

DEVELOPMENT REVIEW APPLICATION

For Office Use Only		
STAFF CONTACT <i>TOM Soppe</i>	PROJECT No(s). <i>MP-12-01</i>	
NON-REFUNDABLE FEE(S) <i>2800⁰⁰</i>	REFUNDABLE DEPOSIT(S)	TOTAL <i>2800⁰⁰</i>

Type of Review (Please check all that apply):

- | | | |
|--|--|--|
| <input type="checkbox"/> Annexation (ANX) | <input type="checkbox"/> Historic Review | <input type="checkbox"/> Subdivision (SUB) |
| <input type="checkbox"/> Appeal and Review (AP) * | <input type="checkbox"/> Legislative Plan or Change | <input type="checkbox"/> Temporary Uses * |
| <input type="checkbox"/> Conditional Use (CUP) | <input type="checkbox"/> Lot Line Adjustment (LLA) */** | <input type="checkbox"/> Time Extension * |
| <input type="checkbox"/> Design Review (DR) | <input checked="" type="checkbox"/> Minor Partition (MIP) (Preliminary Plat or Plan) | <input type="checkbox"/> Variance (VAR) |
| <input type="checkbox"/> Easement Vacation | <input type="checkbox"/> Non-Conforming Lots, Uses & Structures | <input type="checkbox"/> Water Resource Area Protection/Single Lot (WAP) |
| <input type="checkbox"/> Extraterritorial Ext. of Utilities | <input type="checkbox"/> Planned Unit Development (PUD) | <input type="checkbox"/> Water Resource Area Protection/Wetland (WAP) |
| <input type="checkbox"/> Final Plat or Plan (FP) | <input type="checkbox"/> Pre-Application Conference (PA) */** | <input type="checkbox"/> Willamette & Tualatin River Greenway (WRG) |
| <input type="checkbox"/> Flood Management Area | <input type="checkbox"/> Street Vacation | <input type="checkbox"/> Zone Change |
| <input type="checkbox"/> Hillside Protection & Erosion Control | | |

Home Occupation, Pre-Application, Sidewalk Use, Sign Review Permit, and Temporary Sign Permit applications require different or additional application forms, available on the City website or at City Hall.

Site Location/Address: <i>1785 Ostman Rd. West Linn, OR 97068</i>	Assessor's Map No.: <i>31E03 AA 03200</i>
	Tax Lot(s): <i>3200</i>
	Total Land Area: <i>0.5 AC</i>

Brief Description of Proposal:
Partition existing lot to 2 parcels

Applicant Name: (please print) <i>Danut Haj</i>	Phone: <i>503 519 0000</i>
Address: <i>1785 Ostman Rd.</i>	Email: <i>Classic Homes Inc @comcast.net</i>
City State Zip: <i>West Linn, OR 97068</i>	


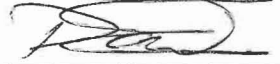
Owner Name (required): (please print)	Phone: <i>503 519 0000</i>
Address: <i>Same as Applicant</i>	Email: <i>Classic Homes Inc @comcast.net</i>
City State Zip:	

Consultant Name: (please print) <i>Hardy Li, Convergent Pacific</i>	Phone: <i>503-747-3569</i>
Address: <i>8975 SW Center St.</i>	Email: <i>Hardy_Li@convergent pacific.com</i>
City State Zip: <i>Tigard, OR 97223</i>	

1. All application fees are non-refundable (excluding deposit). **Any overruns to deposit will result in additional billing.**
2. The owner/applicant or their representative should be present at all public hearings.
3. A denial or approval may be reversed on appeal. No permit will be in effect until the appeal period has expired.
4. **Three (3) complete hard-copy sets (single sided) of application materials must be submitted with this application.**
One (1) complete set of digital application materials must also be submitted on CD in PDF format.
If large sets of plans are required in application please submit only two sets.

* No CD required / ** Only one hard-copy set needed

The undersigned property owner(s) hereby authorizes the filing of this application, and authorizes on site review by authorized staff. I hereby agree to comply with all code requirements applicable to my application. Acceptance of this application does not infer a complete submittal. All amendments to the Community Development Code and to other regulations adopted after the application is approved shall be enforced where applicable. Approved applications and subsequent development is not vested under the provisions in place at the time of the initial application.

	<i>2/7/12</i>		<i>2/7/12</i>
Applicant's signature	Date	Owner's signature (required)	Date

Narrative

The site at 1785 Ostman Road, West Linn, Oregon, is zoned R10. The surrounding neighborhood area is also zoned R10, and developed with single-family homes. Prior to any street dedication, the site is shown as having 21,755 sf. After dedicating a 5 ft strip for Ostman Road and not counting the access easement, there is still adequate area for two lots over 10,000 sf.

The existing dwelling on the site will be retained, but the large detached garage will be removed.

The Proposed partition meets the City of West Linn Land Divisions 85.200 Approval Criteria.

A. Streets

1. General

There will be no new street proposed in this two lot partition.

2. Right-of-Way and Roadway Width

To keep right-of-way and roadway width consistence with adjacent lots and existing road, a 5 ft right-of-way dedication to make up half right-of-way of 25' and pavement width of the half of the street on Ostman Road is 18'.

3. Street Width

As stated in Section 3, to keep roadway width consistence with existing road, the pavement width of the half of the street on Ostman Road is 18'; a 6' wide sidewalk will attached to the back of the 6" curb. There will be a 6" buffer between the back of the sidewalk and the new right-of-way.

4. Proposal Consistent with the City Planner and Engineer Recommendations

This proposal has been made per the discussions with the City planner and engineer during and after the pre-application conference.

5. Additional Considerations

The two lot subdivision is proposed on the established neighborhood and existing street configuration needs to be matched.

6. Reserve Strips

No reserve strip has been identified in this project.

7. Alignment

Existing street alignment is maintained.

8. Future Extension of Street

There is no street extension impact identified in this project.

9. Intersection Angles

There is no intersection created in the project.

10. Additional Right-of-Way for Existing Street

5' right-of-way dedication is adequate for the street configuration.

11. Cul-de-sacs

There is no cul-de-sac created in this project.

12. Street Names

Not applicable to this project.

13. Grades and Curves

There is no new street created in this project.

14. Access to Local Streets

There is no new street created in this project. Ostman Road connections have been established and will not be changed as a result of this project.

15. Alleys

Not applicable to this project.

16. Sidewalks

A 6' wide sidewalk is proposed per City standard.

17. Planter Strips

A planter strip will not be able to create per City standard due to the existing street and sidewalk constraints that this project needs to match.

18. Streets and Roads Dedicated without Reservations and Restrictions

No reservations and restrictions will be imposed in this project.

19. All Lots Have Frontage on a Public Street or Access to a Public Street via a Easement

The flag lot in the project accesses the public street via an easement.

20. Gated Street

No applicable

21. Entryway Treatment

No entryway is created in this project.

22. No off-site costs have been identified.

B. Locks and Lots

1. General

The lots in this proposed partition meet the size and shape requirements; and the partition approach is the only design possible in order to remain the existing home.

2. Block Size

No applicable

3. Lot Size and Shape

Requirements met.

4. Access

Access to the front lot remains the same as existing. The access to the rear lot is through an 80' long access easement.

5. Through Lots and Parcels

Both lots have frontage only on Ostman Road.

6. Lot and Parcel Side Lines

As existing, the north and south lot lines are closed to being at right-angles to Ostman Road.

7. Flag Lots

15' wide access easement is proposed to meet the minimum standard.

8. Large Lots

Proposed lots are not large lots.

C. Pedestrian and Bicycle Trails

1. Trails of Multi-use Pathways

No trail/path identified in this project.

2. Trail/Path Surface

Not applicable

3. Defensive Space

Not applicable

4. Trail Defensive Space

Not applicable

5. Trail Surface

Not applicable

6. Trail

Not applicable

7. Trail Grade
Not applicable

D. Transit Facilities

No transit route is identified on this section of the roadway. This entire section is not applicable.

E. Lot Grading

1. Cut/Fill Slope

This project site has less than 3%. Very little grading is required for this partition.

2. Fill Soil

No fill is required for this project.

3. Area with Greater than 4' Fill/Cut

No area is identified with over 4'/fill/cut.

4. Minimum Grading Possible

Any grading will be the minimum required, and most of the site will remain ungraded.

5. Landslide Hazard

No hazard area identified.

6. Cut/Fill meets IBC Codes

All cut/fill will meet IBC codes.

7. Slope in Excess of 12%

No area identified with slope in excess of 12%

8. Slope in Excess of 50%

No area identified with slope in excess of 50%

F. Water

1. Water Plan

Prepared

2. Adequate Location and Sizing of Waterlines

There is a 6" domestic waterline available in Ostman Road. The waterline will be connected to the rear lot through the access/utility easement. The 6" cast iron waterline is adequate for 1 additional dwelling.

3. Loop System

No looping is required for 1 dwelling use.

4. Non-single Family Development
Not applicable

5. Written Statement Signed by City Engineer
The City has indicated water is available for this partition; and is likely to sign the statement.

G. Sewer

1. Sewer Plan Required
Prepared

2. Sewer Plan Information
See plans.

3. Sanitary Sewer Lines Should be Located in Public Right-of-Way
There is sewer line in the Public ROW of Ostman Road. Sewer lateral will connect to the rear lot through the access/utility easement.

4. Sewer Burry Depth
The site is about 2.5% slope toward Ostman Road which makes the sewer connection to rear lot easy.

5. Minimize Sewerline Length
Shortest route has been made.

6. Avoid Wetland, Drainage Way and Trees
No wetland, drainageway and trees identified along the lateral connection.

7. Stubup for Next Developable Subdivision
Not applicable

8. Sewer System Meets Codes
The new lateral will meet City and State plumbing codes.

9. Written Statement Signed by City Engineer
The preapplication summary has indicated the possible lateral connection. If required, separate statement will be prepared.

H. Storm

1. Stormwater Quality and Detention Plan
Prepared

2. Size to Accommodate a 25-year Storm Incident
This project will create very little additional impervious area. However, a storm swale location is identified for treatment and detention of the future roof drain. This

swale will be designed to accommodate 25-year storm event at the time of building permit application per the actual building size.

3. Plan Shows Storm Collection System and Materials
Please see plans.

4. Storm Treatment Meets Municipal Code Standards
Standards met as shown on plans.

I. Utility Easement

Five foot easements are shown along front and back property lines.

J. Supplemental Provisions

1. Wetland and Natural Drainageways

No wetland/drainageways is identified in this project.

2. Willamette and Tualatin Greenways

This project is not closed to the Greenways.

3. Street Trees

Two trees within the public right-of-way were identified during preapplication conference to be removed due to their harm to the street pavement.

4. Lighting

At present time, additional lighting is not identified to be required.

5. Dedications and Excavations

No off-site exaction is required for this project.

6. Underground Utilities

Utilities to the rear lot will be underground.

7. Density Requirement

Proposed partition reaches near 100% density.

8. Mix Requirement

This property is within the R10 zone.

9. Tree Protection

There are two significant trees within the public ROW in the project. The trees are proposed to be removed due to their root system damages the street pavement.

10. Annexation and Street Light

This property is in the City of West Linn.

Narration

Background

This site has is zoned as R10. The surrounding neighborhood area is also zoned R10, and developed with single-family homes. Prior to any street dedication, the site is shown as having 21,780 square feet. After dedicating a 5 foot strip for Ostman Road and not counting the access easement, there is still adequate area for two lots over 10,000.

The existing dwelling on the site will be retained, but the large garage outbuilding will be removed.

85.200 APPROVAL CRITERIA [FOR WEST LINN LAND DIVISIONS]

No tentative subdivision or partition plan shall be approved unless the Planning Commission or Planning Director, as applicable, find that the following standards have been satisfied, or can be satisfied by condition of approval.

A. Streets

1. General. The location, width and grade of streets shall be considered in their relation to existing and planned streets, to the generalized or reasonable layout of streets on adjacent undeveloped parcels, to topographical conditions, to public convenience and safety, to accommodate various types of transportation (automobile, bus, pedestrian, bicycle), and to the proposed use of land to be served by the streets.

The street system shall assure an adequate traffic or circulation system with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried. Streets should provide for the continuation, or the appropriate projection, of existing principal streets in surrounding areas and should not impede or adversely affect development of adjoining lands or access thereto.

To accomplish this, the emphasis should be upon a connected continuous pattern of local, collector, and arterial streets rather than discontinuous curvilinear streets and cul-de-sacs. Deviation from this pattern of connected streets should only be permitted in cases of extreme topographical challenges including excessive slopes (35 percent plus), hazard areas, steep drainageways, wetlands, etc. In such cases, deviations may be allowed but the connected continuous pattern must be reestablished once the topographic challenge is passed.

Streets should be oriented with consideration of the sun, as site conditions allow, so that over 50 percent of the front building lines of homes are oriented within 30 degrees of an east-west axis. Internal streets are the responsibility of the developer. All streets bordering the development site are to be developed by the developer with, typically, half-street improvements or to City standards prescribed by the City Engineer. Additional travel lanes may be required to be consistent with adjacent road widths or to be consistent with the adopted Transportation Master Plan and any adopted updated plans.

Waivers of abutting street improvements may be provided in those cases where the development is limited in size (e.g., 3-lot partition) with limited street frontage, and where the surrounding area is substantially built out and characterized by a lack of street improvements (i.e., curb, gutter, street overlay, etc.). Those areas with numerous (particularly contiguous) under-developed or undeveloped tracts will be required to install street improvements.

When a waiver of street improvements is granted, the applicant shall pay an in-lieu fee for improvements to the nearest street identified by the City Engineer as necessary and appropriate. The amount of the in-lieu fee shall be roughly proportional to the impact of the development on the street system. (ORD. 1442)

Streets shall also be laid out to avoid and protect clusters and significant trees, but not to the extent that it would compromise connectivity requirements per CDC Section 85.200(A)(1), or bring

The density below 70 percent of the maximum density for the developable net area. The developable net area is calculated by taking the total site acreage and deducting Type I and II lands; then up to 20 percent of the remaining land may be excluded as necessary for the purpose of protecting significant tree clusters or stands as defined in CDC Section 55.100(B)(2). (ORD. 1408)

There are no new streets being built in this two low-lot partition.

2. Right-of-way and Roadway Widths. In order to accommodate larger tree lined boulevards and sidewalks, particularly in residential areas, the standard right-of-way widths for the different street classifications shall be within the range listed below. But, instead of filling in the right-of-way with pavement, they shall accommodate the amenities (e.g., boulevards, street trees, sidewalks). The exact the right-of-way shall be determined by the City Engineer or the approval authority. The following ranges will apply:

Street Classification	Right-of-Way
Highway 43	60-80
Major arterial	60-80
Minor arterial	60 -80
Major collector	60-80
Collector	60-80
Local street	40-60
Cul-de-sac	40 -60
Radii of cul-de-sac	48-52
Alley	16
Industrial access street	60-80

Additional right-of-ways for slopes may be required. Sidewalks shall not be located outside of the right-of-way unless to accommodate significant natural features or trees.

3. Street Widths. Street widths shall depend upon which classification of street is proposed. Streets fall into three main classes: arterial, collector, and local streets.

a. Arterial (major and minor). An arterial is a high-volume street intended to transport destination-oriented traffic from point A to point B with the minimum of stops. Consequently, access to abutting residences and business is to be discouraged, limited, or at least consolidated. The continuous uninterrupted flow of traffic is the desired outcome.

b. Major and minor collector. A collector links the arterial with neighborhoods, local access streets, and connects neighborhoods with other neighborhoods or activity areas. The free flow of traffic is still of primary concern; however, access to abutting land uses is allowed but minimize impacts to free-flowing traffic.

At the pre-app it was noted Ostman Road was classified as a collector road to be constructed to the "collector-constrained" criteria., with a designed width of 50 feet. We have dedicated an additional 5 feet, considered to "properly contribute to the planned ROW width" (Page 1 of pre-app summary notes).

c. Local street. The function of a local street is to provide traffic with access to abutting homes, other local access streets, and higher-order streets. Since access is the principal concern, traffic flow may be impeded, diverted, or slowed down by various design measures such as narrower road widths, and limiting the number of travel lanes. Local streets can go to narrower standards when part of a grid system; conversely, wider when not part of a grid system. The rationale is that a grid system distributes the traffic load over a series of streets, while a single access road must carry all the traffic.

Even further down the hierarchy of streets, cul-de-sacs emphasize slow speed, low volume traffic access to housing. However, longer cul-de-sacs should be wider to accommodate more traffic and emergency vehicles. (While a short cul-de-sac may not compromise the ability of emergency personnel to get to the emergency by foot if the cul-de-sac is blocked, longer cul-de-sacs make it impractical to haul the equipment to the emergency.)

d. **Industrial access streets.** This special category of streets accommodates heavy truck traffic access to abutting industrial or warehouse uses. The streets shall be wide enough to allow maneuvering and various turn movements of typically dimensioned truck traffic.

e. The following table identifies appropriate street width (curb to curb) in feet for various roadway types and street classifications. Two widths are identified—minimum and desirable. The desirable width shall be required unless the applicant or his engineer can demonstrate that site conditions, topography, or site design require the reduced minimum width.

f. **Bike lanes as part of public streets shall be required on arterials and those collector streets in new developments, and may be required of new development in existing neighborhoods subject to the restrictions established in the capital improvement project selection and ranking process of the Transportation System Plan. (ORD. 1425)**

As noted above, this is a collector street.

ROADWAY/RIGHT-OF-WAY WIDTH STANDARDS

The table shows for a collector pavement width of 30 feet with a right-of-way of 54 (parking one side) and 60 feet (parking both sides). Probably because of existing development, this street is planned to be built to “constrained” criteria.

Sidewalk Location & Width

Although the width was not specifically noted in the pre-app, because of the limited right-of-way it is probably 5 feet. Those details will need to be determined as part of the engineering construction drawings. Sidewalks are located on both sides of the site, and both sides are lower than this property. On the north side it will be relatively easy to have the side walk go into the new driveway area, and create a larger planter strip south of the driveway. The transition to the existing sidewalk on the south side will be more difficult, as it goes around two large firs and also crosses the driveway for the existing house.

4. The decision-making body shall consider the City Engineer's recommendations on the desired right-of-way width, pavement width and street geometry of the various street types within the subdivision after consideration by the City Engineer of the following criteria:

- a. **The type of road as set forth in the Transportation Master Plan.**
- b. **The anticipated traffic generation.**
- c. **On-street parking requirements.**
- d. **Sidewalk and bikeway requirements.**
- e. **Requirements for placement of utilities.**
- f. **Street lighting.**
- g. **Drainage and slope impacts.**
- h. **Street trees.**
- i. **Planting and landscape areas.**
- j. **Existing and future driveway grades.**
- k. **Street geometry.**
- l. ~~**Street furniture needs, hydrants.**~~

The pre-application notes indicate the likely dedication requirement, but the details of any required improvements will get more precise with the conditions of approval and the construction drawings.

5. Additionally, when determining appropriate street width, the decision-making body shall consider the following criteria:

- a. **When a local street is the only street serving a residential area and is expected to carry more than the normal local street traffic load, the designs with two travel and one parking lane are appropriate.**
- b. **Streets intended to serve as signed but unstriped bike routes should have the travel lane widened by two feet.**
- c. **Collectors should have two travel lanes and may accommodate some parking. Bike routes are appropriate.**

J. Arterials should have two travel lanes. On-street parking is not allowed unless part of a Street Master Plan. Bike lanes are required as directed by the Parks Master Plan and Transportation Master Plan.

This project is adjacent to an existing street, Ostman Road, and our dedication and improvements relate to sidewalk and street improvements adjacent to the site. Final street configuration may not occur until other properties develop. There is a sizable grade difference between this property and the sidewalk to the south. It appears the sidewalk to the south could be connected by steps, or a change of grade starting towards the center of tax lot 3300.

6. Reserve Strips. Reserve strips or street plugs controlling the access to streets are not permitted unless owned by the City.

Reserve strips are not anticipated as part of this project.

7. Alignment. All streets other than local streets or cul-de-sacs, as far as practical, shall be in alignment with existing streets by continuations of the centerlines thereof. The staggering of street alignments resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the centerlines of streets having approximately the same direction and otherwise shall not be less than 100 feet.

Because no new streets or intersections are proposed as part of this project, street alignment will not be changed as a result of this project.

8. Future Extension of Streets. Where necessary to give access to, or permit a satisfactory future subdivision of adjoining land, streets shall be extended to the boundary of the subdivision and the resulting dead-end streets may be approved without turnarounds. (Temporary turnarounds built to Fire Department standards are required when the dead-end street is over 100 feet long.) With Bexhill Street a lot away, there is no need for an additional street connection on this property.

9. Intersection Angles. Streets shall be laid out to intersect angles as near to right angles as practical, except where topography requires lesser angles, but in no case less than 60 degrees unless a special intersection design is approved. Intersections which are not at right angles shall have minimum corner radii of 15 feet along right-of-way lines which form acute angles. Right-of-way lines at intersections with arterial streets shall have minimum curb radii of not less than 35 feet. Other street intersections shall have curb radii of not less than 25 feet. All radii shall maintain a uniform width between the roadway and the right-of-way lines. The intersection of more than two streets at any one point will not be allowed unless no alternative design exists.

As noted above, no intersections are being created as part of this partition.

10. Additional Right-of-Way for Existing Streets. Wherever existing street right-of-ways adjacent to or within a tract are of inadequate widths based upon the standards of this chapter, additional right-of-way shall be provided at the time of subdivision or partition.

A 5 foot dedication (as requested) is being dedicated to increase the right-of-way.

11. Cul-de-sacs. Cul-de-sacs are not allowed except as required by topography, slope, site limitations, and lot shapes. Cul-de-sacs shall have maximum lengths of 400 feet and serve no more than 12 dwelling units, unless by variance per CDC Chapter 75. All cul-de-sacs shall terminate with a turnaround built to one of the following specifications (measurements are for the traveled way and do not include planter strips or sidewalks.

This is a two-lot partition and no cul-de-sacs will be created.

12. Street Names. No street names shall be used which will duplicate or be confused with the names of existing streets within the City. Street names that involve difficult or unusual spellings are discouraged. Street names shall be subject to the approval of the Planning Commission or Planning Director, as applicable. Continuations of existing streets shall have the name of the existing street. Streets, drives, avenues, ways, boulevards, lanes, shall describe through streets.

Place and court shall describe cul-de-sacs. Crescent, terrace, and circle shall describe loop or arcing roads.

With no new streets being created there will be no new street names.

13. Grades and Curves. Grades shall not exceed 8 percent on major or secondary arterials, 10 percent on collector streets, or 15 percent on any other street unless by variance. Willamette Drive/Highway 43 shall be designed to a minimum horizontal and vertical design speed of 45 mph, subject to Oregon Department of Transportation (ODOT) approval. Arterials shall be designed to a minimum horizontal and vertical design speed of 35 mph. Collectors shall be designed to a minimum horizontal and vertical design speed of 30 mph. All other streets shall be designed to have a minimum centerline radii of 50 feet. Super elevations (i.e., banking) shall not exceed 4 percent. The centerline profiles of all streets may be provided where terrain constraints (e.g., over 20 percent slopes) may result in considerable deviation from the originally proposed alignment. There are no streets being created.

14. Access to Local Streets. Intersection of a local residential street with an arterial street may be prohibited by the decision-making authority if suitable alternatives exist for providing interconnection of proposed local residential streets with other local streets. Where a subdivision or partition abuts or contains an existing or proposed major arterial street, the decision-making authority may require marginal access streets, reverse frontage lots with suitable depth, visual barriers, noise barriers, berms, no access reservations along side and rear property lines, and/or other measures necessary for adequate protection of residential properties from incompatible land uses, and to ensure separation of through traffic and local traffic.

No streets are being created, and Ostman Road connections have been established and will not be changed as a result of this request.

15. Alleys. Alleys shall be provided in commercial and industrial districts unless other permanent provisions for access to off-street parking and loading facilities are made as approved by the decision-making authority. While alley intersections and sharp changes in alignment should be avoided, the corners of necessary alley intersections shall have radii of not less than 10 feet. Alleys may be provided in residential subdivisions or multi-family projects. The decision to locate alleys shall consider the relationship and impact of the alley to adjacent land uses. In determining whether it is appropriate to require alleys in a subdivision or partition, the following factors and design criteria should be considered:

- a. The alley shall be "self-contained" within the subdivision. The alley shall not abut undeveloped parcels which are not part of the project proposal. The alley will not stub out to abutting undeveloped parcels which are not part of the project proposal.
- b. The alley will be designed to allow unobstructed and easy surveillance by residents and police.
- c. The alley should be illuminated. Lighting should include non-omnidirectional pole mounted high or low pressure sodium lights every 100-200 feet.
- d. The alley should be a semi-private space where strangers are tacitly discouraged.
- e. Speed bumps may be installed in sufficient number to provide a safer environment for children at play and to discourage through or speeding traffic.
- f. Alleys should be a minimum of 14 feet wide, paved with no curbs.

No alleys are planned for this request.

16. Sidewalks. Sidewalks shall be installed per Section 92.010(H), Sidewalks. The residential sidewalk width is six feet plus planter strip as specified below. Sidewalks in commercial zones shall be constructed per Section 85.200(A)(3)(e). See also Section 85.200(C). Sidewalk width may be reduced with City Engineer approval to the minimum amount (e.g., 4 feet wide) necessary to respond to site constraints such as grades, mature trees, rock outcroppings, etc., or to match existing sidewalks or right-of-way limitations. (ORD. 1408)

The pre-app conference did not result in a detailed required street cross-section, but it was noted that a sidewalk would be required and probably wrap around a large tree in the right-of-way.

17. Planter Strip. The planter strip is between the curb and sidewalk providing space for a grassed or landscaped area and street trees. The planter strip shall be at least 6 feet wide to accommodate

a fully matured tree without the boughs interfering with pedestrians on the sidewalk or vehicles along the curbline. Planter strip width may be reduced or eliminated, with City Engineer approval, when it cannot be corrected by site plan, to the minimum amount necessary to respond to site constraints such as grades, mature trees, rock outcroppings, etc., or in response to right-of-way limitations. (ORD. 1408)

The standard requirement of a six foot sidewalk and six foot planter strip will be constructed if those dimension are appropriate for this "constrained" collector street.

18. Streets and roads shall be dedicated without any reservations or restrictions.

The street dedication will be shown on the final plat without special restrictions

19. All lots in a subdivision shall have frontage on a public street. Lots created by partition may have access to a public street via an access easement pursuant to the standards and limitations set forth for such accessways in Chapter 48. (ORD. 1442)

This flag lot configuration does us an access easement, although a typical flag lot (with ownership extending to the street) also is possible on this site.

20. Gated Streets. Gated streets are prohibited in all residential areas on both public and private streets. A driveway to an individual home may be gated. (ORD. 1408)

No gated streets are proposed.

21. Entryway Treatments and Street Isle Design. When the applicant desires to construct certain walls, planters, and other architectural entryway treatments within a subdivision, the following standards shall apply:

a. All entryway treatments except islands shall be located on private property and not in the public right-of-way.

b. Planter islands may be allowed provided there is no structure (i.e., brick, signs, etc.) above the curbline, except for landscaping. Landscaped islands shall be set back a minimum of 24 feet from the curbline of the street to which it is perpendicular.

c. All islands shall be in public ownership. The minimum isle width between the curb and center island curbs shall be 14 feet. Additional width may be required as determined by the City Engineer.

d. Brick or special material treatments are acceptable at intersections with the understanding that the City will not maintain these sections except with asphalt overlay, and that they must meet the Americans with Disabilities Act (ADA) standards. They shall be laid out to tie into existing sidewalks at intersections.

e. Maintenance for any common areas and entryway treatments (including islands) shall be guaranteed through homeowners' association agreements, CC&Rs, etc.

f. Under Chapter 52, subdivision monument signs shall not exceed 32 square feet in area.

No entryway treatments or street isle designs are proposed.

~~22. Based upon the City Engineer's determination, the applicant shall construct or cause to be constructed, or contribute a proportionate share of the costs, for all necessary off-site improvements identified by the transportation analysis that are required to mitigate impacts from the proposed subdivision. (ORD. 1526)~~

No off-site costs have been identified. As noted in the pre-app notes, required improvements to Ostman Road could result in SDC credits because of Ostman's collector status.

B. Blocks and Lots

1. General. The length, width, and shape of blocks shall be designed with due regard for the provision of adequate building sites for the use contemplated; consideration of the need for traffic safety, convenience, access, circulation, and control; and recognition of limitations and opportunities of topography and solar access.

This flag lot meets size and shape requirements, and is the only design possible if the existing house is retained.

2. Sizes. The recommended block size is 400 feet in length to encourage greater connectivity within the subdivision. Blocks shall not exceed 800 feet in length between street lines, except for blocks adjacent to arterial streets or unless topographical conditions or the layout of adjacent streets justify a variation. The recommended minimum distance between intersections on arterial streets is 500 feet. Designs of proposed intersections shall demonstrate adequate sight distances to the City Engineer's specifications.

Because this is a two-lot partition using the existing street, no new blocks will be created.

3. Lot Size and Shape. Lot size, width, shape, and orientation shall be appropriate for the location of the subdivision, for the type of use contemplated, for potential utilization of solar access, and for the protection of drainageways, trees, and other natural features. No lot shall be dimensioned to contain part of an existing or proposed street. All lots shall be buildable, and the buildable depth should not exceed two and one-half times the average width. Buildable describes lots that are free of constraints such as wetlands, drainageways, etc., that would make home construction impossible. Lot sizes shall not be less than the size required by the zoning code unless as allowed by Planned Unit Development (PUD). (ORD. 1401) Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street parking and service facilities required by the type of use proposed.

The lot size of 94 by 104 meets the size and shape requirements.

4. Access. Access to subdivisions, partitions, and lots shall conform to the provisions of Chapter 48, Access.

As proposed the existing access remains with a new access to the rear lot roughly 60 feet away.

5. Through Lots and Parcels. Through lots have frontage on a street at the front and rear of the lot. They are also called double frontage lots. Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from arterial streets or adjacent non-residential activities, or to overcome specific disadvantages of topography and orientation. A planting screen or impact mitigation easement at least 10 feet wide, and across which there shall be no right of access, may be required along the line of building sites abutting such a traffic artery or other incompatible use.

Both lots have frontage only on Ostman Road

6. Lot and Parcel Side Lines. The lines of lots and parcels, as far as is practicable, should run at right angles to the street upon which they face, except that on curved streets they should be radial to the curve.

The north and south property lines are very close to being at right-angles to Ostman Road.

7. Flag Lots. Flag lots can be created where it can be shown that no other reasonable street access is possible to achieve the requested land division. A single flag lot shall have a minimum street frontage of 15 feet for its accessway. Where two to four flag lots share a common accessway, the minimum street frontage and accessway shall be 8 feet in width per lot. Common accessways shall have mutual maintenance agreements and reciprocal access and utility easements. The following dimensional requirements shall apply to flag lots:

a. Setbacks applicable to the underlying zone shall apply to the flag lot.

b. Front yard setbacks may be based on the rear property line of the parcel which substantially separates the flag lot from the street from which the flag lot gains access. Alternately, the house and its front yard may be oriented in other directions so long as some measure of privacy is ensured, or it is part of a pattern of development, or it better fits the topography of the site.

c. The lot size shall be calculated exclusive of the accessway; the access strip may not be counted towards the area requirements.

d. The lot depth requirement contained elsewhere in this Code shall be measured from the rear property line of the parcel which substantially separates the flag lot from the street from which the flag lot gains access.

e. As per Section 48.030, the accessway shall have a minimum paved width of 12 feet.

f. If the use of a flag lot stem to access a lot is infeasible because of a lack of adequate existing road frontage, or location of existing structures, the proposed lot(s) may be accessed from the

public street by an access easement of a minimum 15 foot width across intervening property. (ORD 1442)

At the pre-app conference it was suggested that "the access easement be reduced to 12 feet". We have used this suggested dimension. The two lots are only 116 square feet in excess of 20,000 square feet, so most changes to the proposed design require additional area. A Class I Variance to get credit for the dedicated right-of-area could result in some additional area, but additional area is not required using the proposed design.

8. Large Lots. In dividing tracts into large lots or parcels which, at some future time, are likely to be redivided, the approval authority may require that the blocks be of such size and shape, and be so divided into building sites, and contain such easements and site restrictions as will provide for extension and opening of streets at intervals which will permit a subsequent division of any tract into lots or parcels of smaller size. Alternately, in order to prevent further partition of oversized lots, restrictions may be imposed on the subdivision or partition plat.

These proposed lots are not oversized, given that both of them barely meet the required 10,000 square feet.

C. Pedestrian and Bicycle Trails

1. Trails or multi-use pathways shall be installed, consistent and compatible with federal ADA requirements and with the Oregon Transportation Planning Rule, between subdivisions, cul-de-sacs, and streets that would otherwise not be connected by streets due to excessive grades, significant tree(s), and other constraints natural or man-made. Trails shall also accommodate bicycle or pedestrian traffic between neighborhoods and activity areas such as schools, libraries, parks, or commercial districts. Trails shall also be required where designated by the Parks Master Plan. (ORD. 1425)

There are no pedestrian or bicycle trails through this property, although Ostman Road will have a sidewalk and possibly a bike path.

2. The all-weather surface (asphalt, etc.) trail should be eight feet wide at minimum for bicycle use and six feet wide at minimum for pedestrian use. Trails within 10 feet of a wetland or natural drainageway shall not have an all-weather surface, but shall have a soft surface as approved by the Parks Director. These trails shall be contained within a corridor dedicated to the City that is wide enough to provide trail users with a sense of defensible space. Corridors that are too narrow, confined, or with vegetative cover may be threatening and discourage use. Consequently, the minimum corridor width shall be 20 feet. Sharp curves, twists, and blind corners on the trail are to be avoided as much as possible to enhance defensible space. Deviations from the corridor and trail width are permitted only where topographic and ownership constraints require it. (ORD. 1463)
As noted above, no separate bike or pedestrian path will be constructed as part of this project.

3. Defensible space shall also be enhanced by the provision of a 3-4 foot high matte black chain link fence or acceptable alternative along the edge of the corridor. The fence shall help delineate the public and private spaces.

As noted above, no separate bike or pedestrian path will be constructed as part of this project.

4. The bicycle or pedestrian trails that traverse multi-family and commercial sites should follow the same defensible space standards but do not need to be defined by a fence unless required by the decision-making authority.

As noted above, no separate bike or pedestrian path will be constructed as part of this project.

5. Except for trails within 10 feet of a wetland or natural drainageway, soft surface or gravel trails may only be used in place of a paved, all-weather surface where it can be shown to the
As noted above, no separate bike or pedestrian path will be constructed as part of this project.

6. Planning Director that the principal users of the path will be recreational, non-destination oriented foot traffic, and that alternate paved routes are nearby and accessible. (ORD. 1463)

As noted above, no separate bike or pedestrian path will be constructed as part of this project.

7. The trail grade shall not exceed 12% except in areas of unavoidable topography, where the trail may be up to a 15% grade for short sections no longer than 50 feet. In any location where topography requires steeper trail grades than permitted by this section, the trail shall incorporate a short stair section to traverse the area of steep grades. (ORD. 1442)

As noted above, no separate bike or pedestrian path will be constructed as part of this project.

D. Transit Facilities.

1. The applicant shall consult with Tri-Met and the City Engineer to determine the appropriate location of transit stops, bus pullouts, future bus routes, etc. contiguous to, or within the development site. If transit service is planned to be provided within the next two years, then facilities such as pullouts shall be constructed per Tri-Met standards at the time of development. More elaborate facilities, like shelters, need only be built when service is existing or imminent. Additional right-of-ways may be required of developers to accommodate buses.

No new transit stops or transit stop improvements are required as part of this two-lot partition (and the resulting addition of one dwelling unit).

2. The applicant shall make all transit related improvements in the right-of-way or in easements abutting the development site as deemed appropriate by the City Engineer.

Transit improvements are not anticipated as part of the engineering design for the street improvements.

3. Transit stops shall be served by striped and signed pedestrian crossings of the street within 150 feet of the transit stop where feasible. Illumination of the transit stop and crossing is required to enhance defensible space and safety. ODOT approval may be required.

No new transit stops or transit stop improvements are required as part of this two-lot partition (and the resulting addition of one dwelling unit).

4. Transit stops should include a shelter structure bench plus eight feet of sidewalk to accommodate transit users, non-transit related pedestrian use, and wheelchair users. Tri-Met must approve the final configuration.

No new transit stops or transit stop improvements are required as part of this two-lot partition (and the resulting addition of one dwelling unit).

E. Lot Grading. Grading of building sites shall conform to the following standards unless physical conditions demonstrate the propriety of other standards:

1. All cuts and fills shall comply with the excavation and grading provisions of the Uniform Building Code and the following:

a. Cut slopes shall not exceed one and one-half feet horizontally to one foot vertically (i.e., 67 percent grade).

b. Fill slopes shall not exceed two feet horizontally to one foot vertically (i.e., 50 percent grade).

~~Please see the following illustration. (ORD. 1408)~~

This site has less than a 3% slope. There will be very little grading required, and no noticeable cut and fills that would come close to exceeding the standards above.

2. The character of soil for fill and the characteristics of lot and parcels made usable by fill shall be suitable for the purpose intended.

Although any fill is unlikely, if required it will be suitable for the purpose intended.

3. If areas are to be graded (more than any four-foot cut or fill), compliance with Section 85.170(C) is required.

There will not be a cut or fill approaching this 4 foot standard.

4. The proposed grading shall be the minimum grading necessary to meet roadway standards, and to create appropriate building sites, considering maximum allowed driveway grades.

Any grading will be the minimum required, and most of the site will remain ungraded.

5. Where landslides have actually occurred, where the area is identified as a hazard site in the West Linn Comprehensive Plan Report, or where field investigation by the City Engineer confirms the existence of a severe landslide hazard, development shall be prohibited unless satisfactory evidence is additionally submitted by a registered geotechnical engineer which certifies that methods of rendering a known hazard site safe for construction are feasible for a given site. The City Engineer's field investigation shall include, but need not be limited to, the following elements:

- a. Occurrences of geotropism.
- b. Visible indicators of slump areas.
- c. Existence of known and verified hazards.
- d. Existence of unusually erosive soils.
- e. Occurrences of unseasonably saturated soils.

The City Engineer shall determine whether the proposed methods or designs are adequate to prevent landslide or slope failure. The City Engineer may impose conditions consistent with the purpose of these ordinances and with standard engineering practices including limits on type and intensity of land use, which have been determined necessary to assure landslide or slope failure does not occur.

This area is not identified as a hazard area.

6. All cuts and fills shall conform to the Uniform Building Code.

If cuts and fills are required they will conform to the UBC.

7. On land with slopes in excess of 12 percent, cuts and fills shall be regulated as follows:

- a. Toes of cuts and fills shall be set back from the boundaries of separate private ownerships at least three feet, plus one fifth of the vertical height of the cut or fill. Where an exception is required from that requirement, slope easements shall be provided.
- b. Cuts shall not remove the toe of any slope where a severe landslide or erosion hazard exists (as described in Section 85.170.C.3.).
- c. Any structural fill shall be designed by a registered engineer in a manner consistent with the intent of this Code and standard engineering practices, and certified by that engineer that the fill was constructed as designed.
- d. Retaining walls shall be constructed pursuant to Section 2308(b) of the Oregon State Structural Specialty Code.
- e. Roads shall be the minimum width necessary to provide safe vehicle access, minimize cut and fill, and provide positive drainage control.

No slopes are in excess of 12%.

8. Land over 50 percent slope shall be developed only where density transfer is not feasible. The development will provide that:

- a. At least 70 percent of the site will remain free of structures or impervious surfaces.
- b. Emergency access can be provided.
- c. Design and construction of the project will not cause erosion or land slippage.
- d. ~~Grading, stripping of vegetation, and changes in terrain are the minimum necessary to~~ construct the development in accordance with Section 85.200(J). (ORD. 1382)

There are no slopes in excess of 50%. There does not appear to be any slopes in excess of 5%.

F. Water

1. A plan for domestic water supply lines or related water service facilities shall be prepared consistent with the adopted Comprehensive Water System Plan, plan update, March 1987, and subsequent superseding revisions or updates.

There is a 6 inch domestic water line available in Ostman Road. The water line will run up the access/utility easement to provide water to the new dwelling.

2. Adequate location and sizing of the water lines.

The 6 inch cast iron line is adequate for one additional dwelling.

3. Adequate looping system of water lines to enhance water quality.

Looping is not required for one addition dwelling. The service will likely extend to the new dwelling via a 1.5 inch line.

4. For all non single-family developments, there shall be a demonstration of adequate fire flow to serve the site.

It is doubtful the additional dwelling will trigger a new hydrant, but there should be adequate volume and pressure in the 6 inch line if a new hydrant is required by the Fire Marshal.

5. A written statement, signed by the City Engineer, that water service can be made available to the site by the construction of onsite and off-site improvements and that such water service has sufficient volume and pressure to serve the proposed development's domestic, commercial, industrial, and fire flows.

The City noted that water service is available, and it appears the City would sign a more formal document restating that information.

G. Sewer

1. A plan prepared by a licensed engineer shall show how the proposal is consistent with the Sanitary Sewer Master Plan (July 1989). Agreement with that plan must demonstrate how the sanitary sewer proposal will be accomplished and how it is gravity efficient. The sewer system must be in the correct basin and should allow for full gravity service.

The slope of the site runs from the back to the lot towards Ostman Road, at about a 3% grade. There is an existing sanitary sewer line in Ostman Road, and as noted in the pre-app it is not only available, but has adequate system capacity. A new connection at this location is consistent with the Sanitary Sewer Master Plan (July 1989)

2. Sanitary sewer information will include plan view of the sanitary sewer lines, including manhole locations and depth or invert elevations.

See attached drawings.

3. Sanitary sewer lines shall be located in the public right-of-way, particularly the street, unless the applicant can demonstrate why the alternative location is necessary and meets accepted engineering standards.

This minor partition will use the sanitary sewer line in Ostman Road, which is within the public right-of-way. The lateral to the new dwelling will run up the access/utility easement to the new dwelling.

4. Sanitary sewer line should be at a depth that can facilitate connection with down system properties in an efficient manner.

As mentioned above the slope of this property at roughly 2.5% runs toward Ostman Road, making the lateral work well with the existing line.

5. The sanitary sewer line should be designed to minimize the amount of lineal feet in the system. The public sanitary sewer line is running in a straight line as it follows Ostman Road. For the lateral it might be a slight angle from the dwelling, but will be placed perpendicular to the street within the access/utility easement.

6. The sanitary sewer line shall avoid disturbance of wetland and drainageways. In those cases where that is unavoidable, disturbance shall be mitigated pursuant to Chapter 30, Wetland, and Chapter 32, Natural Drainageway, all trees replaced, and proper permits obtained. Dual sewer lines may be required so the drainageway is not disturbed.

Again the existing line is in the street. The new lateral connection is along the north side of the lot, avoiding the 60 inch fir within the recently dedicated portion of the right-of-way.

7. Sanitary sewer shall be extended or stubbed out to the next developable subdivision or a point in the street that allows for reasonable connection with adjacent or nearby properties.

The sanitary sewer has been extended past this site along Ostman Road.

8. The sanitary sewer system shall be built pursuant to DEQ, City, and Tri-City Service District sewer standards. The design of the sewer system should be prepared by a licensed engineer, and the applicant must be able to demonstrate the ability to satisfy these submittal requirements or standards at the pre-construction phase.

The existing line meets the public sewer standards, and the new lateral will meet City and State Pumping Code standards.

9. A written statement, signed by the City Engineer, that sanitary sewers with sufficient capacity to serve the proposed development and that adequate sewage treatment plant capacity is available to the City to serve the proposed development.

The pre-app summary includes the City Engineer opinion, and if required a more formal statement can be obtained.

H. Storm

1. A storm water quality and detention plan shall be submitted which complies with the submittal criteria and approval standards contained within CDC Chapter 33. It shall include profiles of proposed drainageways with reference to the adopted Storm Drainage Master Plan. (ORD. 1463)
See the stormwater plans on the tentative plan drawing.

2. Storm treatment and detention facilities shall be sized to accommodate a 25-year storm incident. A registered civil engineer shall prepare a plan and statement which shall be supported by factual data that clearly shows that there will be no adverse off-site impacts from increased intensity of runoff downstream or constriction causing ponding upstream. The plan and statement shall identify all on- or off-site impacts and measures to mitigate those impacts. The plan and statement shall, at a minimum, determine the off-site impacts from a 25-year storm. (ORD. 1408)
This is a 2-Lot partition resulting in one new dwelling with probable driveway length of around 150 feet. The attached plan shows a water quality swale of over 150 feet in length. Facilities will be designed to accommodate a 25-year storm.

3. Plans shall demonstrate how storm drainage will be collected from all impervious surfaces including roof drains. Storm drainage connections shall be provided to each dwelling unit/lot. The 85-43 location, size, and type of material selected for the system shall correlate with the 25-year storm incident. (ORD. 1408)
See tentative plan drawing.

4. Treatment of storm runoff shall meet Municipal Code standards.
See tentative plan drawing.

I. Utility Easements. All subdivisions and partitions shall establish, at minimum, five-foot utility easements on front and rear lot lines. Easements may be wider and side yard easements established, as determined by the City Engineer to accommodate the particular service. The developer of the subdivision shall make accommodation for cable television wire in all utility trenches and easements so that cable can fully serve the subdivision. (ORD. 1382)

Five foot easements are shown along the front and back (east and west) property lines.

J. Supplemental Provisions

1. Wetland and Natural Drainageways. Wetlands and natural drainageways shall be protected as required by Chapter 30, Wetland and Riparian Area Protection, and Chapter 32, Natural Drainageway Areas. Utilities may be routed through the protected corridor as a last resort, but impact mitigation is required. (ORD. 1463)

There are no wetlands or natural drainageways on the site.

2. Willamette and Tualatin Greenways. The approval authority may require the dedication to the City, or setting aside of, greenways which will be open or accessible to the public. Except for trails or paths, such greenways will usually be left in a natural condition without improvements. Refer to CDC Chapters 28 and 29 for further information on the Willamette and Tualatin River Greenways.

This site is not close to the Willamette or Tualatin Greenways.

3. Street Trees. Street trees are required as identified in the appropriate section of the Municipal Code and Chapter 54 of this Code.

Because of the large firs at the southwest corner of the site (eighteen and sixty inch specimens), it is probably prudent to plant only one street tree between the existing firs and the proposed driveway.

4. Lighting. To reduce ambient light and glare, high or low pressure sodium light bulbs shall be required for all subdivision street or alley lights. The light shall be shielded so that the light is directed downwards rather than omni-directional.

Depending on the existing street lighting and neighbor's preferences, new lighting may not be desired in this location. If required as part of the Conditions of Approval a light will be installed.

5. Dedications and Exactions. The City may require an applicant to dedicate land and/or construct a public improvement that provides a benefit to property or persons outside the property that is the subject of the application when the exaction is roughly proportional. No exaction shall be imposed unless supported by a determination that the exaction is roughly proportional to the impact of development. (ORD. 1442)

Off-site requirements have not been suggested and are not anticipated.

6. Underground Utilities. All utilities, such as electrical, telephone, and television cable, that may at times be above ground or "overhead" shall be buried underground in the case of new development. The exception would be in those cases where the area is substantially built out and adjacent properties have above ground utilities and where the development site's frontage is under 200 feet and the site is less than one acre. High voltage transmission lines, as classified by Portland General Electric or electric service provider, would also be exempted. Where adjacent future development is expected or imminent, conduits may be required at the direction of the City Engineer. All services shall be underground with the exception of standard above-grade equipment such as some meters, etc.

Utilities to the new dwelling will be all underground.

7. Density Requirement. Density shall occur at 70 percent or more of the maximum density allowed by the underlying zoning. These provisions would not apply when density is transferred from Type I and II lands as defined in CDC Section 02.000. Development of Type I or II lands are exempt from these provisions. Land divisions of three lots or less would also be exempt. (ORD. 1408)

The proposed partition is close to 100% density when the dedicated property and access easement are subtracted from the total, and 94% when all the area is considered. The property cannot be further divided

8. Mix Requirement. The "mix" rule means that developers shall have no more than 15 percent of the R-2.1 and R-3 development as single-family residential. The intent is that the majority of the site shall be developed as medium high density multi-family housing.

This property is within the R10 zone.

9. Heritage Trees/Significant Tree and Tree Cluster Protection. All heritage trees, as defined in the Municipal Code, shall be saved. Diseased heritage trees, as determined by the City Arborist, may be removed at his/her direction. All non-heritage trees and clusters of trees (three or more trees with overlapping dripline; however, native oaks need not have an overlapping dripline) that are considered significant by virtue of their size, type, location, health, or numbers, shall be saved pursuant to CDC Section 55.100(B)(2). Trees are defined per the Municipal Code as having a trunk

6" in diameter or 19" in circumference at a point five feet above the mean ground level at the base of the trunk. (ORD. 1403)

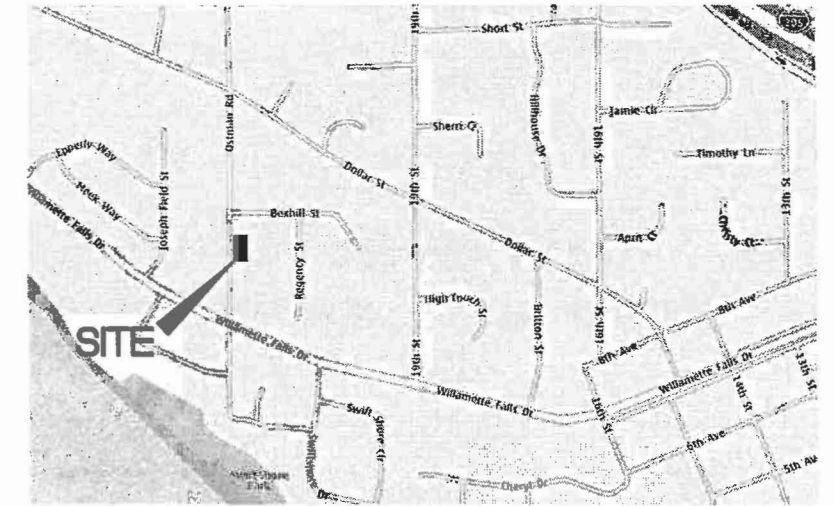
There are only two substantial trees on the property, and there will be measures taken to protect the sixty inch fir.

10. Annexation and street lights. Developer and/or homeowners' association shall, as a condition of approval, pay for all expenses related to street light energy and maintenance costs until annexed into the City, and state that: "This approval is contingent on receipt of a final order by the Portland Boundary Commission, approving annexation of the subject property." This means, in effect, that any permits, public improvement agreements, final plats, and certificates of occupancy may not be issued until a final order is received.

This property is already in the City of West Linn.

Ostman Road Partition West Linn, Oregon

City File Nos. MIP 12-XX



VICINITY MAP
SCALE: NTS

OWNER / DEVELOPER:

Danut Haj
1785 Ostman Road
West Linn, OR 97068
503-750-2740

ENGINEER / SURVEYOR:

CONVERGENT PACIFIC LLC
8975 SW CENTER STREET
TIGARD, OR 97223
503-747-3569
Contact: HARDY LI

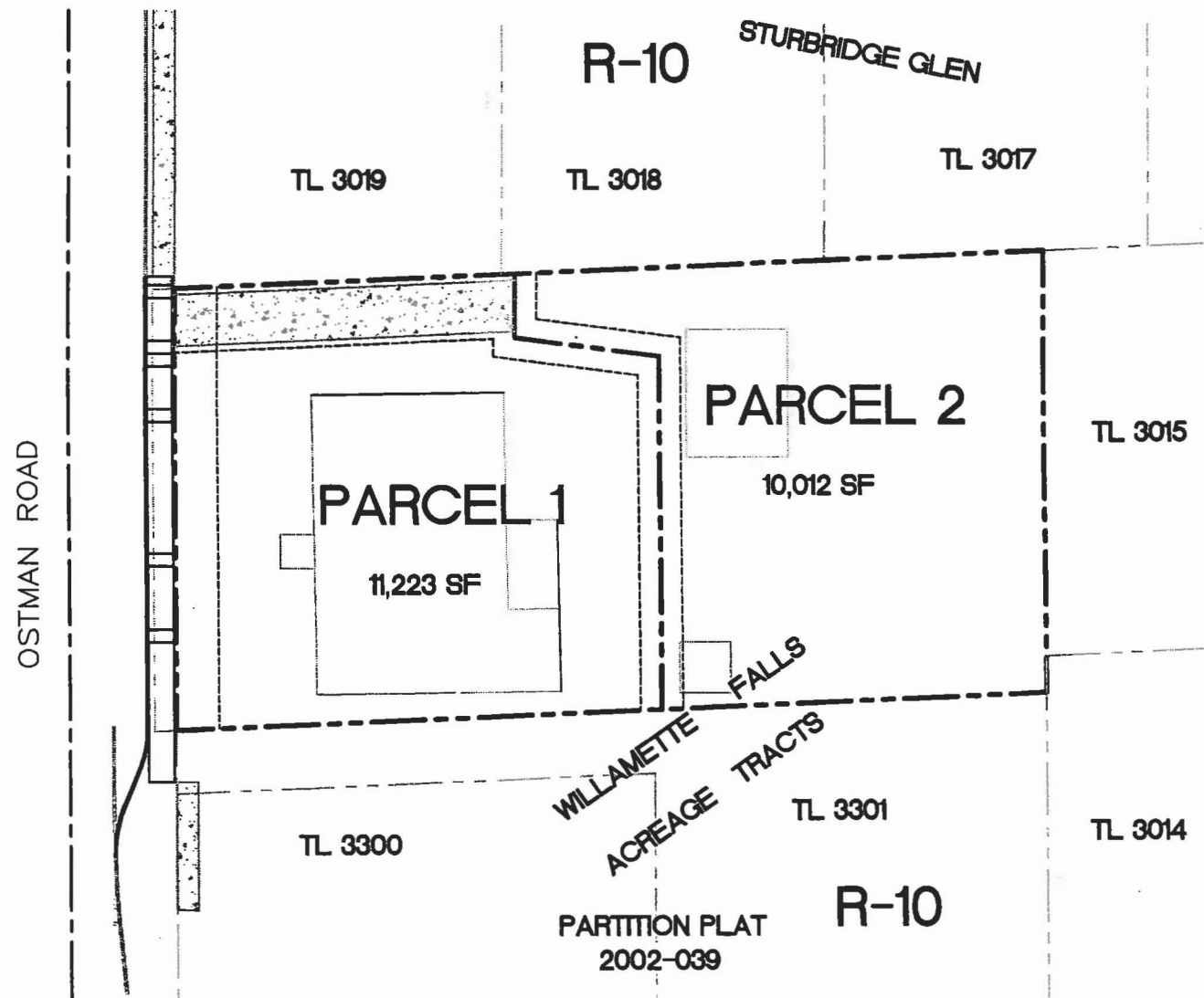
UTILITY CONTACTS:

Water: City of West Linn
Power: PGE, Service & Design
503-736-5452
Sewer: City of West Linn
Phone: Quest Communications
503-242-2793
Cable: Comcast
503-605-6147
Gas: NW Natural
503-721-2449

SHEET INDEX

1. COVER SHEET
2. GENERAL NOTES
3. GENERAL NOTES
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6. STREET SECTION DETAIL
7. UTILITY IMPROVEMENTS
8. GRADING AND EROSION CONTROL
9. EROSION CONTROL DETAILS
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11. STANDARD DETAILS
12. STANDARD DETAILS
13. STANDARD DETAILS
14. STANDARD DETAILS
15. STANDARD DETAILS
16. STANDARD DETAILS

SCALE: 1" = 40'



No.	Date	By	Chk.	Revisions

Designed By:
HL
Drawn By:
SFG
Checked By:
HL
Approved By:



CONVERGENT PACIFIC
8975 SW CENTER STREET
TIGARD, OREGON 97223
T: 503-747-3569; F: 503-747-3579

Scale:
Filename:
Contract No.:
Date:
2/8/2012

TWO LOT PARTITION
1785 Ostman Road
West Linn, Oregon
COVER SHEET

Drawing No.:
Rev.:
Sheet No.:
S1

STREET CONSTRUCTION AND PAVING:

1. ALL WORK AND MATERIALS SHALL CONFORM WITH EXISTING CITY OF WEST LINN STANDARDS.
2. CONTRACTOR SHALL REMOVE AND DISPOSE OF TREES, STUMPS, ROOTS, BRUSH, AND OTHER ORGANIC MATERIAL IN THE WORK AREA AND WHERE INDICATED ON THE PLANS. THESE MATERIALS SHALL BE DISPOSED OF, OFF SITE, IN SUCH A MANNER AS TO MEET WITH LOCAL REGULATIONS.
3. CONTRACTOR SHALL PROVIDE THE NECESSARY EROSION PROTECTION, TO INCLUDE GRADING, DITCHING, HAY BALES, AND SILT FENCING TO MINIMIZE EROSION ONTO ADJACENT PROPERTIES.
4. THE STREET SECTION SHALL BE GRADED TO THE ELEVATIONS SHOWN ON THE DRAWINGS WITH THE NECESSARY ADJUSTMENT TO ACCOMMODATE THE FINISHED PAVEMENT AS SPECIFIED.
5. MATERIAL IN SOFT SPOTS WITHIN THE PAVED AREAS SHALL BE REMOVED TO THE DEPTH REQUIRED TO PROVIDE A FIRM FOUNDATION AND SHALL BE REPLACED WITH PIT RUN CRUSHED ROCK. THE SUBGRADE SHALL BE "PROOF ROLLED", WITNESSED BY THE ENGINEER AND THE CITY PRIOR TO PLACEMENT OF BASE ROCK. ADDITIONALLY, COMPACTION TESTING FOR AT LEAST TWO LOCATIONS IS REQUIRED FOR THE FINISHED BASE ROCK. COMPACTION TO BE 95% OF MODIFIED PROCTOR DENSITY (T-180). TESTING WILL BE BY AN INDEPENDENT LABORATORY WITH RESULTS TO THE CITY AND DESIGN ENGINEER. FINISH BASE ROCK SHALL BE PROOF ROLLED, WITNESSED BY THE ENGINEER AND CITY PRIOR TO PLACEMENT OF ASPHALT.
6. CONTRACTOR TO NOTIFY CITY OF WEST LINN, AND THE ENGINEER, 24-HOURS PRIOR TO STARTING CONSTRUCTION OF WORK TO BE ACCEPTED BY THE CITY.
7. ASPHALT CONCRETE PAVEMENT TO BE FROM A MIX DESIGN APPROVED BY THE OREGON DEPARTMENT OF TRANSPORTATION. CONTRACTOR TO PROVIDE DENSITY TESTING RESULTS FOR ASPHALTIC CONCRETE PLACED IN PUBLIC STREETS. ASPHALT MUST HAVE A MINIMUM DENSITY OF 92%. FINAL PAVEMENT SMOOTHNESS TEST SHALL BE DONE PER SECTION 209 OF THE WEST LINN CONSTRUCTION STANDARDS.

GENERAL NOTES:

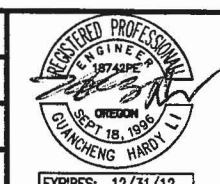
1. ALL WORK AND MATERIALS TO BE IN ACCORDANCE WITH THE CITY OF WEST LINN EXISTING STANDARDS. THE APWA (OREGON CHAPTER) STANDARD SPECIFICATION AND DRAWINGS (1990, WITH 1992 AND 1996 AMENDMENTS), THE STATE OF OREGON PLUMBING CODE, THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ), THE OREGON DEPARTMENT OF HUMAN RESOURCES, AND AS APPROVED AND NOTED ON THESE DRAWINGS.
2. CONTRACTOR TO OBTAIN ALL REQUIRED PERMITS AND LICENSES BEFORE STARTING CONSTRUCTION.
3. CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION AND SHALL ARRANGE FOR THE RELOCATION OF ANY CONFLICT WITH THE PROPOSED CONSTRUCTION.
4. EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND MUST BE VERIFIED BY THE CONTRACTOR, ADDITIONAL UNDERGROUND UTILITIES MAY EXIST.
5. ANY DISCREPANCIES BETWEEN THE CONSTRUCTION DRAWINGS AND THE ACTUAL SITE CONDITIONS SHALL BE REPORTED TO THE ENGINEER AS SOON AS THEY BECOME APPARENT.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORATION OF ALL DAMAGE OR DESTRUCTION OF PROPERTY MONUMENTATION OR CONSTRUCTION STAKES.
7. THE ENGINEER HAS NOT BEEN RETAINED OR COMPENSATED TO PROVIDE DESIGN AND CONSTRUCTION REVIEW SERVICES RELATING TO THE CONTRACTOR'S SAFETY PRECAUTIONS OR TO MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES REQUIRED FOR CONTRACTOR TO PERFORM HIS WORK.
8. ALL UTILITY TRENCHES WITHIN EXISTING OR PROPOSED RIGHT-OF-WAY SHALL BE BACKFILLED WITH 3/4"-0" GRANULAR BACKFILL WHICH IS COMPACTED TO 95% MAXIMUM DRY DENSITY PER AASHTO T-180.
9. CONTRACTOR SHALL PREPARE AND SUBMIT A TRAFFIC CONTROL PLAN AND RECEIVE APPROVAL PRIOR TO WORKING WITHIN THE PUBLIC RIGHT-OF-WAY.
10. THE DEVELOPER IS RESPONSIBLE FOR THREE YEARS OF MAINTENANCE OF THE DETENTION SYSTEM AFTER ACCEPTANCE BY THE CITY. HOMEOWNER ASSOCIATION OR PRIVATE PARTY WILL BE RESPONSIBLE FOR STORM WATER SYSTEM MAINTENANCE AND WILL ENTER INTO A MAINTENANCE AGREEMENT WITH THE CITY.
11. EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH CLACKAMAS COUNTY EROSION MANUAL.

CONDITIONS OF APPROVAL:

1. PROVIDE A 5-FOOT WIDE UTILITY EASEMENTS ON EACH SIDE OF THE NEW PARTITION LINE THAT WILL RUN NORTH-SOUTH THROUGH THE SITE.
2. APPLICANT SHALL UNDERGROUND THE OVERHEAD UTILITIES ALONG PROPERTY FRONTAGE OR PAY THE CITY AN IN-LIEU FEE FOR THE UNDERGROUNDING OF THE UTILITIES AT A LATER DATE.
3. A SPRINKLER SYSTEM WILL BE INSTALLED IN THE DWELLING THAT WILL EVENTUALLY PROPOSED AND BUILT ON PARCEL 2, UNLESS THIS REQUIREMENT IS WAIVED BY THE FIRE MARSHALL.
4. WATER METER FOR UNIT ON PARCEL 2 SHALL BE LOCATED AT OSTMAN ROAD CURB AT THE ACCESS EASEMENT FOR PARCEL 2.
5. APPLICANT SHALL ACKNOWLEDGE THAT THE CITY WATER SYSTEM CURRENTLY HAS WATER STORAGE CAPACITY TO SERVE THIS DEVELOPMENT, BUT BUILD-OUT WATER STORAGE IS NOT AVAILABLE. THE CITY HAS A LIMITED NUMBER WATER METERS AVAILABLE THAT WILL BE ISSUED ON A FIRST COME FIRST SERVED BASIS.
6. APPLICANT SHALL PROVIDE 1/2 STREET IMPROVEMENTS ALONG SITE FRONTAGE OF OSTMAN ROAD PER CITY ENGINEERING STANDARDS. THE CURB ALONG THE SOUTHERN END OF THE SITE SHALL MATCH THE CURB TO THE SOUTH ALONG OSTMAN TO PRESERVE EXISTING TREES ON SITE, WHILE THE CURB NORTH OF THE ACCESS DRIVEWAY AT THE NORTH END OF THE SITE WILL MATCH THE CURB ALONG OSTMAN. (THE STREET WILL NOT ACTUALLY BE WIDENED DUE TO THE FIR TREES, BUT THE CURB AND SIDEWALK WILL BE INSTALLED AS HALF STREET IMPROVEMENTS)
7. SWALE AND STORM INLET SYSTEM SHALL BE DESIGNED TO TREAT ALL RUNOFF FROM SITE INCLUDING ANY NEW IMPERVIOUS AREA FROM REQUIRED FRONTAGE IMPROVEMENTS. RUNOFF SHOULD BE DETAINED ON SITE IF MORE THAN 5,000 NET NEW SQUARE FEET OF IMPERVIOUS SURFACES ARE ADDED AS A RESULT OF THIS DEVELOPMENT. AFTER TREATMENT, STORM DRAINAGE SHALL BE DISCHARGED TO THE NW CORNER OF THE PROPERTY THROUGH A WEEPHOLE WITH FLOW DIRECTED TO BEXHILL.
8. APPLICANT'S PLANNED EASTWARD EXPANSION OF THE EXISTING HOUSE MUST NOT COME WITHIN 20 FEET OF THE NEW PARCEL LINE CREATED BY THIS MINOR PARTITION.
9. BOTH FIR TREES IN FRONT OF THE EXISTING HOUSE ALONG OSTMAN ROAD RIGHT-OF-WAY SHALL BE PRESERVED. APPLICANT SHALL CONTACT THE CITY ARBORIST AND WORK WITH THE ARBORIST ON SIDEWALK AND CURB PLACEMENT AND CONSTRUCTION OF THE SOUTHERN SECTION OF THE SITE TO PRESERVE THE FIR TREES AND THEIR ROOTS. THIS CONDITION IS CONTINGENT ON THE CONNECTING OF A PEDESTRIAN ACCESS EASEMENT BY THE PROPERTY OWNER TO THE SOUTH CONNECTING THE SIDEWALK ON SITE TO THE EXISTING SIDEWALK TO THE SOUTH, ACROSS THE DRIVEWAY LINKING THE TWO SIDEWALK SECTIONS, ONE OR BOTH (ONLY IF NECESSARY) OF THE FIR TREES MAY BE REMOVED TO MAKE WAY FOR A SIDEWALK CONNECTION THAT CONNECTS WITHIN THE RIGHT-OF-WAY INSTEAD. REGARDLESS OF SIDEWALK PLACEMENT, THE SIDEWALK SHALL BE DESIGNED AT A GRADE THAT CONFORMS TO ADA STANDARDS IN LINKING THIS PROPERTY WITH THE SLIGHTLY LOWER PROPERTY TO THE SOUTH. ALL GRADING SHALL COMPLY WITH CDC 85.200(E).
10. FOR THE PORTION OF THE NEW SIDEWALK CONSTRUCTED OUTSIDE THE PUBLIC RIGHT-OF-WAY, THE APPLICANT SHALL GRANT A PUBLIC ACCESS EASEMENT TO THE CITY.
11. WITHIN THE AREAS IN WHICH THE SIDEWALK IS BUILT WITHIN THE DRIPLINE +10 OF THE FIR TREES, THE SIDEWALK SHALL BE FOUR FEET WIDE.
12. IF EITHER OR BOTH OF THE TWO FIRS IS REMOVED DUE TO OTHERWISE UNSOLVABLE SIDEWALK AND EASEMENT ISSUES (SEE CONDITION OF APPROVAL 9), THE APPLICANT SHALL SUBMIT A MITIGATION PLAN TO THE CITY ARBORIST. THE PLAN SHALL PROPOSE TO REPLACE, ON SITE, THE SIGNIFICANT FIR TREE OR TREES LOST ON AN INCH-BY-INCH BASIS AS EXPLAINED IN CDC 55.100(B)(2)(f).

No.	Date	By	Chk.	Revisions

Designed By:
HL
 Drawn By:
SFG
 Checked By:
HL
 Approved By:



CONVERGENT PACIFIC
 8975 SW CENTER STREET
 TIGARD, OREGON 97223
 T: 503-747-3569; F: 503-747-3579

Scale:
 Filename:
 Contract No.:
 Date:
 2/6/2012

TWO LOT PARTITION
 1785 Ostman Road
 West Linn, Oregon
 GENERAL NOTES

Drawing No.:
 Rev:
 Sheet No.:
 S2

STORM SEWER:

1. ALL WORK AND MATERIALS USED FOR PUBLIC IMPROVEMENTS TO CONFORM WITH THE REQUIREMENTS OF THE CITY OF WEST LINN.
2. ALL WORK + MATERIALS FOR PRIVATE STORM DRAINS TO MEET REQUIREMENTS OF THE STATE OF OREGON PLUMBING CODE.
3. MATERIALS:
 - POLYVINYLCHLORIDE PIPE (PVC) SHALL CONFORM TO THE REQUIREMENTS OF ASTM D3034 SDE 35 (6 INCHES OR LESS).
 - RIBBED PVC PIPE CONFORMING TO ASTM F-794.
 - DUCTILE IRON PIPE (DI) SHALL BE CLASS 150, CEMENT-MORTAR LINED PUSH-ON JOINT PIPE MEETING THE LATEST REVISIONS OF ANSI SPECIFICATIONS A 214/AWWA C-104.
4. PIPE BEDDING AND TRENCH BACKFILL WITHIN PAVED AREAS TO BE 3/4"-0" CRUSHED ROCK. PIPE BEDDING TO EXTEND A MINIMUM OF 6-INCHES IN ALL DIRECTIONS FROM THE OUTSIDE OF THE PIPE.
5. ALL MANHOLES OUTSIDE THE STREET RIGHT-OF-WAY SHALL HAVE TAMPER PROOF LIDS.
6. ALL STORM LINES SHALL BE MANDREL TESTED AND T.V. ACCEPTANCE INSPECTION SHALL BE COMPLETED BY THE CONTRACTOR.
7. ALL PIPE SHALL HAVE RUBBER GASKET JOINTS.
8. STORM DETENTION SHALL BE TESTED PER 20045 WEST LINN CONSTRUCTION STANDARDS.

SEEDING/MULCHING:

- ALL AREAS DISTURBED DURING CONSTRUCTION TO BE GRADED TO DRAIN AND COMPACTED TO A MINIMUM OF STANDARDS IMMEDIATELY AFTER INSTALLATION UTILITIES OR GRADING.
- RECOMMENDED SEED MIXTURE: HOBBS AND HOPKINS COMPANION MIX
- APPLICATION RATE: 100 POUNDS MINIMUM PER ACRE
- FERTILIZER SHALL BE 12-16-8 WITH 15% OF THE NITROGEN DERIVED FROM UREA-FORMALDEHYDE, AND APPLICE AT A RATE OF 400 POUNDS PER ACRE.
- SEED AND MULCH AT A RATE OF 2,000 LB/AC/WITH HEAVY BONDING AGENT OR NETTING AND ANCHORS. MULCH SHALL BE A WOOD CELLULOSE FIBER OR OTHER MATERIAL SUITABLE FOR HYDROMULCHING.
- TEMPORARY/PERMANENT HYDROSEEDING OR ACCEPTABLE SEEDING AND MULCHING MUST BE PROVIDED WHENEVER PERENNIAL COVER CANNOT BE ESTABLISHED ON SITES WHICH WILL BE EXPOSED FOR 60 DAYS OR MORE.

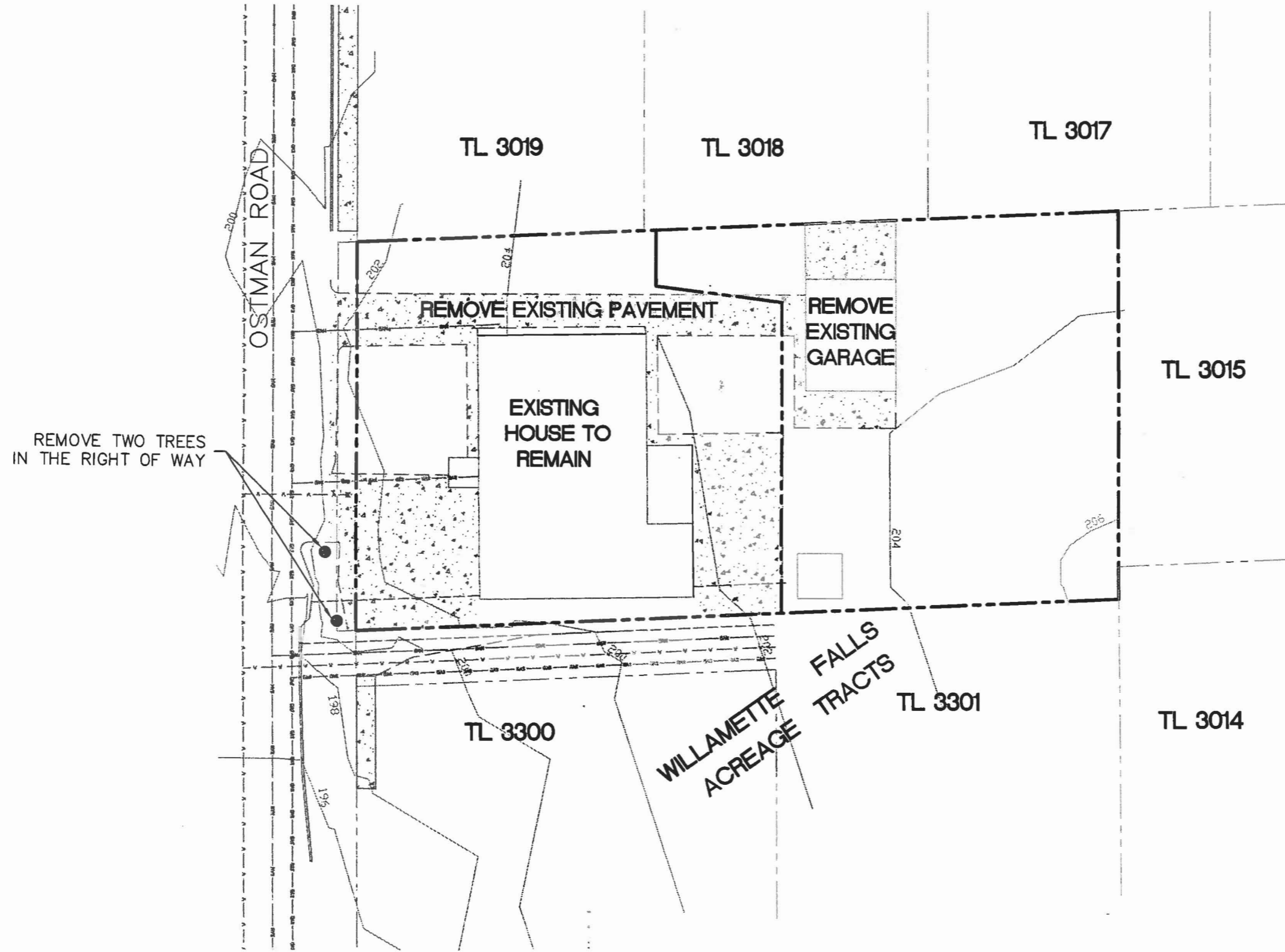
WATER SYSTEM NOTES:

1. ALL WORK AND MATERIALS SHALL COMPLY WITH THE CITY OF WEST LINN STANDARDS AND SPECIFICATIONS, THE OREGON STATE HEALTH DIVISION ADMINISTRATIVE RULES CHAPTER 333.
2. ALL PIPE TO HAVE A MINIMUM COVER OF 36-INCHES BELOW THE FUTURE FINISH GRADES.
3. DUCTILE IRON PIPE TO BE TYTON JOINT CEMENT MORTAR LINED, CLASS 52, AND SHALL CONFORM TO ASTM C-110, C-150, AND C-151.
4. WATER SERVICES SHALL BE COPPER TUBING TYPE 'K' 1-INCH DIAMETER FOR ALL SERVICES.
5. THRUST BLOCKING: ALL TEES, PLUGS, CAPS, BENDS, AND AT ALL OTHER LOCATIONS WHERE UNBALANCED FORCE EXIST SHALL REQUIRED SUITABLE THRUST BLOCKING. CONCRETE TO BE POURED AGAINST UNDISTURBED EARTH AND SHALL HAVE A STRENGTH AT 28-DAYS OF 3000 PSL.
6. HYDROSTATIC TESTS: THE TEST PRESSURE SHALL BE 180 PSI AT THE HIGHEST POINT IN ANY SECTION. THE DURATION SHALL BE 60-MINUTES WITHOUT PRESSURE DROP AND SHALL BE MONITORED BY THE ENGINEER AND THE CITY OF WEST LINN.
7. STERILIZATION: PIPELINES INTENDED TO CARRY POTABLE WATER SHALL BE FLUSHED AND STERILIZED BEFORE PLACING INTO SERVICE. STERILIZING PROCEDURE SHALL CONFORM TO WEST LINN STANDARDS OR AS MODIFIED OR EXPANDED BY GOVERNING AGENCY HAVING JURISDICTION.
8. DISPOSAL OF THE STERILIZATION WATER SHALL BE DONE IN CONFORMANCE WITH DEQ REGULATIONS IN SUCH A WAY AS TO NOT CAUSE DAMAGE OR INJURY.
9. FIRE HYDRANTS AND BLOWOFFS SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE PLANS CONFORMING TO THE CITY CONSTRUCTION STANDARDS AND DRAWINGS # FH-300 + BO-301. FIRE HYDRANTS SHALL BE A CLOW 'MEDALLION' MODEL F-2545 OR MUELLER 'CENTURION' MODEL A-423.
10. WATER IMPROVEMENTS SHALL CONSIST OF THE INSTALLATION OF ONE (1) T SERVICES. CONTRACTOR SHALL PROVIDE EXCAVATION AND BACKFILLING. THE CITY WILL DO THE TAPPING AND INSTALL THE SERVICES.

SANITARY SEWER:

1. ALL WORK AND MATERIALS TO CONFROM WITH THE CITY OF WEST LINN STANDARDS (1990, APWA, OREGON CHAPTER, STANDARD SPECIFICATIONS AND DRAWINGS WITH 1992 AND 1996 AMENDMENTS), AND THE DEQ, FOR ALL PUBLIC SANITARY SEWER LINES.
2. ALL PRIVATE SERVICE CONNECTIONS SHALL BE A MINIMUM OF 4-INCH PVC AND INSTALLED AT A MINIMUM GRADE OF 2% UNLESS OTHERWISE NOTED.
3. CONTRACTOR TO 'POT HOLE' EXISTING SEWER AT CONNECTION POINT PRIOR TO ACTUAL CONSTRUCTION TO VERIFY INVERT ELEVATION.
4. ALL PVC SANITARY SEWER PIPE SHALL CONFORM TO ASTM D-3034, SDR 35, UNLESS SHOWN OTHERWISE ON THE DRAWINGS. PVC SEWER PIPE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURE'S RECOMMENDED INSTALLATION PROCEDURES. PVC SEWER PIPE SHALL BE CONNECTED TO CONCRETE MANHOLES BY MEANS OF AN APPROVED COUPLING WITH AN ELASTOMERIC GASKET, AN APPROVED WATERSTOP OR FLEXIBLE SLEEVE. IN ADDITION TO AIR TESTING, SANITARY SEWER CONSTRUCTED OF PVC SEWER PIPE SHALL BE DEFLECTION TESTED NO LESS THAN 30-DAYS AFTER THE TRENCH BACKFILL AND COMPACTION HAS BEEN COMPLETED. THE TEST SHALL BE CONDUCTED BY PULLING AN APPROVED SOLID POINTED MANDREL (95% OF INSIDE DIAMETER) THROUGH THE COMPLETED PIPE LINE. TRENCH BACKFILL COMPACTION SHALL BE TESTED PER SECTION 204 OF THE CITY OF WEST LINN STANDARD SPECIFICATIONS.
5. CONTRACTOR SHALL CONDUCT A TV ACCEPTANCE INSPECTION UPON COMPLETION OF ALL SEWER CONSTRUCTION AND SUBMIT TO THE CITY.
6. PIPE BEDDING AND BACKFILL SHALL CONFORM TO THE CITY OF WEST LINN STANDARD DETAILS AND AS NOTED ON THE PLANS.
7. TRENCHES WITHIN THE ROADWAY OR DRIVEWAYS SHALL BE BACKFILLED WITH GRANULAR MATERIALS. COMPACTION SHALL BE SUFFICIENT TO PREVENT SETTLEMENT. CONTRACTOR TO DETERMINE TYPE OF EQUIPMENT, METHOD AND EFFORT REQUIRED TO ACHIEVE REQUIRED COMPACTION. SUBSEQUENT SETTLEMENT OF THE FINISH SURFACE WITHIN THE WARRANTY PERIOD SHALL BE CONSIDERED THE RESULT OF IMPROPER COMPACTION AND SHALL BE PROMPTLY REPAIRED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER. COMPACTION TESTING IS REQUIRED AND SHALL BE PER CITY OF WEST LINN STANDARD SPECIFICATION 8 SECTION 204.03.13.
8. ALL MANHOLES SHALL BE VACUUM TESTED AND ALL OUTSIDE THE STREET RIGHT-OF-WAY SHALL HAVE TAMPER PROOF LIDS.
9. CONTRACTOR SHALL MAINTAIN AS-CONSTRUCTED DATA INCLUDING STATION, LENGTH, AND DEPTH OF SERVICE CONNECTION, AND ANY CHANGES MADE DURING CONSTRUCTION. THAT DATA SHALL BE SUBMITTED TO THE ENGINEER UPON COMPEITION OF CONSTRUCTION.

No.	Date	By	Chk.	Revisions	Designed By: HL Drawn By: SFG Checked By: HL Approved By:		 <p>CONVERGENT PACIFIC 8975 SW CENTER STREET TIGARD, OREGON 97223 T: 503-747-3569; F: 503-747-3579</p>	Scale: Filename: Contract No.: Date: 2/6/2012	<p>TWO LOT PARTITION 1785 Ostman Road West Linn, Oregon GENERAL NOTES</p>	Drawing No.: Rev: Sheet No.: <div style="font-size: 2em; font-weight: bold; text-align: center;">S3</div>
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SFG

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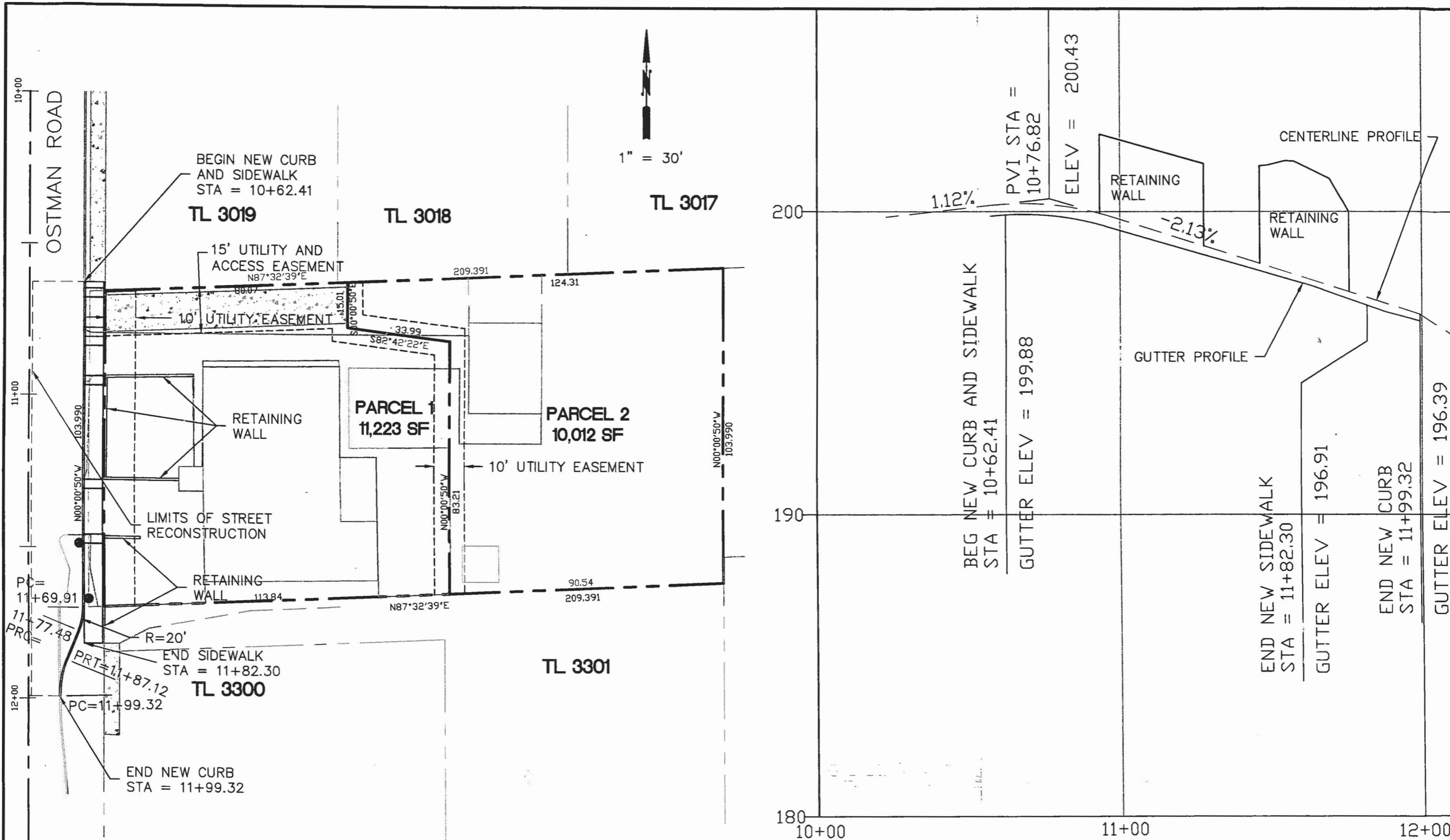
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2/6/2012

TWO LOT PARTITION
 1785 Ostman Road
 West Linn, Oregon
 EXISTING CONDITIONS

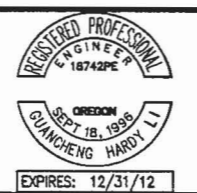
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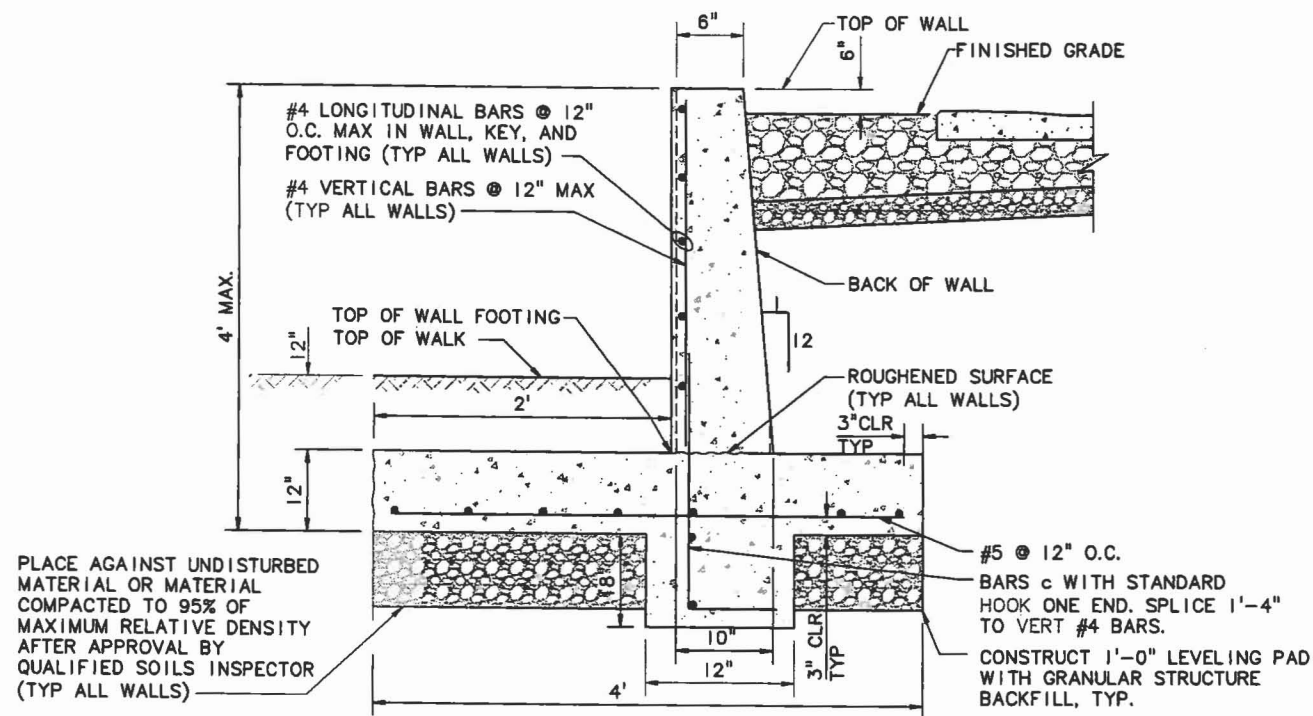


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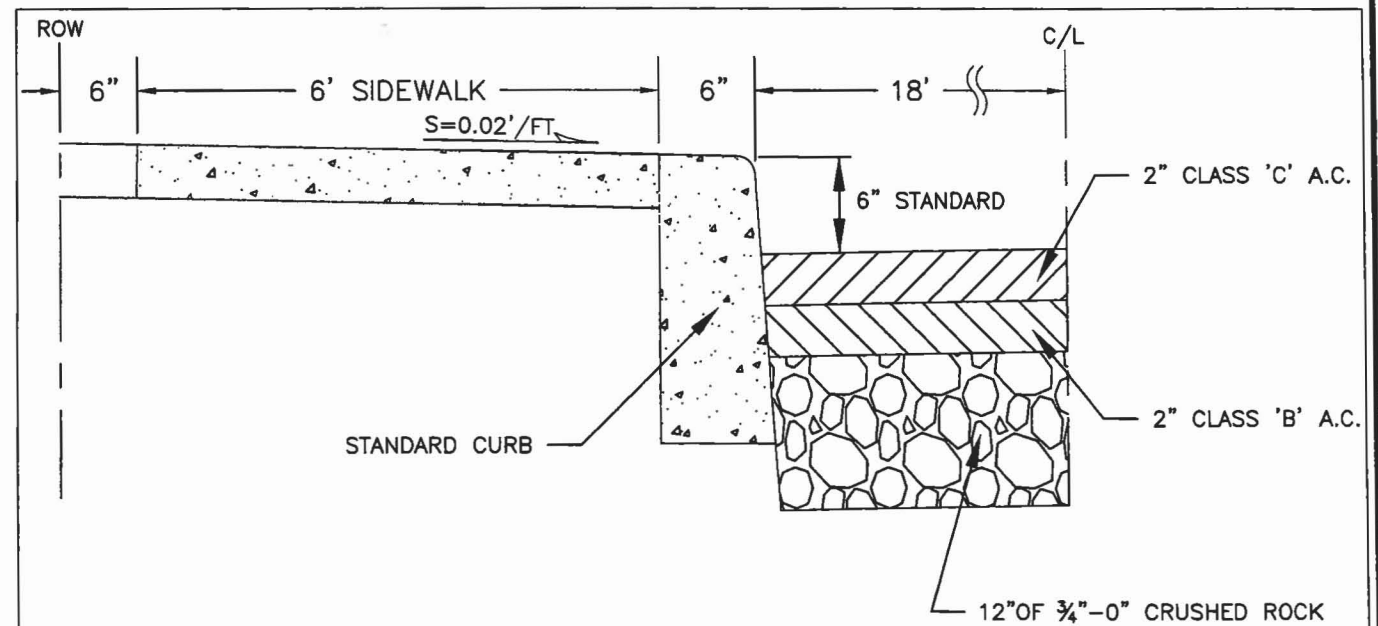
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TWO LOT PARTITION
 1785 Ostman Road
 West Linn, Oregon
 STREET IMPROVEMENTS

Drawing No.:
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 Sheet No.:
S5



CONCRETE CANTILEVER WALL
NOT TO SCALE



N.T.S
STREET SECTION VIEW
OSTMAN RD.

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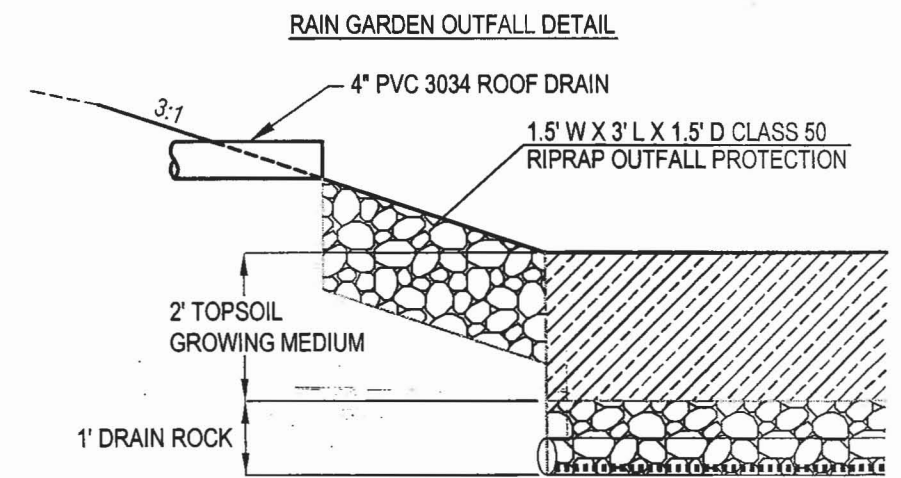
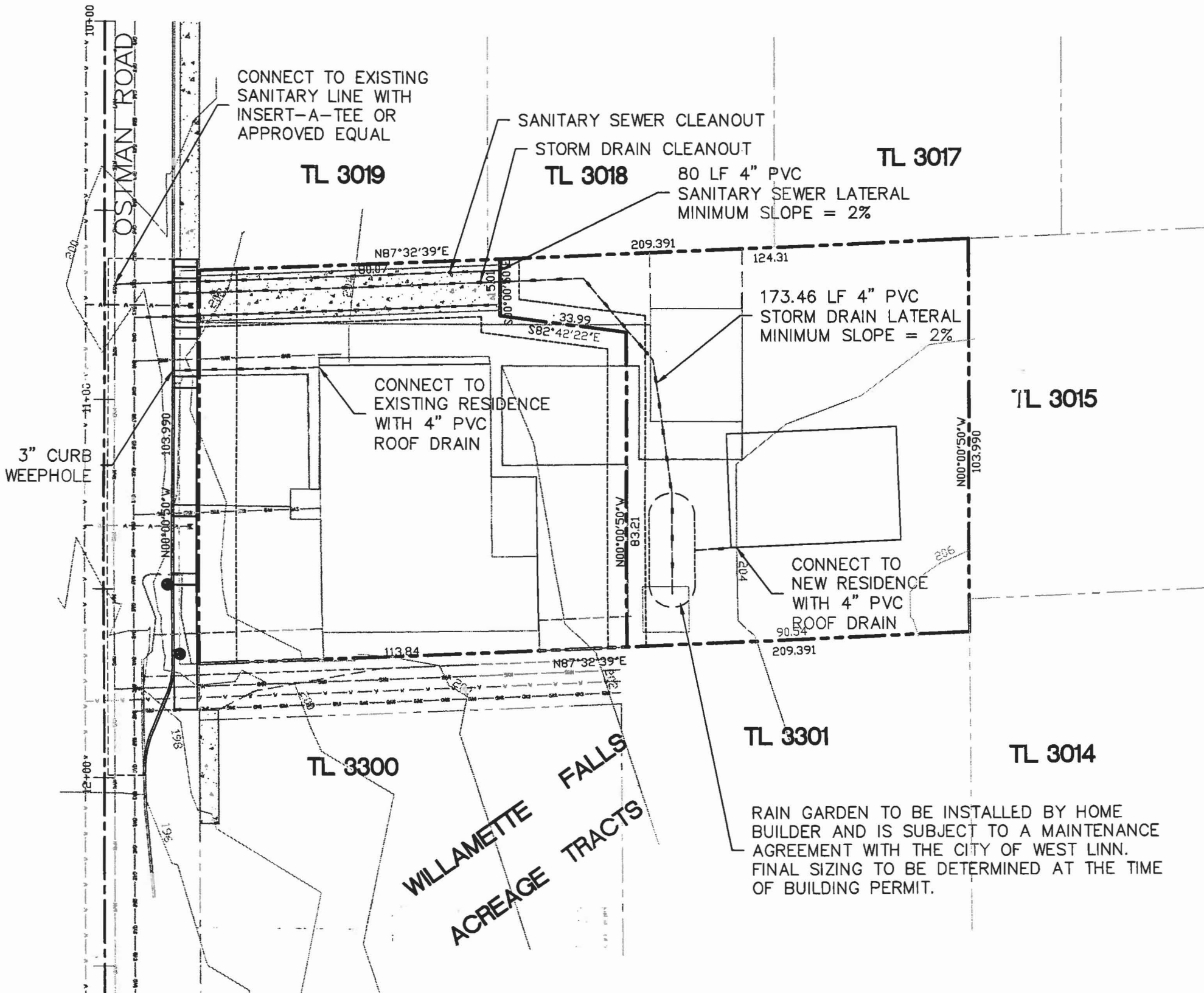


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TWO LOT PARTITION
1785 Ostman Road
West Linn, Oregon
STREET SECTION DETAILS

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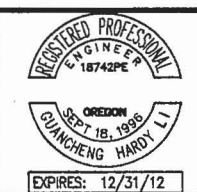
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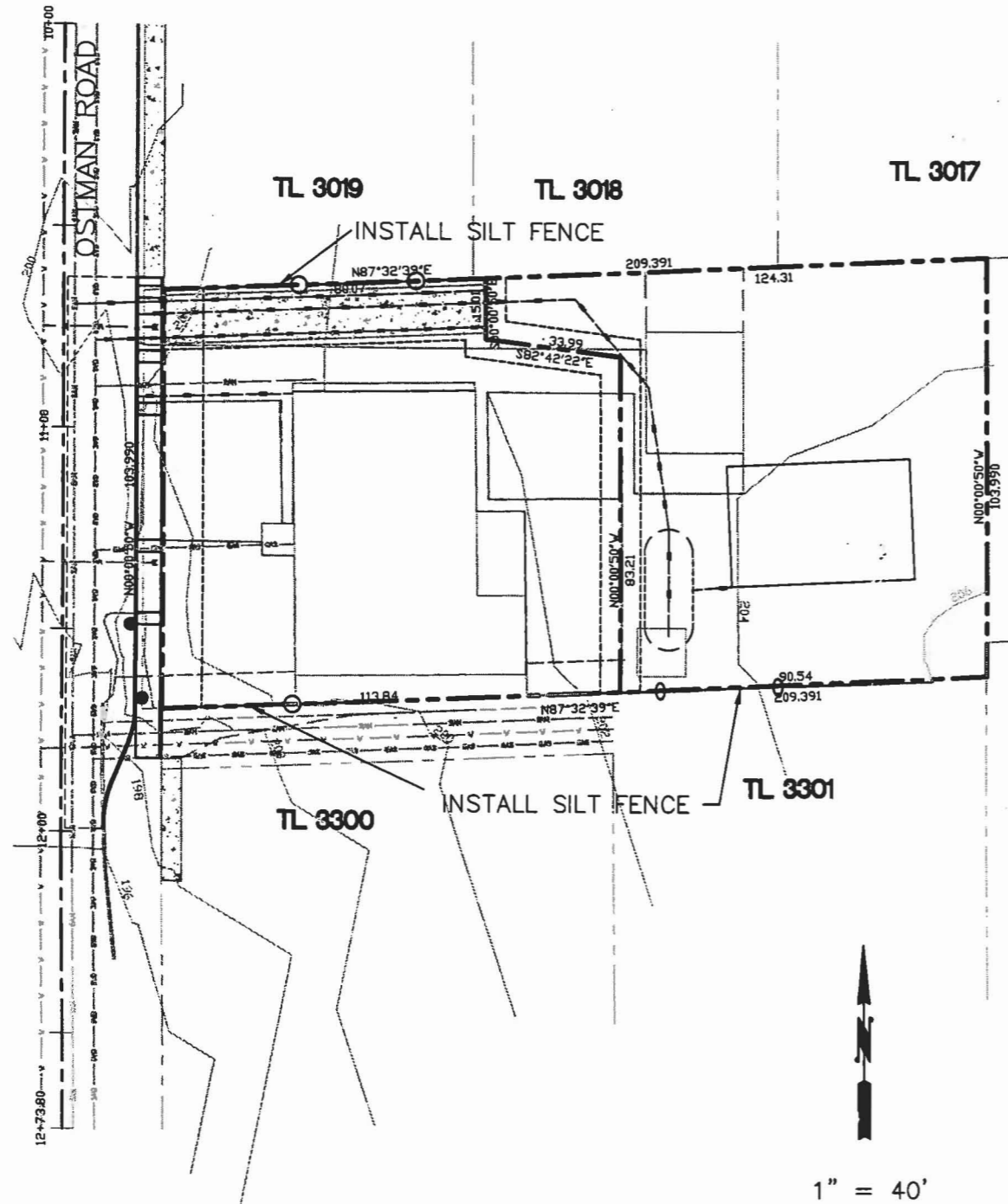
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TWO LOT PARTITION
1785 Ostman Road
West Linn, Oregon
UTILITY IMPROVEMENTS

Drawing No.: Rev:

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S7



EROSION AND SEDIMENT CONTROL NOTES:

1. APPLY TEMPORARY AND PERMANENT SOIL STABILIZATION MEASURES ON ALL DISTURBED AREAS AS GRADING PROGRESSES.
2. ALL EROSION AND SEDIMENT CONTROLS NOT IN THE DIRECT PATH OF WORK MUST BE INSTALLED PRIOR TO ANY LAND DISTURBANCE.
3. PRESERVE EXISTING VEGETATION AND RE-VEGETATE OPEN AREAS WHEN PRACTICABLE BEFORE AND AFTER GRADING OR CONSTRUCTION.
4. ALL TEMPORARY SEDIMENT CONTROLS MUST REMAIN IN PLACE UNTIL PERMANENT VEGETATION OR OTHER PERMANENT COVERING OF EXPOSED SOIL IS ESTABLISHED.
5. SEDIMENT CONTROLS MUST BE INSTALLED AND MAINTAINED ON ALL DOWN GRADIENT SIDES OF THE CONSTRUCTION SITE AT ALL TIMES DURING CONSTRUCTION.
6. ALL ACTIVE CATCH BASINS MUST HAVE SEDIMENT CONTROLS INSTALLED AND MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
7. WATER-TIGHT TRUCKS MUST BE USED TO TRANSPORT SATURATED SOILS FROM THE CONSTRUCTION SITE. AN APPROVED EQUIVALENT IS TO DRAIN THE SOIL ON-SITE AT A DESIGNATED LOCATION USING APPROPRIATE BMP'S. SOIL MUST BE DRAINED SUFFICIENTLY FOR MINIMAL SPILLAGE.
8. TEMPORARY STABILIZATION OR COVERING OF SOIL STOCKPILES AND STEEP SLOPES MUST OCCUR WITHIN 7 DAYS OF DISTURBANCE DURING THE WET-WEATHER SEASON AND 21 DAYS OF DISTURBANCE DURING THE DRY WEATHER SEASON AT THE END OF EACH WORK DAY OR OTHER BMP'S MUST BE IMPLEMENTED TO PREVENT TURBID DISCHARGES TO SURFACE WATERS.
9. ANY USE OF TOXIC OR OTHER HAZARDOUS MATERIALS MUST INCLUDE PROPER STORAGE, APPLICATION, AND DISPOSAL.
10. THE PERMITTEE MUST PROPERLY PREVENT AND MANAGE HAZARDOUS WASTE, USED OILS, CONTAMINATED SOILS, CONCRETE WASTE, SANITARY WASTE, LIQUID WASTE, OR OTHER TOXIC SUBSTANCES DISCOVERED OR GENERATED DURING CONSTRUCTION.
11. SIGNIFICANT AMOUNTS OF SEDIMENT WHICH LEAVE THE SITE MUST BE CLEANED UP WITHIN 24 HOURS AND PLACED BACK ON THE SITE AND STABILIZED OR PROPERLY DISPOSED. THE CAUSE OF THE SEDIMENT RELEASE MUST BE FOUND AND PREVENTED FROM CAUSING A REOCCURRENCE OF THE DISCHARGE WITHIN THE SAME 24 HOURS. ANY IN-STREAM CLEAN UP OF SEDIMENT SHALL BE PERFORMED ACCORDING TO THE OREGON DIVISION OF STATE LANDS REQUIRED TIME FRAME.
12. SEDIMENT MUST NOT BE INTENTIONALLY WASHED INTO STORM SEWERS, DRAINAGEWAYS OR WATERBODIES. DRY SWEEPING MUST BE USED TO CLEAN UP RELEASED SEDIMENTS.
13. SEDIMENT MUST BE REMOVED FROM BEHIND SEDIMENT FENCE WHEN IT HAD REACHED A HEIGHT OF 1/3 THE HEIGHT OF THE FENCE ABOUT THE GROUND, AND BEFORE FENCE REMOVAL.
14. SEDIMENT MUST BE REMOVED FROM BEHIND BIO BAGS AND OTHER BARRIERS WHEN IT HAD REACHED A HEIGHT OF TWO (2) INCHES AND BEFORE BMP REMOVAL.
15. CLEANING OF TRAPPED CATCH BASINS MUST OCCUR WHEN THE SEDIMENT RETENTION CAPACITY HAS BEEN REDUCED BY FIFTY (50) PERCENT, AND AT COMPLETION OF PROJECT.
16. OWNER OR DESIGNATE PERSON SHALL BE RESPONSIBLE FOR PROPER INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES, IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
17. PRIOR TO ANY LAND DISTURBING ACTIVITIES, THE BOUNDARIES OF THE CLEARING LIMITS, VEGETATED BUFFERS, AND ANY SENSITIVE AREAS SHOWN ON THIS PLAN SHALL BE CLEARLY DELINEATED IN THE FIELD. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE IS PERMITTED BEYOND THE CLEARING LIMITS. THE OWNER/PERMITTEE MUST MAINTAIN THE DELINEATION FOR THE DURATION OF THE PROJECT. NOTE: VEGETATED CORRIDORS TO BE DELINEATED WITH ORANGE CONSTRUCTION FENCE OR APPROVED EQUAL.
18. ALL PUMPING OF SEDIMENT LADEN WATER SHALL BE DISCHARGED OVER AN UNDISTURBED, PREFERABLY VEGETATED AREA, AND THROUGH A SEDIMENT CONTROL BMP (e. FILTER BAG).
19. THE EBC PLAN MUST BE KEPT ON SITE. ALL MEASURES SHOWN ON THE PLAN MUST BE INSTALLED PROPERLY TO ENSURE THAT SEDIMENT OR SEDIMENT LADEN WATER DOES NOT ENTER A SURFACE WATER SYSTEM, ROADWAY, OR OTHER PROPERTIES.
20. THE EBC MEASURES SHOWN ON THIS PLAN ARE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE MEASURES SHALL BE UPGRADED AS NEEDED TO COMPLY WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL EROSION CONTROL REGULATIONS. CHANGES TO THE APPROVED EBC PLAN MUST BE SUBMITTED TO THE CITY.
21. IN AREAS SUBJECT TO WIND EROSION, APPROPRIATE BMP'S MUST BE USED WHICH MAY INCLUDE THE APPLICATION OF FINE WATER SPRAYING, PLASTIC SHEETING, MULCHING, OR OTHER APPROVED MEASURES.



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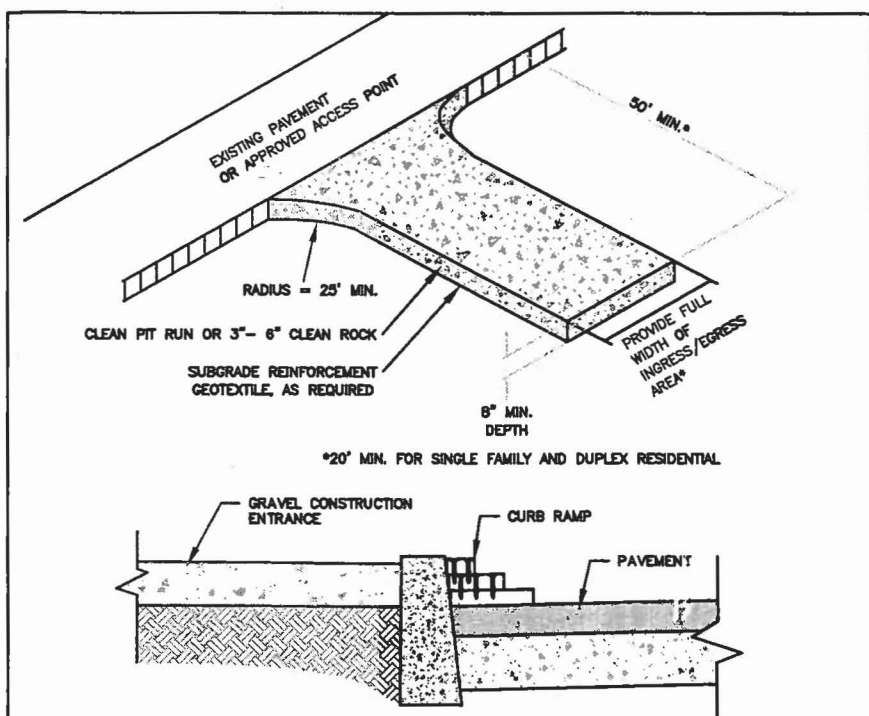


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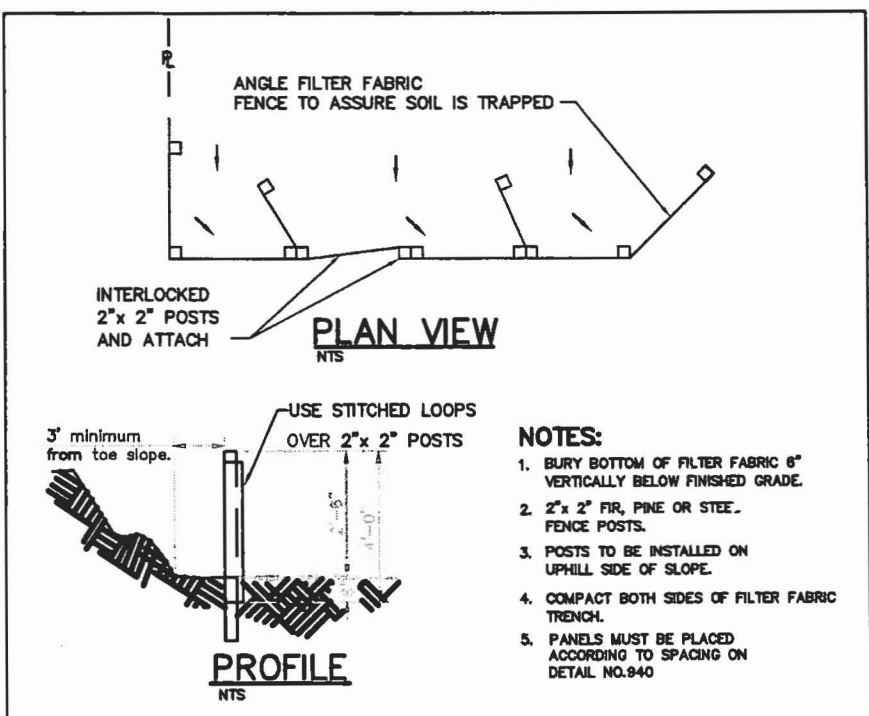
TWO LOT PARTITION
 1785 Ostman Road
 West Linn, Oregon
 GRADING AND EROSION CONTROL

Drawing No.:
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 Sheet No.:
 S8



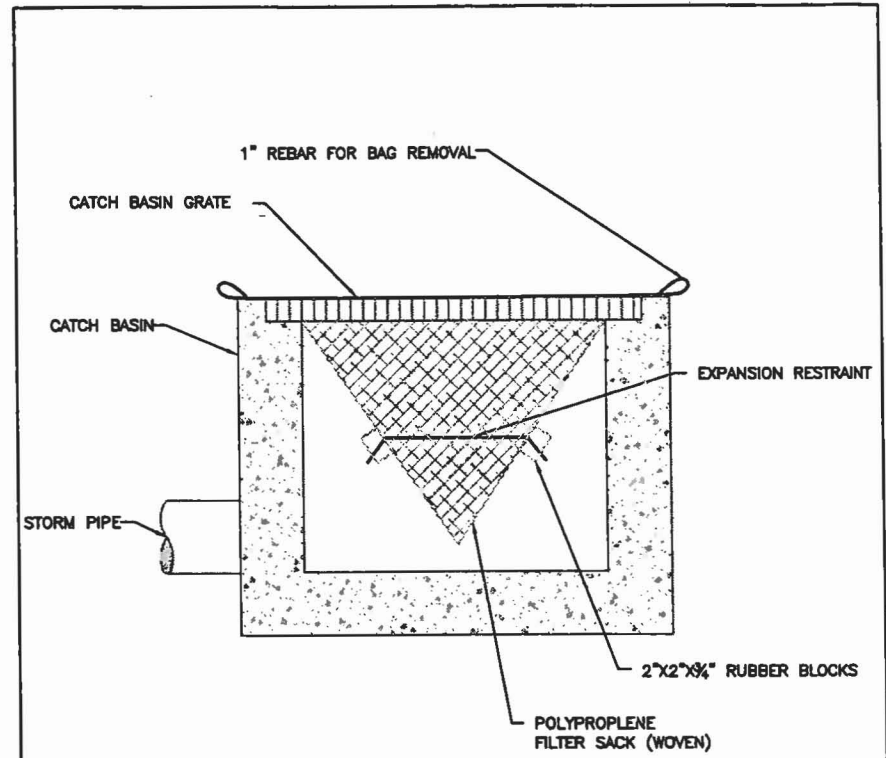
- NOTES:**
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEAN OUT OF ANY MEASURES USED TO TRAP SEDIMENT.
 2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
 3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.
 4. WHERE RUNOFF CONTAINING SEDIMENT LADEN WATER IS LEAVING THE SITE VIA THE CONSTRUCTION ENTRANCE, OTHER MEASURES SHALL BE IMPLEMENTED TO DIVERT RUNOFF THROUGH AN APPROVED FILTERING SYSTEM.
 5. **DIMENSIONS**
SINGLE FAMILY
 20' LONG BY 20' WIDE 8" DEEP OF 3/4" MINUS CLEAN ROCK.
COMMERCIAL
 50' LONG BY 20' WIDE 3-6" CLEAN ROCK,
 GOVERNING AUTHORITY MAY REQUIRE GEOTEXTILE FABRIC TO PREVENT SUB-SOIL PUMPING.

CONSTRUCTION ENTRANCE



- NOTES:**
1. BURY BOTTOM OF FILTER FABRIC 6" VERTICALLY BELOW FINISHED GRADE.
 2. 2" x 2" FIR, PINE OR STEEL FENCE POSTS.
 3. POSTS TO BE INSTALLED ON UPHILL SIDE OF SLOPE.
 4. COMPACT BOTH SIDES OF FILTER FABRIC TRENCH.
 5. PANELS MUST BE PLACED ACCORDING TO SPACING ON DETAIL NO.940

SEDIMENT FENCE



- NOTE:**
1. RECESSED CURB INLET CATCH BASINS MUST BE BLOCKED WHEN USING FILTER FABRIC INLET SACKS. SIZE OF FILTER FABRIC INLET SACKS TO BE DETERMINED BY MANUFACTURER.

INLET PROTECTION

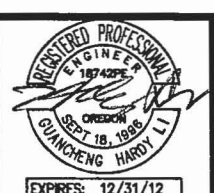
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SFO

Checked By:
HL

Approved By:



CONVERGENT PACIFIC
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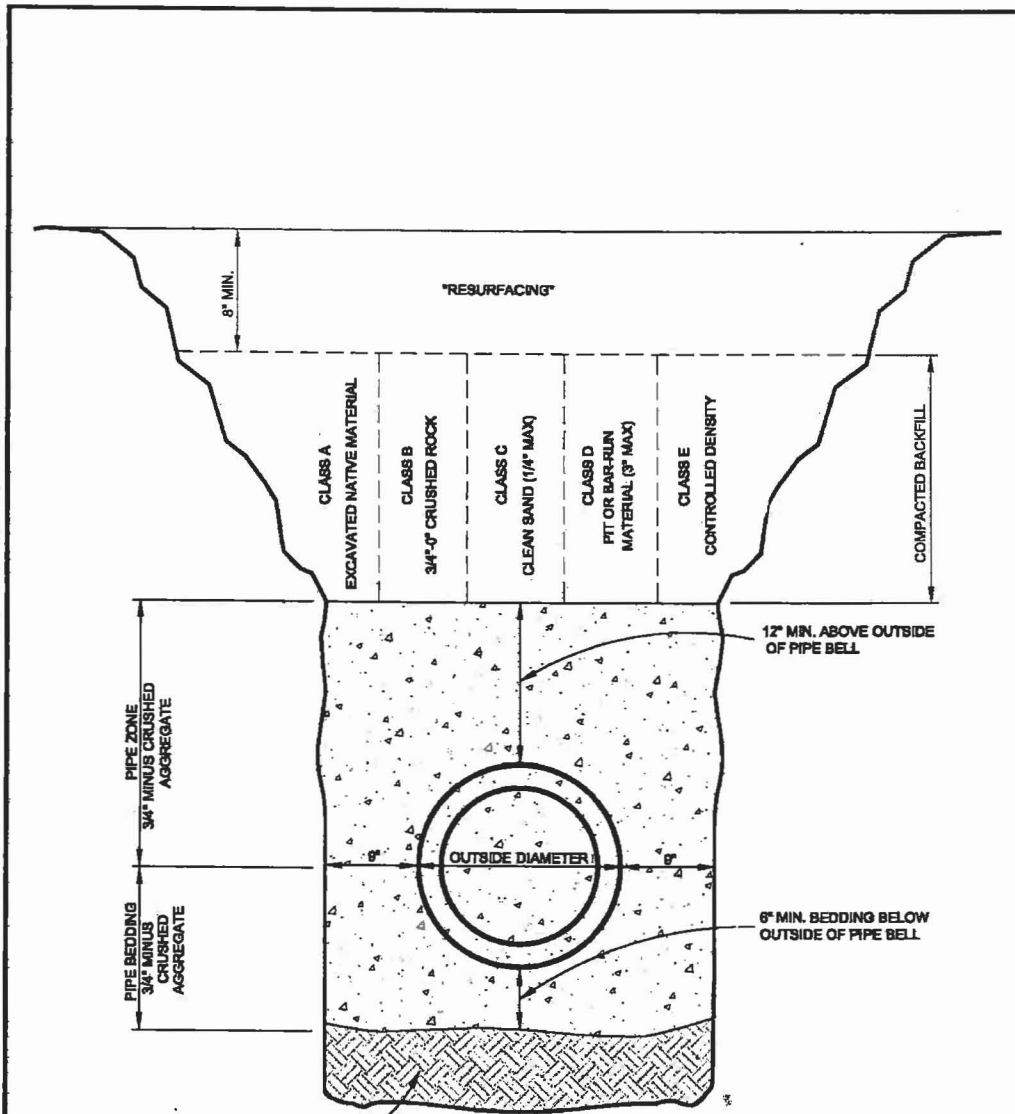
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TWO LOT PARTITION
 1785 Ostman Road
 West Linn, Oregon
 EROSION CONTROL DETAILS

Drawing No. Rev:

Sheet No.:
S9

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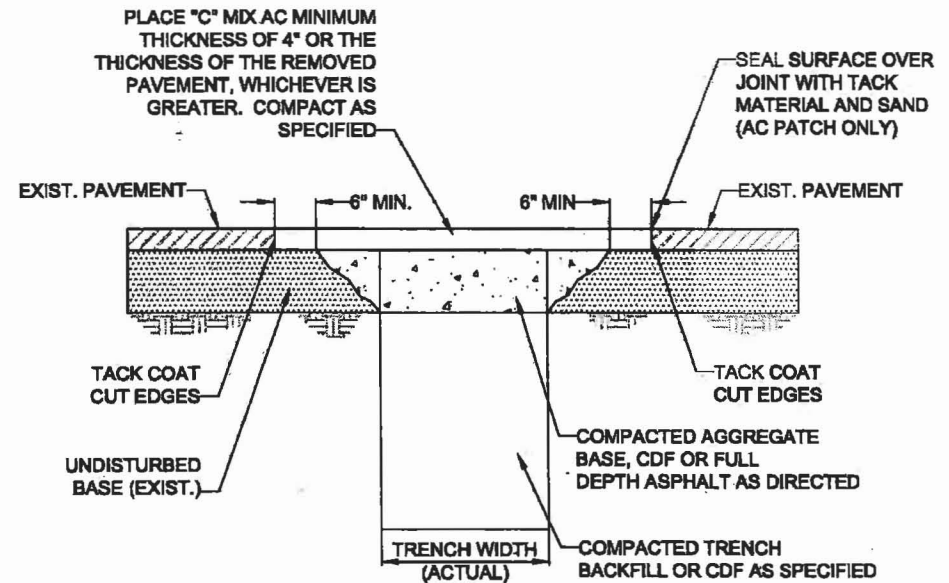


TRENCH FOUNDATION STABILIZATION, AS REQUIRED

**TRENCH BACKFILL
BEDDING AND
PIPE ZONE**

DATE:	2010
DRAWING NO.	WL-200
FILE NO.	

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NOTE:

1. ALL EXISTING AC OR PCC PAVEMENT SHALL BE SAWCUT TO NEAT, STRAIGHT LINES PRIOR TO REPAVING.
2. CONCRETE PAVEMENT SHALL BE REPLACED WITH CONCRETE TO A MINIMUM THICKNESS OF REMOVED PAVEMENT, WHICHEVER IS GREATER.
3. IF EXISTING BASE MATERIAL IS CTB OR ATB, THEN REPLACEMENT BASE MATERIAL SHALL MATCH EXISTING.
4. ALL UTILITIES SHALL HAVE A MINIMUM COVER OF 36".
5. ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY PER AASHTO T-180 OR AS SPECIFIED IN THE CONTRACT DOCUMENTS.
6. ALL TRENCH BACKFILL AND PATCHING SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE CITY OF WEST LINN.
7. APPROVED CDF SHALL BE USED OR 3/4 - 0" GRAVEL BACKFILL SHALL BE PLACED AND COMPACTED IN 12" MAXIMUM LIFTS. IF 3/4-0" GRAVEL BACKFILL IS USED, COMPACTION TESTING BY A CERTIFIED TESTING COMPANY IS REQUIRED AT DEPTH INTERVALS AS SPECIFIED BY THE CITY ENGINEER.
8. T-CUT MAY BE ENLARGED AT THE DISCRETION OF THE CITY ENGINEER OR CITY INSPECTOR DUE TO SITE CONDITIONS OR PROJECT REQUIREMENTS.
9. ALL CUT EDGES SHALL BE SAND SEALED.
10. COMPACTED BACKFILL OR CDF MUST EXTEND 2 FEET OUTSIDE OF PAVEMENT SURFACE.

STREET T-CUT

DATE:	2010
DRAWING NO.	WL-203
FILE NO.	

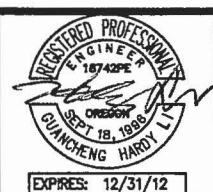
No.	Date	By	Chk.	Revisions

Designed By:
HL

Drawn By:
SFO

Checked By:
HL

Approved By:



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8975 SW CENTER STREET
TIGARD, OREGON 97223
T: 503-747-3569; F: 503-747-3579

Scale:

Filename:

Contract No.:

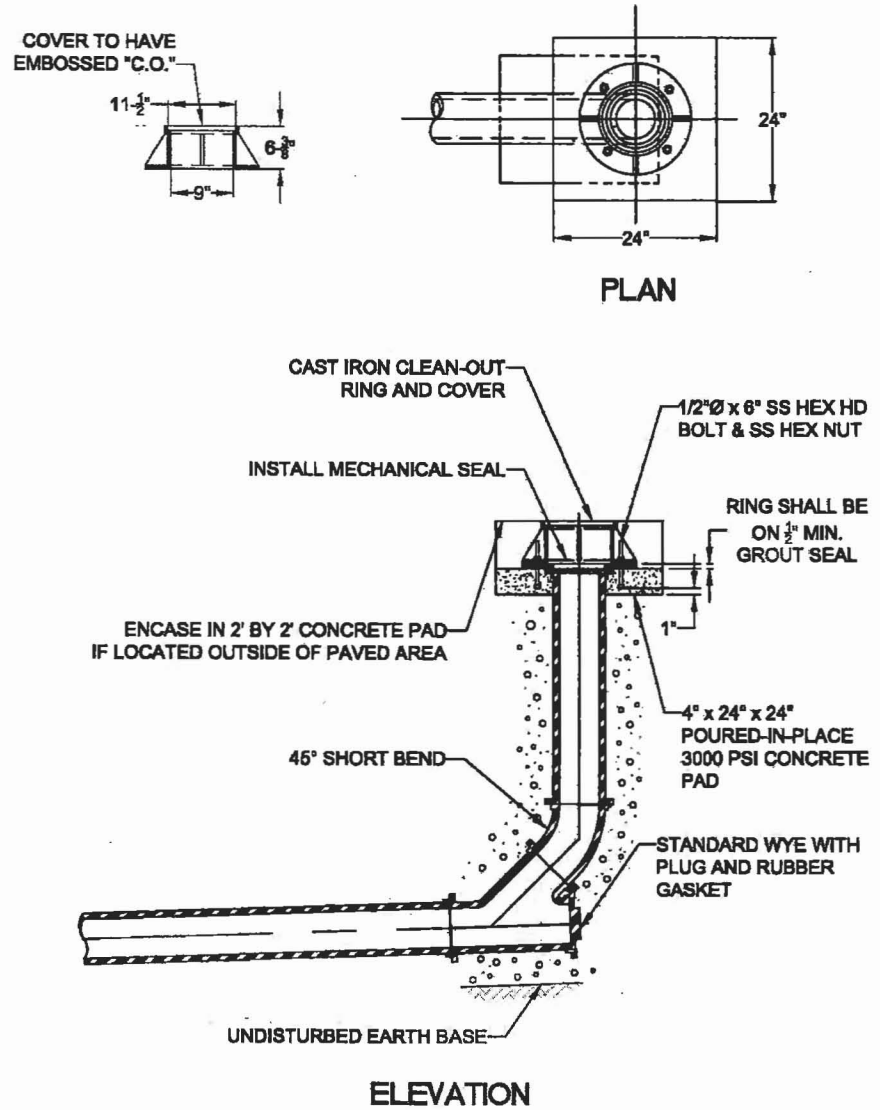
Date:
2/8/2012

TWO LOT PARTITION
1785 Ostman Road
West Linn, Oregon
STANDARD DETAILS

Drawing No.: Rev.:

Sheet No.:
S10

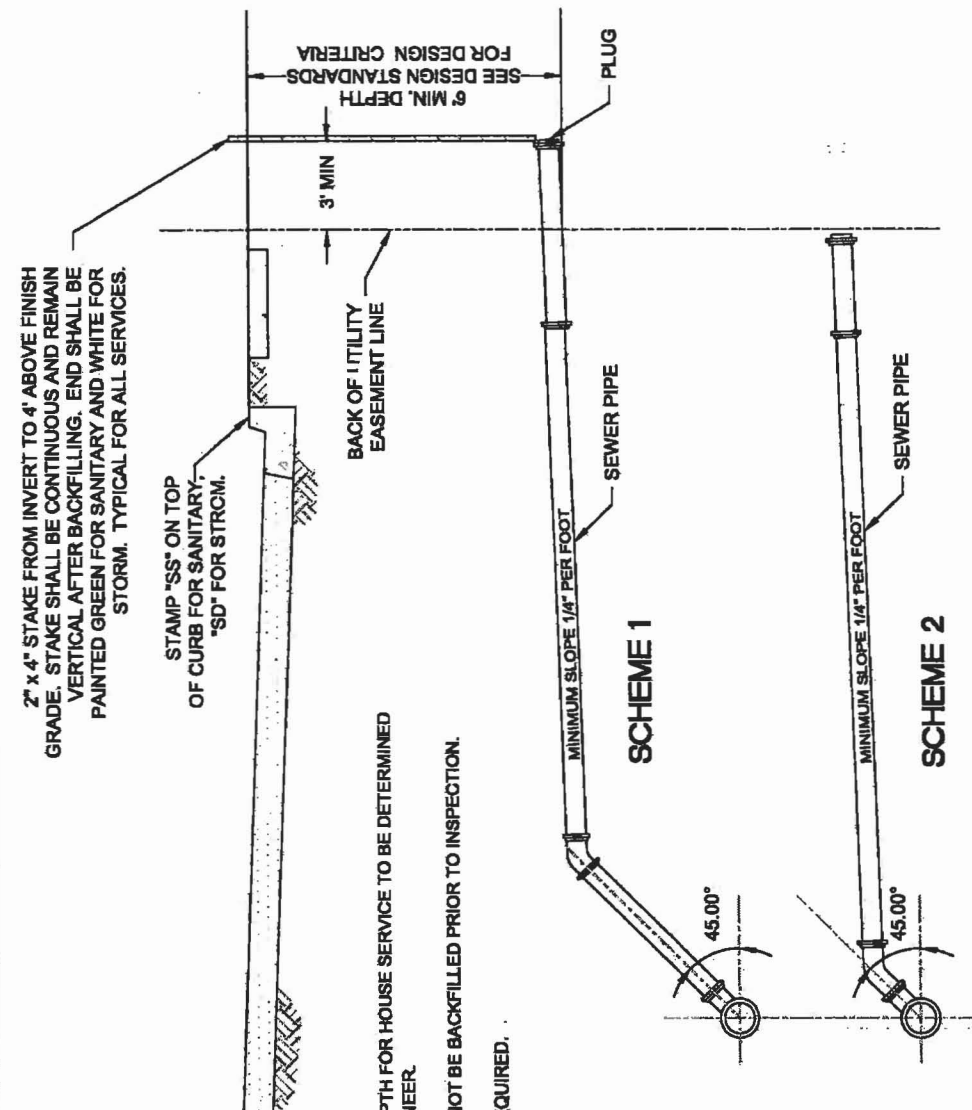
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STANDARD CLEAN OUT

	DATE:	2010
	DRAWING NO.	WL-206
	FILE NO.	

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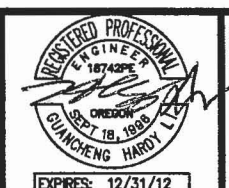


SERVICE BRANCH

	DATE:	2010
	DRAWING NO.	WL-218
	FILE NO.	

No.	Date	By	Chk.	Revisions

Designed By:	HL
Drawn By:	SFG
Checked By:	HL
Approved By:	



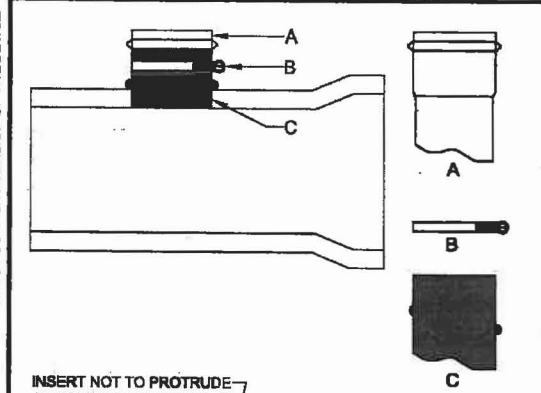
CONVERGENT PACIFIC
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Scale:	
Filename:	
Contract No.:	
Date:	2/8/2012

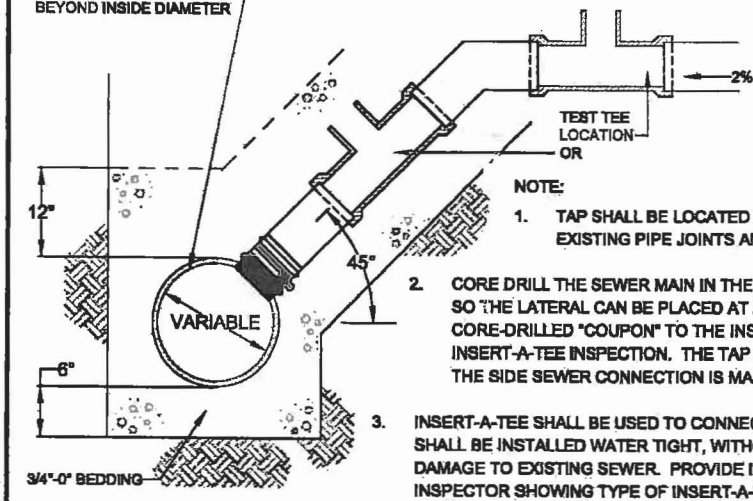
TWO LOT PARTITION
 1785 Ostman Road
 West Linn, Oregon
 STANDARD DETAILS

Drawing No.:	Rev.:
Sheet No.:	S11

THIS DETAIL DRAWING SHALL NOT BE ALTERED OR CHANGED IN ANY MANNER EXCEPT BY THE CITY ENGINEER. IT IS THE RESPONSIBILITY OF THE USER TO ACQUIRE THE MOST CURRENT VERSION OF THE DETAIL.



- A. PVC HUB SHALL CONFORM TO ASTM 3034, SDR 35 DRIVE INTO CENTER OF RUBBER SLEEVE AFTER SLEEVE IS PLACED IN HOLE.
- B. STAINLESS STEEL BAND SECURES UPPER HALF OF RUBBER SLEEVE TO THE PVC HUB. STAINLESS STEEL BAND SHALL BE 300 SERIES, 9/16" BAND WIDTH, CADMIUM PLATED CARBON STEEL, AND ATTACHED WITH HEX HEAD SLOTTED SCREW.
- C. COMPLETE RUBBER SLEEVE INCLUDES A MOLDED SEGMENT THAT HOLDS IT IN PLACE.



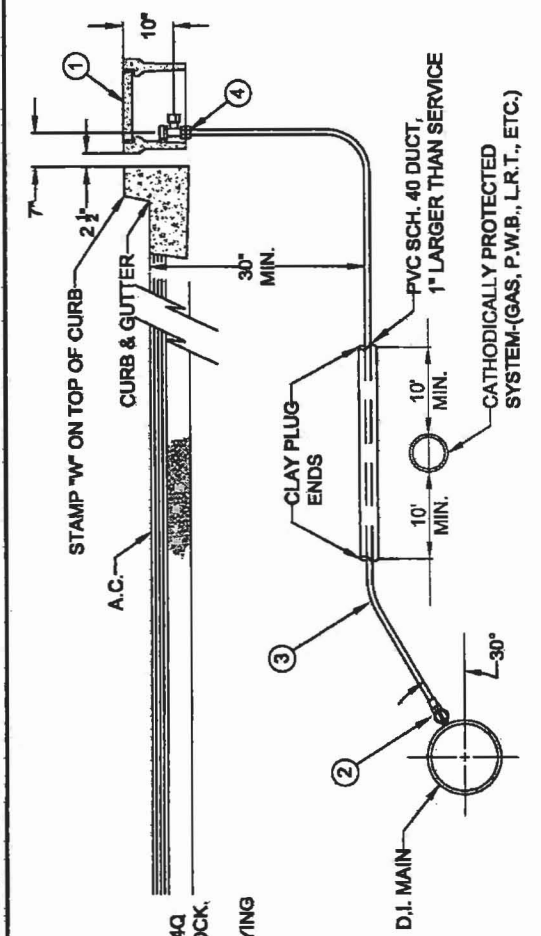
- NOTE:
1. TAP SHALL BE LOCATED A MINIMUM OF 12" FROM EXISTING PIPE JOINTS AND 12" FROM OTHER TAPS.
 2. CORE DRILL THE SEWER MAIN IN THE UPPER QUARTANT OF THE PIPE SO THE LATERAL CAN BE PLACED AT A 45° ANGLE AND PRESENT THE CORE-DRILLED "COUPON" TO THE INSPECTOR AT TIME OF THE INSERT-A-TEE INSPECTION. THE TAP SHALL BE INSPECTED BEFORE THE SIDE SEWER CONNECTION IS MADE.
 3. INSERT-A-TEE SHALL BE USED TO CONNECT LATERAL TO MAIN. TAP SHALL BE INSTALLED WATER TIGHT, WITHOUT PROTRUSION INTO OR DAMAGE TO EXISTING SEWER. PROVIDE INSERT-A-TEE PACKAGING TO INSPECTOR SHOWING TYPE OF INSERT-A-TEE INSTALLED.

4. LATERAL SHALL BE 4" (FOR STANDARD SINGLE FAMILY HOMES) GREEN ASTM3034 AND PLACE AT 2% SLOPE TO THE PROPERTY LINE. PLACE A TEST TEE WITHIN 3 FEET OF THE TAP.
5. PLACE GREEN TRACER WIRE OVER CENTERLINE OF SERVICE LATERAL.
6. COMPACT 6" OF 3/4-0" ROCK UNDER THE PIPE. HAUNCH WELL UNDER LATERAL.
7. ONCE APPROVED BY CITY INSPECTOR, PLACE 12" OF 3/4-ROCK ABOVE THE TOP OF THE PIPE.
8. BACKFILL ABOVE THE PIPE ZONE (ABOVE 12" OF ROCK) SHALL BE CDF (DELIVER CDF RECEIPT TO THE ENGINEERING DEPT). ALTERNATELY, 3/4-0" GRAVEL BACKFILL MAY BE USED. COMPACTION TESTING BY A CERTIFIED TESTING AGENCY MUST OCCUR IN LIFTS AS SPECIFIED BY THE CITY INSPECTOR (DELIVER TEST RESULTS TO THE ENGINEERING DEPT). CITY RESERVES THE RIGHT TO FURTHER SPECIFY BACKFILL BASED ON SITE CONDITIONS.
9. T.V. INSPECTION OF THE LATERAL AND/OR MAIN MAY BE REQUIRED FOLLOWING BACKFILL, PRIOR TO FINAL APPROVAL.
10. 4" MAXIMUM TAP FOR 8" MAIN (CUT IN TEE TO BE USED FOR 8" LATERAL ON 8" MAIN).
11. ALL CONNECTIONS SHALL BE MADE WITH HARD FITTINGS, INCLUDING TRANSITIONS BETWEEN DISSIMILAR MATERIALS.

SEWER SERVICE TAP TO EXISTING SEWER FOR HOUSE LATERALS

	DATE:	2010
	DRAWING NO.	WL-303
	FILE NO.	

THIS DETAIL DRAWING SHALL NOT BE ALTERED OR CHANGED IN ANY MANNER EXCEPT BY THE CITY ENGINEER. IT IS THE RESPONSIBILITY OF THE USER TO ACQUIRE THE MOST CURRENT VERSION OF THE DETAIL.



- MATERIAL:
1. BROOKS METER BOX, BODY NO. 37, LID AND COVER NO. 37-S.
 2. MUELLER CORP. STOP NO. H-15008 OR FORD F1000-4Q CORP. STOP WITH OPERATING NUT AT 3 OR 9 O'CLOCK.
 3. 1" SOFT TEMPER, TYPE "K" COPPER TUBING COMPLYING WITH ASTM B-88.
 4. MUELLER ANGLE METER STOP NO. H-14258 (FORD NO. KV43-444W-Q).

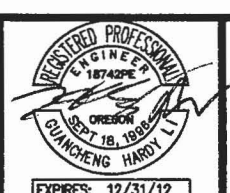
- NOTE:
1. MACHINE DRILLED AND TAPPED ONLY. NO HAND DRILLING IS ALLOWED.
 2. SUBSTITUTES FOR ANY MATERIALS SHOWN SHALL BE APPROVED BY THE CITY ENGINEER.
 3. ALL PIPE AND STRUCTURE ZONE SHALL BE BACKFILLED USING 3/4" MINUS CRUSHED AGG. AND COMPACTED TO 95% MAX DENSITY AS DETERMINED BY AASHTO T-180.
 4. WHEN AN ACTIVE CATHODIC PROTECTED SYSTEM IS ENCOUNTERED, SCH. 40 PVC SHALL BE INSTALLED AS SHOWN ABOVE WITH CLAY PLUG.
 5. METER BOX SHALL BE CENTERED OVER THE COMPLETED METER ASSEMBLY.
 6. TAPS INTO MAIN TO HAVE 18" SEPARATION ON CENTER MINIMUM.
 7. ANGLE METER STOPS TO BE 18" FROM PROPERTY LINE AND NOT IN DRIVEWAY APPROACH.
 8. METER BOXES IN CURB TIGHT SIDEWALK AND THOSE SUBJECT TO INCIDENTAL AUTO TRAFFIC MUST HAVE METAL LIDS AND BE TRAFFIC RATED.

STANDARD 1" WATER SERVICE

	DATE:	2010
	DRAWING NO.	WL-402
	FILE NO.	

No.	Date	By	Chk.	Revisions

Designed By: **HL**
 Drawn By: **SFO**
 Checked By: **HL**
 Approved By: _____



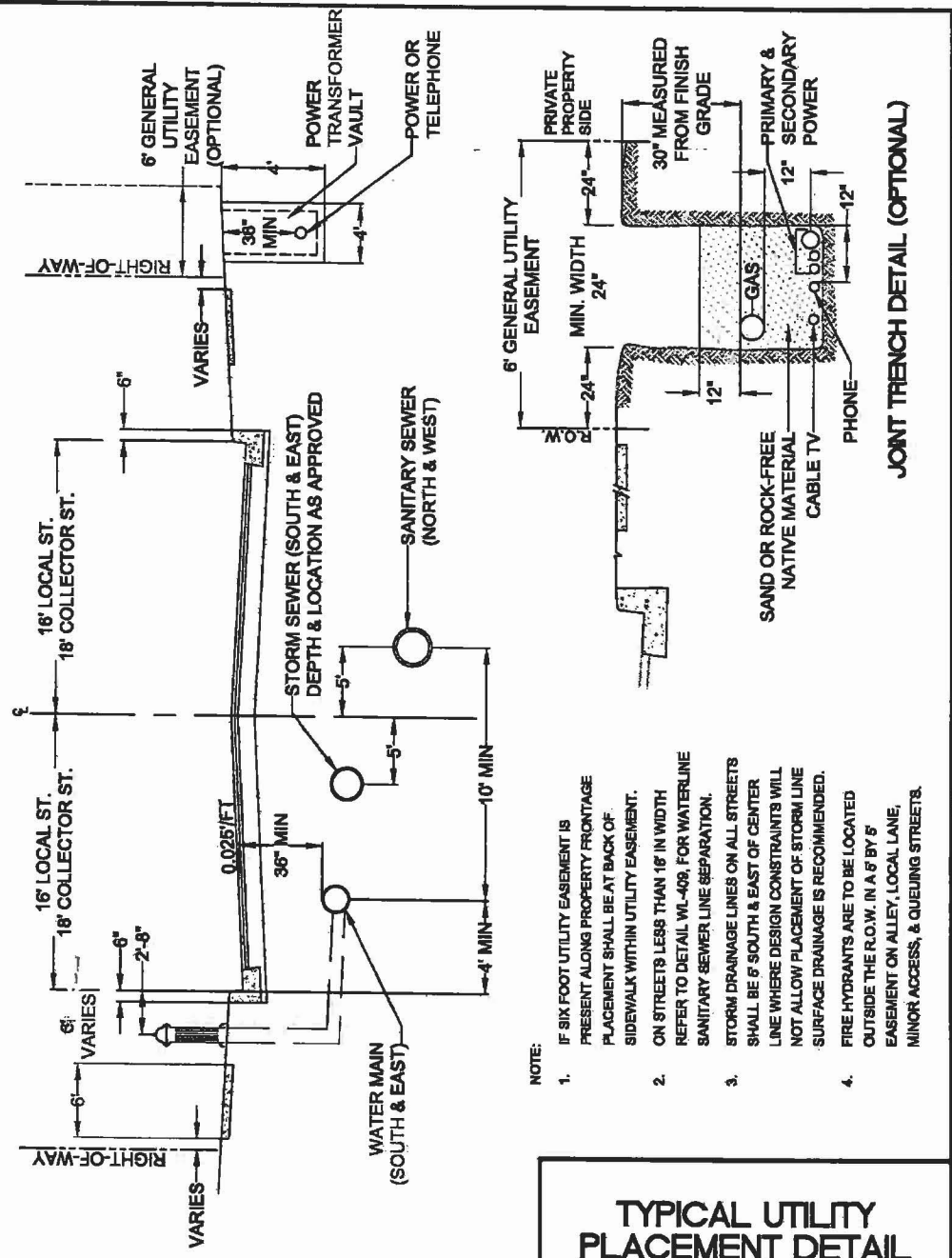
CONVERGENT PACIFIC
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 TIGARD, OREGON 97223
 T: 503-747-3569; F: 503-747-3579

Scale: _____
 Filename: _____
 Contract No.: _____
 Date: **2/8/2012**

TWO LOT PARTITION
 1785 Ostman Road
 West Linn, Oregon
 STANDARD DETAILS

Drawing No.: _____ Rev.: _____
 Sheet No.: **S12**

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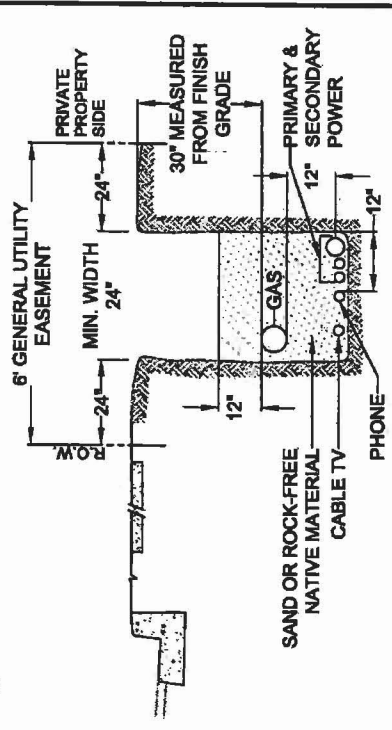


- NOTE:
- IF SIX FOOT UTILITY EASEMENT IS PRESENT ALONG PROPERTY FRONTAGE PLACEMENT SHALL BE AT BACK OF SIDEWALK WITHIN UTILITY EASEMENT.
 - ON STREETS LESS THAN 16' IN WIDTH REFER TO DETAIL WL-409, FOR WATERLINE SANITARY SEWER LINE SEPARATION.
 - STORM DRAINAGE LINES ON ALL STREETS SHALL BE 6' SOUTH & EAST OF CENTER LINE WHERE DESIGN CONSTRAINTS WILL NOT ALLOW PLACEMENT OF STORM LINE SURFACE DRAINAGE IS RECOMMENDED. FIRE HYDRANTS ARE TO BE LOCATED OUTSIDE THE R.O.W. IN A 6' BY 6' EASEMENT ON ALLEY, LOCAL LANE, MINOR ACCESS, & QUELUNG STREETS.

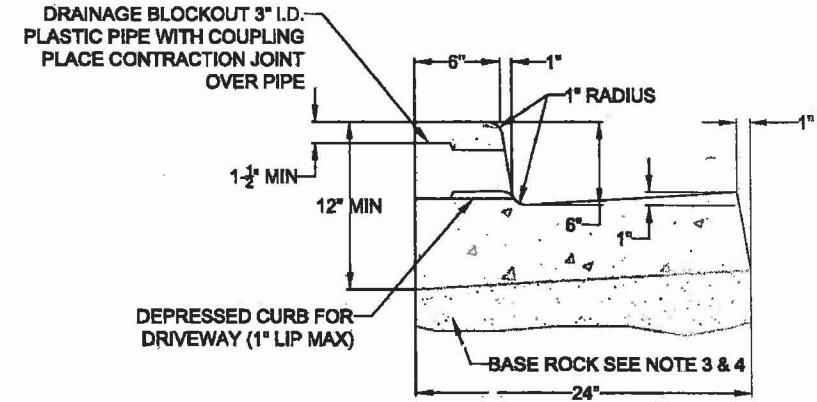
TYPICAL UTILITY PLACEMENT DETAIL

	DATE:	2010
	DRAWING NO.	WL-500
	FILE NO.	

JOINT TRENCH DETAIL (OPTIONAL)

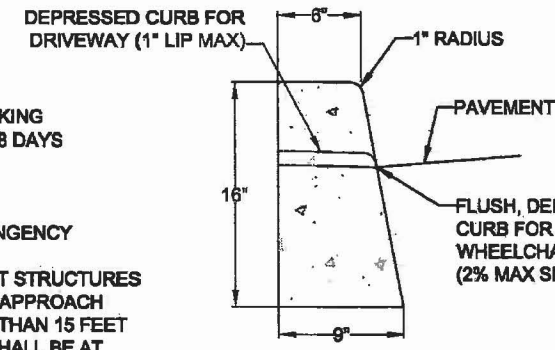


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FLUSH, DEPRESSED CURB FOR WHEELCHAIR RAMP 2% MAX SLOPE

TYPICAL CURB AND GUTTER



TYPICAL STRAIGHT CURB

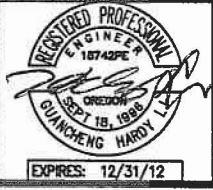
- NOTE:
- CONCRETE SHALL HAVE A BREAKING STRENGTH OF 3300 PSI AFTER 28 DAYS
 - CONTRACTION JOINTS:
 - TO BE PROVIDED:
 - AT EACH POINT OF TANGENCY
 - AT EACH COLD JOINT
 - AT EACH SIDE OF INLET STRUCTURES
 - AT BOTH SIDES OF AN APPROACH
 - SPACING TO BE NOT MORE THAN 15 FEET
 - THE DEPTH OF THE JOINT SHALL BE AT LEAST 1/3 OF THE THICKNESS OF CONCRETE
 - EXPANSION JOINTS SHALL NOT BE USED
 - BASE ROCK - 1-1/2\"/>

TYPICAL CURBS

	DATE:	2010
	DRAWING NO.	WL-501
	FILE NO.	

No.	Date	By	Chk.	Revisions

Designed By: HL
 Drawn By: SFG
 Checked By: HL
 Approved By:



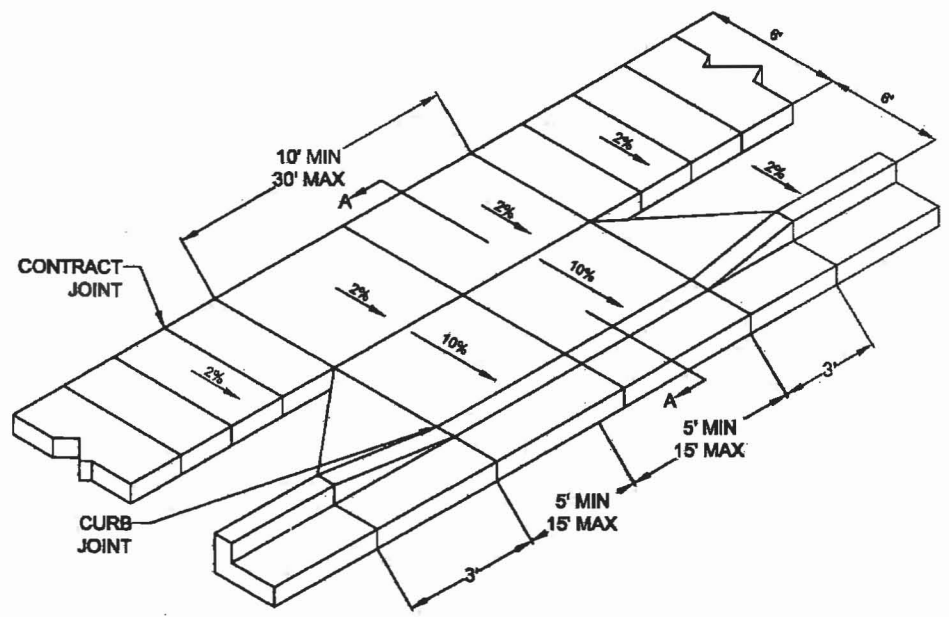
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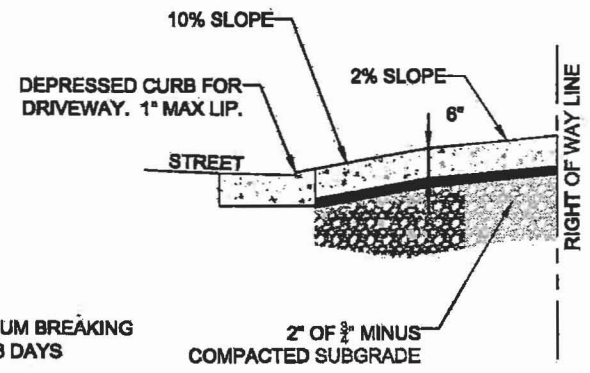
TWO LOT PARTITION
 1785 Ostman Road
 West Linn, Oregon
 STANDARD DETAILS

Drawing No.:
 Rev.:
 Sheet No.: S13

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SIDEWALK AWAY FROM CURB



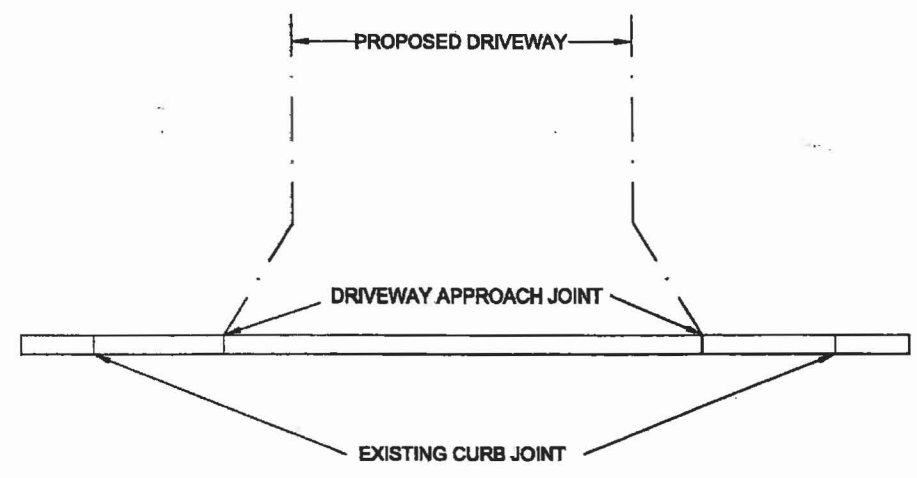
SECTION A-A

- NOTE:**
- CONCRETE SHALL HAVE A MINIMUM BREAKING STRENGTH OF 3300 PSI AFTER 28 DAYS 8 SACK MIX
 - CURB SHALL BE TROWELED JOINT WITH MIN. 1/2" RADIUS ALONG BACK OF CURB
 - DRIVEWAY SHALL BE A MINIMUM 6" THICK
 - DRIVEWAY CURB CUT SHALL COMPLY WITH THE CONDITIONS OF 5.0070, "WIDTH AND LOCATION OF CURB CUTS"
 - FOR REPLACEMENT OF EXISTING APPROACH:
 - MUST MEET CURRENT ADA REQUIREMENTS TO GREATEST DEGREE POSSIBLE.
 - DAMAGED ROADWAY MUST BE SAWCUT AND REPAVED WITH CLASS C HOT MIX ASPHALT

**RESIDENTIAL DRIVEWAY
WITH
SIDEWALK AWAY FROM CURB**

	DATE: 2010
	DRAWING NO. WL-503A
	FILE NO.

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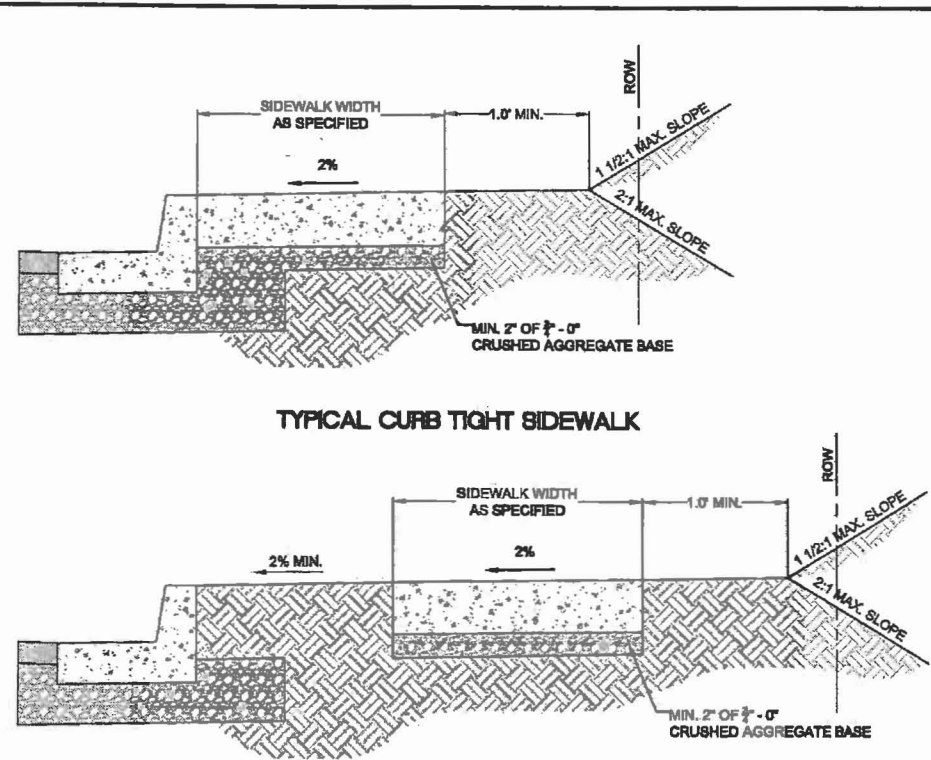


- NOTE:**
- FOR THE INSTALLATION OF A DRIVEWAY APPROACH, THE REMOVAL OF CURB SHALL ADHERE TO THE FOLLOWING:
 - FOR STANDARD CURB, IF THE EXISTING CURB JOINT IS 8 FEET OR LESS FROM THE DRIVEWAY APPROACH JOINT, REMOVAL SHALL BE TO THE EXISTING CURB JOINT.
 - IF THE EXISTING CURB JOINT IS MORE THAN 8 FEET FROM THE DRIVEWAY APPROACH JOINT, OR IF THE AREA IS CURB & GUTTER, THEN THE TOP AND FACE OF THE CURB SHALL BE SAW-CUT TO A MINIMUM DEPTH OF 2" PRIOR TO REMOVAL.
 - THE REMOVAL OF CURB TO THE EXISTING CURB JOINT MAY BE ADJUSTED UPON THE CITY'S APPROVAL.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OF CURB DAMAGED DUE TO CONSTRUCTION. AN INSPECTION OF THE CURBS SHALL BE PERFORMED PRIOR TO FINAL APPROVAL FOR OCCUPANCY. REMOVED SECTIONS CANNOT BE SMALLER THAN 4'.
 - IF CONTRACTOR ELECTS TO REMOVE ONLY THE CURB FACE OF CURB AND GUTTER INSTALLATIONS, REBAR DOWELING WILL BE REQUIRED. DOWELS SHALL BE PLACED AT 18"-24" ON CENTER PERPENDICULAR TO THE CURB (AND BENT UP VERTICALLY INTO THE FUTURE FACE OF CURB) WITH AT LEAST ONE REBAR RUNNING PARALLEL TO THE CURB.

**CURB REMOVAL AND
DAMAGE INSPECTION**

	DATE: 2010
	DRAWING NO. WL-505
	FILE NO.

THIS DETAIL DRAWING SHALL NOT BE ALTERED OR CHANGED IN ANY MANNER EXCEPT BY THE CITY ENGINEER. IT IS THE RESPONSIBILITY OF THE USER TO ACQUIRE THE MOST CURRENT VERSION OF THE DETAIL.



TYPICAL CURB TIGHT SIDEWALK

SIDEWALK AWAY FROM CURB

NOTE:

1. CONCRETE SHALL BE 3300 PSI AT 28 DAYS.
2. PANEL LENGTHS SHALL BE EQUAL TO THE SIDEWALK WIDTH, BUT MAY BE ADJUSTED WITH THE CITY ENGINEER'S APPROVAL.
3. CONTRACTION JOINTS (1/3RD OF THE THICKNESS OF CONCRETE) SHALL BE PLACED EVERY THIRD PANEL, WITH A MAX. SPACING OF 15 FEET. JOINTS SHALL ALSO BE PLACED AT THE SIDES OF DRIVEWAY APPROACHES, UTILITY VAULTS, AND WHEELCHAIR RAMPS.
4. A CURING COMPOUND SHALL BE USED. WHITE REFLECTIVE SHEETING SHALL BE USED IN CASE OF RAIN.
5. FOR SIDEWALKS ADJACENT TO THE CURB AND POURED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A TROWELED JOINT WITH A MIN. 1/2" RADIUS.
6. THE SIDEWALK SHALL HAVE A MIN. THICKNESS OF 8" IF THE SIDEWALK IS INTENDED AS A PORTION OF THE DRIVEWAY. OTHERWISE, THE SIDEWALK SHALL HAVE A MIN. THICKNESS OF 4".
7. DRAIN BLOCKOUTS IN THE CURB SHALL BE EXTENDED TO THE BACK OF THE SIDEWALK WITH A 3" DIAMETER PLASTIC PIPE AT A 2% SLOPE. A CONTRACTION JOINT SHALL BE PLACED OVER THE PIPE.

CONCRETE SIDEWALK CROSS SECTION



DATE: 2010
DRAWING NO. WL-508
FILE NO.



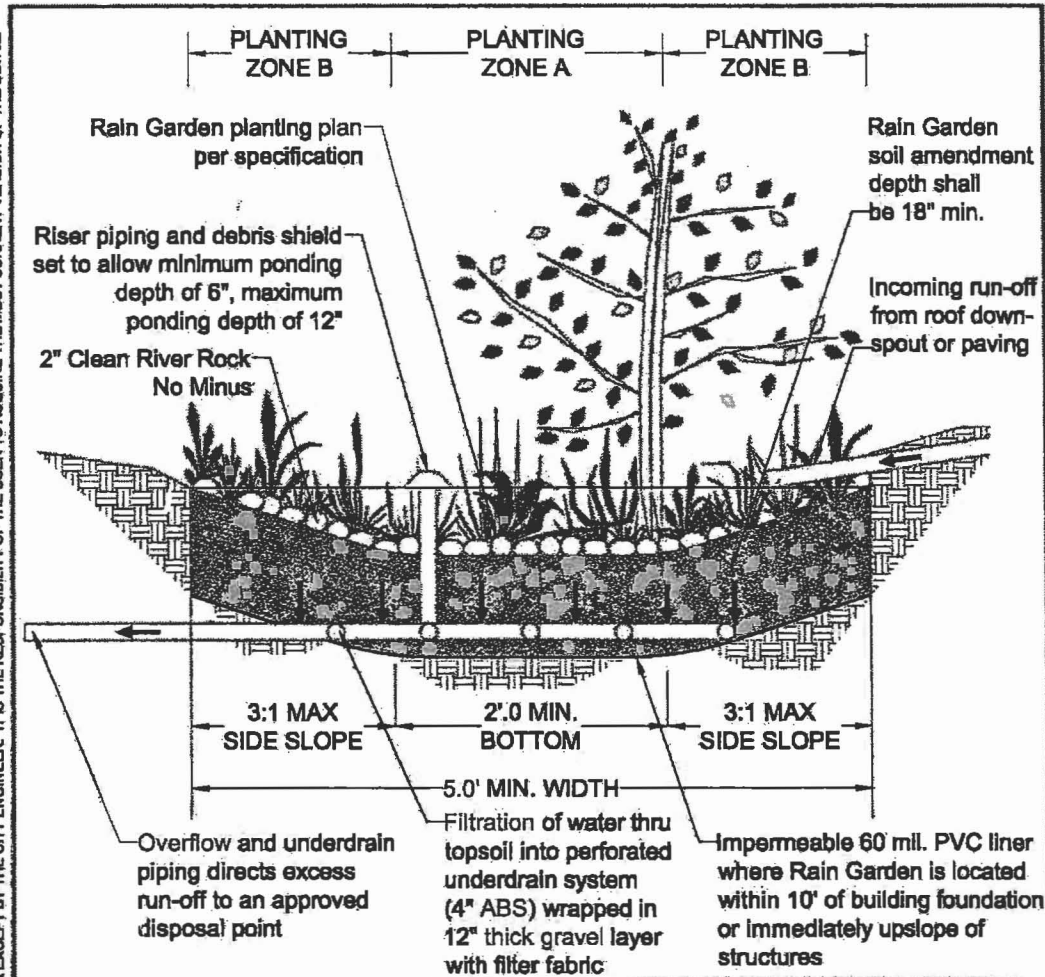
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TWO LOT PARTITION
1785 Ostman Road
West Linn, Oregon
STANDARD DETAILS

Drawing No.:
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Sheet No.: S15

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RAIN GARDEN PLANTS		
ZONE	BOTANICAL NAME	COMMON NAME
A	CAREX APERTA	COLUMBIA SEDGE
A	CAREX DENSA	DENSE SEDGE
A	CAREX PANSA	SANDDUNE SEDGE
A	CAREX TESTACEA	NEW ZEALAND ORANGE SEDGE
A	CAREX TUMILICOLA	FOOTHILL SEDGE
A	DESCHAMIA GAESPITOBA	TUFTED HAIR GRASS
A	ELEOCHARIS PALUSTRIS	CREEPING SPIKE RUSH
A	JUNCUS BALTICUS	BALTIC RUSH
A	JUNCUS EFFUSUS "CARMENS"	COMMON RUSH
A	JUNCUS EFFUSUS "GOLD STRIKE"	COMMON RUSH
A	JUNCUS EFFUSUS "CARMANS GRAY"	COMMON RUSH
A	JUNCUS PATENS	SPREADING RUSH
B	ARCTOSTAPHYLOS UVA-URSI	KIKNIKNICK
B	BLECHNUM SPICANT	DEER FERN
B	CORNUS BERICEA VAR. KELSEY II	DWARF REDTWIG DOGWOOD
B	LIRIOPE MUSCARI "BIG BLUE"	BIG BLUE LILY TURF
B	GAUTHERIA SHALLON	SALAL
B	MAHONIA NERVOSA	LOW OREGON GRAPE
B	MAHONIA REPENS	CREEPING OREGON GRAPE

RAIN GARDEN SURFACE AREA - TOTAL IMPERVIOUS AREA x 0.08

NOTE:

PLANT 1 GALLON POTS 18" O.C. IN EACH ZONE. A MINIMUM OF 3 SPECIES SHALL BE USED IN EACH ZONE.

INFILTRATION RAIN GARDEN TYPE 1



DATE: 2010
DRAWING NO. WL-617A
FILE NO.

MAINTENANCE AGREEMENT SHALL BE REQUIRED AND BE RECORDED WITH THE CITY

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THE NATIVE SOIL IN THE TOP 18 INCHES OF ALL STORM WATER PLANTERS SHALL BE AMENDED WITH A MIX OF ONE PART IMPORTED ORGANIC COMPOST AND ONE PART GRAVELLY SAND, SUCH THAT THERE ARE EQUAL PARTS COMPOST, SAND AND NATIVE SOIL. THIS WILL REQUIRE THE STORMWATER PLANTER AREA TO BE OVER EXCAVATED BY APPROXIMATELY 12 INCHES PRIOR TO ADDING SAND AND COMPOST. THE SPECIFICATIONS INCLUDED HEREIN SHALL BE USED FOR THIS PURPOSE AND INCLUDED ON THE PERMIT PLANS. THE MIX SHALL BE THOROUGHLY TILLED TOGETHER ON-SITE, AND SHALL BE CAPABLE OF INFILTRATING WATER WITHOUT PROLONGED PONDING ON THE SURFACE. IF SUCH PONDING OCCURS, ORGANIC COMPOST AND SAND MUST BE ADDED AND RE-TILLED UNTIL INFILTRATION PERFORMANCE IS ENHANCED. A 2-INCH LAYER OF SHREDDED BARK MULCH (NOT BARK DUST OR BARK CHIPS) SHALL BE USED OVER THE AMENDED SOIL AND BETWEEN THE PLANTINGS TO COMPLETELY COVER THE SOIL AND PREVENT EROSION OR WEED INTRUSION.

ORGANIC COMPOST
ORGANIC COMPOST SHALL HAVE THE FOLLOWING PROPERTIES:
100% SHALL PASS A 1/4 INCH SCREEN.
pH BETWEEN 5.5 AND 7.0.
CARBON NITROGEN RATIO BETWEEN 20:1 AND 35:1 (35:1 CN RATIO RECOMMENDED FOR NATIVE PLANTS.)
ORGANIC MATTER CONTENT BETWEEN 40 AND 50 PERCENT.

ORGANIC COMPOST MAY CONSIST OF THE FOLLOWING:

MUSHROOM COMPOST - THE USED BEDDING MATERIAL FROM COMMERCIAL MUSHROOM PRODUCTION.

COMPOSTED YARD DEBRIS - COMMERCIALLY MANUFACTURED MATERIAL, MADE FROM DEAD PLANT MATERIAL SUCH AS GRASS CLIPPINGS, WEEDS, GREEN AND DEAD DRY LEAVES, GARDEN AND VEGETABLE MATERIAL, AND GROUND BRANCHES OF TREES AND SHRUBS. FURNISH A PRODUCT THAT IS COMPOSTED UNDER CONTROLLED AEROBIC DECOMPOSITION, WITH THE INTERNAL TEMPERATURE REACHING 57°C (135°F) FOR 15 DAYS, WITHOUT EXCEEDING 88°C (155°F). ENSURE THAT IT CONTAINS A MAXIMUM OF 10% BACTERIA AND 10% FUNGUS.

PEAT MOSS - HORTICULTURAL GRADE, NATURAL PEAT MOSS IN AIR-DRY CONDITION, FREE FROM WOODY SUBSTANCES, IN BALES OR BAGS LABELED FOR CONTENT AND VOLUME. ONLY PEAT MOSS USED IN COMBINATION WITH ONE OF THE ABOVE COMPOSTS IS ACCEPTABLE.

GRAVELLY SAND
GRAVELLY SAND SHALL BE FREE OF ORGANIC MATERIAL, CONTAMINANTS, AND HAZARDOUS MATERIALS, AND SHALL CONFORM TO THE FOLLOWING GRADATION:

U.S. SIEVE SIZE	PERCENT PASSING
2-INCH	100
3/4-INCH	70-100
1/2-INCH	50-80
NO. 40	15-40
NO. 200	0-3

MIXING
MIX COMPOST, SAND AND NATIVE SOIL TO A HOMOGENEOUS CONSISTENCY. DO NOT MIX COMPOST, SAND, AND NATIVE SOIL IN THE RAIN OR WET CONDITIONS.

STORAGE
STORE STOCK PILES OF ORGANIC SOIL MIX IN A MANNER THAT PREVENTS IT FROM BECOMING WET FROM RAIN, STORM WATER RUNOFF, OR OTHER SOURCES OF WATER, OR CONTAMINATED BY FINE SOIL OR OTHER UNDESIRABLE MATERIALS. ALL STOCKPILES OF MIXED SOIL MATERIAL SHALL BE PROTECTED AND COVERED.

PLACEMENT
PLACE AMENDED SOIL MIX IN RAIN GARDENS AND STORMWATER PLANTERS IN LIFTS NOT EXCEEDING 6 INCHES IN LOOSE THICKNESS. AFTER ALL LIFTS HAVE BEEN PLACED, GRADE SOIL TO FINISH GRADES AS SPECIFIED ON THE PLANS. DO NOT OVER COMPACT SOIL MIX WITH MECHANICAL EQUIPMENT AFTER PLACEMENT.

MULCH
SHREDDED BARK MULCH (NOT BARK DUST OR BARK CHIPS) SHALL BE USED IN A 2-INCH LAYER MINIMUM OVER THE AMENDED SOIL MIX AND BETWEEN THE PLANTINGS TO COMPLETELY COVER THE SOIL AND PREVENT EROSION OR WEED INTRUSION.

INFILTRATION TESTING
WET THE SURFACE OF THE RAIN GARDEN OR STORMWATER PLANTER WITH A SPRINKLER OR HOSE UNTIL SATURATED. SMALL RAIN GARDENS AND PLANTERS (<100 SQUARE IN SURFACE) AREA CAN BE TESTED FULL-SCALE, WHILE LARGE RAIN GARDENS AND PLANTERS CAN UTILIZE ISOLATED FALLING HEAD TEST (MINIMUM 2 PER 100 SQUARE FEET OF AREA). FILL THE TESTING AREA TO A DEPTH OF 4-INCHES AND TRACK THE TIME IT TAKES TO COMPLETELY DRAW DOWN. REPEAT TEST 3 TIMES. IF THE WATER IN ANY OF THE TEST FAILS TO DRAW DOWN IN LESS THAN AN HOUR, ADD COMPOST AND GRAVELLY SAND TO THE MIX AND RE-TILL. REPEAT THIS PROCEDURE UNTIL FAVORABLE TEST RESULTS ARE ACHIEVED.

FILTER FABRIC
LINQ 125EX; TNS ED40; TNS R035; TNS R040; AMOCO 4535; MARAFI 140NL

SOIL AMENDMENT AND MULCH SPECIFICATION

	DATE: 2010
	DRAWING NO. WL-67B
	FILE NO.

MAINTENANCE AGREEMENT SHALL BE REQUIRED AND BE RECORDED WITH THE CITY

No.	Date	By	Chk.	Revisions

Designed By: **HL**
 Drawn By: **SFC**
 Checked By: **HL**
 Approved By:



CONVERGENT PACIFIC
 8975 SW CENTER STREET
 TIGARD, OREGON 97223
 T: 503-747-3569; F: 503-747-3579

Scale:
 Filename:
 Contract No.:
 Date: 2/8/2012

TWO LOT PARTITION
 1785 Ostman Road
 West Linn, Oregon
 STANDARD DETAILS

Drawing No.:
 Rev. J
 Sheet No.: **S16**