



Final Decision

City Council

File number(s): DR 2019-03, PLA 2019-03, & VAR 2019-02

Project name: Pacific Valley Apartments

Date of decision: December 9, 2019

Applicant: Leeb Architects; attn Robert Leeb, Principal in Charge & Doug Hamilton, 308 SW 1st Avenue, Suite 200 Portland, OR 97204-3567

Landowner: West Coast Real Estate Holdings, Attn: Eugene Labunsky, 25030 SW Parkway Avenue, Suite 110, Wilsonville, OR 97070-9816

Site location: 1310 & 1340 N. Pacific Highway; Tax Lots 051W08DC00100 & 051W08DB02800

Summary: First, the Woodburn Planning Commission held a public hearing on October 10, 2019 and unanimously approved Design Review, Property Line Adjustment, and Variance consolidated applications package (Type III) with the conditions recommended by staff through the staff report published October 3.

Second, the City Council called up the Commission decision on October 28, 2019 pursuant to Woodburn Development Ordinance (WDO) 4.02.02 and held a de novo public hearing on November 12, 2019 that resulted in the Council tentatively approving the project per the revised site and landscape plans (Attachment 106A) and strikethrough-and-underlined Conditions V3-PR and V7-AW (102B) submitted by the applicant the date of the hearing. Staff returned to Council on December 9, 2019 with this final decision document for the mayor's signature. Supplemental analyses and findings are contained in this Final Decision.

The request was for site development of 6.67 acres into 204 apartments across ten buildings A-H, J, & K. The buildings are three-story walk-ups, conventional for new construction. The complex includes also a club house / leasing office, barbeque (BBQ) pit, play area, maintenance shed, four recycling and trash enclosures, and "Jacobsen path" – a public 8-foot wide concrete bicycle/pedestrian path along where Jacobsen Road was vacated long ago, which is along the western half of the south property line and connecting the on-site walkway system with the highway sidewalk.

The subject property is in the Commercial General (CG) zoning district.

Section references are to the Woodburn Development Ordinance (WDO).

City Council Decisions on Applications:

- Design Review 2019-03 – This application is granted as modified by the applicant when it was submitted to the City Council. The application is subject to applicable conditions of approval and justified and explained by findings contained in this Final Decision.
- Property Line Adjustment 2019-03 - This application is granted as modified by the applicant when it was submitted to the City Council. The application is subject to applicable conditions of approval and justified and explained by findings contained in this Final Decision.
- Variance Requests 2019-02 – The variance requests are decided as follows:
 - Request #1. Street access minimum number (WDO 3.01.05C) - Granted.
 - Request #2. Driveway minimum number (WDO 3.04.03A.2.b) - Granted.
 - Request #3. Parking ratio minimum (WDO Table 3.05A) – Granted.
 - Request #4. Compact parking percentage maximum (WDO 3.05.03C) – Granted.
 - Request #5. Drive aisle width minimum (WDO Table 3.05C) – Granted.
 - Request #6. Parking area curb height minimum (WDO 3.06.021) – Granted.
 - Request #7. Architectural Wall (WDO Table 3.06D & 3.06.06) – Denied.

This decisions on these variance requests are subject to applicable conditions of approval and justified and explained by findings contained in this Final Decision.

Conditions of Approval:

General

G1. Prior to building permit application, the applicant shall submit revised site plans meeting the conditions of approval to the Planning Division and obtain Division approval.

G2. The applicant or successor shall develop the property in substantial conformance with the final plans submitted and approved with these applications, 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.

G3. References: The descriptions below define certain words, phrases, and assumptions in the context of the conditions of approval:

- “Access way” means an on-site walkway paved at least eight (8) feet wide to serve as a bicycle/pedestrian path to and from sidewalk – or to and from an off-street public bicycle/pedestrian path – and that is ADA-compliant.
- “ADA” refers to the federal Americans with Disabilities Act of 1990.
- “Adjusted Parcel No. 1” is the resulting west half of the subject property and fronts the highway.
- “Adjusted Parcel No. 2” is the resulting east half of the subject property.
- “Director” refers to the Community Development Director.
- “Highway” refers to N. Pacific Highway (U.S. 99E).

- “Jacobsen path” refers to an off-street public bicycle/pedestrian path that is poured concrete at least eight (8) feet wide and ADA-compliant and extends between the sidewalk and the east north-south walkway within Street Corridor “K”, a distance of at least six hundred and twenty (620) feet, and refers also to a corollary public easement that is (a) at least twelve (12) feet wide that has the path within its boundaries, (b) extends to the east line of adjusted Parcel No. 2 adjacent to Tax Lot 051W08DD02600 (1217 Greenview Drive), and (c) is to the satisfaction of the Director. (The path corridor overlaps long-vacated Jacobsen Road, and the name is an informal interim name for unique and easy reference.) Where the path crosses the asphalt south cross access drive aisle, (a) the concrete shall continue, and (b) the crossing shall be a speed table / raised crossing a minimum four (4) inches above the asphalt grade.
- “PLA” means property line adjustment.
- “PUE” means public utility easement.
- “ROW” means right-of-way.
- “Street Corridor ‘G’” refers to the southeast-northwest future local street corridor seventy (70) feet in width that assumes a ROW of sixty (60) feet plus two 5-foot PUEs. The corridor aligns with the sixty foot width of Tax Lot 051W08DA06200 (1297 Greenview Drive).
- “Street Corridor ‘K’” refers to the north-south future local street corridor seventy (70) feet in width that assumes a ROW of sixty (60) feet plus two 5-foot PUEs. The corridor east edge aligns near the southeast corner of Tax Lot 051W08DB02600 (1400 N. Pacific Highway).
- “WDO” refers to the Woodburn Development Ordinance.

G4. Due date: Unless a condition specifies otherwise, conditions including those relating to ROW and easement dedications and construction of frontage/public/street improvements are due by building permit issuance.

G5. Tree preservation: Protection during construction:

The applicant shall protect the preserved trees pursuant similar to City of Portland Title 11.60.030, specifically either the subsections set of C.1.a.(1), (3) and C.1.b., e., & f. (clear and objective) and D.; or, the subsections set of C.2.a., b., & d.-f. (arborist’s discretion) and D. as modified below and shall do so between Design Review approval and issuance of certificate of occupancy (C of O):

C. Protection methods. The Tree Plan shall show that the contractor adequately protects trees to be preserved during construction using one of the methods described below:

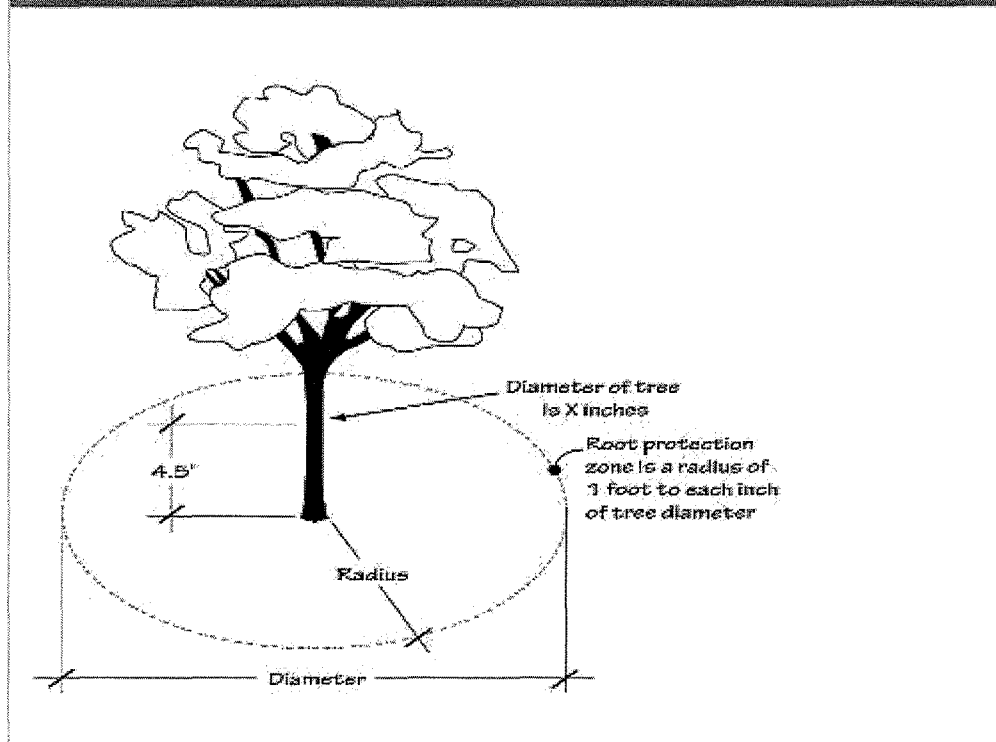
1. Clear & Objective Path.

a. A root protection zone is established as follows:

- (1) For trees on the development site - a minimum of 1 foot radius (measured horizontally away from the face of the tree trunk) for each inch of tree diameter (see Figure 80-2)

Figure 80-2

Root Protection Zone

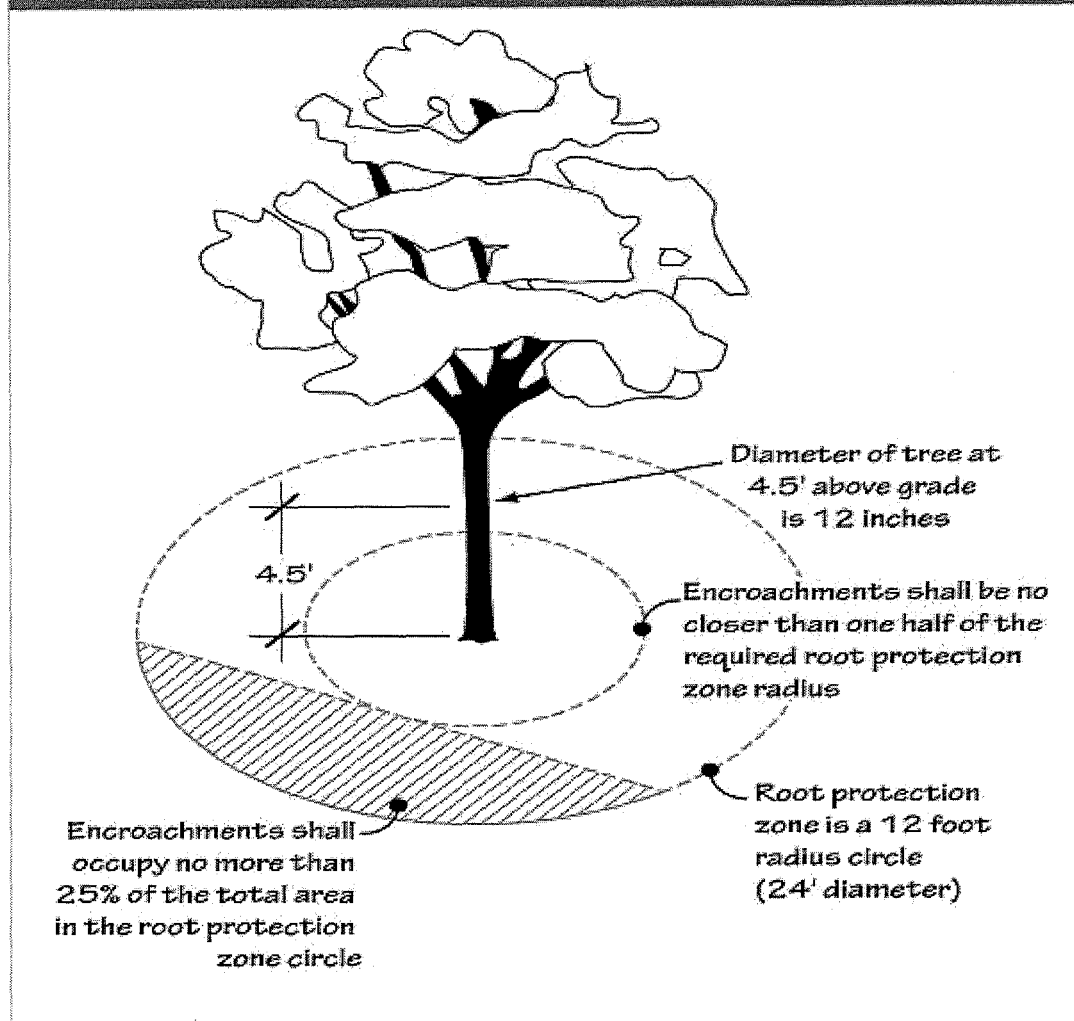


(3) Existing encroachments into the root protection zone, including structures, paved surfaces and utilities, may remain. New encroachments into the root protection zone are allowed provided:

- (a) the area of all new encroachments is less than 25 percent of the remaining root protection zone area when existing encroachments are subtracted; and
- (b) no new encroachment is closer than $1/2$ the required radius distance (see Figure 60-1);

Figure 60-1

Permissible RPZ Encroachments



b. Protection fencing

(1) Protection fencing consisting of a minimum 6-foot high metal chain link construction fence, secured with 8-foot metal posts shall be established at the edge of the root protection zone and permissible encroachment area on the development site. Existing structures and/or existing secured fencing at least 3½ feet tall can serve as the required protective fencing.

(2) When a root protection zone extends beyond the development site, protection fencing is not required to extend beyond the development site. Existing structures and/or existing secured fencing at least 3½ feet tall can serve as the required protective fencing.

e. The following is prohibited within the root protection zone of each tree or outside the limits of the development impact area: ground disturbance or construction activity including vehicle

or equipment access (but excluding access on existing streets or driveways), storage of equipment or materials including soil, temporary or permanent stockpiling, proposed buildings, impervious surfaces, underground utilities, excavation or fill, trenching or other work activities; and

f. The fence shall be installed before any ground disturbing activities including clearing and grading, or construction starts; and shall remain in place until final inspection by Planning Division staff.

2. Arborist's Discretion. When the prescriptive path is not practicable, the applicant may propose alternative measures to modify the clear and objective root protection zone (RPZ), provided the following standards are met:

a. The alternative RPZ is prepared by an arborist who has visited the site and examined the specific tree's size, location, and extent of root cover, evaluated the tree's tolerance to construction impact based on its species and health, identified any past impacts that have occurred within the root zone, and forwarded a report through the developer to Planning Division staff;

b. The arborist has prepared a plan providing the rationale used to demonstrate that the alternate method provides an adequate level of protection based on the findings from the site visit described above;

d. If the alternative methods require the arborist be on site during construction activity, the applicant shall submit a copy of the contract for those services prior to permit issuance and a final report from the arborist documenting the inspections and verifying the viability of the tree(s) prior to final inspection by the Planning Division;

e. If the alternative tree protection method involves alternative construction techniques, an explanation of the techniques and materials used shall be submitted;

f. The arborist shall sign the tree preservation and protection plan and include contact information.

D. Changes to tree protection. Changes to the tree protection measures during the course of the development may be approved as a revision to a permit provided that the change is not the result of an unauthorized encroachment into a root protection zone (RPZ), and the applicant demonstrates that the tree protection standards of this Section continue to be met. When an unauthorized encroachment has occurred, the City may pursue an enforcement action or other remedy.

G6-PW. Public Works: Follow the appended "Public Works Comments September 30, 2019" (Attachment 102A).

Design Review 2019-03

D1. ROW: To meet WDO Figure 3.01B, as part of PLA recordation and regarding N. Pacific Highway (U.S. 99E) the applicant shall dedicate six (6) feet of ROW and along the ROW a PUE of ten (10) feet.

D2. Street corridors: To meet WDO 3.01, as part of PLA recordation and regarding Street Corridors "G" & "K", the applicant shall for each dedicate either (a) sixty (60) feet of ROW and along each side a PUE of five (5) feet or (b) a PUE of seventy (70) feet.

D3. Jacobsen path: To meet WDO 3.01, the applicant shall:

- a. Easement: As part of PLA recordation and regarding said path, dedicate a PUE of at least twelve (12) feet in width and extending from the highway newly dedicated ROW to the rear east property line of adjusted Parcel No. 2. adjacent to Tax Lot 051W08DD02600 (1217 Greenview Drive); and
- b. Improvement: Improve said path per Condition G3. Also, if the path is concrete, the concrete shall continue where the path crosses the asphalt south cross access drive aisle.

D4. Cross access: To meet WDO 3.04.03B, the applicant shall:

- a. Extend from the driveway a drive aisle each to the north and south property lines of adjusted Parcel No. 1 adjacent to Tax Lots 051W08DB02700 (1390 N. Pacific Highway) and 051W08DC00300 (1220 N. Pacific Highway).
- b. To meet WDO 3.04.03B.1 & 3, establish a public access easement and private maintenance agreement to the satisfaction of the Director and revocable only with the concurrence of the Director.
- c. The easement width shall be minimum twenty (20) feet and centered on the drive aisle centerline.

D5. Parking stall double striping: To meet WDO 3.05.02K, the applicant shall delineate parking stalls with double parallel lines pursuant to Figure 3.05C and stripe them as such in the field prior to building permit final inspection.

D6. Bicycle parking near main entrance: To meet WDO 3.05.03E, prior to building permit final inspection the applicant shall provide bicycle parking within fifty (50) feet of a main entrance. In the context of a new construction apartment complex with conventional three-story buildings with open stairwells, each apartment building has two main entrances as follows:

- a. In Buildings A & C-G there are four points where a building main wall plane intersects the walkway serving building ground floor entrances and the stairwell to upper floor entrances;
- b. In Buildings B, H, & J there are two such points;
- c. Each building has either (a) two walkways with two points each totaling the four or (b) one walkway with two points total; and so
- d. The condition shall apply to two points minimum for each of Buildings A & C-G and one point minimum for Buildings B, H, & J and apply to one point minimum per walkway.

Property Line Adjustment 2019-03

PLA-1. Street access: To meet WDO 3.04.01A, landlocked adjusted Parcel No. 2 shall have access to the highway across adjusted Parcel No. 1 by means of a public access easement and private maintenance agreement to the satisfaction of the Director, and revocable only with the concurrence of the Director.

PLA-2PW. Public Works: Sewer access: Follow the appended "Public Works Comments September 30, 2019" (Attachment 102A), Comment Other 1.

PLA-3. Recording: To meet WDO 5.01.08B.5., upon City approval of the subject property line adjustment (PLA), the applicant shall revise the drawing or drawings as needed and record the re-plat with Marion County. The expiration date is per WDO 4.02.04B. Subsection 2. that refers to "the activity approved in the decision has commenced" means recordation of the subject PLA, and to this end the applicant shall apply to Marion County for recordation by April 10, 2020 and complete recordation by October 9, 2020.

Variance 2019-02

V1-SA. Street access minimum number (WDO 3.01.05C): The proposal is exempt from WDO 3.01.05C, and the applicant shall:

- a. Reserve Street Corridors "G" and "K" per Conditions G3 & D2; and
- b. Construct the public cross access drive aisles and dedicate corollary easements accordingly per Condition D4.

V2-DN. Driveway minimum number (WDO 3.04.03A.2.b):

- a. The proposal is exempt from WDO 3.04.03A.2.b., and the applicant shall:
- b. Reserve Street Corridors "G" and "K" per Condition G3 & D2; and
- c. Construct the public cross access drive aisles and dedicate corollary easements accordingly per Condition D4.

V3-PR. Off-street parking ratio minimum WDO (Table 3.05A):

- a. Dwelling ratio: The minimum ratio shall be by unit type as follows:
 - i. For each studio dwelling, 1.0 stall;
 - ii. For each one-bedroom, ~~1.85~~1.80 stalls;
 - iii. For each two-bedroom, ~~1.85~~1.80 stalls; and
 - iv. For each three or more bedroom unit type, 2.0.
- b. Clubhouse parking: Staff interprets WDO Table 3.05A row 37 such that a "community club building" (clubhouse) requires its own parking only for stand-alone clubhouses or in the context of residential subdivisions, and that apartment complex so-called clubhouses are not subject to the community club building parking ratio.
- c. Compact parking: At least twenty percent (20%) of the minimum amount of stalls shall be compact.
- d. Bicycle parking amount and distribution: The applicant shall provide a minimum number of bicycle parking stalls as follows:

- i. At least one (1) per dwelling in each dwelling in the outdoor closet of the balcony or patio in which the applicant shall install a wall-mounted folding or retractable hook designed for the hanging of a bicycle;
 - ii. At least one (1) stall at the base of each building stairwell, with each of these locations having a bicycle parking sign with minimum face dimensions of (1) foot wide by one-and-a-half (1½) feet high;
 - iii. At least four (4) stalls within fifty (50) feet of the newly dedicated highway ROW;
 - iv. At least four (4) stalls within fifty (50) feet of the Jacobsen path easement.
 - v. At least eight (8) among the clubhouse / leasing office, play area, and barbeque (BBQ) area.
 - vi. At least two (2) stalls outside and near each apartment building spaced to conform to the 50-foot distance provision of WDO 3.05.03E as applied through Condition D6.
 - vii. In no case shall the total number of bicycle parking stalls equal fewer than 1.1 per dwelling, and in no case shall the minimum coverage/sheltering from precipitation of bicycle parking be for fewer than seventeen (17) stalls.
- e. Bicycle standards: Stalls shall conform to City of Portland Title 33, Chapter 33.266.220C (amended 5/24/2018), except that the applicant may ignore subsections C6, C7, & C5c, and that C4b does not apply to the outdoor storage closets for which the minimum stall depth from wall instead shall be four (4) feet minimum. Vertical clearance instead shall be eight (8) feet or, where a stall is under stairs, six (6) feet.
- f. Sidewalk: The highway sidewalk shall remain eight (8) feet wide as proposed (instead of 6 feet typical).
- g. Access way, highway: At least one access way shall remain as proposed that extends onto the site at least three hundred (300) feet from the sidewalk.
- h. Access way, Jacobsen path: At least one access way shall remain as proposed that extends onto the site at least one hundred and seventy (170) feet from the Jacobsen path.
- i. Jacobsen path:
- a. Improvement: The applicant shall construct the proposed Jacobsen path and provide a public easement per Condition G3 & D3a.
 - b. Long-range planning: Until July 1, 2030, if any of the following were to occur, then the applicant shall construct or pay the City a fee in-lieu to construct extension of the path to either the east property line or a point no farther west than one hundred and seventy-five (175) feet west of the southeast corner of adjusted Parcel No. 2.:
 - i. The applicant or any successors and assigns apply to the City for a Type III or IV planning / land use / zoning review.
 - ii. For the neighboring property to the south, Tax Lot 051W08DC00300 (1220 N. Pacific Highway), an applicant A obtains a Type III or IV planning / land use / zoning approval to partially or wholly redevelop that property. In this scenario, the applicant or any successors and assigns need not construct or pay the City a fee in-lieu if (a) the City were to condition approval such that applicant A would be the one to construct or pay the City and (b) if the applicant or any successors and assigns grant permission to an applicant A to come onto adjusted Parcel No. 2 and construct. Also in this scenario, the applicant or any successors and assigns shall construct or pay the City for half of the path if the City were to condition approval such that the path would straddle the property line and applicant A would construct the south half side of the path or pay the City a fee in-lieu towards construction of the south half side.

- iii. A fee in-lieu shall be at least 200% of a licensed civil engineer’s cost estimate.
- c. The applicant shall install a permanent all-weather pole sign at the Jacobsen path temporary east terminus that states in lettering two (2) inches high minimum: “This Public Path is Planned for Future Extension.” The sign face shall be no lower than 3½ ft above grade and no higher than 5 ft and of minimum dimensions of one-and-a-half (1½) feet by (1) foot. This is due prior to building permit final inspection.
- j. Parking demand management: The applicant or any successors and assigns, if recouping the costs of parking, shall instead of doing so from multi-family rent do so by charging a separate, listed, and uniform parking fee and only to leaseholders whose households choose to park their vehicles on site. Guest and visitor vehicles and – if any – such stalls shall be excluded from such fee. A uniform parking fee means not charging tiered fees for garage stalls, carport stalls, reserved stalls, open air stalls, standard size stalls, or compact stalls premised on perception of some stalls being more desirable and valuable than others. It also means that the fee amount must be uniform – either as a rate or an absolute value – for all leaseholders subject to the parking fee, but does not mean that the fee must be fixed indefinitely. Documentation of the uniform parking fee is due by building permit final inspection.
- k. Trial period: Until July 1, 2021, there shall be a trial period in which the Director may receive evidence of a chronic parking overflow problem and choose to investigate, review, and act upon it, including by obtaining the latest documentation of the uniform parking fee. This condition authorizes the Director to require that the applicant or any successors and assigns apply for and receive approval of a solution to the satisfaction of the Director. The review shall default to a Type II process, but the Director may instead elevation the review to Type III to obtain Planning Commission review and decision. The Director may condition that the applicant or any successors and assigns fulfill the offer made through the revised narrative (submitted September 4, 2019, p. 13) to contact a car share company and allow a parking space or two to be allocated such a company car or cars for tenant use. (This condition does not subvert WDO 4.02.07 Modification of Conditions.)

V4-CP. Compact parking (WDO 3.05.03C):

- a. Percentage: The compact parking maximum as a percentage of the required minimum amount of parking shall be sixty percent (60%; instead of 20% typical) and hundred percent (100%) of any amount in excess of the minimum required.
- b. Striping: Each stall shall be striped “COMPACT ONLY” in lettering one (1) foot high minimum.
- c. Wheel stops: Where used, wheel stops shall be four (4) inches high maximum.

V5-DA. Drive aisle (WDO Table 3.05C):

- a. The minimum drive aisle widths shall be per the table below (instead of 24 feet typical):

<i>Parking Context</i>	<i>Minimum Drive Aisle Width (feet)</i>		
	<i>One-way Travel</i>		<i>Two-way Travel</i>
	<i>Single Lane</i>	<i>Paired Lanes</i>	
<i>Standard or ADA-compliant stalls</i>	18	10 per lane; 20 total	20
<i>Compact stalls</i>	16	9 per lane; 18 total	20
<i>No adjacent stalls</i>	10	9 per lane; 18 total	20

- b. The condition applies up to newly dedicated ROW so as not to interfere with the driveway

minimum width provisions of WDO Table 3.04A.

c. Lighting:

- i. **Full cut-off:** Exterior lighting fixtures shall be full cut-off or fully shielded models.
- ii. **Heights:**
 - (a) **Wall:** Exterior wall-mounted fixtures shall be no higher than ten (10) feet above walkway finished grade. (This height limit is not applicable to emergency egress lighting and permanent wall signs allowed through WDO 3.10 were they to have interior illumination.)
 - (b) **Parking pole:** Exterior pole-mounted fixtures within four (4) feet of or in parking, loading, and vehicular circulation areas shall be no higher than fourteen-and-a-half (14½) feet above vehicular finished grade.
 - (c) **Other pole:** Remaining exterior pole-mounted fixtures, if any, shall be no higher than twelve (12) feet above grade.

V6-CH. Curb dimensions (WDO 3.06.021): Curb or curbing that delineates on-site walkways and landscaped, parking, and vehicular circulation areas shall have a minimum height and width each of four (4) inches (instead of 6 inches typical).

V7-AW. Architectural Wall (WDO Table 3.06D & 3.06.06): No Commission conditions remain because the Council denied the wall variance request.

~~a. The east rear property line subject to the Architectural Wall provisions of Table 3.06D and 3.06.06 is exempt from those provisions.~~

~~b. Landscaping:~~

- ~~i. The applicant shall landscaped the east rear setback of six (6) feet to the minimum planting density of WDO Table 3.06A, row "Buffer yards".~~
- ~~ii. The landscaping shall include evergreen shrubbery planted at the large category minimum size per WDO Table 3.06B.~~
- ~~iii. The applicant shall include within the landscaping of the east rear setback of ten (10) feet at least seven (7) trees of which at least three (3) shall be large category large per WDO Table 3.06B.~~

~~c. Lighting:~~

- ~~i. Full cut off: Exterior lighting fixtures shall be full cut off or fully shielded models.~~
- ~~ii. Heights:~~
 - ~~(a) Wall: Exterior wall-mounted fixtures shall be no higher than ten (10) feet above walkway finished grade. (This height limit is not applicable to emergency egress lighting and permanent wall signs allowed through WDO 3.10 were they to have interior illumination.)~~
 - ~~(b) Parking pole: Exterior pole-mounted fixtures within four (4) feet of or in parking, loading, and vehicular circulation areas shall be no higher than fourteen-and-a-half (14½) feet above vehicular finished grade.~~
 - ~~(c) Other pole: Remaining exterior pole-mounted fixtures, if any, shall be no higher than twelve (12) feet above grade.~~

~~d. Railings/fence: The following applies to the Building C four patios closest to the east rear property line: To lessen encroachment of persons and outdoor storage into the rear setback, the outermost edges of the patio concrete slabs shall have either metal railings or cedar fencing at least three (3) feet high but no more than five (5) feet high.~~

Expiration: Per Woodburn Development Ordinance (WDO) 4.02.04B., a final decision expires within three years of the date of the final decision unless:

1. A building permit to exercise the right granted by the decision has been issued;
2. The activity approved in the decision has commenced; or
3. A time extension, Section 4.02.05, has been approved.

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. Records: Staff recommends that the applicant retain a copy of the subject approval.
2. Fences, fencing, & free-standing walls: The approval excludes any fences, fencing, & free-standing walls, which are subject to WDO 2.06 and the permit process of 5.01.03.
3. Signage: The approval excludes any signage, which is subject to WDO 3.10 and the permit process of 5.01.10.
4. PLA Time Limit: WDO 4.02.04B. specifies that, "A final decision on any application shall expire within three years of the date of the final decision unless: 1. a building permit to exercise the right granted by the decision has been issued; 2. the activity approved in the decision has commenced; or 3. a time extension, Section 4.02.05, has been approved. Because unrecorded re-plats lingering indefinitely have burdened staff, a condition sets sooner time limits for subsection 2. to begin and finish recordation.
5. PLA Mylar signature: The Community Development Director is the authority that signs plat Mylars and not any of the mayor, City Administrator, Public Works Director, or City Engineer. Only one City signature title block is necessary.
6. PLA Plat Tracker: Marion County maintains a plat tracking tool at <http://apps.co.marion.or.us/plattracker/>. Use it to check on the status of a recordation request to the County. City staff does not track County plat recordation.
7. 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.
8. 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.
9. Stormwater management: The storm sewer system and any required on-site detention for the development must comply with the City Storm Water Management Plan, Public Works storm water practices and the Storm Drainage Master Plan.

10. 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, as well as current Public Works construction specifications, Standard Drawings, Standard Details, and General Conditions.
11. ROW:
 - a. Dedication: The Public Works Department Engineering Division has document templates for ROW and easement dedications that applicants are to use.

ROW – and public utility easement (PUE) – dedications are due prior to building permit issuance per Public Works policy.
 - b. Work: All work within the public ROWs or easements within City jurisdiction must require plan approval and permit issuance from the Public Works Department. All public improvements construction work must be performed in accordance with the plans stamped “approved” by the City, and comply with the City’s Standard Specifications and Standard drawings.
12. Franchises: The applicant provides for the installation of all franchised utilities and any required easements.
13. 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.
14. 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.
15. 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.
16. SDCs: The developer pays System Development Charges prior to building permit issuance. Public Works Department staff will determine the water, sewer, storm and parks SDCs after the developer provides a complete Public Works Commercial/Industrial Development information sheet.

Council Call-up Supplemental Analyses & Findings for VAR 2019-02 [Request 7: Architectural Wall]:

The following supplements the original analyses and findings for the consolidated applications package by presenting analyses and findings for the City Council denial on November 12, 2019 of the Architectural Wall variance request. It also replaces in particular the staff findings in the Planning Commission staff report Attachment 102 that were in support of the wall variance request.

The decision is premised on the request failing to meet one of the two variance criteria, that strict adherence to the standards of this ordinance remains possible and would not impose an excessive burden on the property owner (WDO 5.03.12B.1) based on a few factors.

Among the factors in WDO 5.03.12C, the Council found that granting the variance would be materially injurious to adjacent properties, specifically the six house lots along the west side of Greenview Drive, because of visual and noise factors (C.2.a), the decision is based in part on public testimony and photorealistic renderings evidence, indicating that apartment upper-floor balconies would eliminate house rear yards privacy and testimony alleging occupation of balconies and presence of children as sources of noise. The Council found that conventional contemporary three-story apartment buildings close to the east rear property line conflict with the six one-story houses along the west side of Greenview Drive, thus justifying the administration of the wall provisions in WDO Table 3.06D and 3.06.06.

Accordingly, because the Council denial made moot the applicant's revisions to Condition V7-AW, staff struck most of condition. Staff relocated V7-AWc (exterior lighting fixture height maximums) to Condition V5-DA.

Appeals: Per WDO 4.01.11E., the decision is final unless appealed pursuant to Oregon Revised Statutes (ORS), state administrative rules, and WDO 4.02.01. The appeal due date to the Oregon Land Use Board of Appeals (LUBA) is three weeks (21 days) from the final decision date per Oregon Revised Statutes (ORS) 197.830(9) and Oregon Administrative Rules (OAR) 661-010-0015. A valid appeal must meet state requirements.

A copy of the decision is available for inspection at no cost, and the City would provide a copy at reasonable cost at the Community Development Department, City Hall, 270 Montgomery Street, Woodburn, OR 97071. For questions or additional information, contact Vicki Spitznogle, Administrative Assistant, at (503) 982-5246 or vicki.spitznogle@ci.woodburn.or.us.

Attachments:

- Planning Commission Oct. 10, 2019 Staff Report Attachment 101. Marked Tax Maps (2 sheets)
- 102A. Public Works Comments September 30, 2019 (2 pages)
- 102B. Applicant's testimony Nov. 12, 2019 (2 pages)
- 104. Highway 99E Corridor Plan excerpted (2012; 9 pages)
- 105. Transportation System Plan (TSP) Figure 7-1 (2005)
- 106. Site plans (submitted Sept. 4, 2019; abridged from 18 to 17 sheets)
- 106A. Revised site and landscape plans Nov. 12 2019 (2 sheets)

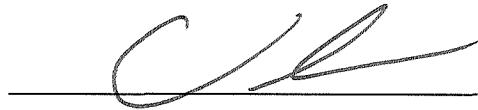
Sincerely,



Colin Cortes, AICP, CNU-A

Senior Planner

Affirmed,



Eric Swenson, Mayor

December 9, 2019

ES/cmc

cc: Chris Kerr, Community Development Director

Dago Garcia, P.E., City Engineer

Ted Cuno, Building Official

Jason Space, GIS Technician

Robert Leeb, Principal in Charge, Leeb Architects (applicant)

Doug Hamilton, Leeb Architects (project manager)

Eugene Labunsky, West Coast Real Estate Holdings (landowner)

Testifiers (13 in order of street address):

David Rosales (1160 Greenview Dr)

Lupita Peña-Baltazar (1165 Greenview Dr)

Ricardo Vazquez Rodriguez (1189 Greenview Dr)

Marlene Hernandez (1199 Greenview Dr)

Craig Roushausen & Sandra Camacho-Otero (1235 Greenview Dr)

Ida Allen (1258 Greenview Dr)

Ulf & Kim Bjorkland (1281 Greenview Dr)

Alex, Fred, & Filanida Muraviov (1297 Greenview Dr)

Merle Stutzman (11623 Broadacres Rd NE, Hubbard, OR 97032)

Marion County Assessor's Office

05 1W 08DB

SEE MAP 051W08B

SEE MAP 051W08A

05 1W 08DB WOODBURN



MARION COUNTY, OREGON
NW1/4 SE1/4 SEC8 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.
 - ⊕ 16, 15 Section Corner
 - ⊕ 21, 22

NUMBERS

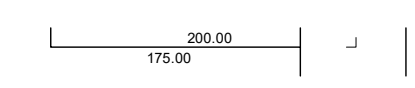
Tax Code Number
000 00 00 0

Acreage
0.25 AC

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

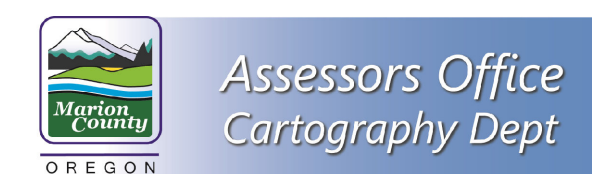
NOTES

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



CANCELLED NUMBERS	
100	
200	
600	
700	
800	
1600	
2100	
2500	

DISCLAIMER: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY



FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT www.co.marion.or.us Attachment 101

PLOT DATE: 5/17/2019

WOODBURN 05 1W 08DB

05 1W 08DB



P.P. 91-66

P.P. 2019-010

P.P. 97-106

SUB.

1001 PAR. 2 0.21 AC
1000 PAR. 1 0.29 AC

NOTE: ASSESSED WITH TAX LOT 500 ON MAP 05 1W 08DA

NOTE - REMAINDER OF THIS PARCEL ON MAP 05 1W 08DA

(MR 57)

CS 34642

SEE MAP 051W08DA

SEE MAP 051W08CA

SEE MAP 051W08CD

SEE MAP 051W08DC

SEE MAP 051W08DD

MT HOOD AVE

LENNER'S

HIGHWAY

PACIFIC HIGHWAY No. 99E

MT JEFFERSON AVE

VAN LIEU CT

ALEXANDRA AVE

JAMES ST.

GREENVIEW

103 03 03 5

103 03 93 5

103 03 03 5

103 03 93 5

103 03 93 5

1400A1

1300 PARCEL 2 1.07 AC

1100

1200 2.93 AC

1400 PARCEL 1 3.04 AC

1500 PARCEL 2 4.44 AC

1501 PARCEL 2 1.22 AC

1502 PARCEL 1 0.67 AC

1700 0.94 AC

1800

1901 0.43 AC

1900 0.53 AC

2200 0.95 AC

2300

2400 0.95 AC

2800

2600

2700

300 9.68 AC

103 03 93 5

1/16 COR

1/16 COR

1/16 COR

1/16 COR

1/16 COR

1/16 COR

05 1W 08DC

05 1W 08DC WOODBURN



MARION COUNTY, OREGON
SW1/4 SE1/4 SEC8 T5S R1W W.M.
SCALE 1" = 100'

LEGEND

LINE TYPES

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

CORNER TYPES

1/16TH Section Cor.	1/4 Section Cor.
DLC Corner	Section Corner
	16 15
	21 22

NUMBERS
Tax Code Number
000 00 00 0
Acreege **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

CANCELLED NUMBERS

200	9001	
600	9101	
800	9201	
1000	9401	
1100		
4900		
5000		
5100		
5200		
5300		
5400		
5500		
5600		
6200		
8401		
8701		
8801		

DISCLAIMER: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY



*Assessors Office
Cartography Dept*

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

PLOT DATE: 7/18/2018

WOODBURN 05 1W 08DC



05 1W 08DC

SEE MAP
051W17BA

SEE MAP
051W17AB

SEE MAP
051W08CA

SEE MAP
051W08DB

SEE MAP
051W08DA

SEE MAP
051W08DD

SEE MAP
051W17

SEE MAP
051W08CD

**Design Review DR 2019-03;
Property Line Adjustment PLA 2019-03;
Variance VAR 2019-02
1310-1340 N Pacific Hwy
Public Works Comments**

September 30, 2019

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. The storm drainage hydraulic analysis shall comply with both ODOT and City's requirements.
3. The applicant shall obtain approval from ODOT for the proposed access to Pacific Highway (Hwy 99E). The access shall comply with both ODOT and City's requirements.
4. 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.

CONDITIONS TO BE ADDRESS DURING THE BUILDING PERMIT APPLICATION

5. All City-maintained facilities located in private property shall require a minimum of 16-foot wide utility easement conveyed to the City by the property owner. This is the applicant's responsibility to provide, not the City's. Utilities of unusual depth, size or location may require a larger width.
6. Provide and record the required right-of-way dedication, public utility easements, pedestrian easements, and waterline easements prior to building permit issuance.
7. 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
8. Department of Environmental Quality Erosion Control 1200C permit will need to be obtained for this development prior to City issuance of permit.
9. If required a Permit from the Oregon Division of State Lands and US Army Corps of Engineering will need to be obtained to mitigate/delineated wetlands. This shall be obtained prior to city issuance of permit.
10. Street lighting plan and design shall be approved by the City and ODOT.

11. All sewer mains are a gravity system and the termini of sewer lines locations and depths shall be such that it is suited for future extensions to adjoining areas. Extend sanitary sewer main to northerly property line, end line with a manhole.
12. Sewer main located on the south side of the property shall be properly abandon according to Public Works or Building Department requirements. The line to be abandon by either filling the line with CDF or removing the line, requirement is pending final location of proposed buildings and existing sewer line.
13. All sanitary sewer laterals serving the proposed developments are private up to the main line. The main line is located along Highway 99E.
14. The water mains serving this development shall be a looped system, shall be sized in accordance with flow and fire protection requirements.
15. Fire hydrants locations and fire protection requirements shall be as per the Woodburn Fire Districts and City of Woodburn requirements.
16. Actual fire hydrant locations and in-line valving locations shall not be determined until the construction final plan review.

OTHER:

1. Each lot, shall have its own sanitary sewer service connection to the main with proper private easements.



12 November 2019

Colin Cortes
City of Woodburn Community Development Department
970 N. Cascade Drive
Woodburn, OR 97071

Reference: DR 2019-03, PLA 2019-03 & VAR 2019-02 "Pacific Valley Apartments" at
1310 & 1340 N. Pacific Hwy (Tax Lots 051W08DC00100 &
051W08DB02800)

Subject: Proposed Revisions to Design Review Application & Conditions of Approval

Dear Mr. Cortes,

In anticipation of the 11/12/19 City Council call-up hearing of Pacific Valley Apartments, the following revisions to the Design Review application are proposed:

1. Building C is rotated into a north-south direction to angle the building away from the east property line.
2. The drive aisle in front of Building C is reduced from double loaded parking to single loaded and the total number of parking spaces is reduced from 382 spaces to 373 spaces.
3. The unit mix of Building C is revised to change six (6) two-bedroom units to six (6) one-bedroom units and to reduce the building length by eleven (11) feet.
4. Landscaping between Building C and the east property line is revised to increase the buffer to the neighboring lots.

The Conditions of Approval issued in the 10/10/19 Planning Commission Final Decision are proposed to be revised as follows:

V3-PR. Off-street parking ratio minimum WDO (Table 3.05A):

- a. Dwelling ratio: The minimum ratio shall be by the unit type as follows:
 - i. For each studio dwelling, 1.0 stall;
 - ii. For each one-bedroom, ~~1.85~~ **1.80** stalls;
 - iii. For each two-bedroom, ~~1.85~~ **1.80** stalls; and
 - iv. For each three or more bedroom unit type, 2.0.

V7-AW. Architectural Wall (WDO Table 3.06D & 3.06.06):

- iii. The applicant shall include within the landscaping of the east rear setback of ten (10) feet at least ~~seven (7)~~ **nine (9)** trees of which at least ~~two (2)~~ **three (3)** shall be large category per WDO Table 3.06B.

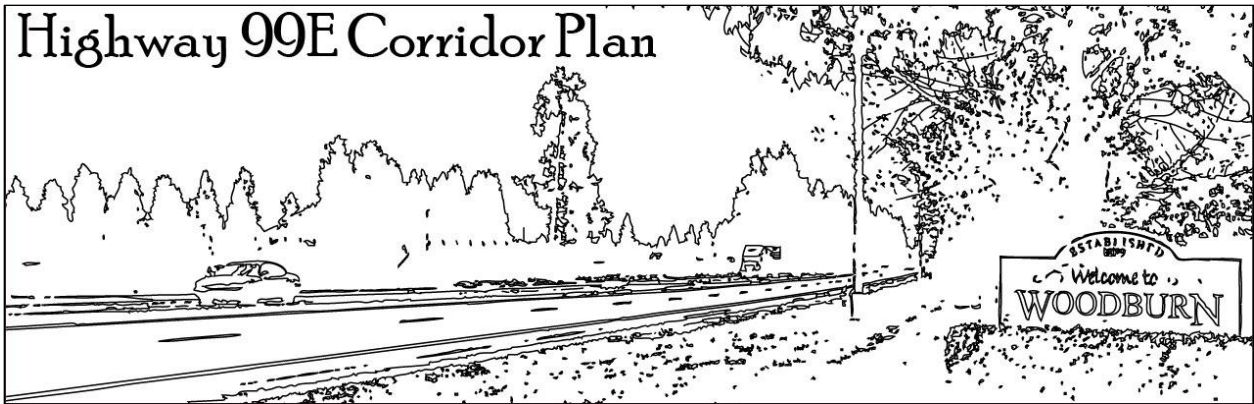


The following exhibits are attached as revisions to the Design Review application (electronic and hard copies):

- Exhibit 02 Site Plan/ Project Information (11/11/19)
- Exhibit 17 Landscape Yard Plan (11/11/19)

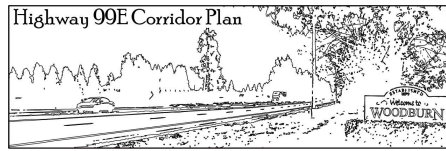
Sincerely,
Leeb Architects LLC

Doug Hamilton



Highway 99E Corridor Plan

Adopted July 9, 2012



consists of a single-story building with a surface parking lot in front of it; however, the size and configuration of the building and the parking lot vary by site.

Large-scale redevelopment opportunities in the central part of the corridor are limited to the area around the Mt. Hood / Molalla / Highway 99E intersection. There are a number of small to medium-scale or infill redevelopment opportunities between Mt. Hood / Molalla and Lincoln. Redevelopment south of Lincoln will face greater challenges due to the number of smaller and shallow parcels in this area.

South of Cleveland there is substantial vacant and redevelopable land. Comprehensive Plan designations in this area include Industrial, Commercial, Low-Density Residential, and Medium-Density Residential. Existing land uses include a variety of commercial/industrial uses such as self-storage, manufactured home sales, a bank, automobile repair and salvage, and food processing businesses; a small apartment complex; a manufactured housing development; and farms.

Corridor Design Tools

A variety of tools and strategies can be used throughout the Highway 99E corridor to improve pedestrian and bicyclist access, comfort and mobility, corridor aesthetics, and safety for all users in the corridor. These tools and strategies were identified and described in *Technical Memorandum #5: Opportunity Design Toolbox* (April 7, 2011). The Toolbox includes Bicycle and Pedestrian Facilities such as Crossing Treatments, Sidewalks and Bike Lanes, and Connectivity; Streetscape Elements; Gateways; Signage; Site Development; Access Management; and Redevelopment Opportunities. The tools described formed the building blocks of the initial corridor design options developed by the Project Team, and the most suitable tools have been incorporated into the recommendations in the Corridor Plan.

V. Corridor Plan Overview

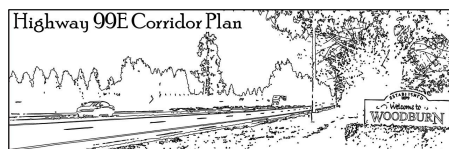
The corridor was divided into four segments for the purposes of developing land use and transportation recommendations.⁶ The boundaries of the corridor segments are shown on Figure 2. **This section summarizes the key land use and transportation changes associated with the Corridor Plan. These are also illustrated graphically in Figure 2: Key Corridor Enhancements on page 12.**

Transportation

Highway 99E Cross-Sections

The Corridor Plan proposes no physical streetscape changes to Highway 99E north of Lincoln (Segments 1 and 2). South of Lincoln (in Segments 3 and 4), the highway would be widened to accommodate bike lanes, sidewalks, street trees, and room for amenities such as street lights and enhanced transit stops, bringing the highway up to the City's adopted Major Arterial standards. While motor vehicle and freight mobility remains the highway's primary purpose, the landscaping and wider sidewalks would help make

⁶ See *Draft Corridor Plan Design Concepts* (May 2011) for further explanation of how the corridor was divided into segments. Fundamentally, the four segments reflect differences in existing land use and transportation conditions and, as anticipated in earlier stages of this project, now reflect different land use, urban design, and transportation solutions.



the highway safer and more attractive for pedestrians. The existing 80-foot right-of-way would need to expand to approximately 100 feet in Segment 3 (from Lincoln to south of Cleveland) to accommodate these physical streetscape improvements. South of Cleveland (in Segment 4), the roadway would be widened from the existing two-lane highway to add a continuous two-way left turn lane, wider shoulders (also serving as buffered bike lanes), and sidewalks (separated from the travel lanes by a landscaped buffer or vegetated stormwater swale). Here, these improvements would likely fit within the existing right-of-way. The proposed cross-sections for each segment of the highway are shown in Figure 3: Roadway Cross-sections for Highway 99E on page 13.⁷

Intersection Modifications

The other key modification proposed for the roadway system is a recommended change to street connections and circulation surrounding the Young Street and Cleveland Street intersections. Currently, the intersections of Birds Eye and Highway 214 and of Silverton and Highway 99E are located very close to other intersections and intersect at odd angles, creating a dangerous situation for drivers. This area has a history of crashes due to these issues.

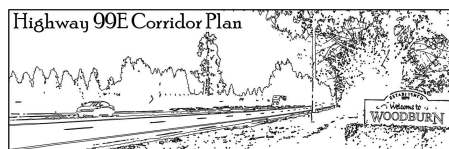
The Plan proposes to restrict turn movements at these intersections in the short-term, and close them completely and vacating the public street right-of-way in the long term⁸ (conceptual illustrations of the short-term modifications are shown in Figure 4 on page 14; long term conceptual alignments are shown on Figure 5 on page 15). Consistent with the City's adopted TSP, a new traffic signal is planned at Cleveland Street and Highway 99E (this is shown on Figure 5).⁹ No changes are proposed to the existing Bird's Eye Avenue railroad crossing. The intersection of George Street and OR 214 is also recommended for closure in the long term, once a suitable connection is made at the eastern end of George Street. It is important to note that the solutions illustrated on pages 14 and 15 are conceptual in nature and are intended to express a short and long term way forward to improve conditions at this intersection. Further refinement will take place in close consultation with the business and property owners affected as engineering designs are produced, prior to any changes being made. The specific needs of the businesses in the area for vehicle access (including trucks) will be taken into consideration during the engineering design stage.

The proposed turn restrictions and eventual street closures would enhance safety in the area by reducing vehicle turning conflicts. In addition, vacation of the street right-of-way that would no longer be needed after closure of the streets would create an opportunity for lot consolidation (i.e. the opportunity for a single property owner or developer to acquire a group of properties and bring them under common ownership), adding approximately 27,000 square feet of developable commercial land at this highly visible corner location.

⁷ ODOT Rail Division has advised that a two-way center turn lane on Highway 99E should not approach any closer than 325 feet to the existing railroad track on either side of the crossing. This is because it is important for drivers to focus on the crossing and be alert for signals without the added distraction of turn movements, jockeying for position, and potential sideswipe collisions in the immediate approaches to a crossing. Two-way turn lane traffic is difficult to control and presents a temptation to motorists to drive around lowered crossing gates.

⁸ Note that vacation of right-of-way may require action by both the City and ODOT.

⁹ Prior to installation in this location, a new signal must meet ODOT traffic warrants, have Region 2 Traffic Manager support, and obtain State Traffic Engineer Office approval.



Other Transportation Improvements

Additional transportation improvements are identified in Appendix B and summarized briefly below:

- Measures to improve safety and convenience for pedestrians crossing Highway 99E, such as enhancements at signalized intersections and mid-block protected crossings.
- Signal timing and intersection improvements to accommodate the expected changes in traffic flow due to closing the Silverton Avenue intersection and the increased traffic generation potential from the new Mixed Use area.
- Improvements to connectivity through new street connections and bicycle / pedestrian accessways.
- Adoption of access management policies for the corridor to improve safety for vehicles, bicycles, and pedestrians. (Recommendations related to access management are addressed in Section VII beginning on page 23.)

Land Use and Urban Design

The centerpiece of the land use and design features of the Corridor Plan is a new “Mixed Use Village” centered at the intersection of Young Street and Highway 99E. The mixed use area is intended to provide an activity node on Highway 99E and a sense of connection to Downtown Woodburn. The new Mixed Use Village will be implemented through a new zoning designation with a slightly different mix of uses and different set of site design standards than exists today under the existing General Commercial zoning. Over time, through new development and redevelopment, the new zone will create a more pedestrian-oriented, walkable streetscape with buildings close to the sidewalk and parking lots situated to the rear or side of buildings. The proposed new zone is described in more detail in Section VIII beginning on page 30.

The proposed new zone will be implemented in phases, beginning with an area near the Young Street intersection (“Phase 1”), where a gateway treatment and other public investments could help spur redevelopment. The new zone will be applied throughout the remainder of Segment 3 when improvements to Highway 99E are programmed.¹⁰ The exception is for properties currently outside city limits, where the new zone will be applied upon annexation into the city. This phasing approach is illustrated on Figure 2.

Conceptual illustrations of potential redevelopment in the Mixed Use Village are provided in Section IV. These illustrations are intended to show what future development *could* look like within the Mixed Use Village; they are aspirational rather than regulatory.

Outside of the Mixed Use Village, the land use regulations would remain largely unchanged, although modifications related to access management, special street setbacks, and frontage improvements would apply throughout the corridor. These recommendations are summarized in Section VI.

¹⁰ Rezoning is recommended to occur for Phase 2 through a legislative action by the City once funding for the detailed engineering design of the improvements to Highway 99E in Segment 3 is committed.

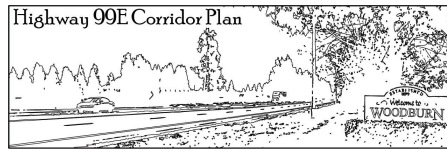
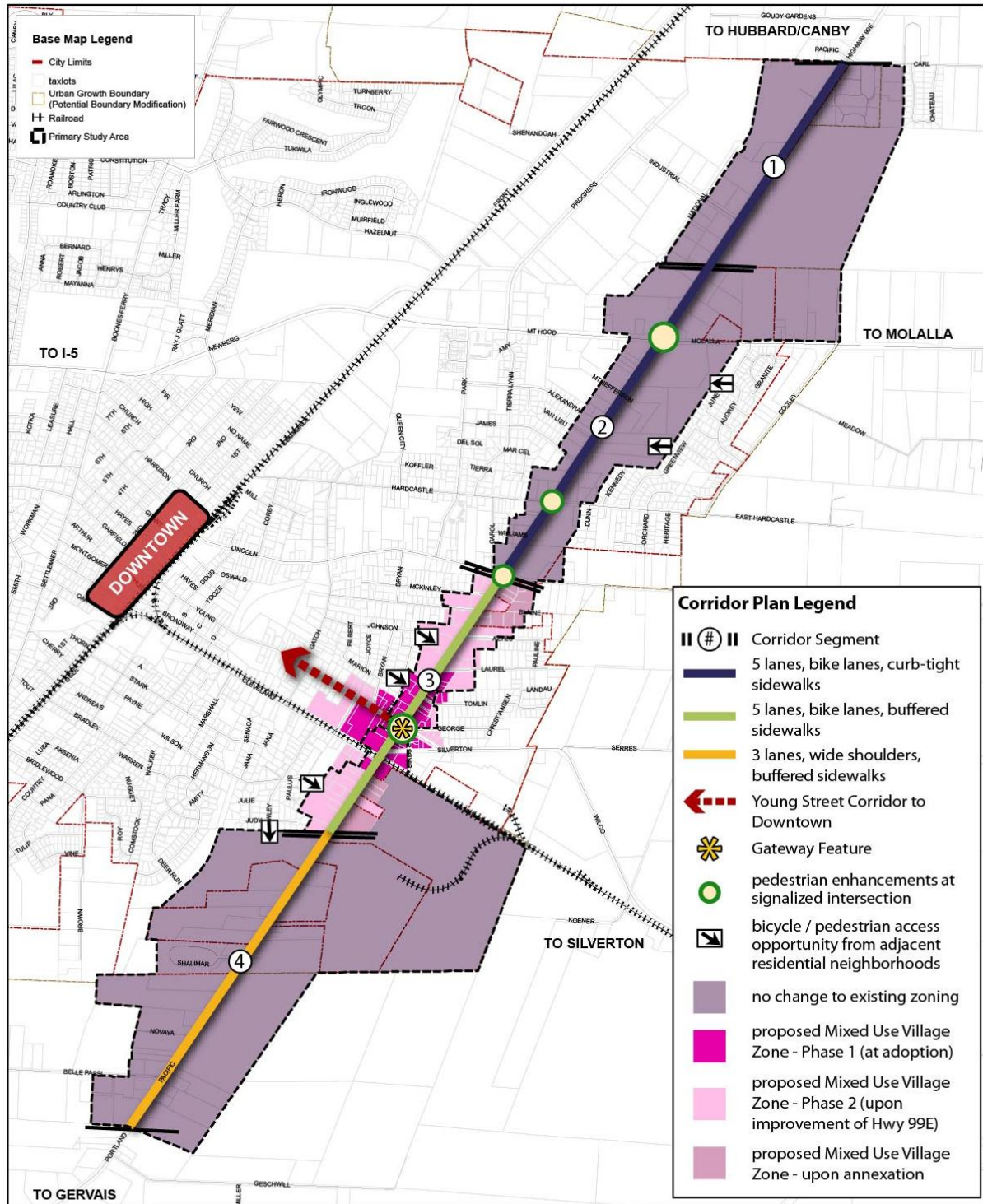


Figure 2: Key Corridor Enhancements

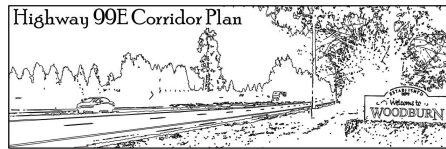


City of Woodburn
Highway 99E Corridor Plan

JANUARY 2012

Key Corridor Enhancements





- Close the intersection of George Street at Highway 214 to through motor vehicle travel, leaving it accessible by pedestrians, bicycles, and emergency vehicles only. This project shall not be constructed prior to the project that would construct a new local street connecting George Street to Highway 214 just west of the urban growth boundary (see New Streets, project (a)).

New Streets

The following projects are added to the intermediate to long-term (next 10-15 years) project list on page 7-6 of the TSP:

- Construct a new local street connecting George Street to Highway 214 just west of the eastern urban growth boundary.
- Enhance north-south connectivity of local streets paralleling the Highway 99E corridor as part of property development or subdivision and/or by extending Cooley Road from Hardcastle Avenue to Highway 214.²⁸

Pedestrian Plan

The pedestrian plan described on pages 7-9 and 7-10, as well as Figure 7-3, of the TSP is amended to include the following projects:

- Install countdown pedestrian timers and construct ADA enhancements at signalized intersections along Highway 99E.
- Construct curb extensions to shorten pedestrian crossing distances on approaches to Highway 99E where appropriate (no curb extensions are to be constructed that would narrow the width of Highway 99E itself). Street approaches where curb extensions should be considered include: Alexandria Avenue, James Street, Williams Street, Blaine Street, Aztec Drive, Laurel Avenue, and Tomlin Avenue.
- **Provide pedestrian and bicycle access to Highway 99E from adjacent residential neighborhoods. This will require development of accessways and obtaining easements.** Pedestrian/bicycle accessways must include a paved surface of at least 10 feet wide with a minimum vertical clearance of 10 feet. Potential locations for pedestrian/bicycle accessways connecting to Highway 99E include: from June Way (near the Audrey Way intersection), from Johnson Street, from Elm Street, from Wilson Street, and from Hawley Street (possibly part of future street extension).
- Construct enhanced pedestrian crossings of Highway 99E. Identification of crossing locations should occur through collaborative efforts with the community and the Oregon Department of Transportation. The maximum potential for enhanced pedestrian crossing locations is estimated to include: three crossings between Mt Hood Avenue and Hardcastle Avenue, one crossing between Hardcastle Avenue and Lincoln Street, and three crossings between Lincoln Street and

²⁸ Because an extension of Cooley Road as described would run outside of the city's UGB, it is included as a purely conceptual project to be considered at a later date if the land in question is eventually added to the UGB. The incremental improvement of north-south connectivity through new street connections east of Highway 99E may accomplish the same objective and eliminate the need for Cooley Road itself to be extended.

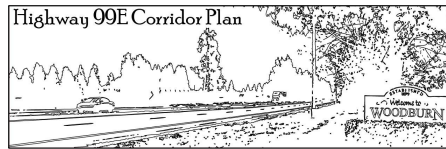
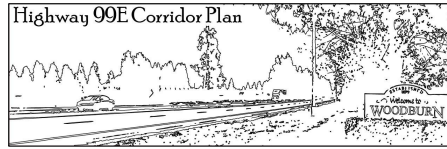


Table B1: Cost Estimates for Proposed Transportation Improvements

Project No.	Project Title	Estimated Capital Cost*	Owning Jurisdiction**
Ten to Fifteen Years (2010-2020)			
Tier 1: Short Term Projects			
1	Restrict turning movements and eventually close Silverton Avenue intersection with Highway 99E	\$16,000	State/City
2	Restrict turning movements and eventually close Birds Eye Avenue intersection with Highway 214	\$23,000	State/City
3	Implement Traffic Management Plan for Highway 99E corridor	\$45,000	State
4	Install pedestrian countdown timers and construct ADA ramps at signalized intersections on Highway 99E (3 intersections)	\$110,000	State
5	Construct curb extensions on select approaches to Highway 99E - parallel to highway, not narrowing highway (8 intersections)	\$60,000	State/City
6	Construct enhanced pedestrian crossings along Highway 99E (7 total)	\$280,000	State
Tier 2: Medium Term Projects			
7	Coordinate Highway 99E traffic signals from Hardcastle Avenue to Young Street (and future Cleveland Street signal)	\$55,000	State
8	Improve Highway 99E/Young Street intersection to add a westbound lane (providing separate left, through, and right lanes) and protective-permissive left turn phasing on eastbound and westbound approaches	\$550,000	State
9	Close George Street intersection with Highway 214, maintaining passage for pedestrians, bicycles, and emergency vehicles	\$60,000	State/City
10	Construct new local street connecting George Street to Highway 214 just west of the eastern UGB	\$425,000	City
11	Extend Mill Creek corridor off-street pathway to Belle Passi Road	\$840,000	County/City
12	Construct pedestrian/bicycle accessways between Highway 99E and residential areas (total of 5 locations – highly variable costs)	\$675,000	City
Tier 3: Long Term Projects			
13	Highway 99E widening from Lincoln Street to 1,150 feet south of Cleveland Street	\$7,150,000	State
14	Highway 99E widening from 1,150 feet south of Cleveland Street to proposed southern UGB	\$5,130,000	State
15	Improve roadway lighting along Highway 99E corridor (assumed 60% of corridor)	\$2,110,000	State
16	Enhance north-south connectivity of local streets paralleling the Highway 99E corridor as part of property development or subdivision	\$8,270,000	County/City



and/or by extending Cooley Road from Hardcastle Avenue to Highway
214 ***

Grand Total

\$25,799,000

Notes:

* Cost estimates are in 2011 dollars.

** Owning Jurisdiction does not necessarily indicate the likely funding source for the improvement. In some cases, private development or other funding sources may contribute part or all of the cost of the improvement.

*** Because an extension of Cooley Road would run outside of the city's UGB, it is included as a conceptual project to be considered at a later date if the land in question is eventually added to the UGB. The incremental improvement of north-south connectivity through new street connections east of Highway 99E may accomplish the same objective and eliminate the need for Cooley Road itself to be extended.

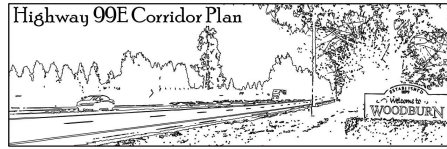
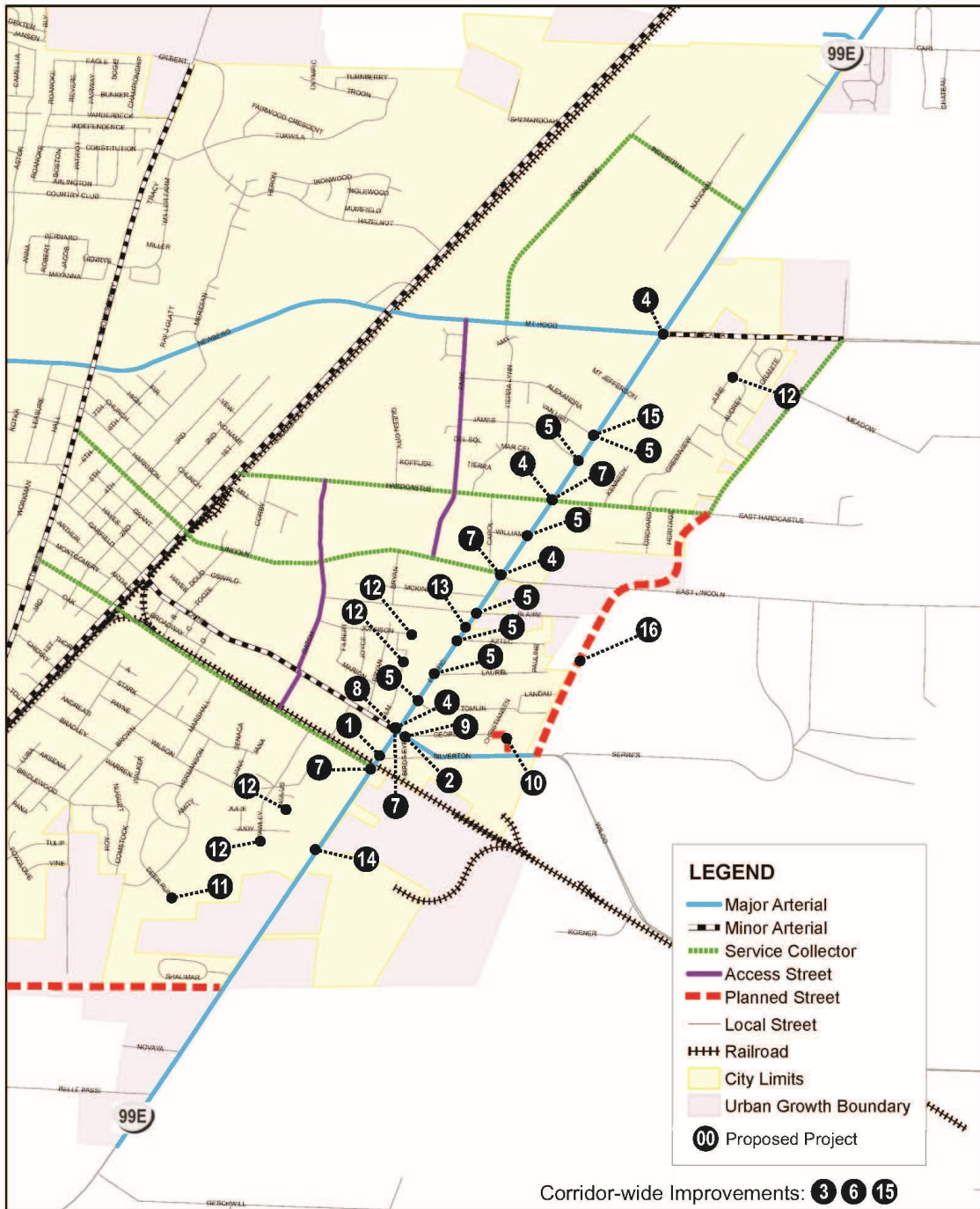


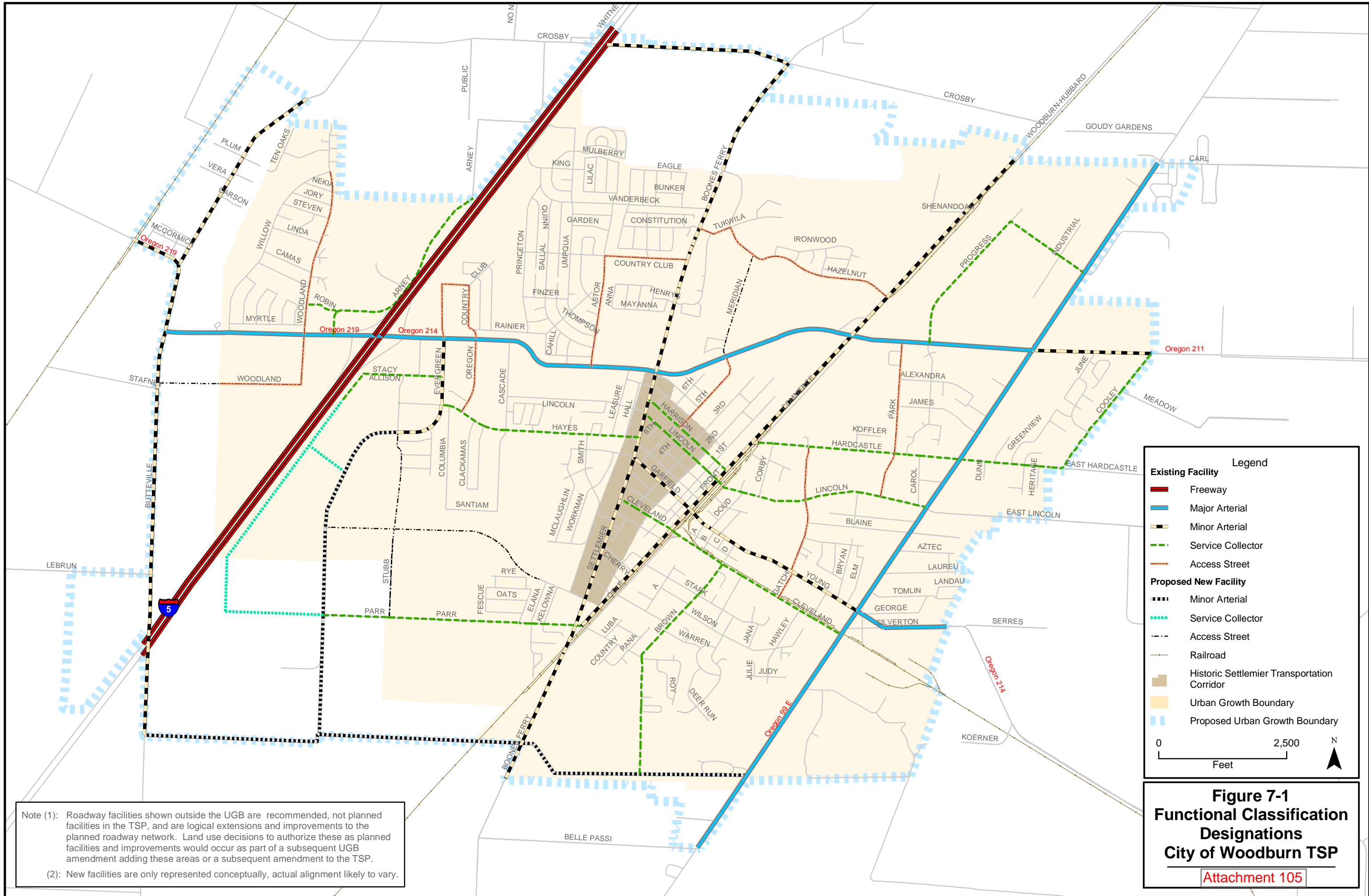
Figure B2: Proposed Transportation Improvements



City of Woodburn
Highway 99E Corridor Plan

December 2011

Exhibit B: Proposed Transportation Improvements



Note (1): Roadway facilities shown outside the UGB are recommended, not planned facilities in the TSP, and are logical extensions and improvements to the planned roadway network. Land use decisions to authorize these as planned facilities and improvements would occur as part of a subsequent UGB amendment adding these areas or a subsequent amendment to the TSP.

(2): New facilities are only represented conceptually, actual alignment likely to vary.

Legend

	Existing Facility	Freeway
	Major Arterial	
	Minor Arterial	
	Service Collector	
	Access Street	
Proposed New Facility		
	Minor Arterial	
	Service Collector	
	Access Street	
	Railroad	
	Historic Settler Transportation Corridor	
	Urban Growth Boundary	
	Proposed Urban Growth Boundary	

0 2,500 Feet

N

Figure 7-1
Functional Classification
Designations
City of Woodburn TSP

Attachment 105

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Rendering - <i>Composite Aerial Site Plan</i>	01
Site Plan - <i>Project Information</i>	02
Site Plan - <i>Area Calculations</i>	03
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Civil Existing Conditions	05
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Pacific Valley Apartments

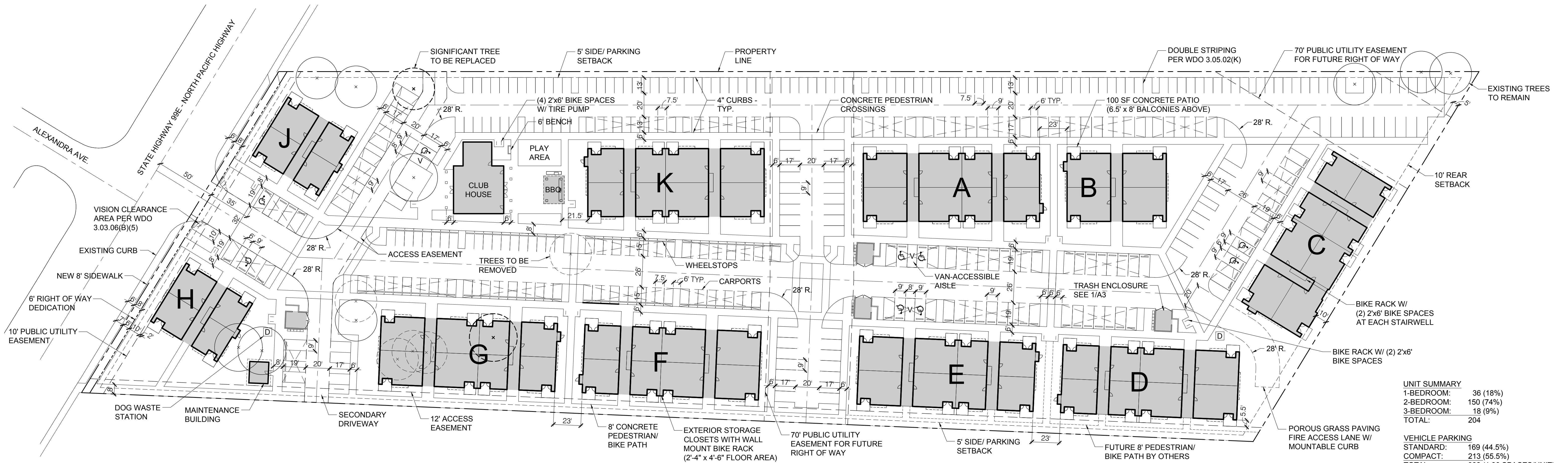
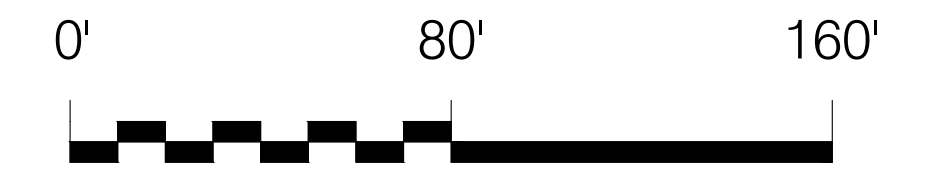




1310 & 1340 NORTH PACIFIC HIGHWAY
WOODBURN, OREGON

PACIFIC VALLEY APARTMENTS
LAND USE REVIEW
04 SEPTEMBER 2019

Rendering
Composite Aerial Site Plan



UNIT SUMMARY

1-BEDROOM:	36 (18%)
2-BEDROOM:	150 (74%)
3-BEDROOM:	18 (9%)
TOTAL:	204

VEHICLE PARKING

STANDARD:	169 (44.5%)
COMPACT:	213 (55.5%)
TOTAL:	382 (1.86 SPACES/UNIT)

COVERED: 192 (50%)
UNCOVERED: 190 (50%)
TOTAL: 382

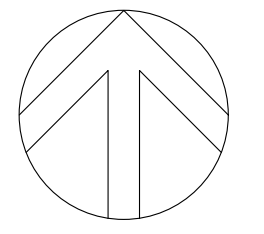
ACCESSIBLE: 9 (2%)

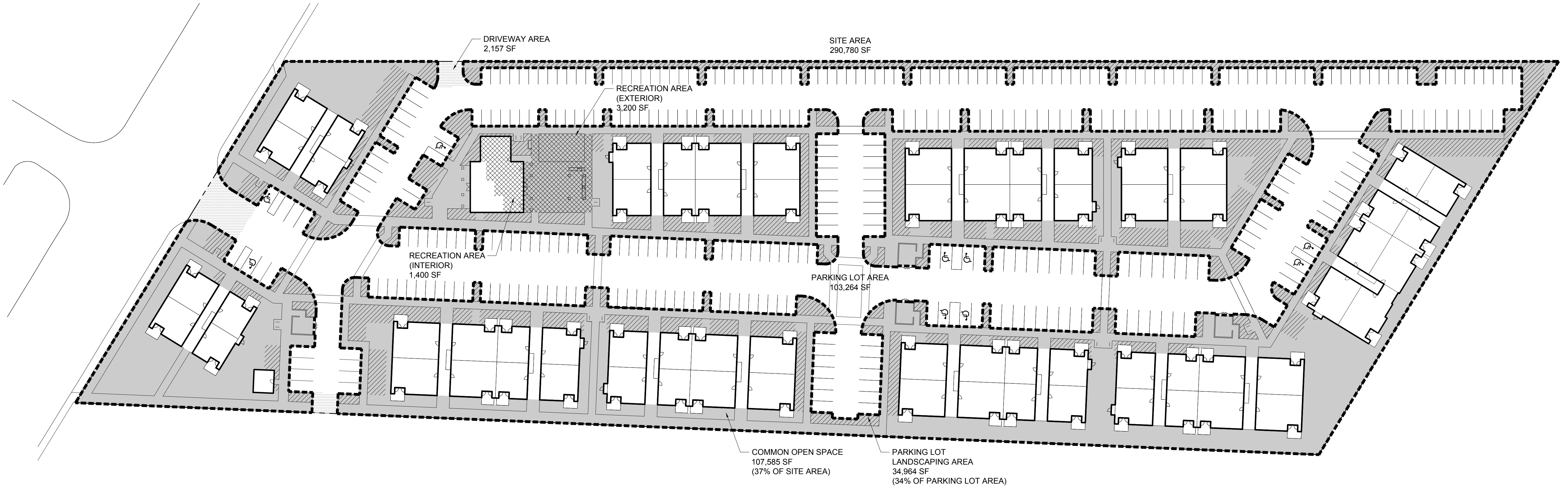
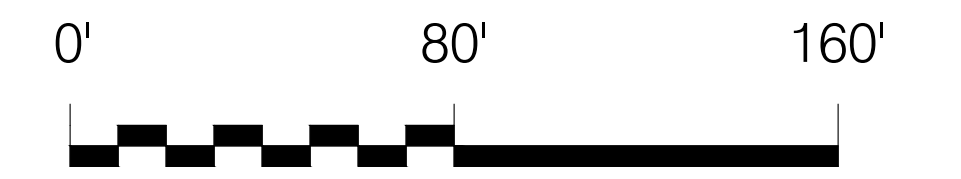
BICYCLE PARKING

COVERED:	34 (51.5%)
UNCOVERED:	32 (48.5%)
TOTAL:	66

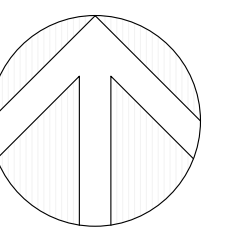
NOTE:
 5% OF PARKING SPACES TO BE PROVIDED WITH A CONDUIT SYSTEM FOR THE FUTURE INSTALLATION OF ELECTRIC VEHICLE CHARGING STATIONS PER OAR 918-020-0380

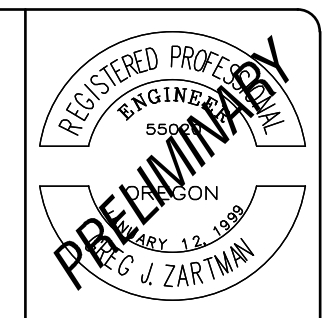
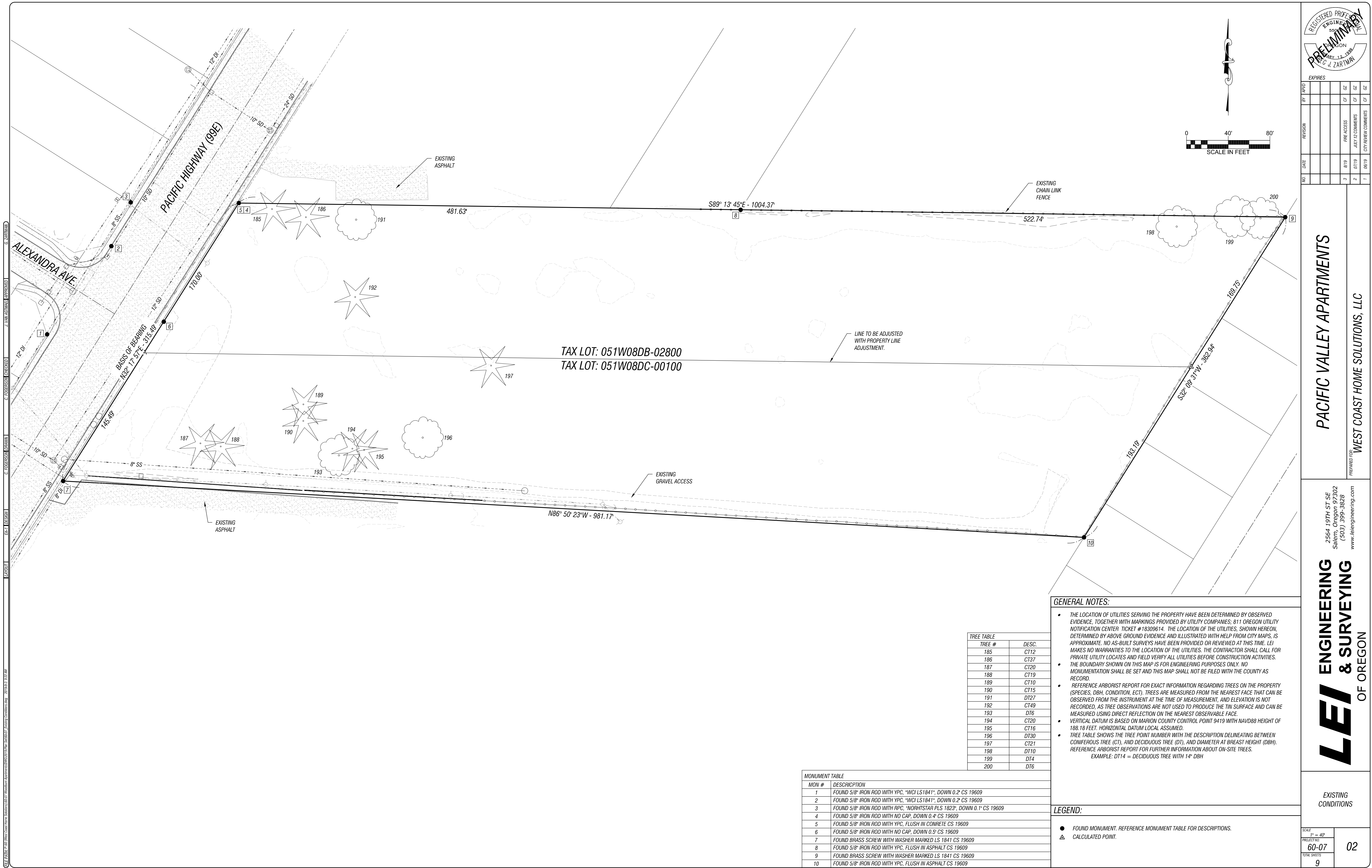
1 SITE PLAN
 SCALE: 1"=40'-0"



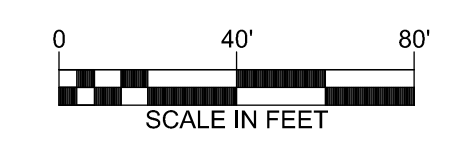


1 SITE PLAN - AREA CALCULATIONS
SCALE: 1"=40'-0"





NO.	DATE	REVISION	BY	APP'D
1	08/19	PRELIMINARY		
2	07/19	FIRE ACCESS		
3	06/19	AUG 12 COMMENTS		
4	06/19	CITY REVIEW COMMENTS		



PACIFIC VALLEY APARTMENTS
 WEST COAST HOME SOLUTIONS, LLC

2564 19TH ST SE
 Salem, Oregon 97302
 (503) 399-3628
 www.leiengineering.com

LEI ENGINEERING & SURVEYING
 OF OREGON

EXISTING CONDITIONS

SCALE: 1" = 40'	02
PROJECT NO: 60-07	
TOTAL SHEETS: 9	

TAX LOT: 051W08DB-02800
 TAX LOT: 051W08DC-00100

TREE #	DESC.
185	CT12
186	CT37
187	CT20
188	CT19
189	CT10
190	CT15
191	DT27
192	CT49
193	DT6
194	CT20
195	CT16
196	DT30
197	CT21
198	DT10
199	DT4
200	DT6

GENERAL NOTES:

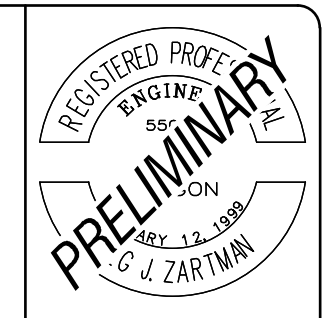
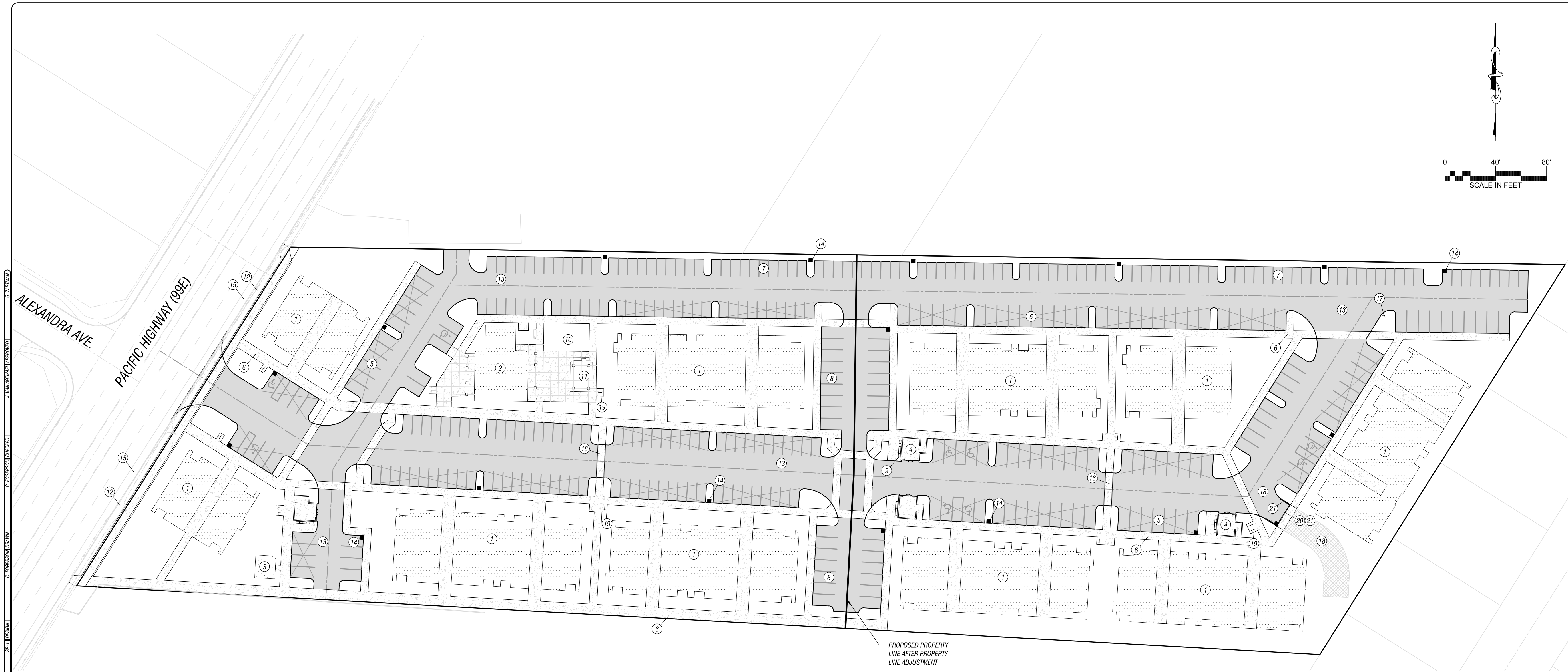
- THE LOCATION OF UTILITIES SERVING THE PROPERTY HAVE BEEN DETERMINED BY OBSERVED EVIDENCE, TOGETHER WITH MARKINGS PROVIDED BY UTILITY COMPANIES, & 11 OREGON UTILITY NOTIFICATION CENTER TICKET #18309514. THE LOCATION OF THE UTILITIES, SHOWN HEREON, DETERMINED BY ABOVE GROUND EVIDENCE AND ILLUSTRATED WITH HELP FROM CITY MAPS, IS APPROXIMATE. NO AS-BUILT SURVEYS HAVE BEEN PROVIDED OR REVIEWED AT THIS TIME. LEI MAKES NO WARRANTIES TO THE LOCATION OF THE UTILITIES. THE CONTRACTOR SHALL CALL FOR PRIVATE UTILITY LOCATES AND FIELD VERIFY ALL UTILITIES BEFORE CONSTRUCTION ACTIVITIES.
- THE BOUNDARY SHOWN ON THIS MAP IS FOR ENGINEERING PURPOSES ONLY. NO MONUMENTATION SHALL BE SET AND THIS MAP SHALL NOT BE FILED WITH THE COUNTY AS RECORD.
- REFERENCE ARBORIST REPORT FOR EXACT INFORMATION REGARDING TREES ON THE PROPERTY (SPECIES, DBH, CONDITION, ETC). TREES ARE MEASURED FROM THE NEAREST FACE THAT CAN BE OBSERVED FROM THE INSTRUMENT AT THE TIME OF MEASUREMENT, AND ELEVATION IS NOT RECORDED, AS TREE OBSERVATIONS ARE NOT USED TO PRODUCE THE TIN SURFACE AND CAN BE MEASURED USING DIRECT REFLECTION ON THE NEAREST OBSERVABLE FACE.
- VERTICAL DATUM IS BASED ON MARION COUNTY CONTROL POINT 9419 WITH NAVD88 HEIGHT OF 188.18 FEET. HORIZONTAL DATUM LOCAL ASSUMED.
- TREE TABLE SHOWS THE TREE POINT NUMBER WITH THE DESCRIPTION DELINEATING BETWEEN CONIFEROUS TREE (CT), AND DECIDUOUS TREE (DT), AND DIAMETER AT BRESTA HEIGHT (DBH). REFERENCE ARBORIST REPORT FOR FURTHER INFORMATION ABOUT ON-SITE TREES. EXAMPLE: DT14 = DECIDUOUS TREE WITH 14" DBH

LEGEND:

- FOUND MONUMENT. REFERENCE MONUMENT TABLE FOR DESCRIPTIONS.
- ▲ CALCULATED POINT.

MONUMENT TABLE

MON #	DESCRIPTION
1	FOUND 5/8" IRON ROD WITH YPC, "WCI LS1841", DOWN 0.2' CS 19609
2	FOUND 5/8" IRON ROD WITH YPC, "WCI LS1841", DOWN 0.2' CS 19609
3	FOUND 5/8" IRON ROD WITH RPC, "NORHTSTAR PLS 1823", DOWN 0.1' CS 19609
4	FOUND 5/8" IRON ROD WITH NO CAP, DOWN 0.4' CS 19609
5	FOUND 5/8" IRON ROD WITH YPC, FLUSH IN CONCRETE CS 19609
6	FOUND 5/8" IRON ROD WITH NO CAP, DOWN 0.5' CS 19609
7	FOUND BRASS SCREW WITH WASHER MARKED LS 1841 CS 19609
8	FOUND 5/8" IRON ROD WITH YPC, FLUSH IN ASPHALT CS 19609
9	FOUND BRASS SCREW WITH WASHER MARKED LS 1841 CS 19609
10	FOUND 5/8" IRON ROD WITH YPC, FLUSH IN ASPHALT CS 19609



NO.	DATE	REVISION	BY	APP'D
1	08/19	CITY REVIEW COMMENTS	CF	GC
2	07/19	JULY 12 COMMENTS	CF	GC
3	8/19	FIRE ACCESS	CF	GC

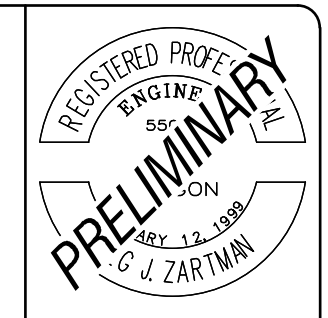
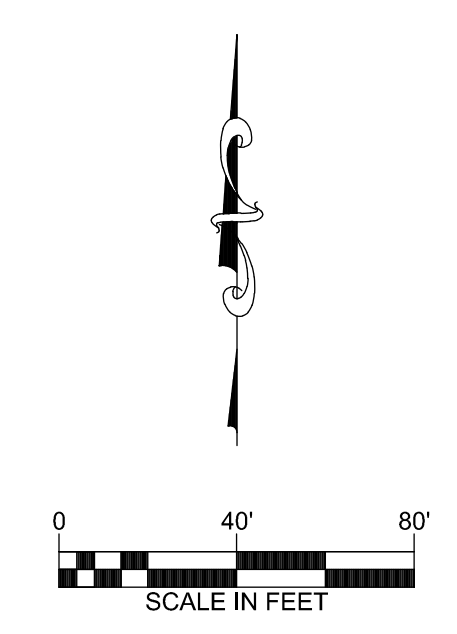
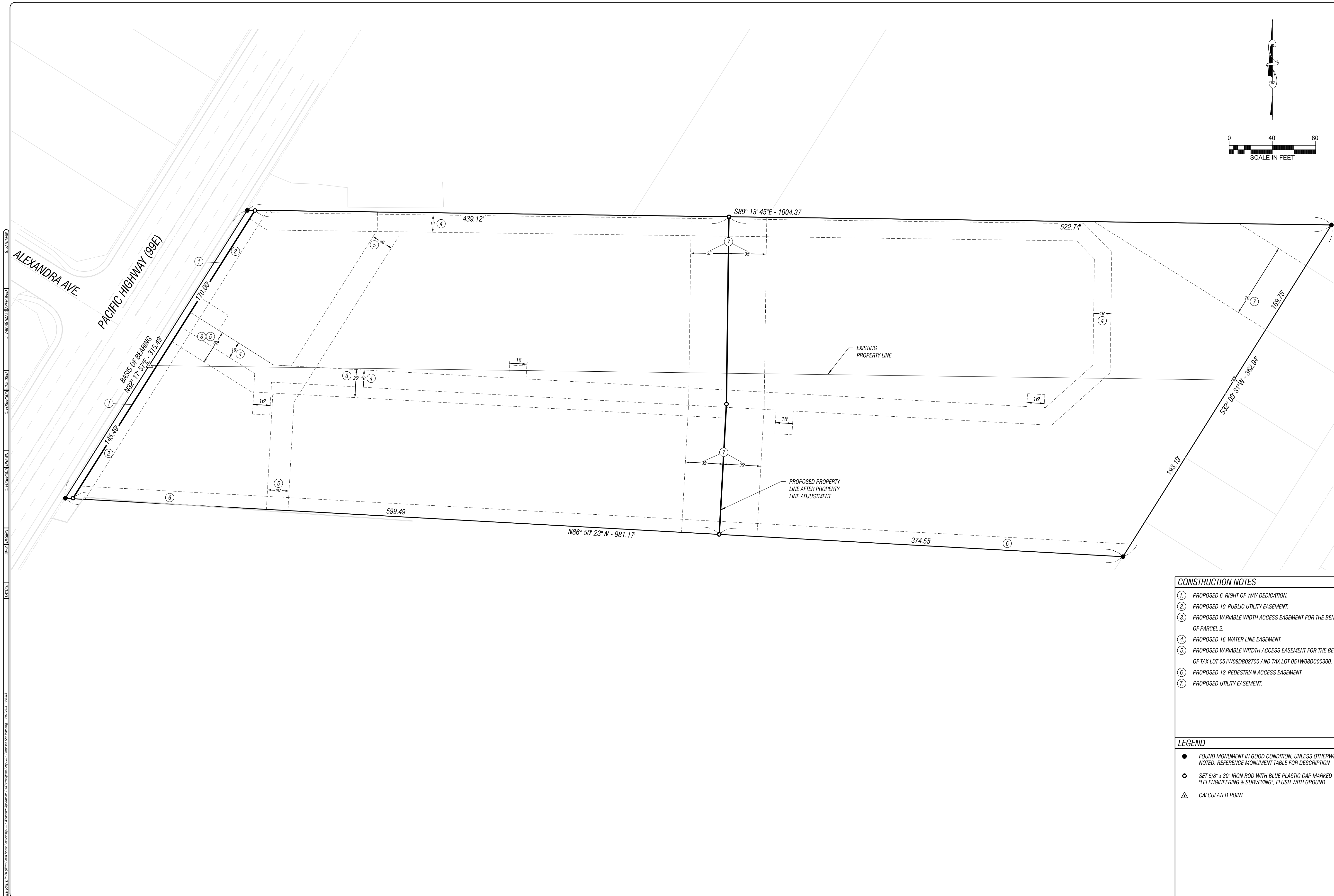
PACIFIC VALLEY APARTMENTS
 PREPARED FOR: WEST COAST HOME SOLUTIONS, LLC

LEI ENGINEERING & SURVEYING OF OREGON
 2564 19TH ST SE
 Salem, Oregon 97302
 (503) 399-3828
 www.leiengineering.com

PROPOSED SITE PLAN	
SCALE: 1" = 40'	03
PROJECT NO: 60-07	
TOTAL SHEETS: 9	

- CONSTRUCTION NOTES:**
- PROPOSED APARTMENT BUILDING, TYP.
 - PROPOSED CLUB HOUSE.
 - PROPOSED MAINTENANCE BUILDING.
 - PROPOSED GARBAGE ENCLOSURE, TYP.
 - PROPOSED CARPORT COVERED PARKING AREA, TYP.
 - PROPOSED CONCRETE WALK, TYP.
 - PROPOSED COMPACT PARKING STALLS, TYP. DIM. 7.5' X 13'.
 - PROPOSED FULL SIZE PARKING STALLS, TYP. DIM. 9' X 17'.
 - PROPOSED MAIL BOX AREA.
 - PROPOSED PLAY AREA.
 - PROPOSED BBQ AREA.
 - EXISTING CURB LINE SIDEWALK SHALL BE REMOVED AND REPLACED WITH 8' PROPERTY LINE SIDEWALK.
 - PROPOSED ASPHALT SURFACING.
 - PROPOSED CATCH BASIN LOCATION, TYP.
 - PROVIDE 6' MINIMUM BIKE LANE STRIPING.
 - PROPOSED SPEED TABLE CROSSING.
 - INSTALL "DEAD-END" SIGN PURSUANT TO MUTCD STANDARDS.
 - PROPOSED GRASSCRETE FIRE ACCESS LANE.
 - PROPOSED BICYCLE PARKING AREA, TYP.
 - PROPOSED MOUNTABLE CURB FOR FIRE ACCESS.
 - PROPOSED RED PAINTED CURB FOR FIRE LANE.

- GENERAL NOTES:**
- REFERENCE ARCHITECTURAL PLANS FOR DIMENSIONS AND DETAILS PERTAINING TO SITE LAYOUT.
 - 4" CURBS PROPOSED THROUGH OUT.



NO.	DATE	REVISION	BY	APP'D
1	06/19			
2	07/19			
3	8/19			

PACIFIC VALLEY APARTMENTS
 WEST COAST HOME SOLUTIONS, LLC

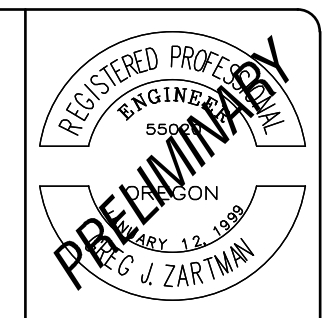
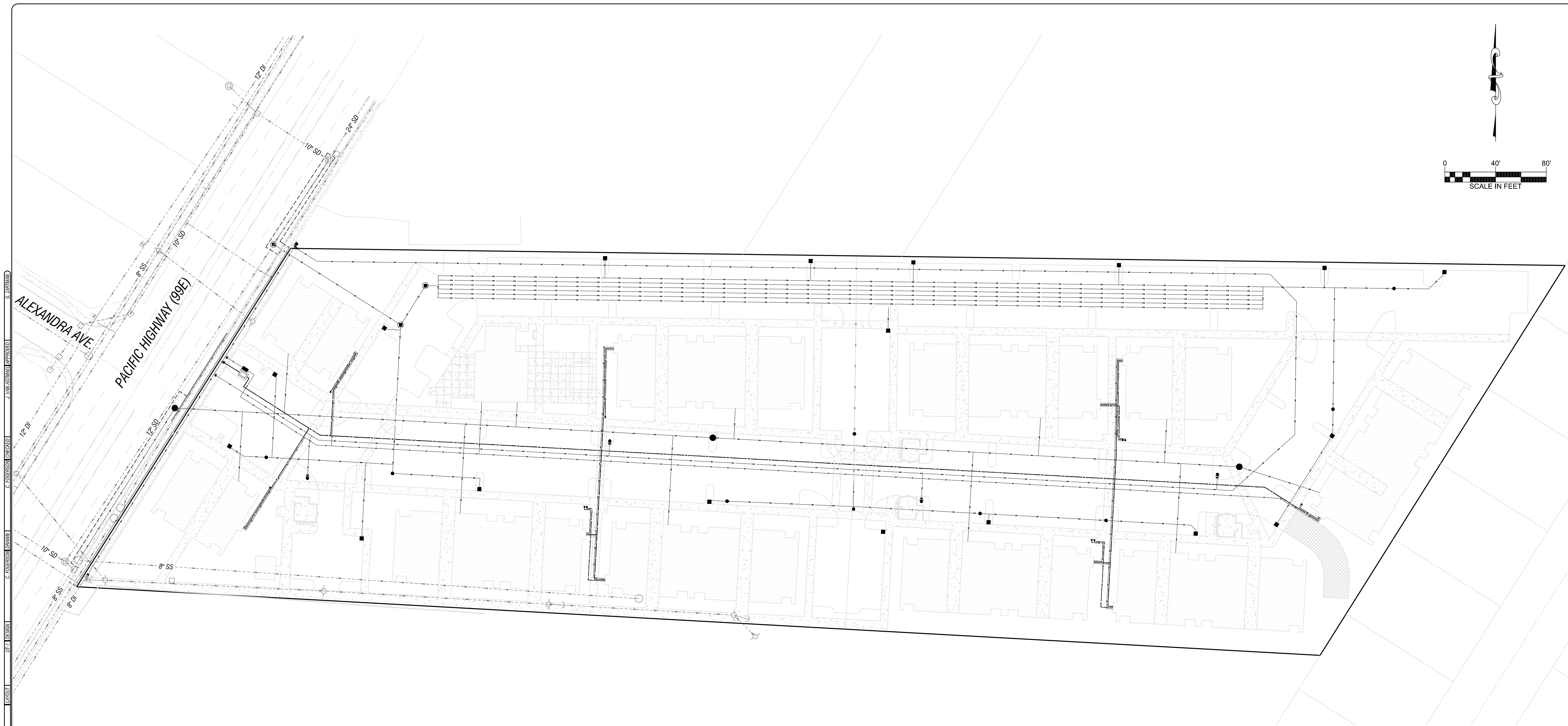
LEI ENGINEERING & SURVEYING OF OREGON
 2564 19TH ST SE
 Salem, Oregon 97302
 (503) 399-3828
 www.leiengineering.com

- CONSTRUCTION NOTES**
- ① PROPOSED 6' RIGHT OF WAY DEDICATION.
 - ② PROPOSED 10' PUBLIC UTILITY EASEMENT.
 - ③ PROPOSED VARIABLE WIDTH ACCESS EASEMENT FOR THE BENEFIT OF PARCEL 2.
 - ④ PROPOSED 16' WATER LINE EASEMENT.
 - ⑤ PROPOSED VARIABLE WIDTH ACCESS EASEMENT FOR THE BENEFIT OF TAX LOT 051W08DB02700 AND TAX LOT 051W08DC00300.
 - ⑥ PROPOSED 12' PEDESTRIAN ACCESS EASEMENT.
 - ⑦ PROPOSED UTILITY EASEMENT.

- LEGEND**
- FOUND MONUMENT IN GOOD CONDITION, UNLESS OTHERWISE NOTED. REFERENCE MONUMENT TABLE FOR DESCRIPTION
 - SET 5/8" x 30" IRON ROD WITH BLUE PLASTIC CAP MARKED "LEI ENGINEERING & SURVEYING", FLUSH WITH GROUND
 - △ CALCULATED POINT

PROPOSED EASEMENTS

SCALE	1" = 40'
PROJECT NO.	60-07
TOTAL SHEETS	9
	04



NO.	DATE	REVISION	BY	APPROVED
1	0719	FIRE ACCESS	GF	GF
2	0719	AJUT 12 COMMENTS	GF	GF
1	0619	CITY REVIEW COMMENTS	GF	GF

PACIFIC VALLEY APARTMENTS
 WEST COAST HOME SOLUTIONS, LLC

LEI ENGINEERING & SURVEYING OF OREGON

2564 19TH ST SE
 Salem, Oregon 97302
 (503) 399-3628
 www.leiengineering.com

GENERAL NOTES:

1. ALL ELECTRICAL SHALL BE PLACED BELOW GROUND. ELECTRICAL FACILITIES AND LAYOUT SHALL BE SUPPLIED BY OTHERS.
2. ALL TELECOMMUNICATION FACILITIES AND LAYOUT SHALL BE PROVIDED BY OTHERS.
3. ALL NATURAL GAS FACILITIES AND LAYOUT SHALL BE PROVIDED BY OTHERS.

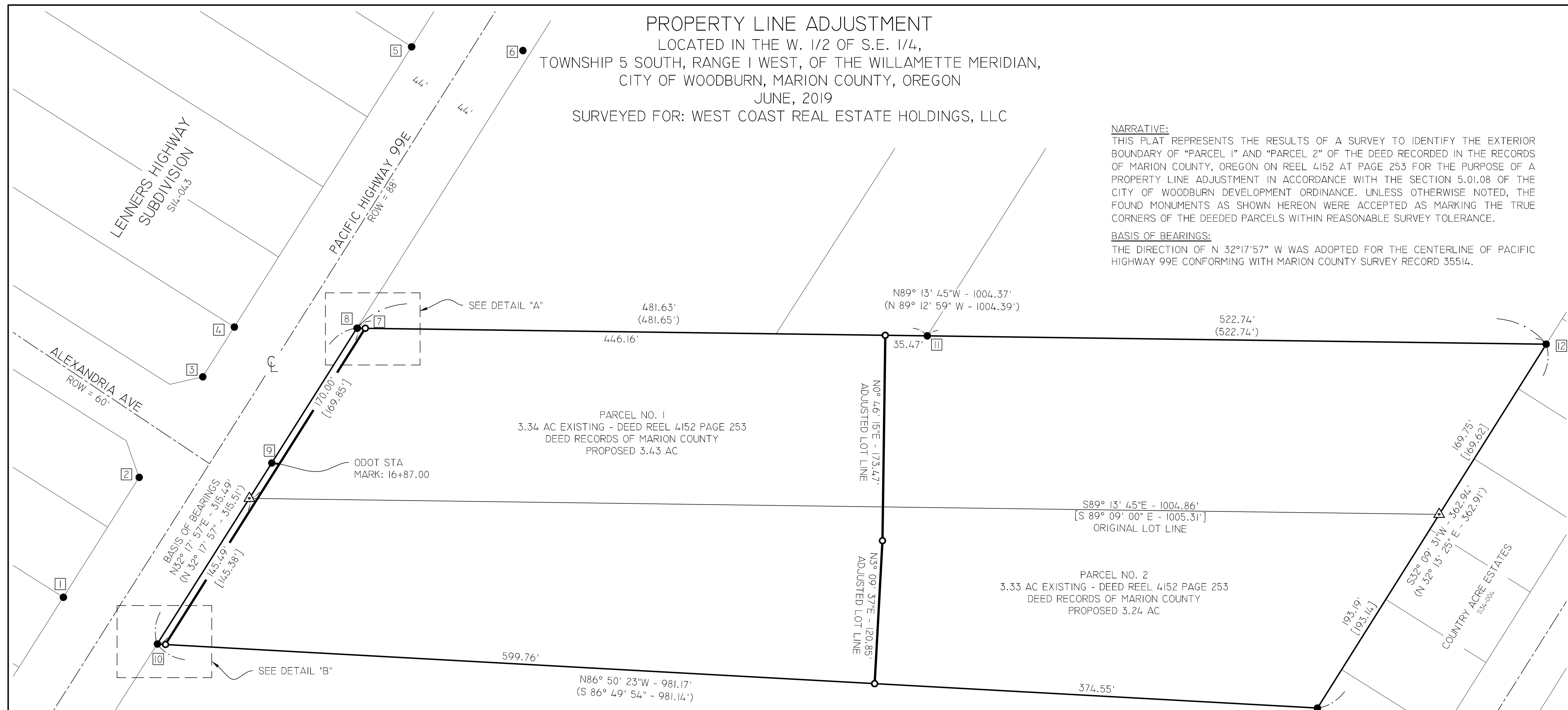
PROPOSED
 COMPOSIT
 UTILITY
 LAYOUT

SCALE 1" = 40'	06
PROJECT NO. 60-07	
TOTAL SHEETS 9	

PROPERTY LINE ADJUSTMENT
 LOCATED IN THE W. 1/2 OF S.E. 1/4,
 TOWNSHIP 5 SOUTH, RANGE 1 WEST, OF THE WILLAMETTE MERIDIAN,
 CITY OF WOODBURN, MARION COUNTY, OREGON
 JUNE, 2019
 SURVEYED FOR: WEST COAST REAL ESTATE HOLDINGS, LLC

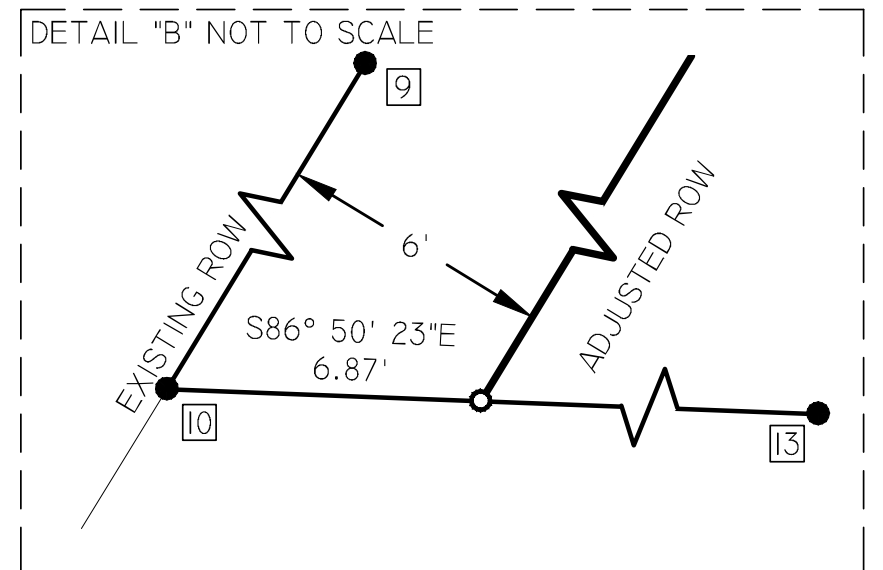
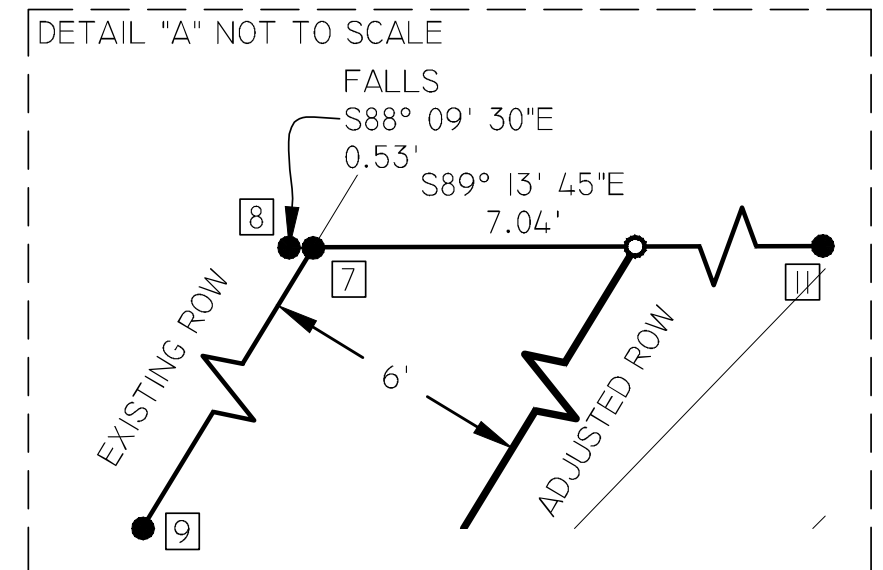
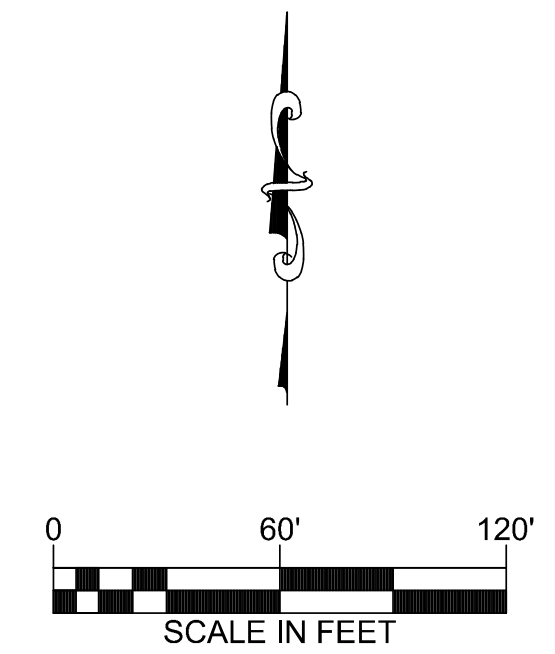
NARRATIVE:
 THIS PLAT REPRESENTS THE RESULTS OF A SURVEY TO IDENTIFY THE EXTERIOR BOUNDARY OF "PARCEL 1" AND "PARCEL 2" OF THE DEED RECORDED IN THE RECORDS OF MARION COUNTY, OREGON ON REEL 4152 AT PAGE 253 FOR THE PURPOSE OF A PROPERTY LINE ADJUSTMENT IN ACCORDANCE WITH THE SECTION 5.01.08 OF THE CITY OF WOODBURN DEVELOPMENT ORDINANCE. UNLESS OTHERWISE NOTED, THE FOUND MONUMENTS AS SHOWN HEREON WERE ACCEPTED AS MARKING THE TRUE CORNERS OF THE DEEDED PARCELS WITHIN REASONABLE SURVEY TOLERANCE.

BASIS OF BEARINGS:
 THE DIRECTION OF N 32°17'57" W WAS ADOPTED FOR THE CENTERLINE OF PACIFIC HIGHWAY 99E CONFORMING WITH MARION COUNTY SURVEY RECORD 35514.



AREA TABLE			
	ORIGINAL AREA	TRANSFER AREA	ADJUSTED AREA
ORIGINAL PARCEL NO. 1	3.34 AC.	+ 0.09 AC.	
ORIGINAL PARCEL NO. 2	3.33 AC.	- 0.09 AC.	
ADJUSTED PARCEL NO. 1			3.43 AC.
POST ROW DEDICATION NO.1		-0.04 AC.	3.39 AC.
ADJUSTED PARCEL NO. 2			3.24 AC.

MONUMENT TABLE	
MON #	DESCRIPTION
1	FOUND 5/8" IRON ROD WITH YPC MARKED "TOWNSHIP SURVEYING", DOWN 0.1', SHOWN ON MCRS 38332
2	FOUND 5/8" IRON ROD WITH YPC "TOWNSHIP SURVEYING", DOWN 0.2', SHOWN ON MCRS 38332
3	FOUND 1 1/4" BRASS PLUG "ODOT 101", FLUSH TOP FACE OF CURB, SHOWN ON ODOT 9B-30-16
4	FOUND 5/8" IRON ROD WITH YPC "WILHELM ENG ORLS 2143", DOWN 0.3', SHOWN ON MCRS 35818
5	FOUND 5/8" IRON ROD WITH YPC "BARKER PLS 686", DOWN 0.3', SHOWN ON MCRS 34791
6	FOUND 1 1/4" BRASS PLUG "ODOT 100" FLUSH TOP FACE OF CURB, SHOWN ON ODOT 9B-30-16
7	FOUND 5/8" IRON ROD WITH RPC "NORTHSTAR PLS 1823", FLUSH, SHOWN ON MCRS 35514
8	FOUND 5/8" IRON ROD NO CAP, UP 0.1', SHOWN ON MCRS 33207
9	FOUND 5/8" IRON ROD YPC "AA SURVEYING", DOWN 0.5'. SHOWN ON MCRS 33392
10	FOUND 5/8" IRON ROD RPC "NORTHSTAR PLS 1823", DOWN 0.1', SHOWN ON MCRS 35514
11	FOUND 1/2" IRON PIPE, DOWN 0.3', SHOWN ON MCRS 11576
12	FOUND 5/8" IRON ROD RPC "NORTHSTAR PLS 1823", DOWN 0.1', SHOWN ON MCRS 35514
13	FOUND 5/8" IRON ROD NO CAP, DOWN 0.2', SHOWN ON MCRS 32418



- LEGEND:**
- FOUND MONUMENT IN GOOD CONDITION, UNLESS OTHERWISE NOTED, REFERENCE MONUMENT TABLE FOR DESCRIPTION.
 - SET 5/8" x 30" IRON ROD WITH YELLOW PLASTIC CAP MARKED "LEI ENGINEERING & SURVEYING", FLUSH WITH GROUND
 - △ CALCULATED POINT
 - () RECORD MARION COUNTY SURVEY RECORD 35514
 - [] RECORD MARION COUNTY SURVEY RECORD 32418
 - POE-POINT OF ENTRY
 - ROW-RIGHT OF WAY
 - CL-CENTERLINE
 - CR-COUNTY ROAD
 - STA-STATION
 - R/W-RIGHT-OF-WAY

REGISTERED PROFESSIONAL LAND SURVEYOR
DRAFT
 JANUARY 17, 1995
L. M. ALLEN
 EXPIRES: 12/31/2019

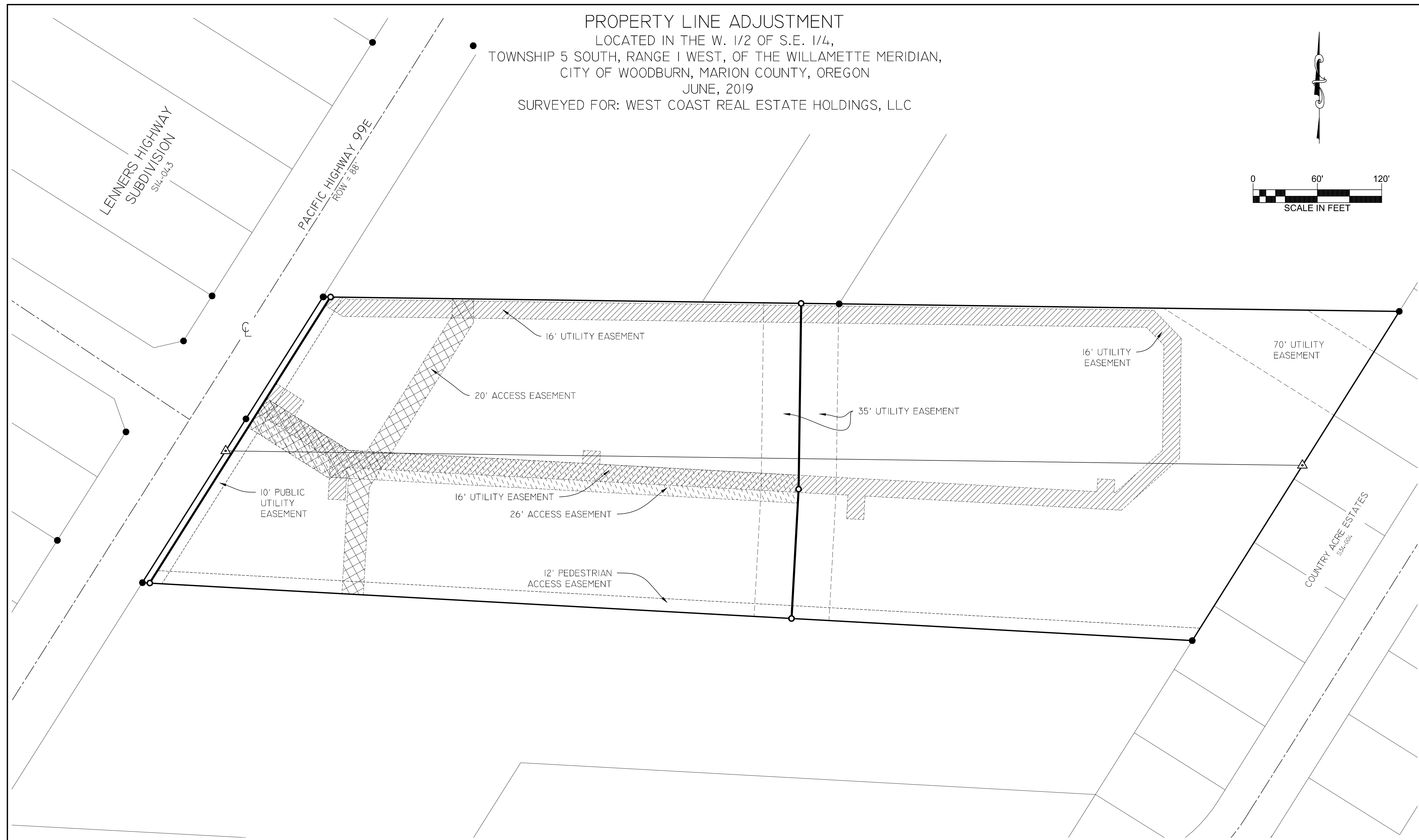
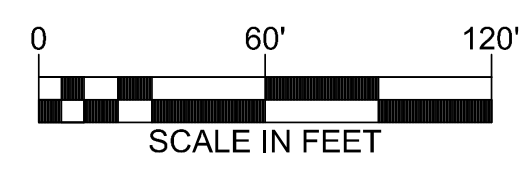
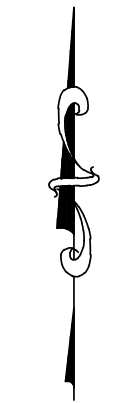
LEI ENGINEERING & SURVEYING
 2564 19TH ST. SE SALEM, OR. 97302 TEL 503-399-3828 FAX 503-365-1852

CLIENT: WEST COAST HOME SOLUTIONS, LLC
 25030 SW PARKWAY AVE. SUITE 110 WILSONVILLE, OR 97070

DRAWN: R. MURRAY FIELD: C. HUGGETT
 CALC'D: L.M. ALLEN CHECKED: J. VAN AGTMAEL

PROJECT: 60-07
 DRAWING No.: 60-07.DWG
 FIELD DATE: 3/1/2019
 SCALE: 1"=60'
 PAGE: 1 OF 2

PROPERTY LINE ADJUSTMENT
 LOCATED IN THE W. 1/2 OF S.E. 1/4,
 TOWNSHIP 5 SOUTH, RANGE 1 WEST, OF THE WILLAMETTE MERIDIAN,
 CITY OF WOODBURN, MARION COUNTY, OREGON
 JUNE, 2019
 SURVEYED FOR: WEST COAST REAL ESTATE HOLDINGS, LLC



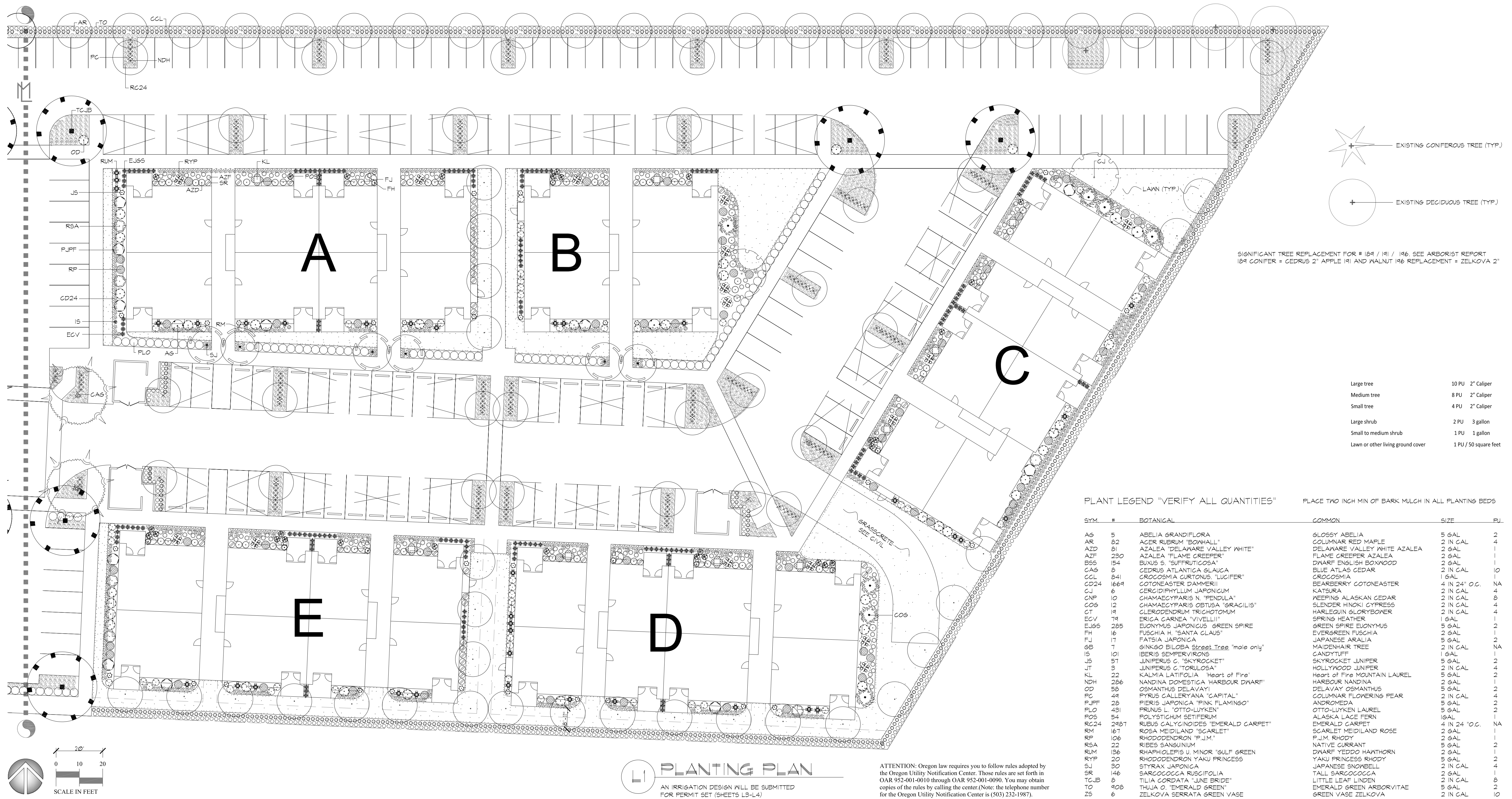
LEGEND:

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- POE-POINT OF ENTRY
- ROW-RIGHT OF WAY
- CL-CENTERLINE
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- STA-STATION
- R/W-RIGHT-OF-WAY

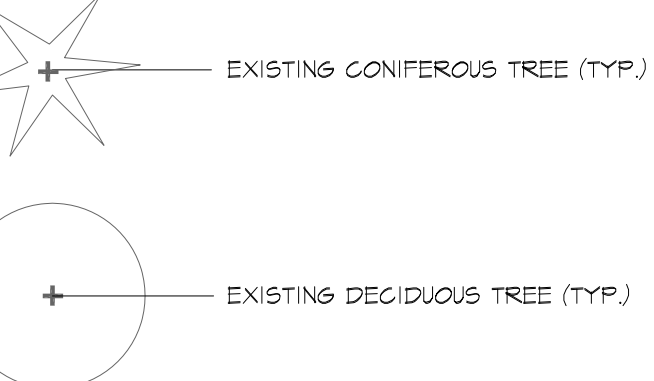
REGISTERED
**PROFESSIONAL
 LAND SURVEYOR**
DRAFT
 JANUARY 17, 1995
L. M. ALLEN
 EXPIRES: 12/31/2019

LEI ENGINEERING & SURVEYING
 2564 19TH ST. SE TEL 503-399-3828
 SALEM, OR. 97302 FAX 503-365-1852
 CLIENT:
 WEST COAST HOME SOLUTIONS, LLC
 25030 SW PARKWAY AVE. SUITE 110
 WILSONVILLE, OR 97070
 DRAWN: R. MURRAY FIELD: C. HUGGETT
 CALC'D: L.M. ALLEN CHECKED: J. VAN AGTMAEL

PROJECT: 60-07
DRAWING No.: 60-07.DWG
FIELD DATE: 3/1/2019
SCALE: 1"=60'
PAGE: 2 OF 2



SIGNIFICANT TREE REPLACEMENT FOR # 189 / 191 / 196. SEE ARBORIST REPORT
 189 CONIFER = CEDRUS 2" APPLE 191 AND WALNUT 196 REPLACEMENT = ZELKOVA 2"



Large tree	10 PU	2" Caliper
Medium tree	8 PU	2" Caliper
Small tree	4 PU	2" Caliper
Large shrub	2 PU	3 gallon
Small to medium shrub	1 PU	1 gallon
Lawn or other living ground cover	1 PU / 50 square feet	

PLANT LEGEND "VERIFY ALL QUANTITIES" PLACE TWO INCH MIN OF BARK MULCH IN ALL PLANTING BEDS

SYM	#	BOTANICAL	COMMON	SIZE	PU
AG	5	ABELIA GRANDIFLORA	GLOSSY ABELIA	5 GAL	2
AR	82	AGER RUBERUM 'BOYHALL'	COLUMNAR RED MAPLE	2 IN CAL	4
AZD	91	AZALEA 'DELAWARE VALLEY WHITE'	DELAWARE VALLEY WHITE AZALEA	2 GAL	1
AZF	230	AZALEA 'FLAME CREEPER'	FLAME CREEPER AZALEA	2 GAL	1
BSS	154	BUXUS S. 'SUFFRUTICOSA'	DWARF ENGLISH BOXWOOD	2 GAL	1
CAG	8	CEDRUS ATLANTICA GLAUCA	BLUE ATLAS CEDAR	2 IN CAL	10
COL	841	CROCOSMIA CURTONIS 'LUCIFER'	CROCOSMIA	1 GAL	1
CD24	1669	COTONEASTER DAMMERII	BEARBERRY COTONEASTER	4 IN 24" O.C.	NA
CJ	6	CERCIDIPHYLLUM JAPONICUM	KATSURA	2 IN CAL	4
CNP	10	CHAMAECYPARIS N. 'PENDULA'	KEEPIING ALASKAN CEDAR	2 IN CAL	8
COB	12	CHAMAECYPARIS OBTUSA 'GRACILIS'	SLENDER HINOKI CYPRESS	2 IN CAL	4
CT	19	CLERODENDRUM TRICHOTOMUM	HARLEQUIN GLORYBOWER	2 IN CAL	4
ECV	74	ERICA CARNEA 'VIVELLII'	SPRINGS HEATHER	1 GAL	1
EJGS	285	EUONYMUS JAPONICUS GREEN SPIRE	GREEN SPIRE EUONYMUS	5 GAL	2
FH	16	FUSCHIA H. 'SANTA CLAUS'	EVERGREEN FUSCHIA	2 GAL	1
FJ	17	FATSIA JAPONICA	JAPANESE ARALIA	5 GAL	2
GB	7	GINKGO BILOBA Street Tree 'male only'	MAIDENHAIR TREE	2 IN CAL	NA
IS	101	IBERIS SEMPERVIRENS	CANDYTUFF	1 GAL	1
JS	57	JUNIPERUS C. 'SKYROCKET'	SKYROCKET JUNIPER	5 GAL	2
JT	3	JUNIPERUS C. 'TORULOSA'	HOLLYWOOD JUNIPER	2 IN CAL	4
KL	22	KALMIA LATIFOLIA 'Heart of Fire'	Heart of Fire MOUNTAIN LAUREL	5 GAL	2
NDH	286	NANDINA DOMESTICA 'HARBOR DWARF'	HARBOR NANDINA	2 GAL	1
OD	58	OSMANTHUS DELAVAYI	DELAVAY OSMANTHUS	5 GAL	2
PC	44	PYRUS GALLERIANA 'CAPITAL'	COLUMNAR FLOWERING PEAR	2 IN CAL	4
PJFF	28	PIERIS JAPONICA 'PINK FLAMINGO'	ANDROMEDA	5 GAL	2
PLO	43	PRUNUS L. 'OTTO-LUYKEN'	OTTO-LUYKEN LAUREL	5 GAL	2
POS	54	POLYSTICHUM SETIFERUM	ALASKA LAZE FERN	1 GAL	1
RC24	2487	RIBUS GALYCINOIDES 'EMERALD CARPET'	EMERALD CARPET	4 IN 24" O.C.	NA
RM	167	ROSA MEIDLAND 'SCARLET'	SCARLET MEIDLAND ROSE	2 GAL	1
RP	106	RHODODENDRON 'P.J.M.'	P.J.M. RHODY	2 GAL	1
RSA	22	RIBES SANGUINUM	NATIVE CURRANT	5 GAL	2
RJM	136	RHAPHILOPIS L. MINOR 'GULF GREEN'	DWARF YEEDO Hawthorn	2 GAL	1
RYP	20	RHODODENDRON YAKU PRINCESS	YAKU PRINCESS RHODY	5 GAL	2
SJ	30	STYRAX JAPONICA	JAPANESE SNOWBELL	2 IN CAL	4
SR	146	SARGOCOCCA RUSCIFOLIA	TALL SARGOCOCCA	2 GAL	1
TCJB	8	TILIA CORDATA 'JUNE BRIDE'	LITTLE LEAF LINDEN	2 IN CAL	8
TO	908	THUJA O. 'EMERALD GREEN'	EMERALD GREEN ARBORVITAE	5 GAL	2
ZS	6	ZELKOVA SERRATA GREEN VASE	GREEN VASE ZELKOVA	2 IN CAL	10

LI PLANTING PLAN
 AN IRRIGATION DESIGN WILL BE SUBMITTED FOR PERMIT SET (SHEETS L3-L4)

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).

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REGISTERED 315
 Darrell Mulch
 OREGON 10-18-93
 LANDSCAPE ARCHITECT

PACIFIC VALLEY APARTMENTS
 WEST COAST HOME SOLUTIONS
 1310 & 1340 N. Pacific Highway Woodburn, Oregon

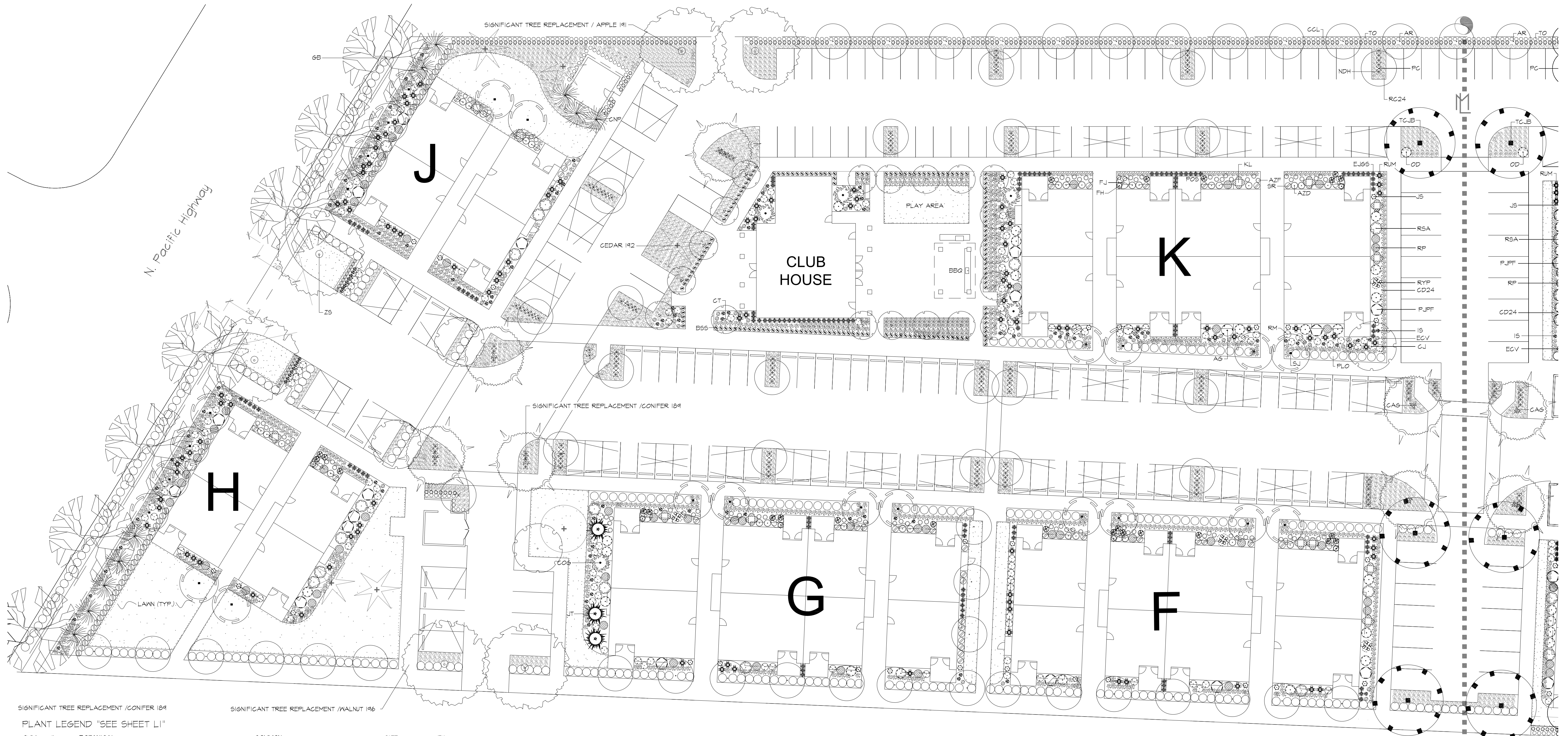
LAND USE REVIEW
 08.18.19
 SHEET **L1**
4

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1310 & 1340 NORTH PACIFIC HIGHWAY
 WOODBURN, OREGON

PACIFIC VALLEY APARTMENTS
 LAND USE REVIEW
 04 SEPTEMBER 2019

Landscape Plan
 EXHIBIT **15**



SIGNIFICANT TREE REPLACEMENT / CONIFER 184
 SIGNIFICANT TREE REPLACEMENT / WALNUT 196
 PLANT LEGEND "SEE SHEET L1"
 SYM. # BOTANICAL COMMON SIZE FU

L2 PLANTING PLAN
 AN IRRIGATION DESIGN WILL BE SUBMITTED FOR PERMIT SET (SHEETS L3-L4)

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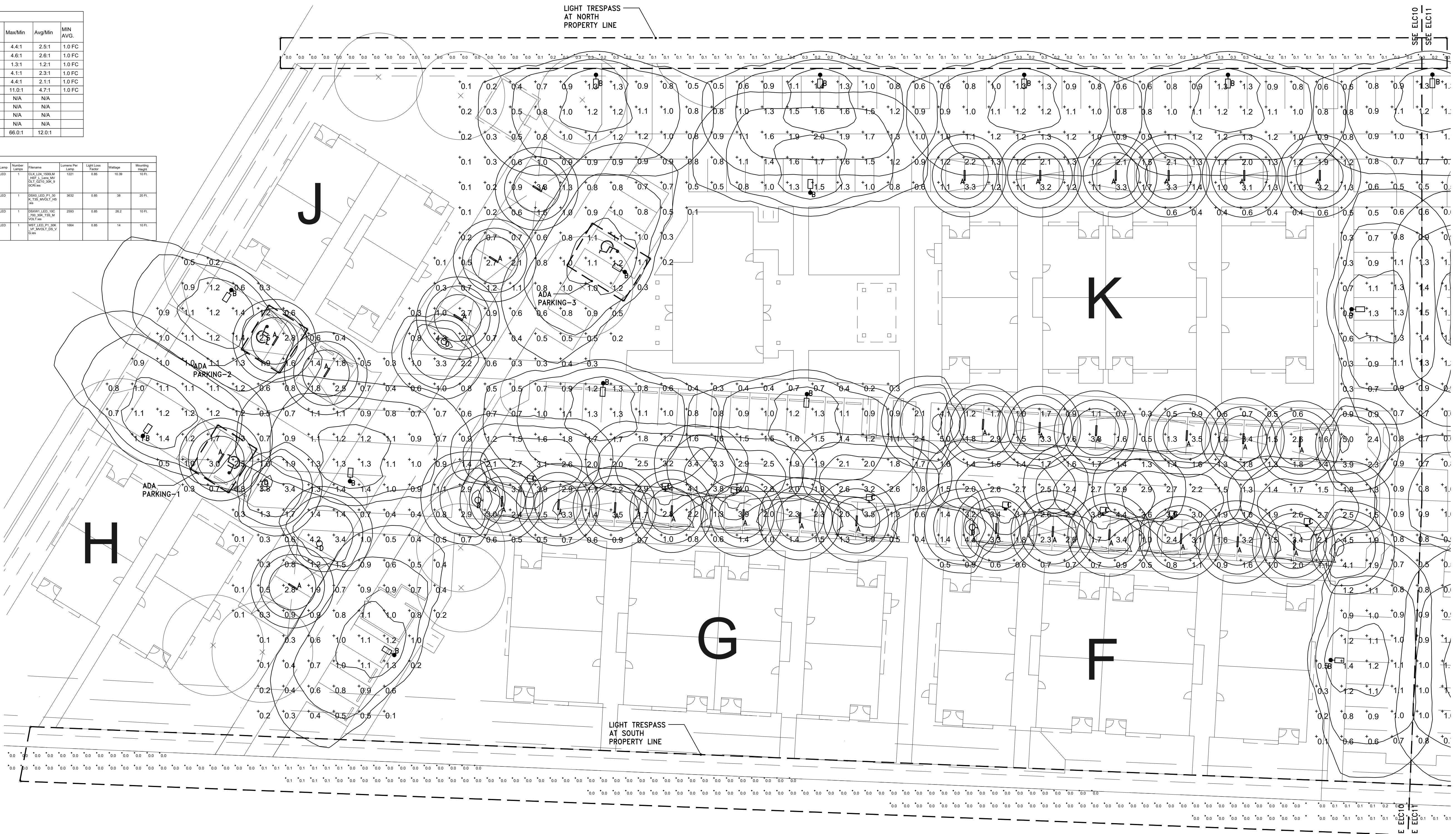
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PACIFIC VALLEY APARTMENTS
 WEST COAST HOME SOLUTIONS
 1310 & 1340 N. Pacific Highway Woodburn, Oregon

LAND USE REVIEW
 08.18.19
 SHEET
L2
4

Statistics							
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	MIN AVG.
ADA PARKING-1	+	2.0 fc	3.5 fc	0.8 fc	4.4:1	2.5:1	1.0 FC
ADA PARKING-2	+	2.1 fc	3.7 fc	0.8 fc	4.6:1	2.6:1	1.0 FC
ADA PARKING-3	+	1.2 fc	1.3 fc	1.0 fc	1.3:1	1.2:1	1.0 FC
ADA PARKING-4	+	1.6 fc	2.9 fc	0.7 fc	4.1:1	2.3:1	1.0 FC
ADA PARKING-5	+	1.5 fc	3.1 fc	0.7 fc	4.4:1	2.1:1	1.0 FC
ADA PARKING-6	+	1.4 fc	3.3 fc	0.3 fc	11.0:1	4.7:1	1.0 FC
LIGHT SPILL BLDG. F	+	0.1 fc	0.5 fc	0.0 fc	N/A	N/A	
LIGHT SPILL ON BLDG. K	+	0.0 fc	0.2 fc	0.0 fc	N/A	N/A	
LIGHT TRESPASS NORTH PROPERTY LINE	+	0.1 fc	0.3 fc	0.0 fc	N/A	N/A	
LIGHT TRESPASS SOUTH PROPERTY LINE	+	0.0 fc	0.2 fc	0.0 fc	N/A	N/A	
OVERALL PARKING & DRIVEWAY	+	1.2 fc	6.6 fc	0.1 fc	66.0:1	12.0:1	

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Unit	Number	Footcandle	Light Loss Factor	Mounting Height
A	B	27	Urban Lighting	OSRAM LED P1 30K T8 1500 1500	OSRAM LED P1 30K T8 1500 1500	LED	1	3000	0.85	15 ft
B	C	15	Urban Lighting	OSRAM LED P1 30K T8 1500 1500	OSRAM LED P1 30K T8 1500 1500	LED	1	3000	0.85	15 ft
C	D	15	Urban Lighting	OSRAM LED P1 30K T8 1500 1500	OSRAM LED P1 30K T8 1500 1500	LED	1	3000	0.85	15 ft



1 SITE PLAN WEST - ELECTRICAL
 ELC10 SCALE: 1"=20'-0"
 0 10' 20' 40'

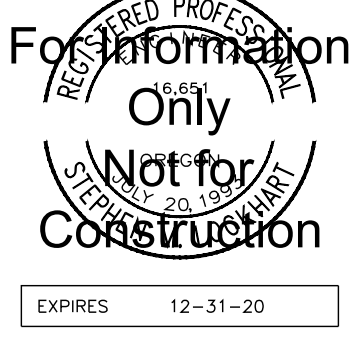
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 engineering@mke-inc.com



PACIFIC VALLEY APARTMENTS

WEST COAST HOME SOLUTIONS

DESIGN REVIEW

03.18.19

1310 & 1340 N. PACIFIC HIGHWAY
 WOODBURN, OREGON

ELC10

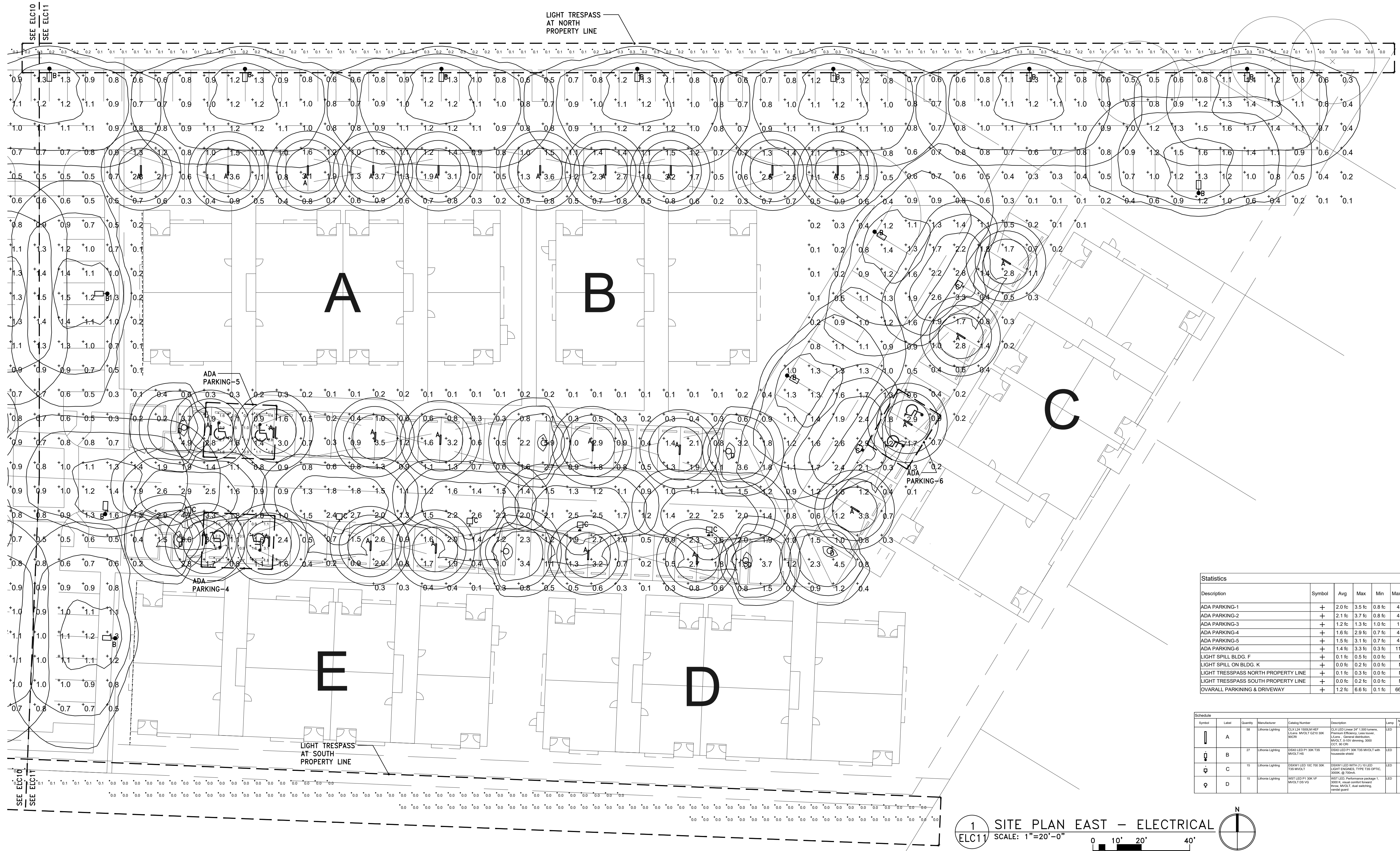


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1310 & 1340 NORTH PACIFIC HIGHWAY
 WOODBURN, OREGON

PACIFIC VALLEY APARTMENTS
 LAND USE REVIEW
 04 SEPTEMBER 2019

Lighting Plan



Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	MIN AVG.
ADA PARKING-1	+	2.0 fc	3.5 fc	0.8 fc	4.4:1	2.5:1	1.0 FC
ADA PARKING-2	+	2.1 fc	3.7 fc	0.8 fc	4.6:1	2.6:1	1.0 FC
ADA PARKING-3	+	1.2 fc	1.3 fc	1.0 fc	1.3:1	1.2:1	1.0 FC
ADA PARKING-4	+	1.6 fc	2.9 fc	0.7 fc	4.1:1	2.3:1	1.0 FC
ADA PARKING-5	+	1.5 fc	3.1 fc	0.7 fc	4.4:1	2.1:1	1.0 FC
ADA PARKING-6	+	1.4 fc	3.3 fc	0.3 fc	11.0:1	4.7:1	1.0 FC
LIGHT SPILL BLDG. F	+	0.1 fc	0.5 fc	0.0 fc	N/A	N/A	
LIGHT SPILL ON BLDG. K	+	0.0 fc	0.2 fc	0.0 fc	N/A	N/A	
LIGHT TRESSPASS NORTH PROPERTY LINE	+	0.1 fc	0.3 fc	0.0 fc	N/A	N/A	
LIGHT TRESSPASS SOUTH PROPERTY LINE	+	0.0 fc	0.2 fc	0.0 fc	N/A	N/A	
OVERALL PARKING & DRIVEWAY	+	1.2 fc	6.6 fc	0.1 fc	66.0:1	12.0:1	

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage	Mounting Height
A	Recessed	98	Shiva Lighting	CLC 120 1200MM RECESSED LUMEN 12000 1200 300K 300K	CLC 120 LED Linear 2' x 1200mm, Premium Efficiency, Lens: Clear, Glass, General Purpose, MOUNT: 2-1/2" opening, 3000 CCT, 3000K	LED	1	12000	0.85	10.39	10 ft.
B	Recessed	27	Shiva Lighting	DUV LED P1 30K 120 MOUNT 120	DUV LED P1 30K 120 MOUNT with housing panel	LED	1	3000	0.85	38	20 ft.
C	Recessed	15	Shiva Lighting	DUV LED 100 100 30K 120 MOUNT 120	DUV LED 100 100 30K 120 MOUNT with housing panel	LED	1	2990	0.85	28.2	10 ft.
D	Recessed	15	Shiva Lighting	WEST LED P1 30K 120 MOUNT 120	WEST LED Performance package 1, 1200 x 1200, dual sensor, recessed, three MOUNT, dual switching, housing panel	LED	1	1664	0.85	14	10 ft.

1 SITE PLAN EAST - ELECTRICAL
 ELC11 SCALE: 1"=20'-0"
 0 10' 20' 40'

DTED: DANIEL DERHEIMER 3/18/2019 2:13 PM
 DWG: WC 5175-5175ELC11

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REGISTERED PROFESSIONAL
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 EXPIRES 12-31-20

PACIFIC VALLEY APARTMENTS
 WEST COAST HOME SOLUTIONS

1310 & 1340 N. PACIFIC HIGHWAY
 WOODBURN, OREGON

DESIGN REVIEW
 03.18.19

ELC11

1310 & 1340 NORTH PACIFIC HIGHWAY
 WOODBURN, OREGON

PACIFIC VALLEY APARTMENTS
 LAND USE REVIEW
 04 SEPTEMBER 2019

Lighting Plan

EXHIBIT
20

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1 BUILDING TYPE I - NORTH ELEVATION



2 BUILDING TYPE I - EAST ELEVATION



3 BUILDING TYPE I - SOUTH ELEVATION



4 BUILDING TYPE I - WEST ELEVATION







1 CLUBHOUSE - NORTH ELEVATION



2 CLUBHOUSE - EAST ELEVATION

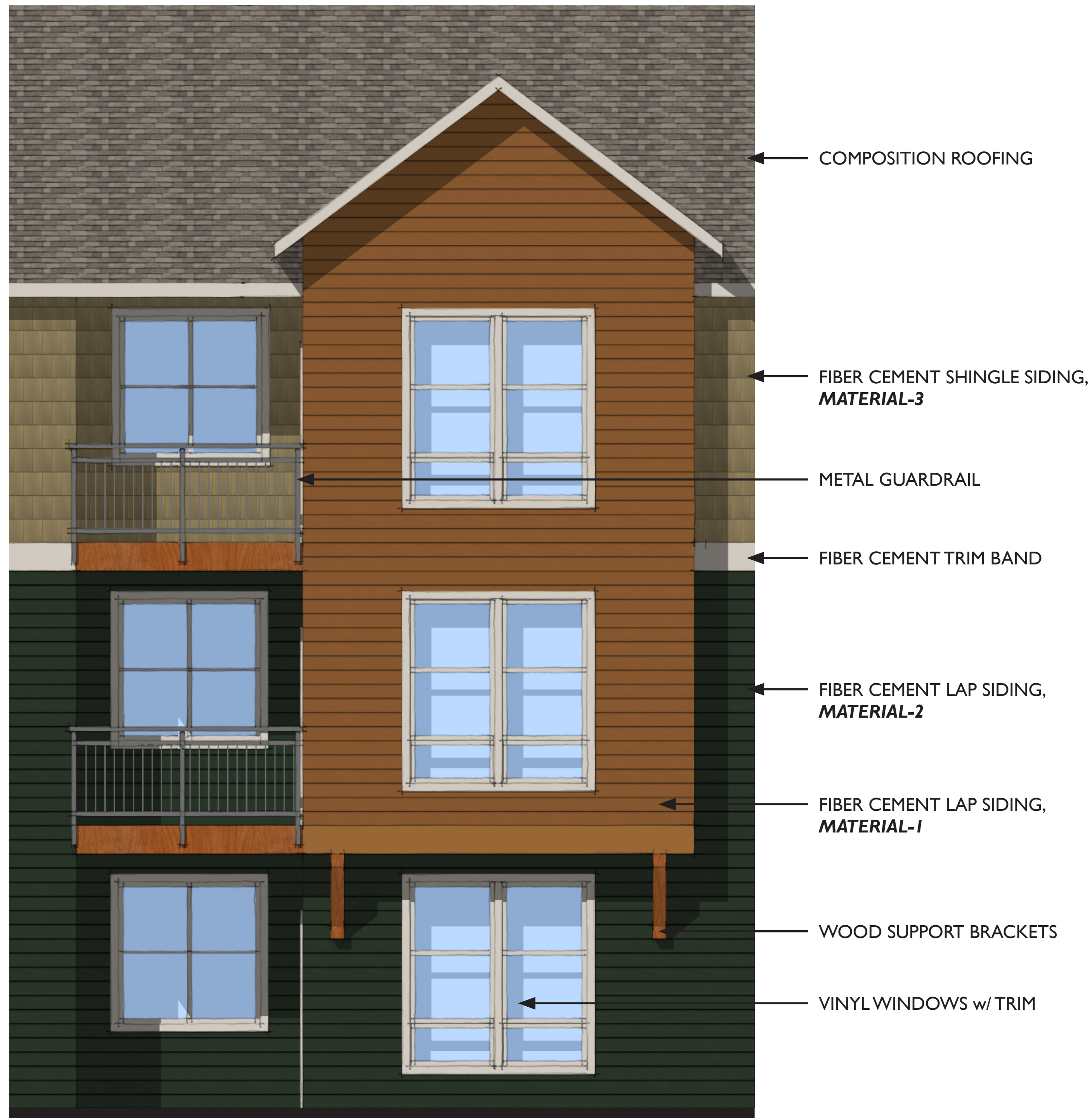


3 CLUBHOUSE - SOUTH ELEVATION

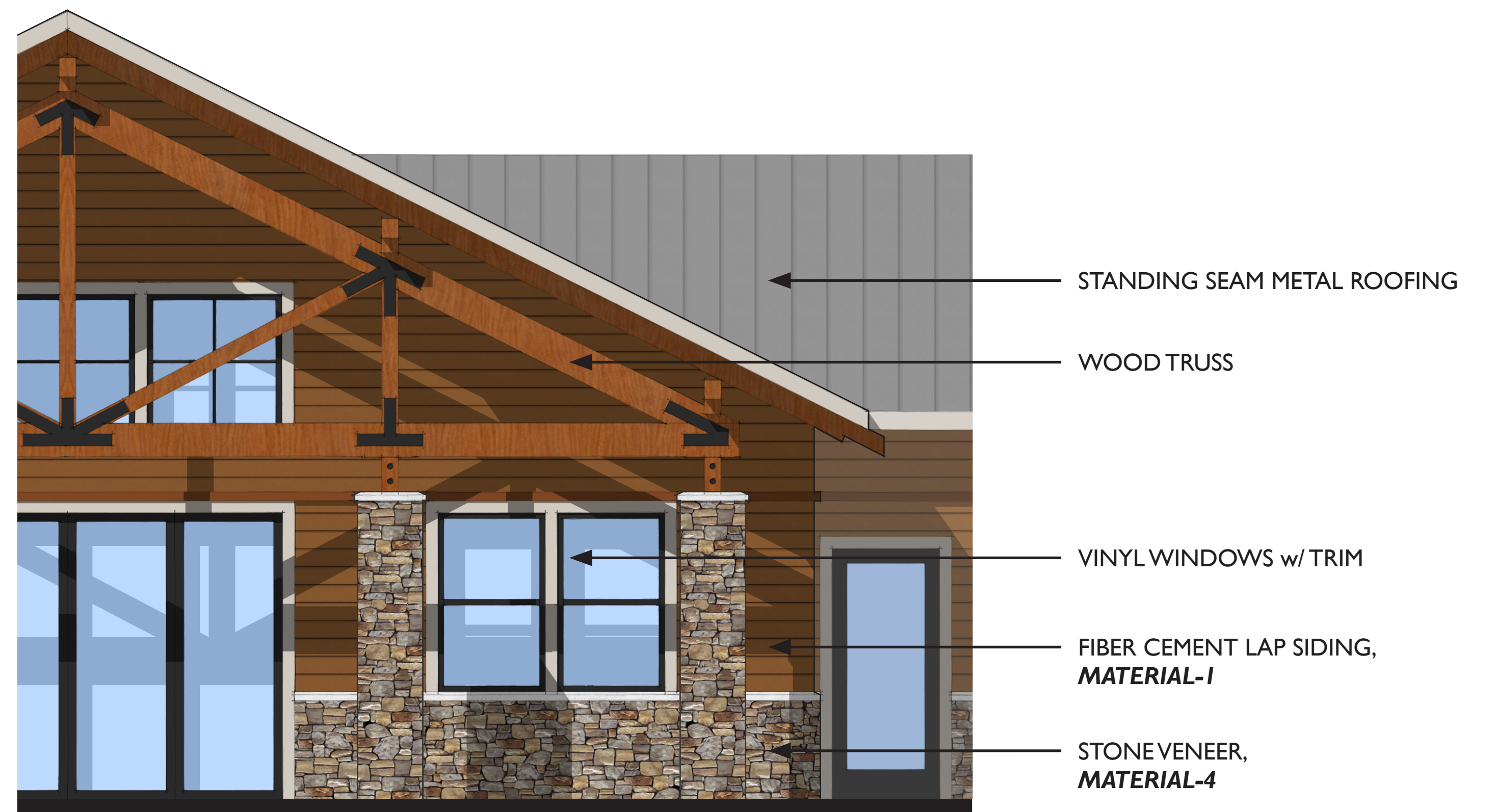
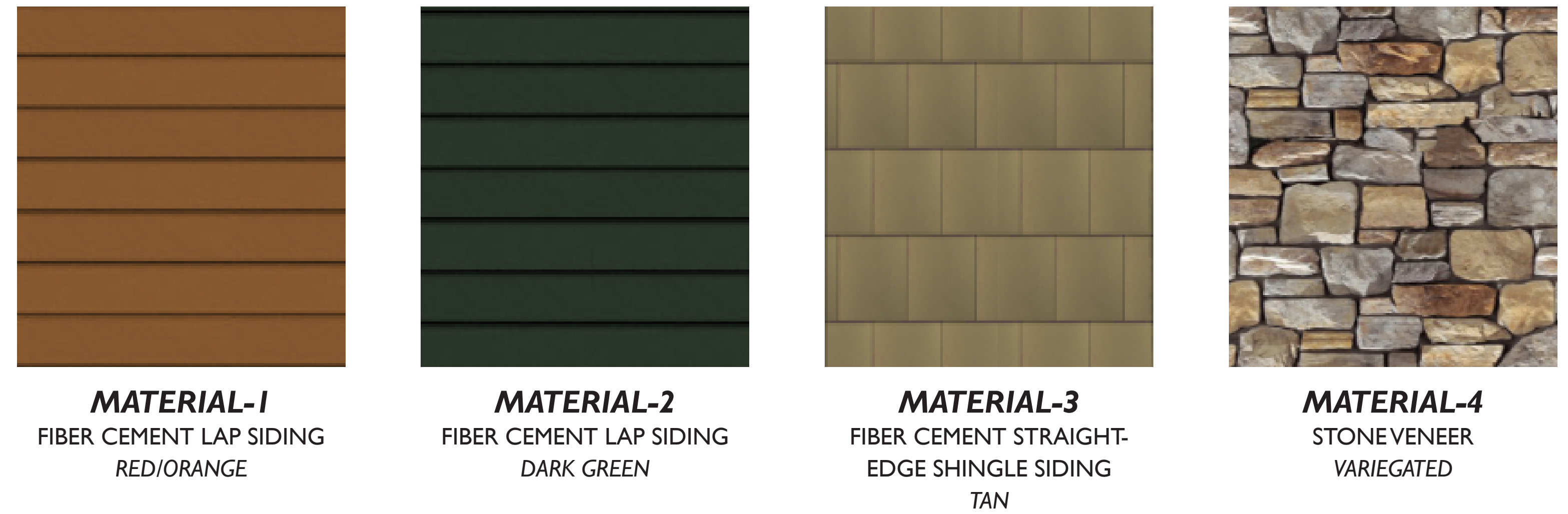


4 CLUBHOUSE - WEST ELEVATION

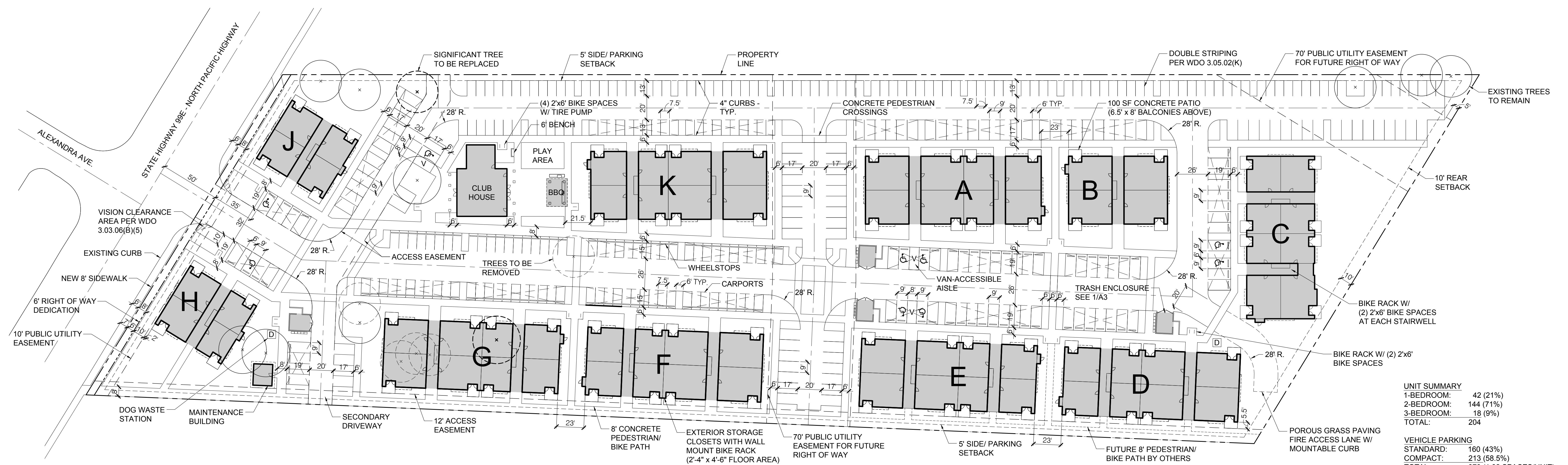
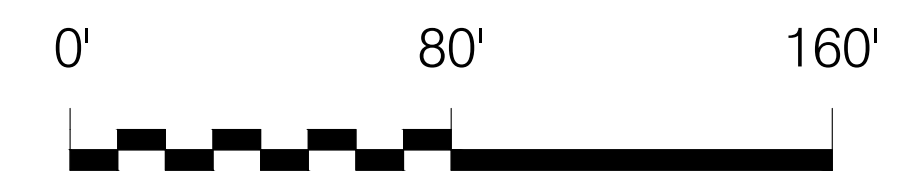




ENLARGED ELEVATION - TYPICAL BUILDING



ENLARGED ELEVATION - CLUBHOUSE



UNIT SUMMARY

1-BEDROOM:	42 (21%)
2-BEDROOM:	144 (71%)
3-BEDROOM:	18 (9%)
TOTAL:	204

VEHICLE PARKING

STANDARD:	160 (43%)
COMPACT:	213 (58.5%)
TOTAL:	373 (1.82 SPACES/UNIT)

COVERED: 192 (51.5%)
UNCOVERED: 181 (48.5%)
TOTAL: 373

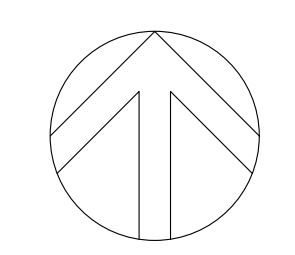
ACCESSIBLE: 9 (2%)

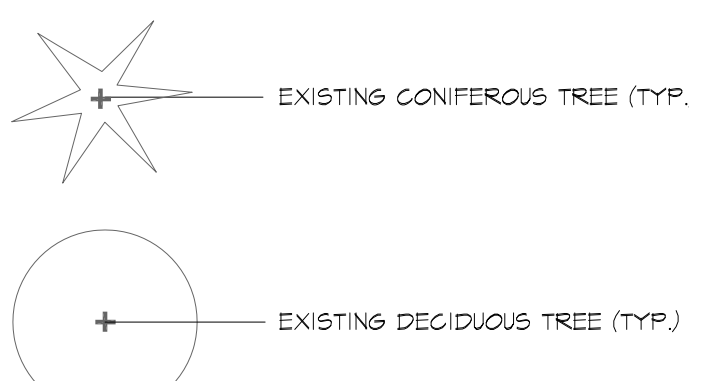
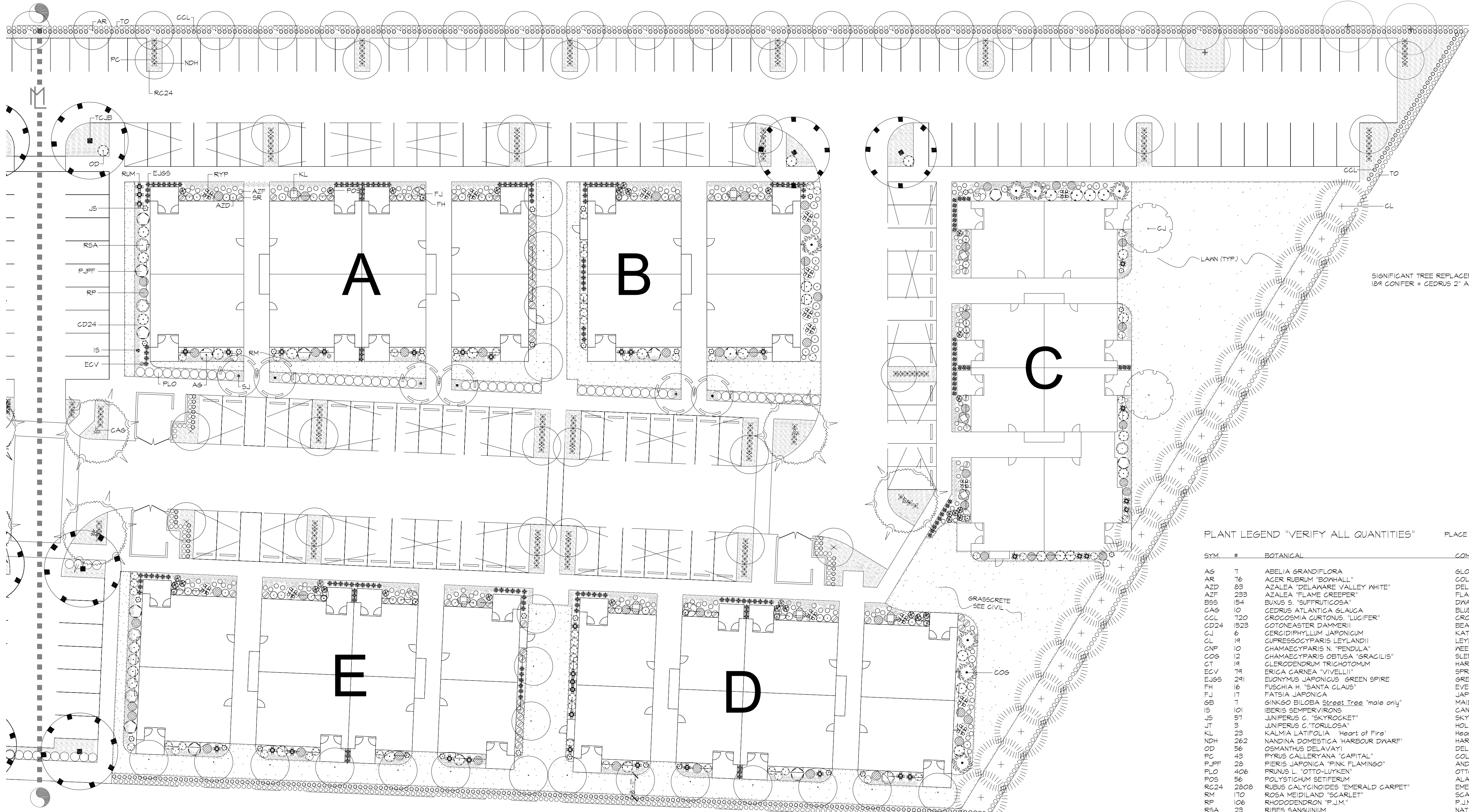
BICYCLE PARKING

COVERED:	34 (51.5%)
UNCOVERED:	32 (48.5%)
TOTAL:	66

NOTE:
 5% OF PARKING SPACES TO BE PROVIDED WITH A CONDUIT SYSTEM FOR THE FUTURE INSTALLATION OF ELECTRIC VEHICLE CHARGING STATIONS PER OAR 918-020-0380

1 SITE PLAN
 SCALE: 1"=40'-0"





SIGNIFICANT TREE REPLACEMENT FOR # 189 / 191 / 196. SEE ARBORIST REPORT
 189 CONIFER = CEDRUS 2" APPLE 191 AND WALNUT 196 REPLACEMENT = ZELKOVA 2"

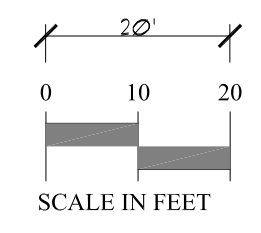
- Large tree 10 PU 2" Caliper
- Medium tree 8 PU 2" Caliper
- Small tree 4 PU 2" Caliper
- Large shrub 2 PU 3 gallon
- Small to medium shrub 1 PU 1 gallon
- Lawn or other living ground cover 1 PU / 50 square feet

PLANT LEGEND "VERIFY ALL QUANTITIES" PLACE TWO INCH MIN OF BARK MULCH IN ALL PLANTING BEDS

SYM	#	BOTANICAL	COMMON	SIZE	PL
AG	7	ABELIA GRANDIFLORA	GLOSSY ABELIA	5 GAL	2
AR	76	ACER RUBRUM 'BONHALL'	COLUMNAR RED MAPLE	2 IN CAL	4
AZD	23	AZALEA 'DELAWARE VALLEY WHITE'	DELAWARE VALLEY WHITE AZALEA	2 GAL	1
AZF	233	AZALEA 'FLAME CREEPER'	FLAME CREEPER AZALEA	2 GAL	1
B55	154	BUXUS S. 'SUFFRUTICOSA'	DWARF ENGLISH BOXWOOD	2 GAL	1
CAG	109	CEDRUS ATLANTICA GLAUCO	BLUE ATLANTIC CEDAR	2 IN CAL	10
CCL	120	GROGOSMIA GURTONIUS 'LUCIFER'	GROGOSMIA	1 GAL	1
CD24	1523	COTONEASTER DAMMERII	BEARBERRY COTONEASTER	4 IN 24" O.C.	N
CJ	6	CERCIDIPHYLLUM JAPONICUM	KATSURA	2 IN CAL	4
CL	14	CUPRESSOCYPARIS LEYLANDII	LEYLAND CYPRESS	12 FT-14 FT	10
CNP	10	CHAMAECYPARIS N. 'PENDULA'	KEEPING ALASKAN CEDAR	2 IN CAL	8
COG	12	CHAMAECYPARIS OBTUSA 'GRACILIS'	SLENDER HINKO CYPRESS	2 IN CAL	4
CT	14	GLERODENDRUM TRICHOTOMUM	HARLEQUIN GLORYBOXER	2 IN CAL	4
ECV	74	ERICA GARNEA 'VIVILLII'	SPRING HEATHER	1 GAL	1
EJ65	241	EUONYMUS JAPONICUS GREEN SPIRE	GREEN SPIRE EUONYMUS	5 GAL	2
FH	16	FUSCHIA H. 'SANTA CLAUS'	EVERGREEN FUSCHIA	2 GAL	1
FJ	17	FATSIA JAPONICA	JAPANESE ARALIA	5 GAL	2
GS	7	GINKGO BILOBA 'Street Tree male only'	MAIDENHAIR TREE	2 IN CAL	N
IS	101	IBERIS SEMPERVIRENS	CANDYTUFF	1 GAL	1
JS	57	JUNIPERUS C. 'SKYROCKET'	SKYROCKET JUNIPER	5 GAL	2
JT	3	JUNIPERUS C. 'TORULOSA'	HOLLYWOOD JUNIPER	2 IN CAL	4
KL	23	KALMIA LATIFOLIA 'Heart of Fire'	Heart of Fire MOUNTAIN LAUREL	5 GAL	2
NDH	262	NANDINA DOMESTICA 'HARBOR DWARF'	HARBOR NANDINA	2 GAL	1
OD	56	OSMANTHUS DELAVAYI	DELAWARE OSMANTHUS	5 GAL	2
PC	43	PYRUS GALLERIANA 'CAPITAL'	COLUMNAR FLOWERING PEAR	2 IN CAL	4
PJFF	28	PIERIS JAPONICA 'PINK FLAMINGO'	ANDROMEDA	5 GAL	2
PLO	406	PRUNUS L. 'OTTO-LUYKEN'	OTTO-LUYKEN LAUREL	5 GAL	2
POS	56	POLYSTICHUM SETIFERUM	ALASKA LACE FERN	1 GAL	1
RC24	2808	RUBUS CALYGINOIDES 'EMERALD CARPET'	EMERALD CARPET	4 IN 24" O.C.	N
RM	170	ROSA MEIDLAND 'SCARLET'	SCARLET MEIDLAND ROSE	2 GAL	1
RP	106	RHODODENDRON 'P.J.M.'	P.J.M. RHODY	2 GAL	1
RSA	23	RIBES SANGUINUM	NATIVE CURRANT	5 GAL	2
RUM	137	RHAPHIOLEPIS U. MINOR 'GULF GREEN'	DWARF YEDDO HAWTHORN	2 GAL	1
RYP	18	RHODODENDRON YAKU PRINCESS	YAKU PRINCESS RHODY	5 GAL	2
SJ	50	STRAX JAPONICA	JAPANESE SNOWBELL	2 IN CAL	4
SR	144	SARCOCCOCCA RUSCIFOLIA	TALL SARCOCCOCCA	2 GAL	1
TCJB	8	TILIA CORDATA 'JUNE BRIDE'	LITTLE LEAF LINDEN	2 IN CAL	8
TO	918	THUJA O. 'EMERALD GREEN'	EMERALD GREEN ARBORVITAE	5 FT-6 FT	2
ZS	6	ZELKOVA SERRATA GREEN VASE	GREEN VASE ZELKOVA	2 IN CAL	10

LI PLANTING PLAN

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).



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PERMIT SET
 SHEET
L1
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 11.8.19

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1310 & 1340 NORTH PACIFIC HIGHWAY
 WOODBURN, OREGON

PACIFIC VALLEY APARTMENTS
 LAND USE REVIEW
 12 NOVEMBER 2019

Landscape Plan

Attachment 106A
 Sheet 2 of 2

EXHIBIT
15