



City of Durham

17160 SW Upper Boones Ferry Rd.
Durham, Oregon 97224

Website: www.durham-oregon.us
e-mail: cityofdurham@comcast.net
503.639.6851 Fax 503.598.8595

Jordan Parente - City Administrator

Becky Morinishi - Administrative Assistant

STAFF REPORT – Revised from 8.26.24

August 30, 2024

APPLICATION FILE #: 594—24 Minor Partition

REQUEST: To partition a parcel of approximately 1 acre into 3 lots of approximately 11,440, 14,006 and 16,101 square feet.

APPLICANT: Clint Welsh / Spartan Redevelopment, LLC
21370 SW Langer Farms Pkwy., Suite 142 #272
Sherwood, OR 97140

OWNER: Dutch Ventures, LLC
7870 SW Ellman Lane
Durham, OR 97224

LOCATION: 7870 SW Ellman Lane
Durham, OR
Tax Map 2S1 13CD, Tax Lot 700

ZONE DISTRICT: Single Dwelling Residential – SDR

RELEVANT CRITERIA: The relevant approval criteria are provided in the Durham Development Code (DDC) sections 2.8 SDR Zone, 3.1 Standard Site Design in Residential Zones, 3.7 On-site Access and Off-street Parking, 3.8 Required Facilities and Undergrounding, 3.9 Street Design, 3.10 Protection of Transportation Facilities, 8. Land divisions, and 9.76 Type 2 Procedures and Criteria.

I. SUBMITTALS AND AGENCY CORRESPONDENCE

- Application submittal, deemed completed on August 6, 2024, including a narrative, plan sheets, and reports.
- Correspondence from Curran-McLeod, City Engineer, dated August 21, 2024 (Attachment A).
- Pride Disposal letter dated August 7, 2024 indicates it can provide service as the minor partition is proposed (Attachment B).
- Tualatin Valley Fire and Rescue (TVFR) submitted a letter dated August 7, 2024 with the relevant standards enumerated. An email from TVFR indicates that a turnaround may be required because of the overall length of the proposed driveway (Attachment C).
- ODOT indicated the agency has no concerns.

- Clean Water Services (CWS) Service Provider Letters are provided with the application in Exhibits G. 1. And G. 2. On August 29, 2024, CWS provided a list of recommended conditions of approval (Attachment D).
- A Tigard Water Service Provider Letter is provided with the application in Exhibit G. 3.
- TriMet representative, Rich Vasquez, indicates this development will have no impact on the agency.
- No comments received from Metro, PGE, Tigard-Tualatin School District, Tigard Water, Ziply Fiber/Frontier Communications, Comcast, or WCCCA.

II. PUBLIC SERVICES

The necessary public services including water, sanitary sewer, storm drainage, and utilities are available to serve the property and the proposed three lots.

III. SITE INFORMATION AND PROPOSED MINOR PARTITION

The subject property is approximately 1 acre in size with one single family residence located in the northern portion of the property with driveway access to Ellman Lane. There are 36 trees on, or immediately adjacent to the property. Ellman Lane is paved, but the property frontage is not improved to city standards.

The applicant proposes to divide the property into three parcels for future single dwelling residences. The two proposed southern parcels will have adjacent 10-foot wide strips that widen to 20 feet at Ellman Lane. The existing house and garage will be removed (Exhibit E of the application).

Ten trees are also proposed for removal to accommodate the common driveway and Ellman Lane frontage improvements (Exhibit F of the application). The tree removal shall be reviewed under a separate review process.

IV. DURHAM DEVELOPMENT CODE REQUIREMENTS, CRITERIA, AND FINDINGS

The applicable sections of the Durham Development Code (DDC) include:

- 2.8 SDR Zone.
- 3.1 Standard Site Design in Residential Zones.
- 3.7 On-Site Access and Off-Street Parking.
- 3.8 Required Public Facilities and Undergrounding.
- 3.9 Street Design.
- 5 Tree Protection.
- 8 Land Divisions.
- 9.6 Type 2 Process.

DDC Section 2 - Zoning Districts

2.8 Single Dwelling Residential (SDR) District

The SDR district allocates land both for large lot detached housing and for attached single dwellings in the form of a Planned Residential Development, including individual or common privately owned

open space. The SDR district is intended for those areas where large lot residential development has substantially committed the land for that use.

2.8.1 (and Table 2.18) Uses permitted outright in the SDR district include:

2.8.1.5 Single detached residence, including mobile- and manufactured homes.

FINDING: The parcel is zoned Single Dwelling Residential SDR that allocates land for large lot detached single-family dwellings, which are proposed following completion of the minor partition.

DDC Section 3 - Site and Design Standards

3.1 Standard Site Design in Residential Zones

3.1.1 The minimum density for residential development when averaged city-wide shall be maintained at no less than 6 dwelling units per net buildable acre. The minimum base density for the SDR district shall be 10,000 square feet per dwelling. The minimum lot area in the SDR district shall be 10,000 square feet except in a Planned Residential Development.

FINDING: The proposed minor partition with a minimum lot size of over 10,000 square feet complies with the minimum density standard for a land division in the SDR District.

3.1.3 The minimum (front) setback from the edge of the street right of way shall be 20 feet in all residential districts and shall be 10 feet from the side and 20 feet from the corner of a residential structure in the SDR district. The minimum setback from the rear property line shall be 20 feet for detached dwelling units and 15 feet for attached units. Detached residential structures on flag lots shall be set back at least 10 feet from all property lines.

FINDING: Although building setbacks will ultimately be determined during the building permit stage, the proposed preliminary plat demonstrates the ability to easily satisfy these standards with the dimensions and configuration of the proposed lots.

Sections 3.1.4, 3.1.6, and 3.1.7 apply to maximum building height, building projections, temporary structures, accessory uses, and fences.

FINDING: These provisions are not directly related to the minor partition, but they will require compliance related to subsequent home construction.

Section 3.1.5 requires a minimum lot frontage on public or private streets of 20 feet.

FINDING: All lots have the required street frontage. Lots 2, and 3 meet this standard with the access easements, which are 20 feet wide at the street.

3.7 On-Site Access and Off-Street Parking

3.7.1 Access to Public Right of Way. A land use in any zoning district shall provide for vehicle and pedestrian paved access to public right of way constructed and maintained within the boundaries of the property or by use of written and recorded property interest allowing use of property owned by another for such access. The form of any such interest in another's property for use for such access shall be acceptable to the City attorney.

FINDING: Site access shall be provided by Ellman Lane and the two proposed private driveways.

3.7.1.1 In a residential zoning district, vehicle access to an occupiable structure shall extend to no less than 50 feet from a ground level access to that structure. Pedestrian access shall extend from each ground level entry to the public right of way.

FINDING: The proposed minor partition, SW Ellman Lane, and driveway will enable compliance with these standards.

3.7.1.3 A vehicle access way to a single, detached residential structure shall be 10 feet to 18 feet wide or as wide as 35 percent of the lot frontage, whichever is greater, up to a maximum of 30 feet wide. Access width shall be measured at the property line.

FINDING: driveway access shall be reviewed as part of the building permit review for the home. The two private, shared 20-foot wide driveways satisfy these criteria.

3.7.1.4.1 An access with a minimum width of 20 feet is required for 1-2 dwelling units.

FINDING: Individual driveways shall be reviewed as part of the building permit review for the home. The two private, shared 20-foot wide driveways satisfy these criteria.

3.7.1.7 In all zoning districts, that portion of a vehicle access way that is within public right of way, e.g., the driveway apron, shall not be wider than 40 feet, shall be set back from adjacent property by at least 5 feet and no portion of same shall be less than 100 feet from any street intersection as measured from the curb return. These dimensions may be adjusted to accommodate vehicle access ways that provide for joint and reciprocal access to adjoining properties.

FINDING: As noted above, individual driveways will be reviewed with the building permit for the homes. The two shared driveways satisfy the maximum driveway apron width at 20 feet. The eastern driveway will be well over 100 feet from the nearest intersection to the east and west.

3.7.1.8 Vehicle Access Requirements in Zoning Districts: A land use in any zoning district shall provide for vehicle and pedestrian access in accordance with Table 3.7.1.8 width minimums. A width between 10 and 30 feet is required in the SDR District.

FINDING: The proposed common driveway is proposed to be 20 feet wide, satisfying this standard.

3.7.2 Reciprocal Access. The City may allow or require an applicant to execute a reciprocal access easement providing for shared access to public right of way via adjacent property owned by another when the City deems necessary or desirable to limit access and thus turning movements to and from the combined properties on to a public street, to preserve a certain distance between access points and nearby street intersections, or to further another public purpose such as structural density, preservation of natural resources, the functional capacity and future operation of roads, transit ways and corridors and so forth. Any such reciprocal access easement shall be effective only when executed by the adjacent property owner(s) and shall be subject to the parties' agreement on the costs of construction and maintenance and other appropriate terms.

FINDING: It is assumed that reciprocal access easements will be executed for Lots 2 and 3.

3.7.2.1 The City may impose other conditions of approval of a land use or a land division as it deems necessary or desirable to protect transportation facilities, corridors and sites for their identified functions, including but not limited to access control measures in addition to or in lieu of reciprocal access easements.

FINDING: No additional conditions are necessary to protect relevant transportation facilities, which is Upper Boones Ferry Road in this case. The Ellman Lane frontage will be improved in conjunction with this minor partition.

3.7.3 Dedication of Public Right of Way. The City may require an applicant for a land use or a land division to dedicate vehicle and pedestrian public right of way across a portion of the applicant's property or across adjacent property when necessary to comply with the requirements of this Code or of the transportation element of the City's comprehensive land use plan when the dedication of the property is roughly proportional to the projected impact on public facilities presented by the tentative plan or the proposed land use.

FINDING: A 15-foot street right-of-way dedication will be required to accommodate the necessary frontage improvements.

3.8 Required Public Facilities and Undergrounding

3.8.1 The City's public water supply shall be extended if necessary and at the property owner's expense so as to be available at the property line of each lot in a pressure and volume sufficient for the intended land use and construction type and use, as determined by the City's water provider, and shall be extended to the boundary/ies of adjacent property/ies unless the water provider deems such extension to be not necessary or desirable.

FINDING: No public water system extensions are necessary. The proposed water system is shown in the preliminary plans to be extended as necessary to provide service to all proposed lots.

3.8.2 The City's sanitary- and storm sewerage system shall be extended if necessary and at the property owner's expense so as to be available at the property line for any proposed land use for which the standards of the Clean Water Services (CWS) district require connection. All such facilities shall be constructed to CWS standards. No land division or land use for which City's approval is required shall use septic tanks or similar facilities for private sanitary sewage disposal. Facilities for storm water detention shall be determined by CWS and the City.

FINDING: The stormwater and sanitary sewer facilities will be required to comply with applicable CWS and city standards.

3.8.3 Electricity, natural gas, and telephone and telecommunications supply lines shall be placed underground within the boundaries of a site and along those portions of public right of way that abut the site and shall otherwise be designed, constructed and placed according to the standards and requirements of the utility provider.

FINDING: All the utilities listed are proposed to be placed underground.

Section 3.9 Street Design

3.9.1 The standard width of right of way of all public streets to be constructed or reconstructed to serve a land division (other than a property line adjustment), applicable unless the City approves an alternate street design, shall be:

3.9.1.5 Local-street and cul-de-sac, 40 feet, 26 feet paved

FINDINGS: Ellman Lane, a Local Street, will be improved along the property frontage consistent with the local street standard and the level of improvement found on the south side of the street.

3.9.2 Street Configuration. All streets, sidewalks, bicycle lanes and gutters, streetlights, street name signs and traffic control devices shall be aligned, contoured, drained, and constructed according to uniform standards that the City shall adopt from time to time on the advice of the City engineer. Subsections 3.9.2.1 – 3.9.2.12 include specific standards related to street configuration, alignment, and length. The relevant sections are addressed below.

FINDING: This case is relatively simple because the street system is established, and the applicant will only be required to provide frontage improvements that match those on either side of the property.

3.9.2.1 A new street that extends an existing street shall align with an existing centerline to the maximum extent practicable. No two streets shall be offset at a “T” intersection by less than 100 feet.

FINDING: No street extensions are proposed, and no offset “T” intersections are proposed.

3.9.2.6 The street grade shall not exceed 6 percent on an arterial, 10 percent on a collector and 12 percent on any other street. A curve shall have a center line radius not less than 300 feet on a major arterial, 200 feet on a minor arterial and 100 feet on any other street.

FINDING: The grade of Ellman Lane is established, and it is less than 6 percent.

3.9.2.9 A new street shall be oriented generally east-west to the maximum extent practicable to provide for solar access.

FINDING: The east-west orientation of Ellman Lane is established.

3.9.2.10 The maximum length of a block is 1200 feet unless adjacent to an arterial or unless the existing local street pattern or topography require a different length.

FINDING: Block lengths were previously set, and no new public streets are proposed.

3.9.2.11 The preferred minimum length between intersections along an arterial is 1800 feet.

FINDING: Not applicable.

3.9.2.12 A land division traversed by a water course, drainage way, channel or public or private street shall include an easement to the public for storm water conveyance conforming to CWS' current design and construction standards.

FINDINGS: The project site is not traversed by any water course, drainage way, or channel. There are two private driveways proposed to serve Lots 2 and 3. Easements as necessary to provide for the public stormwater conveyance system and a conveyance conforming to CWS current design and construction standards will be recorded with this project.

3.9.3 Bicycle and Pedestrian Access. All streets and access ways provided in any new land division shall provide reasonably direct routes for pedestrian and bicycle travel in areas where such travel is likely if connections are provided and that avoids levels of motorized traffic that might interfere with or discourage pedestrian or bicycle travel.

FINDING: Bicycle and pedestrian access and sidewalks are provided on Ellman Lane. The minor partition will be required to provide frontage improvements consistent with street improvements to the east and west.

3.9.3.1 Bicycle and pedestrian routes shall connect new land divisions, multi dwelling and planned residential developments to adjacent residential areas, transit stops and to schools, shopping and employment areas located up to 1/2 mile away.

FINDING: The street and access network is established, and this minor partition has no potential to supplement this network.

3.9.3.2 Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along all arterials, collectors and local streets.

FINDING: Not applicable.

3.9.4 Alternate Street Design to Protect Natural Resources. May be considered by the City to minimize impervious surface and otherwise manage storm water runoff quality and quantity so as to protect natural resources.

FINDING: The proposed minor partition does not include any identified natural resources, and this section is not relevant.

3.9.5 Private Streets. The City may allow private streets if designed and constructed to standards published by the City Engineer and provide access to no more than 6 dwellings only within a Planned Residential Development and include adequate provisions for maintenance by covenant.

FINDING: The applicant is not proposing private streets – only a private, shared driveway.

DDC Section 5 Tree Protection

5.7 Type "G" Permit. For Previously Undeveloped Property

FINDING: Tree removal is reviewed as part of a separate application (File #756-24).

DDC Section 8 Land Divisions

8.3 Approval Criteria for Tentative Plan

8.3.1 The dimensions of all planned lots meet the dimension, setback, and area requirements of this Code or the City has approved an adjustment or variance as to those requirements.

FINDING: As noted under Section 3, the proposed lots satisfy the applicable dimensional standards for the SDR District.

8.3.2 Oversized lots are of a size and shape that allows future division of those lots, and public and private infrastructure to serve those lots is sufficient to serve any future divisions of those lots.

FINDING: Not applicable because no oversize lots are proposed.

8.3.3 The location, dimension and grade of all existing and planned bicycle, motor vehicle and pedestrian rights of way are consistent with the City's transportation systems plan as to circulation, connectivity, and protection of transportation facilities, and all lots have access to public right of way.

FINDING: All three lots will have access to Ellman Lane.

8.3.4 All proposed dedications of public access and rights of way, public and private easements and tracts for dedicated purposes for private or public ownership are clearly delineated and of sufficient location and dimension for the intended purpose, and are conveyed in a writing in a form acceptable to the City Attorney.

8.3.5 All necessary public utilities are available to serve the development and all utility lines serving more than one lot are located in public easements.

8.3.6 All required local, state and federal permits required for the land division have been obtained or the City finds that it is feasible that as a condition of approval the applicant shall obtain those permits prior to final plat approval.

FINDINGS: The City Engineer Curran-McLeod, Inc. provided a report and will be reviewing the final minor partition plat. Their report identifies several conditions to be satisfied in accordance with the tentative minor partition plan being reviewed by the Planning Commission, and the final plat requirements of the city, Washington County, and state statute. The engineer's conditions of approval are included in Section VI.

8.3.7 The plan otherwise complies with provisions of this Code as to access ways, tree protection, flood plain regulation and any special regulations as to the use(s) proposed for the property to be divided.

FINDINGS: As noted herein, the reviewing agencies and the City Engineer have commented that the minor partition will comply with agency and city requirements provided the conditions of approval in Section VI are satisfied. As described above, the tree removal permit is subject to a separate review and approval by the city. The property is not within or near a floodplain.

DDC Section 9 Procedures

9.6 Type 2 Process

FINDINGS: The applicant filed a development application in accordance with City application requirements, and it was deemed complete on August 6, 2024. The City's Type 2 review procedure requires a notice be sent to property owners within 300 feet to provide them an opportunity to comment prior to a public meeting of the Durham Planning Commission. Notice was sent at least 20 days before the public meeting scheduled for September 3, 2024. No public comments have been received at the time this report was published on August 27, 2024. The meeting will be conducted as outlined in DDC Procedures Section 9.6.

9.6.4 Criteria for approval of a Type 2 application are:

- 9.6.4.1 The proposal is allowed in the underlying land use district and overlay district if applicable, and complies with any supplemental regulations applicable to the proposal; and*
- 9.6.4.2 The proposal complies with applicable provisions of this Code as to tree preservation, signage, and any relevant land division and site design standards (with or without an adjustment) or the City finds that compliance is feasible if the application is approved with conditions of approval.*

FINDING: As indicated by the findings above, the proposed minor partition satisfies all the relevant DDC criteria.

V. RECOMMENDATION

The City staff concludes the application can be approved with conditions. The Planning Commission may decide to:

- Continue the meeting to a date certain for further information and review;
- Deny the request based on a re-write of the findings in this report; or
- Approve the request subject to the following conditions, or as modified.

VI. CONDITIONS OF APPROVAL

1. Conditions 2 through 9 below shall be satisfied prior to recording the minor partition with Washington County.
2. A 15-foot street dedication for the full frontage of SW Ellman Lane shall be provided as shown on the tentative plan.
3. SW Ellman Lane frontage improvements including pavement widening, curb, driveway, and drainage shall be constructed according to relevant city and agency standards. Construction standards for structures within the public right of way may be modified as appropriate by the City Engineer to match existing infrastructure.
4. If there is a well on the site, it shall be abandoned according to OWRD regulations, and the City Engineer shall inspect abandonment.
5. Prior to construction, final construction plans showing frontage improvements shall be submitted to the City for review and acceptance. Plans shall include necessary traffic control on SW Ellman Lane.
6. A Clean Water Services (CWS) Site Development Permit must be obtained prior to plat approval and recordation. Application for CWS Site Development Permit must be in accordance with the

requirements of the Design and Construction Standards, Resolution and Order Nos. 19-5 as amended by R&O 19-22 (CWS Standards), or prior standards as meeting the implementation policy of R&O 18-28, and is to include:

- a. Detailed plans prepared in accordance with Chapter 2, Section 2.04.
 - b. Detailed grading and erosion control plan. An Erosion Control Permit will be required. Area of Disturbance must be clearly identified on submitted construction plans.
 - c. Detailed plans showing each lot within the development having direct access by gravity to public storm and sanitary sewer.
 - d. Provisions for water quality in accordance with the requirements of the above named design standards. Water Quality is required for all new development and redevelopment areas per R&O 19-5, Section 4.04. Access shall be provided for maintenance of facility per R&O 19-5, Section 4.07.6.
 - e. If use of an existing offsite or regional Water Quality Facility is proposed, it must be clearly identified on plans, showing its location, condition, capacity to treat this site and, any additional improvements and/or upgrades that may be needed to utilize that facility.
 - f. If private lot LIDA systems proposed, must comply with the current CWS Design and Construction Standards. A private maintenance agreement, for the proposed private lot LIDA systems, needs to be provided to the City for review and acceptance.
 - g. Show all existing and proposed easements on plans. Any required storm sewer, sanitary sewer, and water quality related easements must be granted to the City.
 - h. Any proposed offsite construction activities will require an update or amendment to the current Service Provider Letter for this project.
7. Coordinate with Tigard Water for public utility permitting and construction.
 8. Compliance with all applicable TVFR standards shall be verified prior to recording the final minor partition plat.
 9. Obtain permits as required for work within the City of Durham. Required permits include Structural Demolition Permit with associated environmental regulation requirements.
 10. The final minor partition plat shall be substantially the same as the proposal approved herein.
 11. The minor partition shall be recorded with Washington County within one year of the approval date unless an extension is granted as provided in DDC Section 11.

ATTACHMENT A
City Engineer Comments

Applicable Sections of the Durham Development Code (DDC) include:

- 2.8 SDR Zone.
- 3.1 Standard Site Design in Residential Zones.
- 3.7 On-Site Access and Off-Street Parking.
- 3.8 Required Public Facilities and Undergrounding.
- 3.9 Street Design.
- 5 Tree Protection.
- 8 Land Divisions.

Type G Tree Removal permit is required (Section 5.7).

Follow Section 8.2 for Type 2 Land Use procedure, including 8.2.7 and 8.2.8 for land division.

Comments:

A 15-foot street dedication for the full frontage of SW Ellman Lane is shown on the tentative plan and is a condition of approval of this application. Within this dedicated area of frontage, pavement widening, curb, driveway, and drainage shall be constructed according to relevant City and Agency standards and Final Plans shall reflect this. Construction standards for structures within the public right of way may be modified as appropriate by City Engineer to match existing infrastructure.

If there is a well on the site, it shall be abandoned according to OWRD regulations, and City Engineer shall inspect abandonment.

Submit plans for traffic control when Final Plans are submitted.

Coordinate with Clean Water Services and Tigard Water for public utility permitting and construction.

Obtain permits as required for work within the City of Durham. Required permits include Structural Demolition Permit with associated environmental regulation requirements.

ATTACHMENT B
Pride Disposal Comments



DISPOSAL COMPANY

P.O. Box 820 Sherwood, OR 97140

Phone: (503) 625-6177 Fax: (503) 625-6179

August 7, 2024

Jordan Parente
City Administrator
City of Durham
17160 SW Upper Boones Ferry Rd
Durham, OR 97224

Re: Minor Partition Development, 7870 SW Ellman Lane Durham, OR

We have reviewed the site plan for the above-mentioned partition. We will be able to service the lots as they've been laid out. Each resident will be responsible for placing their totes curbside on the nearest public road, SW Ellman Lane, on collection day.

Any future modifications to this plan will require additional approval.

If you have any additional questions, feel free to contact me.

Sincerely,

Kristen Tabscott
Pride Disposal Company
ktabscott@pridedisposal.com
(503) 625-6177



City of Durham

17160 SW Upper Boones Ferry Rd.
Durham, Oregon 97224

website: www.durham-oregon.us

e-mail: cityofdurham@comcast.net

Phone: 503.639.6851 Fax 503.598.8595

Jordan Parente - City Administrator

Becky Morinishi - Administrative Assistant

August 6, 2024

Re: City of Durham Project Permit #594-24, Minor Partition Development Review

The City of Durham has received the following application:

Request: To partition a parcel of approximately 1 acre into 3 lots: 11,440, 14,006 and 16,101 square feet. The partition is City of Durham project permit #594-24 and is located within the single-family residential zone with a minimum lot size of 10,000 square feet.

Applicant: Clint Welsh / Spartan Redevelopment, LLC
21370 SW Langer Farms Pkwy, Suite 142 #272
Sherwood, OR 97140

Property Location: 7870 SW Ellman Lane
Durham, Oregon
Tax Map 2S113CD / 700

Zone District: Single Dwelling Residential - SDR

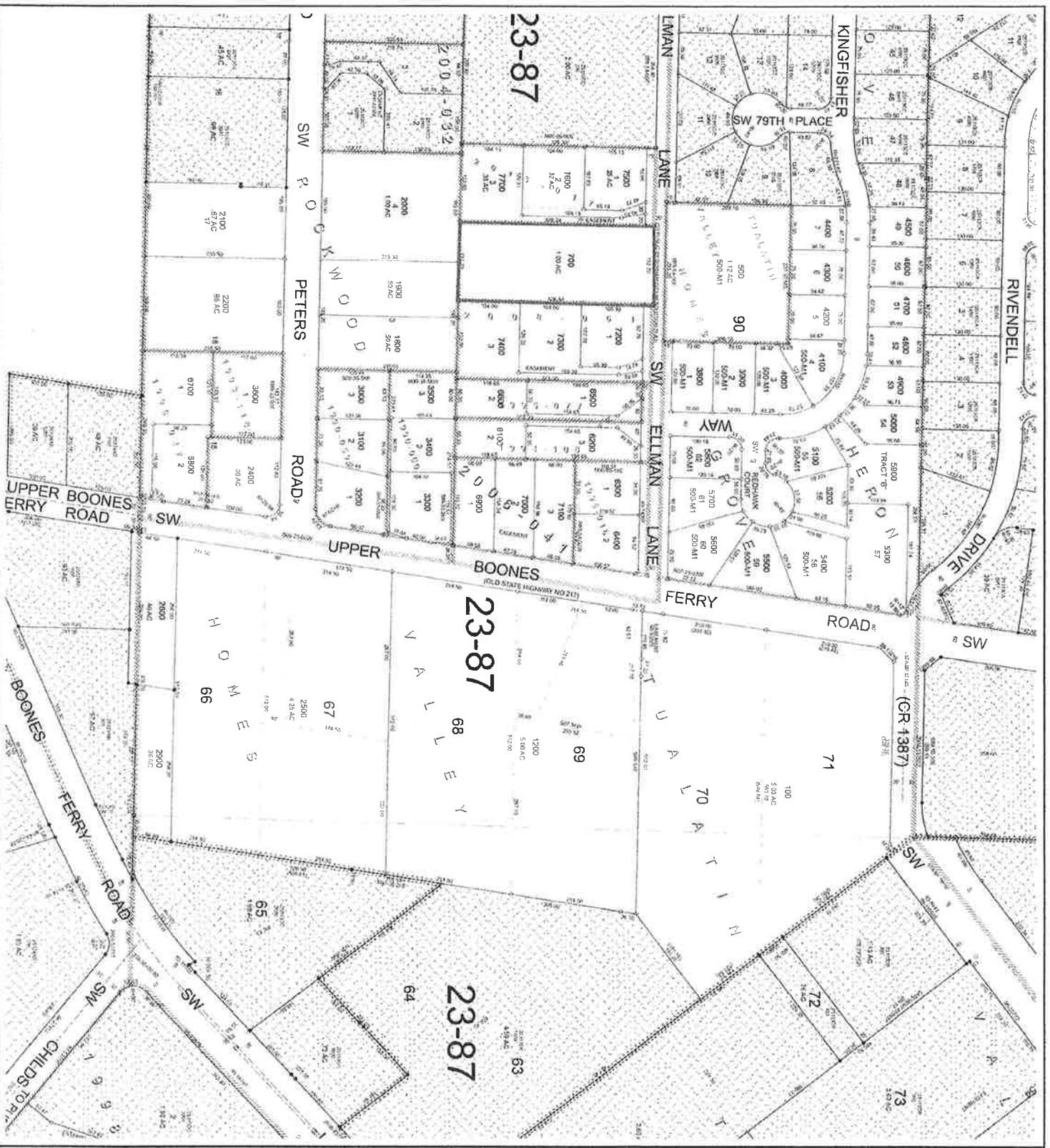
Enclosed are documents that might be relevant to your agency's review. A community development meeting is scheduled for:

Tuesday, September 3rd, 2024
Durham City Hall
17160 SW Upper Boones Ferry Rd.
Durham, OR 97224
7:30 p.m.

Please contact Jordan Parente at Durham City Hall (503) 639.6851 if you need additional information to complete your review. Please provide written comments by Tuesday August 27th, 2024, if possible. Thank you in advance for your attention to this matter.

Sincerely,

Jordan Parente
City Administrator



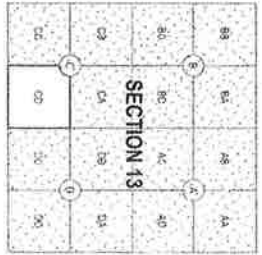
2S113CD



WASHINGTON COUNTY OREGON
SE 1/4 SW 1/4 SECTION 13 T5S R14W W.M.
SCALE 1" = 100'

36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6
12	11	10	9	10	11	12	7
13	18	17	16	15	14	13	18
24	18	20	21	22	23	24	18
25	30	29	28	27	26	25	30
36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6

FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT
www.co.washington.or.us



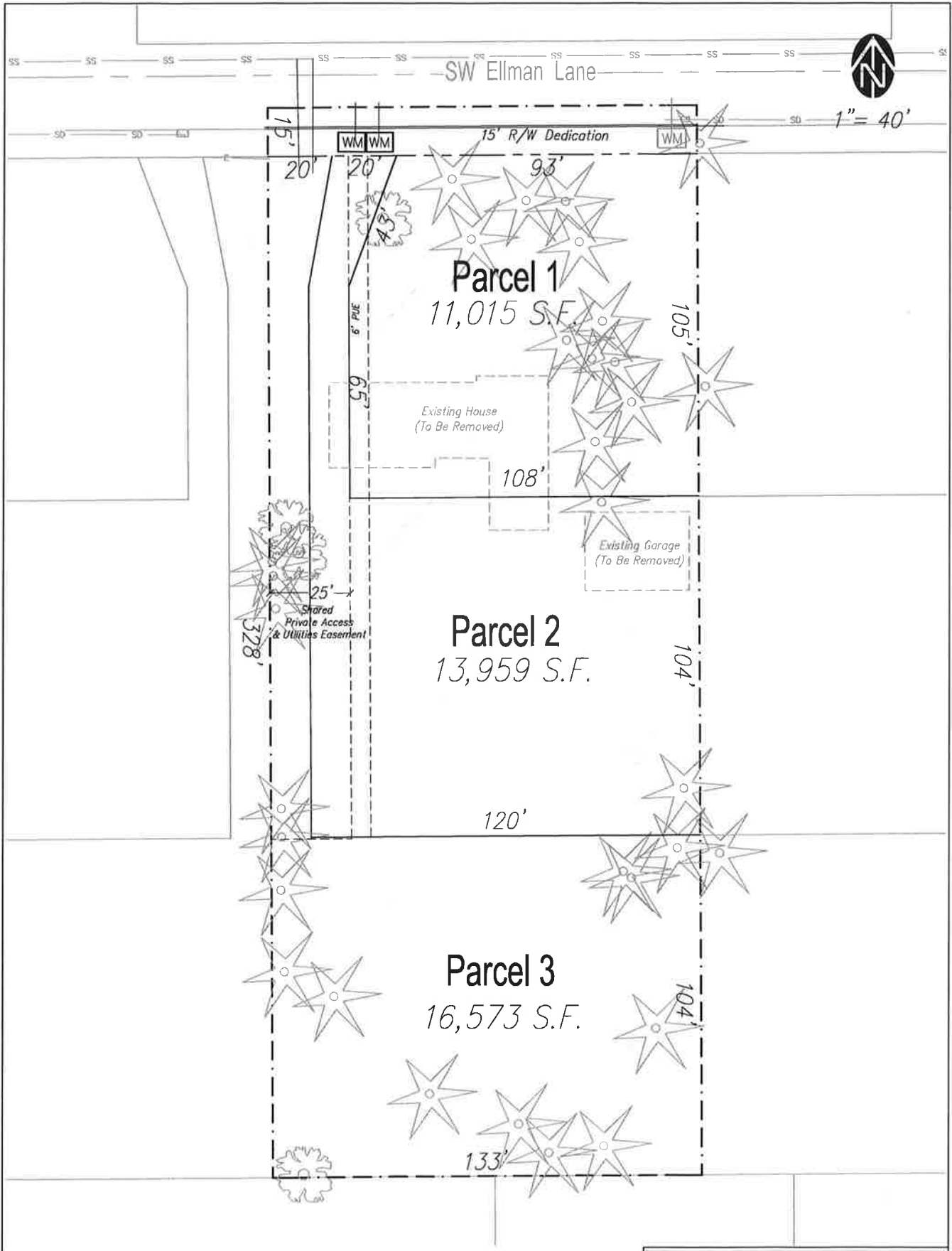
Cancelled Taxlots For 2S113CD
1601 1700 2500 2600 2800 2900 3000 3100 3200 3300 3400
1800 1900 2000 2100 2200 2300 2400 2500 2600



ASSESSMENT
CARTOGRAPHY
TOPOGRAPHY

PILOT DATE: 10/20/18
FOR ASSESSMENT PURPOSES
ONLY. NOT FOR RESURVEY
OR FOR OTHER USE.

DURHAM
2S113CD



Tentative Plan – SW Ellman Partition

2S-1-13CD Tax Lot 700 7870 SW Ellman Ln.
 City of Durham Mr. Clint Welsh July 2024

WESTLAKE
 CONSULTANTS INC.

ENGINEERING • SURVEYING • PLANNING

PACIFIC CORPORATE CENTER
 15115 N.W. SECONDA PARKWAY, SUITE 100 (503) 684-0858
 TIGARD, OREGON 97224 FAX (503) 684-0187

ATTACHMENT C
TVFR Comments



**Tualatin Valley
Fire & Rescue**

www.tvfr.com

August 7, 2024

City Administrator
City of Durham
17160 SW Upper Boones Ferry Rd
Durham, OR 97224

**Re: Durham Permit #594-24 3-Lot Partition
Tax Lot I.D: 2S113CD/700, 7870 SW Ellman Lane**

Thank you for the opportunity to review the proposed site plan surrounding the above named development project. These notes are provided in regards to the plans received **August 6, 2024**. There may be more or less requirements needed based upon the final project design, however, Tualatin Valley Fire & Rescue will endorse this proposal predicated on the following criteria and conditions of approval.

FIRE APPARATUS ACCESS:

1. **FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDINGS AND FACILITIES:** Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building or facility. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1)
2. **DEAD END ROADS AND TURNAROUNDS:** Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround. Diagrams can be found in the corresponding guide. <http://www.tvfr.com/DocumentCenter/View/1438> (OFC 503.2.5 & D103.1)
3. **ADDITIONAL ACCESS ROADS – ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS:** Developments of one- or two-family dwellings, where the number of dwelling units exceeds 30, shall be provided with separate and approved fire apparatus access roads and shall meet the requirements of Section D104.3. Exception: Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with section 903.3.1.1, 903.3.1.2, or 903.3.1.3 of the International Fire Code, access from two directions shall not be required. (OFC D107) ***Note: If fire sprinklers are installed and the system will be supported by a municipal water supply, please contact the local water purveyor for information surrounding water meter sizing.***
4. **MULTIPLE ACCESS ROADS SEPARATION:** Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the area to be served (as identified by the Fire Marshal), measured in a straight line between accesses. (OFC D104.3)
5. **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to fire hydrants (OFC D103.1)) and an unobstructed vertical clearance of not less than 13 feet 6 inches. (OFC 503.2.1) ***The fire district does not endorse the design concept wherein twenty feet of unobstructed roadway width is not provided.***

Command and Business Operations Center and
North Operating Center
11945 SW 70th Avenue
Tigard, Oregon 97223-9196
503-649-8577

South Operating Center
8445 SW Elligsen Road
Wilsonville, Oregon
97070-9641
503-259-1500

Training Center
12400 SW Tonquin Road
Sherwood, Oregon
97140-9734
503-259-1600

6. **FIRE APPARATUS ACCESS ROADS FOR INDIVIDUAL ONE AND TWO FAMILY DWELLINGS AND ACCESSORY STRUCTURES:** The fire district will approve access roads of 12 feet for up to three dwelling units (Group R-3) and accessory (Group U) buildings. (OFC 503.1.1)
7. **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6)
8. **NO PARKING:** Parking on emergency access roads shall be as follows (OFC D103.6.1-2):
 1. 20-26 feet road width – no parking on either side of roadway
 2. 26-32 feet road width – parking is allowed on one side
 3. Greater than 32 feet road width – parking is not restricted
9. **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked "NO PARKING FIRE LANE" at 25 foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3)
10. **FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS:** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1)
11. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced as to provide all-weather driving capabilities. (OFC 503.2.3)
12. **TURNING RADIUS:** The inside turning radius and outside turning radius shall not be less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & D103.3)
13. **ACCESS ROAD GRADE:** Fire apparatus access roadway grades shall not exceed 15%.
14. **ANGLE OF APPROACH/GRADE FOR TURNAROUNDS:** Turnarounds shall be as flat as possible and have a maximum of 5% grade with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)
15. **ANGLE OF APPROACH/GRADE FOR INTERSECTIONS:** Intersections shall be level (maximum 5%) with the exception of crowning for water run-off. (OFC 503.2.7 & D103.2)
16. **ACCESS DURING CONSTRUCTION:** Approved fire apparatus access roadways shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. Temporary address signage shall also be provided during construction. (OFC 3309 and 3310.1)
17. **TRAFFIC CALMING DEVICES:** Shall be prohibited on fire access routes unless approved by the Fire Marshal. (OFC 503.4.1). Traffic calming measures linked here: <http://www.tvfr.com/DocumentCenter/View/1578>

FIREFIGHTING WATER SUPPLIES:

18. **FIREFIGHTING WATER SUPPLY FOR INDIVIDUAL ONE- AND TWO-FAMILY DWELLINGS:** The minimum available fire flow for one and two-family dwellings served by a municipal water supply shall be 1,000 gallons per minute. If the structure(s) is (are) 3,600 square feet or larger, the required fire flow shall be determined according to OFC Appendix B. (OFC B105.2)
19. **FIRE FLOW WATER AVAILABILITY:** Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor

area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B)

20. **WATER SUPPLY DURING CONSTRUCTION IN MUNICIPAL AREAS:** In areas with fixed and reliable water supply, approved firefighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 3312.1)

FIRE HYDRANTS:

21. **FIRE HYDRANTS – ONE- AND TWO-FAMILY DWELLINGS & ACCESSORY STRUCTURES:** Where the most remote portion of a structure is more than 600 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the structure(s), on-site fire hydrants and mains shall be provided. (OFC 507.5.1)
22. **FIRE HYDRANT NUMBER AND DISTRIBUTION:** The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in Table C 105.1. (OFC Appendix C)
23. **FIRE HYDRANT(S) PLACEMENT:** (OFC C104)
- Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants. (OFC 507.5.1)
 - Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the Fire Marshal.
 - Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets may be considered when approved by the Fire Marshal.
 - Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the Fire Marshal.
24. **PRIVATE FIRE HYDRANT IDENTIFICATION:** Private fire hydrants shall be painted red in color. Exception: Private fire hydrants within the City of Tualatin shall be yellow in color. (OFC 507)
25. **FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD:** Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway unless approved by the Fire Marshal. (OFC C102.1)
26. **REFLECTIVE HYDRANT MARKERS:** Fire hydrant locations shall be identified by the installation of blue reflective markers. They shall be located adjacent and to the side of the center line of the access roadway that the fire hydrant is located on. In the case that there is no center line, then assume a center line and place the reflectors accordingly. (OFC 507)
27. **PHYSICAL PROTECTION:** Where fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection shall be provided. (OFC 507.5.6 & OFC 312)
28. **CLEAR SPACE AROUND FIRE HYDRANTS:** A 3 foot clear space shall be provided around the circumference of fire hydrants. (OFC 507.5.5)

BUILDING ACCESS AND FIRE SERVICE FEATURES

29. **KNOX BOX:** A Knox Box, padlock, or Knox key switch for gate access may be required. See Appendix A (using the link provided below) for further information and detail on required installations. Order via www.tvfr.com or contact

TVF&R for assistance and instructions regarding installation and placement. (OFC 506.1)
<http://www.tvfr.com/DocumentCenter/View/1438>

30. **PREMISES IDENTIFICATION:** New and existing buildings shall have approved address numbers; building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property, including monument signs. These numbers shall contrast with their background. Numbers shall be a minimum of 4 inches high with a minimum stroke width of 1/2 inch. (OFC 505.1)

If you have questions or need further clarification, or would like to discuss any alternate methods and/or materials, please feel free to contact me at **503-259-1420**.

Sincerely,



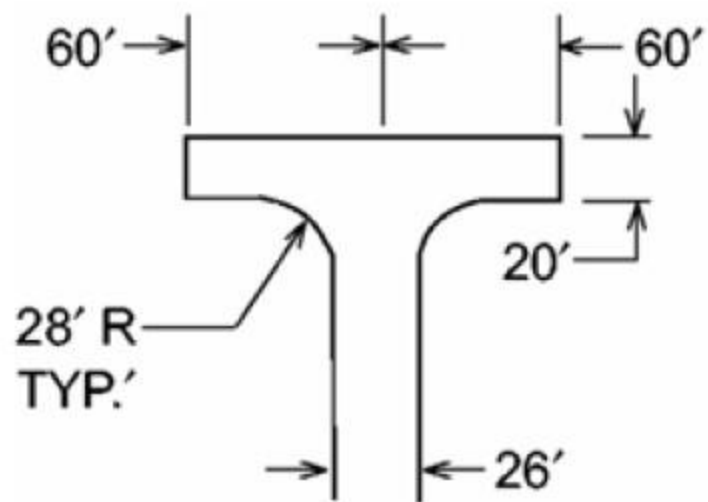
Alex McGladrey
Deputy Fire Marshal II

alex.mcgladrey@tvfr.com

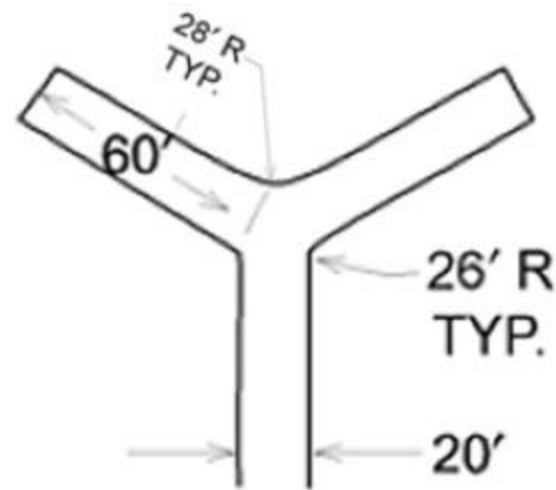
Cc:

A full copy of the New Construction Fire Code Applications Guide for Residential Development is available at
<http://www.tvfr.com/DocumentCenter/View/1438>

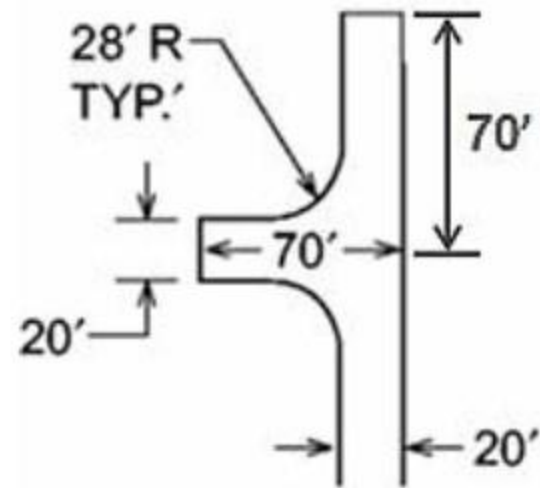
DEAD ENDS AND ROADS IN EXCESS OF 150 FEET (TURNAROUNDS): Dead end fire apparatus access roads or roads in excess of 150 feet in length shall be provided with an approved turnaround. Diagrams of approved turnarounds are shown below: (OFC 503.2.5 & Figure D103.1)



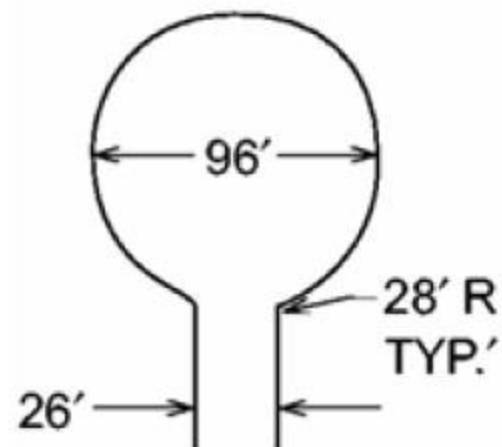
120' HAMMERHEAD



60-FOOT "Y"



ACCEPTABLE ALTERNATIVE
TO 120' HAMMERHEAD



96' DIAMETER
CUL-DE-SAC

ATTACHMENT D
CWS Conditions of Approval

M E M O R A N D U M

Date: August 29, 2024

To: Jordan Parente, City Administrator, City of Durham

From: Jackie Sue Humphreys, Clean Water Services (CWS)

Subject: Ellman Lane 3-Parcel Partition, #594-24, 2S113CD00700

Please include the following comments when writing your conditions of approval:

PRIOR TO ANY WORK ON THE SITE AND PARTITION PLAT RECORDING

A Clean Water Services (CWS) Site Development Permit must be obtained prior to plat approval and recordation. Application for CWS Site Development Permit must be in accordance with the requirements of the Design and Construction Standards, Resolution and Order Nos. 19-5 as amended by R&O 19-22 (CWS Standards), or prior standards as meeting the implementation policy of R&O 18-28, and is to include:

- a. Detailed plans prepared in accordance with Chapter 2, Section 2.04.
- b. Detailed grading and erosion control plan. An Erosion Control Permit will be required. Area of Disturbance must be clearly identified on submitted construction plans.
- c. Detailed plans showing each lot within the development having direct access by gravity to public storm and sanitary sewer.
- d. Provisions for water quality in accordance with the requirements of the above named design standards. Water Quality is required for all new development and redevelopment areas per R&O 19-5, Section 4.04. Access shall be provided for maintenance of facility per R&O 19-5, Section 4.07.6.
- e. If use of an existing offsite or regional Water Quality Facility is proposed, it must be clearly identified on plans, showing its location, condition, capacity to treat this site and, any additional improvements and/or upgrades that may be needed to utilize that facility.

- f. If private lot LIDA systems proposed, must comply with the current CWS Design and Construction Standards. A private maintenance agreement, for the proposed private lot LIDA systems, needs to be provided to the City for review and acceptance.
- g. Show all existing and proposed easements on plans. Any required storm sewer, sanitary sewer, and water quality related easements must be granted to the City.
- h. Any proposed offsite construction activities will require an update or amendment to the current Service Provider Letter for this project.

CONCLUSION

This Land Use Review does not constitute CWS approval of storm or sanitary sewer compliance to the NPDES permit held by CWS. CWS, prior to issuance of any connection permits, must approve final construction plans and drainage calculations.