

BEFORE THE LAND USE HEARINGS OFFICER
OF THE CITY OF WEST LINN, OREGON
FINAL ORDER DR-97-36/ZC-97-04/MISC-97-60 1
(SUMMERLIN APARTMENTS)

REGARDING APPLICATIONS BY SHOW TIMBER COMPANY FOR
DESIGN REVIEW AND PLANNED DEVELOPMENT APPROVAL.
TREE REMOVAL AND NATURAL AREA DEVELOPMENT FOR A
438-UNIT APARTMENT IN THE R-2.1 ZONE NORTHEAST OF
DEBOK ROAD AT 13TH AND GREENE STREETS IN WEST LINN, OREGON

IV. CONCLUSION AND ORDER

BASED ON THE ABOVE FINDINGS, THE HEARINGS OFFICER CONCLUDES THESE
APPLICATIONS SHOULD BE APPROVED SUBJECT TO THE CONDITIONS RECOMMENDED
BY CITY STAFF AS AMENDED TO BE CONSISTENT WITH THE ABOVE DISCUSSION.

CASEFILE DR-97-36/ZC-97-04/MISC-97-60 IS HEREBY APPROVED,
SUBJECT TO THE CONDITIONS OF APPROVAL IN THE IN THE CITY OF WEST LINN
STAFF REPORT AND RECOMMENDATIONS TO THE HEARINGS OFFICER DATED
JANUARY 28, 1998 WITH THE FOLLOWING MODIFICATIONS:

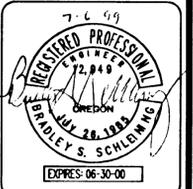
1. CONDITION OF APPROVAL 1 IS HEREBY DELETED.
2. A. CONSTRUCT A MINIMUM FOUR-FOOT WIDE, HARD SURFACED PEDESTRIAN
PATH BETWEEN THE DEBAUCH ROAD ENTRANCE AND THE NORTH
END OF THE NORTH-SOUTH SECTION OF THE MAIN ACCESS
DRIVEWAY. THE PATH SHALL BE SUBSTANTIALLY PARALLEL TO THE
EAST-WEST SECTION OF THE MAIN ACCESS DRIVEWAY. IF THE
PATH ABUTS THE DRIVEWAY AND IS NOT GRADE-SEPARATED
(E.G., BY A FULL CURB), THE IT SHALL BE CONSTRUCTED WITH A
CONTRASTING PAVING MATERIAL AND DESIGNED AND BUILT TO
ACCOMMODATE WEIGHT LOADS OF EMERGENCY VEHICLES AND
DELIVERY TRUCKS.
B. EXTEND AT LEAST ONE OF THE NORTH-SOUTH WALKWAYS TO THE
NORTH BOUNDARY OF THE SITE TO PROVIDE ACCESS TO THE
PUBLIC PARK.
C. THE APPLICANT SHALL GRANT TO THE CITY AN EASEMENT FOR
PEDESTRIAN AND BICYCLE ACCESS PURPOSES (1) FROM THE
GREENE STREET FRONTAGE OF THE SITE TO THE ACCESS POINT TO
THE PARK NORTH OF THE SITE OVER AT LEAST THE WESTERLY OFF-
ROAD PATHWAY PARALLEL TO THE MAIN NORTH-SOUTH DRIVEWAY,
AND (2) FROM THE DEBAUCH ROAD FRONTAGE TO THE NORTH
END OF THE NORTH-SOUTH SECTION OF THE MAIN ACCESS
DRIVEWAY OVER THE EAST-WEST PATHWAY REQUIRED IN
CONDITION 2.A. THE EASEMENTS SHALL ALLOW PUBLIC ACCESS
ON A DAILY BASIS BETWEEN 6 A.M. AND 9 P.M. THE
APPLICANT SHALL INSTALL SIGNS OR OTHER READILY APPARENT
MARKERS IDENTIFYING THE PUBLIC PATHWAYS AS SUCH, AND
MAY REQUIRE THAT PUBLIC USERS KEEP TO THE PATHWAYS.
3. DEDICATE AND/OR DEED SUFFICIENT LAND TO THE CITY AT THE
NORTHEAST CORNER OF THE QUARRY AREA TO ACCOMMODATE A LINK
BETWEEN THE EXISTING TRAIL FROM TANNER CREST SUBDIVISION TO
THE EXISTING TRAIL FROM REMINGTON DRIVE. THE APPLICANT SHALL
CONSTRUCT AN ASPHALT PATH APPROVED BY THE CITY ENGINEER TO
LINK THESE TWO TRAILS SEGMENTS.
4. PREPARE AND SUBMIT AN ANALYSIS TO THE PLANNING DIRECTOR OF THE
POTENTIAL ADVERSE ENVIRONMENTAL IMPACTS OF THE PROPOSED
BRIDGE OVER THE DRAINAGEWAY. THE ANALYSIS SHALL IDENTIFY
MEASURES WARRANTED TO PREVENT, REDUCE OR MITIGATE SUCH
POTENTIAL ADVERSE EFFECTS. THE APPLICANT SHALL CONSTRUCT A SMALL
BRIDGE ACROSS THE DRAINAGEWAY TO PROVIDE A PEDESTRIAN CROSSING
FOR THE PUBLIC ACCESS TRAIL CONNECTION TO THE ADJACENT CITY PARK
AS REQUIRED BY CONDITION 2. THE APPLICANT SHALL INCORPORATE
INTO THE BRIDGE AND ITS CONSTRUCTION PROCESS THE MEASURES
IDENTIFIED IN THE ANALYSIS TO AVOID, REDUCE OR MITIGATE THE
ADVERSE ENVIRONMENTAL IMPACTS OF THE BRIDGE, EXCEPT AS
OTHERWISE APPROVED BY THE PLANNING DIRECTOR. THE APPLICANT
SHALL PREPARE ALL REQUIRED STUDIES AND MITIGATION PLANS PURSUANT
TO CDC CHAPTERS 30 AND 32 FOR APPROVAL BY THE PLANNING
DIRECTOR AND SHALL IMPLEMENT THOSE STUDIES AND PLANS AS
DIRECTED.
5. THE APPLICANT SHALL PETITION FOR VACATION OF THE PORTION OF THE
GREENE STREET RIGHT OF WAY ABUTTING THE SITE. THE CITY SHALL
NOT AUTHORIZE OCCUPANCY OF ANY DWELLING UNITS ON THE SITE UNTIL
THE VACATION IS APPROVED OR UNTIL THE PLANNING DIRECTOR FINDS
THE ISSUE OF GREENE STREET IS OTHERWISE RESOLVED. THE
APPLICANT SHALL CONSTRUCT A FOUR-FOOT WIDE GRAVEL PATH WITHIN
AN EASEMENT RETAINED BY THE CITY AS A CONDITION OF THE VACATION
OF THE RIGHT OF WAY. IF THE RIGHT OF WAY IS NOT VACATED, THE
APPLICANT SHALL INSTALL HALF-STREET IMPROVEMENTS CONSISTENT WITH
THE CDC OR APPLY FOR AND RECEIVE APPROVAL OF VARIANCE FROM
THE CITY.
6. THE APPLICANT SHALL SUBMIT FRONT ELEVATION DRAWINGS OF THE FIVE
BUILDING TYPES SHOWING A MINIMUM THREE-FOOT PROJECTION
ACROSS AT LEAST TWO-THIRDS OF THE GARAGE DOOR ELEVATION OF ALL
STREET-FACING GARAGES. SUCH PROJECTIONS MAY INCLUDE A
PROJECTING SECOND STORY, PROJECTING BALCONIES, TRELLISES,
AWNINGS OR SIMILAR FEATURES, ATTACHED TO BUILDING OR FREE
STANDING. THE SUBMITTED PLANS SHALL BE APPROVED BY THE
PLANNING DIRECTOR BEFORE THE CITY APPROVES BUILDING PERMITS
FOR THE STRUCTURES IN QUESTION. EXCEPT FOR THESE MODIFICATIONS,
ALL BUILDING TYPES SHALL BE CONSTRUCTED AS SHOWN IN THE
APPLICANT'S SUBMITTAL, INCLUDING THE AMENDMENT PROPOSED AT
THE JANUARY 28 HEARING (EXHIBIT HO-13). COLOR AND MATERIAL
BOARDS SHALL BE OF EQUAL OR SUPERIOR BUILDING MATERIALS AND
SHALL BE APPROVED BY THE PLANNING DIRECTOR.
7. THE TRANSITION AREA FOR NATURAL DRAINAGEWAY AND THE AREA NORTH
OF THE DRAINAGEWAY SHALL BE DEEDED OR DEDICATED TO THE CITY OF
WEST LINN.
8. CONDITION OF APPROVAL 8 IS HEREBY DELETED.

9. ALL SIGNIFICANT TREES, EXCEPT THOSE IDENTIFIED FOR REMOVAL BY THE
CITY ARBORIST, SHALL BE PROTECTED BY A SNOW FENCE 10 FEET
BEYOND THE DRIPLINE PRIOR TO SITE CLEARING AND GRUBBING.
10. THE NATURAL DRAINAGEWAY SHALL BE PROTECTED FROM
ENCROACHMENT BY A SNOW FENCE IN ADDITION TO ALL NECESSARY
EROSION CONTROL MEASURES.
11. THE APPLICANT SHALL PROVIDE A PLAN FOR FULL "INCH BY INCH"
MITIGATION FOR LOSS OF ANY SIGNIFICANT TREE(S) THE CITY ARBORIST
AUTHORIZES THE APPLICATION TO REMOVE. THIS PLAN SHALL BE
REVIEWED BY THE CITY ARBORIST.
12. REMOVED
13. DESIGNATED VISITOR PARKING SHALL BE EVENLY DISTRIBUTED
THROUGHOUT THE PROJECT SITE, PURSUANT TO A PLAN APPROVED BY THE
PLANNING DIRECTOR. APPROVED GUEST PARKING SPACES MUST BE DESIGNATED
AS SUCH ON THE SITE CONSISTENT WITH CDC 46.150.A.16.
14. MINOR ADJUSTMENTS TO THE ORIENTATION OF BUILDINGS OR THEIR
DESIGN SHALL BE PERMITTED ONLY AFTER APPROVAL BY THE PLANNING
DIRECTOR. ADDING UNITS IS NOT PERMITTED. ELIMINATING UNITS IS
PERMITTED, BUT THE TOTAL NUMBER OF UNITS MAY NOT GO UNDER 421
UNITS (80% RULE). MINOR SHIFTS IN FOOTPRINT MAY BE PERMITTED IF
IT IS DEMONSTRATED TO THE PLANNING DIRECTOR THAT EITHER
TOPOGRAPHY OR VEGETATION IS BETTER PROTECTED, GRADING IS
REDUCED, OR SUPERIOR DESIGN IS ACHIEVED.
15. THE PROJECT SHALL BE CONSTRUCTED CONSISTENT WITH THE SUBMITTED
COMPOSITE SITE PLAN (SHEET 9 OF 30) OF THE APPLICATION WITH THE
AMENDMENT SHOWN IN EXHIBIT HO-13, UNLESS SPECIFICALLY
EXEMPTED UNDER CONDITIONS OF APPROVAL.
16. THE APPLICANT SHALL CONFORM TO ALL FEDERAL, STATE AND LOCAL
POLICIES AND CODES UNLESS GRANTED A WRITTEN WAIVER.
MODIFICATION AND/OR VARIANCE BY THE APPROPRIATE DECIDING
BODY.
17. STREETS- THE APPLICANT SHALL: 1) DEED OR DEDICATE, ALONG THE
DEVELOPMENT'S DEBOK ROAD FRONTAGE, HALF THE COLLECTOR STREET
60-FOOT RIGHT-OF-WAY; 2) CONSTRUCT HALF STREET IMPROVEMENTS
ALONG DEBOK AND BLANKENSHIP ROADS CONSISTENT WITH THE 10TH
STREET CORRIDOR STUDY BUILD-OUT PAVEMENT WIDTH REQUIREMENTS
AND CHAPTER 92 OF THE WEST LINN COMMUNITY DEVELOPMENT
CODE. (THE PLANTER STRIP AND SIDEWALK WIDTHS MAY BE ADJUSTED
IN ORDER TO PROTECT TREES, SAVE AN EXISTING STORM WATER
DRAINAGEWAY AND/OR AVOID NON-APPLICANT CONTROLLED STREET
RIGHT-OF-WAY CONSTRAINTS); 3) IMPROVE 13TH STREET FROM THE
DEVELOPMENT SITE TO BLANKENSHIP ROAD ACCORDING TO THE CITY
ENGINEER'S REQUIREMENTS; 4) SUBMIT AND PROCESS A VACATION
REQUEST FOR THE GREENE STREET RIGHT-OF-WAY; 5) DELINEATE AND
INSTALL A GRAVEL PEDESTRIAN TRAIL WITHIN THE CENTER 20 FEET OF THE
EXISTING GREENE STREET RIGHT-OF-WAY (THE APPLICANT SHALL SUBMIT
A PRIVATE-PUBLIC DELINEATION PLAN FOR THIS PATHWAY PER CDC
55-100.6 TO THE CITY ENGINEER AND PLANNING DIRECTOR FOR
APPROVAL); 6) CONSTRUCT THE 10TH STREET CORRIDOR STREET
IMPROVEMENTS REQUIRED BY THE CITY TRAFFIC STUDY CURRENTLY
BEING DEVELOPED BY THE TRAFFIC ENGINEERING CONSULTANT,
KITTELSON & ASSOCIATES (MINIMUM IMPROVEMENTS FOR THE
SUMMERLIN APARTMENTS DEVELOPMENT SHALL BE THE
CONSTRUCTION OF THE TWO TRAFFIC SIGNAL LIGHTS AND ASSOCIATED
IMPROVEMENTS AT THE WEST BOUND I-205 FREEWAY OFF-RAMP AND
10TH STREET, AND THE 10TH STREET/SALAMO ROAD/ BLANKENSHIP
ROAD INTERSECTIONS AND SIDEWALK BETWEEN RIVER FALLS
SHOPPING CENTER SIDEWALK AND 8TH AVENUE; 7) GRANT TOWING
AND TICKETING ENFORCEMENT RIGHTS ON THE FIRE, LIFE AND SAFETY
ACCESS CORRIDORS WITHIN THE DEVELOPMENT; 8) CONSTRUCT THE
PRIVATE PARKING/DRIVEWAY ISLES AND FIRE TURNAROUNDS TO NOT
EXCEED 15% AND 8% GRADES RESPECTIVELY; AND 9) DESIGN AND
CONSTRUCT A SIGNAGE PLAN (FOR THE PLANNING DIRECTOR'S AND THE
CITY ENGINEER'S APPROVAL) TO ADEQUATELY DELINEATE THE CHANGES
FROM PUBLIC ACCESS TO PRIVATE ACCESS FOR DRIVEWAY ISLES AND
PEDESTRIAN PATHS FOR THE DEVELOPMENT.
18. STORM. THE APPLICANT SHALL: 1) DESIGN THE DEBOK ROAD
IMPROVEMENTS AND PRIVATE BUILDING SITE GRADING TO RETAIN AS
MUCH AS POSSIBLE OF THE MAN-MADE DRAINAGE WAY DITCH ALONG
DEBOK ROAD (THIS MAY REQUIRE COMBINING THE DEVELOPMENT'S
PRIVATE WATER QUALITY SWALE AND THE EXISTING SWALE); 2) RECORD
WITH THE COUNTY AN AGREEMENT WITH THE CITY THAT REQUIRES THE
PROPERTY OWNER TO OPERATE AND MAINTAIN THE PRIVATE STORM
DETENTION AND WATER QUALITY FACILITIES AND PROVIDE THIRD PARTY
CERTIFICATION TO THE CITY THAT IT IS WORKING PROPERLY ON AN
ANNUAL BASIS; 3) DESIGN AND CONSTRUCT THE PRIVATE ON-SITE STORM
DRAINAGE FACILITIES TO MINIMIZE INTER-BASIN TRANSFERS OF STORM
WATER; 4) DETAIN THE DOWNSTREAM STORM DRAINAGE RUN-OFF WITH
PRIVATE STORM WATER DETENTION FACILITIES SO THAT THE 1-, 5- AND
10-YEAR POST DEVELOPMENT RELEASE RATES ARE EQUAL TO THE 1-, 5-
AND 10-YEAR PRE-DEVELOPMENT RELEASE RATES; 5) EXTEND THE 18-
INCH STORM DRAINAGE MAIN STUB-OUT LOCATED AT BLANKENSHIP
ROAD AND 13TH STREET TO THE PROPOSED PRIVATE STORM SYSTEM
OUTFALL AT THE TOP OF 13TH STREET; 6) CONSTRUCT THE STORM
DRAINAGE MASTER PLAN PROJECT 32-01A (10TH STREET CULVERT
CROSSING) OR, PROVIDE ADDITIONAL ON-SITE DETENTION OR OTHER
MITIGATION SUFFICIENT TO DEMONSTRATE THAT ADDITIONAL STORMWATER
RUNOFF GENERATED BY DEVELOPMENT ON THIS SITE WILL NOT EXCEED
THE CAPACITY OF THE 10TH STREET CULVERT CROSSING DURING A 100-
YEAR STORM EVENT.

19. WATER. THE APPLICANT SHALL: 1) FINANCE THE REVIEW OF THE
DEVELOPMENT'S FIRE AND DOMESTIC WATER SYSTEM DEMANDS WITH
THE CITY'S NEW WATER MASTER PLAN, MONTGOMERY WATSON, TO
ESTABLISH ALL NECESSARY OFF-SITE AND ON-SITE WATER
IMPROVEMENTS REQUIRED FOR THE DEVELOPMENT. THE MINIMUM
OFF-SITE MASTER PLAN WATER TRANSMISSION MAIN CONSTRUCTION
IMPROVEMENTS REQUIRED SHALL INCLUDE: A) PHASE II OF THE
WILLAMETTE FALLS DRIVE WATER TRANSMISSION MAIN, AND B) THE
WATERLINE ON BLANKENSHIP ROAD BETWEEN 13TH STREET AND
DEBOK; 2) PERFORM ACTUAL FIRE FLOW TESTS ON THE VARIOUS NEW
PRIVATE FIRE HYDRANTS, DURING AN INDUCED HIGH WATER DEMAND
DAY, THAT PROVIDE PROOF THAT THE FIRE FLOW IS ADEQUATE TO MEET
EACH OF THE BUILDINGS WITHIN ITS SERVICE AREA; 3) OBTAIN WRITTEN
APPROVAL FROM THE CITY ENGINEER AND THE CITY FIRE MARSHALL
THAT THE NECESSARY HYDRANT FIRE FLOW IS AVAILABLE PRIOR TO ANY
BUILDING-RELATED CONSTRUCTION WITH COMBUSTIBLE MATERIALS; 4)
RECORD WITH THE COUNTY AN AGREEMENT WITH THE CITY THAT
REQUIRES THE PROPERTY OWNER TO PROVIDE ANNUAL CERTIFICATION TO
THE CITY'S FIRE DEPARTMENT THAT THE PRIVATE FIRE SYSTEM IS
OPERATING PROPERLY; AND 5) DESIGN AND CONSTRUCT THE PRIVATE
DOMESTIC WATER SYSTEMS TO SERVICE THE BUILDINGS LOCATED IN
VARIOUS MASTER PLAN PRESSURE ZONES FROM THE SAME ZONE.
WATER FOR FIRE FLOW REQUIREMENTS MAY BE ALLOWED TO CROSS
PRESSURE ZONES. THE FIRE FLOW REQUIREMENTS OF THE BUILDINGS AT
THE TOP OF THE WILLAMETTE ZONE MAY REQUIRE THAT THESE
BUILDINGS USE FIREWALLS AND/OR SPRINKLERS TO MAKE UP ANY
PRIVATE HYDRANT FIRE FLOW DEFICIENCIES. IF APPROVED BY THE FIRE MARSHALL.
20. SANITARY SEWER. THE APPLICANT SHALL: A.) DESIGN AND CONSTRUCT
THE SEWER SYSTEM TO AVOID ANY INTER-BASIN TRANSFERS; OR B.) 1)
FINANCE A REVIEW (LESS THAN \$500) BY THE CITY'S SANITARY SEWER
MASTER PLAN CONSULTANT, MURRAY SMITH, OF THE IMPACT OF
PROPOSED INTER-BASIN TRANSFERS OF THE SEWAGE SYSTEM ON THE
NEED FOR ANY OFF-SITE SANITARY SEWER MAIN SYSTEM
IMPROVEMENTS; AND 2) CONSTRUCT ANY OFF-SITE IMPROVEMENTS
THAT ARE DETERMINED NECESSARY FROM THE REVIEW TO ALLOW THE
PROPOSED INTERBASIN TRANSFER.
21. THE APPLICANT SHALL CONSTRUCT ALL OF THE DEVELOPMENT'S 1)
PUBLIC STREET AND
NECESSARY PRIVATE PARKING/DRIVEWAY ISLE IMPROVEMENTS; 2)
PUBLIC AND NECESSARY PRIVATE STORM DRAINAGE WATER QUALITY,
DETENTION AND OUTFALL FACILITIES; 3) PUBLIC AND PRIVATE
(DOMESTIC AND FIRE FLOW) WATER TRANSMISSION IMPROVEMENTS;
AND 4) PUBLIC AND NECESSARY PRIVATE SANITARY SEWER MAIN
TRANSMISSION IMPROVEMENTS PRIOR TO THE BEING GRANTED ANY
BUILDING FINAL INSPECTION AND/OR OCCUPANCY OF ANY PHASE OF THE
DEVELOPMENT.
22. THE APPLICANT SHALL INSTALL A SIX-FOOT TALL SOLID WOOD FENCE OR
OTHER DESIGN THAT PROPERLY SCREENS GLARE ALONG THE MAIN
DRIVEWAY AISLE #1 WHEN IT IS ADJACENT TO THE NORTH PROPERTY
LINE.

REVISIONS	6-17-99	CHECKED: BSS
11 AS-BUILTS	1-27-99	DATE: 12-29-98
NOTES 12&19 REV. PER WALLY		PLOTTED: 06 JUL 1999
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CONDITIONS OF APPROVAL
for
GREENE STREET WATERLINE AS-BUILTS
located in the
CITY OF WEST LINN, CLACKAMAS COUNTY, OREGON

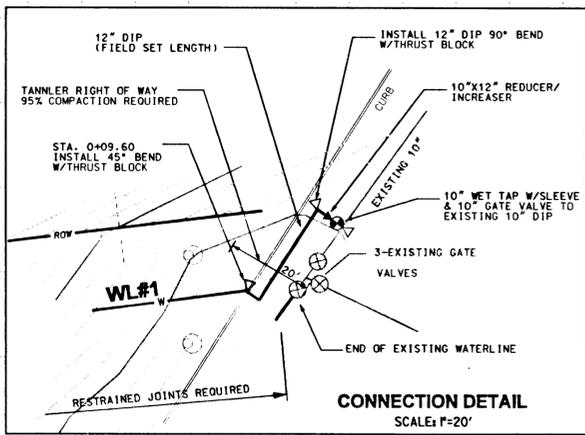
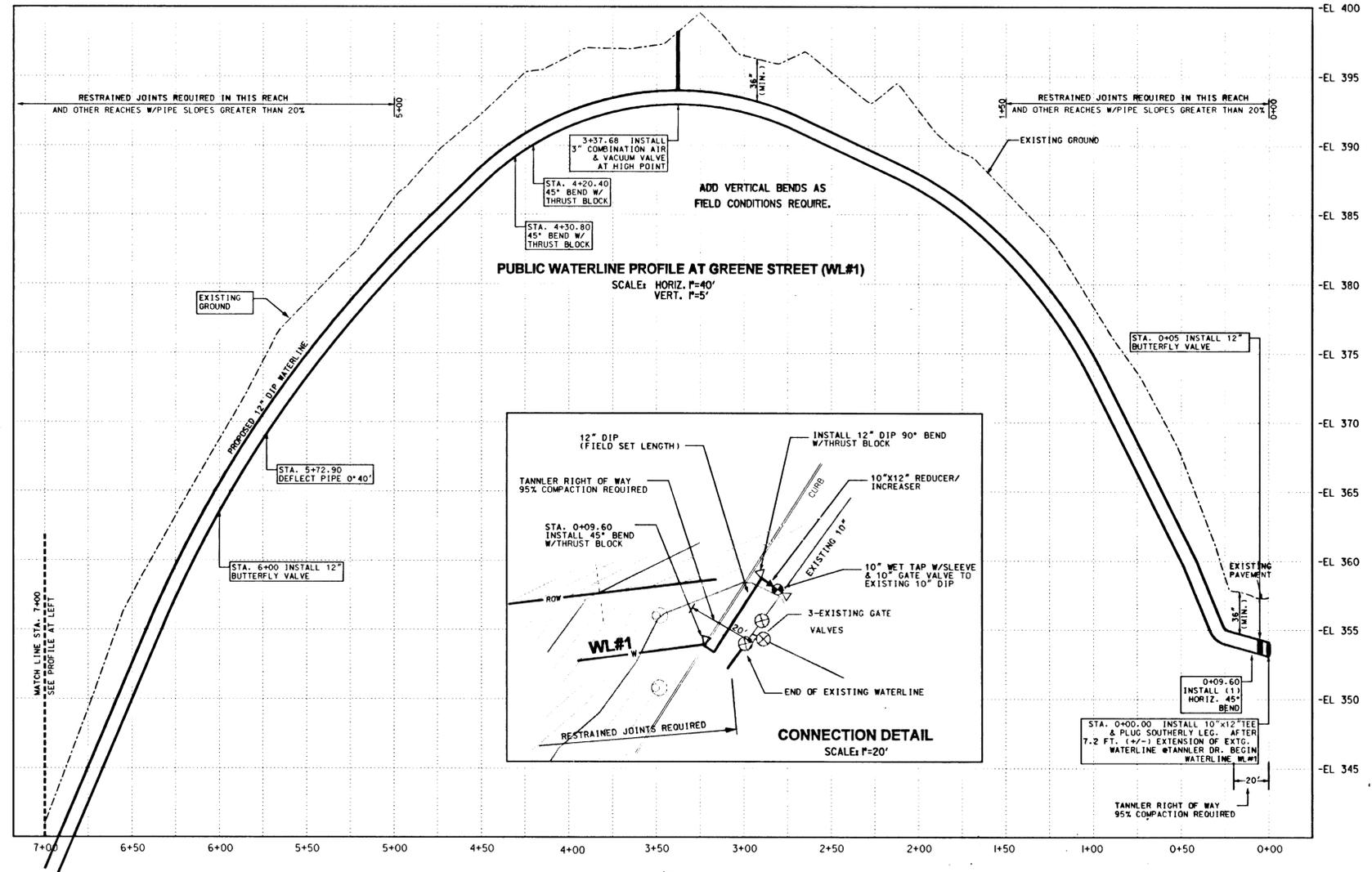
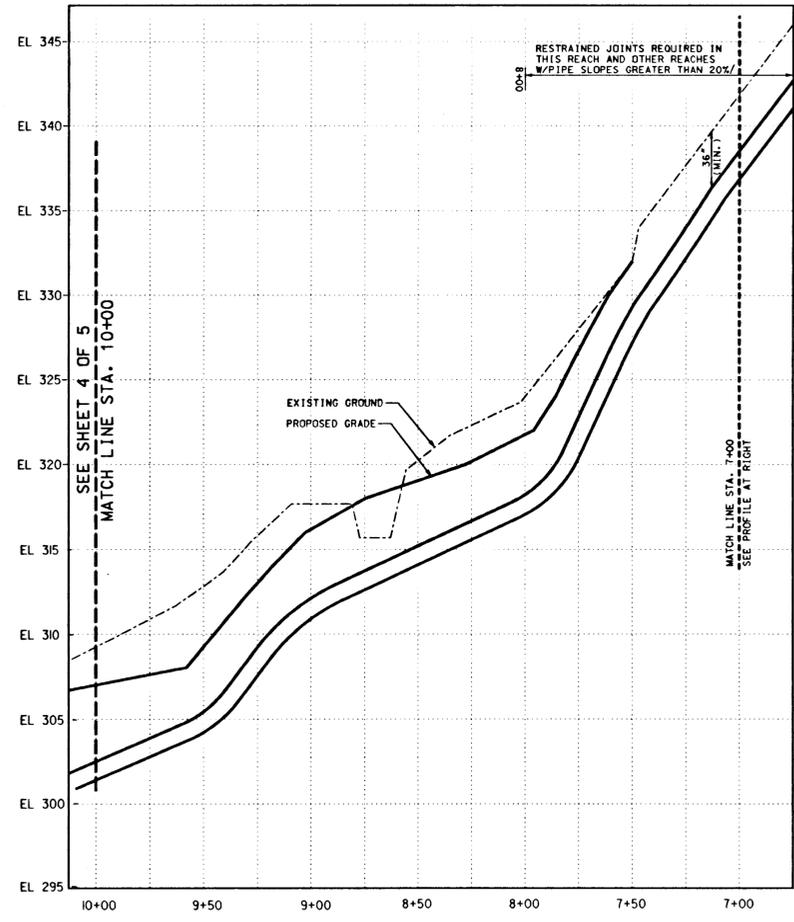
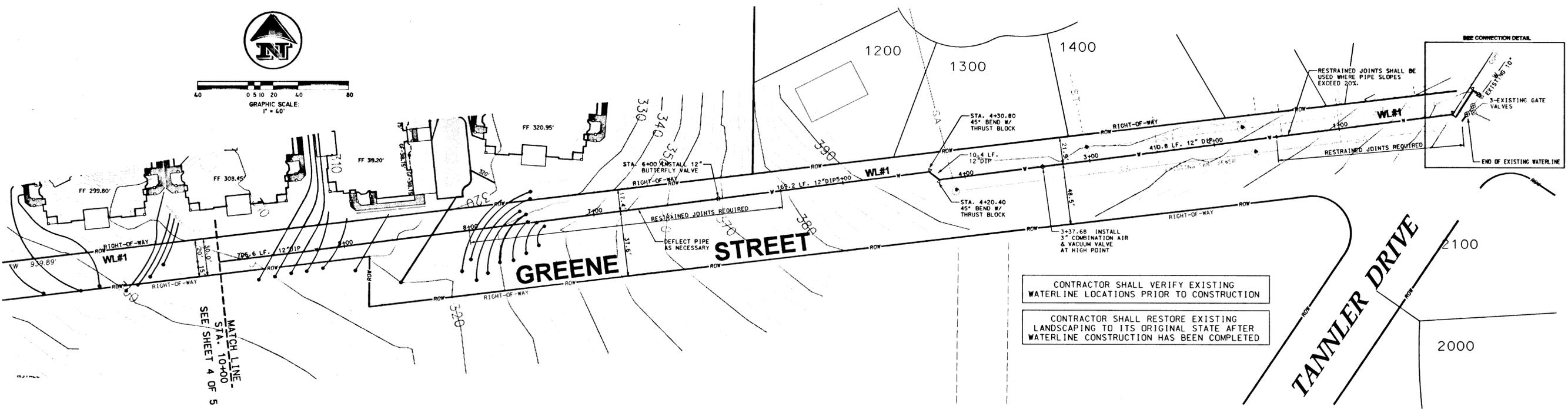


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GRAPHIC SCALE:
1" = 40'



REVISIONS

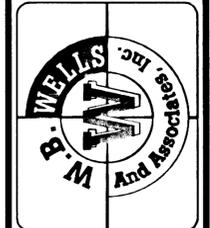
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WATERLINE PLAN & PROFILE (1)
for
GREENE STREET WATERLINE AS-BUILTS
located in the
CITY OF WEST LINN, CLACKAMAS COUNTY, OREGON



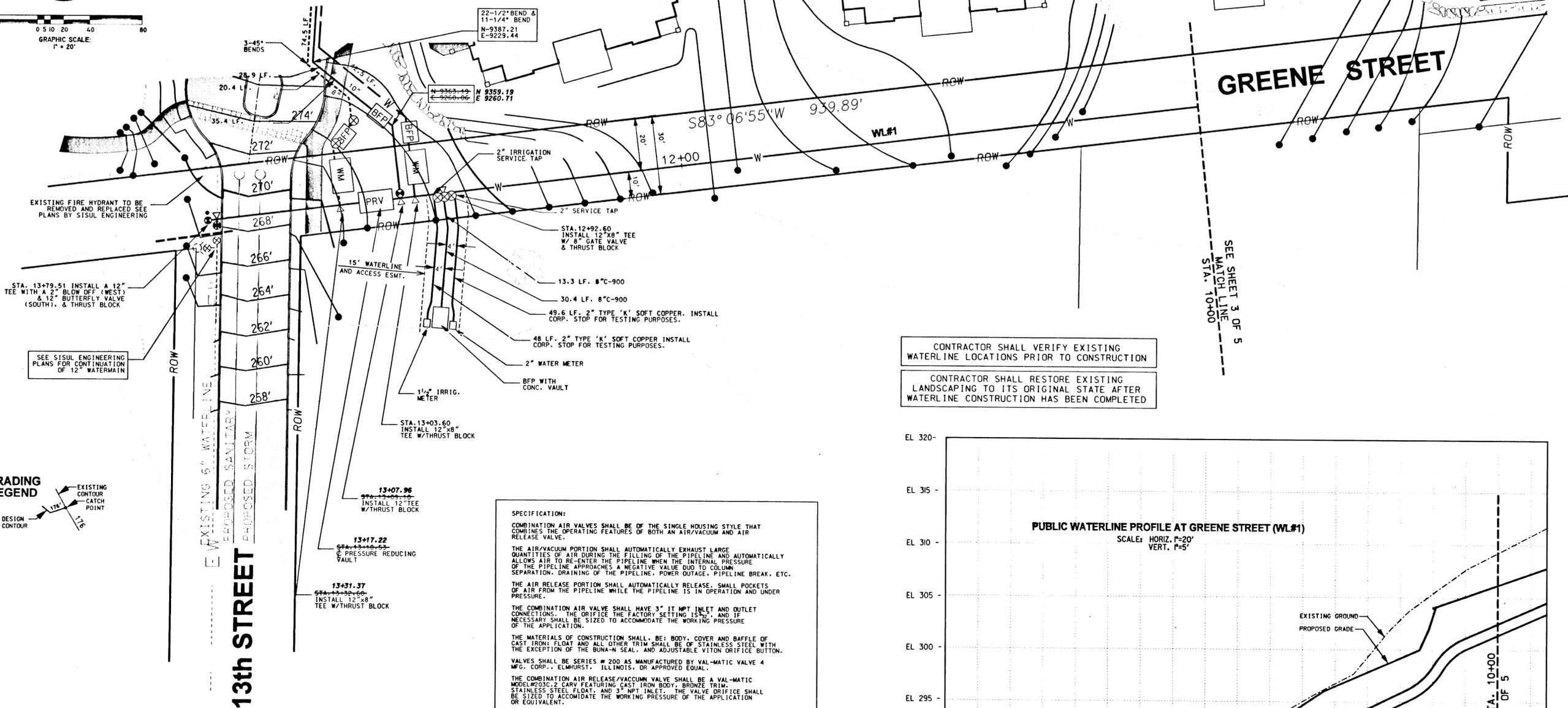
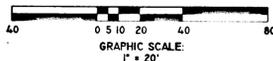
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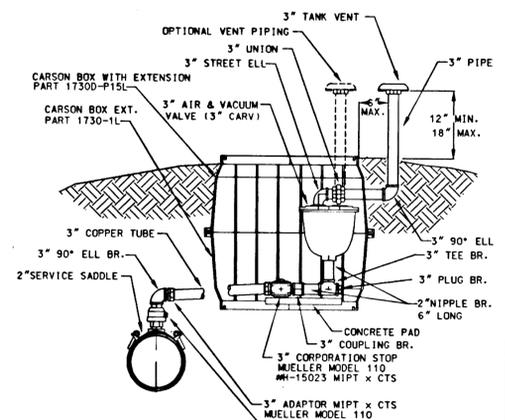


SEE SUMMERLINN ONSITE PLANS FOR DETAIL IN THIS AREA

THIS CONTRACT IS COMPOSED OF WATERLINE FEATURES WITHIN THE LIMITS OF GREENE ST (VACATED). ANY IMPROVEMENTS WITHIN THE BOUNDARIES OF THE SUMMERLINN SITE (NORTH OF GREENE ST) ARE UNDER SEPARATE CONTRACT.



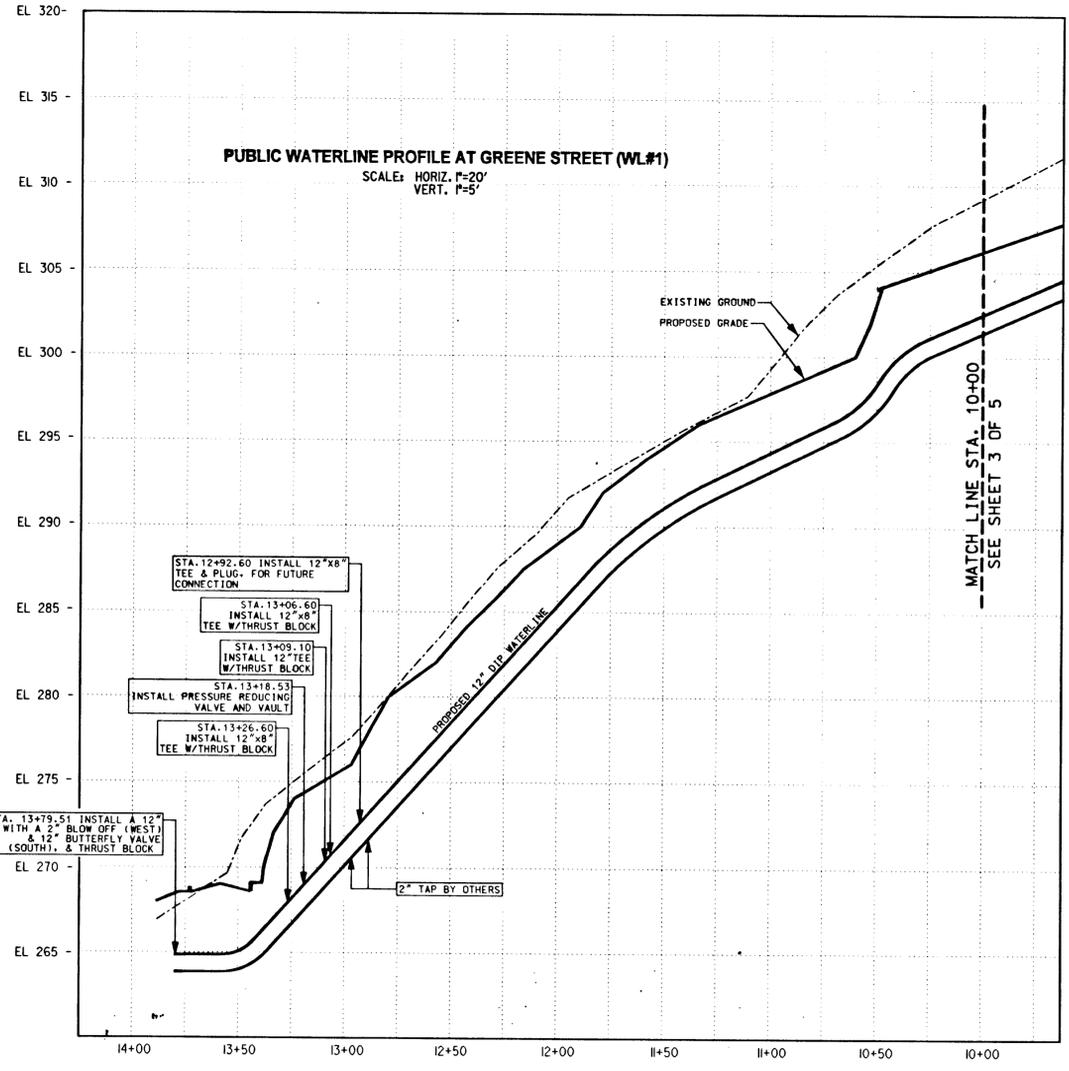
SPECIFICATION:
COMBINATION AIR VALVES SHALL BE OF THE SINGLE HOUSING STYLE THAT COMBINES THE OPERATING FEATURES OF BOTH AN AIR/VACUUM AND AIR RELEASE VALVE.
THE AIR/VACUUM PORTION SHALL AUTOMATICALLY EXHAUST LARGE QUANTITIES OF AIR DURING THE FILLING OF THE PIPELINE AND AUTOMATICALLY ALLOW AIR TO RE-ENTER THE PIPELINE WHEN THE INTERNAL PRESSURE OF THE PIPELINE APPROACHES A NEGATIVE VALUE DUE TO COLUMN SEPARATION, DRAINING OF THE PIPELINE, POWER OUTAGE, PIPELINE BREAK, ETC.
THE AIR RELEASE PORTION SHALL AUTOMATICALLY RELEASE SMALL POCKETS OF AIR FROM THE PIPELINE WHILE THE PIPELINE IS IN OPERATION AND UNDER PRESSURE.
THE COMBINATION AIR VALVE SHALL HAVE 3" IT NPT INLET AND OUTLET CONNECTIONS. THE ORIFICE THE FACTORY SETTING IS 1/2", AND IF NECESSARY SHALL BE SIZED TO ACCOMMODATE THE WORKING PRESSURE OF THE APPLICATION.
THE MATERIALS OF CONSTRUCTION SHALL BE: BODY, COVER AND BAFFLE OF CAST IRON; FLOAT AND ALL OTHER TRIM SHALL BE OF STAINLESS STEEL WITH THE EXCEPTION OF THE BUM-N SEAL, AND ADJUSTABLE VITON ORIFICE BUTTON.
VALVES SHALL BE SERIES # 200 AS MANUFACTURED BY VAL-MATIC VALVE 4 MFG. CORP., ELMHURST, ILLINOIS, OR APPROVED EQUAL.
THE COMBINATION AIR RELEASE/VACUUM VALVE SHALL BE A VAL-MATIC MODEL #203C-2 CARV FEATURING CAST IRON BODY, BRONZE TRIM, STAINLESS STEEL FLOAT, AND 3" NPT INLET. THE VALVE ORIFICE SHALL BE SIZED TO ACCOMMODATE THE WORKING PRESSURE OF THE APPLICATION OR EQUIVALENT.



NOTES:
1. VENT PIPING TO BE GALV.
2. SLOPE COPPER TUBE FROM MAIN UP TO AIR VALVE 1% MIN.
3" COMBINATION AIR & VACUUM VALVE

- METER TO BE INSTALLED BY THE CITY
- ALL VAULT WALL OPENINGS SHALL BE SEALED WITH NON-SHRINK GROUT
- TOP OF VAULT SHALL BE A MINIMUM OF 12" ABOVE PROPOSED GRADE
- INSTALL 4" DRAIN FROM VAULT TO STORM SEWER WITH A BACKWATER CHECK VALVE ACCESSIBLE FROM VAULT. COORDINATE DRAINAGE SYSTEM WITH VAULT INSTALLATION.
- VAULT SHALL BE CLEAN AND FREE OF DEBRIS PRIOR TO METER INSTALLATION
- ALL MECHANICAL JOINTS SHALL HAVE MEGALUG RESTRAINER GLANDS
- SERVICE LINE INTO VAULT SHALL HAVE A MINIMUM OF 40 FEET OF RESTRAINED JOINT PIPE BETWEEN DISTRIBUTION LINE AND VAULT.
- SERVICE LINE INTO VAULT SHALL BE COMPLETELY BACKFILLED WITH SELECT BACKFILL BETWEEN DISTRIBUTION LINE AND VAULT.
- INSTALL A MINIMUM OF 3 PIPE SUPPORTS IN VAULT, GRINNELL NO. 264 OR ELCEN NO. 50.
- PIPE TO E A MINIMUM OF 12" AND A MAXIMUM OF 48" ABOVE THE FLOOR OF VAULT.
- ONLY APPROVED RESILIENT SEAT GATE VALVES ARE ALLOWED.
- ALL VAULT DOORS TO BE UTILITY VAULT NO. 3-332P WITH 2 METER LID OPENINGS.
- VAULT SHALL BE EQUIPPED WITH AN APPROVED LADDER. OF VAULT DEPTH IS GREATER THAN 6 FT., AN APPROVED EXTENSION LADDER SHALL BE INSTALLED.
- PIPE BETWEEN THE TWO TEES SHALL BE ONE CONTINUOUS PIECE - NO JOINTS.
- ALL SERVICE PIPING WILL BE CHLORINATED AND TESTED TO CITY SPECIFICATIONS.

CONTRACTOR SHALL VERIFY EXISTING WATERLINE LOCATIONS PRIOR TO CONSTRUCTION
CONTRACTOR SHALL RESTORE EXISTING LANDSCAPING TO ITS ORIGINAL STATE AFTER WATERLINE CONSTRUCTION HAS BEEN COMPLETED



REVISIONS

11	AS-BUILTS	6-17-99	
DESIGNED:	PCC/BSS	CHECKED:	BSS
DRAWN:	RET/PCC	DATE:	12-29-98
SCALE:	1" = 20'	PLOTTED:	06 JUL 1999
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WATERLINE PLAN & PROFILE (2)
for
GREENE STREET WATERLINE AS-BUILTS
located in the
CITY OF WEST LINN, CLACKAMAS COUNTY, OREGON



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