



Staff Report

To: Planning Commission

Through: Chris Kerr, Community Development Director *C.K.*

From: Dan Handel, AICP, Planner

Meeting Date: November 10, 2022 (Prepared November 3, 2022)

Item: DR 22-05, EXCP 22-07, & VAR 22-06 “Woodburn Apartments” at 119 N. Pacific Highway

Tax Lot: 051W17BC07500

Issue before the Planning Commission

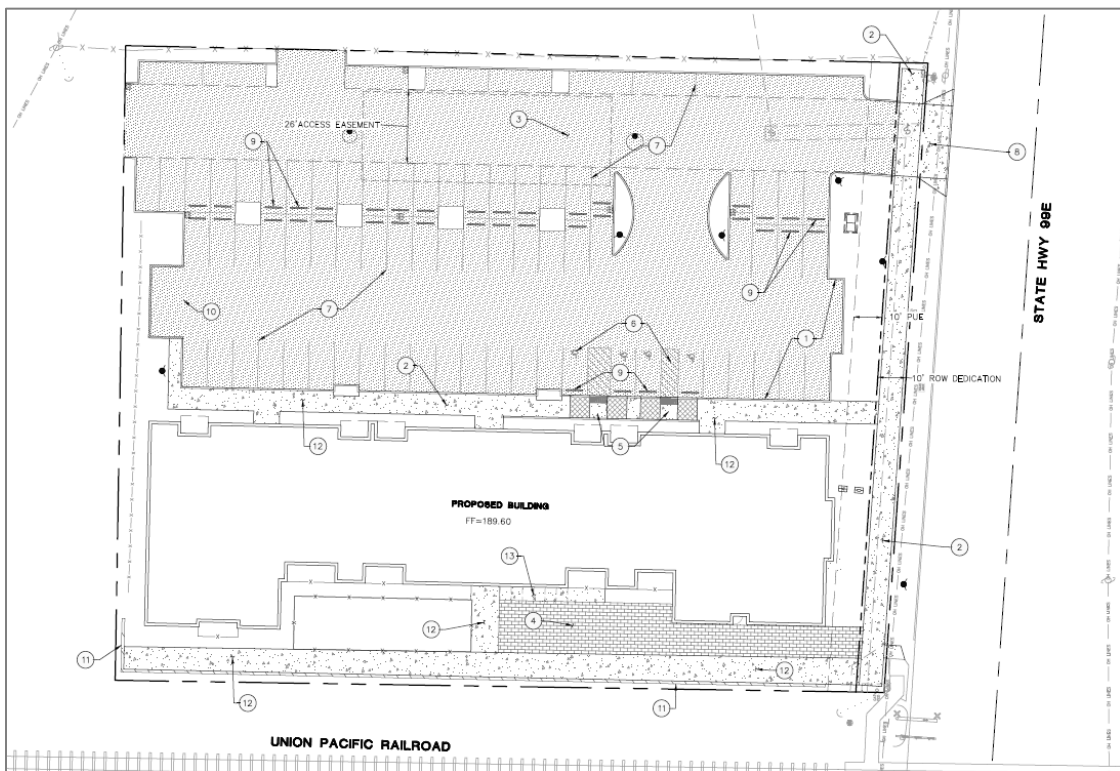
Action on a Type III land use application package: Design Review DR 22-05, Exception to Street Right of Way and Improvement Requirements (“Street Exception”) EXCP 22-07, and Variance VAR 22-06.

Executive Summary

The subject property is 119 N. Pacific Hwy, an undeveloped 1.42-acre property in the Mixed Use Village (MUV) zoning district. The proposal before the Planning Commission is to construct a 35-unit multifamily residential apartment building with site improvements for parking and landscaping, as well as a public path along the south property line. The applicant included a Street Exception application to request modified street improvement requirements along the N. Pacific Highway frontage. A Variance (VAR) application was included as well, requesting to remove the garage parking requirement for multifamily dwellings.



Aerial view of the subject property.



Proposed site plan.



Artistic rendering

Recommendation

Approval with conditions: Staff recommends that the Planning Commission consider the staff report and its attachments and approve the application with the conditions recommended by staff. The conditions are included as Attachment 101.

Actions

The Planning Commission may act on the land use application to:

1. Approve per staff recommendations,
2. Approve with modified conditions, or
3. Deny, based on WDO criteria or other City provisions.

If the Planning Commission were to act upon the recommendation, staff would prepare a final decision for approval with the conditions that staff recommends.

Attachment List

101. Recommended Conditions of Approval
102. Public Works Conditions November 1, 2022

- 103. Analyses & Findings
- 104. Traffic Memo
- 105. Tax Map, marked
- 106. Site Plans

Recommended Conditions of Approval

1. **Substantial Conformance:** The applicant or successor shall develop the property in substantial conformance with the final plans submitted and approved with this application, except as modified by these conditions of approval. Were the applicant to revise plans other than to meet conditions of approval or meet building code, even if Planning Division staff does not notice and signs off on building permit issuance, Division staff retains the right to obtain restoration of improvements as shown on an earlier land use review plan set in service of substantial conformance.
2. **Public Works:** Follow the attached "Public Works Conditions November 1, 2022" (Attachment 102).
3. **Fence Permit:** To demonstrate conformance with WDO 2.06.02 and 5.01.03, the applicant shall submit application for and obtain approval of a Fence Permit prior to building permit issuance.
4. **Grading Permit:** Prior to beginning any grading work on-site, the applicant shall apply for and obtain a Grading Permit per WDO 5.01.04.
5. **Addressing:** Prior to building permit issuance, the applicant shall submit an [Address Assignment Request Form](#), with accompanying fee payment and materials, to the Community Development Department to begin the process of getting addresses assigned for the apartments.
6. **N. Pacific Hwy improvements:** The applicant shall complete the following items prior to building permit issuance:
 - a. **ROW:** Dedicate right-of-way (ROW) along the property frontage to achieve 50 feet of width from centerline.
 - b. **Curb:** Close the existing driveways and restore the existing curb line along the frontage, except as modified for the proposed driveways.
 - c. **Sidewalk:** Construct an 8-foot wide sidewalk along the frontage, with a 1-foot buffer between the sidewalk and the property line. The sidewalk shall connect into the existing sidewalk crossing the railroad in a manner acceptable to the Public Works Director and Oregon Department of Transportation. The sidewalk shall also connect to the proposed 8-foot path on site along the south property line.
 - d. **Landscape strip:** Pursuant to WDO 3.06.03A3, the applicant shall revise the landscape plans to remove the six proposed street trees within the landscape strip area between sidewalk and curb. This area shall instead be planted at a ratio of 1 Plant Unit per 15 square feet, following the "Setbacks abutting a street" yard type within WDO Table 3.06A. Plant Unit values are outlined within Table 3.06B. Trees are not allowed within this landscape strip. Provide a revised landscaping plan that demonstrates conformance.

7. Underground utilities: Pursuant to WDO 3.02.04, all utility services to and within the development shall be underground.
8. Easements: The applicant shall grant the following easements. A draft copy of each easement shall be provided to the City for review prior to recordation with Marion County. Proof of recordation shall be submitted prior to building permit issuance.
 - a. Streetside PUE: A 10-foot wide public utility easement along the widened right-of-way of N. Pacific Highway, pursuant to WDO Figure 3.01B and 3.02.01C.
 - b. Cross-access: A 26-foot wide private access easement benefiting 203 N. Pacific Hwy, 1072 Young St, and 1030 Young St (Tax Lots 051W17BC07400, 6900, and 6800, respectively), pursuant to WDO 3.04.03B1 & 3.
 - c. Public path: A 12-foot wide public trail easement along the entirety of the south property line, pursuant to WDO 2.03A4 and 3.07.05C3a. This easement shall also allow for temporary construction access for future extension of the path west through the adjacent property.
 - d. Sewer line: A 16-foot wide public utility easement over the portion of the 8-inch public sewer line that crosses through the subject property, centered on the sewer line, pursuant to WDO 3.02.01A.
9. Street lighting: Pursuant to WDO 3.02.03A, adjacent street lighting shall comply with City of Woodburn and Portland General Electric (PGE) standards and specifications. The applicant shall either provide documentation to the attention of the Public Works Department indicating that existing illumination complies with the standards or install new lighting to conform.
10. Emergency access driveway: The 'emergency access only' driveway south of the building shall utilize a mountable curb instead of a standard driveway approach. The area between mountable curb and sidewalk shall be paved, and removable bollards shall be installed on the portion of driveway on private property within 10 feet of the front property line. The final design of the improvements for this driveway shall be to the satisfaction of the Community Development Director, the Woodburn Fire Marshal, and Oregon Department of Transportation.
11. Accessible parking: Pursuant to WDO 3.05.03B and Table 3.05B, at least one accessible parking space shall be designated as 'Van Accessible'.
12. Exterior lighting: Pursuant to WDO 3.05.02L3, all exterior lighting fixtures shall be full cut off or fully shielded.
13. Trash enclosure: To meet WDO Table 3.06D, the applicant shall provide design drawings demonstrating the outdoor trash enclosure is enclosed within an architectural wall that meets the design standards in 3.06.06B. This is due prior to building permit issuance.

14. Retaining wall: Prior to building permit issuance, the applicant shall provide design details for the proposed retaining wall on the south side of the pedestrian path along the southern property line. The design shall be in conformance with the standards in WDO 3.06.06B.

Notes to the Applicant

The following are not planning / land use / zoning conditions of approval, but are notes for the applicant to be aware of and follow:

1. Permits: Permits are applied for using the [Oregon ePermitting](#) online permit system. The City Building Division administers building and mechanical permits; Marion County Public Works administers plumbing and electrical permits.
2. Records: Staff recommends that the applicant retain a copy of the subject approval.
3. Fences, fencing, & free-standing walls: The approval excludes any new fences, fencing, & free-standing walls, which are subject to WDO 2.06 and the permit process of 5.01.03.
4. Signage: The approval excludes any signage, which is subject to WDO 3.10 and the permit process of 5.01.10.
5. Other Agencies: The applicant, not the City, is responsible for obtaining permits from any county, state and/or federal agencies, which may require approval or permit, and must obtain all applicable City and County permits for work prior to the start of work and that the work meets the satisfaction of the permit-issuing jurisdiction. The Oregon Department of Transportation (ODOT) might require highway access, storm drainage, and other right-of-way (ROW) permits. All work within the public ROW or easements within City jurisdiction must conform to plans approved by the Public Works Department and must comply with a Public Works Right-of-Way permit issued by said department. Marion County plumbing permits must be issued for all waterline, sanitary sewer, and storm sewer work installed beyond the Public Right-of-Way, on private property.
6. Inspection: The applicant shall construct, install, or plant all improvements, including landscaping, prior to City staff verification. Contact Planning Division staff at least three (3) City business days prior to a desired date of planning and zoning inspection of site improvements. This is required and separate from and in addition to the usual building code and fire and life safety inspections. Note that Planning staff are not primarily inspectors, do not have the nearly immediate availability of building inspectors, and are not bound by any building inspector's schedule or general contractor convenience.
7. Stormwater management: The storm sewer system and any required on-site detention for the development must comply with the City Storm Water Management Plan, Oregon Department of Transportation (ODOT), Public Works storm water practices and the Storm Drainage Master Plan.

8. Public Works Review: Staff performs final review of the civil plans during the building permit stage. Public infrastructure must be constructed in accordance with plans approved by the City, ODOT, as well as current Public Works construction specifications, Standard Drawings, Standard Details, and General Conditions.
9. Franchises: The applicant provides for the installation of all franchised utilities and any required easements.
10. Water: All water mains and appurtenances must comply with Public Works, Building Division, and Woodburn Fire District requirements. Existing water services lines that are not going to be use with this new development must be abandoned at the main line. The City performs required abandonment of existing water facilities at the water main with payment by the property owner. All taps to existing water mains must be done by a “Hot Tap” method and by approved City of Woodburn Contractors. The applicant shall install the proper type of backflow preventer for all domestic, lawn irrigation and fire sprinkler services. The backflow devices and meters shall be located near the city water main within an easement, unless approved otherwise by Public Works. Contact Byron Brooks, City of Woodburn Water Superintendent, for proper type and installation requirements of the backflow device at (503) 982-5380.
11. Grease Interceptor/Trap: If applicable, a grease trap would need to be installed on the sanitary service, either as a central unit or in the communal kitchen/food preparation area. Contact Marion County Plumbing Department for permit and installation requirements, (503) 588-5147.
12. Fire: Fire protection requirements must comply with the Woodburn Fire District standards and requirements. Place fire hydrants within the public ROW or public utility easement and construct them in accordance with Public Works Department requirements, specifications, standards, and permit requirements. Fire protection access, fire hydrant locations and fire protection issues must comply with current fire codes and Woodburn Fire District standards. See City of Woodburn Standard Detail No. 5070-2 Fire Vault. The fire vault must be placed within the public right-of-way or public utility easement.
13. SDCs: The developer pays System Development Charges prior to building permit issuance.

Public Works

November 1, 2022

CONDITIONS OF LAND USE APPROVAL:

1. The Applicant, not the City, is responsible for obtaining permits from state, county and/or federal agencies that may require such permit or approval. All work within the Oregon Department of Transportation (ODOT) right-of-way requires the applicant to obtain approval and permits from ODOT.
2. The Applicant shall obtain approval from the Oregon Department of Transportation (ODOT) for the storm drainage analysis that will impact ODOT's system. Provide a final storm drainage analysis for detention and conveyance system. The storm drainage hydraulic analysis shall comply with both ODOT and City's requirements.
3. The applicant shall obtain approval from the Oregon Department of Transportation (ODOT) for all required improvements along Highway 99E (Pacific Highway), included but not limited to street improvements, striping, Highway signage, water and sewer work, and additional improvements.
4. Applicant to provide for the installation of all franchise utilities and shall provide any required easements for these facilities. All permanent utility services to the development shall be underground.
5. Department of Environmental Quality Erosion Control 1200C permit will need to be obtained for this development prior to City issuance of permit.
6. Final review of the Civil Plans will be done during the building permit application. Public infrastructure will be constructed in accordance with plans approved by public works and ODOT.
7. Provide and record the required right-of-way dedication, public utility easements, and waterline easements prior to building permit issuance.
8. Provide street lighting plan and design for review to the City and ODOT.
9. Fire hydrants locations and fire protection requirements shall be as per the Woodburn Fire Districts and City of Woodburn requirements. Actual fire hydrant locations and in-line valving locations shall not be determined until the construction final plan review.
10. System Development fees shall be paid at the time of building permit issuance.

Analyses & Findings

This attachment to the staff report analyzes the application materials and finds through statements how the application materials relate to and meet applicable provisions such as criteria, requirements, and standards. They confirm that a given standard is met or if not met, they call attention to it, suggest a remedy, and have a corresponding recommended condition of approval. Symbols aid locating and understanding categories of findings:

<i>Symbol</i>	<i>Category</i>	<i>Indication</i>
✓	Requirement (or guideline) met	No action needed
✗	Requirement (or guideline) not met	Correction needed
⊖	Requirement (or guideline) not applicable	No action needed
▲	<ul style="list-style-type: none"> Requirement (or guideline) met with condition of approval Other special circumstance benefitting from attention 	Modification or condition of approval required
■	Deviation from code: Street Exception or Variance	Request to modify, adjust, or vary from a requirement

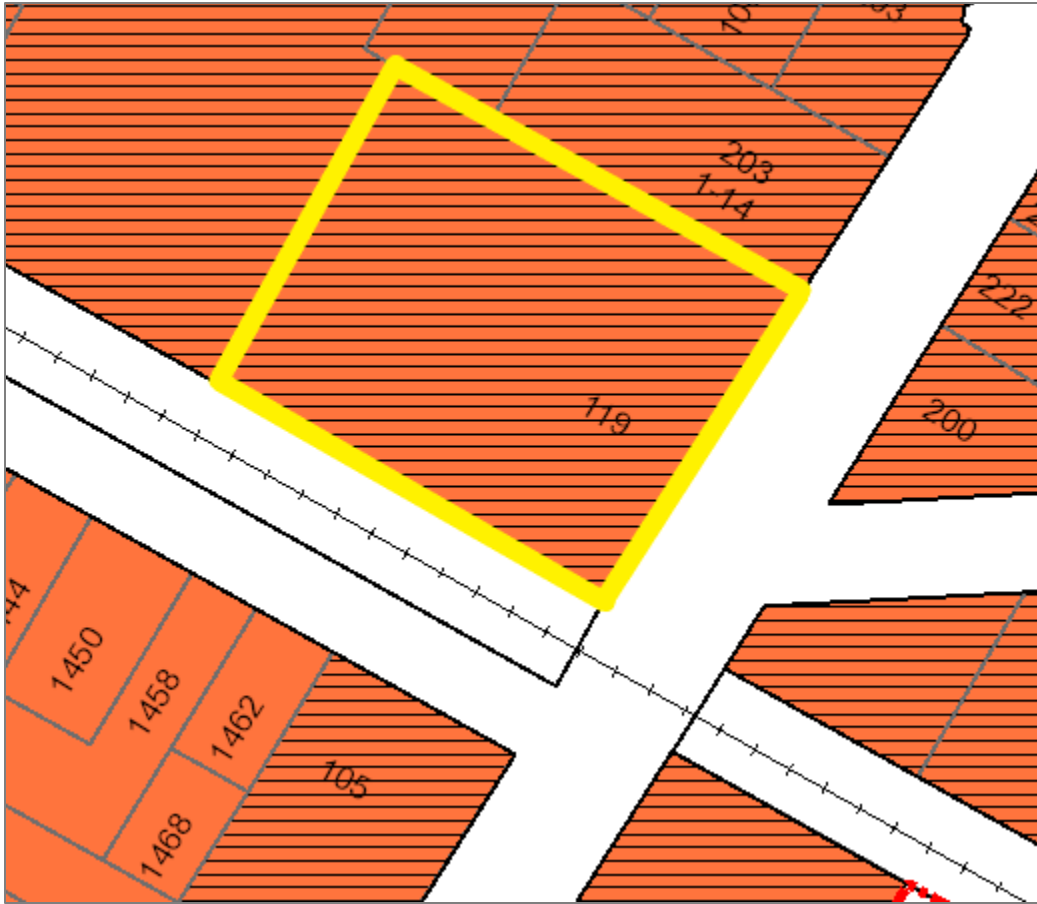
Location

<i>Address</i>	119 N. Pacific Hwy
<i>Tax Lot</i>	051W17BC07500
<i>Nearest intersection</i>	Cleveland Street / N. Pacific Highway

Land Use & Zoning

<i>Comprehensive Plan Land Use Designation</i>	Commercial
<i>Zoning District</i>	Mixed Use Village (MUV)
<i>Overlay Districts</i>	n/a
<i>Existing Use</i>	n/a; undeveloped

For context, the subject property and adjacent zoning are illustrated and tabulated on the following page:



Zoning map excerpt

<i>Cardinal Direction</i>	<i>Adjacent Zoning</i>
North	MUV
East	MUV
South	Commercial General (CG) & MUV
West	MUV

The Marion County Assessor’s property record does not indicate the property is part of a partition or subdivision plat. Staff surmises it is a legal lot of record.

Section references throughout this staff report are to the [Woodburn Development Ordinance \(WDO\)](#).

Statutory Dates

The application was submitted on March 15, 2022 and deemed complete as of September 13, 2022, making the 120-day decision deadline January 11, 2023.

Applicable Provisions

2.03 Commercial Zones

A. The City of Woodburn is divided into the following commercial zones:

1. The Downtown Development and Conservation (DDC) zone is the community’s retail core, providing for unique retail and convenient shopping

B. Approval Types (Table 2.02A)

1. Permitted Uses (P) are allowed outright, subject to the general development standards of this Ordinance.

Uses Allowed in Commercial Zones Table 2.03A						
Use		Zone				
Accessory Uses (A) Conditional Uses (CU) Permitted Uses (P) Special Permitted Uses (S) Specific Conditional Uses (SCU)		DDC	CG	CO	MUV	NNC
E	Commercial Retail and Services					
4	Multiple-family dwellings	P	CU ⁹	CU	P	P
9. Except allowed as a permitted use in the Gateway Overlay District and prohibited in the Interchange Management Area Overlay District (Amended by Ordinance 2573, passed June 24, 2019)						

The proposal is for multiple-family dwellings, which is permitted outright in the MUV zone.

✓ The requirement is met.

C. Development Standards (Tables 2.04B-F)

Mixed Use Village (MUV) - Site Development Standards Table 2.03E		
Lot Area, Minimum (square feet)	Nonresidential use	No minimum
	Residential use	Per Table 2.02E ¹
Lot Width, Minimum (feet)	Nonresidential use	No minimum
	Residential use	Per Table 2.02E ¹
Lot Depth, Average (feet)	Nonresidential use	No minimum
	Residential use	Per Table 2.02E ¹
Street Frontage, Minimum (feet)	Any use	No minimum
Front Setback and Setback Abutting a Street, Minimum (feet)		0 – 15 recommended ²
	By-right use, group home, or	Abutting RS, R1S, RM, P/SP, or CO zone 10 ⁴

Side or Rear Setback, Minimum (feet)	government building	Abutting DDC, NNC, CG, IP, SWIR, or IL zone	15 ⁴	
	Conditional use except group home or government building		Per Table 2.02E ¹	
Setback to a Private Access Easement, Minimum (feet)			5	
Lot Coverage, Maximum			Not specified ³	
Residential Density (units per net acre)	Minimum	Row house		12
		Child care facility, group home, or nursing home		12
		Multi-family dwelling	Stand-alone	12
			In mixed use development	No minimum
	Maximum	Row house		32
		Child care facility, group home, or nursing home		32
		Multi-family dwelling	Stand-alone	32
			In mixed use development	32
Building Height, Maximum (feet)	Primary or accessory structure		35	
	Features not used for habitation		70	
<ol style="list-style-type: none"> 1. Site development standards for the RM zone 2. Measured from the Special Setback (Section 3.03.02), if any 3. Lot coverage is limited by setbacks, off-street parking, and landscaping requirements. 4. A house of worship shall be set back at least 20 feet from a property line abutting a residential zone or use. 				

Medium Density Residential (RM) - Site Development Standards			
Table 2.02E			
Lot Area, Minimum (square feet)	Single-family dwelling, child care facility or group home	Interior, flag or cul-de-sac lot	6,000 ¹
		Corner lot	8,000 ²
	Duplex		8,000
	Any other use		Not specified ⁸
Lot Width, Minimum (feet)	Interior, flag or cul-de-sac lot		50
	Corner lot		80
Lot Depth, Average (feet)	All lots		90
<ol style="list-style-type: none"> 1. Excluding easements for private streets or driveways (See Section 1.02, Lot area) 2. Child care facility for 12 or fewer children, group home for five or fewer persons 8. The minimum lot dimensions, maximum density, and maximum lot coverage are determined by setbacks, off-street parking, and landscaping requirements. 			

Table 2.03E refers to Table 2.02E for lot area, width, and depth standards for a residential use. There is no minimum lot area specified for multifamily apartments. The subject property has a lot width of 224.35 feet and a lot depth of 278.82 feet, exceeding the minimum requirements for these standards. There is no minimum street frontage requirement.

The front setback is noted to be a recommendation rather than a standard; site plans show a front setback of approximately 11 feet. The side and rear setback standards are not quite clear in Table 2.03E – the proposed use is a by-right use however the MUV zone is not listed as an option for the abutting zones. Because the MUV site development standards table is most similar to the CO table, staff considers the MUV zone to be grouped alongside the CO zone for side and rear setbacks for a by-right use. Plans illustrate a south side setback of approximately 24 feet and a rear setback of just over 10 feet.

The building is well over 5 feet away from the proposed private access easement. There is no maximum lot coverage standard. After accounting for the 10-foot right-of-way dedication, minimum density required is 16 units and maximum density allowed is 44 units; the proposal is for 35 units. Building height is illustrated to be approximately 34.75 feet.

✓ The requirements are met.

2.05 Overlay Districts

– None apply.

2.06 Accessory Structures

Plans note proposed fencing on-site. Because fences are reviewed separately through the Fence Permit process, staff adds *Condition of Approval 3* to have the applicant submit application for and obtain Fence Permit approval prior to building permit issuance.

▲ The provisions are met with *Condition 3*.

2.07 Special Uses

– None apply.

2.08 Specific Conditional Uses

– None apply.

3.01 Streets

3.01.01 Applicability

A. Right-of-way standards apply to all public streets.

B. Improvement standards apply to all public and private streets, sidewalks and bikeways.

C. Functional standards are identified in the Woodburn TSP.

D. This applies to all development, and is not limited to partitions, subdivisions, multi-family, commercial or industrial construction, or establishment of a manufactured dwelling or recreational vehicle park. Construction of a single-family dwelling or placement of a manufactured dwelling does not, for the purposes of this Section, constitute development, however, in no case can this type of development occur without minimal access as determined by the Director.

3.01.02 General Provisions

A. No development shall be approved, or access permit issued, unless the internal streets, boundary streets and connecting streets are constructed to at least the minimum standards set forth in this Section, or are required to be so constructed as a condition of approval.

D. The standards of this Section may be modified, subject to approval of an Exception to Street Right-of-Way and Improvement Requirements.

3.01.03 Improvements Required for Development

A. With development, the Internal, Boundary, and Connecting streets shall be constructed to at least the minimum standards set forth below.

C. Boundary Streets

The minimum improvements for a Boundary Street shall be:

1. One paved 11-foot travel lane in each direction;
2. On-street parking on the side of the street abutting the development, if on-street parking is indicated in the TSP;
3. Curb on the side of the street abutting the development;
4. Drainage facilities on the side of the street abutting the development;
5. Street trees on the side of the street abutting the development; and
6. A sidewalk on the side of the street abutting the development.

3.01.04 Street Cross-Sections

A. These standards are based on the functional classification of each street as shown in the Woodburn TSP. The street right-of-way and improvement standards minimize the amount of pavement and right-of-way required for each street classification, consistent with the operational needs of each facility, including requirements for pedestrians, bicycles, and public facilities.

B. All public streets under the jurisdiction of the City of Woodburn shall comply with the cross-sections depicted in this Section.

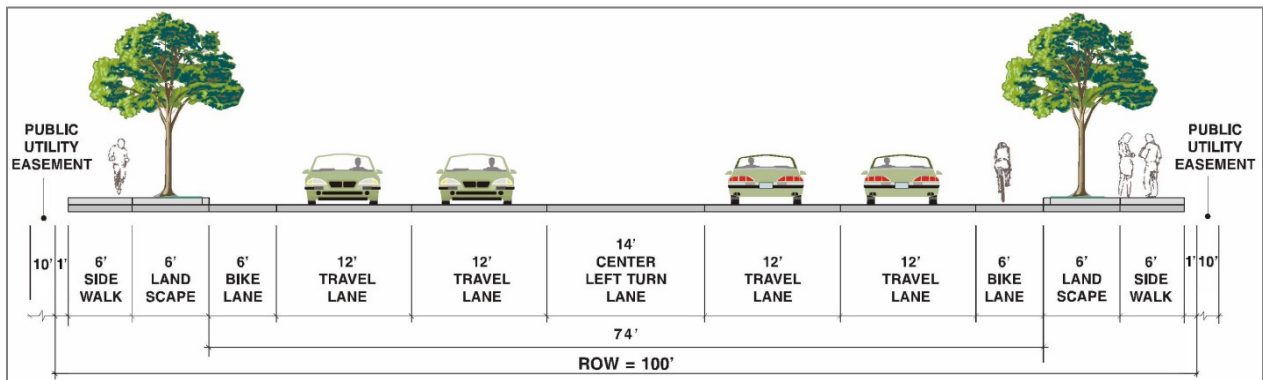


Figure 3.01B – Major Arterial

The proposal is new construction of a multifamily residential apartment building, which is “development” per subsection D, therefore the provisions within 3.01 apply.

The subject property has frontage along N. Pacific Highway, a public street. Figure 2 of the Transportation System Plan illustrates it is a Major Arterial street, for which the associated WDO cross-section is Figure 3.01B.

Existing conditions of N. Pacific Hwy along the property include:

- 80 feet of right-of-way;
- Two paved travel lanes in each direction;
- A tapering center turn lane (due to the railroad crossing);
- No bike lanes;
- No curb and drainage facilities on the west side;
- No street trees along the west side; and
- No sidewalk along the west side.

Pursuant to 3.01.02D., the applicant submitted a Street Exception request.

■ Staff addresses the street frontage improvements further under the Street Exception provisions.

3.02 Utilities & Easements

3.02.01 Public Utility Easements

A. The Director shall require dedication of specific easements for the construction and maintenance of municipal water, sewerage and storm drainage facilities located on private property.

B. A five-foot wide public utility easement shall be dedicated along each lot line abutting a public street.

C. As a condition of approval for development, including property line adjustments, partitions, subdivisions, design reviews, or Planned Unit Developments (PUDs), the Director may require dedication of public utility easements.

There is an 8-inch public sewer line along the front property line that turns westward into the site near the northeast corner, running approximately 50 feet before turning northward again and continuing through the adjacent property to the north (203 N. Pacific Hwy). Pursuant to subsection A, a 16-foot wide public utility easement is required over this utility line. Staff adds *Condition of Approval 8d* to grant this easement.

Plans illustrate a 10-foot wide public utility easement will be granted along the N. Pacific Hwy frontage. Staff adds *Condition of Approval 8a* to memorialize this.

▲ The provisions are met with *Conditions 8a* and *8d*.

3.02.03 Street Lighting

A. Public Streets

Public streets abutting a development shall be illuminated with street lights installed to the standards of the City and the electric utility.

Staff adds *Condition of Approval 9* to meet Public Works Department and PGE requirements regarding this standard.

▲ The provisions are met with *Condition 9*.

3.02.04 Underground Utilities

All permanent utility service to and within a development shall be underground, except where overhead high-voltage (35,000 volts or more) electric facilities exist.

Staff adds *Condition of Approval 7* to require all utility service to and within the development be underground.

▲ The provision is met with *Condition 7*.

3.03 Setbacks and Open Space

As analyzed for 2.03, the development complies with setback requirements and does not encroach into vision clearance areas.

✓ The provisions are met.

3.04 Vehicular Access

3.04.01 Applicability and Permit

A. Street Access

Every lot shall have:

- 1. Direct access to an abutting public street, or**
- 2. Access to a public street by means of an access easement and maintenance agreement to the satisfaction of the Director, and revocable only with the concurrence of the Director.**

3.04.03 Driveway Guidelines and Standards

A. Number of Driveways

- 1. For residential uses, the maximum number of driveways per lot frontage shall be one. For purposes of controlling driveway access, every 100 feet of frontage is considered a separate lot frontage.**
- 4. Unused driveways shall be closed.**

B. Joint Access

- 1. Lots that access a Major Arterial, Minor Arterial, or Service Collector should be accessed via a shared driveway.**
- 3. Every joint driveway or access between separate lots shall be established by an access easement and maintenance agreement to the satisfaction of the Director and revocable only with the concurrence of the Director.**

C. Interconnected Parking Facilities

- 2. Similar or compatible uses on abutting lots shall have interconnected access and parking facilities.**

Access Requirements Table 3.04A				
		1 to 4 Dwellings, Living Units or Individual Lots ⁶	5 or More Dwelling or Living Units, School, or House of Worship ⁶	Commercial or Industrial Use
Flag Lot Access Width (feet) (See Figure 3.04A)		20 minimum	24 minimum	30 minimum
Paved Width of Driveway (feet) ^{3,4}	1-way	n/a	12 minimum 20 maximum	12 minimum 20 maximum
	2-way	20 minimum 30 maximum	24 minimum 30 maximum (Add 8' if a turn lane is provided)	24 minimum 36 maximum (Add 8' if a turn lane is provided)
	Manufactured Dwelling Park	10 minimum	n/a	n/a
Curb Flare Radius (feet)		15 minimum	25 minimum	30 minimum
Throat Length (feet) ⁵	Major Arterial, Minor Arterial, Service Collector	n/a	50 minimum	50 minimum
	Access or Local Street	n/a	20 minimum	20 minimum
Corner Clearance (feet) Guidelines ¹ (See Figure 3.04B)	Access or Local Street	30 minimum	30 minimum	30 minimum
	Service Collector	50 minimum	50 minimum	50 minimum
	Minor Arterial	245 minimum	245 minimum	245 minimum
	Major Arterial	300 minimum	300 minimum	300 minimum
Driveway Separation Guidelines (feet) ^{1,2} (See Figure 3.04B)	Driveway on the same parcel	22 minimum	50 minimum	50 minimum
	Access or Local Street	none	none	none
	Service Collector	50 minimum	50 minimum	50 minimum
	Minor Arterial	245 minimum	245 minimum	245 minimum
	Major arterial	300 minimum	300 minimum	300 minimum
	Access to a Major or Minor Arterial	Required	Required	Required

Turnarounds (See Figure 3.04C)	Access to any other street	Required if the driveway length to the lot located furthest from the street exceeds 150 feet	Requirements per the Woodburn Fire District	Requirements per the Woodburn Fire District
<ol style="list-style-type: none"> 1. The separation should be maximized. 2. Driveways on abutting lots need not be separated from each other, and may be combined into a single shared driveway. 3. Driveways over 40 feet long and serving one dwelling unit may have a paved surface 12 feet wide. 4. Notwithstanding the widths listed in this table, the minimum clearance around a fire hydrant shall be provided (See Figure 3.04D). 5. Throat length is measured from the closest off-street parking or loading space to the right-of-way. A throat applies only at entrances (See Figure 3.05B). 6. Maximum of 4 individual lots can be served from single shared driveway (See Figure 3.01D). 				

The subject property has frontage along N. Pacific Hwy, a public street. There appear to be two existing driveways, both of which will be closed.

The project proposes a 26-foot wide driveway near the north property boundary. Pursuant to 3.04.03B1 & 3, this driveway shall be a shared driveway between 203 N. Pacific Hwy, 1072 Young St, and 1030 Young St (Tax Lots 051W17BC07400, 6900, and 6800, respectively). Plans show a 26-foot wide access easement over the proposed parking lot drive aisle, as well as physical curb and asphalt improvements, connecting N. Pacific Hwy to these three adjacent properties. Staff adds *Condition of Approval 8b* to memorialize this requirement.

A 20-foot wide emergency access only driveway is proposed between the building and the south property line in order to provide adequate fire access to all sides of the building. To minimize the chance of this driveway being used by the public, staff adds *Condition of Approval 10* to require a mountable curb instead of a traditional driveway approach for this driveway and to install removable bollards on the portion of driveway on private property within 10 feet of the front property line. Final design of the emergency access only driveway shall be to the satisfaction of the Community Development Director, the Woodburn Fire Marshal, and Oregon Department of Transportation.

▲ The provisions are met with *Conditions 8b* and *10*.

3.04.04 Improvement Standards

The portion of a driveway on private property shall be paved with:

- A. Portland cement concrete to a minimum depth of six inches, or
- B. Asphalt concrete to a minimum depth of two inches, or
- C. Brick or pavers with a minimum depth of two and one-fourth inches.

The site plans illustrate the driveway on private property paved with asphalt concrete to meet this standard.

✓ The provision is met.

3.04.05 Traffic Impact Analysis

A. A Traffic Impact Analysis (TIA) may be required by the Director prior to the approval of a City access permit when the Director estimates a development proposal may generate either 100 or more additional, peak hour trips, or 1,000 or more additional daily trips, within ten years of a development application.

B. A TIA shall evaluate the traffic impacts projected of a development proposal and the estimated effectiveness of potential traffic impact mitigation measures.

C. The methodology for a TIA shall be consistent with City standards.

The proposal is a 35-unit multifamily residential apartment building. After consulting with ODOT and City staff, the applicant provided a trip generation memo (Attachment 104) indicating the proposal would generate 36 peak hour trips and 300 daily trips. A full traffic impact analysis is not required.

✓ The provisions are met.

3.05 Off-Street Parking and Loading

3.05.01 Applicability

The provisions of this Section shall apply to the following types of development:

A. All requirements and standards of Section 3.05 shall apply to any new building or structure constructed after the effective date of the Woodburn Development Ordinance (WDO).

3.05.02 General Provisions

3.05.03 Off-Street Parking

A. Number of Required Off-Street Parking Spaces

1. Off-street vehicle parking spaces shall be provided in amounts not less than those set forth in this Section (Table 3.05A).

2. Off-street vehicle parking spaces shall not exceed two times the amount required in this Section (Table 3.05A).

B. Accessible parking shall be provided in amounts not less than those set forth in Table 3.05B. The number of accessible spaces shall be included as part of total required vehicle parking spaces.

C. A maximum of 20 percent of the required vehicle parking spaces may be satisfied by compact vehicle parking spaces.

D. Off-street vehicle parking spaces and drive aisles shall not be smaller than specified in this Section (Table 3.05C).

E. All uses that are required to provide 10 or more off-street parking spaces and residential structures with four or more dwelling or living units shall provide a bicycle rack within 50 feet of the main building entrance. The number of required rack spaces shall be one space per ten vehicle parking spaces, with a maximum of 20 rack spaces.

F. Garages

2. For multi-family dwellings, one-half of the parking spaces required by this Section (Table 3.05A) shall be in a garage or garages.

Off-Street Parking Ratio Standards Table 3.05A	
Use ^{1, 2}	Parking Ratio - spaces per activity unit or square feet of gross floor area
1. Dwellings, including manufactured homes	2/ dwelling unit
<p>1. The Director may authorize parking for any use not specifically listed in this table. The applicant shall submit an analysis that identifies the parking needs, and a description of how the proposed use is similar to other uses permitted in the zone. The Director may require additional information, as needed, to document the parking needs of the proposed use.</p> <p>2. There is no required parking ratio for non-residential uses and residential units above first floor commercial uses in the DDC zone (See Section 3.07.07.C.12).</p>	

Accessible Parking Ratio Standards Table 3.05B			
Total Spaces ^{2,3}	Minimum Total Accessible Spaces ¹	Minimum Van Accessible Spaces	Minimum "Wheelchair User Only" Spaces
51 to 75	3	1	
<p>1. "Van Accessible Spaces" and "Wheelchair User Only" are included in "Total Accessible Spaces."</p> <p>2. Facilities providing outpatient services require ten percent of the total number of parking spaces to be accessible spaces.</p> <p>3. Facilities that specialize in treatment or services for persons with mobility impairments require 20 percent of the total number of parking spaces to be accessible spaces.</p>			

Parking Space and Drive Aisle Dimensions Table 3.05C							
Parking Angle	Type of Space	Stall Width (feet)	Curb Length (feet)	Stripe Length (feet)	Stall to Curb (feet)	Drive Aisle Width (feet)	
						1-way	2-way
A		B	C	D	E	F	G
0° (Parallel)	Standard	9.0	22.5	8.0	8.0	12.0	24.0
	Compact	8.0	22.5	8.0	8.0		
	Accessible	9.0	22.5	9.0	9.0		
	Accessible Aisle	Part of the accessible route to a building					
90°	Standard or Accessible	9.0	9.0	19.0	19.0	24.0	24.0
	Compact	7.5	7.5	15.0	15.0	22.0	
	Car Accessible Aisle	6.0	6.0	19.0	19.0	24.0	
	Van Accessible Aisle	8.0	8.0	19.0	19.0		

Parking Space and Drive Aisle Dimensions Table 3.05C							
Parking Angle	Type of Space	Stall Width (feet)	Curb Length (feet)	Stripe Length (feet)	Stall to Curb (feet)	Drive Aisle Width (feet)	
						1-way	2-way
A		B	C	D	E	F	G
<ol style="list-style-type: none"> 1. A parking space may occupy up to two feet of a landscaped area or walkway. At least four feet clear width of a walkway must be maintained. 2. Space width is measured from the midpoint of the double stripe. 3. Curb or wheel stops shall be utilized to prevent vehicles from encroaching on abutting properties or rights-of-way. 4. The access aisle must be located on the passenger side of the parking space, except that two adjacent parking spaces may share a common access aisle. 5. Where the angle of parking stalls differ across a drive aisle, the greater drive aisle width shall be provided. 							

The proposal is new construction of a multifamily residential apartment building. Plans demonstrate conformance with the general provisions in 3.05.02. Pursuant to 3.05.02L3, staff adds *Condition of Approval 12* to require full cut off / fully shielded fixtures for all exterior lights.

The minimum parking requirement is 70 spaces and maximum allowance is 140 spaces. Plans show 75 spaces are provided, 13 of which are compact. Four accessible spaces are provided; staff adds *Condition of Approval 11* to note one of the accessible spaces shall be "Van Accessible".

Ten U-rack bicycle parking facilities are provided around the outside of the building, equating to 20 bike parking spaces. An additional 20 wall-mounted bicycle rack facilities are provided inside the building on the first floor.

Per 3.05.03F2, garages are required for half of the required spaces – so 35 of the 70 required. The Community Development Director has issued an interpretation that carports are acceptable to meet this provision. The applicant has submitted a Variance application to request no required garages or carports, therefore this provision is discussed further under the Variance provisions.

■ Staff addresses the garage/carport requirement further under the Variance provisions.

Plans illustrate parking stalls in the 0-degree and 90-degree configuration. Stalls are shown to meet the dimension requirements in Table 3.05C and 26-foot drive aisles are provided.

▲ The provisions are met with *Conditions 11* and *12*.

3.06 Landscaping

3.06.02 General Requirements

3.06.03 Landscaping Standards

A. Street Trees

Within the public street right-of-way abutting a development, street trees shall be planted to City standards, prior to final occupancy.

1. One tree per every entire 50 feet of street frontage shall be planted within the right-of-way, subject to vision clearance area standards and placement of public utilities.
2. Street trees shall be planted according to the property's zoning, and the abutting street's classification in the Transportation System Plan:
 - a. Large trees shall be planted along Major and Minor Arterial streets. Large trees shall also be planted along all streets in the Neighborhood Conservation Overlay District (NCOD), regardless of street classification;
3. The Director may modify this requirement, based on physical constraints and existing conditions, including the location of driveways and utilities. Such modification may include relocating the street trees to abutting private property.

B. Site landscaping shall comply with Table 3.06A.

Planting Requirements Table 3.06A		
Location	Planting Density, Minimum	Area to be Landscaped, Minimum
Setbacks abutting a street	1 PU/15 square feet	Entire setback excluding driveways
Buffer yards	1 PU/20 square feet	Entire yard excluding off-street parking and loading areas abutting a wall
Other yards	1 PU/50 square feet	Entire yard, excluding areas subject to more intensive landscaping requirements and off-street parking and loading areas
Off-street parking and loading areas	<ul style="list-style-type: none"> • 1 small tree per 10 parking spaces; or¹ • 1 medium tree per 15 parking spaces; or¹ • 1 large tree per 25 parking spaces¹ and <ul style="list-style-type: none"> • 1 PU/20 square feet excluding required trees² 	<ul style="list-style-type: none"> • RS, R1S, RSN, RM, RMN, P/SP, CO, CG and MUV zones: 20% of the paved surface area for off-street parking, loading and circulation • DDC, NNC, IP, IL, and SWIR zones: 10% of the paved surface area for off-street parking, loading and circulation • Landscaping shall be within or immediately adjacent to paved areas
Common areas, except those approved as natural common areas in a PUD	3 PU/50 square feet	Entire common area
<ol style="list-style-type: none"> 1. Trees shall be located within off-street parking facilities, in proportion to the distribution of the parking spaces. 2. Required landscaping within a setback abutting a street or an interior lot line that is within 20 feet of parking, loading and circulation facilities may also be counted in calculating landscaping 		

Planting Requirements Table 3.06A		
Location	Planting Density, Minimum	Area to be Landscaped, Minimum
for off-street parking, loading and circulation areas.		

3.06.04 Plant Unit Value

Plant Unit (PU) Value Table 3.06B		
Material	Plant Unit (PU) Value	Minimum Size
1. Significant tree ¹	15 PU each	24" Diameter
2. Large tree (60-120 feet high at maturity) ¹	10 PU each	10' Height or 2" Caliper
3. Medium tree (40-60 feet high at maturity) ¹	8 PU each	10' Height or 2" Caliper
4. Small tree (18-40 feet high at maturity) ¹	4 PU each	10' Height or 2" Caliper
5. Large shrub (at maturity over 4' wide x 4' high) ¹	2 PU each	3 gallon or balled
6. Small to medium shrub (at maturity maximum 4' wide x 4' high) ¹	1 PU each	1 gallon
7. Lawn or other living ground cover ¹	1 PU / 50 square feet	
8. Berm ²	1 PU / 20 lineal feet	Minimum 2 feet high
9. Ornamental fence ²	1 PU / 20 lineal feet	2½ - 4 feet high
10. Boulder ²	1 PU each	Minimum 2 feet high
11. Sundial, obelisk, gnomon, or gazing ball ²	2 PU each	Minimum 3 feet high
12. Fountain ²	3 PU each	Minimum 3 feet high
13. Bench or chair ²	0.5 PU / lineal foot	
14. Raised planting bed constructed of brick, stone or similar material except CMU ²	0.5 PU / lineal foot of greatest dimension	Minimum 1 foot high, minimum 1 foot wide in least interior dimension
15. Water feature incorporating stormwater detention ²	2 per 50 square feet	None
1. Existing vegetation that is retained has the same plant unit value as planted vegetation. 2. No more than twenty percent (20%) of the required plant units may be satisfied by items in lines 8 through 15.		

The submitted landscaping plans generally illustrate conformance with these provisions.

Regarding street trees, there is approximately 223 feet of frontage therefore a minimum of four large street trees are required. The landscaping plans illustrate six proposed street trees. Because staff received direction from the City Engineer that trees are not allowed within the landscape strip along this property frontage of N. Pacific Hwy due to the proximity of existing underground utilities, staff adds *Condition of Approval 6d* to instead provide landscaping within the landscape strip at a ratio of 1 Plant Unit per 15 square feet, following the “Setbacks abutting a street” yard type within WDO Table 3.06A.

▲ The provisions are met with *Condition 6d*.

3.06.05 Screening

A. Screening between zones and uses shall comply with Table 3.06D.

Screening Requirements Table 3.06D	
N = No screening required F = Sight-obscuring fence required W = Architectural wall required D = Architectural wall, fence, or hedge may be required in the Design Review process	
Adjacent properties – zone or use that receives the benefit of screening → Property being Developed – must provide screening if no comparable screening exists on abutting protected property ↓	CG or MUV zone
CG or MUV zone	D
Refuse and recycling collection facilities except for single-family dwelling, duplex, child care facility, or group home	W^{2, 6, 7}
2. Six to seven feet in height 6. In industrial zones, screening is required only where the refuse collection facility is in a yard abutting a public street, parking lot, or residentially zoned property. 7. Child care facility for 12 or fewer children, group home for five or fewer persons.	

Adjacent properties surrounding the subject property are within the CG or MUV zones therefore no perimeter screening is required by Table 3.06D. Sheet A1.01 notes a 6-foot tall cedar fence is proposed along the south property line.

The site plans illustrate an outdoor trash enclosure, which is required by Table 3.06D to be enclosed within an architectural wall at 6-7 feet tall. Staff adds *Condition of Approval 13* to meet this requirement.

▲ The provisions are met with *Condition 13*.

3.06.06 Architectural Walls

A. This section shall apply to required architectural walls.

B. Design Standards and Guidelines

- 1. An architectural wall shall meet the texture, color, and articulation requirements on the face away from the proposed development.**
- 2. An architectural wall should meet the texture, color, and articulation requirements on the face toward the proposed development.**
- 3. An architectural wall shall have a minimum three inch horizontal articulation of at least one linear foot of the wall of intervals not more than 40 feet; and**
- 4. An architectural wall shall have a minimum six inch vertical articulation of at least one linear foot of the wall of intervals not more than 40 feet.**
- 5. An architectural wall shall incorporate at least two colors.**
- 6. An architectural wall shall have an earth tone coloration other than grey on at least eighty percent (80%) of the surface.**
- 7. An architectural wall shall be architecturally treated with scoring, texture, or pattern on at least eighty percent (80%) of the surface.**

Table 3.06D requires outdoor trash enclosures to be enclosed within an architectural wall, which must meet the design standards outlined in 3.06.06B. Staff adds *Condition of Approval 13* to meet this requirement.

Plans also show a retaining wall proposed on the south side of the pedestrian path along the south property line, but no design details are provided. Staff adds *Condition of Approval 14* to provide these details to ensure conformance with 3.06.06B.

▲ The provisions are met with *Conditions 13 and 14*.

3.07 Architectural Design

3.07.01 Applicability of Architectural Design Standards and Guidelines

A. For a Type I review, the criteria of this Section shall be read as “shall” and shall be applied as standards. For a Type II or III review, the criteria of this Section shall be read as “should” and shall be applied as guidelines.

3.07.05 Standards for Medium Density Residential Buildings

Note: A medium density residential building is any building where the predominant use is multiple-family dwelling, nursing care or group care facility.

A. At the time of application, the applicant shall choose whether the Design Review shall be conducted as a Type I, II, or III review (Section 5.01, 5.02, 5.03). For a Type I review, the criteria of this

Section shall be read as “shall” and shall be applied as standards. For a Type II or III review, the criteria of this Section shall be read as “should” and shall be applied as guidelines.

B. Open Space

1. Private Open Space

a. Ground Level Courtyard

(1) Units within five feet of the finished grade, should/shall have at least 96 square feet of private open space, with no dimension less than six feet.

(2) Ground level private open space should/shall be visually and physically separated from common open space, through the use of perimeter landscaping or fencing.

b. Balcony

Units more than 5 feet from the finished grade should/shall have at least 48 square feet of private open space in a balcony, with no dimension less than six feet.

2. Common Open Space and Facilities

a. Common open space and facilities consist of the site area and facilities not devoted to dwellings, parking, streets, driveways or storage areas that are available for use by all residents of a development.

b. Required yard setbacks should/shall be included as common open space.

c. Open Space and Facility Design Guidelines and Standards.

(1) A minimum of 30 percent of the net site area of each medium density residential development should/shall be permanently designated for use as common open space and facilities.

(2) The common area should/shall include at least one open space containing 2,000 square feet, with a minimum width of 36 feet.

(3) Facilities to accommodate children’s or adult’s recreation, meeting or education activities should/shall be provided at a ratio of 36 square feet of outdoor, or 12 square feet of indoor, common area per dwelling unit or living unit. The minimum improved common area for this purpose should/shall be 720 square feet of outdoor or 240 square feet of indoor space. The space for such improvements may be counted as part of the common area required by Section 3.07.05.B.1.c.2 at a 1:1 ratio for outdoor space and 3:1 ratio for indoor space.

C. Architectural Design Guidelines and Standards

1. Building Mass and Façade

a. Buildings should/shall have no dimension greater than 150 feet.

b. Every two attached dwelling or living units should/shall be offset by at least four feet in depth.

c. Individual buildings located within 28 feet of a property line should/shall have a varied setback at least four feet.

d. A flat roof, or the ridge of a sloping roof, should/shall not exceed a horizontal length of 100 feet without providing a difference in elevation of at least four feet.

e. Buildings should/shall incorporate a porch or recessed entry for each ground-level dwelling or living unit. Covered porches and entries should be at least 30 square feet, with no dimension less than six feet. This provision does not apply to buildings for residential care.

f. All habitable rooms, except bathrooms, facing a required front yard should/shall incorporate windows.

g. Staircases providing access above the first floor level should/shall not be visible from a street.

2. Building Materials, Texture and Color

- a. The exterior finish for at least 90 percent of the facade should/shall be:
 - (1) Either siding, brick or stucco. Plain concrete, corrugated metal, plywood and sheet press board should/shall not be used as exterior finish material; and
 - (2) Either white, tinted with a minimum of 10 parts per 100 of white, or shaded with a minimum of 10 parts per 100 of black or brown. Shading colors with brown or black to create earth tones or tinting colors with white to soften the appearance.
 - (3) Fluorescent, “day-glo,” or any similar bright color shall not be used on the facade.
 - b. The roofing material should/shall be either composition shingles; clay or concrete tile; metal; or cedar shingles or shakes. Composition shingles should/shall be architectural style, with a certified performance of at least 25 years.
- 3. Pedestrian Circulation**
- a. The internal pedestrian system in medium density residential developments should/shall connect to other areas of the site, to other building entrances and to adjacent streets.
 - b. When a residential building is sited within 24 feet of a street right-of-way, the building should/shall contain entrances directly accessible from the street.

The proposal is a Type III review of a multifamily residential apartment building therefore the medium density residential building architectural design standards apply as guidelines.

The site plans and narrative generally demonstrate conformance with these standards. Some of the private first floor patios do not meet the minimum area requirement of 96 square feet however the proposal exceeds the common open space requirements.

✓ The requirements are met.

3.08 Partitions and Subdivisions

⊖ The proposal does not include a partition or subdivision.

3.09 Planned Unit Developments

⊖ The proposal does not include a Planned Unit Development.

3.10 Signs

⊖ Signage is reviewed separately through Sign Permit applications. These provisions are not applicable here.

5.03.02 Design Review, Type III

B. The Type III Design Review is required for the following:

- 2. Multi-family dwellings not meeting all architectural design guidelines and standards.**

The proposal is a 35-unit multifamily residential apartment building in the MUV zone. As noted in the analysis for 3.07.05, the first floor balconies do not meet the minimum area requirement therefore the Design Review is a Type III.

✓ The requirement is met.

5.03.03 Exception to Street Right-of-Way and Improvement Requirements

A. Purpose: The purpose of a Type III Exception is to allow a deviation from the development standard required for the functional classification of the street identified in the Transportation System Plan. Street exceptions are processed in conjunction with a development proposal that is a Type III application.

Because the Design Review is noted to be a Type III review, the Street Exception application is also reviewed at the Type III level.

B. Criteria:

1. The estimated extent, on a quantitative basis, to which the rights of way and improvements will be used by persons served by the building or development, whether the use is for safety or convenience;
2. The estimated level, on a quantitative basis, of rights of way and improvements needed to meet the estimated extent of use by persons served by the building or development;
3. The estimated impact, on a quantitative basis, of the building or development on the public infrastructure system of which the rights of way and improvements will be a part; and
4. The estimated level, on a quantitative basis, of rights of way and improvements needed to mitigate the estimated impact on the public infrastructure system.

C. Proportionate Reduction in Standards: An exception to reduce a street right of way or cross-section requirement below the functional classification standard may be approved when a lesser standard is justified based on the nature and extent of the impacts of the proposed development. No exception may be granted from applicable construction specifications.

D. Minimum Standards: To ensure a safe and functional street with capacity to meet current demands and to ensure safety for vehicles, bicyclists and pedestrians, as well as other forms of non-vehicular traffic, there are minimum standards for right of way and improvement that must be provided to meet the standards of this Ordinance (Section 3.01). Deviation from these minimum standards may only be considered by a variance procedure.

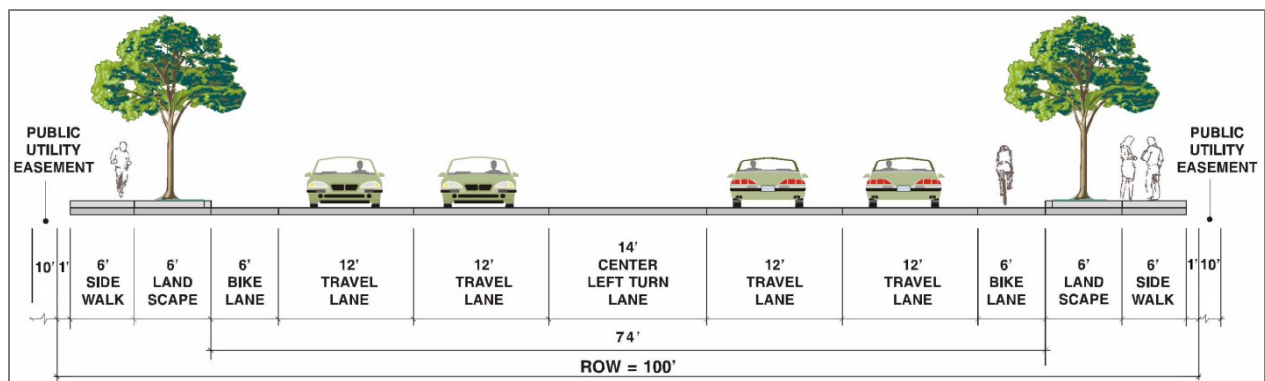


Figure 3.01B – Major Arterial

Applicant's response: "Due to the location of the railroad crossing and existing improvements to the north and south, a Type III design exception request will be submitted to maintain the existing curb location on N Pacific Hwy and install a 8' wide sidewalk in lieu of bicycle lane per WDO Dated June 12, 2022. N Pacific Hwy is classified as a Major Arterial which includes a center turn lane, two lanes of directional travel, bike lanes, landscape, and sidewalk. The road currently contains the center turn lane, two lanes of travel in each direction, and curb. There are no bike lanes to the north or south of the project. The required ROW will be dedicated for future expansion of the existing highway, but the existing curb will remain to more easily tie into the existing road. The 8' wide sidewalk will be installed in the location assuming the street was fully built-out to avoid the sidewalk being demolished with future road improvements. The sidewalk will connect to the existing asphalt pedestrian connection located at the south corner of the lot and be stubbed to the north. There is no existing pedestrian access along the property to the north's frontage. Since the road is existing and includes the travel lanes, there are no anticipated impacts to traffic, the building, or pedestrians to leave the curb as is."

As noted in the analysis for 3.01, N. Pacific Hwy is a Major Arterial street and the applicable cross-section is Figure 3.01B. Existing right-of-way width appears to be 80 feet. Existing curb-to-curb conditions along the site frontage include two travel lanes in each direction, a center turn lane that tapers to the south due to the railroad crossing, and no bike lanes. There is no existing landscape strip or sidewalk along the site frontage.

The applicant is proposing through this Street Exception request to dedicate 10 feet of right-of-way (half of the deficit), maintain the existing curb-to-curb improvements, and construct an 8-foot wide sidewalk with a 1-foot buffer away from the front property line.

Staff generally agrees with the applicant and supports the request.

Constructing the standard half-street improvements to match the cross-section would involve widening the street to allow for a bike lane and full center turn lane along the site frontage. The bike lane would not connect to an existing bike lane, as the existing bike lanes on N. Pacific Hwy do not begin until Lincoln Street roughly half of a mile north of the site. Until the highway is reconstructed and bike lanes are installed along its entire length, it is safer to have a shared bike/pedestrian path off the street. The railroad crossing to the south of the subject property also complicates the street improvements. ODOT intentionally did not continue the existing center turn lane over this crossing. For safety purposes related to cued vehicles, the number of lanes crossing the tracks is minimized and driveways serving the surrounding properties are located as far away from the crossing as possible.

The proposed sidewalk is 8 feet wide in order to function as a shared bike and pedestrian path. The existing curb-to-curb improvements provide for vehicular travel consistent with the Major Arterial cross-section, while also accounting for the proximity of the railroad crossing.

Staff adds *Condition of Approval 6* to outline the modified street improvement requirements and specify when such improvements must be completed.

▲ The provisions are met with *Condition 6*.

5.03.12 Variance

A. Purpose: The purpose of this Type III Variance is to allow use of a property in a way that would otherwise be prohibited by this Ordinance. Uses not allowed in a particular zone are not subject to the variance process. Standards set by statute relating to siting of manufactured homes on individual lots; siding and roof of manufactured homes; and manufactured home and dwelling park improvements are non-variable.

3.05 Off-Street Parking and Loading

3.05.03 Off-Street Parking

F. Garages

2. For multi-family dwellings, one-half of the parking spaces required by this Section (Table 3.05A) shall be in a garage or garages.

The applicant submitted a Variance application, requesting to modify the garage requirement for multifamily dwellings outlined in 3.05.03F2.

B. Criteria: A variance may be granted to allow a deviation from development standard of this ordinance where the following criteria are met:

1. Strict adherence to the standards of this ordinance is not possible or imposes an excessive burden on the property owner, and

Applicant's response: Providing carports in the parking area would ultimately require a reduction in the proposed parking stall count. The intention is for this development to be family focused, so we would like to maintain as much parking as possible and maintain generous landscaping in the parking area. This particular site has been challenging dimensionally as it is constrained by two city required easements including a 26' wide vehicle easement and an 8' pedestrian walkway plus a 4' landscape strip. This amounts to a 17% reduction of buildable depth in the north/south direction. Excluding the carports has allowed us to balance the site with adequate parking, desirable apartment sizes, landscaping and tenant amenities.

2. Variance to the standards will not unreasonably impact existing or potential uses or development on the subject property or adjacent properties.

Applicant's response: This variance will not impact existing or potential uses or development on this property or adjacent properties.

C. Factors to Consider: A determination of whether the criteria are satisfied involves balancing competing and conflicting interests. The factors that are listed below are not criteria and are not intended to be an exclusive list and are used as a guide in determining whether the criteria are met.

1. The variance is necessary to prevent unnecessary hardship relating to the land or structure, which would cause the property to be unbuildable by application of this Ordinance. Factors to consider in determining whether hardship exists, include:

a. Physical circumstances over which the applicant has no control related to the piece of property involved that distinguish it from other land in the zone, including but not limited to, lot size, shape, and topography.

Applicant's response: This particular site has been challenging dimensionally as it is constrained by two city required easements including a 26' wide vehicle easement and an 8' pedestrian walkway plus a 4' landscape strip. This amounts to a 17% reduction of buildable depth in the north/south direction. This has limited the developable area of the project which is a hardship to the owner.

b. Whether reasonable use similar to other properties can be made of the property without the variance.

Applicant's response: The result of providing carports would create a less desirable and limited development.

c. Whether the hardship was created by the person requesting the variance.

Applicant's response: The required easement was not created by the property owner.

2. Development consistent with the request will not be materially injurious to adjacent properties. Factors to be considered in determining whether development consistent with the variance materially injurious include, but are not limited to:

a. Physical impacts such development will have because of the variance, such as visual, noise, traffic and drainage, erosion and landslide hazards.

Applicant's response: Additional trees and landscaping were possible by not providing carports. Landscaping lends to visually enhancing the parking area and improve drainage.

b. Incremental impacts occurring as a result of the proposed variance.

Applicant's response: There would be no incremental impacts as a result of this

variance.

3. Existing physical and natural systems, such as but not limited to traffic, drainage, dramatic land forms or parks will not be adversely affected because of the variance.

Applicant's response: Additional trees and landscaping were possible by not providing carports. Landscaping lends to visually enhancing the parking area and improve drainage.

4. Whether the variance is the minimum deviation necessary to make reasonable economic use of the property;

Applicant's response: Given the current economic climate of inflated material and labor along with rising interest rates, in my experience as an architect a typical multi-family project would not entertain carports as an added feature and cost at this time.

5. Whether the variance conflicts with the Woodburn Comprehensive Plan.

Applicant's response: This variance does not conflict with the Woodburn Comprehensive Plan.

The applicant is correct that *Condition 8b* requires the 26-foot wide private access easement along the north property line, and *Condition 8c* requires the 12-foot wide public trail easement along the south property line, however there is no indication that the addition of carports would result in a reduction of total parking stalls provided. The City has recently seen a number of apartment complex projects be approved and built without this issue. For example, the photo on the following page was taken on September 28, 2022 during an inspection for the Smith Creek Apartments project at 800 Kirksey Street. As can be seen in the photo, the carport structure does not impede the size or location of the parking stalls.



Carports at Smith Creek Apartments (site inspection on 9/28/2022)

The variance request therefore does not constitute a hardship however its approval would not lead to adverse impacts on the surrounding properties or area, nor does it conflict with the Comprehensive Plan. Staff therefore supports its approval, especially considering the public pathway and shared access that the applicant is providing in order to further the purpose of the Mixed Use Village district.

✓ The provisions are met.



May 26, 2022

Woodburn Realestate, LLC
Attention: Baset Shagrun
3000 Market Street, Suite 510
Salem, Oregon 97301

Re: **Woodburn Apartments – Woodburn, Oregon**
Traffic Impact Analysis

Woodburn File Numbers DR 22-05 and VAR 22-06
C&A Project Number 20220501.00

Dear Mr. Shagrun,

This Traffic Impact Analysis (TIA) letter supports the proposed Woodburn Apartments development land use actions and addresses the City of Woodburn and the Oregon Department of Transportation (ODOT) Traffic Impact Study requirements. The following items are specifically addressed:

1. Property Description and Proposed Land Use Actions
2. Study Parameters
3. Development Trip Generation
4. Development Access
5. Summary

1. PROPERTY DESCRIPTION AND PROPOSED LAND USE ACTIONS

The subject property is located at 119 N Pacific Highway in Woodburn, Oregon. It is described as tax lot 7500 on the Marion County Assessor's Map 051W17BC.

The property size is 1.37 acres (59,740 square feet) and is undeveloped. The property is currently zoned Mixed-Use Village (MUV). The proposed 35-unit residential apartment development is an allowed use in the MUV zone designation. The property has direct access to N Pacific Highway (OR 99E).

2. STUDY PARAMETERS

Transportation materials contained in the April 14, 2022 letter from the City of Woodburn to Jim Toporek (Studio 3 Architecture) regarding the status of the Woodburn Apartments project state,

"D. TIA: Per [Woodburn Development Ordinance (WDO)] 3.04.05, a traffic impact analysis (TIA) is required if the proposal generates more than 100 peak hour trips or 1,000 daily trips (ODOT requires a TIA if the proposal generates 50 peak hour trips or 300 daily trips). Applicant must either submit a traffic memo calculating and describing why a TIA is not required for this project or if one is, submit a TIA. Consult with the City Engineer and ODOT regarding TIA standards and requirements."

Based on materials presented in the *Development Trip Generation* section of this analysis, only a traffic memo is necessary to address City requirements. Subsequent email correspondence with the Oregon Department of Transportation (ODOT) staff states,

"Based on trip generation, a memo will be fine for the site. The one concern that would have been good to see in a TIA is left turn storage in the TWLTL for vehicles waiting to turn into the site. The highway approach is situated in the best location (farthest away from the railroad crossing). But left-turn storage will start where the TWLTL begins to taper. It would be helpful for our decision if the memo had a small mention of queueing and what that is expected to look like."

3. DEVELOPMENT TRIP GENERATION

Trip generation for the proposed 35-unit residential apartment development is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and practices from the *ITE Trip Generation Handbook*, 3rd Edition and is presented in the following table.

TABLE 1 – DEVELOPMENT TRIP GENERATION									
Land Use	ITE Code	Size	Daily	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Multifamily Housing (Low-Rise)	220	35 DU	300 ¹	8	26	34 ¹	22	14	36 ¹

¹ Trip generation estimated using the *Fitted Curve* per recommended practice in the *ITE Trip Generation Handbook*, 3rd Edition.

As identified in the table above, 35 residential dwellings generate 300 daily, 34 AM, and 36 PM peak hour trips. Considering Woodburn TIA requirements, the development generates fewer than 100 peak hour or 1,000 daily trips. Therefore, City analysis thresholds are not met. Subsequent discussions with ODOT staff further indicate that only a memorandum documenting trip generation is necessary.

4. DEVELOPMENT ACCESS

Based on the attached site plan, the proposed development access to N Pacific Highway (OR 99E) is located at the northeast property corner, as far north from the OR 99E/ Silverton Avenue intersection and the railroad crossing as possible.

OR 99E is five lanes wide at the proposed access location, including a center two-way left-turn lane (TWLTL), and tapers to four lanes without a TWLTL to the south. As a result, there is queue storage for approximately two northbound vehicles turning left into the proposed development. Given there are estimated to be 8 AM and 22 PM peak hour vehicle trips entering the development from both the north and southbound directions, it is anticipated that the northbound TWLTL queue storage area will safely accommodate development queues.

Overall, based on the proposed site plan, the development will be designed and constructed to Woodburn Development Ordinance standards.

5. SUMMARY

The following conclusions are based on the materials contained in this analysis.

1. The subject property is located at 119 N Pacific Highway in Woodburn, Oregon. It is described as tax lot 7500 on the Marion County Assessor's Map 051W17BC.
2. The property size is 1.37 acres (59,740 square feet) and is undeveloped. The property is currently zoned Mixed-Use Village (MUV) and the proposed development is an allowed use.
3. The proposed 35-unit residential apartment development generates 300 daily, 34 AM, and 36 PM peak hour trips. Based on agency requirements, transportation impact analysis thresholds are not met and only a memorandum documenting trip generation is necessary.
4. The proposed development access to N Pacific Highway (OR 99E) is located at the northeast property corner, as far north from the OR 99E/ Silverton Avenue intersection and the railroad crossing as possible.
5. There is queue storage for approximately two northbound vehicles turning left into the proposed development. Given there are estimated to be 8 AM and 22 PM peak hour vehicle trips entering the development from both the north and southbound directions, it is anticipated that the northbound TWLTL queue storage area will safely accommodate development queues.
6. Based on the proposed site plan the site will be designed and constructed to Woodburn Development Ordinance standards.

Sincerely,



Christopher M. Clemow, PE, PTOE
Transportation Engineer

Attachments: Site Plan



05 1W 17BC WOODBURN



MARION COUNTY, OREGON
SW1/4 NW1/4 SEC17 T5S R1W W.M.
SCALE 1" = 100'

LEGEND

- LINE TYPES**
- Taxlot Boundary
 - Road Right-of-Way
 - Railroad Right-of-Way
 - Private Road ROW
 - Subdivision/Plat Bndry
 - Waterline - Taxlot Bndry
 - Historical Boundary
 - Easement
 - Railroad Centerline
 - Taxcode Line
 - Map Boundary
 - Waterline - Non Bndry

- CORNER TYPES**
- + 1/16TH Section Cor.
 - ⊙ DLC Corner
 - ⊕ 1/4 Section Cor.
 - ⊕ Section Corner
 - 16, 15, 21, 22

NUMBERS

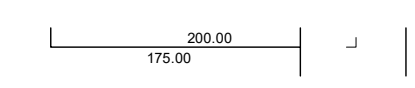
Tax Code Number
00 00 0

Acres
0.25 AC

All acres listed are Net Acres, excluding any portions of the taxlot within public ROWs

NOTES

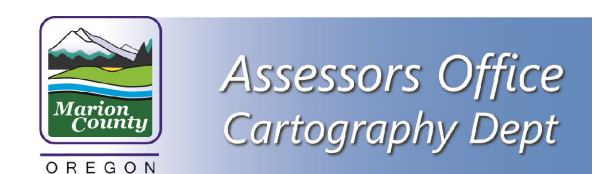
Tick Marks: A tick mark in the road indicates that the labeled dimension extends into the public ROW



ATTACHMENT 105

CANCELLED NUMBERS	
400	
700	
1101	
1200	
1300	
2701	
2801	
6000	
6300	
7200	
7200A1	
7601	
8300A1	
8400	
11900	
12000	

DISCLAIMER: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY



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

PLOT DATE: 10/16/2020

WOODBURN 05 1W 17BC



05 1W 17BC

03 03 9

03 03 9

03 93 9

03 93 9

03 03 9

05 1W 17BC

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SITE LEGEND:

SITE ELEMENT DESCRIPTION:	LEGEND:
BUILDINGS:	
LANDSCAPING:	
CONCRETE SIDEWALKS:	

SITE PLAN NOTES:

- MUTCD-COMPLIANT 'NO OUTLET' SIGN
- CONCRETE WHEEL STOP.
- EV PARKING. PROVIDE STRIPING AND SIGNAGE PER WDO 3.05.03.1
- HORIZONTAL U-RACK. SEE A1.02 FOR ADDITIONAL REQUIREMENTS.
- MINIMUM 3'-4" PEDESTRIAN ACCESS TO TRASH ENCLOSURE REQUIRED.
- MINIMUM 20' CLEAR EMERGENCY ACCESS FOR FIRE DEPARTMENT.
- PROVIDE 6' TALL SAFETY CEDAR FENCE ALONG THE ENTIRETY OF THE SOUTHERN PROPERTY LINE, ALONG THE PROPERTY LINE.

DEVELOPMENT SUMMARY:

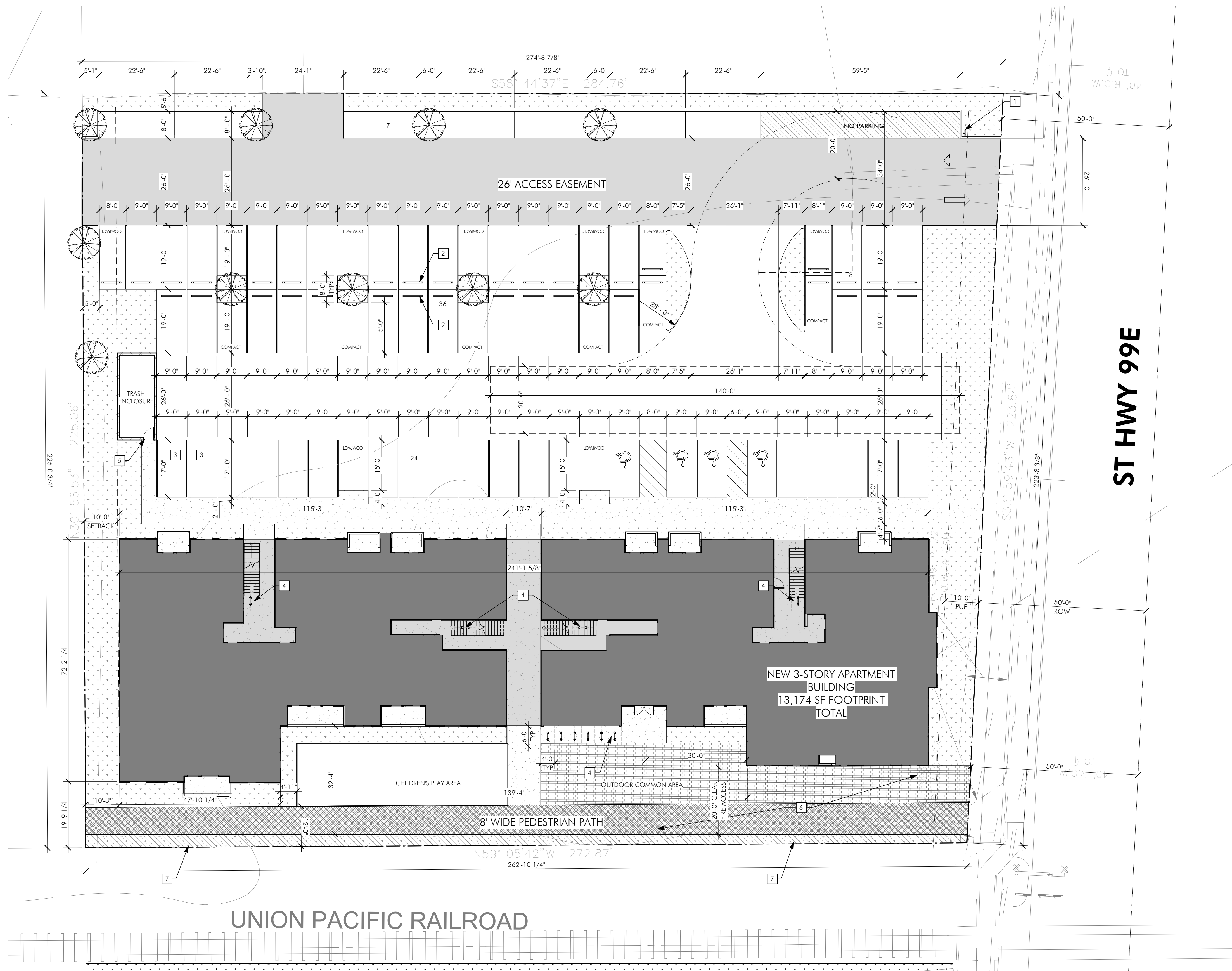
35 Apartment Units
 (18) 2-Bed/1-Bath
 (17) 3-Bed/2-Bath
 70 Parking Spaces Required
 75 Parking Spaces Provided

Site Area = 59,740sf
 30% Open Space = 17,922 Req
 15,978 SF Site Open Space
 792 SF Community Room, 2,376 sf 1:3 bonus
 18,354 SF with Community Room

AC: 1.3714
 Density: 32/AC = 43.88 units allowed
 Building Area: 39,522sf

DEVELOPMENT NOTES:

- PARKING STRIPING SHOWN IS FOR DIMENSIONAL CLARITY. ALL PARKING STRIPING SHALL CONFORM TO THE STRIPING STANDARDS OF WDO FIGURE 3.05C.
- PARKING BUMPERS SHALL BE PLACED PER WDO FIGURE 3.05C.
- PARKING LIGHTING SHALL CONFORM TO CHAPTER 3.11
- EV PARKING IS REQUIRED TO MEET THE STANDARDS OF WDO 3.05.03.1



1 SITE PLAN
 0 4 8 16 24 48
 1/16" = 1'-0"



New Multifamily Project
119 N Pacific Hwy
 Woodburn, Oregon 97071

CITY DEVELOPMENT NOTES:

- EV charging requirements:
- Electric vehicle (EV) includes both electric vehicle and plug-in hybrid vehicle, and EV parking stalls shall meet the following standards:
 - Convenient locations: The distance from a stall, in whole or in part, shall be maximum 50 feet to a building perimeter walkway or, where there is no walkway, a building main or stall-only entrance.
 - Charging level: minimum Level 2 (240 volt alternating current [AC] charging), or faster charging.
 - Striping: Stripe each stall in lettering 1 ft high min "ELECTRIC VEHICLE CHARGING" or similar and stencil of an EV image or logo.
 - Signage: Post at each stall a wall-mounted or pole-mounted sign for "Electric Vehicle Charging" or similar and include an EV image or logo. Each sign 1½ by 1 foot minimum with top of a posted sign between 5½ and 7 feet high max above vehicular grade.
 - Management/operations: The landowner or property manager shall keep EV stalls available for EVs and plug-in hybrid vehicles and keep conventional gasoline vehicles from parking in them, and in the context of multiple-family dwelling development:
 - Priority users shall be tenants, and guests/visitors would be secondary.
 - May charge EV stall users for the costs of charging on EV through a charging station, but shall not (1) charge users for either simply parking on EV or plug-in hybrid vehicle in an EV stall or for leaving such a vehicle parked without actively charging, and (2) shall charge to recoup costs to the landowner or property manager and not generate profit for the landowner or property manager. (This does not preclude the landowner or property manager contracting with a for-profit company to manage EV charging stations).
 - Shall not charge any fee that discriminates among particular EV parking stalls based on the perception of some stalls being more convenient or otherwise desirable than others. It is anticipated but not required that the layout would be that each charging station would serve a pair of stalls.

- 3.05.05 Shared Parking
- F. Multiple-family dwellings: If the developer or property management company were to designate and mark a number of parking spaces as leasing office visitor parking, then the spaces shall be available for resident parking before and after office hours. A sign 1½ by 1 ft min shall note the range of hours when a space is limited to visitor parking, for example 10 a.m. to 6 p.m., and specify that it is available for resident parking outside the specified hours. (This provision applies regardless of whether Section 3.05.05A is relevant or not.)

- Landscaping
- 3.06.02 General Requirements
- Building plans for all uses subject to landscaping requirements shall be accompanied by landscaping and irrigation plans.
 - All required landscaped areas shall be irrigated unless it is documented that the proposed landscaping does not require irrigation.
 - All shrubs and ground cover shall be of a size upon installation so as to attain 80% of ground coverage within 3 years.
 - Installation of plant materials and irrigation specified in an approved landscaping plan shall occur at the time of development and shall be a condition of final occupancy. Should site conditions make installation impractical, an acceptable performance guarantee may be approved, subject to the requirements of this Ordinance (Section 4.02.08).
 - The property owner shall be responsible for maintaining all landscaping, fences, and walls in good condition, so as to present a healthy and orderly appearance. Unhealthy and dead plants shall be removed and replaced, in conformance with the original landscape plan.
 - The required number of plant units shall be met by a combination of plant materials listed in this Ordinance (Table 3.06B).
 - Required plant units need not be allocated uniformly throughout specified landscaped areas, but may be grouped for visual effect.
 - Landscaped areas that are not covered by plant materials shall be covered by a layer of bark mulch or decorative rock, a minimum of two inches in depth.
 - A minimum 4 inch high and wide concrete curb shall be provided between landscaped areas and parking and circulation areas.
 - Plant materials shall be appropriate to the climate and environment of Woodburn. Inclusion of plants identified in "Suggested Plant Lists for Required Landscaping", published by the Portland Bureau of Development Services, can be used to meet this standard. A landscape architect, certified arborist or nursery person may also attest to plant appropriateness.
 - Prohibited trees identified by this ordinance (Table 3.06C) do not count towards required landscaping.

Street Trees. 3.06.03 A.3 Root barriers: The developer shall install root barriers per the public works construction code.

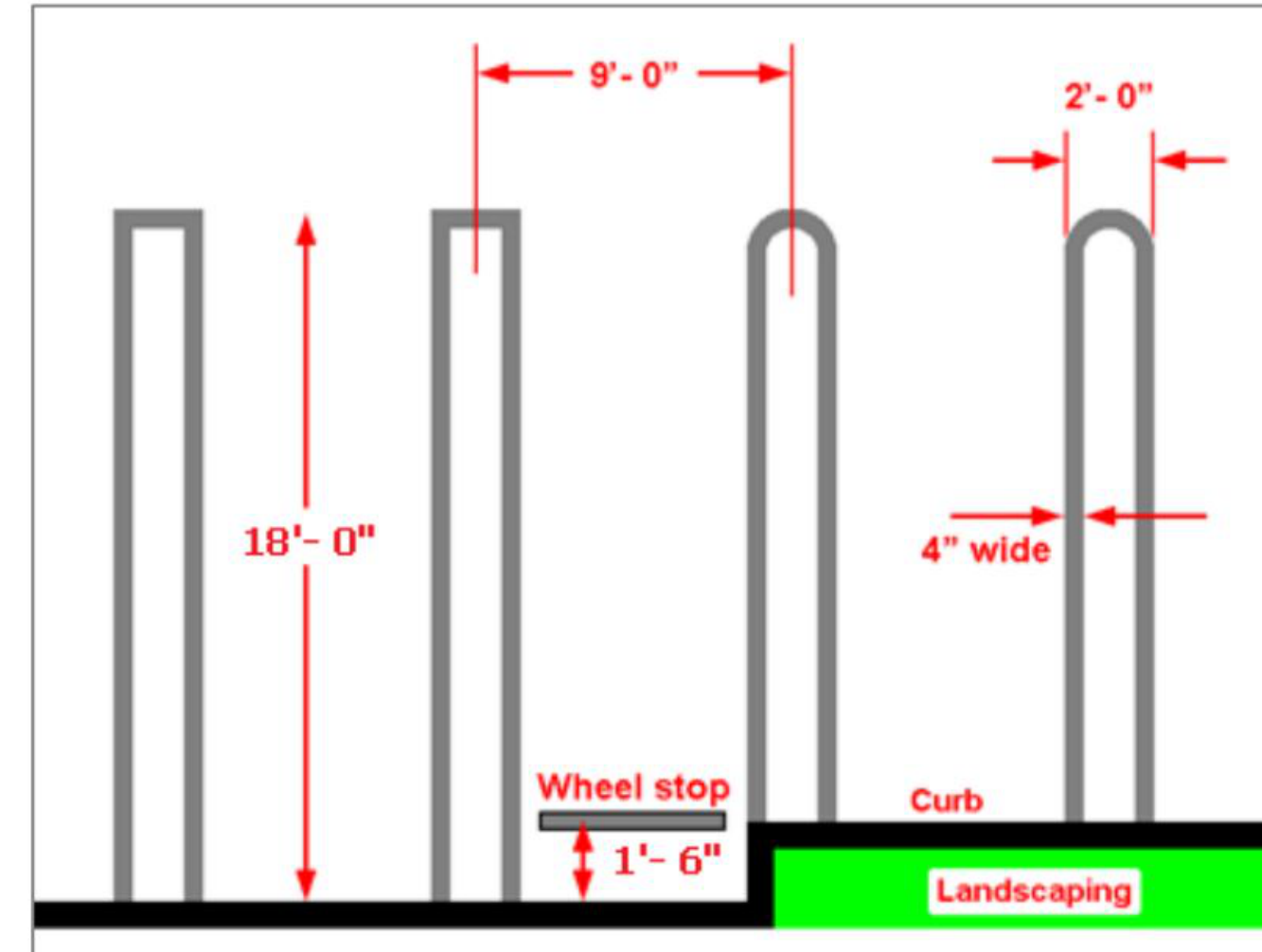
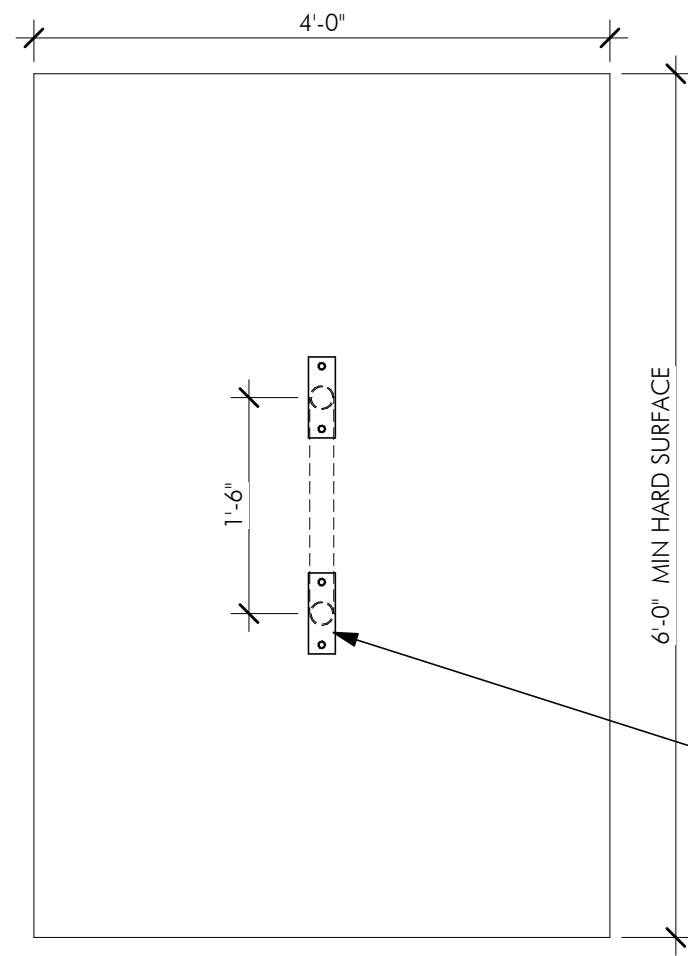


Figure 3.05C - Parking Space Striping

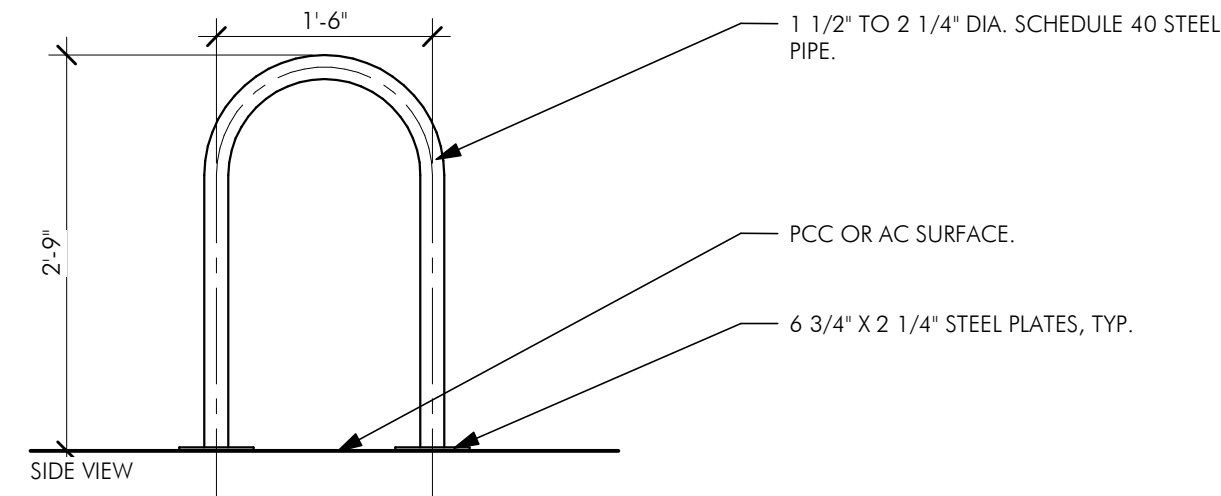
0' 2' 4' 8' 16' 24'

- NOTES:
1. BIKE RACKS SHALL HAVE A GLOSS BLACK POLYESTER POWDER COAT FINISH.
2. MOUNTING RAILS SHALL BE FURNISHED WITH MOUNTING HOLES AND VANDAL RESISTANT CONCRETE ANCHOR MOUNTING HARDWARE.
3. EACH "U" SHALL BE WELDED OR MOUNTED TO RAILS OR PLATES WITH VANDAL RESISTANT OR HIDDEN FASTENERS.
4. FOR SINGLE "U" INSTALLATION, EACH MOUNTING PLATE WILL BE EQUIPPED WITH TWO ANCHOR BOLT HOLES.



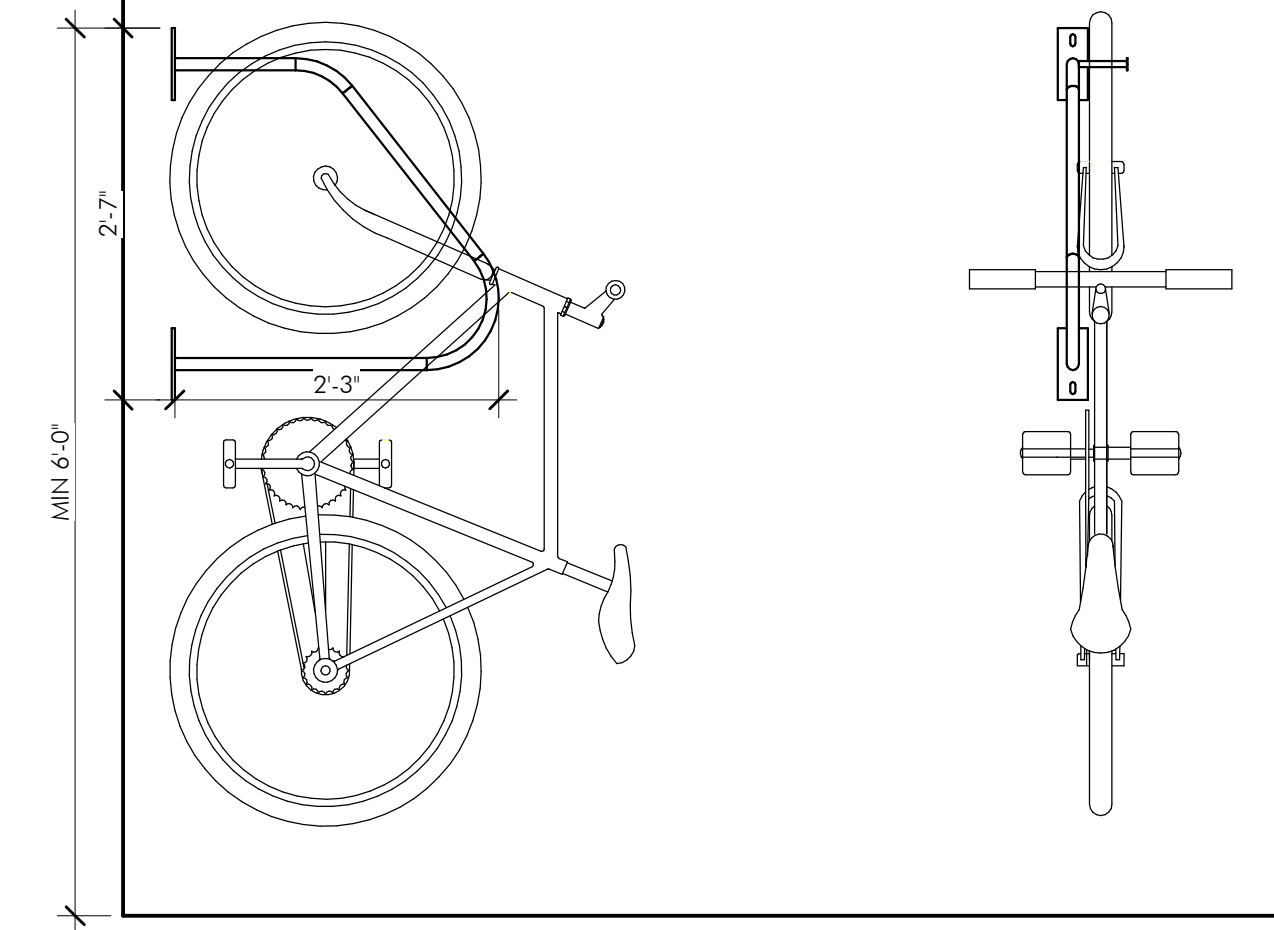
PLAN VIEW

1 "INVERTED U" BIKE RACK DETAIL
0' 6' 1' 2' 4' 3/4" = 1'-0"



SIDE VIEW

DERO, ULTRA SPACE SAVER SINGLE

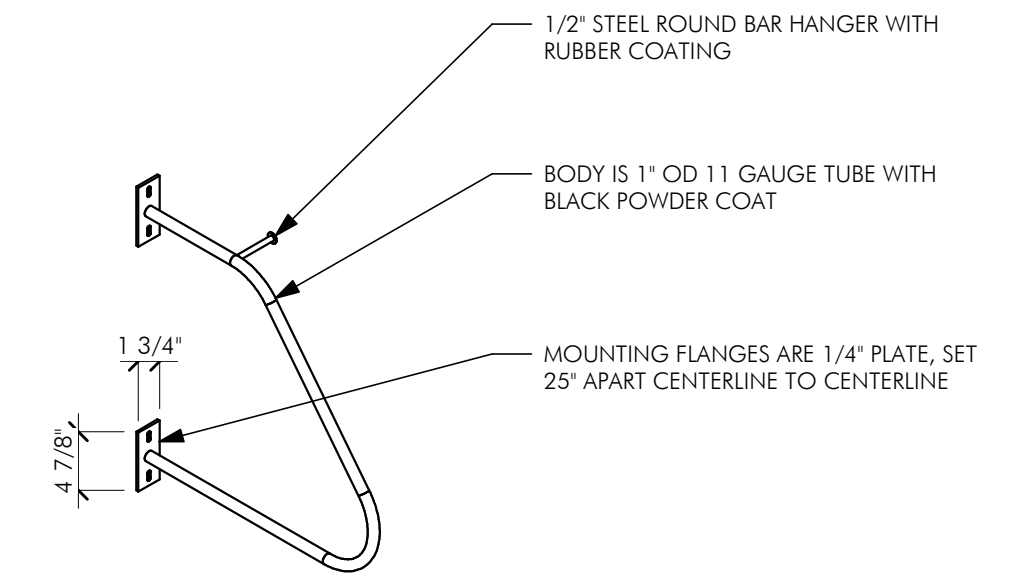


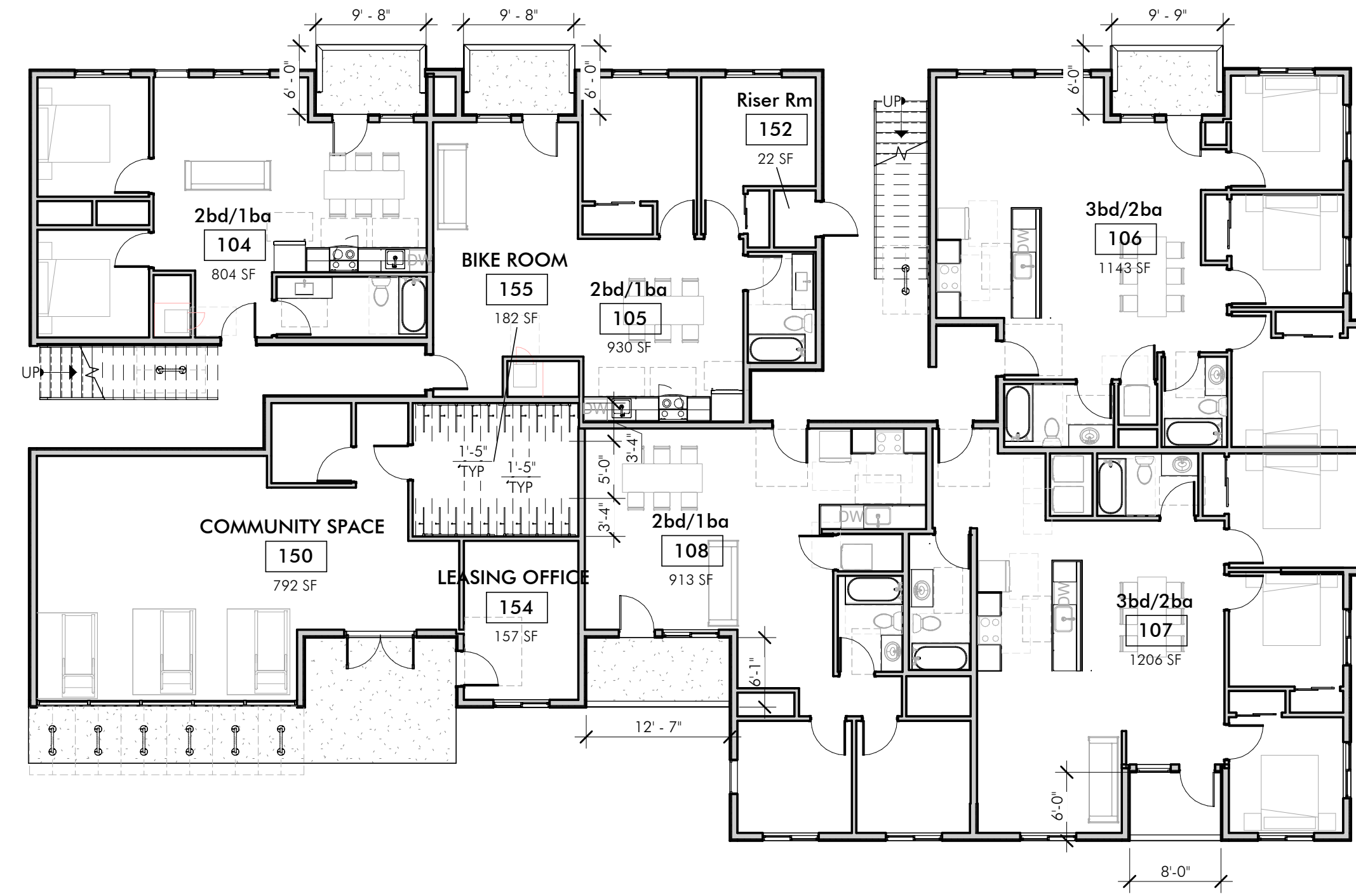
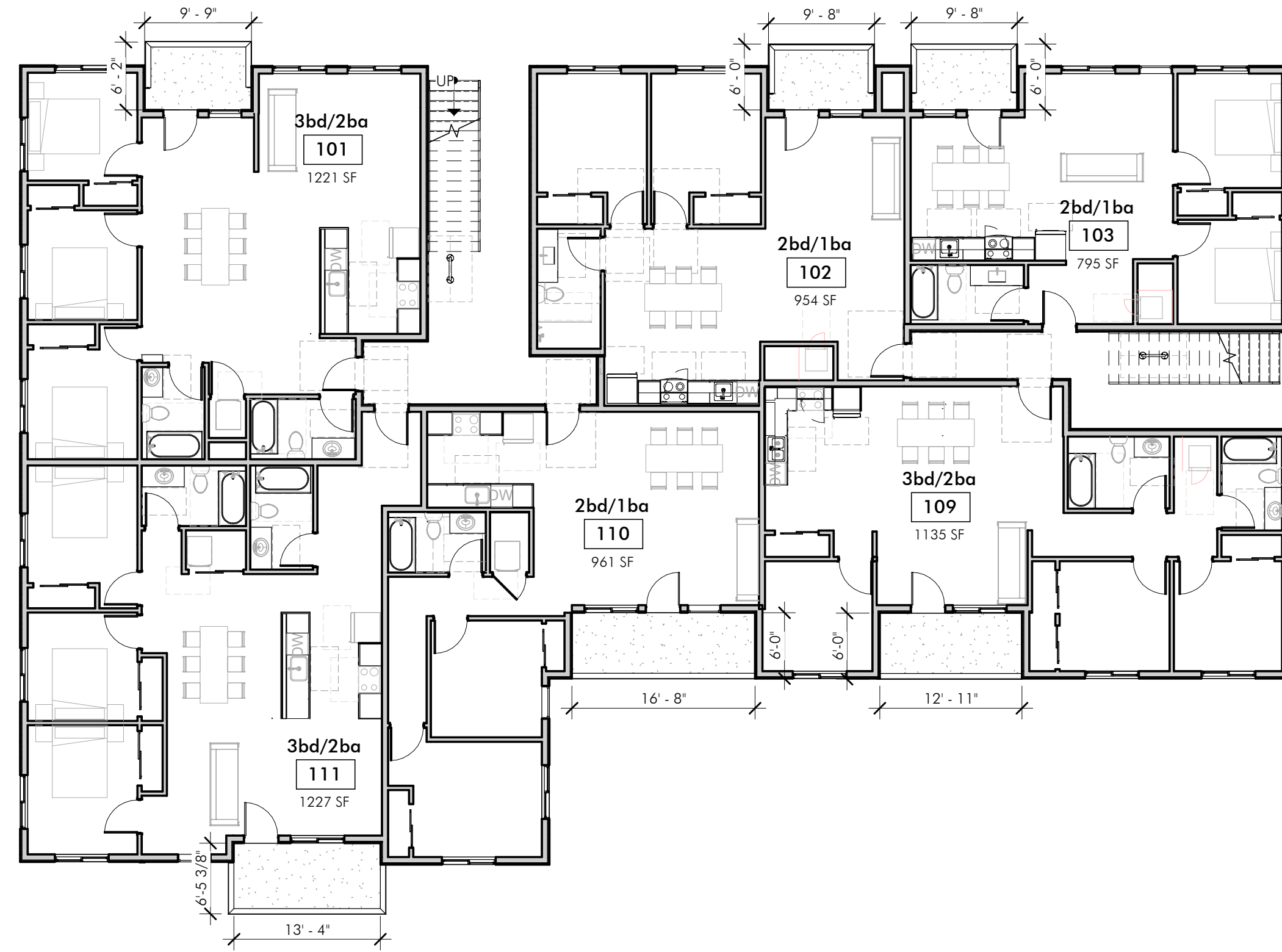
SIDE ELEVATION VIEW

FRONT ELEVATION VIEW

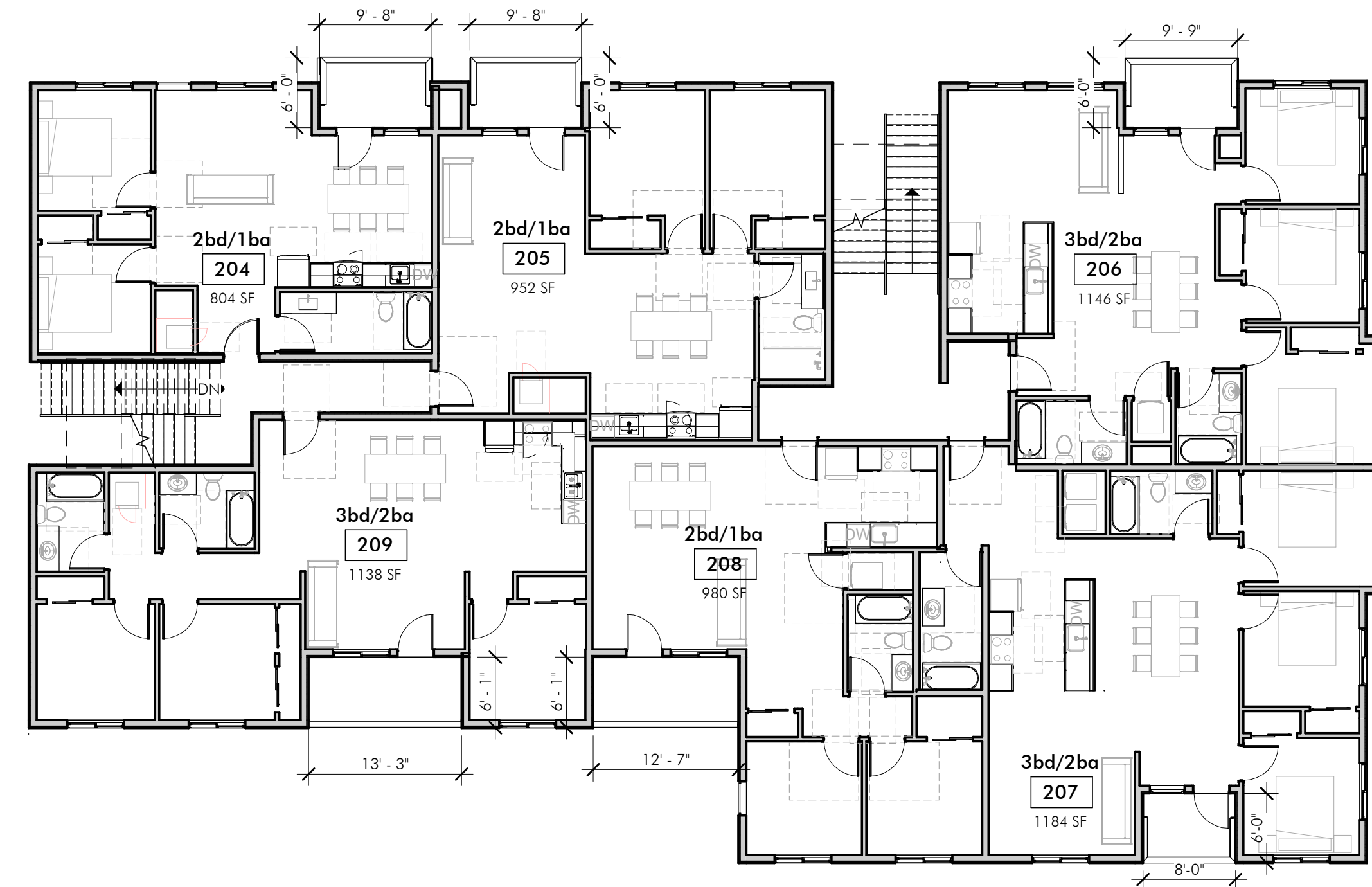
ISOMETRIC

2 WALL MOUNT BIKE RACK DETAIL
0' 6' 1' 2' 4' 3/4" = 1'-0"



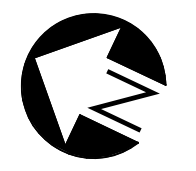


1 LEVEL 01 FLOOR PLAN
0' 4' 8' 12' 16' 24' 32' 3/32" = 1'-0"



2 LEVELS 02 AND 03
0' 4' 8' 12' 16' 24' 32' 3/32" = 1'-0"

New Multifamily Project
119 N Pacific Hwy
Woodburn, Oregon 97071

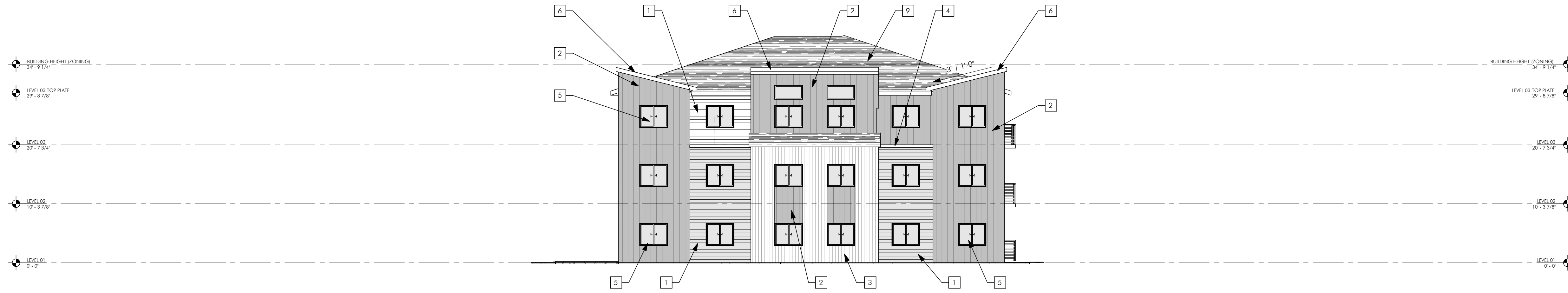


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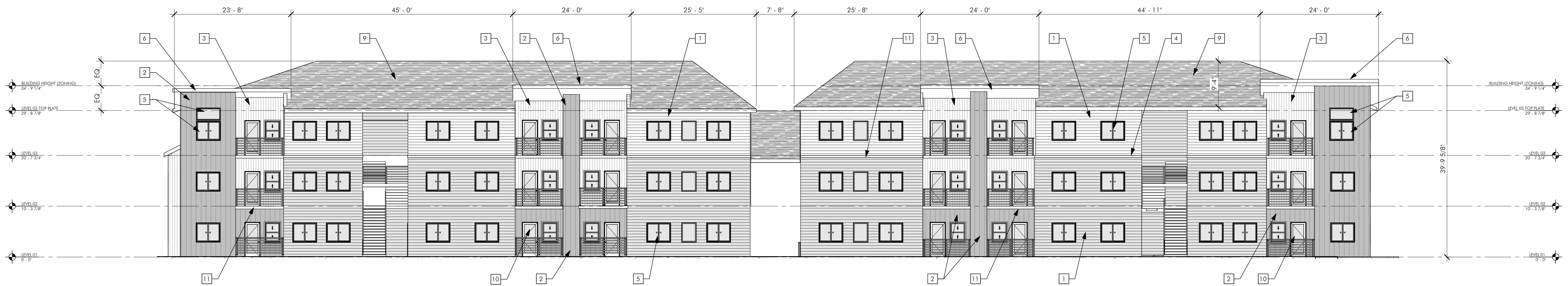
PROJECT # 2021-016
DATE: 6/20/2022
REVISIONS

ELEVATION NOTES:

- 1 FIBER CEMENT LAP SIDING.
- 2 VERTICALLY ORIENTED PROFILED METAL PANEL.
- 3 VERTICAL WOOD SIDING.
- 4 TRIM, PAINT FINISH.
- 5 VINYL WINDOW.
- 6 WOOD FASCIA BOARD W/ PRE-FINISH METAL FLASHING.
- 7 STAIRWAY.
- 8 WOOD FRAMED AWNING.
- 9 ASPHALT COMPOSITION ARCHITECTURAL STYLE SHINGLE ROOF. CITY REQUIRES 'CERTIFIED PERFORMANCE OF AT LEAST 25 YEARS'.
- 10 FIBERGLASS PATIO DOOR.
- 11 WOOD FRAMED BALCONY.



1 East Elevation
0' 4' 8' 12' 16' 24' 32' 3/32" = 1'-0"



2 North Elevation
0' 4' 8' 12' 16' 24' 32' 3/32" = 1'-0"

New Multifamily Project
119 N Pacific Hwy
Woodburn, Oregon 97071

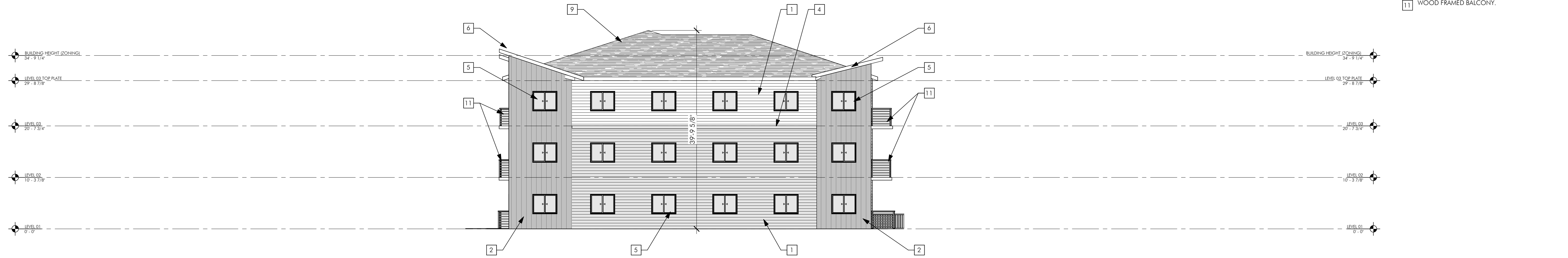
SHEET:
A2.01

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PROJECT # 2021-016
DATE: 6/20/2022
REVISIONS

ELEVATION NOTES:

- 1 FIBER CEMENT LAP SIDING.
- 2 VERTICALLY ORIENTED PROFILED METAL PANEL.
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- 10 FIBERGLASS PATIO DOOR.
- 11 WOOD FRAMED BALCONY.



1 West Elevation
 0' 4' 8' 12' 16' 24' 32'
 3/32" = 1'-0"



2 South Elevation
 0' 4' 8' 12' 16' 24' 32'
 3/32" = 1'-0"

New Multifamily Project
119 N Pacific Hwy
 Woodburn, Oregon 97071

SHEET:
A2.02

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ELECTRONICALLY OR OTHERWISE, THE ORIGINAL
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PROJECT # 2021-016
DATE: 3/15/2022

REVISIONS



EAST ELEVATION

New Multifamily Project
119 N Pacific Hwy
Woodburn, Oregon 97071

SHEET:

3D.1



SOUTHEAST PERSPECTIVE

New Multifamily Project
119 N Pacific Hwy
Woodburn, Oregon 97071

SHEET:

3D.2

**Landscape Planting Requirements:
Street Setback**

REQUIRED PLANTS:	1 PLANT UNIT (PU) / 15 SF	
LANDSCAPE SQUARE FOOTAGE = 1619 SF NUMBER OF PLANT UNITS = 108 PU		
Plants	# of Plants	Plant Units
Large Shrub	9	18
Small / Medium Shrub	76	76
Lawn / Groundcover	306 sf	6
Total Plant Units	100*	

*No Trees proposed due to PUE

**Landscape Planting Requirements:
Other Yards**

REQUIRED PLANTS:	1 PLANT UNIT (PU) / 50 SF	
LANDSCAPE SQUARE FOOTAGE = 5,352 SF NUMBER OF PLANT UNITS = 107 PU		
Plants	# of Plants	Plant Units
Large Tree	0	0
Medium Tree	2	16
Small Tree	7	28
Large Shrub	121	242
Small / Medium Shrub	153	153
Lawn / Groundcover	663 sf	13
Total Plant Units	452	

**Landscape Planting Requirements:
Off-Street Parking/Loading**

REQUIRED PLANTS:	1 PLANT UNIT (PU) / 20 SF AND REQUIRED TREE PER PARKING SPACES BELOW	
1 SMALL TREE PER 10 PARKING SPACES 1 MEDIUM TREE PER 15 PARKING SPACES 1 LARGE TREE PER 25 PARKING SPACES		
LANDSCAPE SQUARE FOOTAGE = 3,685 SF NUMBER OF PLANT UNITS = 184 PU NUMBER OF PARKING SPACES = 78 SPACES = 5 MEDIUM TREES		
Plants	# of Plants	Plant Units
Large Tree	4	40
Medium Tree	5 (8 Total)	24
Small Tree	8	32
Large Shrub	71	142
Small / Medium Shrub	61	61
Lawn / Groundcover	560 sf	11
Total Plant Units	310	

Site Information

TOTAL SITE AREA (SF) = 60,274 SF
TOTAL LANDSCAPE AREA = 7,943 SF
COMMON AREA/PLAY AREA = 2,660 SF

Planting Density

PLANT UNITS
SIGNIFICANT TREE = 15 PU
LARGE TREE = 10 PU
MEDIUM TREE = 8 PU
SMALL TREE = 4 PU
LARGE SHRUB = 2 PU
SMALL/MEDIUM SHRUB = 1 PU
LAWN/GROUND COVER = 1 PU / 50 SF

General Notes:

1. PLANS ARE PRELIMINARY, NOT FOR BIDDING OR CONSTRUCTION.
2. SEE ARCHITECTURAL DRAWINGS FOR SITE PLAN AND BUILDING DETAILS.
3. STREET TREES SELECTED FROM WOODBURN APPROVED STREET TREE LIST FOR LARGE TREES.
4. PLANTING REQUIREMENTS SEE THIS SHEET.
5. PLANT LEGEND SEE THIS SHEET.
6. CHILDREN'S PLAY AREA AND WOODCHIP PLAY SURFACE TO CONFORM TO CPSC AND ASTM PLAYGROUND STANDARDS AND GUIDELINES. EQUIPMENT TO BE SELECTED.
7. IRRIGATION TO BE AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.

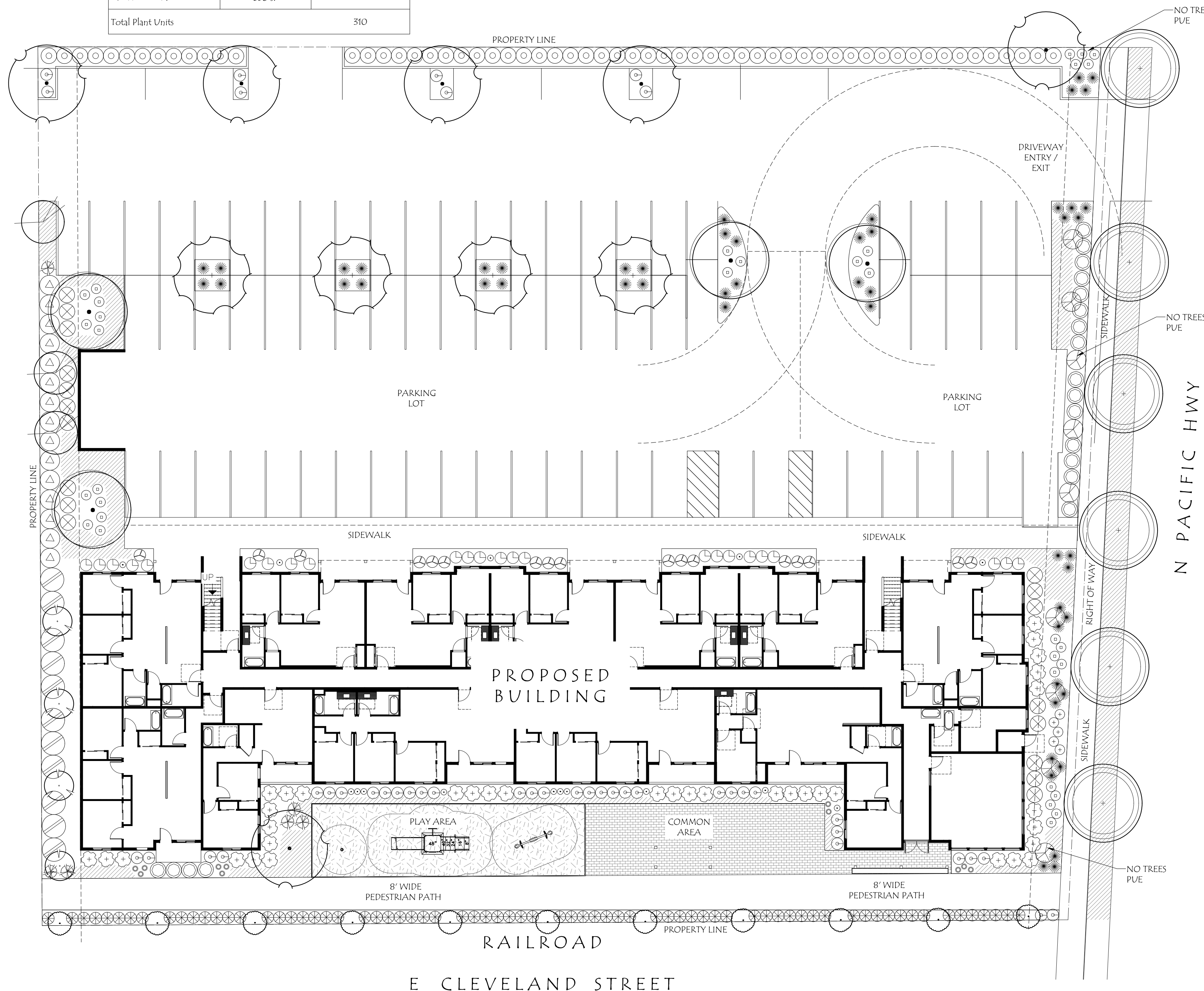
Plant Legend

TREES	QTY	BOTANICAL / COMMON NAME	SIZE	MATURE SIZE
	3	Acer circinatum / Vine Maple	10" Ht. Min.	Small
	6	Acer platanoides 'Crimson Sentry' / Crimson Sentry Norway Maple	2" Cal., B&B	Medium
	4	Acer rubrum 'October Glory' / October Glory Red Maple	2" Cal., B&B	Medium
	8	Lagerstroemia indica x fauriei 'Muskogee' / Muskogee Crape Myrtle	6-8" Ht., B&B	Small
	6	Nyssa sylvatica / Tupelo	2" Cal., B&B	Large (Street Tree)
	11	Prunus serrulata 'Amanogawa' / Japanese Flowering Cherry	2" Cal., B&B	Small
	4	Zelkova serrata 'Green Vase' / Green Vase Sawleaf Zelkova	2" Cal., B&B	Large

SHRUBS	QTY	BOTANICAL / COMMON NAME	SIZE
	5	Berberis thunbergii 'Crimson Pygmy' / Crimson Pygmy Japanese Barberry	2 Gal.
	18	Berberis thunbergii 'Rose Glow' / Rose Glow Japanese Barberry	2 Gal.
	36	Buxus microphylla japonica 'Winter Gem' / Winter Gem Japanese Boxwood	3 Gal.
	33	Cornus sericea 'Kelsey' / Kelsey's Dwarf Red Twig Dogwood	2 Gal.
	15	Euonymus alatus 'Compactus' / Compact Burning Bush	3 Gal.
	71	Euonymus japonicus 'Silver King' / Silver King Euonymus	3 Gal.
	9	Hibiscus syriacus 'Rwoods5' TM / Magenta Chiffon Rose of Sharon	5 Gal.
	15	Ilex crenata 'Sky Pencil' / Sky Pencil Japanese Holly	24"-30" Ht.
	42	Nandina domestica 'Gulf Stream' TM / Gulf Stream Heavenly Bamboo	2 Gal.
	11	Osmanthus x burkwoodii / Burkwood Osmanthus	3 Gal.
	19	Prunus laurocerasus 'Otto Luyken' / Otto Luyken English Laurel	3 Gal.
	24	Sarcococca confusa / Sweetbox	2 Gal.
	17	Spiraea japonica 'Goldmound' / Goldmound Japanese Spirea	2 Gal.
	59	Thuja occidentalis 'Smaragd' / Emerald Green Arborvitae	5"-6" Ht.

GRASSES / PERENNIALS	QTY	BOTANICAL / COMMON NAME	SIZE
	11	Calamagrostis x acutiflora 'Karl Foerster' / Karl Foerster Feather Reed Grass	1 Gal.
	6	Miscanthus sinensis 'Adagio' / Adagio Eulalia Grass	2 Gal.
	52	Pennisetum alopecuroides 'Hameln' / Hameln Fountain Grass	1 Gal.

GROUND COVERS	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING
	647	Arcostaphylos uva-ursi 'Massachusetts' / Massachusetts Kinnikinnick	1 Gal.	24" o.c.



Laurus Designs, LLC



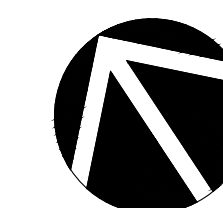
1012 Pine Street
Silverton, Oregon
503.784.6494

Woodburn Apartments

119 N Pacific Highway
Woodburn, Oregon



PRELIMINARY
PLANTING
PLAN



SCALE: 1"=16'-0"
0' 8' 16' 32'
SCALE

January 10th, 2022

REVISIONS

#	DATE	NOTES	INITIALS

L1.1

SHEET 1 OF 1

PROJECT #: 1361R



AAI ajghan associates, inc.
ENGINEERING
4875 SW Griffin Drive | Suite 300 | Beaverton, OR 97005
503.620.3630 | 503.620.5539 | www.aaieng.com

119 N PACIFIC HWY
WOODBURN, OR

SHEET TITLE

GENERAL NOTES

DATE: 12/13/21

DRAWN: JRW

CHECKED: NWS

REVISIONS:

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SHEET NUMBER

C0.1

JOB NUMBER: A21194.10

MATERIAL NOTES

1. GENERAL: MATERIALS SHALL BE NEW. THE USE OF MANUFACTURER'S NAMES, MODELS, AND NUMBERS IS INTENDED TO ESTABLISH STYLE, QUALITY, APPEARANCE, AND USEFULNESS. PROPOSED SUBSTITUTIONS WILL REQUIRE WRITTEN APPROVAL FROM ENGINEER PRIOR TO INSTALLATION.
2. STORM AND SANITARY SEWER PIPING SHALL BE PVC PIPE AS INDICATED IN THE PLANS. PIPES WITH LESS THAN 2' OF COVER SHALL BE C900/C905 PVC, HDPE OR DUCTILE IRON PIPE.
3. PRIVATE WATER MAINS 4-INCH DIAMETER AND LARGER SHALL BE DUCTILE IRON PIPE SCH 52 OR C900; AS INDICATED IN THE PLANS.
4. PRIVATE WATER LINES 3-INCH DIAMETER AND SMALLER SHALL BE TYPE K COPPER OR PVC; AS INDICATED IN THE PLANS.
5. CONCRETE FOR CURBS, SIDEWALK AND DRIVEWAYS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI AT 28 DAYS.

SEPARATION STATEMENT

ALL WATER MAIN CROSSINGS SHALL CONFORM TO THE OREGON STATE HEALTH DEPARTMENT, CHAPTER 333. WATER MAINS SHALL CROSS OVER SANITARY SEWERS WITH A 18" MINIMUM CLEARANCE BETWEEN OUTSIDE DIAMETERS OF PIPE WITH ALL PIPE JOINTS EQUIDISTANT FROM CROSSING. HORIZONTAL SEPARATION BETWEEN WATER MAINS AND SANITARY SEWERS IN PARALLEL INSTALLATIONS SHALL BE 10'. MAINTAIN 12" MINIMUM VERTICAL DISTANCE FOR ALL OTHER UTILITY CROSSINGS AND 12" HORIZONTAL PARALLEL DISTANCE. IN CASES WHERE IT IS NOT POSSIBLE TO MAINTAIN THE MINIMUM 10' HORIZONTAL SEPARATION, THE WATER MAIN SHALL BE LAID ON A SEPARATE SHELF IN THE TRENCH 18" INCHES ABOVE THE SEWER.

CONSTRUCTION NOTES

DEMOLITION

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEMOLITION AND DISPOSAL OF EXISTING AC, CURBS, SIDEWALKS AND OTHER SITE ELEMENTS WITHIN THE SITE AREA IDENTIFIED IN THE PLANS.
2. EXCEPT FOR MATERIALS INDICATED TO BE STOCKPILED OR TO REMAIN ON OWNER'S PROPERTY, CLEARED MATERIALS SHALL BECOME CONTRACTOR'S PROPERTY, REMOVED FROM THE SITE, AND DISPOSED OF PROPERLY.
3. ITEMS INDICATED TO BE SALVAGED SHALL BE CAREFULLY REMOVED AND DELIVERED STORED AT THE PROJECT SITE AS DIRECTED BY THE OWNER.
4. ALL LANDSCAPING, PAVEMENT, CURBS AND SIDEWALKS, BEYOND THE IDENTIFIED SITE AREA, DAMAGED DURING THE CONSTRUCTION SHALL BE REPLACED TO THEIR ORIGINAL CONDITION OR BETTER.
5. CONCRETE SIDEWALKS SHOWN FOR DEMOLITION SHALL BE REMOVED TO THE NEAREST EXISTING CONSTRUCTION JOINT.
6. SAWCUT STRAIGHT MATCHLINES TO CREATE A BUTT JOINT BETWEEN THE EXISTING AND NEW PAVEMENT.

UTILITIES

1. ADJUST ALL INCIDENTAL STRUCTURES, MANHOLES, VALVE BOXES, CATCH BASINS, FRAMES AND COVERS, ETC. TO FINISHED GRADE.
2. CONTRACTOR SHALL ADJUST ALL EXISTING AND/OR NEW FLEXIBLE UTILITIES (WATER, TV, TELEPHONE, ELEC., ETC.) TO CLEAR ANY EXISTING OR NEW GRAVITY DRAIN UTILITIES (STORM DRAIN, SANITARY SEWER, ETC.) IF CONFLICT OCCURS.
3. CONTRACTOR SHALL COORDINATE WITH PRIVATE UTILITY COMPANIES FOR THE INSTALLATION OF OR ADJUSTMENT TO GAS, ELECTRICAL, POWER AND TELEPHONE SERVICE.
4. BEFORE BACKFILLING ANY SUBGRADE UTILITY IMPROVEMENTS CONTRACTOR SHALL SURVEY AND RECORD MEASUREMENTS OF EXACT LOCATION AND DEPTH AND SUBMIT TO ENGINEER AND OWNER.

STORM AND SANITARY

1. CONNECTIONS TO EXISTING STORM AND SANITARY SEWERS SHALL CONFORM TO THE 2021 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, SECTION 00490, "WORK ON EXISTING SEWERS AND STRUCTURES".
2. BEGIN LAYING STORM DRAIN AND SANITARY SEWER PIPE AT THE LOW POINT OF THE SYSTEM, TRUE TO GRADE AND ALIGNMENT INDICATED WITH UNBROKEN CONTINUITY OF INVERT. THE CONTRACTOR SHALL ESTABLISH LINE AND GRADE FOR THE STORM AND SANITARY SEWER PIPE USING A LASER.
3. ALL ROOF DRAIN AND CATCH BASIN LEADERS SHALL HAVE A MINIMUM SLOPE OF 1 PERCENT UNLESS NOTED OTHERWISE IN THE PLANS.
4. ALL STORM AND SANITARY FITTINGS TO BE ECCENTRIC FITTINGS UNLESS OTHERWISE NOTED.

WATER

1. ALL WATER AND FIRE PROTECTION PIPE SHALL HAVE A MINIMUM 36-INCH COVER TO THE FINISH GRADE.
2. ALL WATER AND FIRE PRESSURE FITTINGS SHALL BE PROPERLY RESTRAINED WITH THRUST BLOCKS PER DETAIL.
3. ALL WATER MAIN / SANITARY SEWER CROSSINGS SHALL CONFORM TO THE OREGON STATE HEALTH DEPARTMENT REGULATIONS, CHAPTER 333.

EARTHWORKS

1. CONTRACTOR SHALL PREVENT SEDIMENTS AND SEDIMENT LADEN WATER FROM ENTERING THE STORM DRAINAGE SYSTEM.
2. TRENCH BEDDING AND BACKFILL SHALL BE AS SHOWN ON THE PIPE BEDDING AND BACKFILL DETAIL, THE PROJECT SPECIFICATIONS AND AS REQUIRED IN THE SOILS REPORT. FLOODING OR JETTING THE BACKFILLED TRENCHES WITH WATER WILL NOT BE PERMITTED.
3. SUBGRADE AND TRENCH BACKFILL SHALL BE COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D-698. FLOODING OR JETTING THE BACKFILLED TRENCHES WITH WATER IS NOT PERMITTED.

PAVING

1. SEE ARCHITECTURAL PLANS FOR SIDEWALK FINISHING AND SCORING PATTERNS.

GENERAL NOTES

1. CONSTRUCTION LAYOUT (ALL ACTUAL LINES AND GRADES) SHALL BE STAKED BY A PROFESSIONAL SURVEYOR, REGISTERED IN THE STATE OF OREGON, BASED ON COORDINATES, DIMENSIONS, BEARINGS, AND ELEVATIONS, AS SHOWN, ON THE PLANS.
2. PROJECT CONTROL SHALL BE FIELD VERIFIED AND CHECKED FOR RELATIVE HORIZONTAL POSITION PRIOR TO BEGINNING CONSTRUCTION LAYOUT.
3. PROJECT CONTROL SHALL BE FIELD VERIFIED AND CHECKED FOR RELATIVE VERTICAL POSITION BASED ON THE BENCHMARK STATED HEREON, PRIOR TO BEGINNING CONSTRUCTION LAYOUT.
4. WHEN DIMENSIONS AND COORDINATE LOCATIONS ARE REPRESENTED - DIMENSIONS SHALL HOLD OVER COORDINATE LOCATION. NOTIFY THE CIVIL ENGINEER OF RECORD IMMEDIATELY UPON DISCOVERY.
5. BUILDING SETBACK DIMENSIONS FROM PROPERTY LINES SHALL HOLD OVER ALL OTHER CALLOUTS. PROPERTY LINES AND ASSOCIATED BUILDING SETBACKS SHALL BE VERIFIED PRIOR TO CONSTRUCTION LAYOUT.
6. CONTRACTOR SHALL PRESERVE AND PROTECT FROM DAMAGE ALL EXISTING MONUMENTATION DURING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PAYING FOR THE REPLACEMENT OF ANY MONUMENTS DAMAGED OR REMOVED DURING CONSTRUCTION. NEW MONUMENTS SHALL BE REESTABLISHED BY A LICENSED SURVEYOR.
7. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THESE PLANS, THE PROJECT SPECIFICATIONS AND THE APPLICABLE REQUIREMENTS OF THE 2018 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, THE 2017 OREGON PLUMBING SPECIALTY CODE AND LOCAL JURISDICTION REQUIREMENTS.
8. THE COMPLETED INSTALLATION SHALL CONFORM TO ALL APPLICABLE FEDERAL, STATE, AND LOCAL CODES, ORDINANCES AND REGULATIONS. ALL PERMITS, LICENSES AND INSPECTIONS REQUIRED BY THE GOVERNING AUTHORITIES FOR THE EXECUTION AND COMPLETION OF WORK SHALL BE SECURED BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION.
9. ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987). EXCAVATORS MUST NOTIFY ALL PERTINENT COMPANIES OR AGENCIES WITH UNDERGROUND UTILITIES IN THE PROJECT AREA AT LEAST 48 BUSINESS-DAY HOURS, BUT NOT MORE THAN 10 BUSINESS DAYS PRIOR TO COMMENCING AN EXCAVATION, SO UTILITIES MAY BE ACCURATELY LOCATED.
10. THE LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE. CONTRACTOR SHALL VERIFY ELEVATIONS, PIPE SIZE, AND MATERIAL TYPES OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING WITH CONSTRUCTION AND SHALL BRING ANY DISCREPANCIES TO THE ATTENTION OF AAI ENGINEERING, 72 HOURS PRIOR TO START OF CONSTRUCTION TO PREVENT GRADE AND ALIGNMENT CONFLICTS.
11. THE ENGINEER OR OWNER IS NOT RESPONSIBLE FOR THE SAFETY OF THE CONTRACTOR OR HIS CREW. ALL O.S.H.A. REGULATIONS SHALL BE STRICTLY ADHERED TO IN THE PERFORMANCE OF THE WORK.
12. TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE IMPLEMENTED. THE ESC FACILITIES SHOWN IN THESE PLANS ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT LEAVE THE SITE.
13. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL ROADWAYS, KEEPING THEM CLEAN AND FREE OF CONSTRUCTION MATERIALS AND DEBRIS, AND PROVIDING DUST CONTROL AS REQUIRED.
14. TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR THROUGHOUT CONSTRUCTION. CONTRACTOR SHALL PROVIDE A TRAFFIC CONTROL PLAN TO LOCAL JURISDICTION FOR REVIEW AND APPROVAL PRIOR TO COMMENCING CONSTRUCTION.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING AND SCHEDULING ALL WORK WITH THE OWNER.
16. THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
17. THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.
18. EXISTING SURVEY MONUMENTS ARE TO BE PROTECTED DURING CONSTRUCTION OR REPLACED IN ACCORDANCE WITH OREGON REVISED STATUTES 209.140 - 209.155.

NOTICE TO EXCAVATORS: ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503)-232-1987).

POTENTIAL UNDERGROUND FACILITY OWNERS



CALL THE OREGON ONE-CALL CENTER
1-800-332-2344

EMERGENCY TELEPHONE NUMBERS

NW NATURAL GAS
M-F 7am-5pm 503-226-4211 EXT.4313
AFTER HOURS 503-226-4211

PGE 503-464-7777
QWEST 1-800-573-1311
VERIZON 1-800-483-1000



Know what's below.
Call before you dig.

SHEET NOTES

1. SEE CO.1 FOR GENERAL SHEET NOTES.

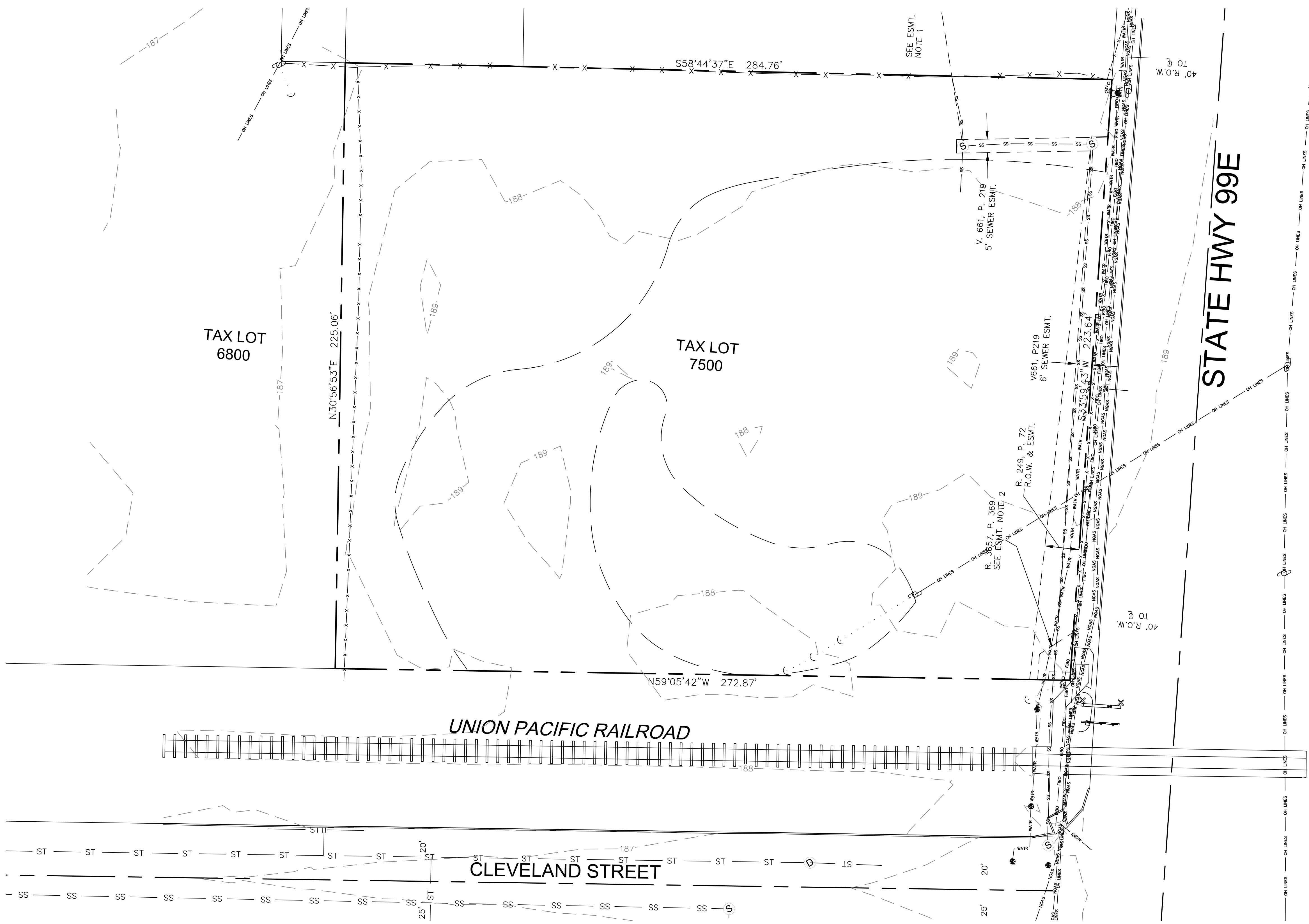
EASEMENT NOTE 1:

UNABLE TO FIND EXHIBIT "A" MENTIONED IN DEED VOLUME 481 PAGE 82 FOR THIS SECTION OF SEWER LINE. USED WOODBURN UTILITY MAP SECTION 35-MC21-39 TO SHOW APPROXIMATE/GENERAL LOCATION.

BOTH SEWER EASEMENTS DEEDS FOR TAX LOT 7400 AND 7300 HAVE A GENERAL STATEMENT AS FOLLOWS; "A PERMANENT EASEMENT AND RIGHT-OF-WAY OF SUCH WIDTH AS MAY BE REASONABLY NECESSARY TO ACCOMPLISH THE PURPOSE OF THIS EASEMENT AS HEREIN AFTER SET FORTH UPON, OVER, UNDER AND ACROSS THE REAL PROPERTY". THIS WOULD THEN POINT TO THE LOCATION OF THE EXISTING LINE, AND WOULD BE THE EASEMENT AS SHOWN BY THE WOODBURN UTILITIES MAPS AS SHOWN HEREON.

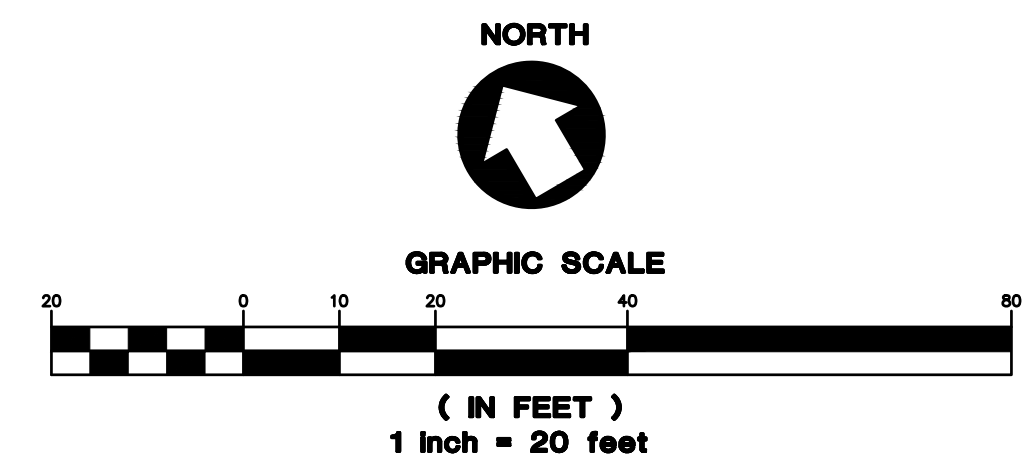
EASEMENT NOTE 2:

R. 3657, P. 369, PERMANENT EASEMENT FOR SIDEWALK, WATER, GAS, ELECTRIC AND COMMUNICATION SERVICE LINES, FIXTURES AND FACILITIES.



DISCLAIMER: THE BOUNDARY AS SHOWN IS PRELIMINARY. FURTHER FIELD SURVEY SEARCH FOR ADDITIONAL MONUMENTS AND REFERENCES IS ONGOING.

SURVEY FOR: SILCO COMMERCIAL CONSTRUCTION	
LOCATION: 119 N PACIFIC HWY (SH 99E) WOODBURN, OR 97071	
NW 1/4 SECTION 17 T5S, R1W, W.M. CITY OF WOODBURN MARION COUNTY, OREGON	
L AZER S I T E / R I V E R S I D E S U R V E Y I N G , L L C	CREW: TP/EG/CG REVIEW: R.J.G./M.A.T. JOB NO.: 2021-012 DATE: 06/18/2021
2003 25TH STREET S.E. SALEM, OREGON 97302 FAX (503) 581-0901	SCALE: 1"=20' SHEET 1 OF 1



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119 N PACIFIC HWY

WOODBURN, OR

SHEET TITLE
EXISTING CONDITIONS PLAN

DATE: 12/13/21
DRAWN: JRW
CHECKED: NWS

REVISIONS:

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SHEET NUMBER

C0.2

JOB NUMBER: A21194.10



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119 N PACIFIC HWY
 WOODBURN, OR

SHEET TITLE

DEMOLITION PLAN

DATE: 12/13/21

DRAWN: JRW

CHECKED: NWS

REVISIONS:

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SHEET NUMBER

C0.3

JOB NUMBER: A21194.10

SHEET NOTES

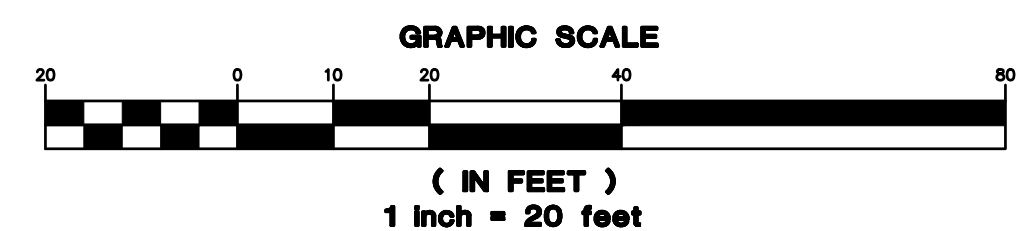
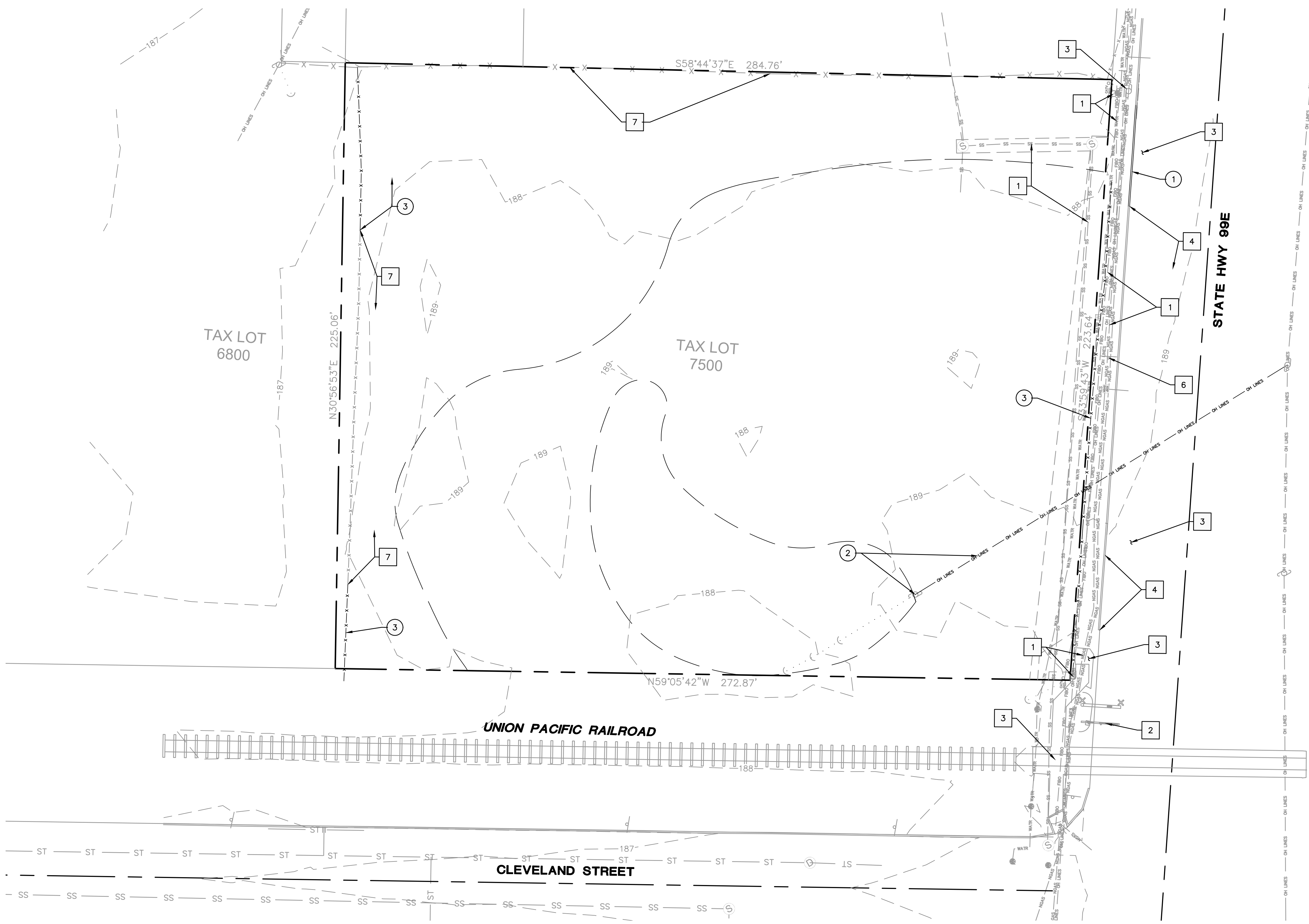
1. CONTRACTOR MAY STAGE WITHIN LIMITS OF DEMOLITION.
2. REMOVE ALL SITE COMPONENTS AND RECYCLE COMPONENTS AS REQUIRED IN THE SPECIFICATIONS.
3. ALL TRADE LICENSES AND PERMITS NECESSARY FOR THE PROCUREMENT AND COMPLETION OF THE WORK SHALL BE SECURED BY THE CONTRACTOR PRIOR TO COMMENCING DEMOLITION.
4. THE CONTRACTOR SHALL PRESERVE AND PROTECT FROM DAMAGE ALL EXISTING RIGHT-OF-WAY SURVEY MONUMENTATION DURING DEMOLITION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PAYING FOR THE REPLACEMENT BY A LICENSED SURVEYOR OF ANY DAMAGED OR REMOVED MONUMENTS.
5. PROTECT ALL ITEMS ON ADJACENT PROPERTIES AND IN THE RIGHT OF WAY INCLUDING BUT NOT LIMITED TO SIGNAL EQUIPMENT, PARKING METERS, SIDEWALKS, STREET TREES, STREET LIGHTS, CURBS, PAVEMENT AND SIGNS. CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ANY DAMAGED ITEMS TO ORIGINAL CONDITION.
6. PROTECT STRUCTURES, UTILITIES, SIDEWALKS, AND OTHER FACILITIES IMMEDIATELY ADJACENT TO EXCAVATIONS FROM DAMAGES CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUT AND OTHER HAZARDS.
7. SAWCUT STRAIGHT LINES IN SIDEWALK, AS NECESSARY.
8. CONTRACTOR IS RESPONSIBLE TO CONTROL DUST AND MUD DURING THE DEMOLITION PERIOD, AND DURING TRANSPORTATION OF DEMOLITION DEBRIS. ALL STREET SURFACES OUTSIDE THE CONSTRUCTION ZONE MUST BE KEPT CLEAN.
9. PROTECT ALL EXISTING UTILITY STRUCTURES AND UNDERGROUND MAINS TO REMAIN.
10. PROTECT ALL EXISTING VEGETATION TO REMAIN.

X PROTECTION NOTES

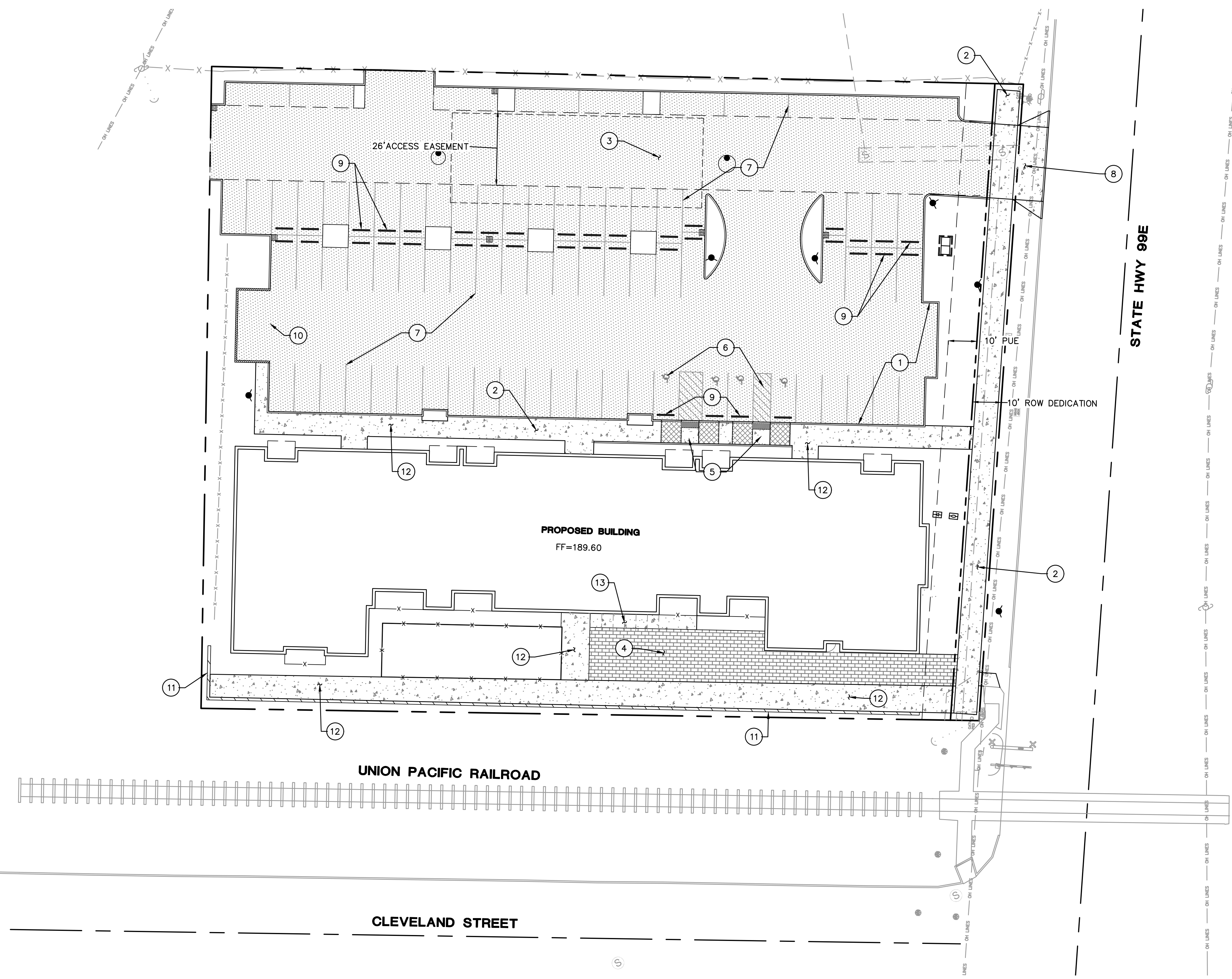
- 1 PROTECT EXISTING UTILITY
- 2 PROTECT EXISTING TRAFFIC SIGNAL
- 3 PROTECT EXISTING ASPHALT
- 4 PROTECT EXISTING CURB
- 5 PROTECT EXISTING SIDEWALK
- 6 PROTECT EXISTING SPEED LIMIT SIGN
- 7 PROTECT EXISTING FENCE

X DEMOLITION NOTES

- 1 REMOVE EXISTING CURB
- 2 REMOVE AND RELOCATE EXISTING POWER POLE. CONTRACTOR TO COORDINATE WITH POWER COMPANY.
- 3 REMOVE EXISTING FENCE



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SHEET NOTES

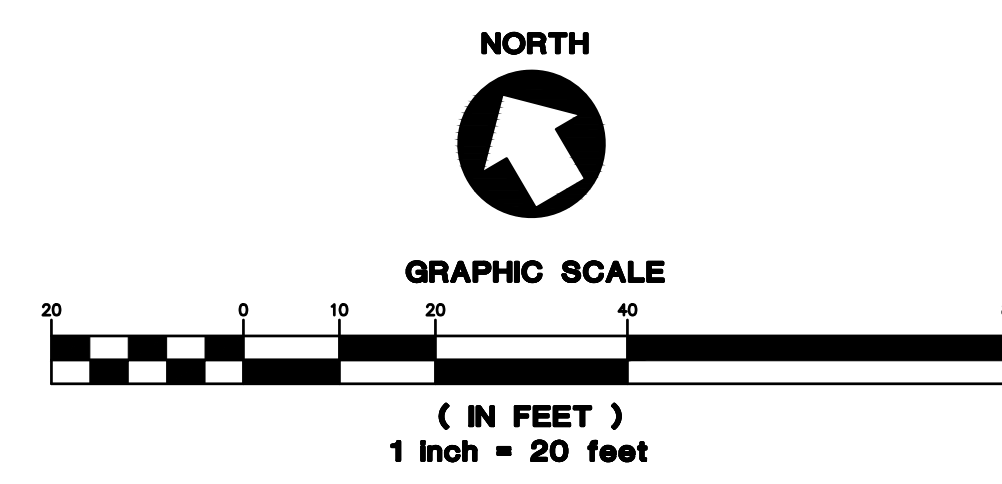
1. SEE SHEET C0.1 FOR GENERAL SHEET NOTES.
2. SEE ARCHITECTURAL PLANS FOR ADDITIONAL SITE INFORMATION.
3. THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
4. THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.

(X) CONSTRUCTION NOTES

1. INSTALL CURB PER DETAIL 1/C4.0
2. INSTALL SIDEWALK PER CITY OF WOODBURN DETAIL 4150-8/C4.0
3. INSTALL ASPHALT SURFACE PER DETAIL 2/C4.0
4. INSTALL UNIT PAVER SURFACE, DESIGN BY OTHERS
5. INSTALL ADA RAMP TYPE 5 PER DETAIL 6/C4.0
6. INSTALL ADA STRIPING PER DETAIL 3/C4.0
7. INSTALL STRIPING, SEE ARCHITECTURAL PLANS FOR DETAILS
8. INSTALL DRIVEWAY PER DETAIL 4150-1/C4.0
9. INSTALL WHEELSTOP PER DETAIL 5/C4.0
10. INSTALL TRASH ENCLOSURE, DESIGN BY OTHERS
11. INSTALL RETAINING WALL, DESIGN BY OTHERS
12. INSTALL SIDEWALK PER DETAIL 7/C4.0
13. INSTALL BIKE PARKING. SEE ARCHITECTURAL PLANS FOR DETAILS

LEGEND

PROPERTY LINE	---
CONCRETE SIDEWALK SURFACING	[Pattern]
ASPHALT SURFACING	[Pattern]
EASEMENT BOUNDARY	---



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119 N PACIFIC HWY
 WOODBURN, OR

SHEET TITLE
HARSCAPE PLAN
 DATE: 12/13/21
 DRAWN: JRW
 CHECKED: NWS

REVISIONS:
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 SHEET NUMBER

C1.0

JOB NUMBER: A21194.10



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119 N PACIFIC HWY
 WOODBURN, OR

SHEET NOTES

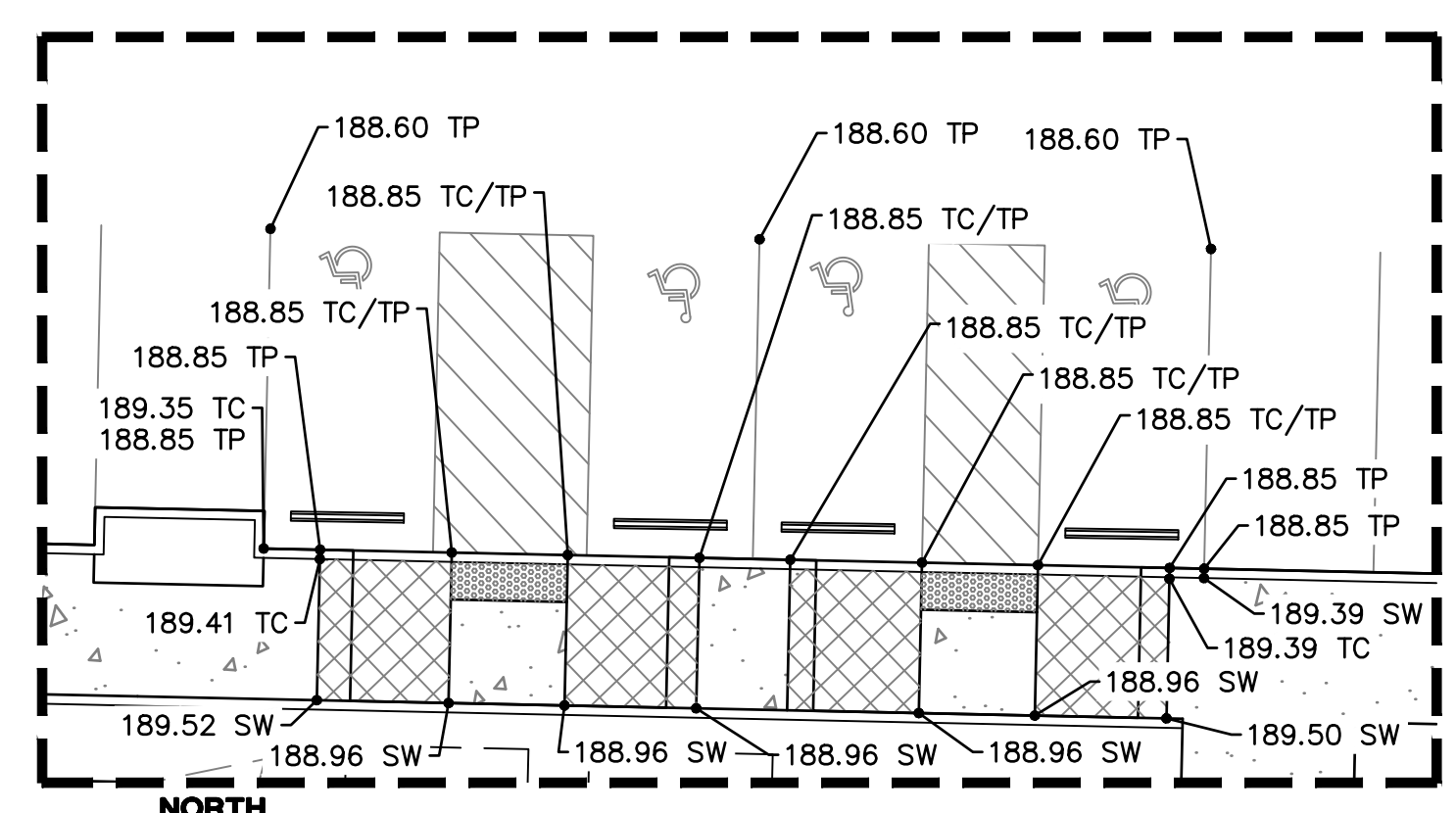
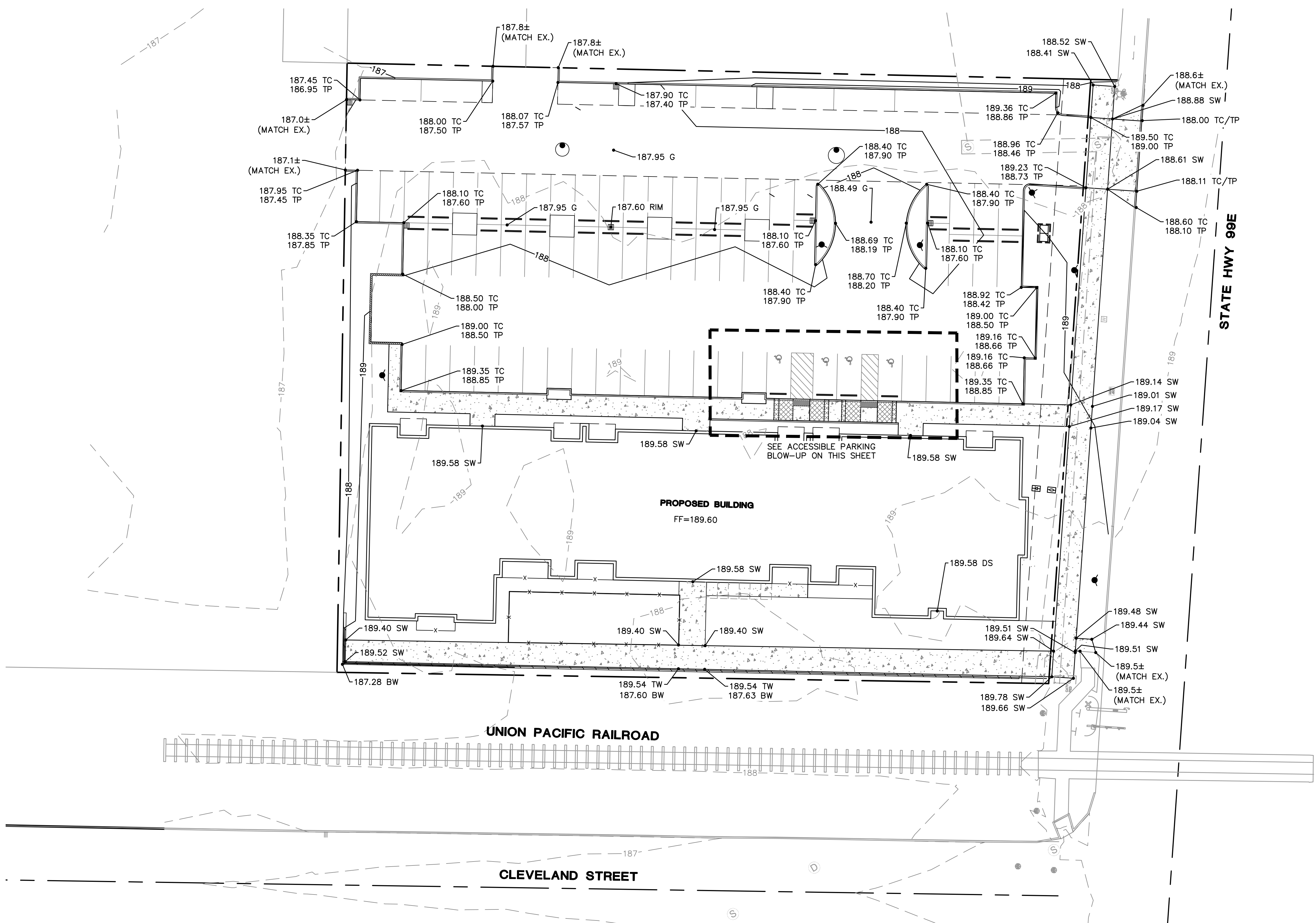
- CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
- LANDINGS ON ACCESSIBLE ROUTES SHALL NOT EXCEED 2% IN ANY DIRECTION.
- ALL ACCESSIBLE ROUTES SHALL COMPLY WITH CURRENT ADA ACCESSIBILITY GUIDELINES FOR BUILDING AND FACILITIES (ADAAG).
- ALL WALKWAYS FROM ACCESSIBLE UNITS ARE DESIGNED TO NOT REQUIRE HANDRAILS. THEREFORE, RAMP WITH SLOPES STEEPER THAN 5.0% AND LESS THAN 8.33% SHALL NOT EXCEED 0.5' RISE OR 6.0' LENGTH.
- FINISH GRADES ARE TO BE BROUGHT TO WITHIN 0.08 FT IN 10 FT OF THE GRADES SHOWN AT SUBGRADE AND TO WITHIN 0.03 FT IN 10 FT AT FINISH GRADE. CONTRACTOR TO ALLOW FOR PLACEMENT OF REQUIRED TOPSOIL IN ROUGH GRADING.
- GRADING ELEVATIONS AS SHOWN ON SITE AND LANDSCAPE PLANS ARE FINISHED GRADE WHICH INCLUDES SUBGRADE SOIL, TOPSOIL, SOIL AMENDMENTS, ROCKERY AND RUNOFF PROTECTION CONTRACTOR IS RESPONSIBLE TO COORDINATE GRADING WITH BOTH EXCAVATOR AND LANDSCAPE CONTRACTOR.

GRADING LABEL LEGEND

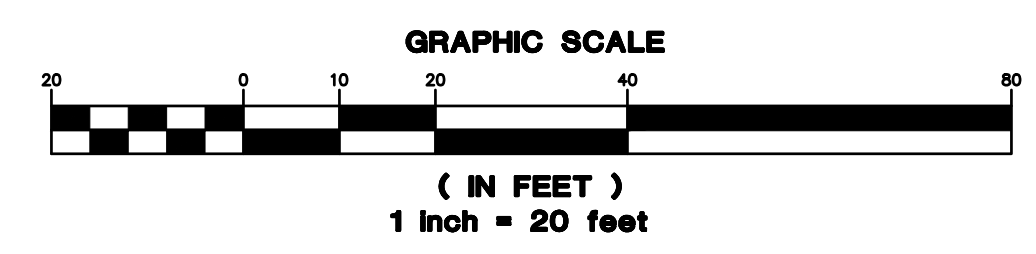
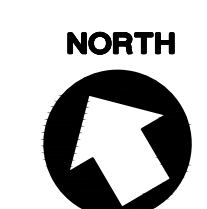
CALLOUT	DESCRIPTION
	SPOT ELEVATION
XX.XX XX	DESCRIPTION LISTED BELOW.
BS	BOTTOM OF STAIRS
BW	FINISHED GRADE AT BOTTOM OF WALL
DS	DOOR SILL
EX	EXISTING GRADE
FF	FINISHED FLOOR ELEVATION
FG	FINISH GRADE
G	GROUND
SW	SIDEWALK
TC	TOP OF CURB
TP	TOP OF PAVEMENT
TS	TOP OF STAIRS
TW	FINISHED GRADE AT TOP OF WALL

LEGEND

EXISTING CONTOUR MINOR	--- 102 ---
EXISTING CONTOUR MAJOR	--- 100 ---
PROPOSED CONTOUR MINOR	--- 102 ---
PROPOSED CONTOUR MAJOR	--- 100 ---
GRADE BREAK	--- GB --- GB ---



ACCESSIBLE PARKING BLOW-UP
 SCALE: 1" = 10'



SHEET TITLE
GRADING PLAN
 DATE: 12/13/21
 DRAWN: JRW
 CHECKED: NWS
 REVISIONS:

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 SHEET NUMBER

C2.0

JOB NUMBER: A21194.10

08/01/2022 - DESIGN REVIEW

F:\2021\A21194.10 - 119 N Pacific Hwy - Woodburn\Civil\Cad\Sheets\A21194_C2.0 GRAD.dwg : Aug. 5, 22 - 9:10 AM jsparrrowgrove



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119 N PACIFIC HWY
 WOODBURN, OR

SHEET NOTES

- SEE SHEET C0.1 FOR GENERAL SHEET NOTES.
- STRUCTURES HORIZONTAL LOCATIONS AND PIPE INVERTS ARE BASED ON THE CENTER OF THE STRUCTURE.
- PIPE BEDDING AND BACKFILL UTILITIES SHALL BE DONE PER DETAIL 1/C4.1.
- INSTALL THRUST BLOCKS ON FIRE AND WATER LINES PER DETAIL 2/C4.1.
- ALL SANITARY PIPING SHALL BE PVC 3034 OR APPROVED EQUAL UNLESS NOTED OTHERWISE.
- THIS PLAN IS GENERALLY DIAGRAMMATIC. IT DOES NOT SHOW EVERY JOINT, BEND, FITTING, OR ACCESSORY REQUIRED FOR CONSTRUCTION.
- CLEAN OUTS SHALL BE INSTALLED IN CONFORMANCE WITH UPC CHAPTER SEVEN, SECTION 707 AND SECTION 719. THIS PLAN MAY NOT SHOW ALL REQUIRED CLEAN OUTS.
- DOMESTIC WATER AND FIRE LINES AND ACCESSORIES BETWEEN THE WATER METER AND THE BUILDING SHALL BE INSTALLED BY A LICENSED PLUMBER EMPLOYED BY A LICENSED PLUMBING CONTRACTOR.
- UTILITIES WITHIN FIVE FEET OF A BUILDING SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR INTERIOR USE AS DESCRIBED IN THE CURRENT EDITION OF THE UPC.
- INLETS AND OUTLETS TO ON-SITE MANHOLES SHALL HAVE FLEXIBLE CONNECTION NO CLOSER THAN 12" AND NO FARTHER THAN 36" FROM THE MANHOLE.
- CONTRACTOR TO VERIFY SANITARY AND WATER SIZING AND INVERTS WITH APPROVED PLUMBING PLANS PRIOR TO ORDERING MATERIALS OR BEGINNING CONSTRUCTION OF SAID UTILITIES.
- ALL STORM AND SANITARY FITTINGS TO BE ECCENTRIC FITTINGS UNLESS OTHERWISE NOTED.

LABEL LEGEND

PIPE LABELS

- UTILITY LENGTH
- UTILITY SIZE
- XXLF - XX" XX ← UTILITY TYPE
- S=X.XX% ← SLOPE (WHERE APPLICABLE)

STRUCTURE LABELS

- UTILITY TYPE (FP=FIRE PROTECTION, S=SANITARY, SD=STORM DRAINAGE, W=WATER)
- STRUCTURE TYPE (SEE BELOW)
- XX XX-XX ← ID NUMBER (WHERE APPLICABLE)
- RIM=XX.XX ← STRUCTURE INFO (WHERE APPLICABLE)

STRUCTURE TYPES

TYPE	DESCRIPTION
BF	BACKFLOW PREVENTION
CB	CATCH BASIN PER DETAIL 3/C4.1
FCMH	FLOW CONTROL MANHOLE PER DETAIL 8/C4.1
FDC	FIRE DEPARTMENT CONNECTION PER DETAIL 5/C4.1
FH	FIRE HYDRANT PER DETAIL 5070-1/C4.2
FV	FIRE SERVICE VAULT PER DETAIL 4/C4.1
MH	MAINTENANCE MANHOLE PER DETAIL 7/C4.1
RD	ROOF DRAIN CONNECTION
WM	WATER METER PER DETAILS 5000-1 & 5000-3/C4.2

LEGEND

SANITARY SEWER LINE	SS SS
WATER LINE	W W W
FIRE LINE	FP FP FP FP
FDC LINE	FDC FDC FDC
STORM LINE	SS SS

SHEET TITLE

UTILITY PLAN

DATE: 12/13/21

DRAWN: JRW

CHECKED: NWS

REVISIONS:

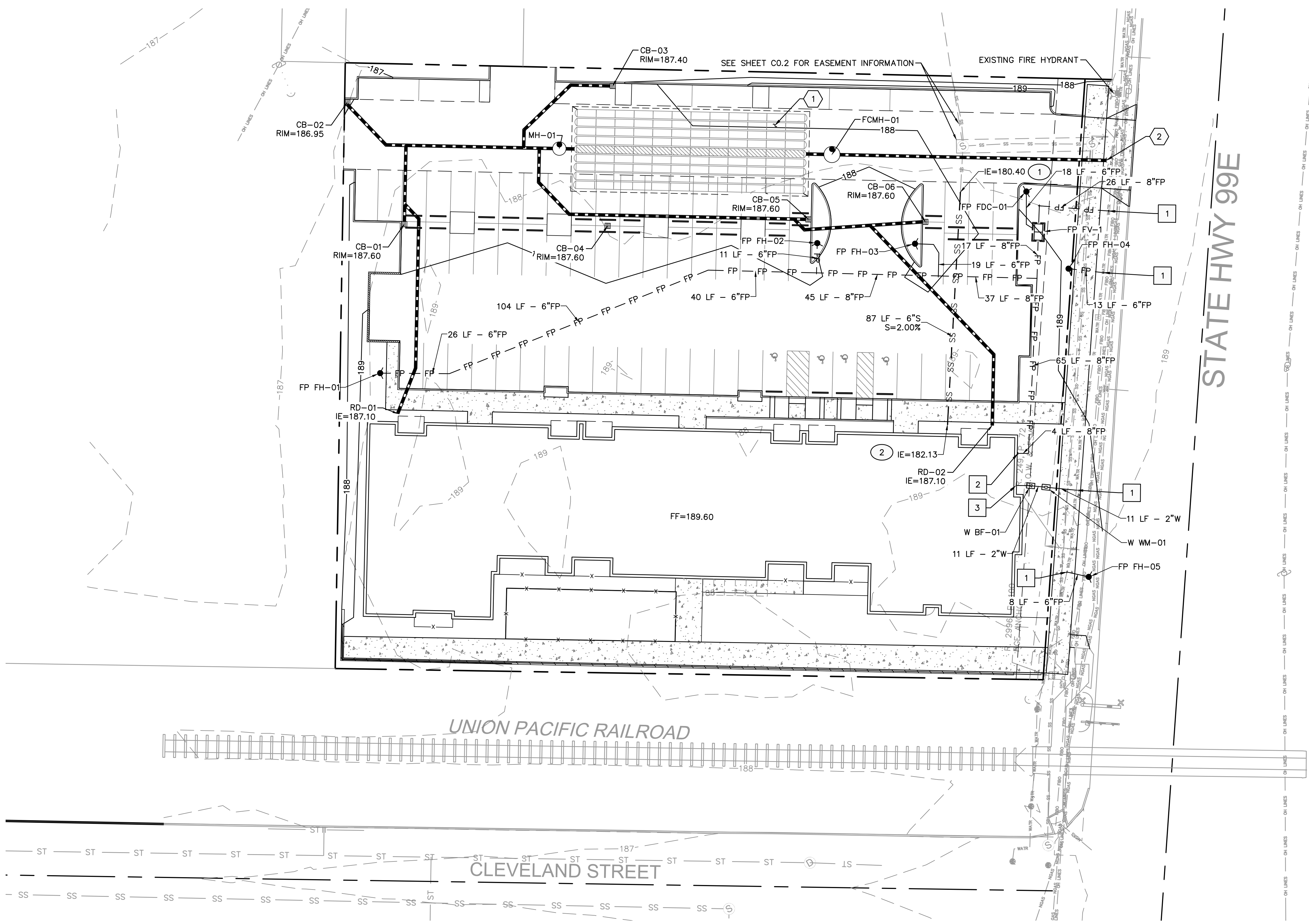
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SHEET NUMBER

C3.0

JOB NUMBER: A21194.10



WATER NOTES

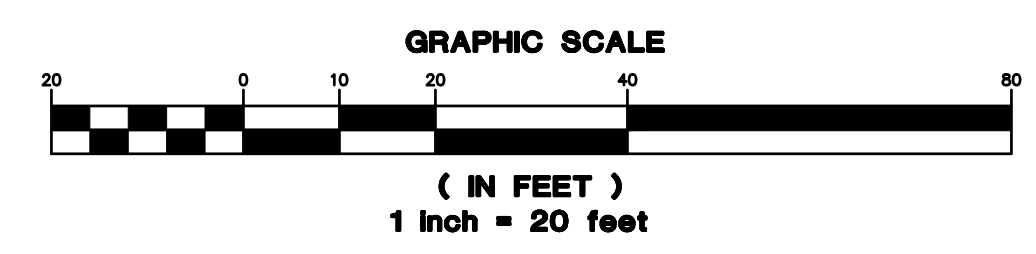
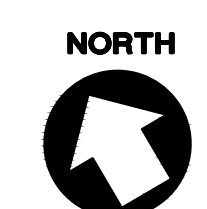
- WET TAP EXISTING WATER MAIN
- CONNECT FIRE PROTECTION TO BUILDING
- CONNECT DOMESTIC WATER TO BUILDING

STORM NOTES

- INSTALL UNDERGROUND STORM WATER DETENTION FACILITY. (108) SC-310 STORMTECH CHAMBERS WITHIN A ROCK SECTION THAT HAS A FOOTPRINT OF 2,774SF AND 2.33' DEEP. WRAP ENTIRE ROCK SECTION IN GEOSYNTHETIC FABRIC.
- CONTRACTOR TO LOCATE AND CONNECT TO EXISTING STORM STUB PER CITY OF WOODBURN GIS.

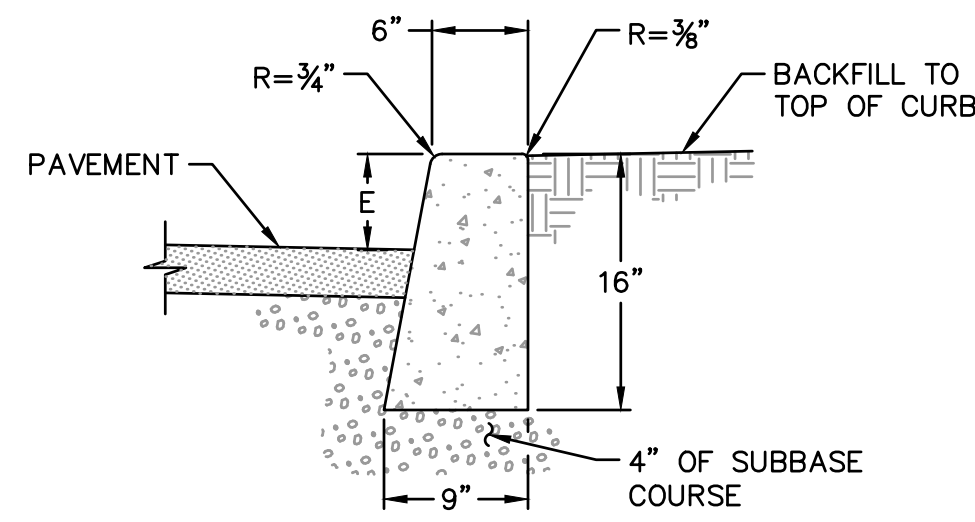
SANITARY NOTES

- CONNECT TO EXISTING SANITARY STUB
- CONNECT TO BUILDING



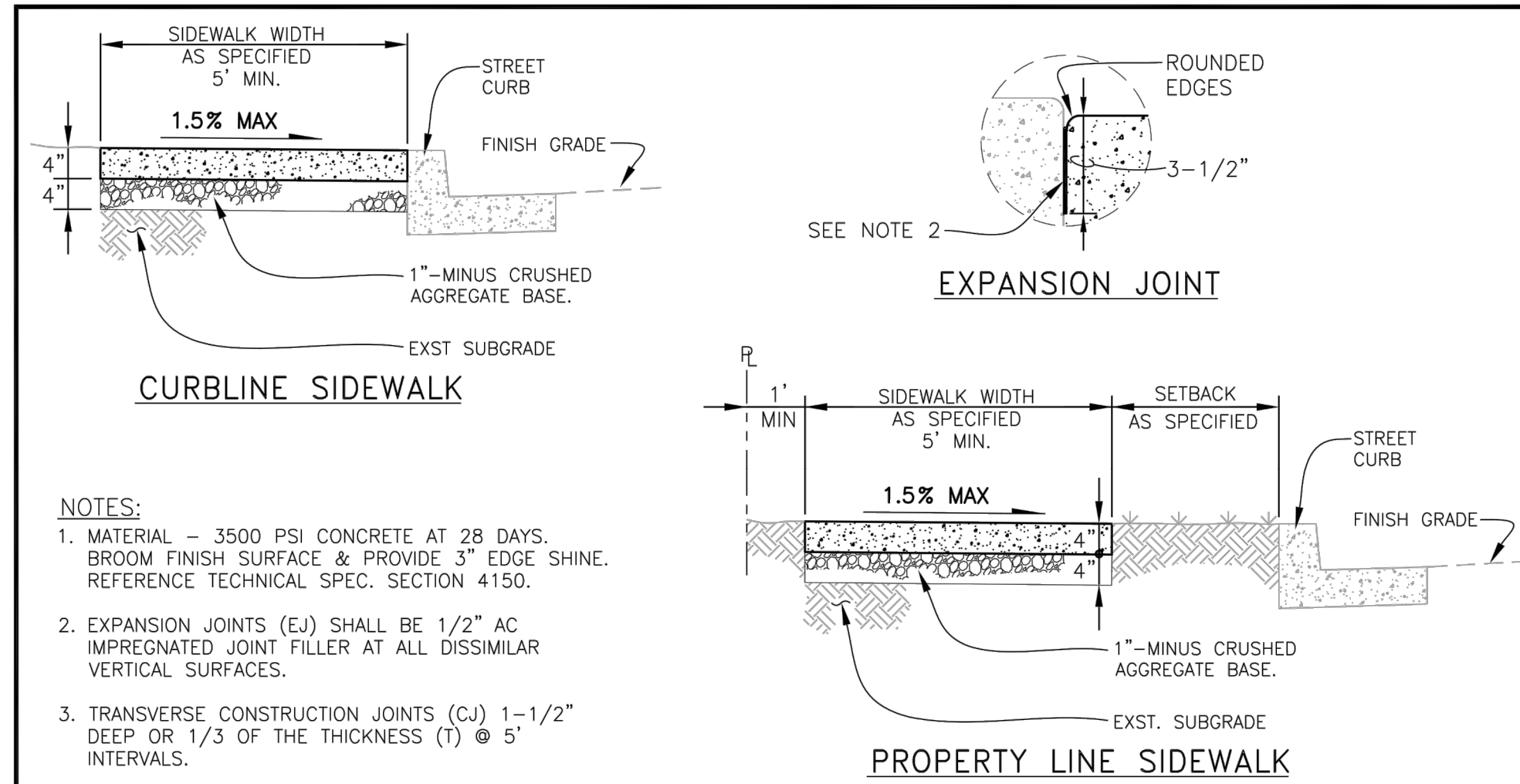
08/01/2022 - DESIGN REVIEW

F:\2021\A21194.10 - 119 N Pacific Hwy - Woodburn\Civil_Cad\Sheets\Drawings\A21194_C3.0 UTIL.dwg : Aug. 5. 22 - 9:11 AM jsparrow@pro



- NOTES:**
- CURB EXPOSURE 'E' = 6", TYP. VARY AS SHOWN ON PLANS OR AS DIRECTED.
 - CONSTRUCT CONTRACTION JOINTS AT 15' MAX. SPACING AND AT RAMPS. CONSTRUCT EXPANSION JOINTS AT 200' MAX SPACING AT POINTS OF TANGENCY AND AT ENDS OF EACH DRIVEWAY.
 - TOPS OF ALL CURBS SHALL SLOPE TOWARD THE ROADWAY AT 2% UNLESS OTHERWISE SHOWN OR AS DIRECTED.
 - DIMENSIONS ARE NOMINAL AND MAY VARY TO CONFORM WITH CURB MACHINE AS APPROVED BY THE ENGINEER.

1 CONCRETE CURB - STANDARD
SCALE: NTS



- NOTES:**
- MATERIAL - 3500 PSI CONCRETE AT 28 DAYS. BROOM FINISH SURFACE & PROVIDE 3" EDGE SHINE. REFERENCE TECHNICAL SPEC. SECTION 4150.
 - EXPANSION JOINTS (EJ) SHALL BE 1/2" AC IMPREGNATED JOINT FILLER AT ALL DISSIMILAR VERTICAL SURFACES.
 - TRANSVERSE CONSTRUCTION JOINTS (CJ) 1-1/2" DEEP OR 1/3 OF THE THICKNESS (T) @ 5' INTERVALS.
 - FOR SIDEWALK AT DRIVEWAYS SEE DETAILS 4150-3 AND 4150-4.

WOODBURN
Incorporated 1889
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

SIDEWALKS

REV: JULY 2018
SCALE: NTS
DET No. 4150-8

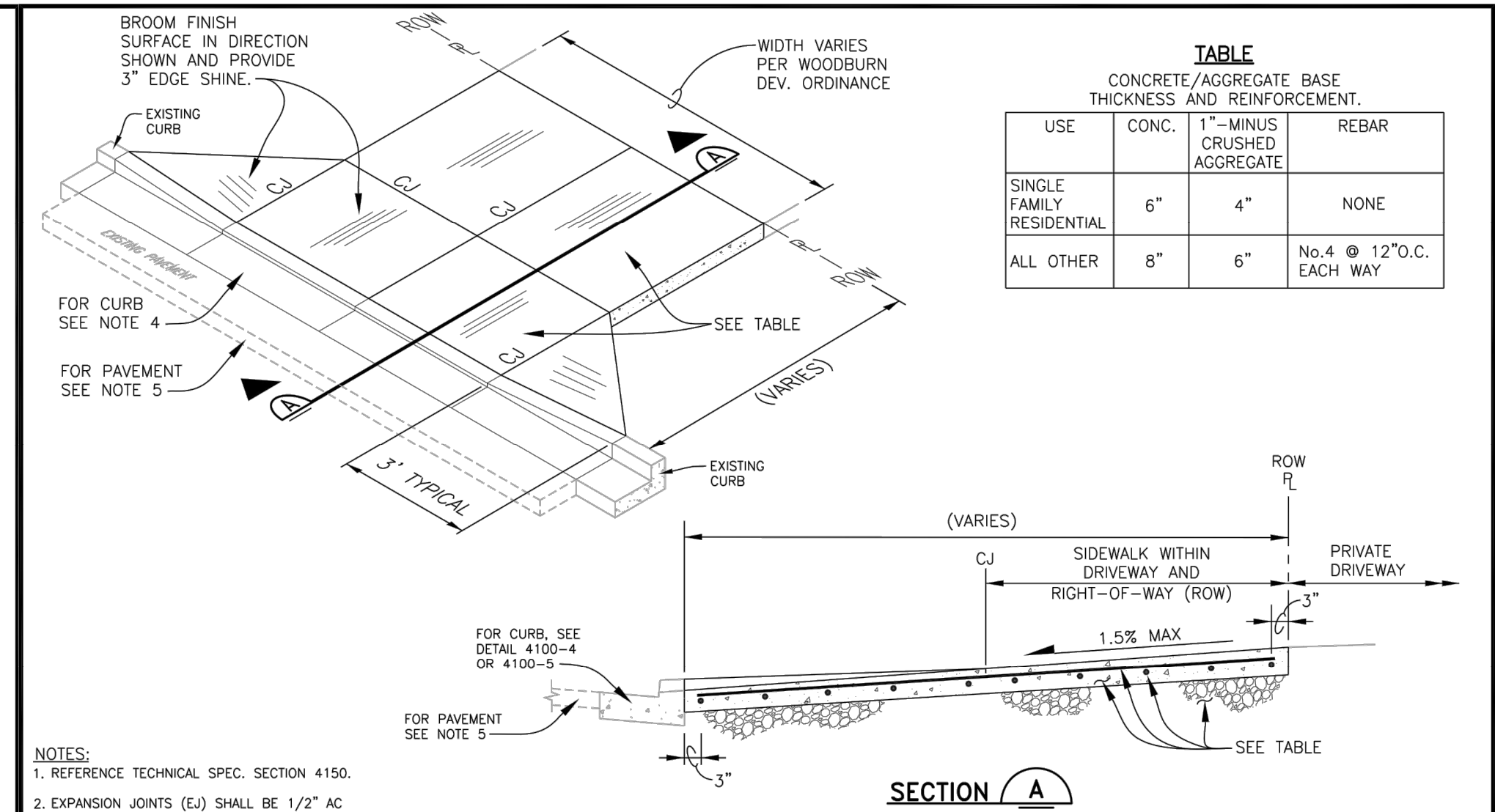


TABLE
CONCRETE/AGGREGATE BASE THICKNESS AND REINFORCEMENT.

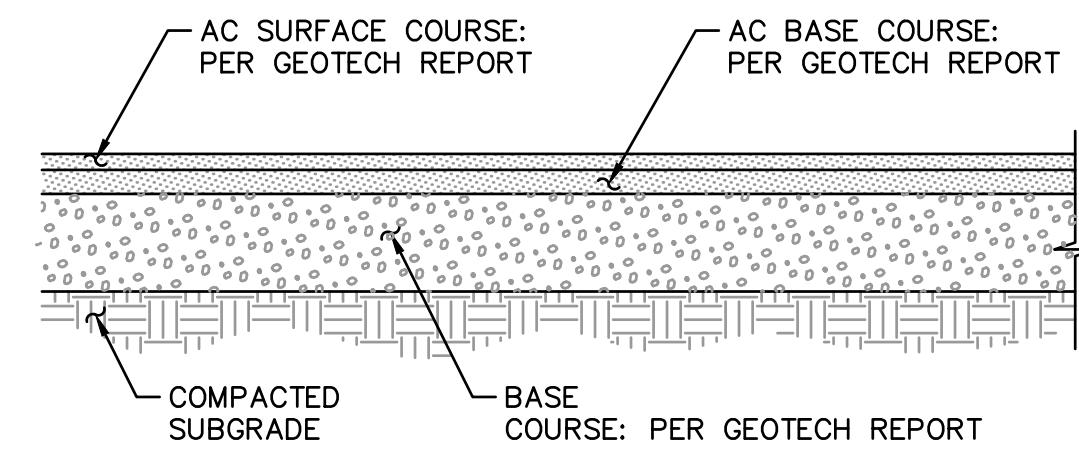
USE	CONC.	1"-MINUS CRUSHED AGGREGATE	REBAR
SINGLE FAMILY RESIDENTIAL	6"	4"	NONE
ALL OTHER	8"	6"	No.4 @ 12"O.C. EACH WAY

- NOTES:**
- REFERENCE TECHNICAL SPEC. SECTION 4150.
 - EXPANSION JOINTS (EJ) SHALL BE 1/2" AC IMPREGNATED JOINT FILLER AT ALL DISSIMILAR VERTICAL SURFACES.
 - MATERIAL - 3500 PSI CONCRETE AT 28 DAYS.
 - CURBS WITH CRACKING, SETTLEMENT, DRAINAGE PROBLEMS OR SIGNIFICANT DETERIORATION SHALL BE REPLACED UNLESS APPROVED BY ENGINEERING DEPARTMENT.
 - ASPHALT STREETS SHALL BE REPAIRED TO FIX ANY OVERCUTS OR DAMAGE CAUSED BY PLACING CURB FORMS. REPAIR SHALL BE A MINIMUM OF 1FT WIDE AND THE ENTIRE LENGTH OF THE CURB REPLACEMENT AREA. ALL LIMITS SHALL BE CLEANLY SAW CUT.

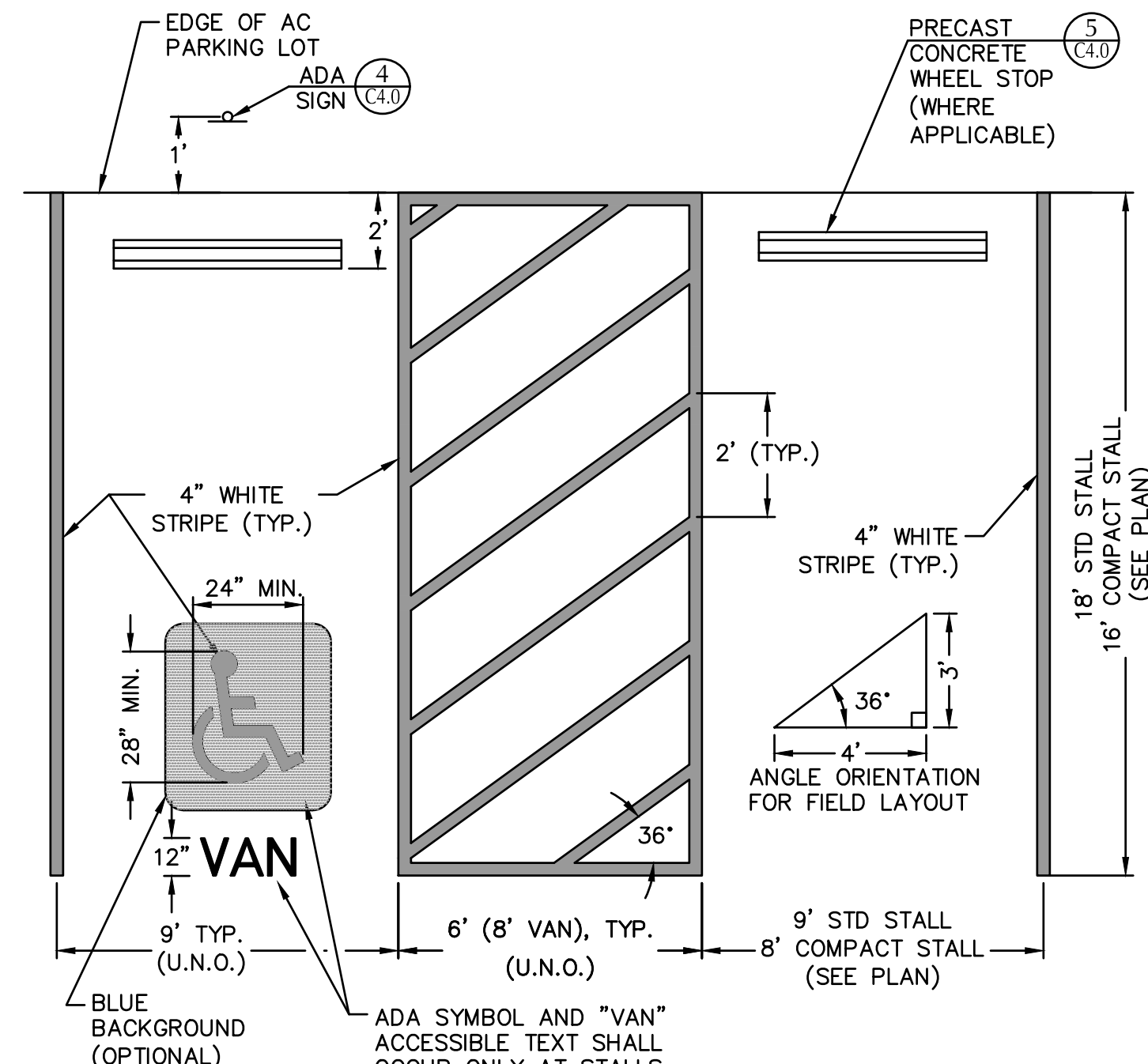
WOODBURN
Incorporated 1889
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

DRIVEWAY APPROACH

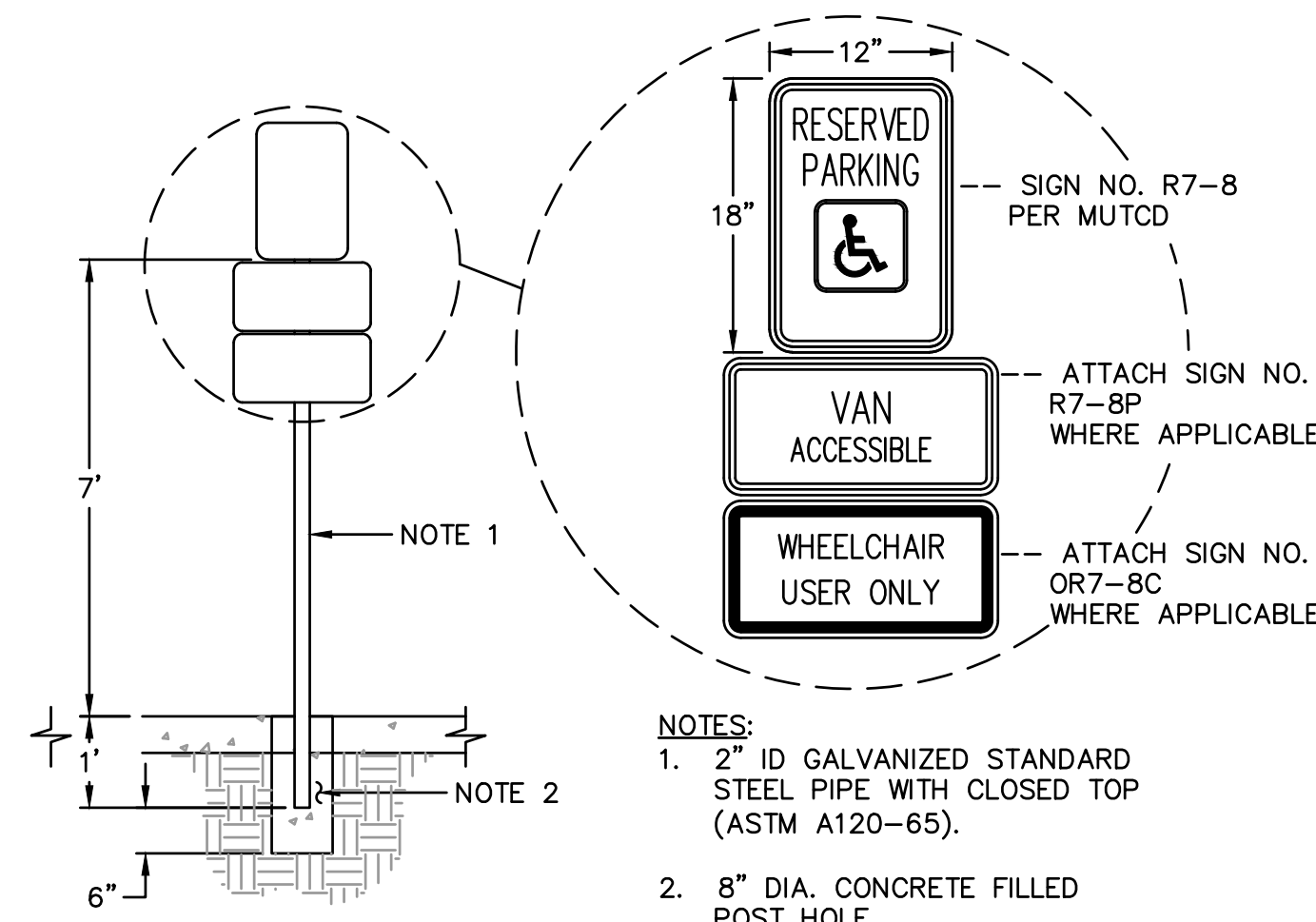
REV: AUG. 2020
SCALE: NTS
DET No. 4150-1



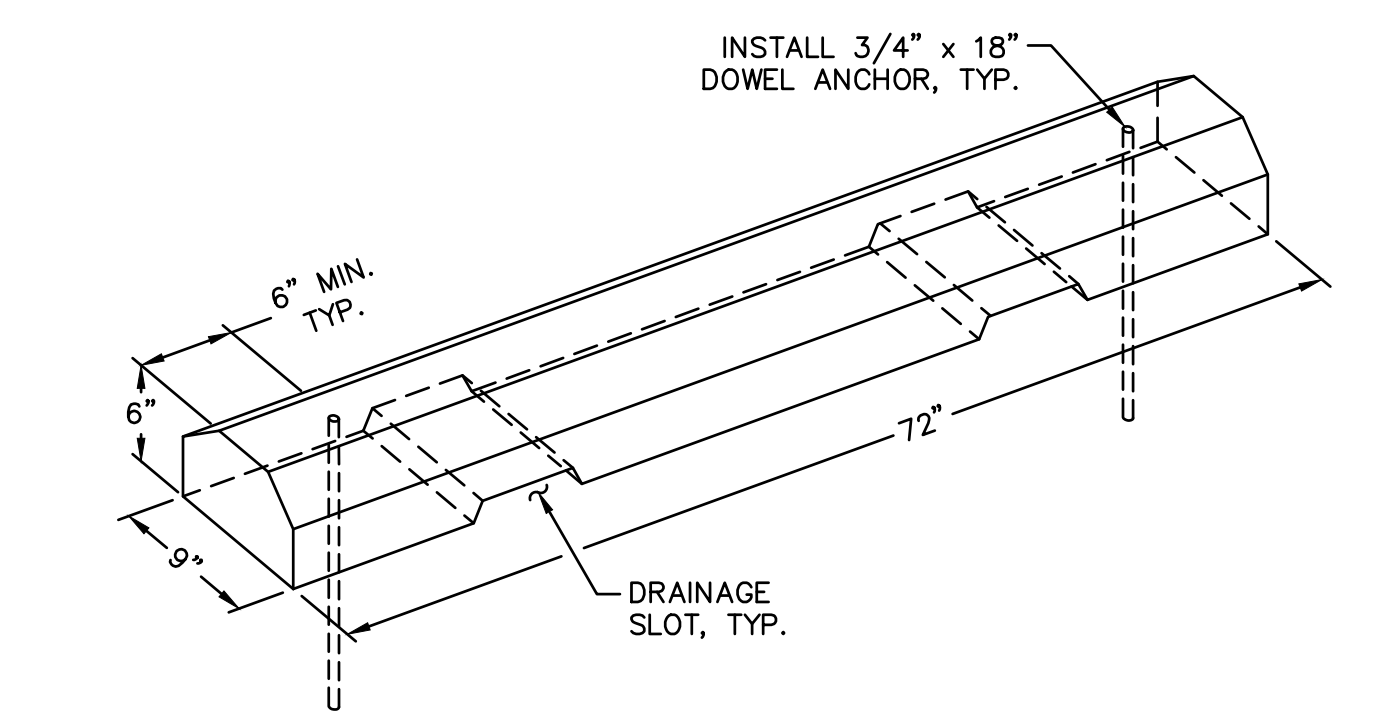
2 ASPHALT PAVEMENT SECTION
SCALE: NTS



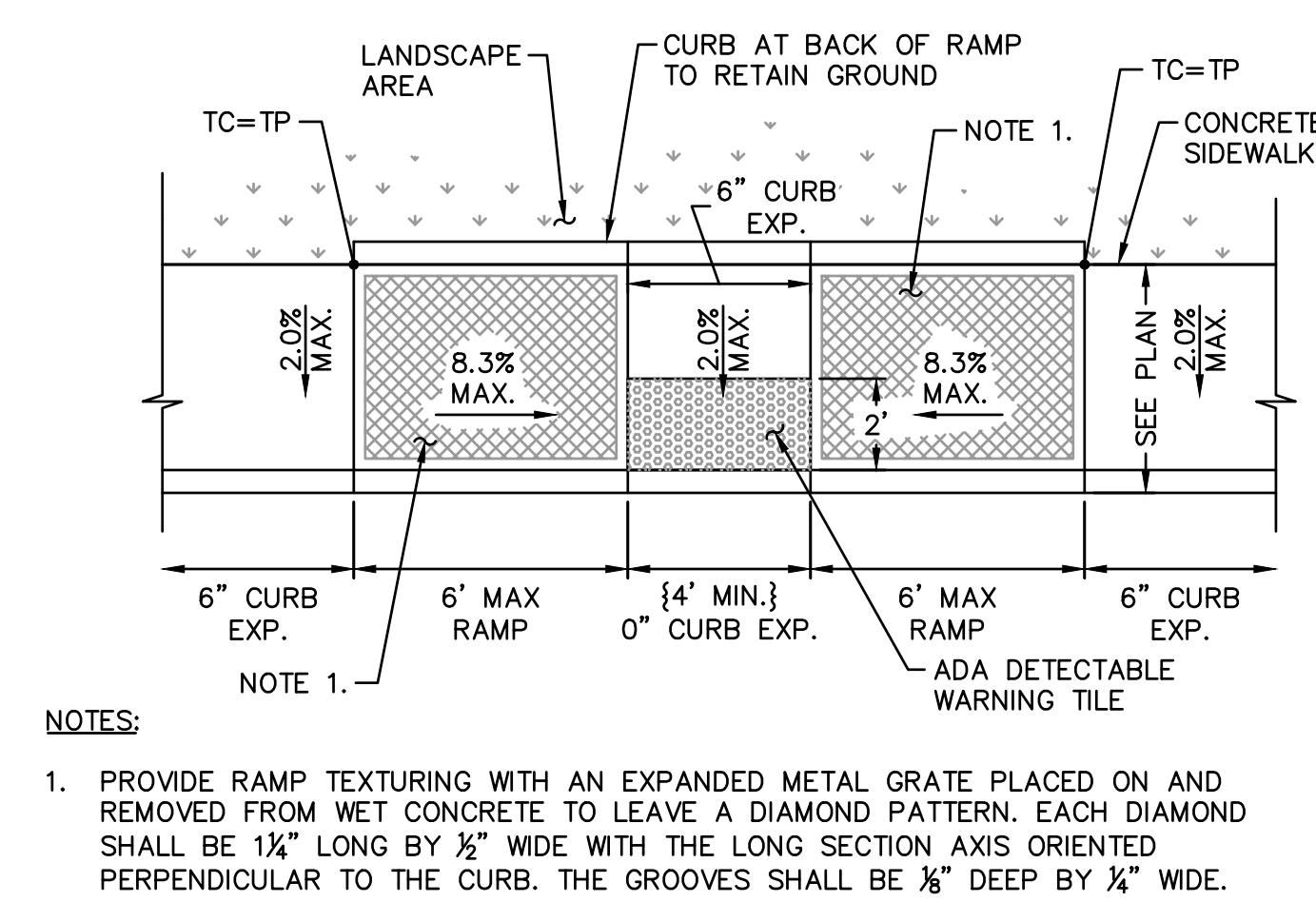
3 TYPICAL PARKING LAYOUT
SCALE: NTS



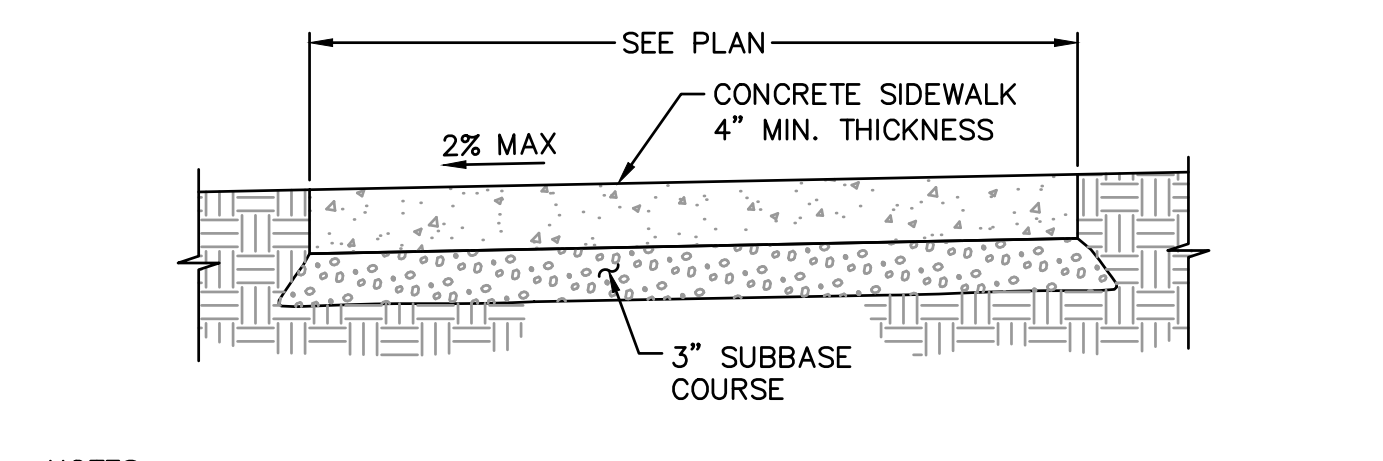
4 ADA PARKING SIGN - TYPE 2
SCALE: NTS



5 PRECAST CONCRETE WHEEL STOP
SCALE: NTS



6 CURB RAMP - TYPE 5
SCALE: NTS



- NOTES:**
- CONSTRUCT CONTRACTION JOINTS AT 15' MAX. SPACING AND AT RAMPS. CONSTRUCT EXPANSION JOINTS AT 200' MAX SPACING, AT POINTS OF TANGENCY AND AT ENDS OF EACH DRIVEWAY, UNLESS NOTED OTHERWISE.
 - CONCRETE SHALL BE 3000 P.S.I AT 28 DAYS, 6 SACK MIX, SLUMP RANGE OF 1-1/2" TO 3".
 - PANELS SHALL BE 5 FEET LONG.
 - EXPANSION JOINTS TO BE PLACED AT SIDES OF DRIVEWAY APPROACHES, UTILITY VAULTS, WHEELCHAIR RAMPS, AND AT SPACING NOT TO EXCEED 45 FEET.
 - FOR SIDEWALKS ADJACENT TO THE CURB AND POURED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A TROWELED JOINT WITH A MINIMUM 1/2" RADIUS.
 - SIDEWALK SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES IF MOUNTABLE CURB IS USED OR IF SIDEWALK IS INTENDED AS PORTION OF DRIVEWAY. OTHERWISE SIDEWALK SHALL HAVE A MINIMUM THICKNESS OF 4 INCHES.
 - DRAIN BLOCKOUTS IN CURBS SHALL BE EXTENDED TO BACK OF SIDEWALK WITH 3" DIA. PVC PIPE AT 2% SLOPE. CONTRACTION JOINT TO BE PLACED OVER PIPE.

7 CONCRETE SIDEWALK
SCALE: NTS

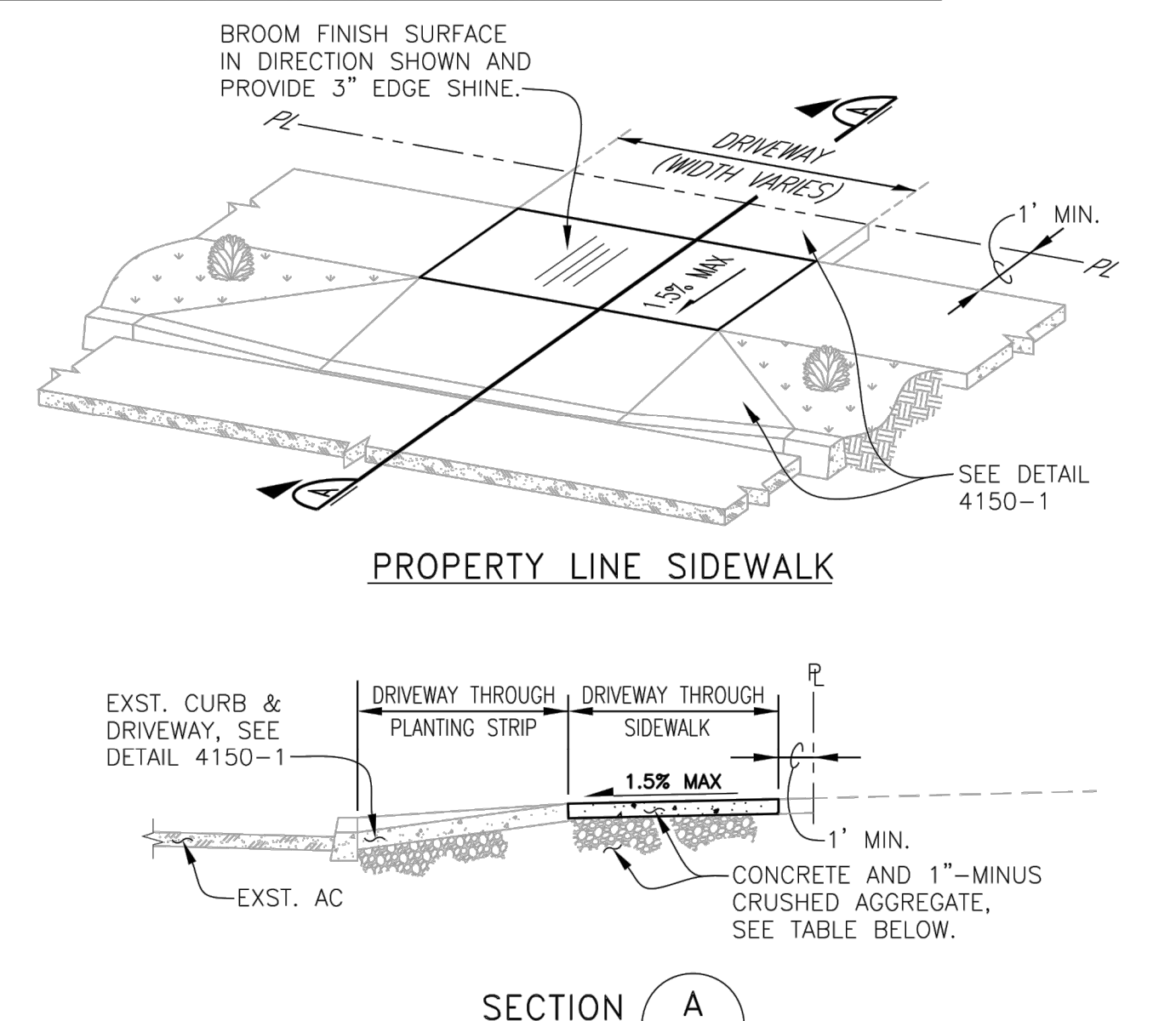


TABLE
CONCRETE/AGGREGATE BASE THICKNESS AND REINFORCEMENT.

USE	CONC.	1"-MINUS CRUSHED AGGREGATE	REBAR
SINGLE FAMILY RESIDENTIAL	6"	4"	NONE
ALL OTHER	8"	6"	No.4 @ 12"O.C. EACH WAY

WOODBURN
Incorporated 1889
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

PROPERTY LINE SIDEWALK AT DRIVEWAY

REV: JUNE, 2018
SCALE: NTS
DET No. 4150-4



AAI aaijan associates, inc.
ENGINEERING
4875 SW Griffin Drive, Suite 300 | Beaverton, OR 97005
503.620.3630 | aai@aaian.com | www.aaijan.com

119 N PACIFIC HWY
WOODBURN, OR

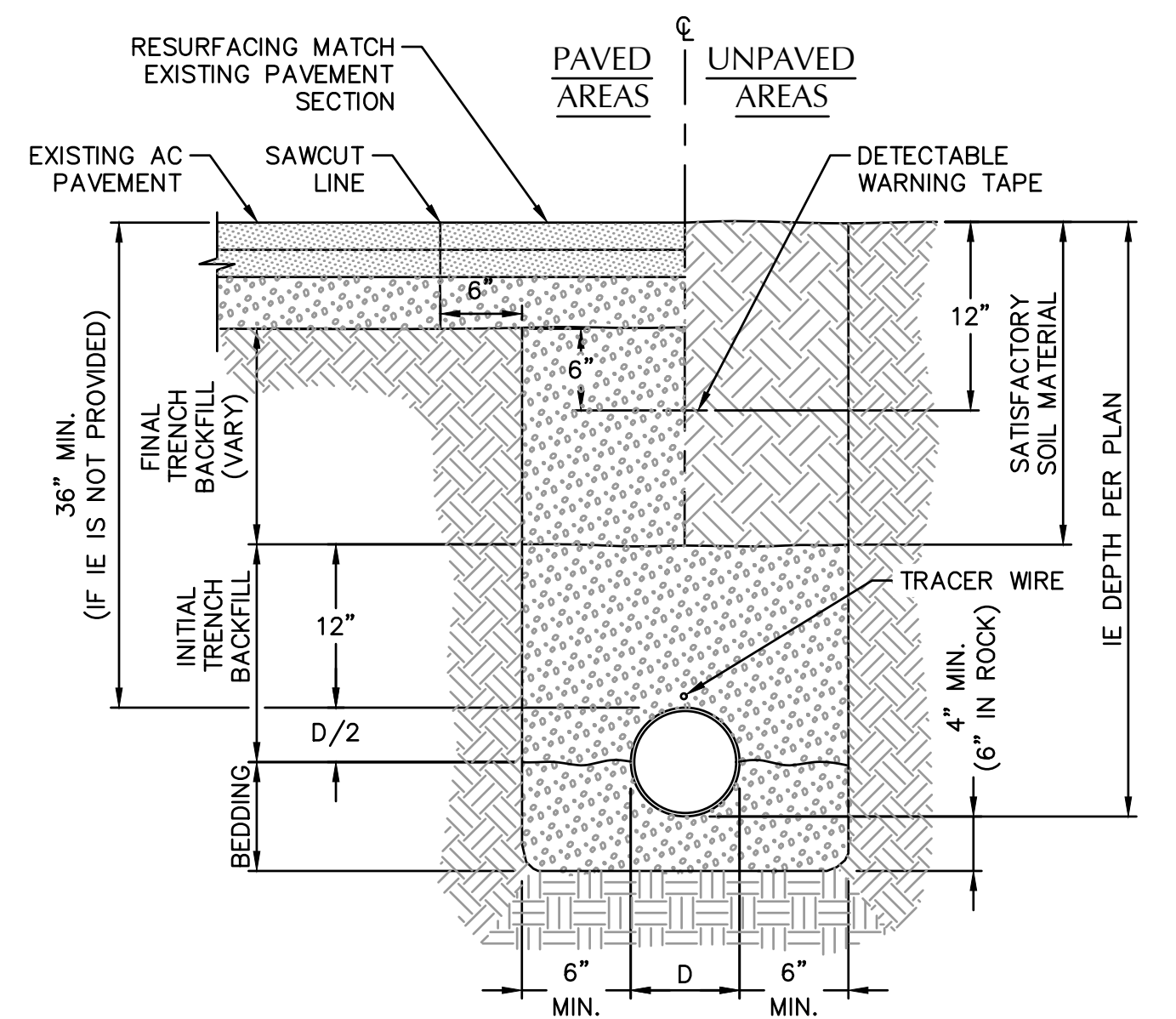
SHEET TITLE
DETAILS

DATE: 12/13/21
DRAWN: JRW
CHECKED: NWS

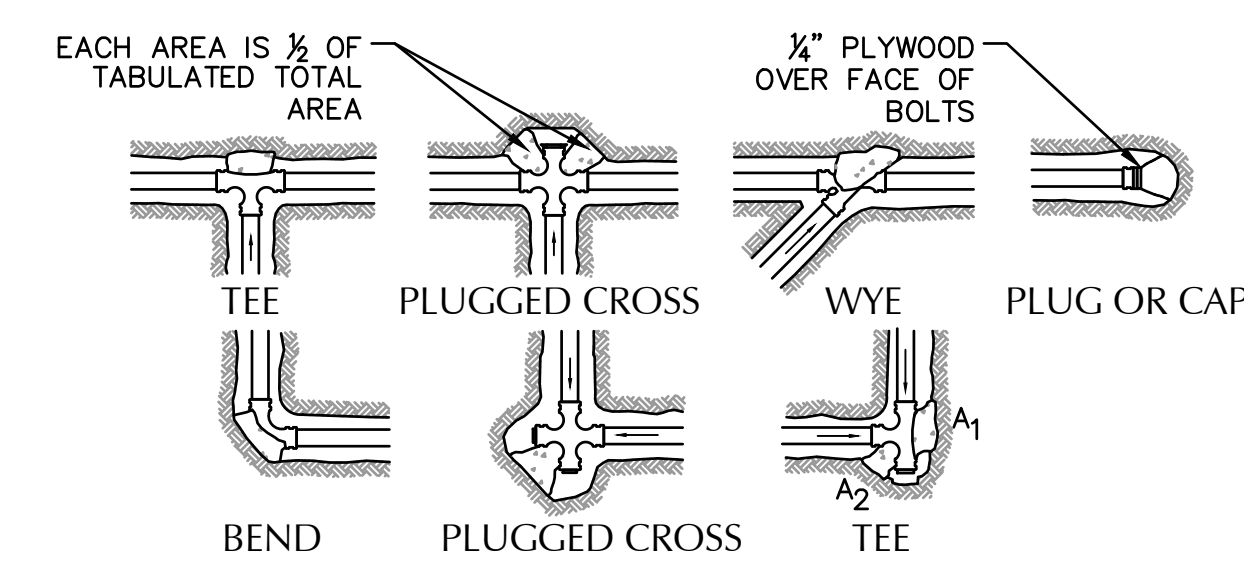
REVISIONS:

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SHEET NUMBER
C4.0
JOB NUMBER: A21194.10



1 TYPICAL PIPE BEDDING AND BACKFILL
 SCALE: NTS



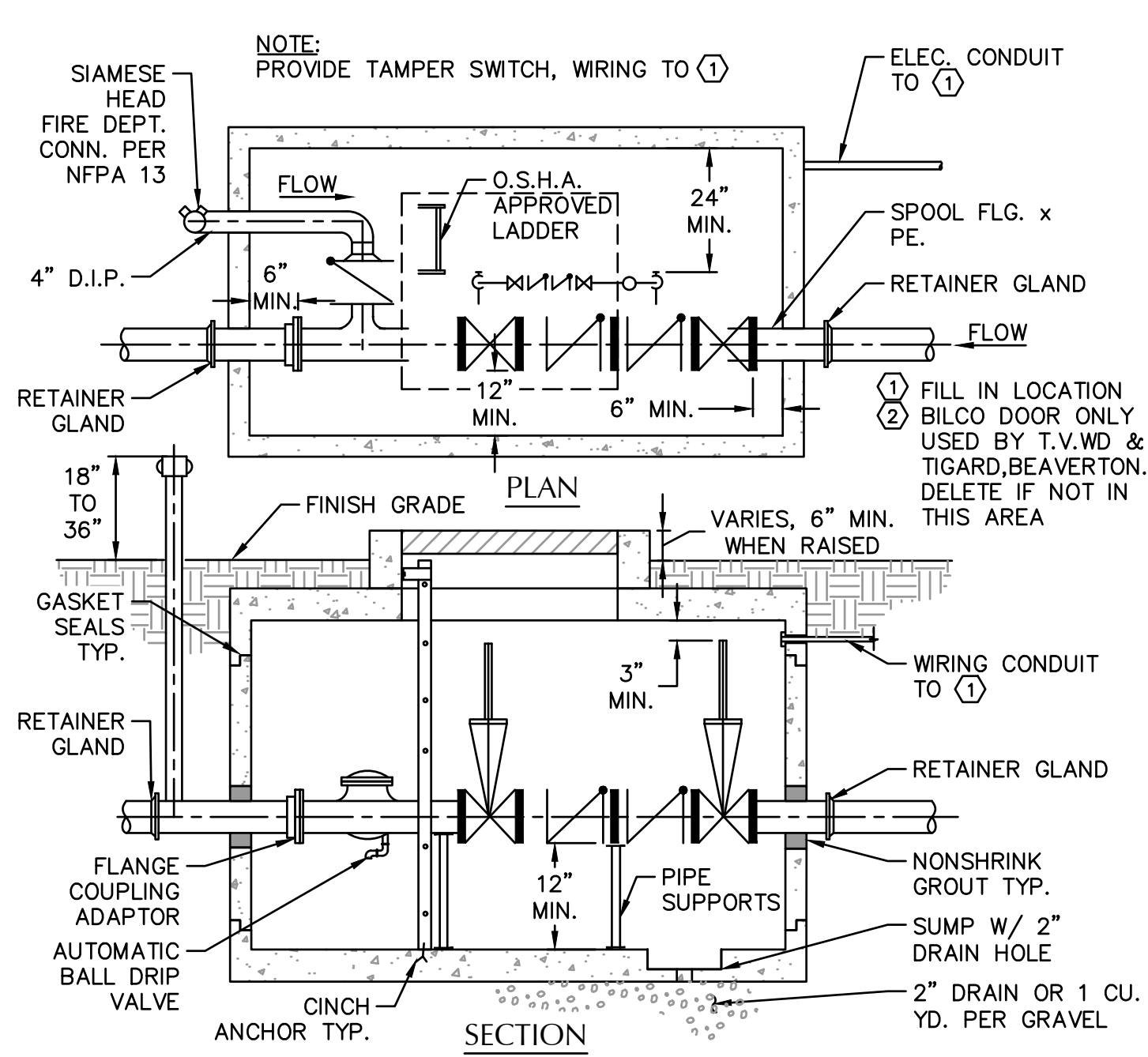
- CONCRETE THRUST BLOCKING TO BE POURED AGAINST UNDISTURBED EARTH.
- KEEP CONCRETE CLEAR OF JOINT AND ACCESSORIES.
- THE REQUIRED THRUST BEARING AREAS FOR SPECIAL CONNECTIONS ARE SHOWN ENCIRCLED ON THE PLAN; e.g. 15 INDICATES 15 SQUARE FEET BEARING AREA REQUIRED.
- IF NOT SHOWN ON PLANS REQUIRED BEARING AREAS AT FITTING SHALL BE AS INDICATED BELOW, ADJUST IF NECESSARY, TO CONFORM TO THE TEST PRESSURE(S) AND ALLOWABLE SOIL BEARING STRESS (ES) STATED IN THE SPECIAL SPECIFICATIONS.
- BEARING AREAS AND SPECIAL BLOCKING DETAILS SHOWN ON PLANS TAKE PRECEDENCE OVER BEARING AREAS AND BLOCKING DETAILS SHOWN ON THIS STANDARD DETAIL.

BEARING AREA OF THRUST BLOCK IN SQUARE FOOT

FITTING SIZE	TEE PLUGGED ON RUN		90° BEND PLUGGED CROSS	45° BEND	22 1/2° BEND	11 1/2° BEND
	A1	A2				
4	1.0	1.4	1.9	1.4	1.0	
6	2.1	3.0	4.3	3.0	1.6	1.0
8	3.8	5.3	7.6	5.4	2.9	1.5
10	5.9	8.4	11.8	8.4	4.6	2.4

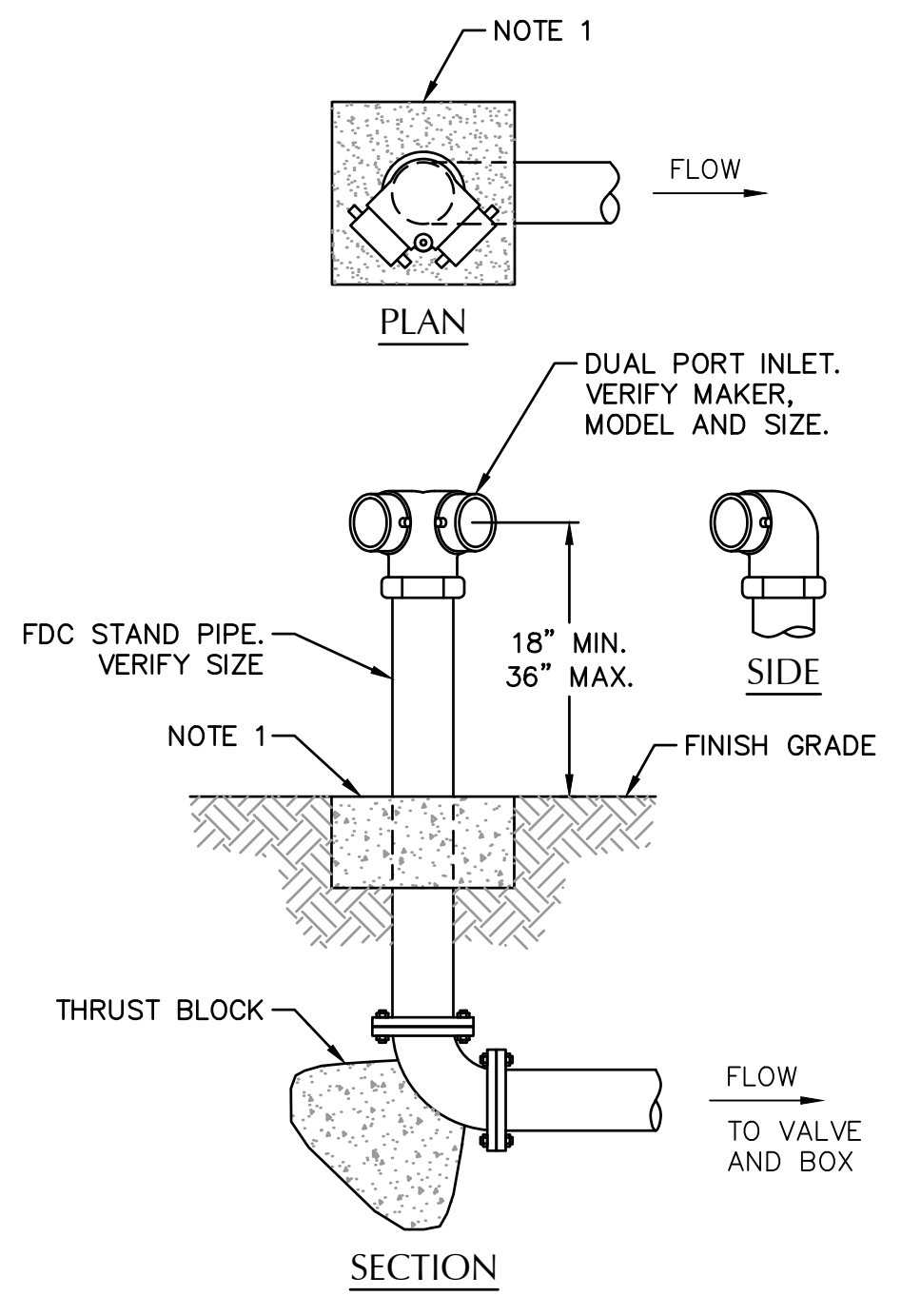
NOTE: ABOVE BEARING AREAS BASED ON TEST PRESSURE OF 150 p.s.i. AND AN ALLOWABLE SOIL BEARING STRESS OF 2000 p.s.i.. TO COMPUTE BEARING AREAS FOR DIFFERENT TEST PRESSURE AND SOIL BEARING STRESSES, USE THE FOLLOWING EQUATION: BEARING AREA = (TEST PRESSURE/150)(2000/ SOIL BEARING STRESS)(TABLE VALUE).

2 THRUST BLOCK
 SCALE: NTS



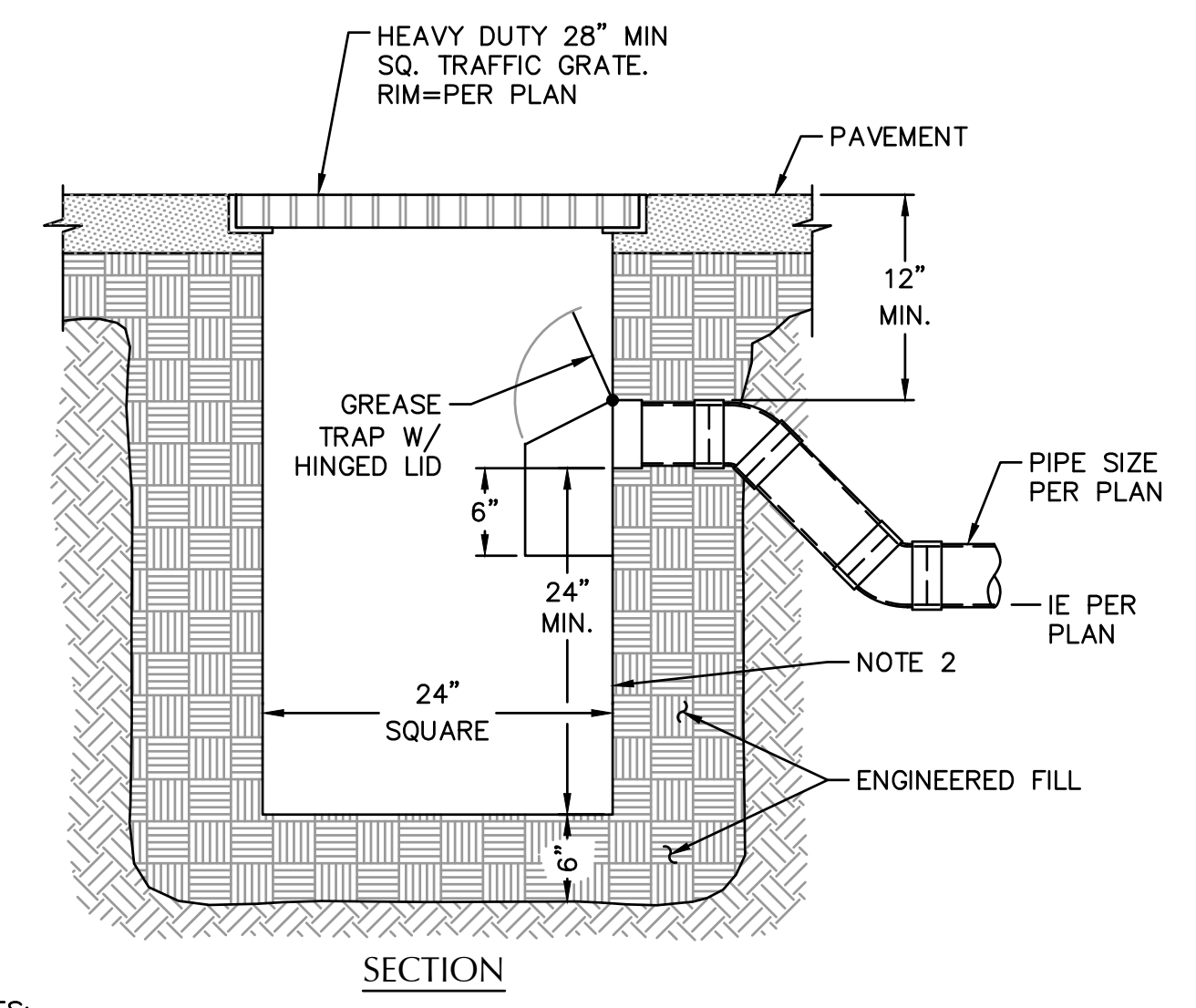
D.D.C. SIZE	UTILITY VAULT OR EQUAL		BILCO DOOR OR EQUAL
	WITH F.D.C.	WITHOUT F.D.C.	
4"	676 - WA	577 - WA	J - 5AL
6"	687 - WA	676 - WA	J - 5AL
8"	5106 - LA	687 - WA	JD - 3AL
10"	5106 - LA	5106 - LA	JD - 3AL

4 DOUBLE CHECK DETECTOR ASSEMBLY FIRE SERVICE VAULT W/ DRAIN TO GROUND
 SCALE: NTS



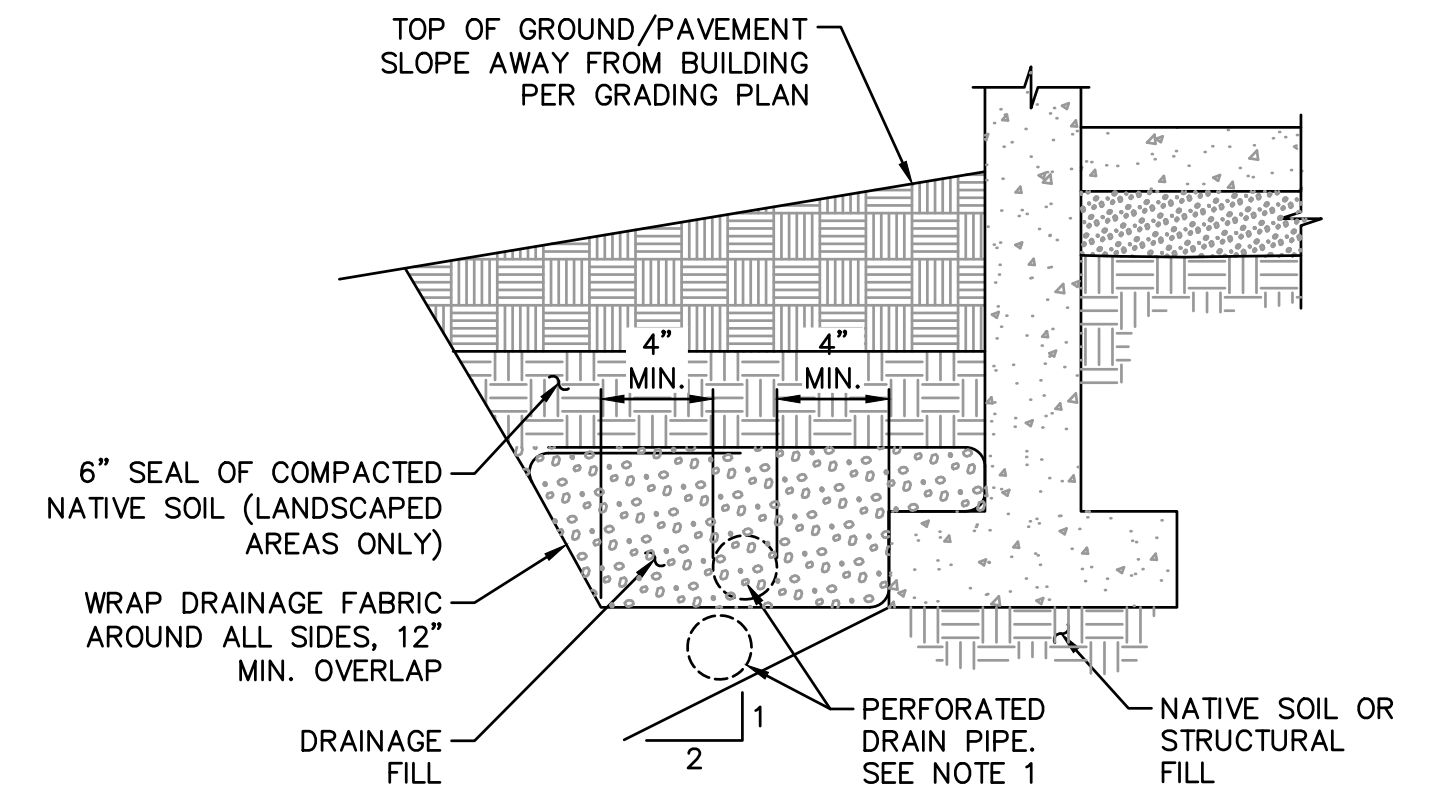
- CONCRETE ANCHOR PAD TO BE 12"x12"x6" THICK, UNLESS NOTED OTHERWISE. ELIMINATE IF INSTALLED IN CONCRETE PAVED AREA.
- USE FLANGE OR THREADED FITTINGS.
- CONTRACTOR SHALL PROVIDE SINGLE CHECK VALVE AND BALL DRIP VALVE IN ACCESSIBLE LOCATION INSIDE DDCV VAULT. COORDINATE WITH PLUMBING.

5 FIRE DEPARTMENT CONNECTION (FDC) DUAL PORT
 SCALE: NTS



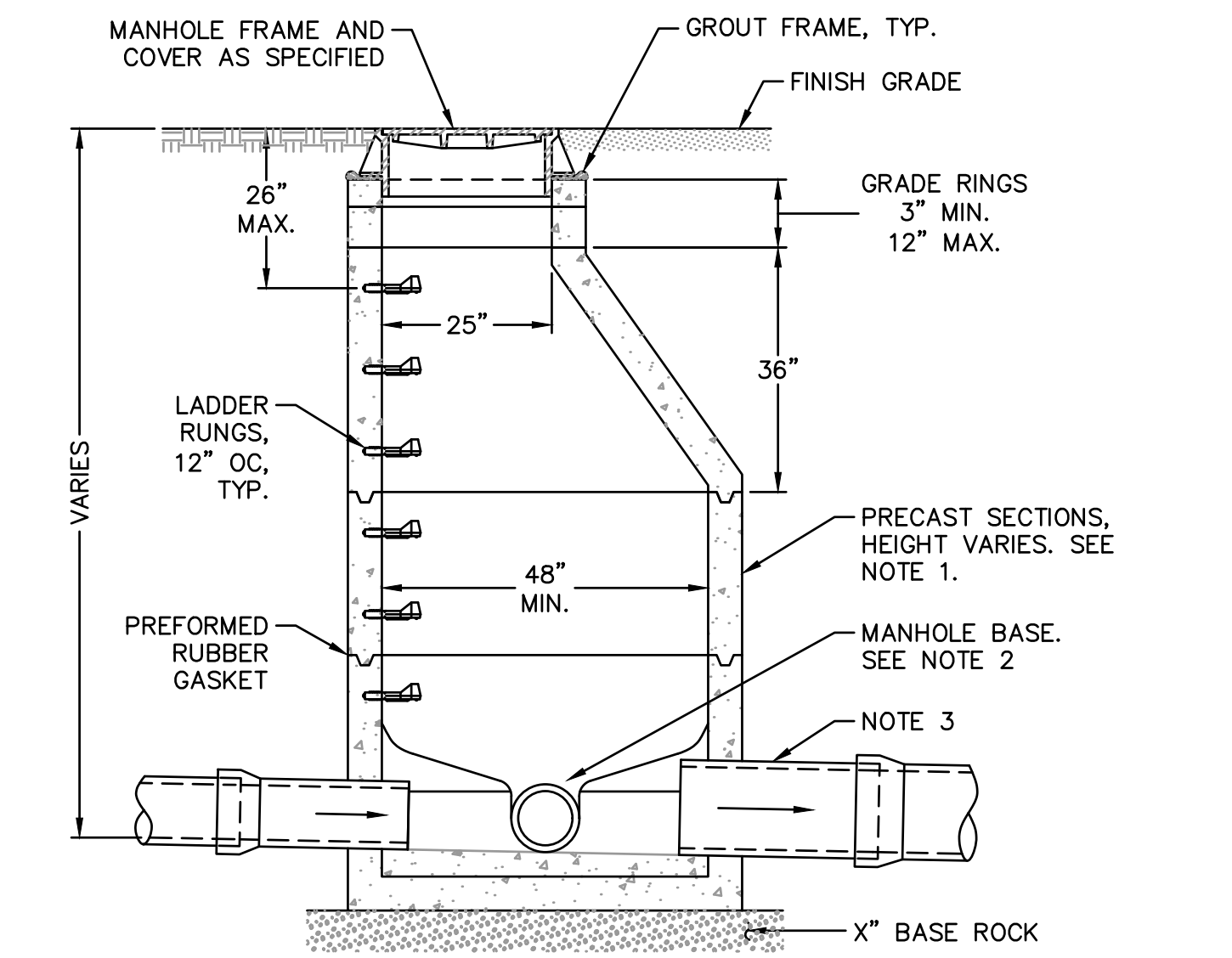
- CONTRACTOR TO WIDEN EXCAVATION AS REQUIRED TO OBTAIN COMPACTION WITH CONTRACTORS COMPACTION EQUIPMENT.
- 1/4" STEEL PLATE, BITUMINOUS COATED. AS MANUFACTURED BY GIBSON STEEL BASINS OR APPROVED EQUAL.

3 TRAPPED CATCH BASIN
 SCALE: NTS



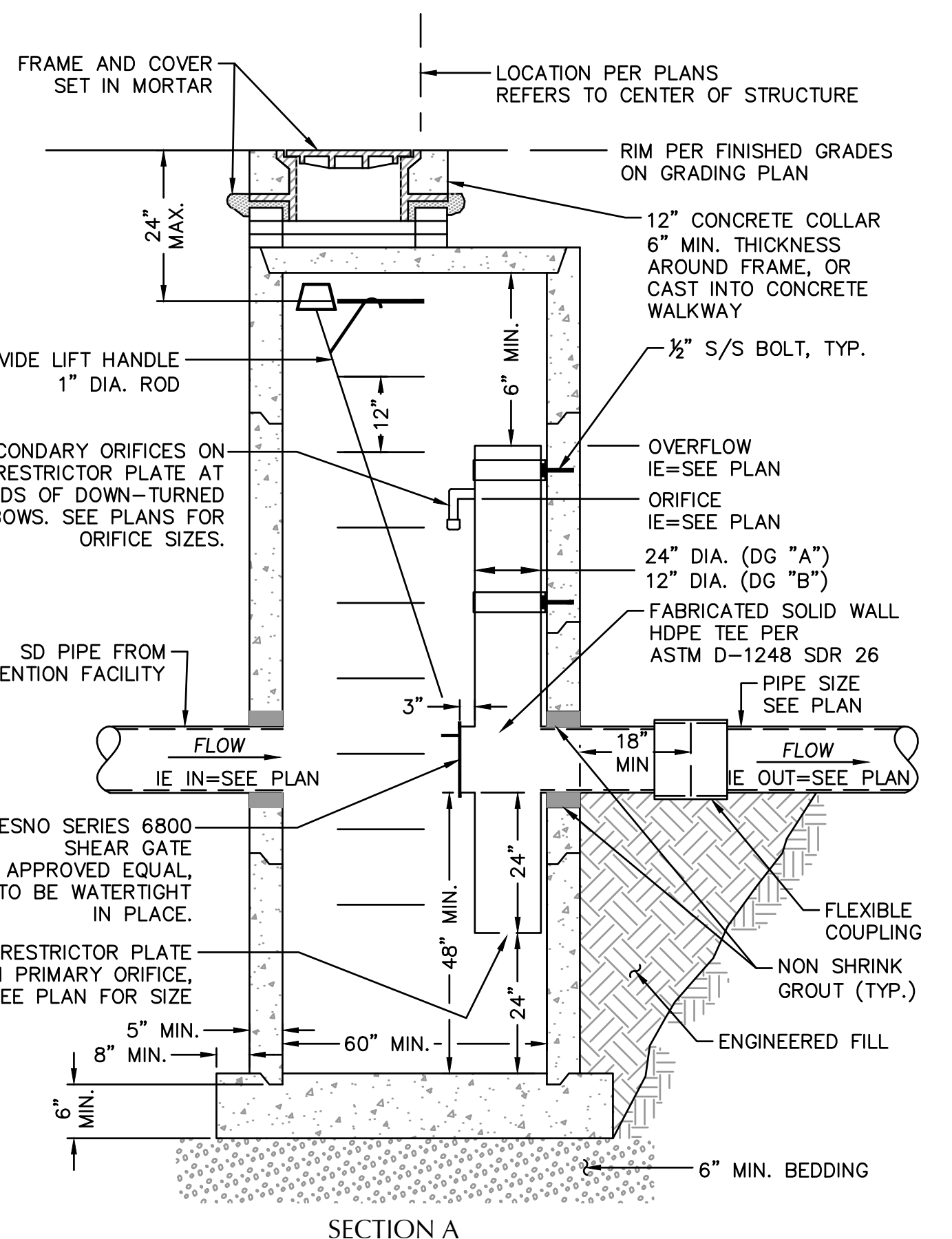
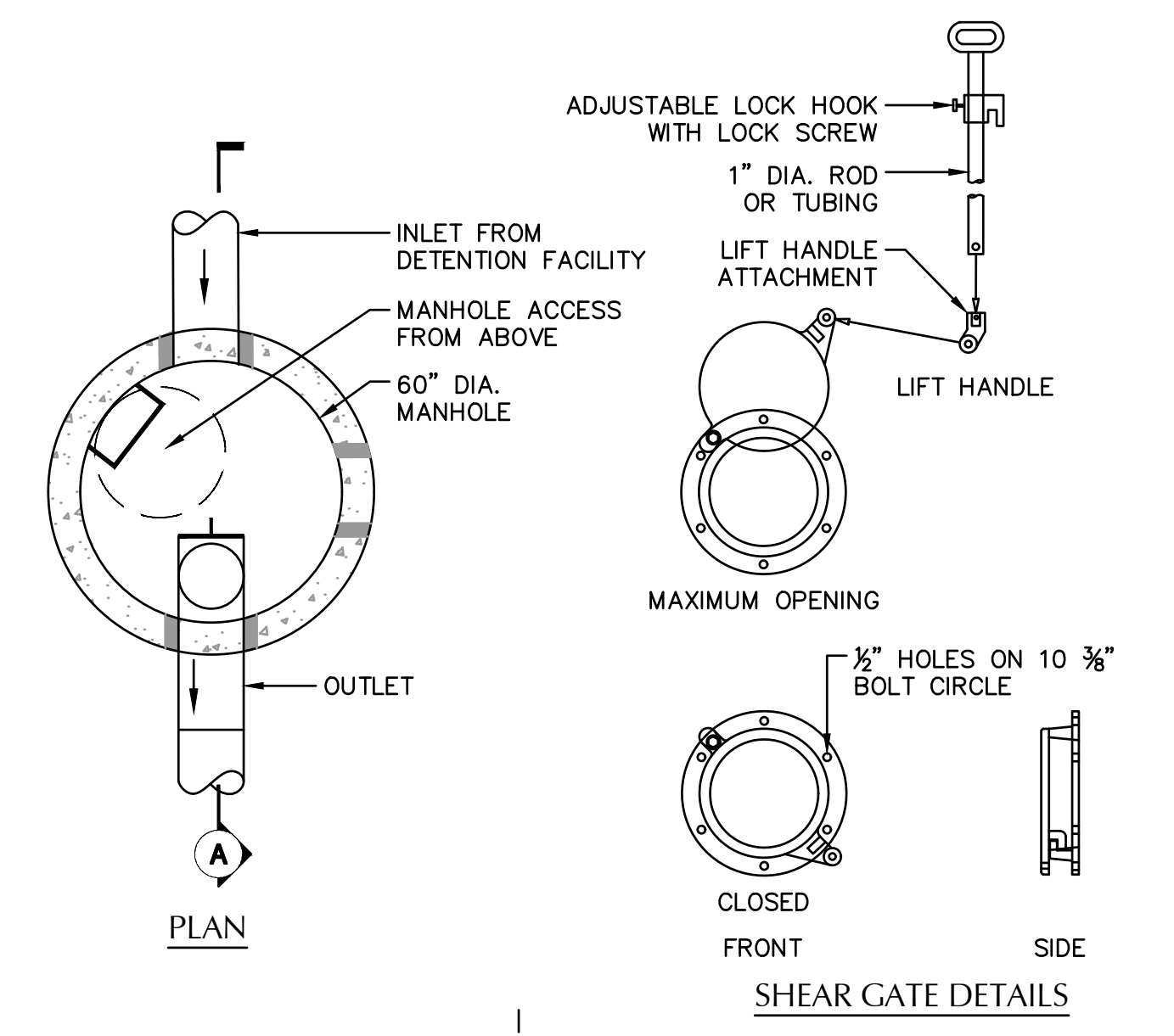
- LAY PERFORATED DRAIN PIPE ON MIN. 0.5% GRADIENT, WIDENING EXCAVATION AS REQUIRED. MAINTAIN PIPE ABOVE 2:1 SLOPE AS SHOWN.
- CONNECT TO FOUNDATION DRAIN STUBOUT SHOWN ON PLANS.

6 PERIMETER FOUNDATION DRAIN
 SCALE: NTS



- ALL PRECAST SECTIONS SHALL CONFORM TO REQUIREMENTS OF ASTM C-478.
- MANHOLE BASE MAY BE PRECAST OR CAST IN PLACE. SEE STANDARD MANHOLE BASE DETAILS.
- ALL CONNECTING PIPES SHALL HAVE FLEXIBLE, GASKETED AND UNRESTRAINED JOINT WITHIN 18" OF MANHOLE VAULT.

7 STANDARD MANHOLE
 SCALE: NTS



8 FLOW CONTROL MANHOLE
 SCALE: NTS

BROOKS PRODUCTS		
	COVER	METER BOX
DIA.	MODEL NO.	
1"	No. 37-T CAST IRON COVER*	No. 37 MB-BODY*
2"	No. 65-TF STEEL COVER (FLUSH)*	No. 65 MB-BODY*
* OR APPROVED EQUAL		

METER BOX

REV: FEB 2020
SCALE: NTS
DET No. **5050-1**

NOTES:

- BED PIPE WITH 1"-MINUS SO AS TO CARRY LOAD OF PIPE EVENLY WITHOUT FIXING LOAD ON PIER BLOCKS DIG OUT BELOW BED FOR PIER BLOCKS, AS DIRECTED.
- BURY HEIGHT: 3-1/2 TO 4 FEET. IF GREATER DEPTH IS REQUIRED EXTENSIONS SHALL BE USED TO ADJUST FH TO PROPER HEIGHT.
- BACK FILL SHALL BE OF TYPE SPECIFIED.
- D.I. PIPE BETWEEN VALVE AND FH SHALL BE BY MEANS OF MECHANICAL JOINT WITH MEGALUG PIPE CONNECTORS OR COATED THREADED TIE RODS, AS APPROVED.

FIRE HYDRANT ASSEMBLY

REV: FEB. 2020
SCALE: NTS
DET No. **5070-1**

FORD CO. MODEL		
DIA.	CORP STOP	ANGLE METER VALVE
1"	F1000-4"	KV43-444W*
1.5"	FB500-6"	FV43-666W*
2"	FB500-7"	FV43-777W*
* OR APPROVED EQUAL		

NOTES:

- WATER METER AND TAILPIECE SHALL BE FURNISHED AND INSTALLED BY CITY WATER DIVISION.
- WATER DIVISION SHALL HAVE SOLE RESPONSIBILITY FOR TAPPING LIVE MAINS.
- REFERENCE TECHNICAL SPEC. SECTION 5000.
- 1.5" & 2" SERVICE LINES SHALL BE SADDLE TAPPED WITH BRONZE DOUBLE STRAPS.

WATER SERVICE CONNECTION

REV: MAY 2011
SCALE: NTS
DET No. **5000-4**

SHEET TITLE

DETAILS

DATE: 12/13/21

DRAWN: JRW

CHECKED: NWS

REVISIONS:

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SHEET NUMBER

C4.2

JOB NUMBER: A21194.10

TOPOGRAPHIC SURVEY

STRM-MH 2550
RIM = 186.44
8" IN S = 182.75
8" IN N = 182.72
12" IN E = 182.60
12" OUT W = 182.44

SSWR-MH 2551
RIM = 186.45
8" OUT W = 181.19
8" IN NW = 181.16
8" IN S = 181.07

STRM-CB 2075
RIM = 186.55
4" IN E = 185.68
4" IN W = 185.54
12" OUT S = 184.07

STRM-CB 2458
RIM = 186.64
8" OUT N = 184.64

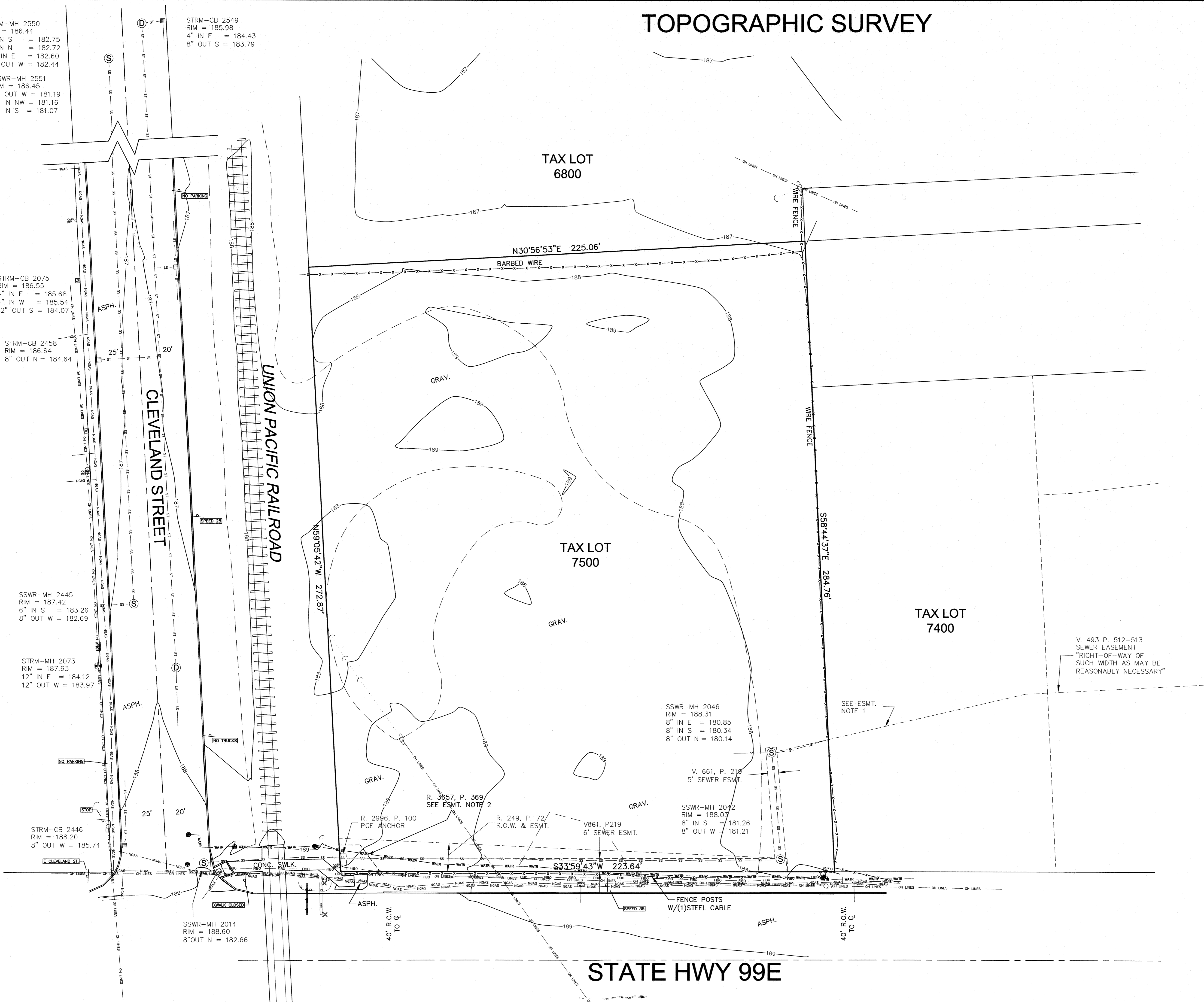
SSWR-MH 2445
RIM = 187.42
6" IN S = 183.26
8" OUT W = 182.69

STRM-MH 2073
RIM = 187.63
12" IN E = 184.12
12" OUT W = 183.97

STRM-CB 2446
RIM = 188.20
8" OUT W = 185.74

STRM-CB 2549
RIM = 185.98
4" IN E = 184.43
8" OUT S = 183.79

SSWR-MH 2014
RIM = 188.60
8" OUT N = 182.66



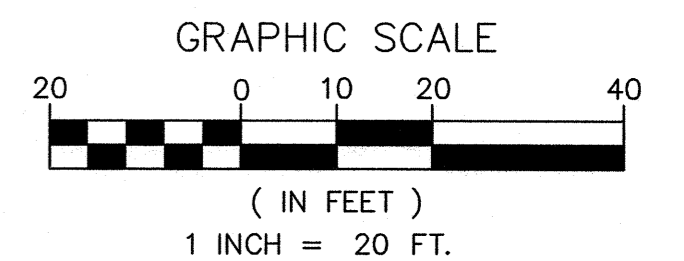
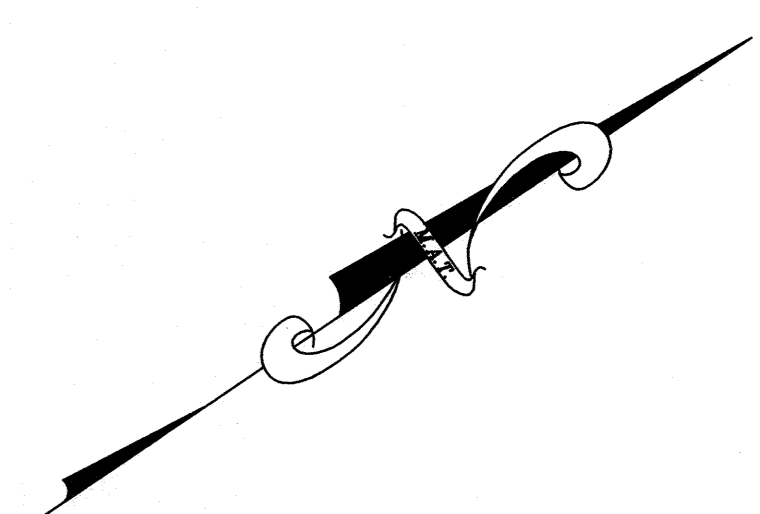
EASEMENT NOTE 1:

UNABLE TO FIND EXHIBIT "A" MENTIONED IN DEED VOLUME 481 PAGE 82 FOR THIS SECTION OF SEWER LINE. USED WOODBURN UTILITY MAP SECTION 35-MC21-39 TO SHOW APPROXIMATE/GENERAL LOCATION.

BOTH SEWER EASEMENTS DEEDS FOR TAX LOT 7400 AND 7300 HAVE A GENERAL STATEMENT AS FOLLOWS: "A PERMANENT EASEMENT AND RIGHT-OF-WAY OF SUCH WIDTH AS MAY BE REASONABLY NECESSARY TO ACCOMPLISH THE PURPOSE OF THIS EASEMENT AS HEREIN AFTER SET FORTH UPON, OVER, UNDER AND ACROSS THE REAL PROPERTY". THIS WOULD THEN POINT TO THE LOCATION OF THE EXISTING LINE, AND WOULD BE THE EASEMENT AS SHOWN BY THE WOODBURN UTILITIES MAPS AS SHOWN HEREON.

EASEMENT NOTE 2:

R. 3657, P. 369, PERMANENT EASEMENT FOR SIDEWALK, WATER, GAS, ELECTRIC AND COMMUNICATION SERVICE LINES, FIXTURES AND FACILITIES.



DISCLAIMER: THE BOUNDARY AS SHOWN IS PRELIMINARY. FURTHER FIELD SURVEY SEARCH FOR ADDITIONAL MONUMENTS AND REFERENCES IS ONGOING.

SURVEY FOR: SILCO COMMERCIAL CONSTRUCTION	
LOCATION: 119 N PACIFIC HWY (SH 99E) WOODBURN, OR 97071	
NW 1/4 SECTION 17 T5S, R1W, W.M.	CITY OF WOODBURN MARION COUNTY, OREGON
LAZER SITE / SURVEYING, LLC / RIVERSIDE	CREW: TP/EG/CG REVIEW: R.J.G./M.A.T.
2003 25TH STREET S.E. SALEM, OREGON 97302 FAX (503) 581-0901	JOB NO.: 2021-012 DATE: 06/18/2021
SCALE: 1"=20'	SHEET 1 OF 1