



**City of Woodburn**  
**Community Development Dept.**

## Memorandum

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270 Montgomery Street      Woodburn, Oregon 97071      Phone (503) 982-5246      Fax (503) 982-5244

**Date:** March 2, 2022  
**To:** Dago Garcia, P.E., City Engineer  
**Cc:** Chris Kerr, AICP, Community Development Director  
Craig Larson, PE, Project Engineer, Pacific Community Design  
**From:** Colin Cortes, AICP, CNU-A, Senior Planner *CC*  
**Subject:** **Planning Division review comments on 2<sup>nd</sup> submittal February 2 of civil engineering plans for Dove Landing PUD (ANX 2020-03)**

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### Summary

Planning Division staff identifies revisions needed before sign-off on Public Works Department Engineering Division approval and issuance of civil engineering plans for the Dove Landing planned unit development (PUD; ANX 2020-03) along the west side of Boones Ferry Road NE.

The City Engineer hosted virtual meetings with Planning Division staff November 8 regarding the original submittal of October 18 and March 1 regarding the second submittal.

### Revision Items

The applicant needs to address the items below.

## Part I

*A. Condition G4b: Sheet 201 symbolizes Culver St east sidewalk as, "sidewalk built by home builder", and includes a segment adjacent to Tract H. Sheets 202-204 also include "sidewalk built by home builder". Condition G4b prohibits this. (The condition is silent on City Administrator discretion regarding a developer's construction bond or performance guarantee request through written application to, review, and processing by the Public Works Department Engineering Division guided by WDO 4.02.08.)*

The developer's narrative page 2 states, "Sidewalk labeled as 'sidewalk built by home builder' has been adjusted to meet Condition G4b within sheets specified." Although revisions don't address the item, in the time between land use conditioning and the present, staff has come to understand that contractors have practical desire to wait to plant street trees upon completion of construction to avoid damage and death of trees by construction, and in the context of final plat the Community Development Director is receptive to accepting for review and approving a request to bond street trees, which would allow deferral to final inspections. For these reasons, staff is dropping this item.

*H. PUD-9: There are no sheets illustrating and noting park land improvements per condition part a and as the developer negotiated with the Assistant City Administrator per condition part c. Sheet L1.02 notes, "future park site drawings in separate submittal". If not already negotiated, to start see also Item I about PUD-11.*

The developer's narrative page 3, states:

"Response: PCD has provided 30% plan review to City staff for review and approval of concept plan. PCD met with City staff on 11/30 to review concept and plan was approved with minor changes. PCD and LGI are currently in the process of obtaining bids for construction to determine extents of Phase 1 construction and future park construction by the City or through a public-private partnership. Once bids are received a 60% plan set will be provided to the City for further review and discussion. We request that the review and approval of the site development permit continue to move forward to allow for significant grading activities and tree removal to take place in preparation for public park construction."

The developer's response leaves next steps indefinite.

(1) Following discussion between the City Engineer and myself March 1, the City Engineer confirmed that he wants the item resolved before he finishes CEP review by approving civil engineering plans. His main concern is coordinating park and utility improvements, and to avoid a situation where planned park improvements would disrupt approved civil plans for utility improvements. Submit plans for park improvements, say something conveyed by the concept of "90% plans".

Planning staff is in support because what staff doesn't want to happen is to be asked later about park improvements as if Planning staff is the project management, particularly to have a [subdivision final plat application](#) arrive at the Planning Division (prompting questions of plat Mylar, constructed improvements, and inspections) and upon asking, "Are park improvements constructed and ready to inspect?", only to find

out that no one decided what the improvements were following the applying of Condition PUD-9 part (c) to part (a), that there's no approved plan set, leaving Condition PUD-11 not met, that the developer constructed nothing, and no one knows anything definite and thinks that Planning staff will resolve the situation. (Inspection is relevant because for past projects park improvements the lead role in inspection fell to Planning staff.) Planning staff also doesn't want upon asking if Condition PUD-9 is met to have the question repeated back to them. Part (c) about parks SDC credits is written for parks staff and the developer to work how to administer part (a) about the improvements. Planning staff looks to the developer as the point of contact and to meet the condition and provide the information that demonstrates and how and why of compliance and doesn't want to be a gofer among the developer and other departments.

Planning staff confirms that the developer did pay the \$250 PUD Final Plan fee on February 2, 2022, but submitted no materials in service of Condition PUD-11, so it remains an incomplete submittal hanging around until the developer resolves park improvements. (See again Item I.) Because it's left to Planning staff to administer the application, it's important for the developer to resolve park improvements for the reasons above. Ideally, the developer and parks and rec staff will have worked it out, the developer will submit a copy of acceptable, full plans among PUD Final Plan materials, and Planning staff will be able to quickly and easily "rubber stamp" it approved.

The PUD Final Plan narrative response should outline who does what and when with an eye towards final decision document Note to the Applicant 19.

Regarding park improvements, contact Jesse Cuomo, Recreation Services Manager, (503) 982-5266, [jesse.cuomo@ci.woodburn.or.us](mailto:jesse.cuomo@ci.woodburn.or.us).

(2) Revise the civil set. It shows per Attachment 203 Part C2, regarding the southwest park tract (what was Tract K and is now designated Tract M), 2 of the 3 north spurs. It shows the east and middle ones, but not also the west one (near Egret St). Revise Sheets 104, 110, 206, 210, & SS1 and add a new sheet to F series.

(3) There's no such thing as a "site development permit". Don't grade anywhere without both Public Works issuance of marked approved civil engineering plans, outside agency approvals where applicable, and Planning Division issuance of a [Grading Permit](#). (The grading plan sheets in the civil plan set for CEP review is not the same as a grading permit.) Dan Handel, AICP, Associate Planner handles grading permits. Forward me grading permit approval when that happens.

*I. PUD-11: Regarding PUD Final Plan Approval Process (FP): Is the developer's intent to accomplish FP review through CEP submittals? Either way, a fee is due for FP review per the Attachment 206 fee table, row G6: \$250. See also Item H about PUD-9. As well as improvements proposed for public tracts, illustrate and note landscaping conforming to WDO 3.06B min size at planting, and Attachment 203 Part B. See further direction about FP in Note to the Applicant 19 (final decision p. 13).*

Pay the FP review fee, submit a narrative that explains the developer’s understanding and proposed application of Condition PUD-9c(2), and submit drawings of proposed improvements of park land (Tracts J & L). Staff recommends that before drafting and submitting documents, the developer directly contact Jim Row, Assistant City Administrator, (503) 982-5265, [jim.row@ci.woodburn.or.us](mailto:jim.row@ci.woodburn.or.us), for direction, drawing his attention to the [final decision document](#) found on the [City project webpage](#), specifically [Attachment 203](#) Part A (Table 203A). (Upon FP submittal, City staff will consult him.)

Planning staff confirms that the developer did pay the \$250 PUD Final Plan fee on February 2, 2022.

Keep the remainder of Item I in mind when addressing Item H.

J. T-BP1: Regarding bicycle/pedestrian off-site improvements:

1. Regarding condition part a., “Construct TSP project P45 (TSP p. 64 …”:

Project No.	Location	Type	Description
P45	Boones Ferry Road/Constitution Avenue/Tukwila Drive	Enhanced crossing	Install an enhanced pedestrian crossing. This project improves safe routes to school for Woodburn High School

The developer’s narrative, unlabeled page 5, states, “Proposed locations of connections currently being coordinated with Marion County and will be shown on the associated plans.” The P45 area is well within city limits, and the City geographic information system (GIS) does not indicate; demonstrate conformance. Submit plan sheets specific to this improvement.

The developer’s narrative page 4, states, “Response: The Right-of-Way is owned by marion county and subject to their approval. We have proposed an enhanced crosswalk connection on the marion county submittal plan set attached.”

- The City geographic information system (GIS) doesn’t indicate that the N. Boones Ferry Rd & Constitution/Tukwila intersection, which is more than 1,200 feet south of Hazelnut Drive, is under County jurisdiction.
- When City staff was negotiating this land use Condition T-BP1 with the developer leading up to the Planning Commission staff report, Public Works staff had not identified this road segment as under County jurisdiction.
- The condition refers to City Transportation System Plan (TSP) pedestrian Project No. P45 on p. 64, and the project listing, which dates from 2019 like the TSP overall, gives no indication of County jurisdiction or involvement in P45 and states the City as the jurisdiction.
- The City Engineer told Planning staff on March 1 that he believes a County staff person might’ve given mistaken direction to the developer.

- Lastly, here are photos of a Marion County road system sign located at least 450 ft north, just past Vanderbeck Lane ([see Google Street View](#)), as of March 1, 2022:



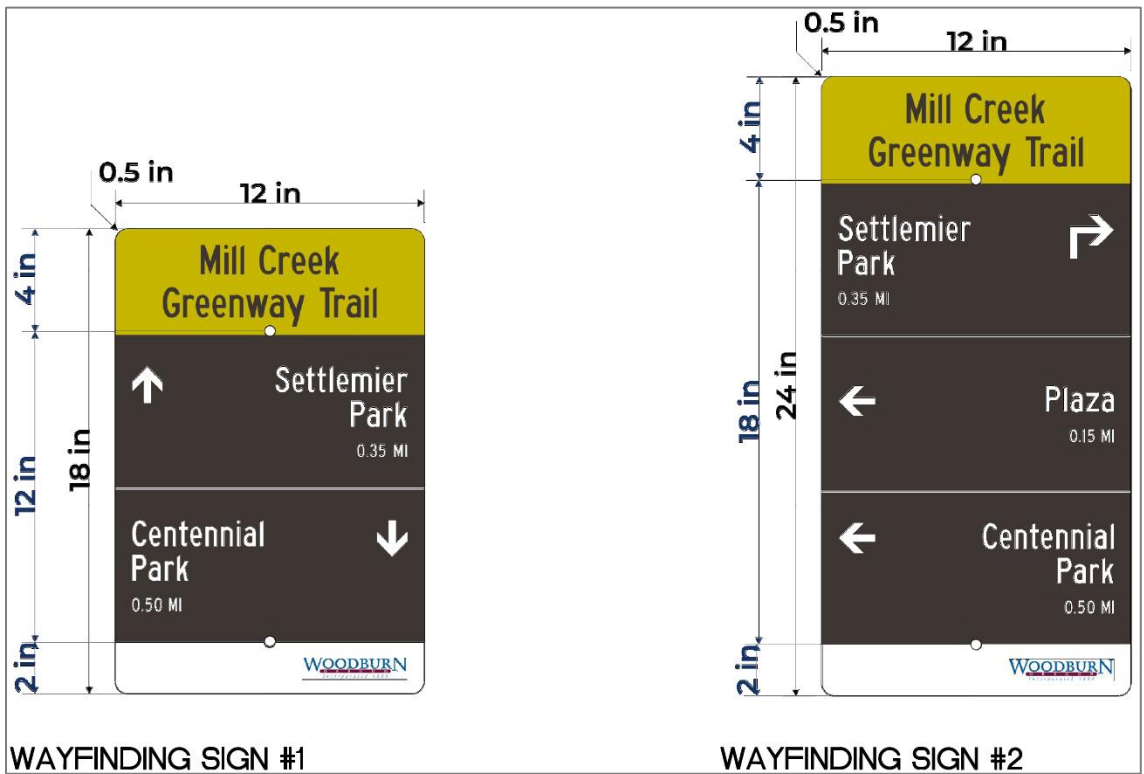
For these reasons, Planning staff is in disbelief.

Also, what drawings? Which set? What sheet numbers? There doesn't appear to be a plan set for Project P45.

2. *Regarding condition parts b., BFR & Hazelnut sidewalk, and c. wayfinding signage, the developer's narrative, unlabeled page 5, states, "Proposed locations of connections currently being coordinated with Marion County and will be shown on the associated plans." See Item W about County coordination.*

The developer's narrative page 4, states, "Response: county plans included with this submittal". What sheet numbers? Planning staff looked at each sheet and saw no details.

Because the item remains outstanding, Planning staff takes the opportunity to provide more guidance about administration of the condition. Below is an example from Smith Creek Development relating to greenway trail wayfinding signage, and you can [view an approved example](#).



Because no greenway trail is relevant, put “Woodburn Wayfinding” in place of “Mill Creek Greenway Trail”, use City logo dark blue (electronic RGB values of red 0, green 86, & blue 153) instead of yellowish green, and white text against the dark blue background.

Looking to the three locations per Condition T-BP1c(1), and assuming a pole sign each with a sign face 12 x 24 inches, assume three destinations per sign face listed by increasing walking mileage:

- (a) (BFR/Owl)
  - Hazelnut Drive
  - French Prairie Middle School
  - Woodburn High School
- (b) (BFR/Parkside)
  - French Prairie Middle School
  - Woodburn High School
  - Woodburn Public Library
- (c) (BFR/Hazelnut)
  - Parkside Avenue
  - French Prairie Middle School
  - Woodburn High School



*K. T-T1: Regarding the school bus stop shelter, the developer's narrative, unlabeled page 6, states, "Coordination with the school district has begun and a location along Boones Ferry Road has been identified as the preferred location of the shelter. Bus shelter will be shown in future submittal and BFR Plan submittal." Demonstrate conformance through addressing Item W about County coordination.*

The applicant's response letter states, "Response: Bus shelter added to plans. Waiting on response from School District on concept and design." Per Craig Larson's January 20, 2022 e-mail to Ivan Leigh of the school district, the developer intends to place the shelter on the stormwater detention pond tract flush with road sidewalk. Planning accepts this location.

When making 3<sup>rd</sup> submittal for CEP, please set back the shelter 1.5 ft from sidewalk and connect sidewalk with the shelter pad with a walkway minimum 3.5 ft wide.

*L. Final Decision Attachment 203 Part C2: Tract L: Demonstrate conformance to the standards in Parts C1 & 3. Per Condition PUD-9c(1), the paths other than the middle east and west spur paths also are required and aren't parks system development charge (SDC) credit eligible.*

Note: The item relates to the required 10-ft wide east-west paved path in the large, southwest park tract. Make sure the park improvement plans incorporate this path and site it at least 6 ft from the north tract main boundary and connect it to each of Culver St sidewalk and the three spur paths that lead to Parkside Ave sidewalk.

*M. Attachment 203, Part D2d: On November 8, the City Engineer confirmed to Planning staff that Public Works desires the alley to be instead be a shared rear lane, that is, private tract with public easement(s), and Part D2d applies. Do D2d and per Part D2d(4) revise Sheets 211 & 213 to have the shared rear lane two driveways max 14 ft wide. See also Item O5.*

The applicant's response letter states, "Plans updated", and the plans show and refer to an alley. However, following discussion between the City Engineer and myself March 1, the City Engineer re-confirmed that he doesn't want a public ROW alley. So, Attachment 203, Part D2d applies:

"Tract 'P' (central block alley/shared rear lane). Applies if PW declines to accept as ROW:

- (1) Both tract and PUE min width 16 ft; if tract wider, easements(s) flush one side min;
- (2) Travel way pavement min width 14 ft. Asphalt, bricks, concrete pavers, poured concrete, or combination. Depths per WDO 3.04.04;
- (3) 1 ft shoulders each side. May be grass, grass w/ 'grasscrete', brick, concrete pavers, or poured concrete as long as any pavement doesn't duplicate that of the travel way. Gravel prohibited; and
- (4) The two end driveway curb cuts limited to max width 14 ft."

[Note: Following a phone conversation with the developer the week of January 18, Planning staff agreed to apply the concept of "substantial conformance" to condition part (4) to allow the max width to be 16 ft. Planning staff mentioned this understanding to the City Engineer March 1.]

- (1) Revise all “alley” references to either “alley as shared rear lane” or “shared rear lane”, and, “right of way” to “Tract \_”, where \_ is the tract letter. Because a shared rear lane would change the tract lettering sequence, update all affected sheets accordingly.
- (2) To Sheets 211-213 add a note that “Shared rear lane is similar to alley except that it remains privately maintained and a legal instrument grants the public access to it.”

The City Engineer mentioned that because the developer proposes a shared water line under the shared rear lane, a public easement needs to serve not only for public access but also as an off-street public utility easement (PUE) and follow the line. Planning staff believes that the Public Works minimum width for an off-street PUE is 16 ft.

O. *Street tracts: ...*

5. ... *Provide a key or table listing tracts letters from (a) final decision document Sheets 6.1 & 6.2 (preliminary plat), through (b) CEP original submittal, and to (c) re-designations for CEP re-submittal (and later final plat submittal).*

There’s no key or table. Determine Item M prior to drafting and submitting the key or table.

Q. *Path tracts and associated landscaping:*

3. *Tract F: ...*

Following a phone conversation with the developer the week of January 18 regarding property line constraints on grading and path construction, revise Sheet F3 regarding the northeast dogleg tract (what’s now designated Tract C) to add a note indicating that at final plat the developer will grant a temporary construction easement (TCE) over the 5.04-ft gap between path edge and north tract boundary, that is as wide as the tract, and that authorizes any among all of the City and the owner(s) of Tax Lots 051W06C000100 & 051W06D000400 to construct a path extension over the gap.

R. *Other landscaping:*

1. *Bark dust / wood chip: Revise Sheet L2.02 to revise or add a general note demonstrating conformance with Attachment 203 Part B1.*

Correction: The items should’ve referred to Part B5, not B1.

The applicant’s response letter states, “note added”. What sheet?

3. *Attachment 203 Part B5: Revise to demonstrate conformance also for Tracts H, I, J, & L, keeping trees just outside the streetside PUEs.*

Because of Item H, the civil set contains no landscaping plans for the southeast park tract or the main body of the southwest park tract. Keep in mind compliance with Attachment 203 Part B5, which is about rows of trees in tract yards along streets that complement street trees.



*U. Subdivision identification monument signage: Remove Sheets S1-S3, and move them to [sign permit application](#) materials for subdivision identification signage. Dan Handel, AICP, Associate Planner and Alyssa Nichols, Permit Technician handle sign permits. Dan might advise to delay application until the plat is recorded so it would be clear on what tract(s) signage would be.*

No action needed. Staff simply wants to note that the City will not approve a sign permit or permits for them within ROW, on any City tract, on any property within a streetside PUE, or on any property within an off-street PUE. Plan accordingly for sign permit application materials.

*V. Minor corrections: ...*

New Item M3: Planning noticed that Sheets IL-1 & IL-2 about illumination are listed in the sheet index but missing from both the plotted and electronic plan sets. Add them.

*W. County coordination: The narrative, unlabeled page 3, states, "Since BFR is still a county road we are preparing a BFR submittal package to Marion County. That package will be submitted to the city with the second city submittal. Coordination with the County is still ongoing." Submit for City CEP review prior to County submittal to preclude the County from reviewing and approving elements that wouldn't meet City conditions of approval.*

Staff confirms that, regarding Condition PUD-3a about Boones Ferry Rd (BFR) west half-street landscape strip width, County plan set Sheets RD4 & RD5 Boones Ferry Rd NE Plan and Profile show in plan view and in cross section Details B2 & B3 the minimum width of 6½ ft including curb width.

Staff confirms that, regarding Condition PUD-3b about BFR west half-street sidewalk width, that County plan set Sheets RD4 & RD5 show in plan view and in cross section Details B2 & B3 the minimum width of 8 ft.

➔ Regarding Condition PUD-3c about BFR half-street sidewalk dead-end transitions, the County plan set illustrates and notes none. Explain the situation.

Staff confirms that, regarding Condition PUD-3f about electric powerlines, County plan set Sheet RD3 Existing Conditions notes has a floating call-out that states, "Existing overhead utilities to be undergrounded", and Sheets RD4 & RD5 Boones Ferry Rd NE Plan and Profile show burial and transitions at each end to off-site overhead lines.

Note: The City received application ANX 22-02 for Marion Pointe Planned Unit Development (PUD) on February 14, superseding ANX 2020-01 Trillium Reserve PUD that the City Council denied and is proposed for the same subject property east across Boones Ferry Rd NE from ANX 2020-03 Dove Landing. Planning staff intends to require that this proposal annex all unincorporated Boones Ferry Rd NE ROW, both the full width of what's adjacent and what presently remains unannexed south to city limits, the same as Trillium Reserve illustrated. If there's something staff can do through conditioning to help the Dove Landing developer, please let me know. (The Marion Pointe application is incomplete, and staff will send letter about this to the developer by March 11.)

Z. Resubmittal fee: With the CEP 3<sup>rd</sup> submittal / 2<sup>nd</sup> revised submittal, pay the \$327 fee that Condition G6 establishes through Attachment 206, Part B: Table 206B. (See Attachment 206 Part A for administrative details.)

Same.

## Part II.

AA. Condition SUB-1a: In the narrative clarify:

1. If final plat application will include delineations and text for all easements, and whether the developer's surveyor will indicate all easements on the face of the plat drawings and convey through plat or whether some easements will be conveyed through separate documents, and if so, if per Public Works Engineering Division templates.

Note: The following text is required among the Tract F cross access easement (CAE) text: "Per Woodburn Development Ordinance (WDO) 3.04.03B.3, the public shared access (ingress and egress) right of this easement is revocable only with the written concurrence of the Community Development Director."

2. When relative to construction of public improvements that the developer intends to apply to the City for final plat.

Staff confirms that the applicant's narrative p. 9 states, "Response: All necessary easements with subject property will be conveyed through the plat and delineated on the plat. Offsite easements will be provided to the City for review and recorded with the County per Public Works Engineering Division templates".

DD. Other landscaping:

1. Sheet L2.01, Detail 4 / Area 4: Tract O:  
Revise to have 3 large symbol trees east of the path and 4 west.

The applicant's narrative p. 10 states "Response: Trees moved", but they're not. Revise Sheet L2.01 for the SE tract within the alley block (what's now designated Tract J).

EE. Irrigation: Regarding Sheet L1.01 Note 2, L1.02 Note 2, and L2.03 Notes 9 & 12, establish with the Public Works Department Engineering Division sooner than later measures for temporary irrigation during construction and the details of transferring irrigation and remaining maintenance responsibilities upon dedication of tracts to the City. Revise or add landscape sheet notes if and as Public Works directs.

Staff confirms that the applicant's narrative p. 10 states, "Response: Applicant currently reviewing plans with City park staff and will add notes as necessary".

## **Next Steps**

Planning Division requests revisions and re-submittal by the applicant and affirms that the Public Works Department Engineering Division is not to approve civil engineering plan until Planning outstanding items are resolved.

When Public Works receives a 3<sup>rd</sup> submittal / 1<sup>st</sup> revised submittal from the applicant, please notify me and provide PDF and print copies of the materials and specify a desired due date for Planning review comments.

Feel free to contact me at (503) 980-2485 or <colin.cortes@ci.woodburn.or.us>.

## **Attachment(s):**

- Civil engineering plan set: (1<sup>st</sup> submittal, February 2, 2022; excerpted: Sheets 100, 104, & 105)

# DOVE LANDING CIVIL ENGINEERING PLANS

TL 400 & 800 TOWNSHIP 5 SOUTH, RANGE 1 WEST, SEC. 6 W.M.  
MARION COUNTY, OREGON



DATE: 8/31/2021

REVISIONS

NO.	DATE	DESCRIPTION
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**GROSS ACREAGE: 31.86 AC (171 LOTS)**

**BENCHMARK:**

ELEVATIONS ARE BASED OFF OF MARION COUNTY CONTROL POINT NO. 9214, BEING A MARION COUNTY STAMPED (MR 6 CR 513) BRASS CAP IN MONUMENT BOX SET IN PAVEMENT.

ELEVATION DATUM: NGVD 29, ELEVATION = 181.174

**UTILITIES & SERVICES:**

WATER:	CITY OF WOODBURN
STORM:	CITY OF WOODBURN
SEWER:	CITY OF WOODBURN
POWER:	PORTLAND GENERAL ELECTRIC
GAS:	NORTHWEST NATURAL
FIRE:	WOODBURN FIRE DISTRICT
POLICE:	WOODBURN POLICE DEPARTMENT
SCHOOL:	WOODBURN SCHOOL DISTRICT
PHONE:	FRONTIER
WASTE DISPOSAL:	REPUBLIC SERVICES
CABLE:	CENTURYLINK

**APPLICANT/OWNER:**

LGI HOMES - OREGON, LLC  
12951 BEL-RED ROAD, STE 150  
BELLEVUE, WA 98005  
[P] 425-330-2453  
CONTACT: VANESSA LEWIS

**PLANNER:**

PACIFIC COMMUNITY DESIGN, INC  
12564 SW MAIN ST.  
TIGARD, OR 97223  
[P] 503-941-9484  
CONTACT: STACY CONNERY, AICP  
PATRICK DAVENPORT, AICP

**CIVIL ENGINEER:**

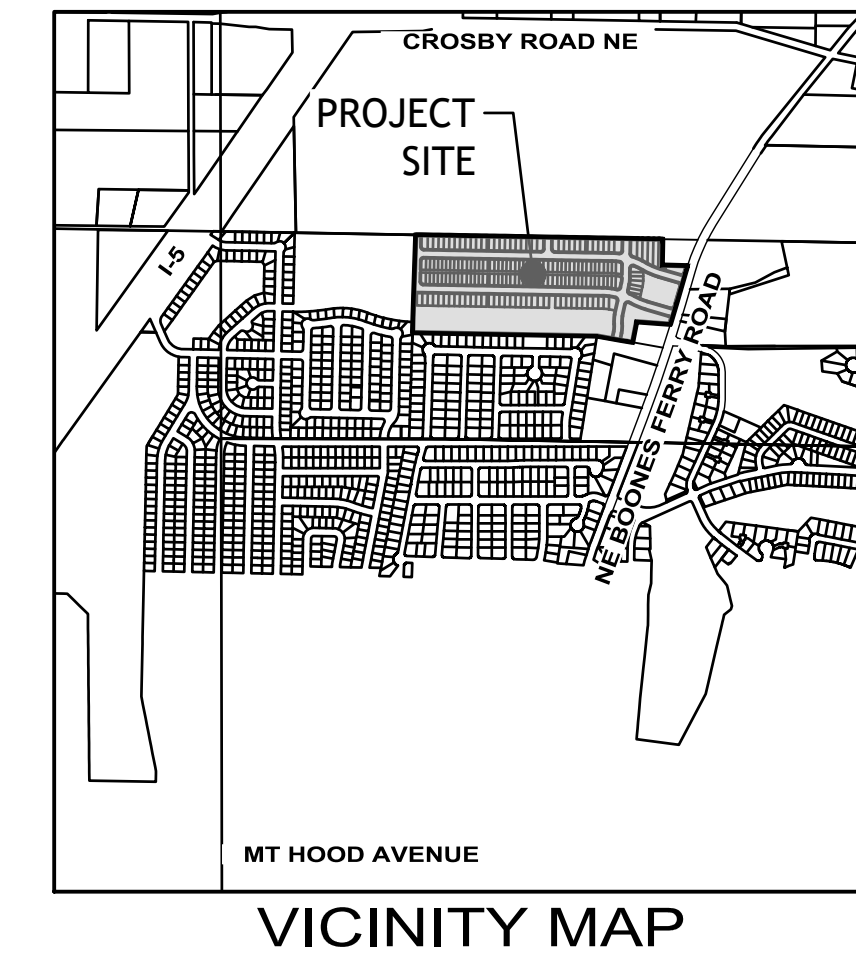
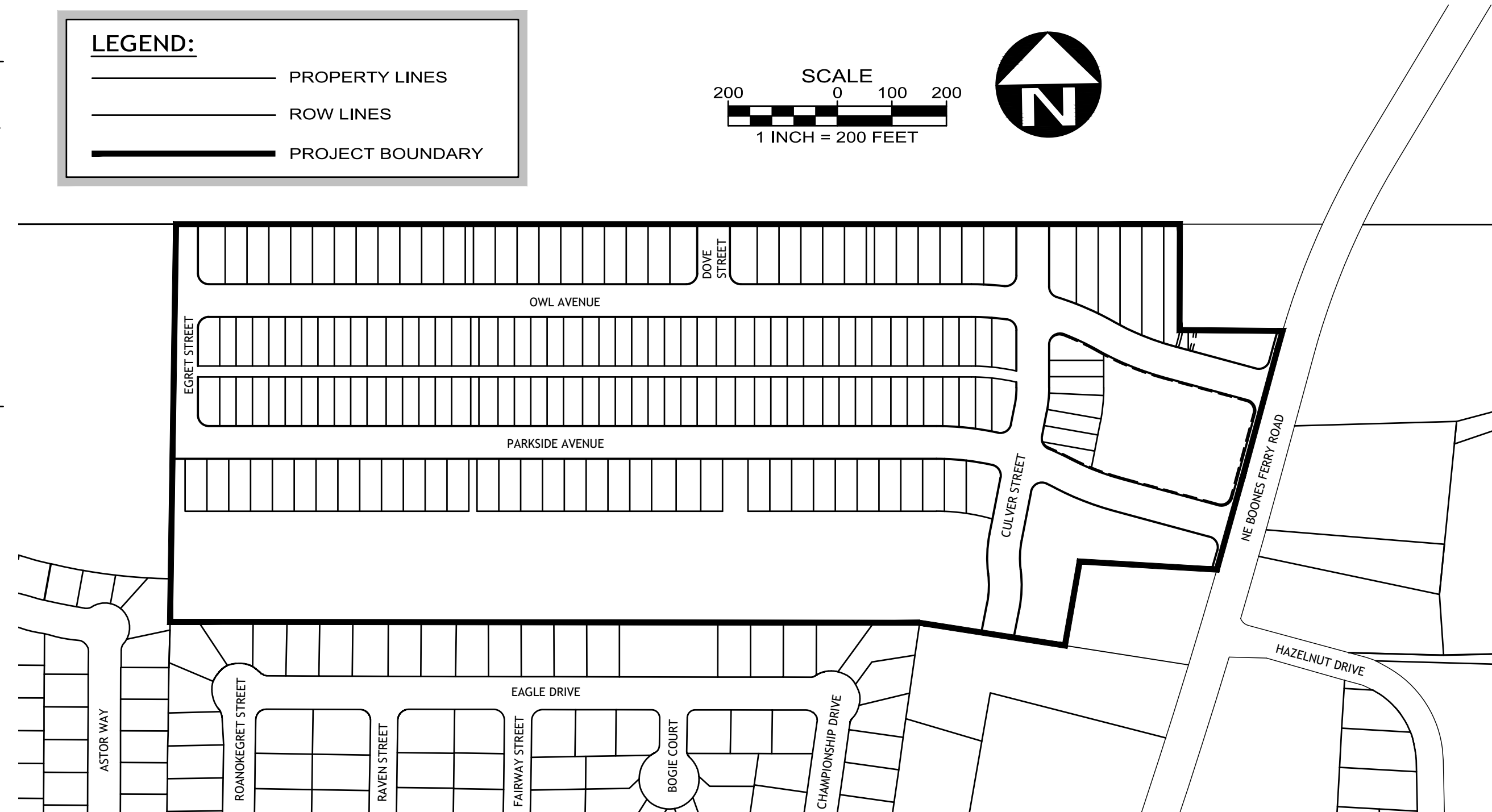
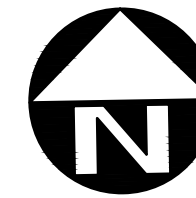
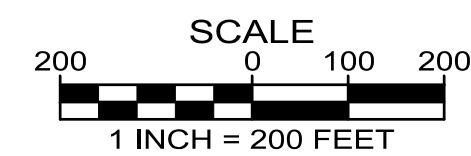
PACIFIC COMMUNITY DESIGN, INC  
12564 SW MAIN ST.  
TIGARD, OR 97223  
[P] 503-941-9484  
CONTACT: CRAIG LARSON, PE

**SURVEYOR:**

PACIFIC COMMUNITY DESIGN, INC  
12564 SW MAIN ST.  
TIGARD, OR 97223  
[P] 503-941-9484  
CONTACT: TRAVIS JANSEN, PLS, PE

**LEGEND:**

- PROPERTY LINES
- ROW LINES
- PROJECT BOUNDARY



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**GEOTECHNICAL ENGINEER:**

GEO CONSULTANTS NORTHWEST, INC.  
2839 SE MILWAUKIE AVENUE  
PORTLAND, OREGON 97202  
[P] 503-616-9425  
CONTACT: BRAD HUPY

**LANDSCAPE ARCHITECT:**

PACIFIC COMMUNITY DESIGN, INC  
12564 SW MAIN ST.  
TIGARD, OR 97223  
[P] 503-941-9484  
CONTACT: KRISTINA KOLTAVARY, RLA

**NATURAL RESOURCE CONSULTANT:**

PACIFIC HABITAT SERVICES, INC.  
9450 SW COMMERCE CIRCLE, SUITE 180  
WILSONVILLE, OR 97070  
[P] 503-570-0800  
CONTACT: JOHN VAN STAVEREN

**TRAFFIC ENGINEER:**

LANCASTER MOBLEY  
321 SW 4TH AVENUE, SUITE 400  
PORTLAND, OR 97204  
[P] 503-248-0313  
CONTACT: JESSICA HIJAR

- 201 OWL AVENUE PLAN & PROFILE
- 202 OWL AVENUE PLAN & PROFILE
- 203 OWL AVENUE PLAN & PROFILE
- 204 PARKSIDE AVENUE PLAN & PROFILE
- 205 PARKSIDE AVENUE PLAN & PROFILE
- 206 PARKSIDE AVENUE PLAN & PROFILE
- 207 CULVER STREET PLAN & PROFILE
- 208 CULVER STREET PLAN & PROFILE
- 209 DOVE STREET PLAN & PROFILE
- 210 EGRET STREET PLAN & PROFILE
- 211 ALLEY 1 PLAN & PROFILE (EAST)
- 212 ALLEY 1 PLAN & PROFILE (MIDDLE)
- 213 ALLEY 1 PLAN & PROFILE (WEST)
- CR1 CURB RETURNS
- CR2 CURB RETURNS
- CR3 CURB RETURNS
- CR4 CURB RETURNS
- CR5 CURB RETURNS
- CR6 CURB RETURNS
- CR7 CURB RETURNS
- CR8 CURB RETURNS
- CR9 CURB RETURNS

DOVE LANDING PUD



COVER SHEET



12564 SW Main Street  
Tigard, OR 97223  
[P] 503-941-9484

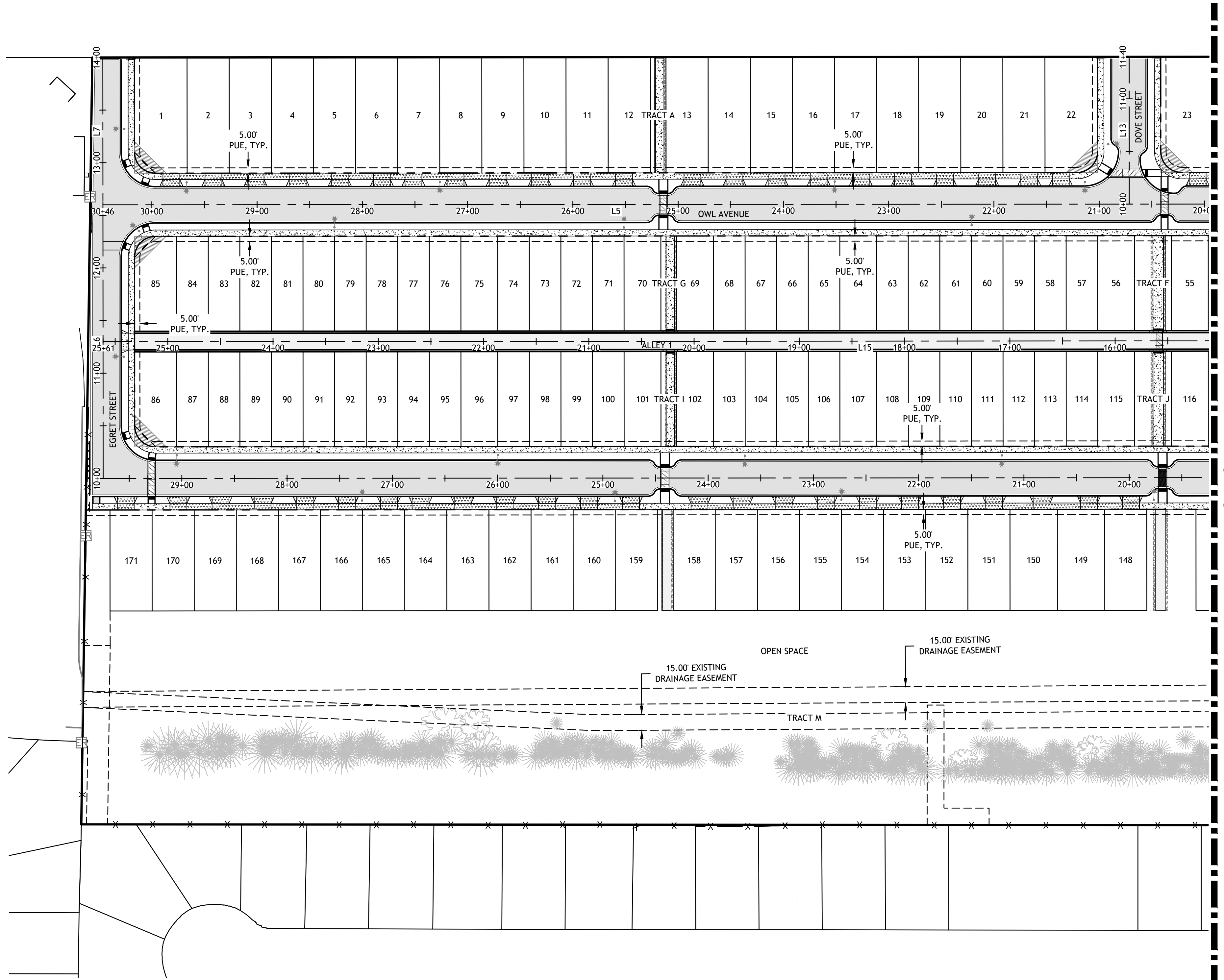
PROJECT NO.: 142-001  
TYPE: CONSTRUCTION  
REVIEWED BY: PRE

100

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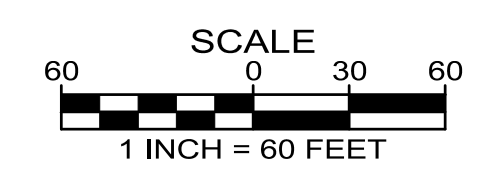
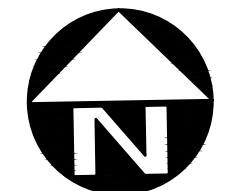


**LEGEND**

- PROPOSED RIGHT-OF-WAY
- EXISTING RIGHT-OF-WAY
- PROPOSED CURB AND GUTTER
- PROPOSED CENTERLINE
- EXISTING CENTERLINE
- - - PROPOSED PUBLIC UTILITY EASEMENT
- - - PROPOSED BUILDING SETBACK
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- EXISTING BOUNDARY LINE
- ▲ VISION CLEARANCE TRIANGLE
- PROPOSED HANDICAP RAMP
- ▨ PROPOSED A.C. PAVING
- ▤ PROPOSED SIDEWALK
- ▥ PROPOSED SIDEWALK BY OTHERS
- ✕ PROPOSED STREET LIGHT

**LINE TABLE**

LINE #	LENGTH	BEARING
L5	975.00'	N88° 59' 51"W
L6	260.00'	N1° 00' 09"E
L7	139.76'	N1° 00' 09"E
L13	140.00'	N1° 00' 09"E
L15	1447.73'	N88° 59' 51"W



DATE: 8/31/2021

**REVISIONS**

NO.	DATE	DESCRIPTION

**DOVE LANDING PUD**



**SITE PLAN (WEST)**



12564 SW Main Street  
Tigard, OR 97223  
[T] 503-941-9484

PROJECT NO.: 142-001  
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