



Final Decision

City Council

File number(s): CU 2019-04, DR 2019-06, & VAR 2020-05 Related to ANX 2019-01

Project name: Woodburn Eastside Apartments

Date of decision: May 24, 2021

Applicant: Jeff Bolton, Senior Project Manager, Multi/Tech Engineering, 1155 13th Street SE, Salem, OR 97302-2508

Landowner: Ivanov Investment Group LLC, 27375 SW Parkway Ave, Wilsonville, OR 97070-9215

Site location: 2145 Molalla Rd NE; Tax Lot 051W09B000900

Summary: First, the Planning Commission on October 22, 2020 held a hearing and unanimously recommended that the City Council approve the consolidated applications package (Type IV) with the conditions recommended by staff through the staff report published October 15.

Second, the City Council held public hearings on January 25 & March 8, 2021 and unanimously tentatively approved the consolidated applications package with the conditions recommended by staff through the Commission staff report.

The development applications depend upon annexation ANX 2019-01 through the annexation and zoning designation ordinances the Council is to have adopted May 24. (Ordinances take effect on the 30th day after adoption per the City Charter, Chapter VIII, Section 34, p. 10.)

The request was for annexation, zoning designation, conditional use, design review, and variance to develop a demolished rural homestead of approximately 8.62 acres into 220 apartments across 19 two and three-story walk-up buildings.

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

One party testified (besides the applicant). The table below in the “Testifiers” section lists her.

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

Conditions of Approval:

General

G1. As part of building permit application, the applicant shall submit revised site plans meeting the conditions of approval and obtain Planning Division approval through sign-off on permit issuance.

G2. The applicant or successors and assigns 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 nine (9) feet wide to serve as a bicycle/pedestrian path, also known as a multi-use path, to and from sidewalk – or to and from an off-street public bicycle/pedestrian path – and that is ADA-compliant and not gated.
- “ADA” refers to the federal Americans with Disabilities Act of 1990.
- “apt” refers to apartment.
- “D1 & “D2” driveways refer to the two driveways from west (main) to east (secondary).
- “County” refers to Marion County.
- “Director” refers to the Community Development Director.
- “EV” refers to electric vehicle.
- “exc.” means excluding.
- “ft” refers to feet.
- “grove” refers to the cluster of four Significant Trees as WDO 1.02 defines in the southeast front yard.
- “max” means maximum.
- “min” means minimum.
- “Modal share” means the percentage of travelers using a particular type of transportation or number of trips using a type, as examples walking, cycling, riding transit, and driving.
- “Modal shift” means a change in modal share.
- “MUTCD” refers to *Manual on Uniform Traffic Control Devices* of the U.S. Department of Transportation (U.S. DOT) Federal Highway Administration (FHWA).
- “NE means northeast.
- “NW” means northwest.
- “OAR” refers to Oregon Administrative Rules.
- “o.c.” refers to on-center spacing, such as of trees or shrubs.
- “ODOT” refers to the Oregon Department of Transportation.
- “OR 211” refers to Oregon Highway 211 / Molalla Road.
- “Parking court” means each of three peninsulas of on-site surface parking extending southeast and framed by a “U” of five buildings. Phase 1 has one and Phase 2 has two.
- “PLA” refers to property line adjustment.

- “PUE” refers to public utility easement.
- “PW” refers to Public Works (the department) or public works (civil infrastructure) depending on context.
- “Root barrier” refers to that illustrated by PW SS&Ds, [Drawing No. 1 “Street Tree Planting New Construction”](#).
- “ROW” refers to right-of-way.
- “SDCs” refers to system development charges, also known as impact fees.
- “SE” means southeast.
- “Speed table” means an access way or walkway crossing of a drive aisle that: is concrete; with a tabletop that is raised at least four (4) inches above drive aisle grade, at least 9 ft wide for an access way or 6 ft wide for a walkway, flat, and scored, stamped, or otherwise treated (such as with bricks or pavers) to have a pattern; and, with the vehicular ramps striped in compliance with *MUTCD* Figure 3B-30, Option A, and with minimum and maximum slope ratios of 1:25 and 1:10 respectively.
- “sq ft” refers to square feet.
- “SS&Ds” refers to PW [standard specifications and drawings](#).
- “Street Corridor ‘C’” refers to a conceptual alignment of a street that implements TSP Figure 6 Local Street Connectivity Plan (2019), which through three blue arrows indicates street extensions into the northeastern area of the UGB east of U.S. 99E and north of OR 211, one each from U.S. 99E, June Way, and Cooley Road. The conceptual alignment as a street with 72 ft of ROW extends Cooley Road – hence the letter “C” – northwesterly towards the subject property, west across the north end of the subject property, and continuing west to U.S. 99E. The corridor refers to both the alignment and a public easement that reserves the segment of the corridor on the subject property (“reservation”) while allowing construction of private surface improvements other than buildings – and other than structures like carports and trash enclosures – and their use for an indefinite time.
- “Street trees” refer to trees that conform to the WDO, including 3.06.03A and Tables 3.06B & C.
- “SW” means southwest.
- “TPU” means the [Transit Plan Update](#) Approved Final Report dated November 8, 2010.
- “TDM” refers to transportation demand management, which means according to the TSP (p. 82), “a policy tool as well as a general term used to describe any action that removes single occupant vehicle trips from the roadway during peak travel demand periods”, and according to Wikipedia as of October 13, 2020, “the application of strategies and policies to reduce travel demand, or to redistribute this demand in space or in time.”
- “TSP” means the [Woodburn Transportation System Plan \(TSP\)](#).
- “UGB” means urban growth boundary.
- “Walkway” refers to what would otherwise be called sidewalk except the paved walking surface is on private property outside of any of ROW or an easement granting public access.
- “WDO” refers to the [Woodburn Development Ordinance](#).
- “WTS” refers to the Woodburn Transit System.
- “VCA” refers to vision clearance area as WDO 1.02 and 3.03.06 establish or as a specific condition establishes.

G4. Due dates / public improvements:

- a. By application: Unless a condition specifies otherwise, conditions including those relating to any of final subdivision, final partition, property line adjustment or lot consolidation recordation are

due by building permit application. Prior to both any recordation of any final subdivision, final partition, or property line adjustment and building permit application, the applicant shall submit and obtain approval of an [Address Assignment Request](#).

- b. By issuance: Unless a condition specifies otherwise, ROW and easement dedications and recordation(s), construction of frontage/street improvements, and construction of off-site, park, and other public improvements are due by building permit issuance. Where phasing is relevant, building permit issuance means issuance for the phase in which the conditioned improvement is located.

G5. Recordation due dates: The applicant shall apply to the County for recordations of items that the City requires no later than six (6) months prior to expiration of the land use approval as WDO 4.02.04B establishes, and shall complete recordations no later than three years past the land use “final decision” date. The due date to complete recordations shall not supersede when recordations are due relative to the building permit stage.

G-PW. Public Works: Follow the appended Public Works comments (October 13, 2020; Attachment 102A). If conflict arises between implementation of public works conditions and referenced standards in that document with implementation of the remaining conditions in this document, the Assistant City Administrator would arbitrate or mediate based on guidance from legal counsel, the Director, the Public Works Engineering Director, and the City Engineer.



Conditional Use 2019-04

CU1. Frontage/street improvements: These shall be:

- a. Planter strip: 8 ft wide min, exc. curb dimension.
- b. Street trees: 1 per 30 ft of frontage, equaling 10 trees per frontage. For up to no more than one of the min trees required along the frontage, the developer may pay a fee in-lieu of \$125 per tree. This fee provision is intended to substitute for the applicant invoking WDO 3.06.03A.3 (Director modification/relocation).
- c. Sidewalk: 8 ft wide min, which may overlap the PUE with granting of public access via either the PUE or separate easement, and with the gap between its east dead-end and the OR 211 shoulder connected diagonally with pavement.

CU2. Tree preservation:

- a. ROW: Street improvements, including both frontage and off-site improvements, shall preserve any existing alive trees, including through meandering sidewalk.
- b. On-site: Development shall preserve the grove.

CU3. Access way & walkways:

- a. Access way: It shall be:
 - (1) Extent: Extend as proposed (via land use review Sheets SDR1, 4, & 5) most of the subject property depth at least as far north as the south side of the northernmost east-west drive aisle and follow a route among the common building, grove, and 12 min of the apt buildings.
 - (2) Decorative paved areas: At least 1,500 sq ft of access way shall be either paved with any of decorative bricks or pavers or paved with concrete that is scored, stamped, or otherwise treated to have a pattern. (The intent is for the developer to apply this to the proposed three circular bulges along the access way and excludes the square footage of unpaved holes in the doughnut shapes of these areas.)
 - (3) Speed table: Each crossing of a drive aisle shall be a speed table as a General (G) definitions condition specifies.
 - (4) Trees: At each of the landings on the south side, a landscaped island 8 ft wide min between insides of curbing and extending 14½ ft min, exc. curb dimension. Each island shall have a tree. Along the length of the access way within 6 ft of the west edge, 19 trees min.
 - (5) VCA: Each crossing shall have two small VCAs, one each at the north landing, east side and the south landing, west side. The VCA triangles shall measure from 6 by 6 ft from the intersecting edges of access way and drive aisle, and no parking stall shall overlap VCA.
- b. Walkways: 6 ft wide min, excepting the walkway north of the pool, the walkway southeast of the trash enclosure, and walkways from any of emergency exit / employee-only mandooors or a maintenance shed. Exceptions shall be 4 ft wide min. Walkway crossings of drive aisles shall be zebra-striped. The developer shall install at least 2 crossings not only as striping but also as

extensions of poured concrete: the west crossing of each of the middle and south east-west drive aisles.

CU4. Common area improvements: They shall include:

- a. Benches: 12 min, each 6 ft wide min, and 75.0% min with backs. A concrete or masonry seat wall may substitute for a backless bench for each segment that is 6 ft wide min, 1½ ft high and deep min, and includes a cap of smoother concrete. Place 8 min benches along the access way preferably near the major deflections, 2 min in or near the grove, and 1 min at the common building. Benches shall be set back 1½ ft min from edge of access way or walkway.
- b. Picnic benches: 2 min, each square. 1 min ADA-compliant (with one of the four sides omitting a bench seat) on a paved pad. Place 1 min in the shelter.
- c. BBQ: As proposed, a barbeque (BBQ) grill.
- d. Patio: As proposed, a patio adjacent to the common building.
- e. Shelter: At least one gazebo, pavilion, or shelter with narrowest dimension of 12 ft, 288 sq ft min, ceiling height 10 ft min, and placed near the grove.
- f. Path: A bark dust or wood chip path 3 ft wide min shall connect the access way from near the common building through the grove to the walkway along the east north-south drive aisle.

Administrative minor adjustment by the Director to common area improvements is permissible.

CU5. Trash enclosure: Shall include a separate pedestrian entrance 3 ft, 4 inches wide min. If gated, the gate shall be a push gate that either swings into the enclosure or in both directions.

CU6. Balconies and patios: WDO 3.07.05B.1 (area/size and narrowest dimension) shall apply as min standards, except that for whatever balconies and patios among those proposed exceed these dimensions, their larger areas/sizes and wider narrowest dimensions shall be the min standards for those:

- a. Patios: 8 ft min narrowest dimension and 96 sq ft min.
- b. Balconies: 8 ft min narrowest dimension and 80 sq ft min.

Parking

CU7. Maximizing available parking for residents:

- a. Mail carrier stall: The proposed stall designated for mail carrier parking shall be available for resident parking on official postal holidays, Sundays, and remaining days outside the hours of 8 a.m. to 6 p.m. A sign 1½ by 1 ft min shall note the range of hours when a space is limited to mail carrier parking and specify that it is available for resident parking outside the specified hours.
- b. Visitor parking: If the developer or property management company were to designate and mark a number of parking spaces as leasing office visitor parking, then the spaces shall be available for resident parking before and after office hours. A sign 1½ by 1 ft min shall note the range of

hours when a space is limited to visitor parking, for example 10 a.m. to 6 p.m., and specify that it is available for resident parking outside the specified hours.

Landscaping

CU8. Bark dust: 5.0% max of landscaped area may be bark dust.

CU9. Evergreen: 4 min of trees new to the site. The 4 shall be 1 min of the following coniferous or evergreen species:

Cedar, Western Red	Madrone, Pacific
Douglas-Fir	Oak, Oregon White
Fir, Grand	Pine, Ponderosa; and
Hemlock, Western	Yew, Pacific

CU10. Front yard trees: The front yard shall have a loose row of trees that complements the row of street trees. 9 min, placed at an approximate average o.c. spacing of 1 per 30 ft of frontage, and with trees new to the site placed at least 4 ft from edge of sidewalk and 20 ft max from ROW.

CU11. Overhang / wheel stops:

- a. Overhang: In parking aisles along the rear and sides of the subject property, standard size stalls shall overhang curbing and landscaping by 1 ft min, as WDO Figure 3.05C allows up to 2 ft max.
- b. Wheel stops: Wheel stops anywhere within the site development shall be 4 inches high max.

CU12. Parking area trees:

- a. Each parking aisle shall have between the ends of the aisle at least one landscaped island that is 6½ ft wide min between insides of curbing and extends 14½ ft min, exc. curbing, into aisles with perpendicular or angled stalls and at least 7½ ft, exc. curbing, into aisles with parallel parking. A drive aisle with parking on both sides has two parking aisles, and the access way crossing landscaped islands conditioned elsewhere do not count towards this condition.
- b. Each island shall have a tree.

CU13. Screening: Evergreen hedge or shrubbery shall be screen at-grade electrical and mechanical equipment along their sides, excepting the side intended for technician access.

CU14. Bicycle parking:

- a. Amount and distribution on site: The developer shall provide bicycle parking as follows:

- (1) Outdoor closets (220): 1 stall min per dwelling in each dwelling in the outdoor closet of the balcony or patio in which the developer shall install a wall-mounted folding or retractable hook designed for the hanging of a bicycle;
 - (2) Outdoors (242): 242 stalls min outdoors, outside of patio and balcony closets. 2 stalls min within 10 to 15 ft of ROW (as guest parking), and 62 min along the access way;
 - (3) Stairwells (37 to 74): The developer may meet some of the outdoors min by placing 1 stall min at the base of each building stairwell, with each of these locations having a bicycle parking sign 1½ by 1 ft min;
 - (4) Guest: Of the stalls outdoors 2 stalls min within 10 to 15 ft of ROW and along or near the access way;
 - (5) Front: 2 stalls min outside each apt building spaced to conform to the 50-foot distance provision of WDO 3.05.03E as applied through a Design Review (D) condition – and in addition to and more specifically than that condition, also near the front of each building.
- The diagram below illustrates what “near the front” means:

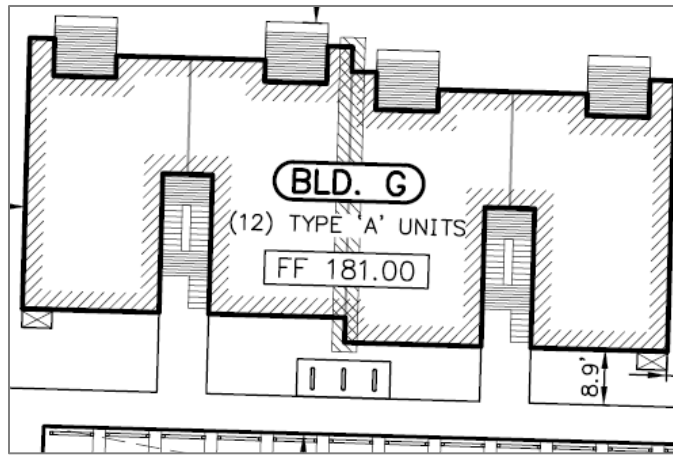


Exhibit Example Building Context

The diagram below represents the exhibit example building context.:

n/a	n/a			n/a
n/a	Corner	Back	Corner	n/a
	Left side	Building	Right side	
	Corner	Front	Corner	
Meets*	Meets “Front” condition			Meets*

Exhibit Example Building Context

*Stalls partially in a left or right “Meets” area would count as if they were fully in such area.

- (6) In no case shall the total number of bicycle parking stalls equal fewer than 1.1 per dwelling, which equals 242 stalls, and in no case shall the min coverage/sheltering from precipitation of bicycle parking be for fewer than 120 stalls exc. outdoor closet and stairwell stalls.
- b. Bicycle standards: Stalls shall conform to City of Portland Title 33, Chapter 33.266.220C (amended 2/01/2017, of which staff has a copy), except that the applicant may ignore subsections C6, C7, & C5c, and that C4b does not apply to the outdoor storage closets for which

the min stall depth from wall instead shall be 4 ft min. Vertical clearance instead shall be 8 ft min or, where a stall is under stairs, 6 ft min.

- c. Cover/shelter: 50.0% min of bicycle parking outdoors shall be covered or sheltered from the elements. Bicycle parking within patio and balcony closets and building stairwells do not count towards this requirement.

CU15. Lighting: If proposed, exterior light fixtures shall be full cut-off or fully shielded and limited in height as follows:

- a. Full cut-off: Exterior lighting fixtures shall be full cut-off or fully shielded models.
- b. Heights: As measured to the underside of a fixture:
 - (1) Wall: Exterior wall-mounted fixtures shall be 8 ft max 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.)
 - (2) Parking pole: Exterior pole-mounted fixtures within 4 ft of or in parking, loading, and vehicular circulation areas shall be 14½ ft high max above vehicular finished grade.
 - (3) Other pole: Remaining exterior pole-mounted fixtures, if any, shall be 10 ft high max above grade.
- c. Front yard: The common building south elevation is limited to one exterior wall-mounted fixture, and the first 20 ft of front yard are limited to one pole-mount.
- d. Any on-site permanent signage shall also be subject to (a).

CU16. Window area: The common building west elevation, which is the building front, shall have 30.0% min window area and the south elevation, which faces OR 211, 21.5% min, both through transparent glass.

CU17. Parking management: This shall be as follows:

- a. Survey: The applicant or any successor and assigns such as a property manager shall collect data about off-street parking usage or allocation and provide it to the City to the attention of the Director.
 - (1) Reporting period: Collect data by each half of a year – January through June and July through December. Submit each biannual report by the last City business day in the last month of the next quarter of a year and that is not a federal holiday. (For example, a report for January through June 2022 would be due by September 30, 2022.)
 - (2) First report: The first report shall cover whatever irregular length of time would pass between phase occupancy and the end of the next half of a year ending June or December.
 - (3) Attributes: Collect and report on:
 - (a) Geography: Report numbers divided between Phases 1 & 2 (as defined in Condition G3).

- (b) The number of off-street spaces/stalls that are available and how many, if any, are closed due to occasional events such as parking area resurfacing, temporary outdoor events, outdoor storage, or the stationing of large trucks or truck trailers.
 - (c) Track stalls and usage by type: regular standard size, regular compact, accessible/ADA/handicap, EV, and any other type (such as those designated for visitors, leasing office employees, staff golf cart, or mail carrier).
 - (d) Collection: The property manager shall do field counts as per condition subpart (4 “field count”) below and also provide a separate set of assumed counts based on lease agreements, i.e. what tenant households are allocated a stall or stalls and for what periods, assumed that stalls are occupied as lease agreements describe.
 - (e) Usage: Report how many stalls are used and allocated. For vacant apartments in the context of assumed counts, record stalls associated with vacant apartments as unallocated.
 - (f) If and when a parking area resurfacing project were to happen, provide written notice to the Director of approximate start date and duration, location, and number of stalls involved.
 - (g) Format: Use tables to report by phase absolute numbers and percentages of stall type occupancies. Include phase and sitewide totals.
- (4) Field count: The property manager shall do at least two field counts per reporting period, meaning to travel the project and count in real time occupied and vacant stall types such as by marking a project site plan. Each count shall be on Tuesday, Wednesday, or Thursday that is neither a federal holiday nor within a week (7 days) of a federal holiday. One count shall be daytime starting no earlier than 9:30 a.m. and concluding no later than 4:30 p.m., and one count shall be nighttime starting no earlier than 10:00 p.m. and concluding no later than 12:30 a.m. Report when on a given date the counts were done and how long it took, for example, from 11:30 a.m. to noon.
- (5) Bicycle parking: For outdoor bicycle parking stalls, including those within stairwells but excluding outdoor closets, the property manager shall also do field counts the same way as per condition subpart (4) above and as part of the larger report confirm the total number of existing outdoor bicycle stalls.
- (6) Parking demand management: The reporting that a parking demand management condition requires, if it exists, may be incorporated with the parking usage data collection report.
- (7) Context: In each report, cite the project name, phases, street addresses, master/parent case file number ANX 2019-01 and child case file number CU 2019-04, and the condition identification(s), state what period the report covers, state the number of vacant apartments and when and how the number was determined given fluctuation over six months, and provide an employee name and direct contact information for questions City staff might have.
- (8) Intent: It is not the express intent of this condition to police property management or punish tenants or management for perceived misuse of parking, but instead without judgment to collect data on how parking is actually used in a conventional large apartment complex.

- (9) Change of ownership: If and when property ownership were to change, the property manager shall pass along record of the conditions of approval to the contract purchaser and successive property manager.
- (10) Expiration: This parking usage/allocation data collection condition becomes optional as of July 1, 2031. If reporting were to cease, the last report – for the January to June 2031 period – would be due September 30, 2031.

CU18. Buildings: It shall be:

- a. Windows:
 - (1) Proportion: All windows shall be square or vertically proportioned, except that horizontally proportioned windows are allowed if they have grilles or muntins dividing lights or panes so as to be vertically proportioned.
 - (2) Per room: Within apts, every habitable room abutting a building exterior wall shall have min one window.
 - (3) Insect screens: All operable windows shall have insect screens.
- b. Scuppers: Any building rainwater scuppers shall not to dump onto the pavement of an access way or walkway.

CU19. EV: Electric vehicle parking shall be as follows:

- a. Number: Influenced by OAR 918-020-0380 “Electric Vehicle Ready Parking” and as proposed, a minimum of either 9 stalls or 2.0% of minimum required parking– whichever is greater – shall be a designated EV stall or stalls and with a Level 2 or higher charging station or stations, which the landowner may limit to tenant use.
- b. Placements: In 3 groups min, and with group distribution of 2 groups min in the south east-west drive aisle and a group min in the middle east-west drive aisle.
- c. Striping: Stripe each stall in lettering 1 ft high min “ELECTRIC VEHICLE CHARGING” or similar and stencil of an EV image or logo.
- d. Signage: Post at each stall a wall-mounted or pole-mounted sign for “Electric Vehicle Charging Only” or similar and include an EV image or logo. Each sign 1½ by 1 ft min with top of a posted sign between 5½ and 6½ ft high max above vehicular grade.
- e. Management/operations: The property manager:
 - (1) Shall keep EV stalls available for EVs and plug-in hybrid vehicles and keep conventional gasoline vehicles from parking in them. Priority users shall be tenants and property management company employees; guests/visitors would be secondary.
 - (2) May charge EV stall users for the costs of charging an EV through a charging station, but shall not (a) charge tenants for either simply parking an EV or plug-in hybrid vehicle in an EV stall or for leaving such a vehicle parked without actively charging, and (b) shall charge to recoup costs to the property manager and not generate profit for the property manager. (This does not preclude the property manager contracting with a for-profit company to manage EV charging stations).
 - (3) Shall not charge any fee that discriminates among particular EV parking stalls based on the perception of some stalls being more convenient or otherwise desirable than others.

Design Review 2019-06

D1. ROW: To meet WDO Figure 3.01B, as part of recordations and regarding OR 211, the applicant shall dedicate (a) variable width ROW resulting in half-street ROW that is uniform 50 ft wide min measured from road centerline, and (b) along the ROW a PUE 10 ft min.

D2. Street corridor: To meet WDO 3.01, as proposed as part of recordations and regarding Street Corridor "C", the developer shall dedicate a PUE of 82 ft min width across the north end of the subject property, and shall revise the draft easement text to contain:

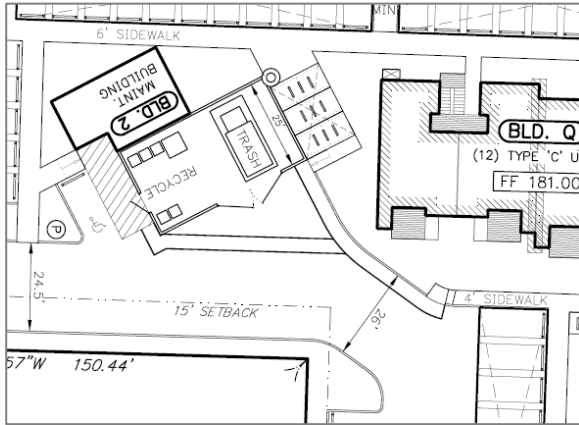
- a. In the body or an Exhibit C, a description that the easement serves to implement Woodburn Comprehensive Plan Policy H-2.2 and Transportation System Plan (TSP) Figure 6 (2019) by reserving on the subject property a segment of Street Corridor "C" for a future street that would connect Cooley Road and either or both June Way and U.S. 99E and that would be ROW of 72 ft width with remainder 5-ft PUEs along the south side or both sides; and
- b. One instance min of the phrase "street reservation and public utility easement" in any of the title, body, map Exhibit B, or an Exhibit C.

D3. Driveways:

- c. Number: To meet WDO 3.04.03B.1 regarding access management, the number of driveways shall be limited as follows:
 - (1) D1, 32 ft wide max; and
 - (2) D2 and its throat being one-way exit-only, 12 ft wide max, and with a do-not-enter sign that complies with MUTCD Figure 2B-11, sign R5-1 placed at a location within the ROW or PUE as ODOT directs.



- d. Approach / apron / curb cut: Driveways shall conform to PW SS&Ds, Section [4150](#), unless overridden by ODOT choosing to apply its standards.
- e. Traffic control: To meet WDO 3.05.02J: As proposed, a striped walkway near and to the trash enclosure shall delineate the edge of the min drive aisle width, the delineated width being 24 min and 26 max, to discourage over-swing by turning drivers.



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

- a. Extend a drive aisle stub to the property line along each of the following properties:

<i>Tax Lot</i>	<i>Address</i>	<i>Description</i>
051W09B000700	2155 Molalla Rd NE	Ashland Brothers Landscapes, Inc.
051W09B000800	2149 Molalla Rd NE	Lin rural residence
051W09B001000	none	Carson-Jeske rural residence extra rear yard
051W08A005200	2045 Molalla Rd NE	Undeveloped church property

- b. At the interface of a property line and a drive aisle stub, fixed obstructions including curbing is prohibited. (The developer may instead place signed barricades atop the pavement.)
- c. 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.
- d. The public access easement shall grant public access to and from Highway 211 via at least the western driveway if not both driveways.
- e. The easement width shall be minimum twenty (20) feet, centered on driveway and drive aisle centerlines, and span between the driveway(s) and each of the drive aisle stubs.

D5. Parking striping: The developer shall:

- a. Signage/striping: To meet WDO 3.05.02J, designate compact stalls “COMPACT” in lettering one 1 ft high min.
- b. Double striping: To meet WDO 3.05.02K, delineate parking stalls with double parallel lines pursuant to WDO Figure 3.05C.

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) ft 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 all apartment buildings except Building U 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. A Building U 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 three points min for all except Building U, one point min for Building U, and apply to one point minimum per walkway.

D7. Patios: Visual separation shall conform to WDO 3.07.05B.1a as follows:

- a. Pavement: As proposed, patios shall be paved with brick, concrete pavers, or poured concrete.
- b. Railings/fencing & gate: The outermost edges of patio concrete slabs that do not abut building walls shall have either metal or wood railings or cedar wood fencing at least 3 ft high. If the latter, then opacity shall be full, but if fencing is higher than the minimum height, it shall be no more than 90% opaque, such as by being fully opaque from grade but from the top having a lattice pattern. The railings or fencing shall have a gated opening at least 2 ft and 4 inches wide.
- c. Height maximum: the railings or fencing maximum height shall be either 5 ft or, where a patio faces the access way, 3½ ft.
- d. Shrubbery: Evergreen shrubbery shall line fully the outermost edges of patio concrete slabs, except along the gated opening.

Design Review 2019-06: Transportation

T-A1. U.S. 99E & OR 211/214:

- a. Signal timing: The developer shall pay a mitigation fee or fee in-lieu of \$10,000 to fund a transportation study, specifically a study of signal timing, appropriate mitigation of the operational (mobility) deficiency and elevated crash rate, and related details in coordination with ODOT. [TIA & TSP R14]
- b. Mitigation for Operational and safety deficiencies: this proposal exacerbates existing and projected mobility/volume-to-capacity deficiencies as well as an existing elevated crash rate. The applicant shall contribute a proportionate share contribution toward a mitigation project to alleviate these deficiencies. There are two options for this mitigation, one from the TSP, the other from ODOT agency commentary (April 6, 2020) on the TIA:
 - (1) Add a southbound left-turn lane on Highway 99E and a short-length receiving lane on Molalla Road; or
 - (2) Reconfigure the westbound approach at the intersection to provide a dedicated right-turn lane or pocket that leads to Highway 99E northbound through one of the following.
- c. As this intersection is under ODOT jurisdiction, the agency would need to approve of the appropriate mitigation project in concert with the City Engineer. The forum for this decision would be the signal study noted in Condition T-A1(a). The approved mitigation project shall determine civil engineering details such as channelization, signal modification(s), length, width, placement relative to centerline, markings, ADA-compliant sidewalk/pedestrian crossing improvements and street tree preservation.
- d. To determine the applicable mitigation fee or fee in-lieu for a proportionate fair share of the mitigation project, the trip contribution method described above yields an estimated 10.1% contribution of this project to the mitigation project's total cost. The signal study could address the need to determine the estimate cost of the mitigation project, or the applicant has the option to provide their own estimate based on a study drafted by a licensed civil engineer, advised upon by ODOT, and agreed to by the City Engineer prior to building permit application.
- e. The developer shall forward a cost estimate with cover letter and contextual documents to the City Engineer and courtesy copy the Director no later than either (i) 5 City business days following the date the City Council authorizes the Mayor or Council President to sign the land use "final decision" document, or (ii) the effective date of the ANX 2019-01 annexation ordinance. The City Engineer shall choose (i) or (ii) for the developer and identify such in writing to the developer and courtesy copy the Director.

T-BP1. Sidewalk connection / off-site extension: To further TDM through walking, in addition to the required half-street sidewalk, the developer shall do one of the following:

- a. Extend sidewalk at 6 ft width min west to the east leg of the T-intersection of OR 211 & June Way, approximately 425 ft distance, and at a point aligned with the east leg, the sidewalk shall turn south and meet the roadway;

- b. Install a mid-block crossing from the frontage sidewalk, or from a short west extension of said sidewalk, south to existing sidewalk along the south side of OR 211, and with the crossing conforming to PW SS&Ds unless overridden by ODOT choosing to apply its standards; or
- c. A combination of a. and b. whereby the length of the sidewalk per a. would shorten in relation to how far east of June Way the developer would install a mid-block crossing.
- d. If the developer were to opt for b., and were either ODOT or City written or drawn public works standards not to exist yet be necessary to establish to administer b., then the developer and City shall default to these improvement elements:
 - (1) At both ends of the crossing, an ADA-compliant transition between sidewalk and roadway;
 - (2) White striping in the form of either two parallel bars or as zebra stripes;
 - (3) The type, number, and placements of signage compliant with the MUTCD for a mid-block crosswalk; and
 - (4) That either ODOT or the City Engineer may require either or both (i) installation of a street light or lights in addition to those required as part of frontage improvements, and/or (ii) that the crossing be actuated or semi-actuated. [TSP Fig. 5]

T-BP2. Crosswalk installation: To further TDM through walking, the developer shall upgrade the east leg of the T-intersection of OR 211 & June Way into a marked crosswalk and one that conforms to PW SS&Ds, unless overridden by ODOT choosing to apply its standards.

- a. Either ODOT or the City Engineer may require either or both (1) installation of a street light at or near the north end of the crossing, and/or (2) that the crossing be actuated or semi-actuated.
- b. Were either ODOT or City written or drawn public works standards not to exist yet be necessary to establish to administer this condition, then the developer and City shall default to these improvement elements:
 - (1) At the north end, an ADA-compliant transition between sidewalk and roadway;
 - (2) White striping in the form of either two parallel bars or as zebra stripes; and
 - (3) The type, number, and placements of signage compliant with the *MUTCD* for a crosswalk along the leg of an intersection.
- c. There shall result a physical change to existing pavement and/or striping serving as an obvious indication for most pedestrians, cyclists, and drivers.
- d. Regarding a Condition T-BP1 for sidewalk connection / off-site extension, were the developer to opt for its part b. or c., then this Condition T-BP2 would not apply. [TSP Fig. 5]

T-BP3. Bicycle lane off-site extension: To further TDM through cycling, the developer shall do one of the following:

- a. Widen the off-site sidewalk, which a separate condition requires, into a bicycle/pedestrian path 8 ft wide min;
- b. Extend the bicycle lane at 6 ft wide min (per WDO Figure 3.01B) west to the east leg of the T-intersection of Highway 211 & June Way and to the north end of that crosswalk, approximately 425 ft distance. The developer shall add roadway pavement to accommodate both a bicycle lane and either (1) whatever ODOT establishes as road shoulder min width or (2) a buffered bicycle lane such that the lane is min 2 ft away from the edge of travel lane, and towards the

west where both the shoulder and ROW narrow, then the developer may taper the buffer to a close; or

- c. Pay a fee in-lieu of \$113,000.
[TSP B16]

T-BP4. Wayfinding: To further TDM, the developer shall do one of the following:

- a. Install 2 min devices, such as signage, that provide wayfinding to bicycle routes, multi-use paths, parks, schools, and other essential destinations. If the developer were to opt for signage and assuming pole signage, sign face min dimensions shall be 2 ft by 1 ft and the placements shall be one at or near the junction of the access way and sidewalk and one at the T-intersection of OR 211 & June Way. (Note: The developer may mimic the typical wayfinding signage the City approved for the Mill Creek Greenway as Smith Creek Development [ANX 2017-05] adapted from the City of Tualatin, Oregon greenway trail system signage which it in turn had adapted from the Regional Trails Signage Guidelines of The Intertwine Alliance, a trails coalition in the Portland metro area.)
- b. Pay a fee in-lieu of \$3,000. [TSP B40 “wayfinding”/P62]

T-T1. Bus transit and vanpool fee: To further TDM through bus transit and vanpooling, the developer shall pay a mitigation fee that is a rate per dwelling of \$368.41. [This condition relates to TSP projects T1, 2, 4, & 16, TDM1, TSP Fig. F5, and TPU projects 1, 2, 3, 11, 12, 13, 15, & 20.]


T-T2. Bus stop bicycle parking: To further TDM through bus transit, the developer shall at each of the following WTS bus stops provide for bicycle parking to the specs specified by the Assistant City Administrator or designee by either (1) installing a bicycle rack in a 6 by 4 ft min concrete pad or (2) paying a fee in-lieu of \$510.20:

- a. U.S. 99E northbound (Express Stop 2) adjacent to Tax Lot 051W08DB02600 (1400 N. Pacific Hwy; Jehovah’s Witnesses);
- b. OR 214 westbound (Stop 17) adjacent to Tax Lot 051W08A005400 (1561 Mt. Hood Ave; Pacific Plaza strip mall); and
- c. OR 214 eastbound (Stop 13) adjacent to Tax Lot 051W08DB01300 (1540 Mt. Hood Ave; Bi-Mart, Mega Foods). [TSP T18]

T-T3. Bus stop shelters: To further TDM through bus transit, regarding the WTS U.S. 99E northbound stop that is adjacent to Tax Lot 051W08DB02600 (1400 N. Pacific Hwy) the developer shall provide for a bus shelter to the specs specified by the Assistant City Administrator or designee by either (a) installing a shelter or (b) paying a fee in-lieu of \$12,000. [TPU 9]

T-TDM1. Car share: Until July 1, 2025, the Director may invoke as a requirement that the property management team shall contract with a car share company or service, designate and mark a minimum

number of parking spaces – which shall be at least one – for one or more shared vehicles for tenant use, and follow program details that the Director establishes as necessary to implement the requirement.



Variance 2020-05

V1. Compact parking (WDO 3.05.03C):

- a. Percentage: The compact parking max as a percentage of the required parking ratio min shall be 39%; instead of 20% typical) and 100% of any amount in excess of the min required. At least 20% of the min amount of stalls shall be compact.
- b. Striping: The applicant shall stripe each stall with the word “COMPACT” in lettering one 1 ft high min.

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 private 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. 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. Technical standards:
 - a. Context: A reader shall not construe a land use condition of approval that reiterates a City technical standard, such as a PW standard, to exclude remaining standards or to assert that conditions of approval should have reiterated every standard the City has in order for those standards to be met.
 - b. Utilities: A condition involving altered or additional sidewalk or other frontage/street improvement that would in the field result in displacement or relocation of any of utility boxes, cabinets, vaults, or vault covers does not exempt the developer from having to move or pay to move any of these as directed by the City Engineer and with guidance from franchise utilities.
8. 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.

9. 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.
10. 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.
11. 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 of a permit type issued by the Public Works Department.
12. 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.
13. Franchises: The applicant provides for the installation of all franchised utilities in any required easements.
14. 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.

15. Grease Interceptor/Trap: If applicable, a grease trap would need to be installed on the sanitary service, either as a central unit or in a communal kitchen/food preparation area. Contact Marion County Plumbing Department for permit and installation requirements, (503) 588-5147.
16. Fire: Fire protection requirements must comply with Woodburn Fire District standards and requirements, including how the District interprets and applies Oregon Fire Code (OFC). 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.
17. SDCs: The developer pays System Development Charges prior to building permit issuance. Staff will determine the water, sewer, storm and parks SDCs after the developer provides a complete Public Works Commercial/Industrial Development information sheet.
18. Public Improvements Civil Plan Review: The process by which to receive, review, and approve drawings and other documents related to public improvements required by these conditions of approval may be paired with or incorporated into building permit review, or, if directed by the City Engineer, through a civil engineering plans (CEP) review process led by the Engineering Division. If opting for CEP, the applicant shall not only follow the direction of the Engineer Division, but also take some actions to facilitate tracking by Planning staff and coordination with Engineering:
 - a. Cover letter: Upon submitting application to the Engineering Division, simultaneously alert the Planning Division through a cover letter to the attention of the Planning Division referencing the intended or, if known, actual submittal date as well as the project name, project phase, tax lot number(s), street address(es), and the land use / planning / zoning final decision conditions of approval that require the public improvement that is the subject of the civil engineering plans. Referencing conditions may be by quotation or citing the identification numbers (e.g., T-A1). Identify the specific sheet (by number) or document page number that illustrates or notes how each subpart of a condition is met.
 - b. Contact information: State the applicant's name, company, phone number, e-mail, and desired date for City staff to respond with review comments. The cover letter may include these.
 - c. Plan copies: Submit to the attention of the Planning Division at least two plan size copies of plan sets (24 by 36 inches). Within the cover sheet title block(s), include the phrase "civil engineering plans" or "public improvements civil plans". Submit also Adobe PDFs using a fileshare service.
 - d. Re-submittal fee: If there are multiple re-submittals, beginning with a third submittal / second revised submittal and continuing with each subsequent submittal, the applicant must pay through the Planning Division into City general revenue a fee of \$100.

Where public improvements involve the jurisdiction of an outside agency such as the Oregon Department of Transportation (ODOT), the developer must account for that when interacting with the City Engineer and City Public Works Department process.

Appeals: The decision is final unless appealed to the Oregon Land Use Board of Appeals (LUBA) pursuant to Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OAR) 661-010. The appeal

due date is “on or before the 21st day” after the decision date per OAR 661-010-0015(1)(a). A valid appeal must meet the rules. If appealing to LUBA, as a courtesy inform City staff in writing.

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 97071-4730. For questions or additional information, contact Alyssa Nichols, Administrative Assistant, at (503) 982-5246 or alyssa.nichols@ci.woodburn.or.us.

Testifiers:

<i>Name</i>	<i>Address</i>	<i>Planning Commission</i>		<i>City Council</i>	
		<i>Written</i>	<i>Verbal</i>	<i>Written</i>	<i>Verbal</i>
Sarah Jeske-Smith	1100 Comstock Way, Woodburn, OR 97071-5889			x	

Attachments:

- Planning Commission October 22, 2020 Staff Report Attachment 101. Marked Tax Map
- 102A. Public Works comments (October 13, 2020; 2 pages)
- 103. Application materials / site plans (September 23, 2020; 17 sheets)
- 104. Transportation System Plan (TSP) Fig. 2 "Functional Roadway Classification"
- 106. TSP Fig. 6 "Local Street Connectivity Plan"

Sincerely,



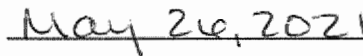
Colin Cortes, AICP, CNU-A

Senior Planner

As authorized by the City Council on May 24, 2021



Eric Swenson, Mayor



Date

ES/cmc

cc: Chris Kerr, Community Development Director

Dago Garcia, P.E., City Engineer

Ted Cuno, Building Official

Jason Space, GIS Technician

Jeff Bolton, Senior Project Manager, Multi/Tech Engineering, 1155 13th Street SE, Salem, OR 97302-2508
(applicant)

Ivanov Investment Group LLC, 27375 SW Parkway Ave, Wilsonville, OR 97070-9215 (landowner)

Testifier(s): Per the table above.

Casey Knecht, P.E., Development Review Coordinator, Oregon Dept. of Transportation (ODOT) Region 2

Marion County Assessor's Office

Marion County Geographic Information System (GIS)

Marion County Public Works Dept.

05 1W 09B

05 1W 09B
WOODBURN



MARION COUNTY, OREGON
NW1/4 SEC9 T5S R1W W.M.
SCALE 1" = 200'

LEGEND

LINE TYPES

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

CORNER TYPES

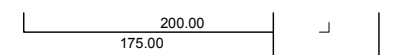
- + 1/16TH Section Cor.
- ⊙ DLC Corner
- ⊕ 1/4 Section Cor.
- ⊕ Section Corner
- 16 15
- 21 22

NUMBERS

- Tax Code Number
- 000 00 00 0
- Acres
- 0.25 AC
- All acres listed are Net Acres, excluding any portions of the taxlot within public ROWs

NOTES

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



CANCELLED NUMBERS

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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: 1/23/2018

WOODBURN
05 1W 09B

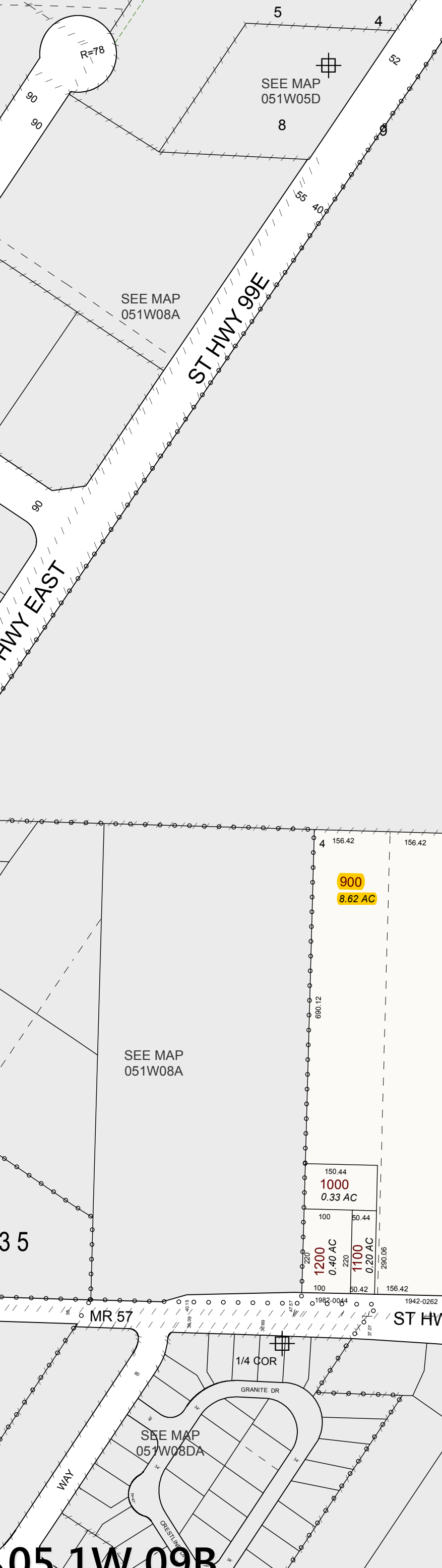
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WOODBURN
FRUIT
FARMS

Attachment 101



900
8.62 AC

700
8.59 AC

600
4.76 AC

500
9.52 AC

400
7.13 AC

300
7.18 AC

100
17.16 AC

1000
0.33 AC

800
0.94 AC

1200
0.40 AC

1100
0.20 AC

05 1W 09B



**Woodburn Eastside Apartments
ANX 2019-01, CU 2019-04, DR 2019-06, & VAR 2020-05
Public Works**

October 13, 2020

CONDITIONS OF LAND USE APPROVAL:

1. The Applicant, not the City, is responsible for obtaining permits from state, county and/or federal agencies that may require such permit or approval. All work within the Oregon Department of Transportation (ODOT) right-of-way requires the applicant to obtain approval and permits from ODOT.
2. The Applicant shall obtain approval from the Oregon Department of Transportation (ODOT) for the storm drainage analysis that will impact ODOT's system. Provide a final storm drainage analysis for detention and conveyance system. The storm drainage hydraulic analysis shall comply with both ODOT and City's requirements.
3. The applicant shall obtain approval from the Oregon Department of Transportation (ODOT) for all required improvements along Highway 211, included but not limited to street improvements, striping, Highway signage, construction of new sewer line, construction of new water line, and additional improvements as required by ODOT's review/approval of the applicants' traffic study.
4. Applicant to provide for the installation of all franchise utilities and shall provide any required easements for these facilities. All permanent utility services to the development shall be underground.
5. Department of Environmental Quality Erosion Control 1200C permit will need to be obtained for this development prior to City issuance of permit.
6. Final review of the Civil Plans will be done during the building permit application. Public infrastructure will be constructed in accordance with plans approved by public works and ODOT.
7. Provide and record the required right-of-way dedication, public utility easements, and waterline easements prior to building permit issuance.
8. Provide street lighting plan and design for review to the City and ODOT.

9. Applicant to provide plans indicating the construction of a new gravity sanitary sewer main in Hwy211 – Woodburn-Estacada Highway. As indicated on previous meetings, the existing sewer main in Hwy 211 is an abandoned force main. Applicant is responsible for constructing a public gravity sewer main to the proposed development.
10. Fire hydrants locations and fire protection requirements shall be as per the Woodburn Fire Districts and City of Woodburn requirements. Actual fire hydrant locations and in-line valving locations shall not be determined until the construction final plan review.
11. Based on WDO 3.04.05B, 5.03.01B.3b, & 5.04.01C and need for intergovernmental coordination, required improvements to ODOT's intersections and roads shall be determined prior to building permit issuance.
12. System Development fees shall be paid at the time of building permit issuance.
13. All public easements and right-of-way dedications shall be properly recorded prior to building permit issuance.

Owner :

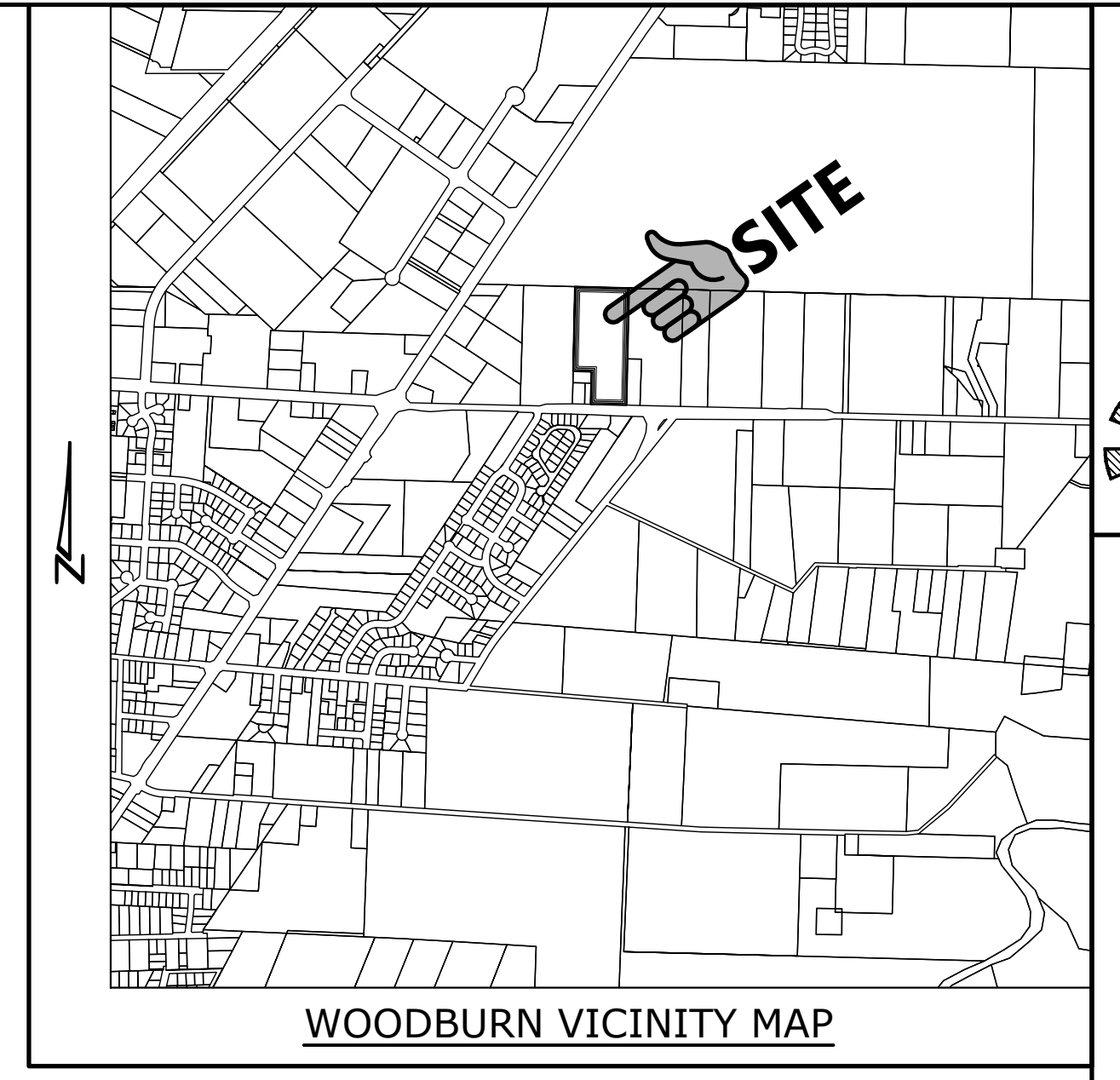
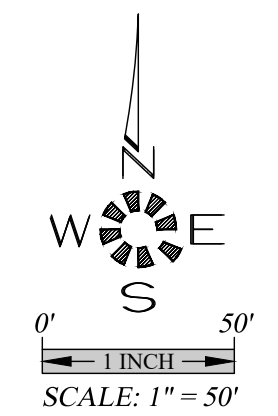
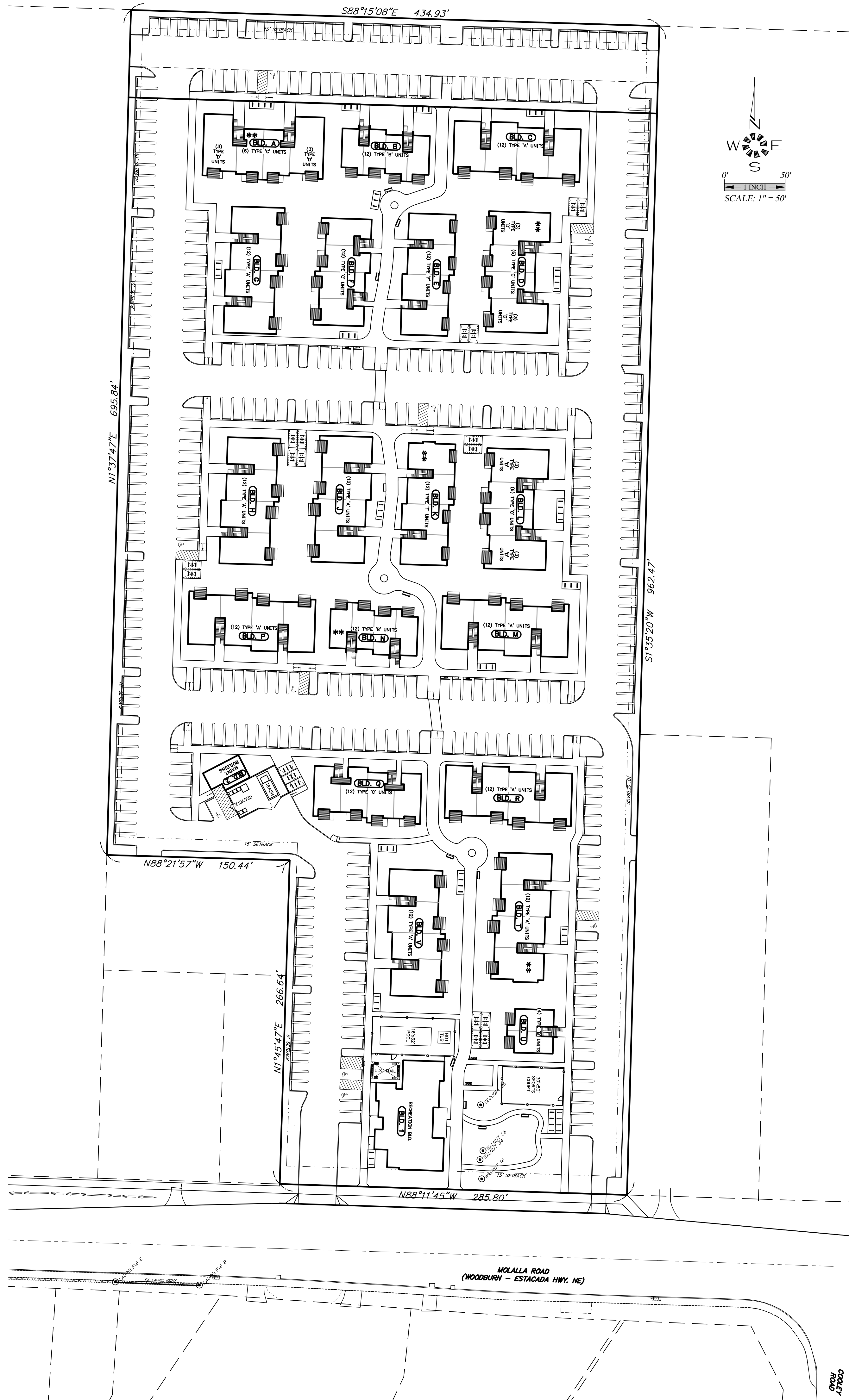
IVAN AND ELENA SMERIKOV

22091 300th ST. SE
ERSKINE, MN 56535
PHONE: (503) 655-7933

Owner / Developer:

I AND E CONST.

9550 SE CLACKAMAS RD.
CLACKAMAS, OREGON 97015
PHONE: (503) 655-7933



**WOODBURN
EASTSIDE
APARTMENTS**
SEC. 09, T. 5 S., R. 1 W., W.M.
CITY OF WOODBURN
MARION COUNTY, OREGON

SHEET INDEX

- SDR1 - COVER SHEET
- SDR2 - EXISTING CONDITIONS PLAN
- SDR3 - ANNEXATION PLAN
- SDR4 - PRELIMINARY SITE PLAN
- SDR5 - PRELIMINARY SITE PLAN
- SDR6 - SITE PLAN DETAILS
- SDR7 - PRELIMINARY FRONTAGE IMPROVEMENTS
- SDR8 - PRELIMINARY OPEN SPACE PLAN
- SDR9 - PRELIMINARY PHOTOMETRIC PLAN
- SDR10 - PRELIMINARY DRAINAGE PLAN
- SDR11 - PRELIMINARY SANITARY SEWER PLAN
- SDR12 - PRELIMINARY DOMESTIC WATER AND FIRE SERVICE PLAN
- SDR13 - FIRE TRUCK TURNING TEMPLATE

- L1.1 SCHEMATIC LANDSCAPE PLAN
- L1.2 SCHEMATIC LANDSCAPE PLAN
- L1.3 LANDSCAPE NOTES & DETAILS

MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR, 97302
PH: (503) 363 - 9227 FAX: (503) 364-1260
www.mteengineering.net office@mteengineering.net

COVER SHEET

WOODBURN EASTSIDE APARTMENTS

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.
DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

DESIGN: M.D.G.
DRAWN: C.D.S.
CHECKED: J.C.B.
DATE: JUNE 2019
SCALE: AS SHOWN



EXPIRES: 06-30-2019

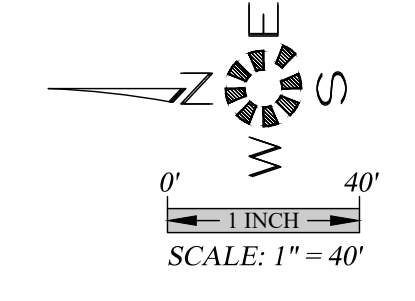
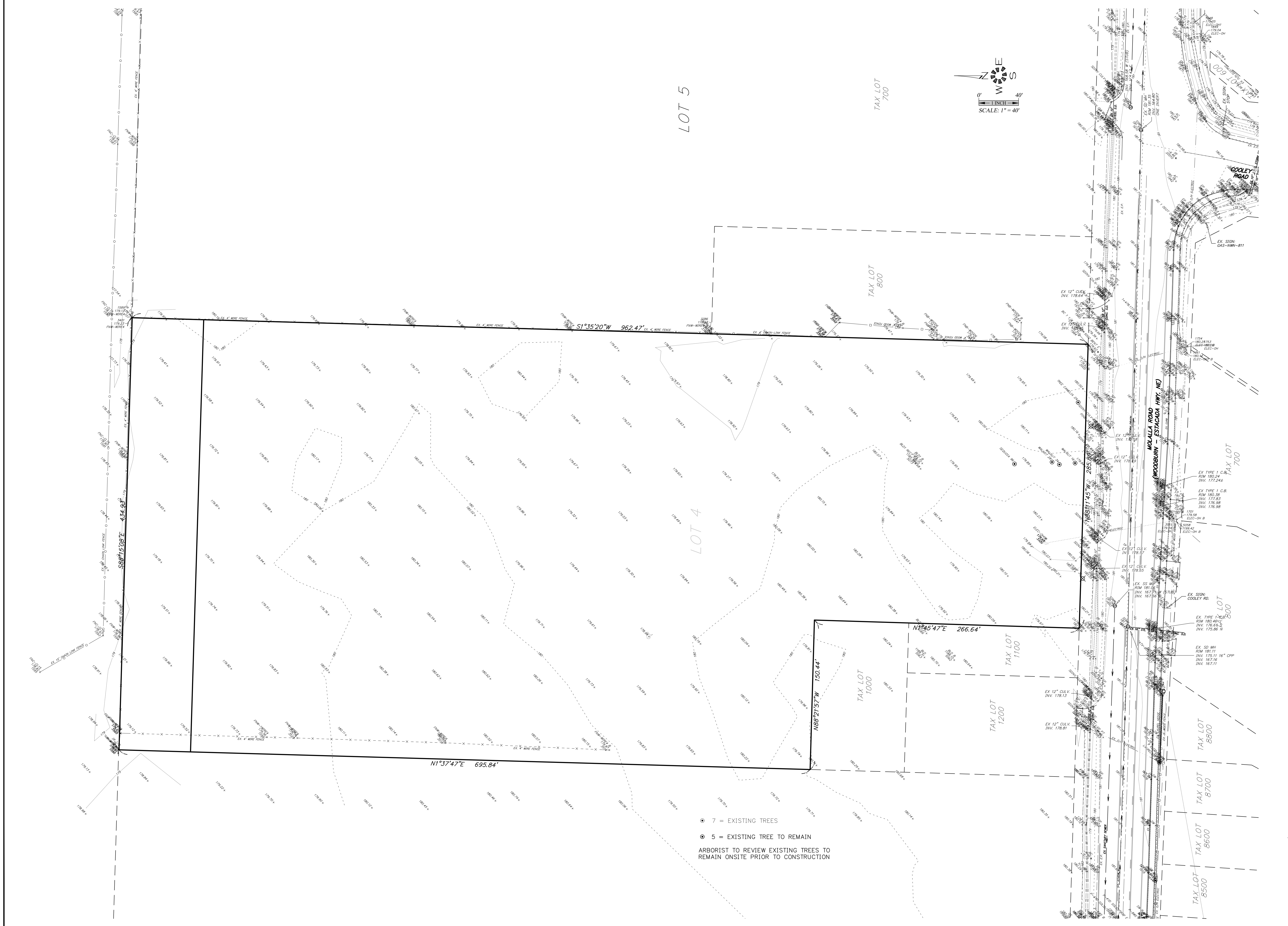
JOB # 6855

SDR1

Attachment 103

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● 7 = EXISTING TREES
 ● 5 = EXISTING TREE TO REMAIN
 ARBORIST TO REVIEW EXISTING TREES TO REMAIN ONSITE PRIOR TO CONSTRUCTION

**EXISTING
 CONDITIONS
 PLAN**

**WOODBURN EASTSIDE
 APARTMENTS**

NO CHANGES, MODIFICATIONS
 OR REPRODUCTIONS TO BE
 MADE TO THESE DRAWINGS
 WITHOUT WRITTEN
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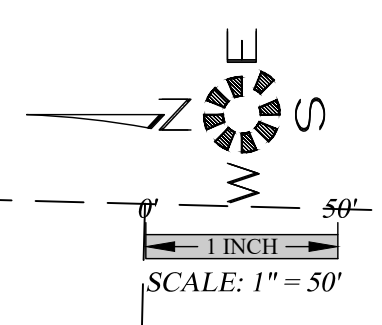
Design: M.D.G.
 Drawn: C.D.S.
 Checked: J.C.B.
 Date: JUNE 2019
 Scale: AS SHOWN



EXPIRES: 06-30-2019
 JOB # 6855

WOODBURN CITY LIMITS

URBAN GROWTH BOUNDARY



LEGEND

- CITY LIMITS OF WOODBURN
- URBAN GROWTH BOUNDARY
- PROPOSED ANNEXATION LOT

WOODBURN CITY LIMITS

URBAN GROWTH BOUNDARY

TAX LOT 900

LOT 3
WOODBURN FRUIT FARM
V. 2, P. 20 BOTP
TAX LOT 5200

TAX LOT 1000

TAX LOT 1200

TAX LOT 1100

TAX LOT 800

LOT 5
WOODBURN FRUIT FARM
V. 2, P. 20 BOTP
TAX LOT 700

TAX LOT 600

TAX LOT 400

TAX LOT 6800

TAX LOT 8300

TAX LOT 8400

TAX LOT 8500

TAX LOT 8600

TAX LOT 8700

TAX LOT 8800

TAX LOT 800

TAX LOT 700

TAX LOT 600

TAX LOT 500

WOODBURN

WOLLA ROAD - ESTACADA HWY. NE

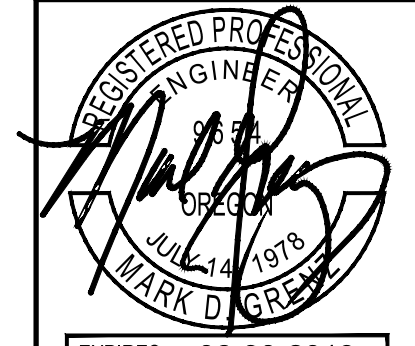


ANNEXATION PLAN

WOODBURN EASTSIDE APARTMENTS

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Date: JUNE 2019
Scale: AS SHOWN



EXPIRES: 06-30-2019
JOB # 6855

SDR3

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**PRELIMINARY
 SITE PLAN**

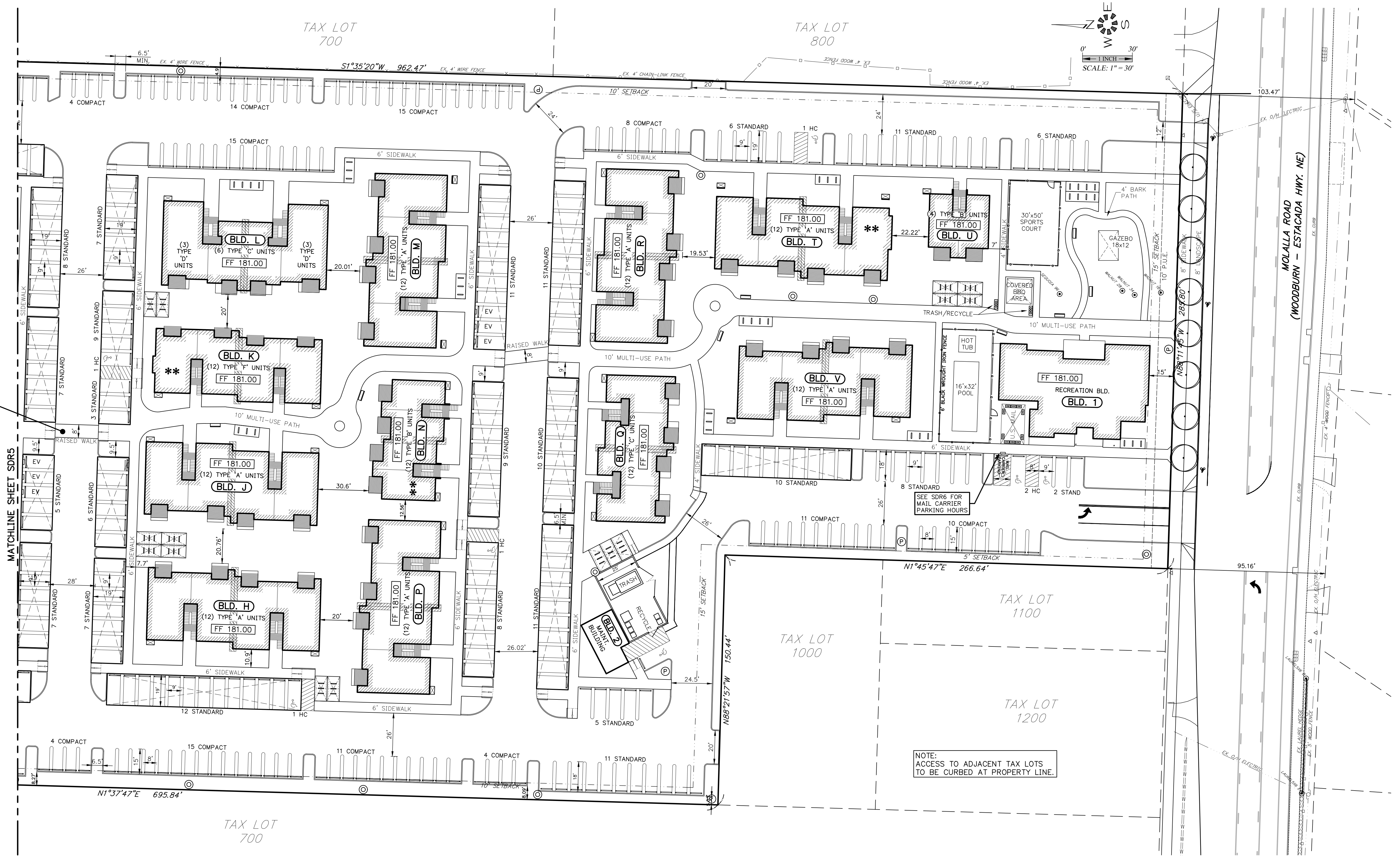
**WOODBURN EASTSIDE
 APARTMENTS**

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REGISTERED PROFESSIONAL
 ENGINEER
 JUL 14 1978
 MARK D. GREM
 EXPIRES: 06-30-2019
 JOB # 6855

SDR4



FOR RAISED WALK
 DETAILS, SEE
 SHEET SDR6

NOTE:
 ACCESS TO ADJACENT TAX LOTS
 TO BE CURBED AT PROPERTY LINE.

ADA HANDICAP ACCESSIBILITY NOTES:

- ALL ON-SITE WALKWAYS, PEDESTRIAN CONNECTIONS TO THE PUBLIC SIDEWALK AND ROUTES TO BUILDING ENTRANCES ARE ACCESSIBLE WITH RUNNING SLOPES LESS THAN 5% AND CROSS SLOPE LESS THAN 2% MAX. LANDINGS AT BOTTOM OF STAIRS AND EXT. FACE OF ENTRANCE DOORS SHALL HAVE A SLOPE IN THE DIRECTION OF TRAVEL NOT TO EXCEED 2%.
- HANDICAP PARKING STALLS AND ACCESS AISLES ARE TO HAVE SLOPES IN ANY DIRECTION OF LESS THAN 2% MAX. GRAPHIC MARKINGS & SIGNAGE FOR HANDICAP AND VAN ACCESSIBLE STALLS WILL BE PER OSSC 2010 CHPTR. 11 AND ORS. REQUIREMENTS.
- HANDICAP ACCESSIBLE CURB RAMPS SHALL HAVE A RUNNING SLOPE NOT TO EXCEED 1:12 MAX. AND A CROSS SLOPE NOT TO EXCEED 1%.
- THE COMMUNITY BUILDING & ON-SITE LAUNDRY FACILITIES WILL BE FULLY HANDICAP ACCESSIBLE IN ACCORDANCE WITH ANSI A117.1 AND CHAPTER 11 OF THE 2010 OSSC.
- 2% OF THE LIVING UNITS OR (3) UNITS WILL BE TYPE 'A' HANDICAP ACCESSIBLE. THESE INCLUDE A 1-, 2 AND 3 BEDROOM UNIT AS INDICATED ON THIS SITE PLAN. THE BALANCE OF THE GROUND FLOOR LIVING UNITS WILL BE TYPE 'B' ADAPTABLE UNITS IN ACCORDANCE WITH ANSI A117.1.

* THE INDICATED LOWER FLOOR UNITS IN BUILDING A, D, K, N & Y ARE TO BE A 2DR UNIT IN ACCORDANCE WITH THE 2010 OSSC SEC. 1107.6.2.1.1 (NOTED ON FLOOR PLAN). ALL OTHER LOWER FLOOR UNITS TO BE 3DR UNITS IN ACCORDANCE WITH THE 2014 OSSC SEC. 1107.6.2.1.2

SITE AREAS

BOUNDARY	379,314 S.F.
TOTAL HARDSPACE	280,610 S.F.
BUILDING COVERAGE	75,524 S.F.
PARKING, DRIVEWAY & SIDEWALK	205,086 S.F.
LANDSCAPE AREA	98,704 S.F.

220 TOTAL APARTMENT UNITS

108 TYPE 'A'	2-Bd, 2-Ba	(952 S.F.) UNITS
28 TYPE 'B'	STUDIO	(549 S.F.) UNITS
42 TYPE 'C'	1-Bd, 1-Ba	(728 S.F.) UNITS
18 TYPE 'D'	3-Bd, 2-Ba	(1,204 S.F.) UNITS
24 TYPE 'F'	2-Bd, 1-Ba	(844 S.F.) UNITS

- 1 RECREATION BLD. / MANAGER'S OFFICE
- 1 MAINTENANCE BLD.
- 2 TRASH COMPACTOR / RECYCLE
- 1 SWIMMING POOL (16'X32')
- 1 U.S. MAIL AREA

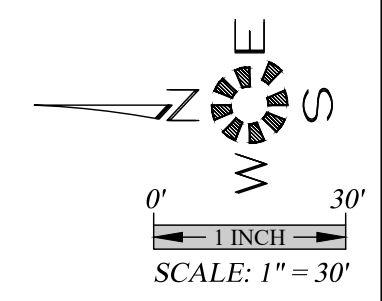
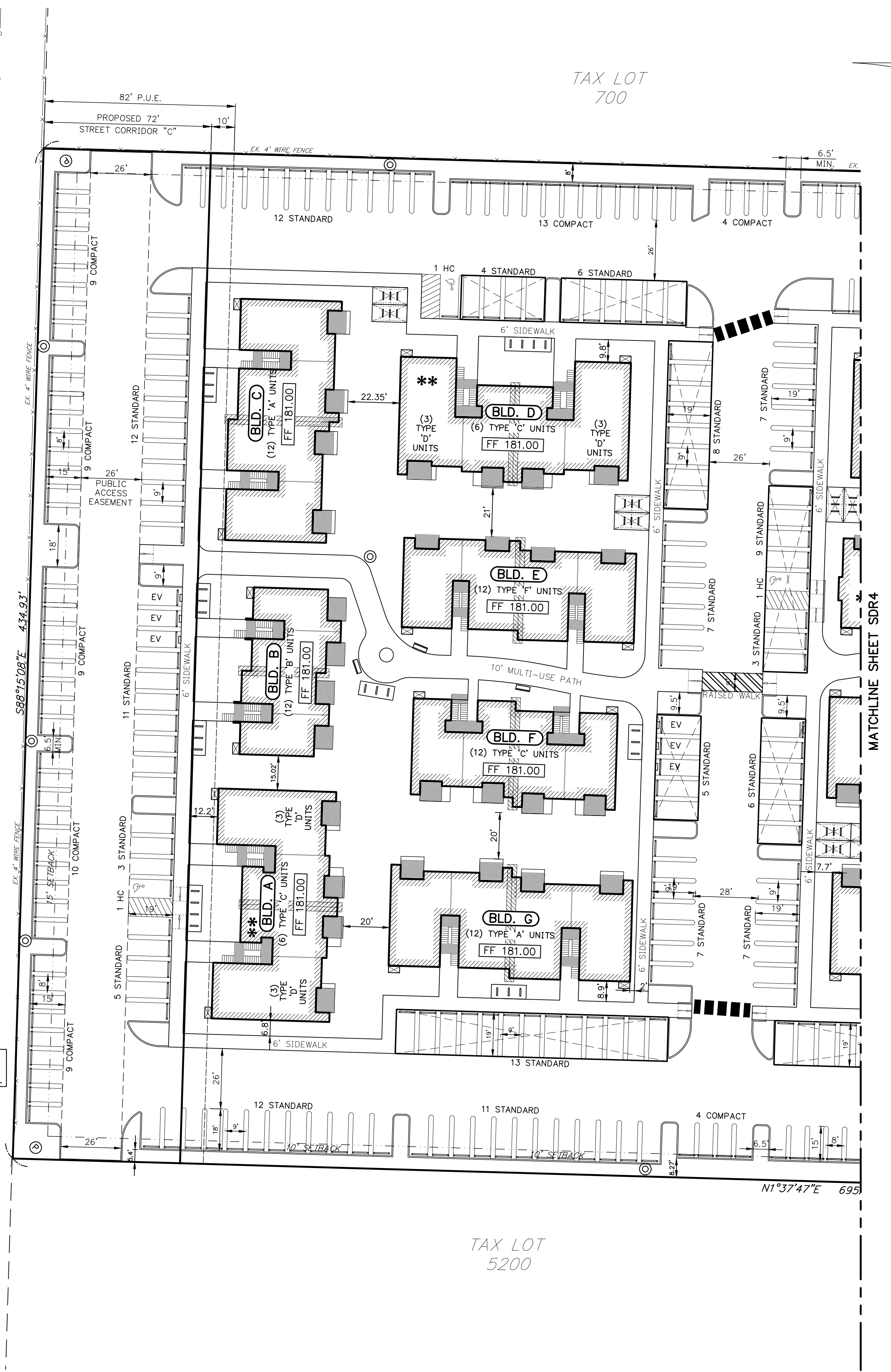
MULTI-FAMILY PARKING

- 450 TOTAL PARKING STALLS
- 271 STANDARD STALLS
- 170 COMPACT STALLS (TO BE PAINTED "COMPACT ONLY")
- 9 HANDICAP STALLS
- 195 COVERED STALLS
- 228 BICYCLE SPACES (96 COVERED)

- ⊞ - WALL PACK LIGHT
- ⊕ - POLE LIGHT MAXIMUM 14' TALL
- ⊙ - POST LIGHT MAXIMUM 5' TALL
- ▨ - LOCATION OF ELECTRICAL SEPARATION WALL
- ① - MAXIMUM 1:12 SLOPE ON SIDEWALK END RAMPS
- ▤ - BICYCLE SPACES (226 REQUIRED)
- ▬ - BENCHES (ALL BENCHES TO BE 6' LONG)
- ⊕ - TRASH/RECYCLE RECEPTACLE

J:\Map\6855-Woodburn Eastside\Woodburn Eastside.dwg 11/18/2019 9:02:58 AM CS:mlr

NOTE:
ACCESS TO ADJACENT TAX LOTS
TO BE CURBED AT PROPERTY LINE.



MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th ST., S.E. SALEM, OR, 97302
PH: (503) 363 - 9227 FAX (503) 364-1260
www.mteengineering.net office@mteengineering.net

**PRELIMINARY
SITE PLAN**

**WOODBURN EASTSIDE
APARTMENTS**

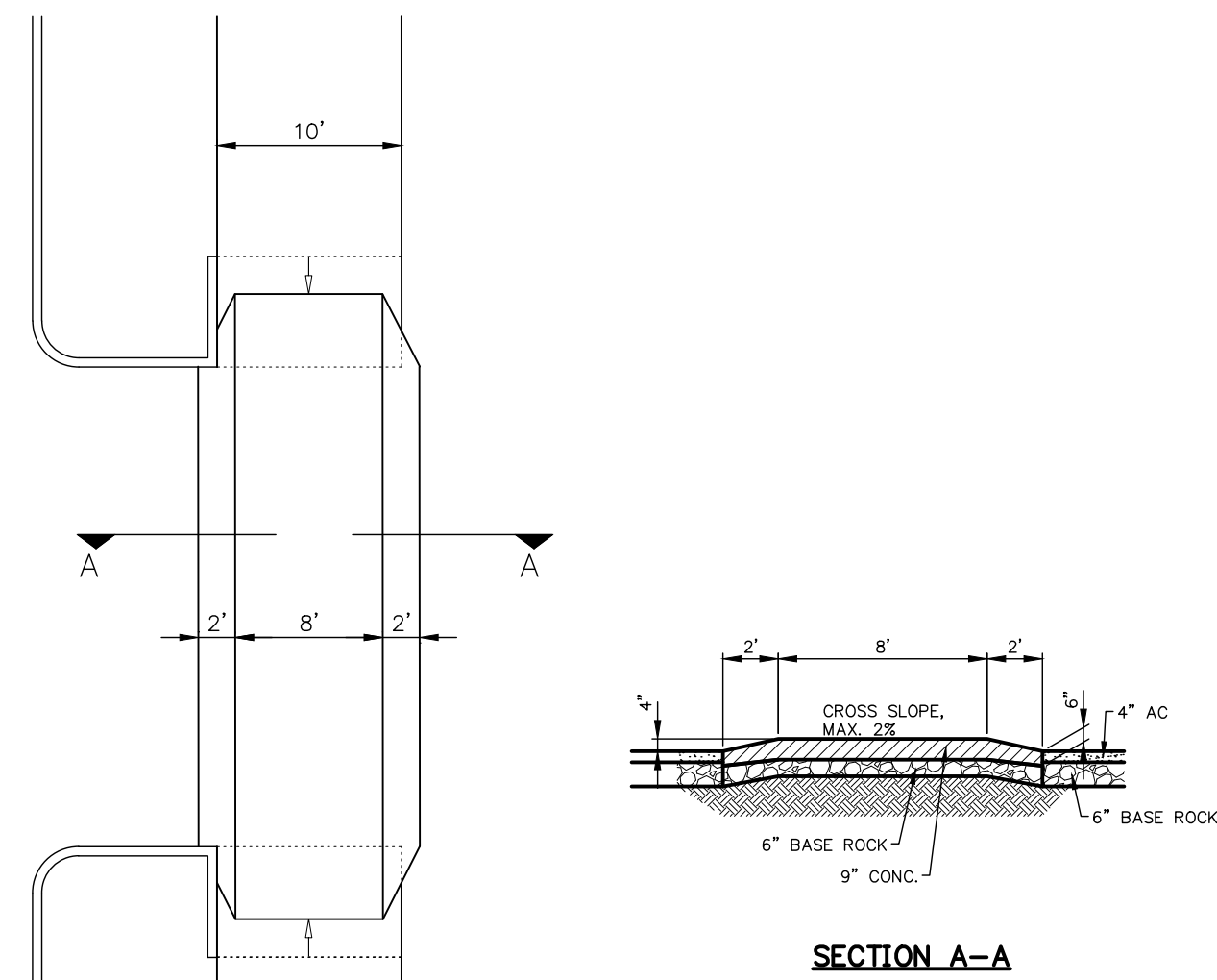
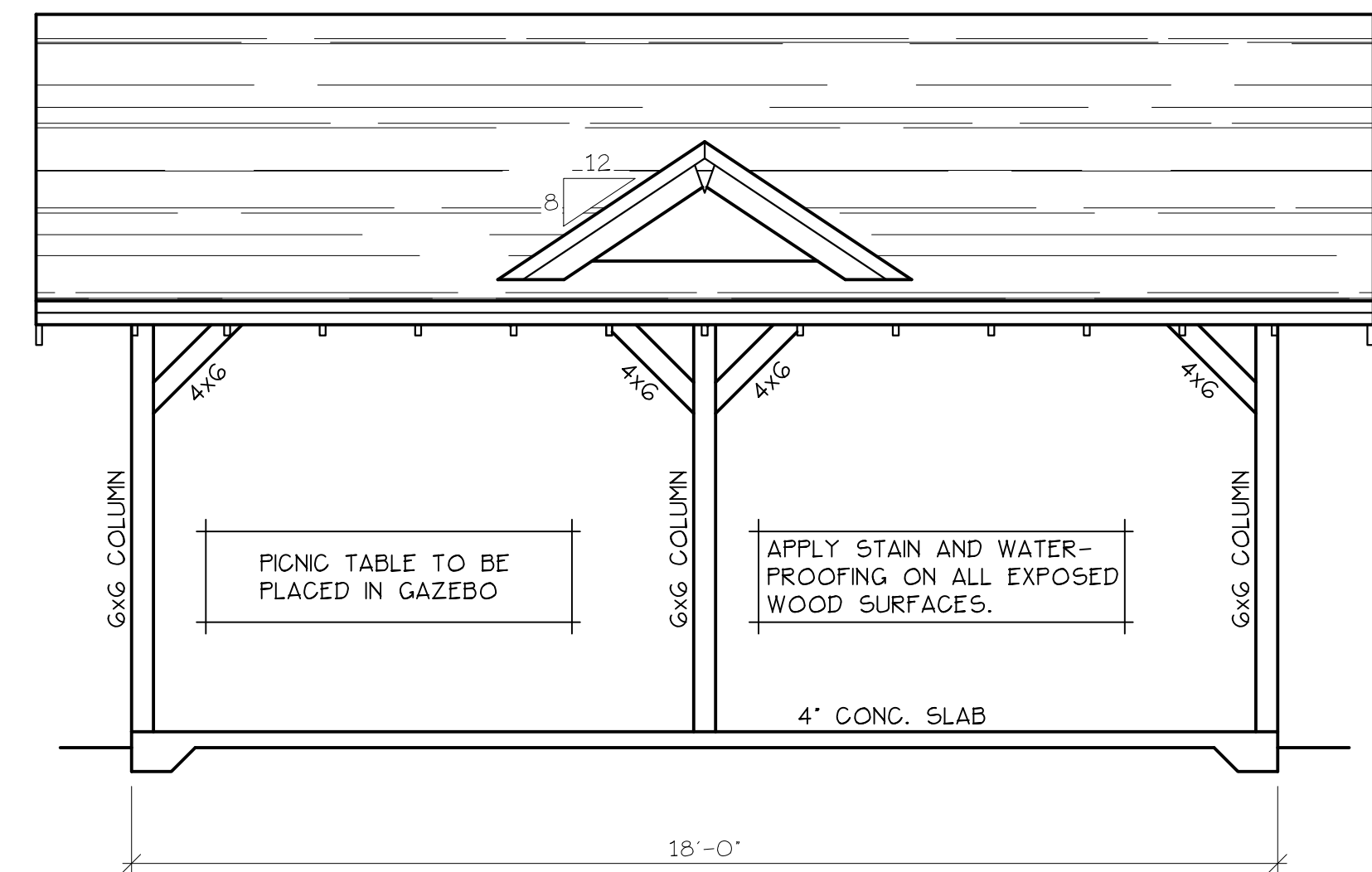
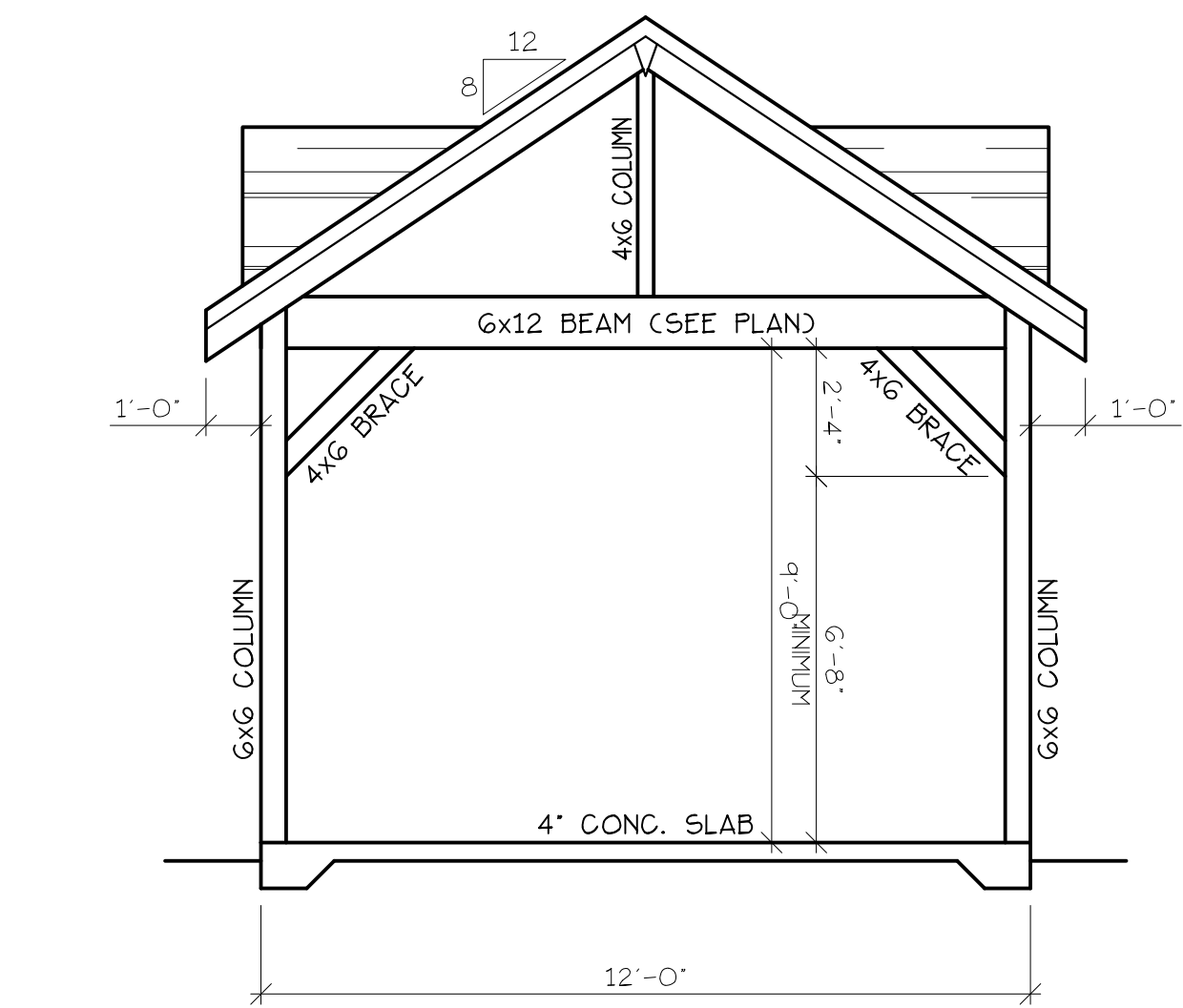
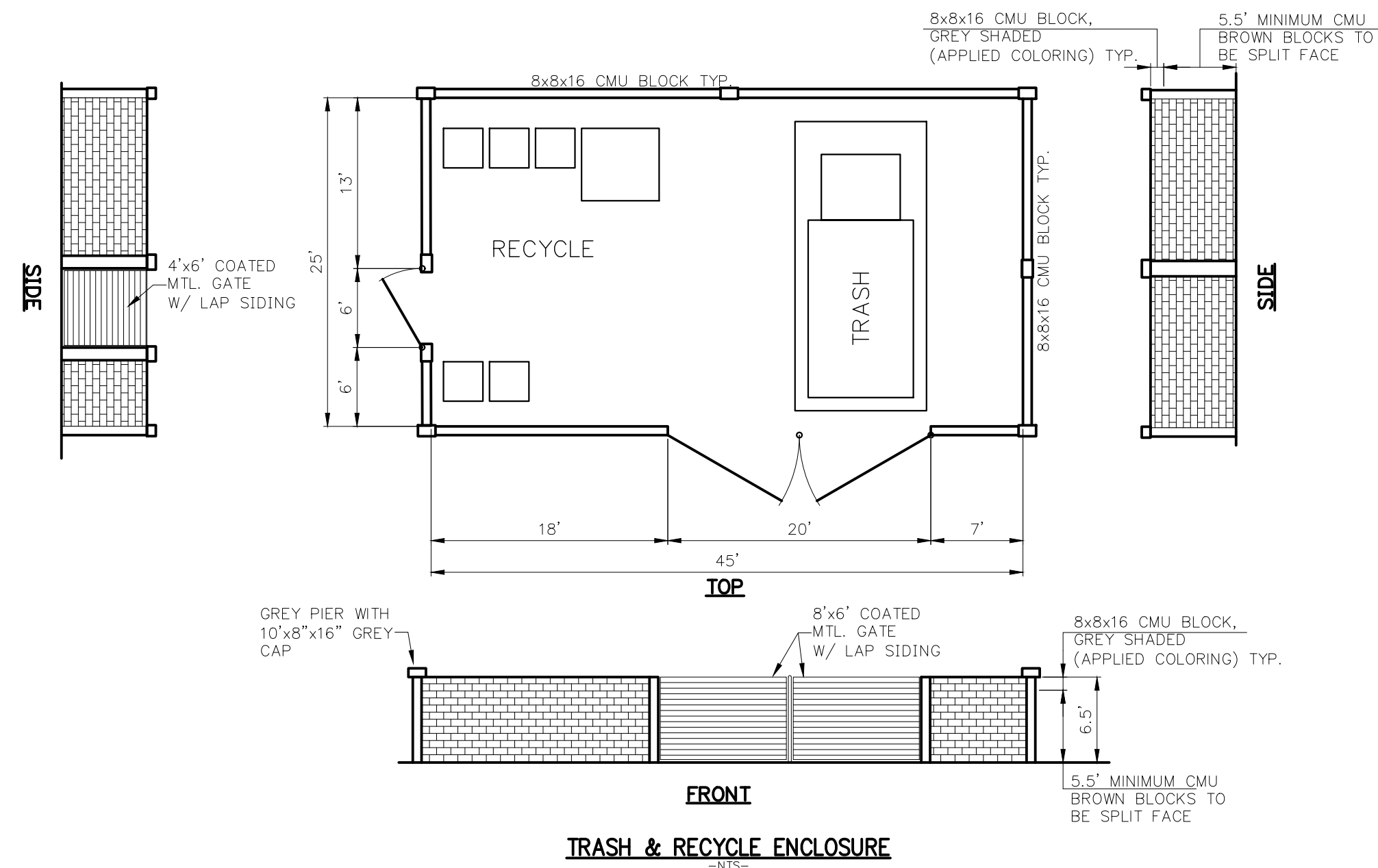
NO CHANGES, MODIFICATIONS
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Design: M.D.G.
Drawn: C.D.S.
Checked: J.C.B.
Date: JUNE 2019
Scale: AS SHOWN



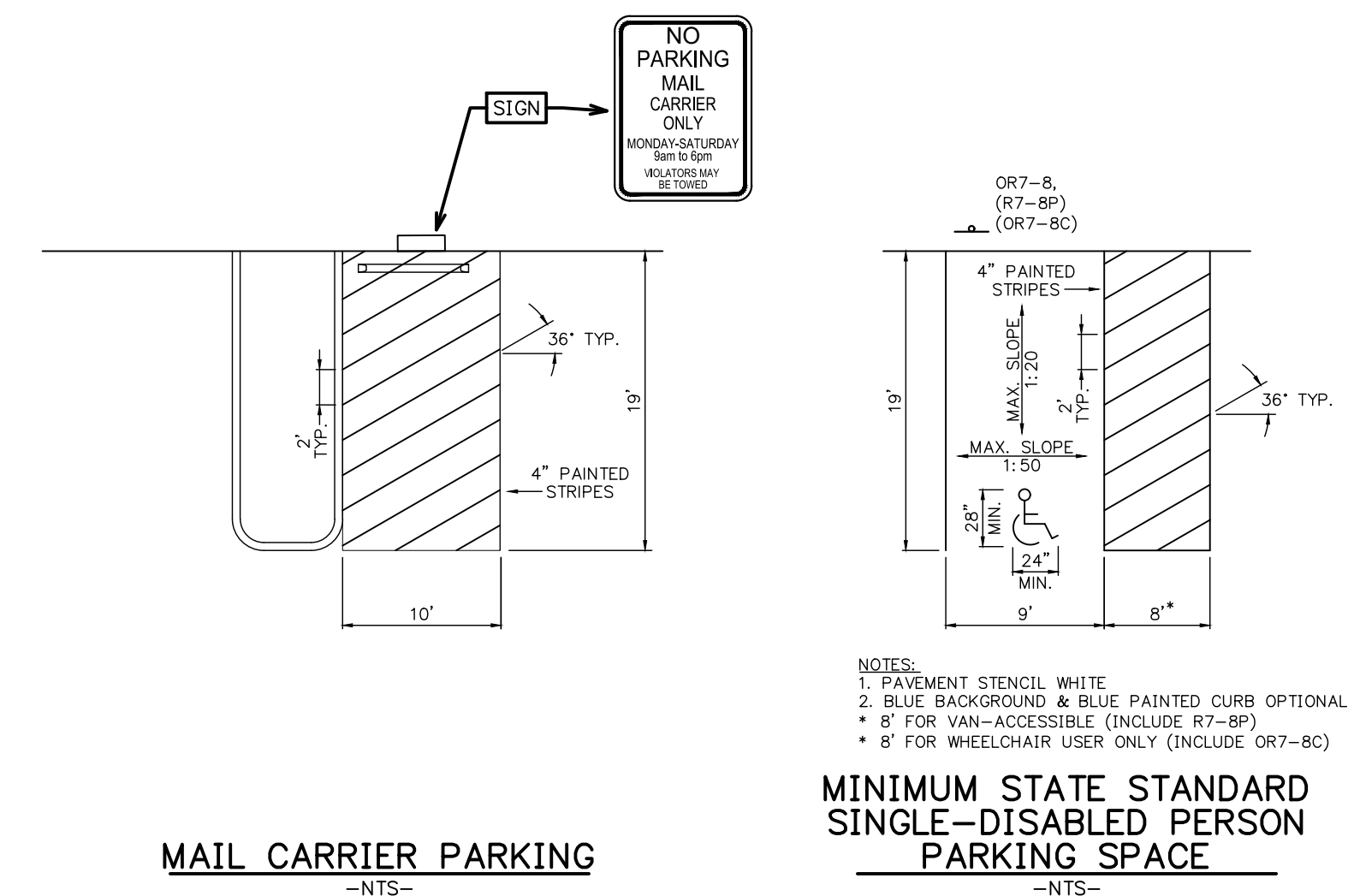
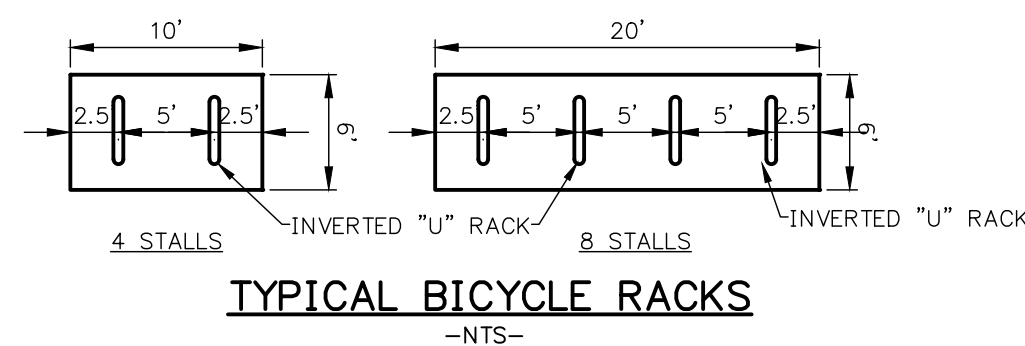
EXPIRES: 06-30-2019
JOB # 6855

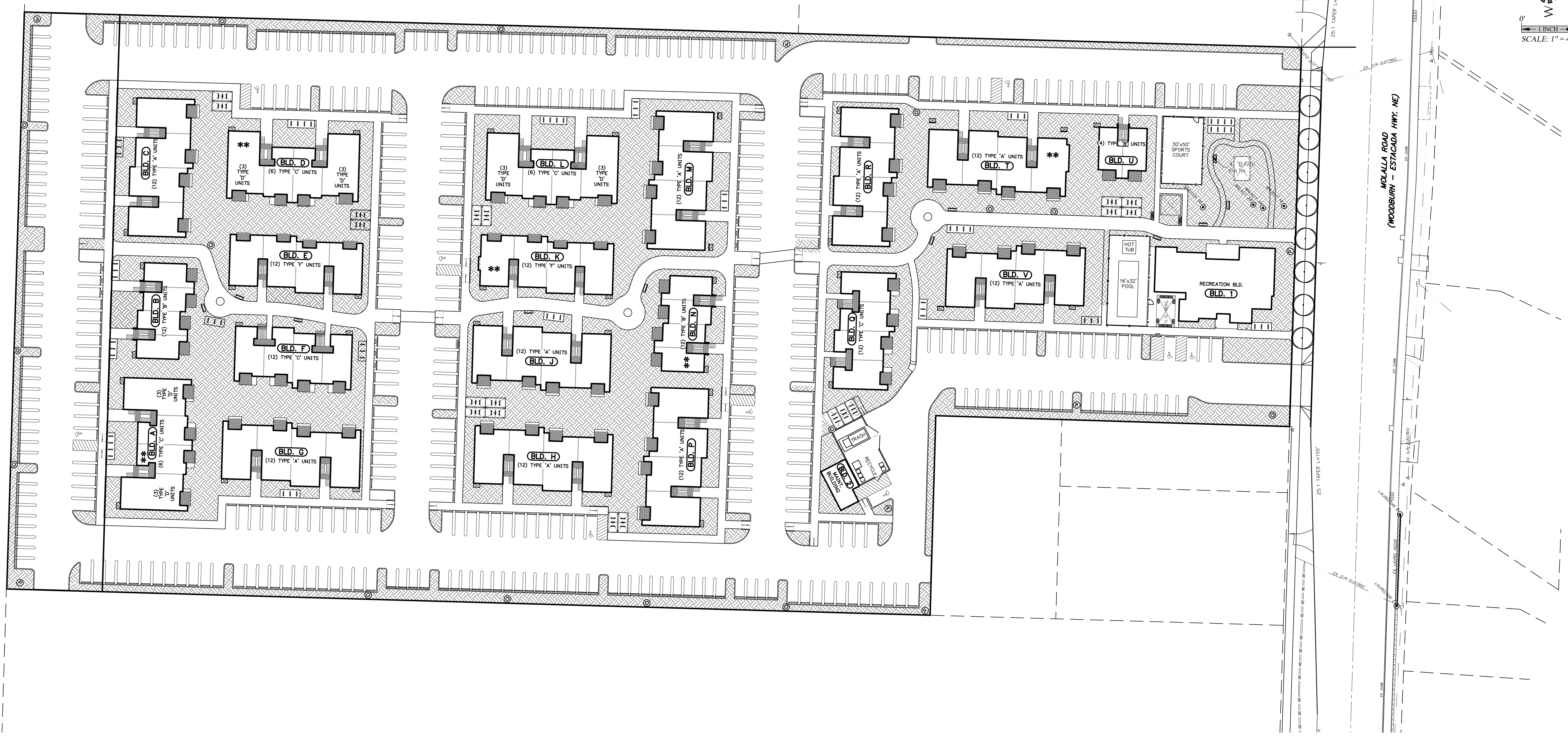
SDR5



NOTE:
THE (2) 4" RAISED ACCESSWAY CROSSINGS
SHALL BE CONSTRUCTED WITH CONCRETE
AND EITHER STAMPED OR TREATED TO FORM
A PATTERN OVER THE 8" WIDTH. OTHER
OPTIONS WOULD INCLUDE BRICK OR PAVERS.

RAISED PESTRIAN CROSSING
-NTS-



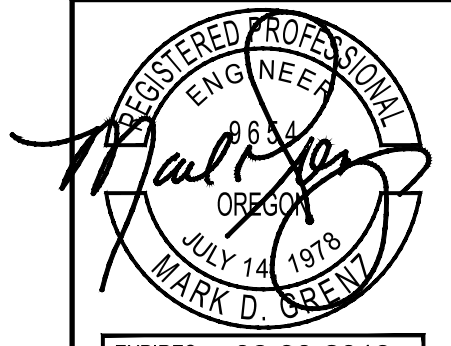


**PRELIMINARY
 OPEN SPACE
 PLAN**

**WOODBURN EASTSIDE
 APARTMENTS**

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 SCALE: AS SHOWN



EXPIRES: 06-30-2019
 JOB # 6855

SDR8

SITE AREAS		
BOUNDARY	_____	379,314 S.F.
TOTAL HARDSpace	_____	280,610 S.F.
BUILDING COVERAGE	_____	75,524 S.F.
PARKING, DRIVEWAY & SIDEWALK	_____	205,086 S.F.
LANDSCAPE AREA	_____	98,704 S.F.

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**PRELIMINARY
 PHOTOMETRIC
 PLAN**

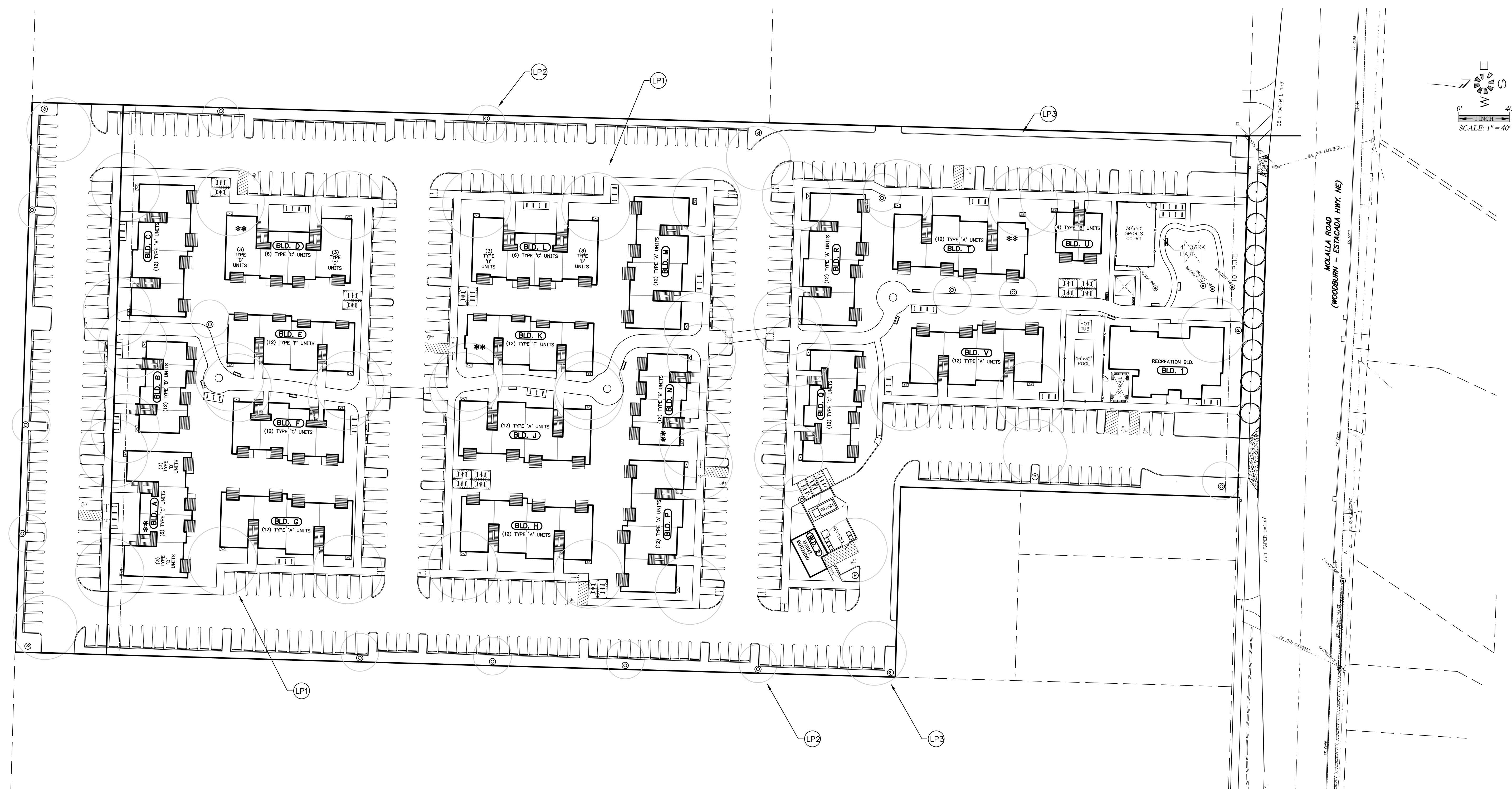
**WOODBURN EASTSIDE
 APARTMENTS**

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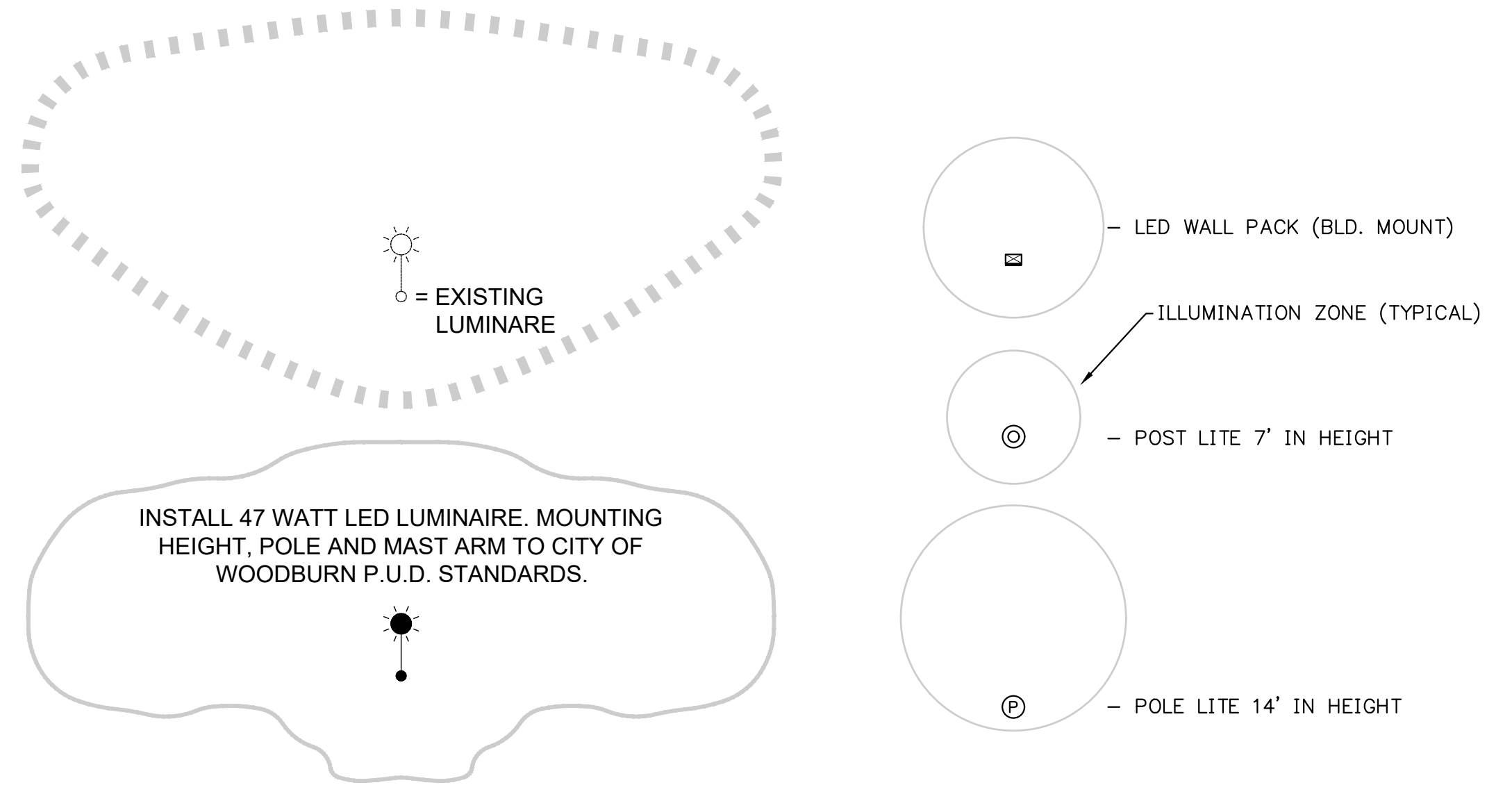
DESIGN: M.D.G.
 DRAWN: C.D.S.
 CHECKED: J.C.B.
 DATE: JUNE 2019
 SCALE: AS SHOWN

REGISTERED PROFESSIONAL
 ENGINEER
 OR. 601
 JULY 14, 1978
 MARK D. GREV

EXPIRES: 06-30-2019
 JOB # 6855

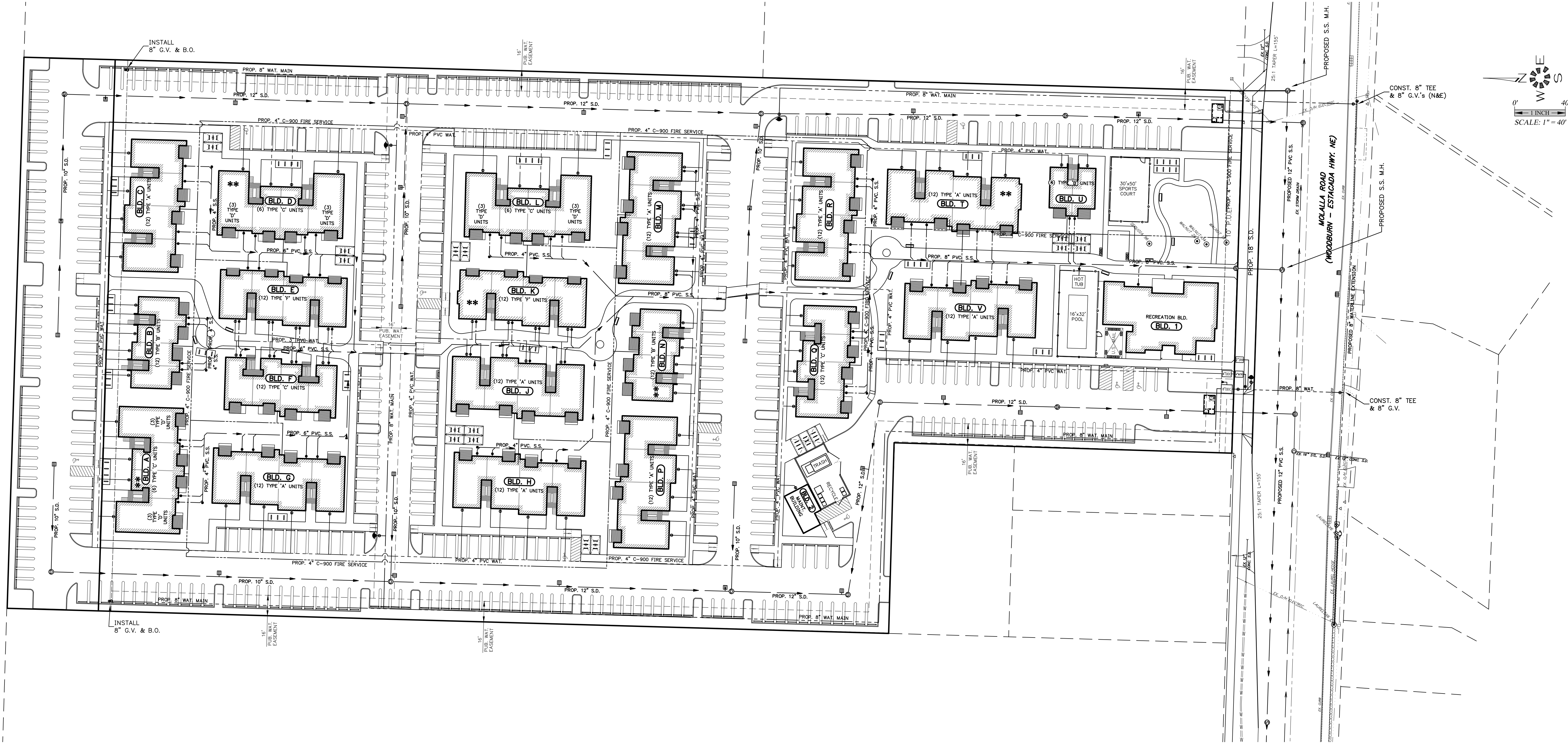


- LP1 = INSTALL TYPICAL WALLPACK
- LP2 = INSTALL TYPICAL LUMINAIRE MOUNTED ON A 7-FOOT POLE
- LP3 = INSTALL TYPE V DISTRIBUTION LUMINAIRE MOUNTED ON A 14-FOOT POLE



PRIVATE LUMINAIRE SCHEDULE								
PROJECT: 5TH STREET APARTMENTS								
QTY	LABEL	DESCRIPTION	WATTS	LUMENS	ARM	ARRANGMENT	LLF	
38	LP1-PROPOSED WALL PACK	LED, COOPER 'CROSSTOUR' XTOR48-Y WALL-PACK MOUNTED 17.5'	38	3995	0	SINGLE	0.8500	
15	LP2-PROPOSED LIGHT	LED, LEOTEK "AR13" AR13-4M2-MV-WW-2-DB-350-WL MOUNTED ON A 7' POLE	20	2015	0.6700	SINGLE	0.8500	
7	LP3-PROPOSED LIGHT	LED, U.S. ARCHITECTURAL VLL-LED-PLED-40LED-VSQ-M-350mA-240-WW-1-RAL-8019-T MOUNTED ON A 14' POLE	45	5874	0	SINGLE	0.8500	

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**PRELIMINARY
 DOMESTIC WATER
 AND FIRE SERVICE
 PLAN**

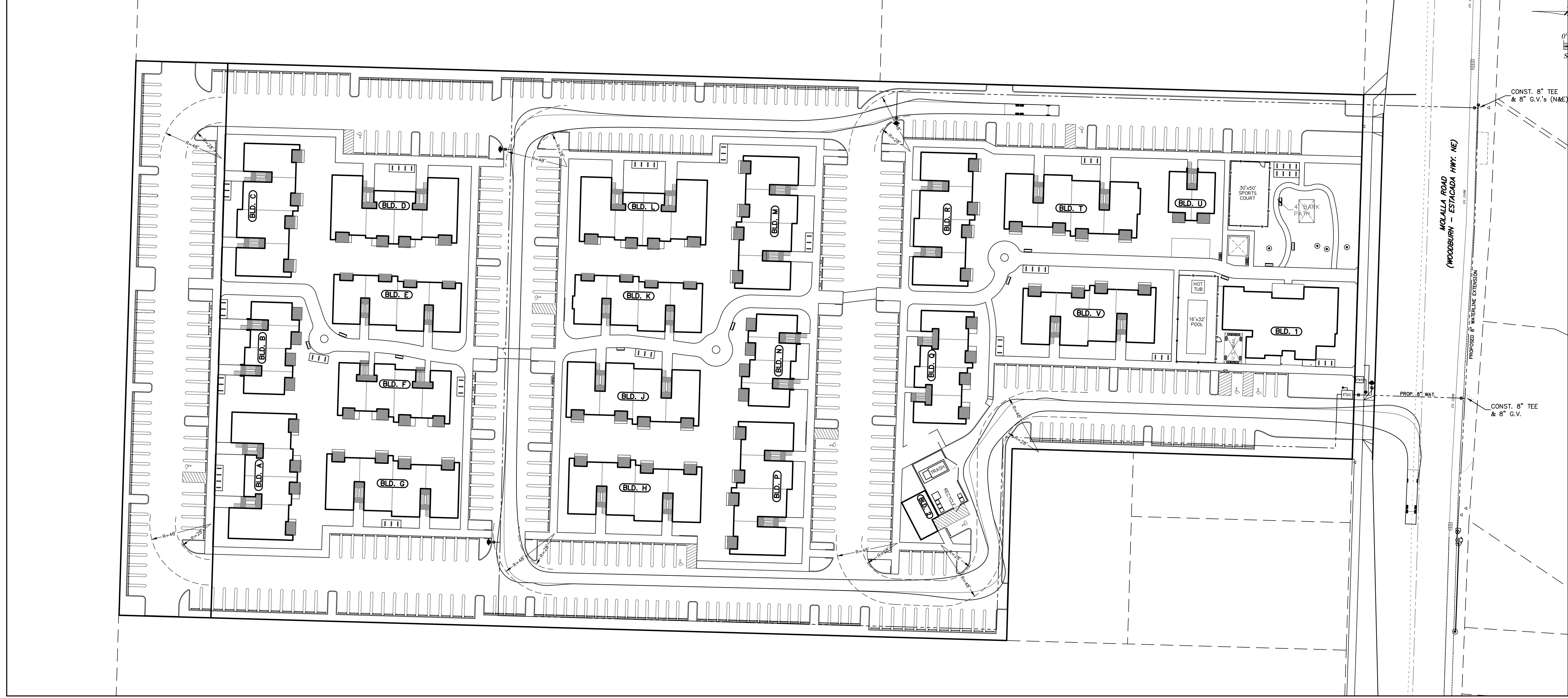
**WOODBURN EASTSIDE
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 SCALE: AS SHOWN



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 JOB # 6855

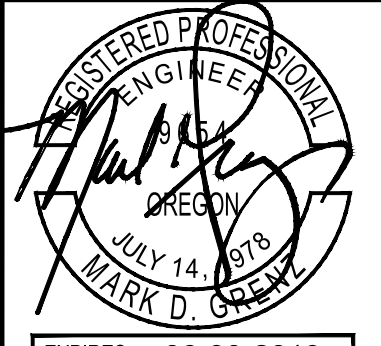


**FIRE TRUCK TURNING
 TEMPLATE**

**WOODBURN EASTSIDE
 APARTMENTS**

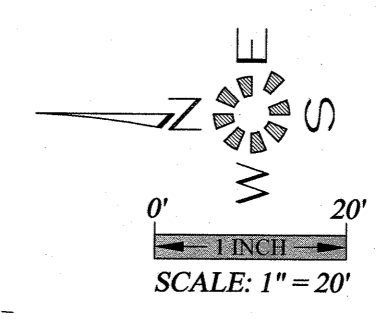
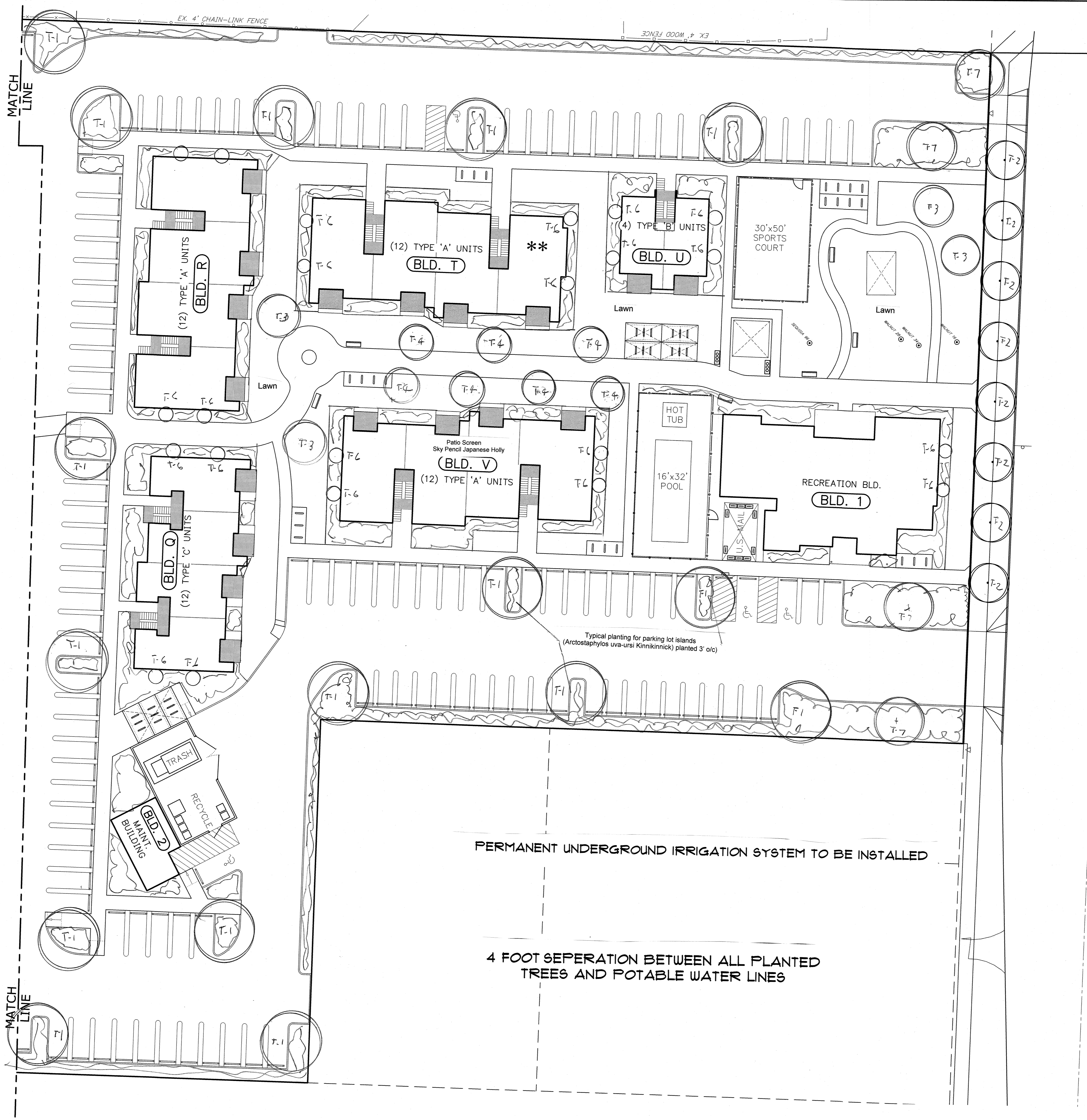
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 DATE: JUNE 2019
 SCALE: AS SHOWN



JOB # 6855

SDR13



MOLALLA ROAD
(WOODBURN - ESTACADA HWY. NE)

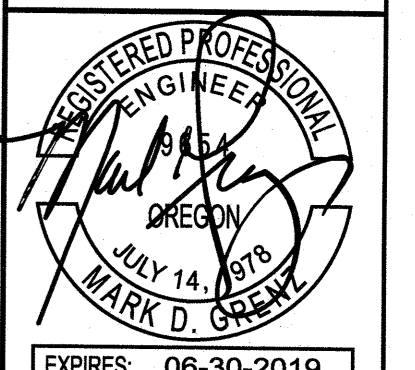
MULTI/TECH
ENGINEERING SERVICES, INC.
1155 13th St., S.E. Salem, OR, 97302
PH. (503) 363-9227 FAX (503) 364-1260
www.mtechengineering.net office@mtechengineering.net

**SCHEMATIC
LANDSCAPE
PLAN**

**WOODBURN EASTSIDE
APARTMENTS**

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6855 L1.1
Design: M.D.G.
Drawn: C.D.S.
Checked: J.C.B.
Date: JUNE 2019
Scale: AS SHOWN



LANDSCAPE & IRRIGATION DESIGN BY:
**LANDSCAPE DESIGN
&
CONSULTANTS LLC**
Doing business since 1985

EXPIRES: 06-30-2019
JOB # 6855

L1.1

GENERAL LANDSCAPE NOTES:

General:

- All local, municipal, state, and federal laws regarding uses, regulations, governing or relating to any portion of the work depicted on these plans are hereby incorporated into and made part of these specifications and their provision shall be carried out by the Contractor. The Contractor shall at all times protect the public throughout the construction process.
- The Contractor shall carefully correlate construction activities with earthwork contractor and other site development.
- The Contractor shall verify drawing dimensions with actual field conditions and inspect related work and adjacent surfaces. Contractor shall verify the accuracy of all finish grades within the work area. The Contractor shall report to the Landscape Design & Consultants LLC (LDC) or Owner all conditions which prevent proper execution of this work.
- The exact location of all existing utilities structures and underground utilities, which may not be indicated on the drawings, shall be determined by the Contractor. The Contractor shall protect existing structures and utility services and is responsible for their replacement if damaged.
- Disturbance and impacts to existing native trees/shrubs shall be minimized to the greatest extent practicable.
- The Contractor shall keep the premises free from rubbish and debris at all times and shall arrange material storage to not to interfere with the operation of the project. All unused material, rubbish, and debris shall be removed from the site.
- All plant material and planting supplies shall be warranted for a period of not less than one year from the completion date of installation. All replacement stock shall be subjected to the same warranty requirement as the original stock. Any damage due to replacement operations shall be repaired by the Contractor. At the end of the warranty period, inspections shall be made by LDC, Owner/General Contractor. All plant and lawn areas not in a healthy growing condition shall be removed and replaced with plants and turf cover of a like kind and size before the close of the next planting season.

Grading / Erosion Control / Rain Gardens:

- The design and placement of the building on the site lends itself to minimal slope conditions with positive drainage being maintained around the entire building. In this case standard landscaping procedures of topsoil, lawn, and a two inch layer of bark mulch on all planting beds will be sufficient to control erosion. In the event site conditions change or there are Slopes / Bio Swales / Detention Ponds on the project with slopes greater than 30% Poly Jute Netting shall be installed with anchoring pins as per manufactures recommendations prior to planting. Recommend DeWitt PJN4216 Erosion Control Poly Jute Netting and DeWitt anchor pins or approved equal.
- For erosion control seed mix shall be Pro Time 700 Low Profile or approved equal over the jute netting at a rate of 2 lbs. per 1000 sq. feet. The address of Pro-Time is 1712 SE Ankeny, Portland OR 97214. Phone 503-239-7518. There email is info@protime.lawnseed.com
- The work limits shown on this plan shall clearly be marked in the field prior to construction. No disturbance beyond the work limits shall be permitted.
- Grading shall be performed during optimal weather conditions.
- Erosion control measures shall be constructed in conjunction with all clearing and grading activities, and in such a manner as to ensure that sediment and sediment-laden water does not enter the drainage system or violate applicable water standards
- Prior to the commencement of construction activities, Contractor shall place orange construction fencing around perimeters of construction impact areas, and sediment fencing at downhill portions of the site. Contractor is responsible for proper installation, maintenance, replacement, and upgrading of all erosion and sediment control measures, in accordance with local, state, and federal regulations.

Plant Material:

- Contractor shall verify all plant & tree quantities with LDC or Owner prior to construction.
- In the event of a discrepancy between plants materials listed on the drawings, the drawings shall govern the plant species and quantities required.
- Plant material shall be first quality stock and shall conform to the code of standards set forth in the current edition of the American Standards for Nursery Stock, sponsored by the American Association of Nurserymen, Inc. (AAN)
- Species and variety as specified on the drawings and delivered to the site shall be certified true to their genus, species and variety and as defined within the current edition International Code of Nomenclature for Cultivated Plants.
- Obtain freshly dug, healthy, vigorous plants nursery-grown under climatic conditions similar to those in the locality for the project for a minimum of two years. Plants shall have been lined out in rows, annually cultivated, sprayed, pruned, and fertilized in accordance with good horticultural practice. All container plants shall have been transplanted or root firm root ball. Heeled in plants and plants from cold storage are not acceptable.
- Planting stock shall be well-branched and well-formed, sound, vigorous, healthy, free from disease, sun-scaled, windburn, abrasion, and harmful insects or insect eggs, and shall have healthy, normal, unbroken root systems. Deciduous trees and shrubs shall be symmetrically developed, uniform habit of growth, with straight trunks or stems, and free from objectionable disfigurements. Evergreen trees and shrubs shall have well-developed symmetrical tops with typical spread of branches for each particular species or variety. Only vines and ground cover plants well-established shall be used. Plants budding into leaf or having soft growth shall be sprayed with an anti-desiccant at the nursery before digging.
- Contractor shall not make substitutions of plant materials. If required landscape material is not obtainable, submit proof of non-availability and proposal for use of equivalent material. When authorized, adjustments of contract amount (if any) will be made by change order.
- Plant sizes and grading shall conform to the latest edition of American Standard for Nursery Stock as sponsored by the American Association of Nurserymen Inc. (AAN)
- All vegetation shown on this plan shall be maintained in a healthy and vigorous growing condition throughout the duration of the proposed use. All vegetation not so maintained shall be replaced with new vegetation at the beginning of the next growing season.

Planting:

- Planting shall be installed between February 1st to March 30th or from October 1st to November 15th. If planting is installed outside these times frames, additional measures may be needed to ensure survival and shall be pre-approved by the owner.
- Plant material shall be transported to the site in a timely manner to minimize on-site storage. Where storage is required, all plants shall be kept moist and shaded.
- Plant stock shall be handled in a manner that will not break, scrape, or twist any portion of the plant. Protect plants at all times from conditions that can damage the plant (e.g., sun, wind, freezing conditions).
- Provide the following clearance for planting of trees where applicable:
Maintain 30 feet vision triangles at all intersections and corners
5 feet from all street/parking lot light standards
10 feet from fire hydrants
5 feet from all utility vaults, meter boxes, etc.
- No trees or shrubs shall be planted on existing or proposed utility lines.
- All shrub beds shall receive a minimum 2" layer of bark mulch evenly applied immediately after planting is completed. All plant beds shall drain away from buildings.
- Excavate plant pits for shrubs and trees as follows:
Container stock width = 2 times the container diameter, depth = container depth.
Bare root stock: width = 2 times the widest diameter of the root, depth = of root system.
B & B: width = 2 times ball diameter, depth = ball depth.
Scarify sides and bottom of plant pits to roughen surfaces.
- Place plants plumb in the pit. Backfill with native soil or top soil mixture to the original plant soil line, and tap solidly around the ball and roots. Water plants immediately after planting if soil is not saturated to the surface.

Bark Mulch:

- All shrub beds shall receive a minimum 2" layer of fine hemlock or fir bark mulch evenly applied immediately after planting is completed. All plant beds shall drain away from buildings.

Poly Jute Netting:

- Tight net Poly Jute Netting shall be installed on Bio Swales/Detention Ponds/Vegetated Swale and Rain Gardens as a soil stabilizer and erosion control agent. Jute Netting shall be installed with anchoring pins as per manufactures recommendations prior to planting. Recommend DeWitt PJN4216 Erosion Control Poly Jute Netting and DeWitt anchor pins or approved equal.

Bio Swales/Detention Ponds/Vegetated Swales:

- Bark Mulch shall not be applied to Bio Swales/Detention Ponds or Vegetated Swales.

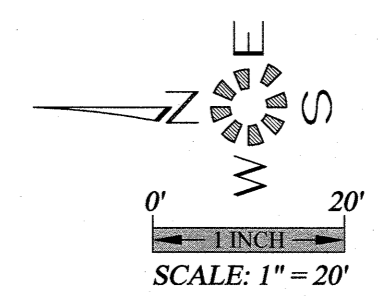
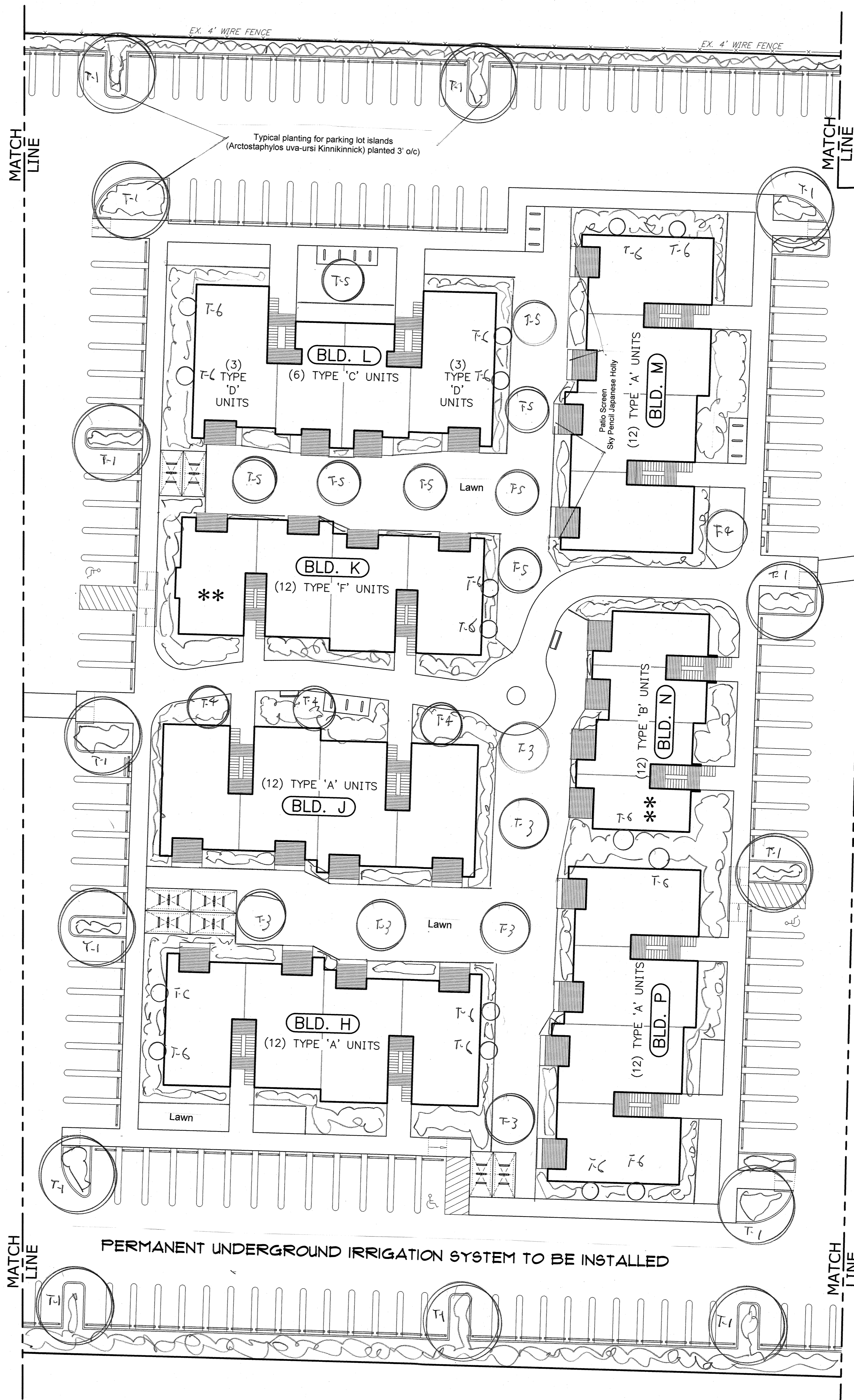
Weed Control Agent:

- Apply casoron as a weed control agent after planting as per manufactures specified recommendations around building or approved equal.

Non-Native Plant Species:

- All non-native, invasive plant species shall be removed from the site.

4 FOOT SEPERATION BETWEEN ALL PLANTED TREES AND POTABLE WATER LINES



SCHEMATIC LANDSCAPE PLAN

WOODBURN EASTSIDE APARTMENTS

NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER. DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

Design: M.D.G. Drawn: C.D.S. Checked: J.C.B. Date: JUNE 2019 Scale: AS SHOWN



LANDSCAPE & IRRIGATION DESIGN BY: **LANDSCAPE DESIGN & CONSULTANTS LLC** Doing business since 1985 620 WORMWOOD ST. S.E. SALEM, OR 97306 PHONE: (503) 551-8590

EXPRES: 06-30-2019 JOB # 6855 **L1.2**

BUILDING ELEVATIONS

WOODBURN EASTSIDE APARTMENT COMPLEX

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Design: P.L.M.
Drawn: G.L.D.
Checked: M.D.G.
Date: Aug-19
Scale: AS SHOWN

JOB # 6855

REGISTERED PROFESSIONAL ENGINEER
MARK D. GREY
JULY 14, 1978
Renew date: June 30, 2021

A1.71





REAR ELEVATION (TYPE A UNITS)
SCALE: 1/8" = 1'-0"
BLD. C.G.H.J.M.P.Q.S+U



END ELEVATION (TYPE A UNITS)
SCALE: 1/8" = 1'-0"
BLD. C.G.H.J.M.P.Q.S+U



FRONT ELEVATION (TYPE A UNITS)
SCALE: 1/8" = 1'-0"
BLD. C.G.H.J.M.P.Q.S+U



END ELEVATION (TYPE A UNITS)
SCALE: 1/8" = 1'-0"
BLD. C.G.H.J.M.P.Q.S+U

NO CHANGES, MODIFICATIONS OR REVISIONS TO BE MADE TO THIS DRAWING WITHOUT THE AUTHORIZATION FROM THE DESIGN ENGINEER.
DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

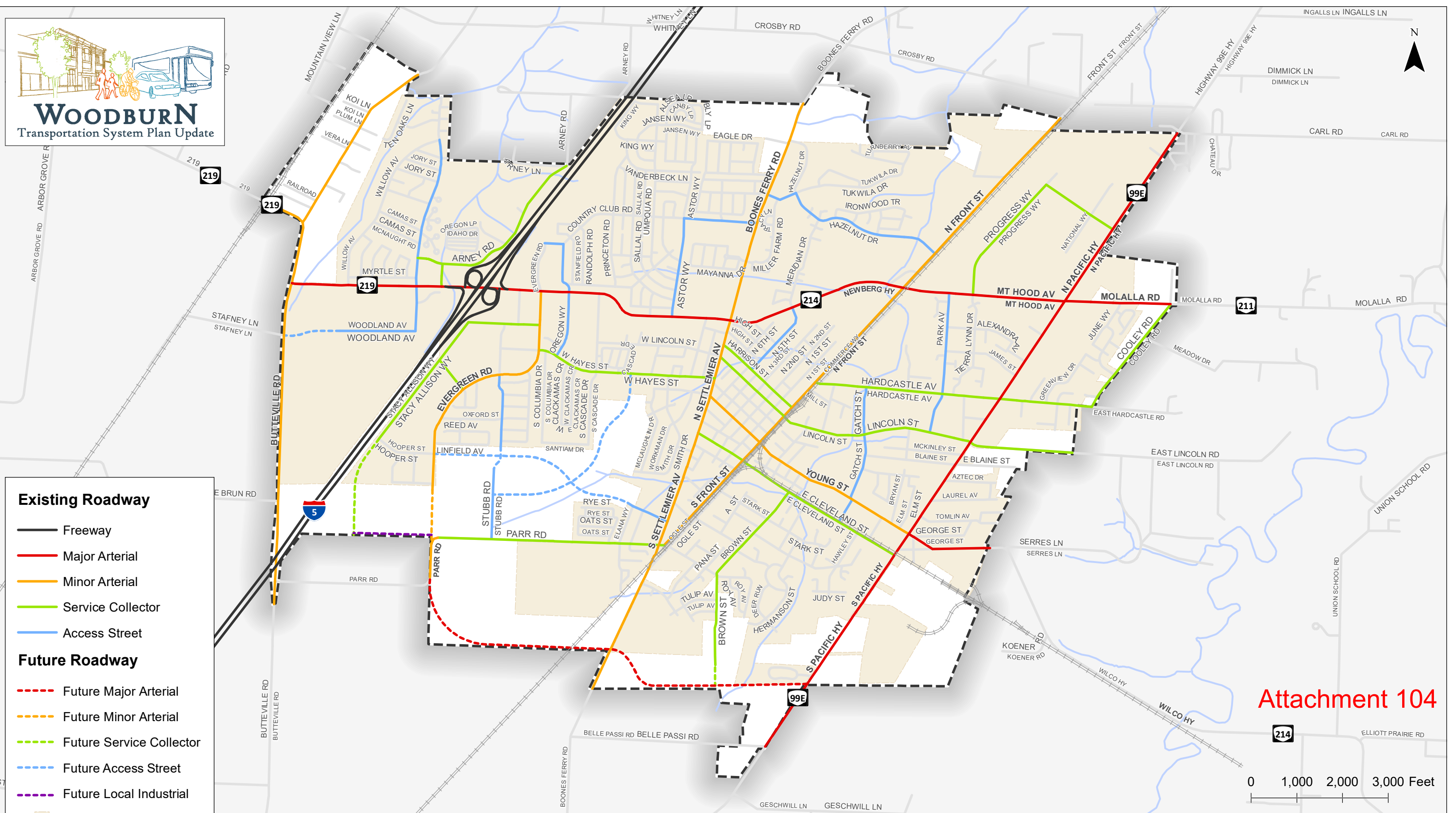
DESIGN: P.L.M.
DRAWN: G.L.D.
CHECKED: M.D.G.
DATE: Feb-20
SCALE: AS SHOWN

JOB # 6855



Renew date: June 30, 2019

A2.90



Attachment 104

0 1,000 2,000 3,000 Feet

- Existing Roadway**
- Freeway
 - Major Arterial
 - Minor Arterial
 - Service Collector
 - Access Street
- Future Roadway**
- - - Future Major Arterial
 - - - Future Minor Arterial
 - - - Future Service Collector
 - - - Future Access Street
 - - - Future Local Industrial
- City Boundary
 - Urban Growth Boundary

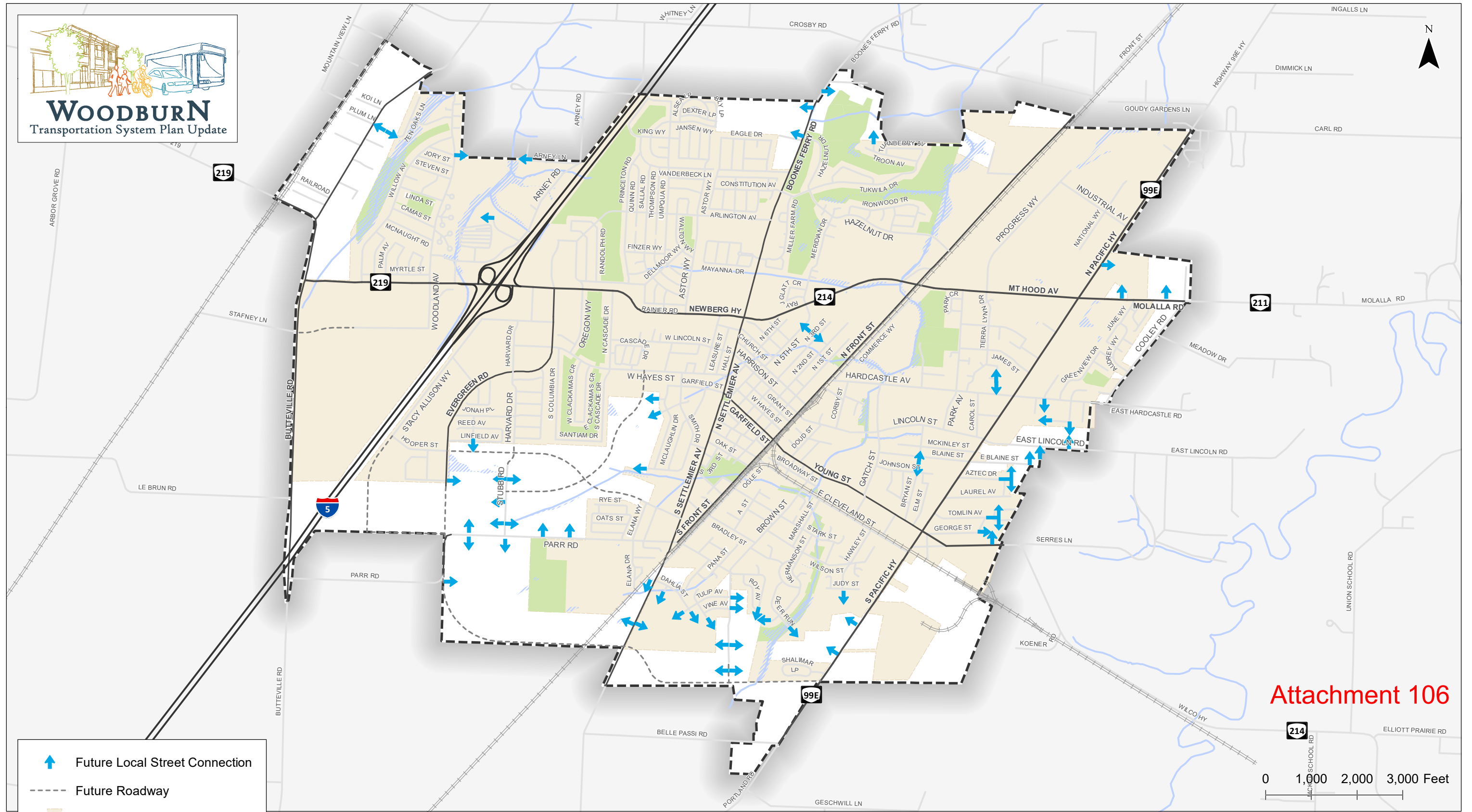
Note: Future roadway alignments are approximate and subject to further refinement.

Functional Roadway Classification
Woodburn, Oregon





Figure
2

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl
Data Source: City of Woodburn, Oregon Department of Transportation

H:\1212\1071 - Woodburn TSP Update\GIS\TSP02 Functional Roadway Classification.mxd - mmcormick - 5:25 PM 9/16/2019



Attachment 106

-  Future Local Street Connection
-  Future Roadway
-  City Boundary
-  Urban Growth Boundary

Note: Future roadway alignments are approximate and subject to further refinement.

**Local Street Connectivity Plan
Woodburn, Oregon**

**Figure
6**

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intl
Data Source: City of Woodburn, Oregon Department of Transportation