDIVISION

LEGEND:
 SUBJECT SITE

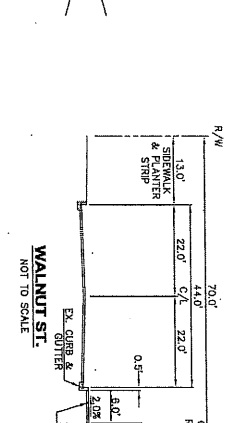
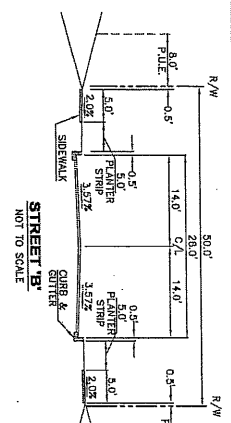
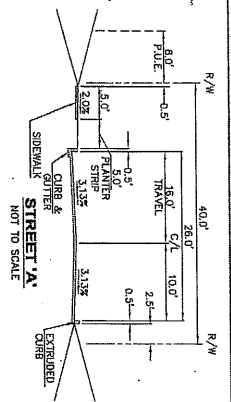
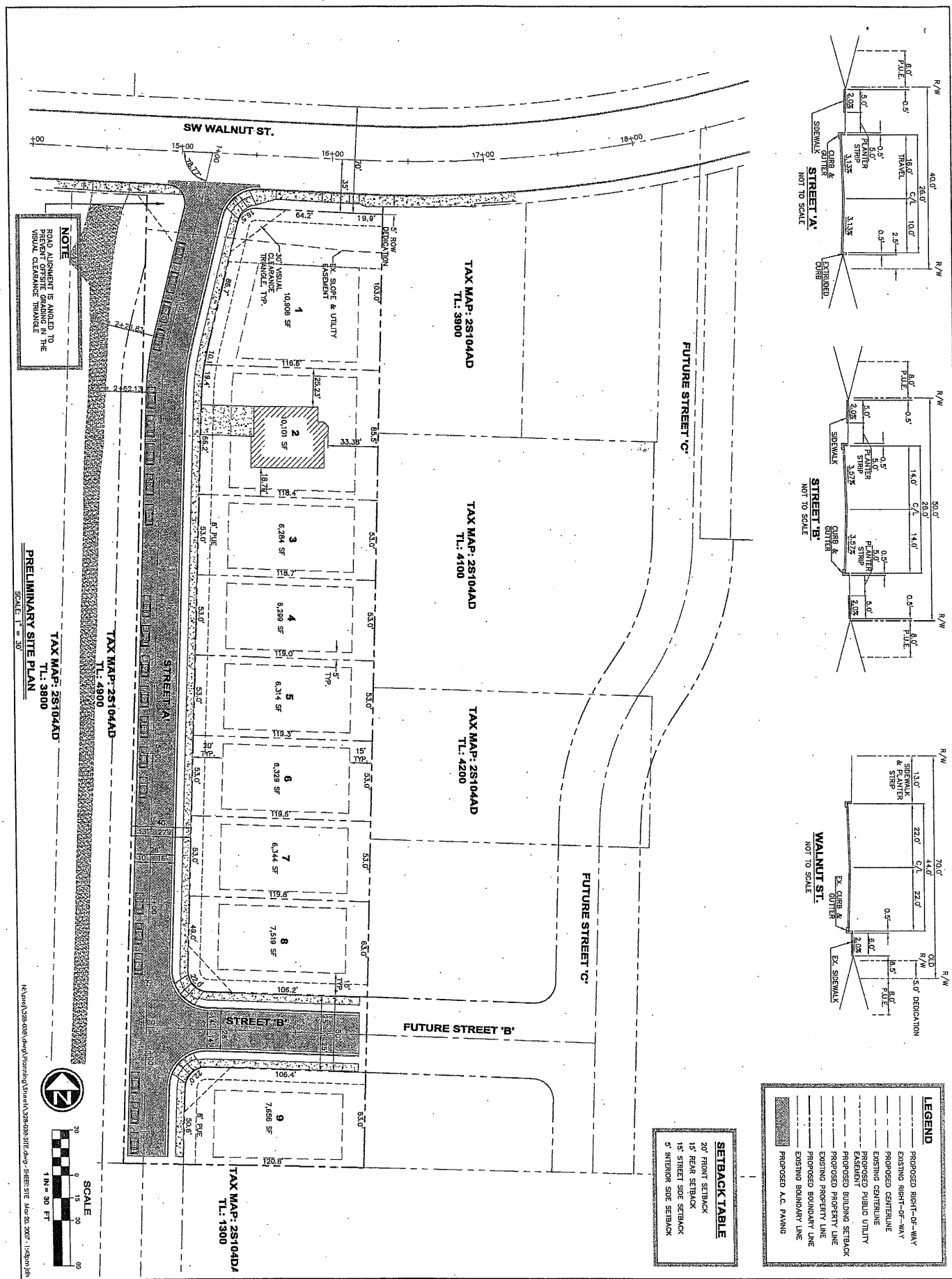


Information on this map is for general location only and should be verified with the Development Services Division, 13125 SW Hill Blvd, Tigard, OR 97223, (503) 639-4171, <http://www.ci.tigard.or.us>

Plot date: Mar 30, 2007; C:\magici\MAGIC03.APR



Community Development



LEGEND

- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- PROPOSED CENTERLINE
- EXISTING CENTERLINE
- PROPOSED PUBLIC UTILITY
- PROPOSED BUILDING SETBACK
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- PROPOSED BOUNDARY LINE
- EXISTING BOUNDARY LINE
- PROPOSED A.C. PAVING

SETBACK TABLE

20' FRONT SETBACK
15' REAR SETBACK
5' STREET SIDE SETBACK
5' INTERIOR SIDE SETBACK

NOTE
ROAD ALIGNMENT IS ANGLED TO PREVENT OFF-SITE GRADING IN THE VISUAL CLEARANCE TRIANGLE.

TAX MAP: 2S104AD TL: 4900
TAX MAP: 2S104AD TL: 3800
TAX MAP: 2S104AD TL: 4200
TAX MAP: 2S104AD TL: 1300

N:\Work\2328-000\Way\Drawing\SheetA\2328-000-SITE-PLAN-SHEET SITE Map 23, 2007 - 10.dwg (1/1)

alpha
COMMUNITY DEVELOPMENT

9200 SW Nimbus Ave.
Beaverton, OR 97008
(503) 645-8000 (503) 645-8048
www.alphacommunity.com

PRELIMINARY SITE PLAN

WALNUT CROSSING SUBDIVISION

REVISIONS

NO.	DATE	DESCRIPTION

DATE: _____

3