



Molalla City Council

Meeting located at:
Molalla Adult Community Center
315 Kennel Ave.
Molalla, OR 97038

July 27, 2011

Regular Meeting Agenda

Work session: 6:30 p.m. The Council will review and discuss agenda items for the business meeting.

Business meeting: 7 p.m. The Council has adopted Public Participation Rules. Copies of these rules and public comment cards are available at the entry desk. Public comment cards must be turned into to the City Recorder prior to the start of the Council meeting.

The City will endeavor to provide a qualified bilingual interpreter, at no cost, if requested at least 48 hours prior to the meeting. To obtain services call the City Manager at 829-6855.

977th Regular Meeting

1. CALL TO ORDER

- A. Flag Salute.
- B. Roll Call.
- C. Approval of Minutes
 - 1) Minutes of July 13th, 2011

2. COMMUNICATIONS

3. AWARDS & RECOGNITIONS

- A. Introduction of Interim Police Chief Rod Lucich.
- B. Commendations: Officer Steve Long and Sgt. Chris Long
- C. Commendation: Dakota Yates.

4. PUBLIC HEARINGS

A. Hart Avenue Apartments/Retail Development

5. CONTINUING BUSINESS

A. Motion to Censure a Member of the City Council.

6. NEW BUSINESS

7. ORDINANCES

A. Ordinance No. 2011-05: An Ordinance Amending the Molalla Municipal Code Relating to Purchasing Authority.

8. RESOLUTIONS

9. PROCLAMATIONS

10. REPORTS AND ANNOUNCEMENTS

A. Stowers Road Reconstruction Project Update—Marc Howatt, Public Works Director.

11. EXECUTIVE SESSION

A. Pursuant to ORS 192.660 (h): To consult with counsel concerning the legal rights and duties of a public body with regard to current litigation on litigation likely to be filed.

12. ADJOURNMENT

Minutes of the Molalla City Council Regular Meeting
Molalla Adult Center
315 Kennel Ave. Molalla Oregon 97038
Wednesday, July 13, 2011 7:00PM

ATTENDANCE: Mayor Mike Clarke, Present; Councilor Stephen Clark, Present; Councilor George Pottle, Present; Councilor Jimmy Thompson, Present; Councilor Dennis Wolfe, Present; Councilor Jim Needham, Present; Council President Debbie Rogge, Present.

STAFF IN-ATTENDANCE: City Manager John Atkins, Jr; City Recorder Sadie Cramer; Public Works Director Marc Howatt; City Attorney Heather Martin.

MINUTES

Councilor Pottle moved to approve the minutes of as amended for June 22, 2011 Councilor Rogge seconded. Motion approved (7-0) Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye.

Councilor Rogge made a motion to exit regular meeting and enter into an Urban Renewal meeting. Councilor Thompson seconded. Motion approved (7-0) Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye. (7:09PM)

Council meeting resumed at 7:16 p.m.

COMUN ICATIONS

Oral

Glen Boreth and Karalie Vest, 623 S Molalla Ave. - Mr. Boreth stated that the Molalla Wild River Barbeque event went really well this year. Glen thanked Councilor Thompson for volunteering for a whole day and he thanked Councilor Rogge, Councilor Thompson and Mayor Clarke for helping with the Mayor's Spirit awards. He also thanked Mayor Clarke for helping with the awards presentations. The feedback was that this couldn't have happened without the City's fiscal support and the Council support. Ms. Vest stated that there were comments from the vendors that they loved coming to Molalla because of the setting in Clark Park with the oak trees and the friendliness of the community.

Carol Westergreen, 32483 S Mathias Rd - Stated her concerns on the project for a Design Feasibility Study for the Molalla Forest Road. She also asked if the City has looked at all of the options before spending any money on the project.

CONTINUING BUSINESS

Planning Services Intergovernmental Agreement Update

CM Atkins stated the Clackamas County Board of Commissioners is scheduled to approve the Intergovernmental Agreement tomorrow morning. CM stated that he plans to pick up the agreement as soon as it is approved, for the mayor's signature. The only changes made in the agreement that were

relating to indemnification issues. The city attorney has reviewed and has found revisions to be satisfactory

NEW BUSINESS

Engineering Services Contract for Kennel Ave. Reconstruction Project

In accordance with the conditions of approval for receipt of a \$190,000 Community Development Block Grant to reconstruct Kennel Avenue between Heintz Street and Toliver Road, the City of Molalla is responsible for engineering and design services, subject to county approval. The proposed contract for professional engineering services is exempt from competitive bidding requirements established in City of Molalla Resolution No. 2005-03, Public Contracting Rules, and satisfies the requirements established in Model Public Contracting Rules adopted by the Oregon Attorney General (OAR 137-048-0200) for contracts under \$50,000.

Public Works Director Marc Howatt stated that he has been in contact with Firwood Design Group for engineering and design services for the Kennel Avenue project. Firwood Design Group is unofficially one of the City's consulting engineers, monitoring wetland reports like Bear Creek. He anticipates the bid opening to be in late August.

Councilor Clark asked PWD Howatt why we needed a design engineer and are we also going to do that for the Stowers project. PWD Howatt stated that the reason that we need the engineer is because this is a federally funded program administered by Clackamas County and that engineering is required by the grant award. The City hires the engineering and the County oversees the project. He also stated that the city will do the same for the Stowers Road project.

Councilor Thompson made a motion to authorize staff to award the contract with Firwood Design group for the Kennel Avenue Reconstruction Project. Councilor Rogge seconded. Motion approved (7-0) Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye.

Authorize Mayor to Sign Letter Requesting Special Public Works Fund Grant for Design Feasibility Study of S. Molalla Forest Road as an Alternative East-West Route.

CM Atkins stated that the URA approved a \$9,000 matching fund in hopes of obtaining a \$60,000 special public works fund grant. The city received approval of its pre application submittal; if we are awarded this grant we would address some of the concerns Carol Westergreen brought up in her remarks to the Council.

Staff and Council entered into discussion regarding the feasibility study on Molalla Forest Road.

Councilor Thompson made a motion to authorize the Mayor to sign a letter confirming City's interest in applying for a special Public Works fund grant for design feasibility study of South Molalla Forest Road as an alternative East-West route. Councilor Rogge seconded. Motion approved (6-1) Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Nay.

Motion to Authorize Reduction in Water Bill Payment for Molalla Fire District

The Molalla Fire District has proposed replacing the manual reader board in Long Park with an electronic reader board. Most of the cost of installation (\$14,130) will be paid for from a grant from Molalla Communications. The Fire District's cost will be approximately \$6,000. Separately, a request has been submitted to the Molalla Urban Renewal Agency Board to authorize that expenditure from urban renewal funds. A reduction in the Fire District's monthly water bill of \$100 per month is proposed in order to offset the Fire District's sign maintenance costs. The City would benefit from the reader board by being able to post messages and announcements of public interest.

Councilor Rogge made a motion to authorize reduction in the water bill payment for Molalla Fire District. Councilor Thompson seconded. Motion approved (7-0) Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye.

Lease of Fox Park by the School District to the City of Molalla

City Manager John Atkins reported that during project proposals that involved the Molalla Arts Commissions upcoming Logging Mural installation and the Ford Family Foundations Leadership Program project of a Pavilion in Fox Park the city became aware that the city was only leasing the south end of the park from the Molalla River School District. In order for the projects to move forward a newly revised lease contract has been drafted. The contract would allow the city to lease the park and the library for \$1.00 per year in conjunction with the City picking up all ground maintenance which the city is currently maintaining. It will allow the projects to move forward.

Councilor Rogge motioned to allow the City Manager to enter into the new lease agreement for Fox Park with the Molalla River School District. Councilor Wolfe seconded. Motion approved (7-0) Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye.

NEW BUSINESS REQUESTS

Councilor Clark made a motion to add the Million Dollar SDC Moratorium to the upcoming agenda in case the Hart Avenue Apartments/Retail Development is not approved he would like to discuss repealing it. CM Atkins stated that the SDC Moratorium would automatically lapse if the development is not approved or does not take place. The development proposal will come before Council on July 27, 2011

Councilor Needham stated he had some questions relating to the Hart Avenue project. Councilor Rogge called a point of order that this subject was not on the agenda. CM Atkins stated that he would recommend no further actions or discussions relating to this item until the hearing on July 27, 2011. Any discussion by the council relating to a quasi-judicial matter could prejudice the hearing, a councilor or more than one councilor leaving them open for challenge that they were not objective. Heather Martin, City Attorney concurred with the City Manager and that Councilor Needham can make inquiries relating to that item at the public hearing. Councilor Clark moved to withdraw his request.

Motion to Censure

Councilor Pottle made a motion to censure Councilor Needham, on grounds that he violated Council rules by criticizing a fellow member of the Council in a letter to the editor published in the Molalla Pioneer newspaper.

Councilor Needham called a point of order and asked if this a motion to put the item on the next agenda. Heather Martin, City Attorney, stated that any motion for censure is required to have a second tonight and then it will be on the agenda for the next meeting for discussion. The person implicated at that time will have the chance to respond. Councilor Thompson seconded. The item will be added to the July 27, 2011 meeting agenda.

ORDINANCES

Ordinance No. 2011-04: An Ordinance Amending the Molalla Development Code Relating to Senior Housing

On June 22, 2011, following a duly noticed public hearing and deliberations, the Council approved a proposed revision to the Molalla Development Code to provide for senior housing as a conditional use in the C-2 Commercial District. The Code text change now comes before the Council for adoption in the form of an Ordinance.

Councilor Rogge made a motion to approve Ordinance 2011-04 on first reading by title only, an Ordinance amending the Molalla development code relating to senior housing. Councilor Thompson seconded. Motion approved (7-0) Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye.

Councilor Rogge made a motion for a second reading by title only to approve Ordinance 2011-04, an Ordinance amending the Molalla development code relating to senior housing. Councilor Needham seconded. Motion approved (7-0) Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye.

RESOLUTIONS

Resolution No. 2011-10: A Resolution Referring to the Voters of Molalla a Proposed City Charter

On June 22, 2011, following a public hearing and deliberations, the Council approved proposed revisions to the 1993 City Charter and directed staff to prepare a resolution and ballot measure referring the proposed charter to the voters of Molalla in the November 8, 2011 election.

Councilor Thompson made a motion to approve Resolution 2011-10, A Resolution Referring to the Voters of Molalla a Proposed City Charter. It will be voted on independently giving the public the choice to keep or vote in the new proposed charter. Any of the other referral items will be added to the chosen charter. Councilor Rogge seconded. Motion approved (7-0) Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye.

Resolution No. 2011-11: A Resolution Referring to Voters of Molalla a Proposed City Charter Amendment Increasing the Mayoral Term of Office from Two Years to Four Years.

On June 22, 2011, following a public hearing and deliberations, the Council approved proposed amendment to the City Charter increasing the mayor's term of office from two years to four years and directed staff to prepare a resolution and ballot measure referring the proposed charter amendment to the voters of Molalla in the November 8, 2011 election.

Councilor Rogge made a motion to approve Resolution 2011-11, A Resolution Referring to the Voters of Molalla a Proposed City Charter Amendment Increasing the Mayoral Term of Office from Two Years to Four Years. Councilor Needham seconded. Motion approved (7-0) Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye.

Resolution No. 2011-12: A Resolution Referring to the Voters of Molalla a Proposed City Charter Amendment Establishing Term Limits.

On June 22, 2011, following a public hearing and deliberations, the Council approved proposed amendment to the City Charter limiting the terms of the Mayor and Councilors to eight consecutive years. The Council directed staff to prepare a resolution and ballot measure referring the proposed charter amendment to voters of Molalla in the November 8, 2011 election.

Councilor Rogge made a motion to approve Resolution 2011-12, A Resolution Referring to the Voters of Molalla a Proposed City Charter Amendment Establishing Term Limits. Councilor Thompson seconded. Motion approved (6-1) Mayor Clarke, Nay; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye.

Resolution No. 2011-13: A Resolution Referring to the Voters of Molalla a Proposed City Charter Amendment Relating to Annexations.

On June 22, 2011, following a public hearing and deliberations, the Council approved proposed amendment to the City Charter requiring owner-initiated annexations of territory to the city to be approved by the voters in an election, with the election costs to be paid for by the property owner(s) seeking annexation. The Council directed the staff to prepare a resolution and ballot measure referring the proposed charter amendment to the voters of Molalla in the November 8, 2011 election.

Councilor Thompson made a motion to approve Resolution 2011-13, A Resolution Referring to the Voters of Molalla a Proposed City Charter Amendment Relating to Annexations. Councilor Clark seconded. Motion approved (5-2) Mayor Clarke, Nay; Councilor Pottle, Nay; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye.

Councilor Rogge stated that she wanted to go on record stating that she is torn on this resolution and based on a wide diversity of citizen's feelings she is going to refer it to the voters.

Resolution No. 2011-14: A Resolution Referring to the Voters of Molalla a Proposed City Charter Amendment Relating to Removal of Elected Officials.

On June 22, 2011, following a public hearing and deliberations, the Council approved proposed amendment to the City Charter providing the removal of the Mayor or any Councilor from office by the City Council, following a public hearing, for attempting to coerce the City Manager in the appointment or removal of any employee, or in administrative decisions regarding city property or contracts. The Council directed staff to prepare a resolution and ballot measure referring the proposed charter amendment to the voters of Molalla in the November 8, 2011 election.

CM Atkins stated that at the last meeting this item was tabled for tonight until staff could gather more information. The question was asked last week how many other cities have this wording in their charter. CM Atkins stated that he was informed by the LOC that there are 23 cities that have this wording in their charter.

Counsel Martin stated that when the League of Oregon Cities developed a model charter in 1984 a lot of the cities adopted the charter amendments prohibiting councilors from “interfering” with the city manager; this term was later revised in the model charter to “coerce,” as a more focused meaning. Counsel Martin, Staff and Council entered into discussion regarding the definition of coerce or interfere.

Councilor Thompson made a motion to approve Resolution 2011-14, A Resolution Referring to the Voters of Molalla a Proposed City Charter Amendment Relating to Removal of Elected Officials. Councilor Rogge seconded. Motion approved (6-1) Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Nay; Councilor Rogge, Aye; Councilor Clark, Aye.

CM Atkins asked if he could have a motion authorizing staff in consultation with attorney to assign section numbers to all of the approved resolutions to be presented to the voters.

Councilor Thompson made a motion to authorize the City Manager to assign section numbers to all of the approved resolutions to be presented to the voters. Councilor Rogge seconded. Motion approved (7-0) Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye.

REPORTS AND ANNOUNCEMENTS

A written report on the status of the Stowers Road Reconstruction Project was submitted by Marc Howatt, Public Works Director. City Manager Atkins stated that the Stowers Road construction project is currently out to bid and he hopes to bring another update at the next meeting.

City Recorder, Sadie Cramer stated that she would like to call MAC member, Jon Deshler, to the podium. She stated that he was one that spearheaded the Wild West Fest Art Fest exhibit in the “Gallery Underground” and that he should be commended for his efforts along with the other Arts Commission members.

Jon Deshler, 36880 S Hwy 213, Molalla stated that the art show was a success with at least 85 people coming through, including art being sold. CM Atkins commended the Arts Commission for their great exhibition and thanked Councilor Rogge, staff and the commission for all of the other volunteers who helped to revamp the basement space and create a wonderful venue.

CR Cramer thanked Dan Leighton of Todos Juntos for having his community service workers help the Molalla Arts Commission paint the basement space for the art show. She also reported that after two long years the Municipal Code is now re-codified and finished. The code is now online and it is a searchable database. It can be found on the on the City's website under city documents.

CM Atkins stated that some time ago the Council approved a motion authorizing the use of contingency funds to cover anticipated excessive overtime. Thanks to the supervisory efforts of Sgt. Chris Long, the expected excess overtime was eliminated and the general fund ended the year with a positive balance of \$10,658.00.

Councilor Clark enjoyed the Bar-B-Q at Clark Park and commended Sgt. Long for the control of overtime. He also thanked the city recorder and city manager their work on the codification of the Municipal Code.

Councilor Thompson stated that he had a wonderful time this weekend at the Bar-B-Q and there were a lot more members of the community that donated more time than he did. He also thanked Mr. Atkins and Sadie for the work on the codification. He also thanked the Police Department for their control on the overtime.

Councilor Needham stated that he went to the 2nd Friday event last week and was thrilled with the participation. He also stated that he was able to ride in the 4th of July parade with Annie Lewingowski. He stated that he would like to express his condolences to the family of Martin Kirk, victim of a fatal hit and run accident.

Councilor Rogge stated that she enjoyed the Wild West Art Fest and appreciated the work that the MAC put into it. She also got to judge the Bar-B-Q and received a lot of positive feedback from both events.

Mayor Clark thanked Councilor Pottle and Councilor Needham for sitting in on the interview process for the position of interim police chief.

CM Atkins stated that he would like to have a motion to authorize the CM to draw up a contract for the interim police chief at a salary not to exceed the current chief's salary.

Councilor Rogge made a motion to authorize the CM to draw up a contract for the interim police chief at a salary not to exceed the current chief's salary. Motion approved (7-0) Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye.

Staff and Council entered into discussion in regards to the \$10,000 limit approval by council. It was agreed that CM Atkins create an ordinance for clarification of the expenditures.

Mayor Clarke suggested that everyone attend the Mexican Festival. The LOC has a contest called "*If I were Mayor*" for young candidates. Levi Lostly from Country Christian wrote a letter which was submitted to the state LOC as our nomination. He also stated that his granddaughter in the Air Force is coming home next week.

EXECUTIVE SESSION

Mayor Clarke announced that the Council will now meet in executive session pursuant to ORS 192.660(H) to consult counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed. Councilor Rogge moved to exit out of regular session to enter into executive session. Councilor Needham seconded. Motion carried (7-0)
Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye.

Attendance in executive session at 8:28 p.m. Mayor Mike Clarke, Present; Councilor Stephen Clark, Present; Councilor George Pottle, Present; Councilor Jimmy Thompson, Present; Councilor Dennis Wolfe, Present; Councilor Jim Needham, Present; Council President Debbie Rogge, Present; City Attorney Heather Martin; City Recorder, Sadie Cramer and Molalla Pioneer Reporter, Bethany Monroe.

Councilor Rogge moved to exit out of executive session and enter into regular session. Councilor Needham seconded. Motion carried (7-0) Mayor Clarke, Aye; Councilor Pottle, Aye; Councilor Wolfe, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye. (8:45 p.m.)

ADJOURNMENT

Councilor moved to the commons area. Councilor Rogge made a motion to adjourn. Councilor Needham seconded. Motion approved (7-0) Mayor Clarke, Aye; Councilor Wolfe, Aye; Councilor Pottle, Aye; Councilor Thompson, Aye; Councilor Needham, Aye; Councilor Rogge, Aye; Councilor Clark, Aye.

Adjourned at 8:48 p.m.

City Recorder, Sadie Cramer

Mayor Mike Clarke

City Of Molalla

City Council Meeting

Agenda Category: Public Hearing

Subject: Land Use Application for Proposed Apartment and Retail Development

Recommendation: The Planning Commission recommends approval, with conditions

Date of Meeting to be Presented: July 27, 2011

Fiscal Impact: See background statement below

Background: (Type a brief detailed summary of the item to be presented.)

On May 17, 2011, the Planning Commission approved, with numerous conditions, a land use application submitted by Mr. Troy Vest to develop 164 apartment units and four retail structures consisting of approximately 30,000 square feet of commercial space between Hart and Shaver avenues south of W. Main Street (State Highway 211) in Molalla. The consolidated land-use application consists of a comprehensive plan map amendment, zone change, site design review, conditional use and partition to change land currently zoned light industrial to commercial. The Planning Commission added a condition that the applicant be required to pay a proportionate share of the cost of installing a traffic signal at Main Street and Molalla Avenue. In its decision, the Planning Commission incorporated the recommendations of Oregon Department of Transportation for the traffic signal and highway and access improvements. Fiscal Impact: This proposed development is within the boundaries of the Molalla Urban Renewal District. Property tax revenue generated from increased assessed value of the property resulting from the improvements would accrue to the Urban Renewal District to carry out future city improvements. The project is also estimated to generate in excess of \$150,000 in permit fees to the city.

SUBMITTED BY: John Atkins, Jr., City Manager

ALL AGENDA ITEMS MUST BE SUBMITTED BY NOON THE THURSDAY BEFORE THE SCHEDULED COUNCIL MEETING. LATE ITEMS WILL BE SUBMITTED TO THE CITY MANAGER FOR CONSIDERATION.

Agenda Item

4.A.

City Recorder Use Only

Molalla City Council
CA 2010-1 Public Hearing

Hart Avenue Apartments/Retail Development

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NOTICE OF PUBLIC HEARING – CITY COUNCIL

NOTICE CREATED ON JULY 7, 2011

HEARING DATE & TIME: WEDNESDAY JULY 27, 2011, 7PM MOLALLA ADULT CENTER, 315 KENNEL AVENUE, MOLALLA OR 97038

FILE NUMBER: CA 2010 – 1

LEGAL DESCRIPTION: TOWNSHIP 5 SOUTH, RANGE 2 EAST, SECTION 8DD, TAX LOTS 09300 AND 09400. ADDRESSED AS 304 W. MAIN ST.

APPLICANTS/OWNERS: TROY VEST

PROPOSAL: COMPREHENSIVE PLAN MAP AND ZONE CHANGE, SITE DESIGN REVIEW, CONDITIONAL USE, AND PARTITION

CURRENT ZONING: M-1, LIGHT INDUSTRIAL

PROPOSED ZONING: CBD, CENTRAL BUSINESS DISTRICT

STAFF: SHANE POTTER, PLANNING DIRECTOR

A public hearing will be held before the Molalla City Council on Wednesday July 27, 2011 at 7 p.m. at the Molalla Adult Center, located at 315 Kennel Avenue, Molalla Oregon. The purpose of the hearing is for the City Council to review a recommendation from the Planning Commission to approve a consolidated application.

All interested parties will be given an opportunity to testify about the proposal at the public hearing. Failure of an issue to be raised or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes an appeal to the Land Use Board of Appeals based on that issue. The application and file are available for review at the Molalla Planning Department as well as our website at www.molallaplanning.com or may be purchased for a reasonable cost. The Planning Commission report will be available a minimum of seven (7) days prior to the date of the hearing before the City Council for inspection and/or purchase.

Nature of the proposal and proposed use or uses authorizable

CA 2010-1 is a request for Comprehensive Plan Map and Zone Change, Site Design Review, Conditional Use, and Partition.

Project Location

Hart Street Development



Molalla OR 97038

Tax lot 52E08DD 09300 & 09400

Date, Time and Location of Hearing

Wednesday July 27, 7pm Molalla Adult Center located at 315 Kennel Avenue.

Project Information

A copy of the application, all documents and evidence submitted by or on behalf of the applicant and applicable criteria are available for inspection at City Hall at no cost and will be provided at a reasonable cost.

Public Hearing held at Molalla Adult Center, 315 Kennel Street, Molalla, OR 97038

I. Call to Order

Chairman Boreth called to order the regular meeting of the Molalla Planning Commission at 6:00 on March 14, 2011.

II. Roll Call

Commissioners: Jerome Beattie, present; Scott Benthin, present; Glen Boreth, present; Roger Gates, present; Bill Hood, absent (excused); Mary Lynn Jacob, present; Melanie Maben, present; Bob Trexler, present. (Danna Jacober-resigned in March 2011).

City Staff: Shane Potter, present.

III. Flag Salute

IV. Public Comment Period

V. File No.: CA 2010-1 Public Hearing

Legal Description: Township 5 South, Range 2 East, Section 8DD, Tax Lots 09300 and 09400

Applicant/Owner: Vest Properties LLC.

Proposal: Comprehensive Plan Map Amendment, Zone Change, Site Design Review, Partition, and Conditional Use to change land currently light industrial to commercial land to develop a 164 multi-family dwelling units and nearly 30,000 square feet of commercial space.

Chairman Boreth explained the Quasi Judicial Land Use Procedure:

1. The hearing will proceed in the following general order: staff report, applicant's presentation, testimony in favor of the application, testimony in opposition to the application, rebuttal, record closes, decision maker deliberation and decision.
2. A list of the applicable substantive criteria.
3. All testimony, arguments and evidence must be directed toward the applicable substantive criteria, or other criteria in the Comprehensive Plan or Land Use Regulations, which the person believes to apply to the decision.

4. If any person believes that other criteria apply in addition to those addressed in the staff report, those criteria must be listed and discussed on the record.
5. The decision maker may reasonably limit oral presentations in length or content depending upon time constraints.
6. Any party may submit written materials of any length while the public record is open.
7. Failure to raise an issue on the record, with sufficient specificity and accompanied by statements or evidence sufficient to afford the City and all parties to respond to the issue, will preclude appeal on that issue to the Land Use Board of Appeals.
8. Failure by the applicant to raise constitutional or other issues relating to the proposed conditions of approval, with sufficient specificity to allow the City to respond to the issue, precludes an action for damages in Circuit Court.
9. Any party wishing a continuance or to keep open the record must make that request while the record is still open.
10. The Hearings Officer or chair shall call for any ex-parte contacts, conflicts of interest or bias before the beginning of each hearing item.

Commissioner Gates moved to open the public hearing. Commissioner Trexler seconded. Motion carried (7-0)

Chairman Boreth asked the Planning Commission if there has been any Ex Parte Communication*.

Commissioner/Secretary Maben read the ex-parte communication description aloud for members of the Commission and the public.

*** Ex-Parte Communication is:**

- a. *Intentionally communicating, outside the public hearing, with any person concerning the merits of, or any facts at issue in, a decision.*
- b. *Planning Commission may communicate with City staff or other participants regarding procedures and for clarification of evidence in record.*
- c. *If the Planning Commission should be subjected to an ex parte communication, the substance of the communication will be placed on the record, make a public announcement of the content of the communication, and provide all parties an opportunity to respond to the substance of the communication. Such opportunity may include holding the record open, continuing the hearing, or reopening the record, as appropriate.*

Hearing no ex parte communication, nor challenges from the audience, Chairman Boreth opened the hearing to Planning Director Potter.

City Planning Director Potter gave a background on the application, which was listed in the staff report. He also advised that this hearing needs to be rescheduled as a continuance and proposed May 9th, 2011 as the continuance date. He further advised that the city provided an option for SDC waivers, the Planning Commission is not the body

that waives these fees. He explained a "quick response" and explained that this was to be part of the procedure. ODOT (Oregon Department of Transportation) has several concerns regarding this proposal, and this is the reason to again postpone the hearing regarding CA 2010-1. The transportation findings need to be further addressed. The applicant is in favor.

Planning Director Potter addressed some concerns on the fast food restaurant. The design submitted by the applicant does not meet the requirements for the fast food restaurant and need to be further explored. (see page 22 of the staff report). Also, page 165 addresses some engineering items. He advised of the 102 recommendations as listed below.

Planning Director passed out material to the Commissioners as documents submitted into the record. To be known as Exhibits 1,2 and 3. (Exhibit 1=ODOT letter; Exhibit 2=TGM Quick Response Program; Exhibit 3= Letter from Avison Lumber).

Chairman Boreth asked about park requirements and in lieu of and how the method of fees were figured.

Commissioner Beattie asked about condition #24. He asked where the park would be and if it was for the tenants and where the additional park space would be.

Planning Director Potter advised that there would be a park on the property and that there would be additional dollars for fee in lieu of that would be contributed as well. He further advised that when the meeting is held again there will be more details in the parks are if the Commission would like. There was consensus to provide further park information.

Commissioner Gates asked if the park issue would be appropriate for the park board to address this additional park. His concern was children going to and from the parks and the safety issue involved.

Chairman Boreth advised there is a small park in the complex, which he felt would be used by the smaller children.

Director Potter advised that they have taken this into consideration. He asked if the Commission would like a letter from the Parks Board to be brought to the next hearing.

Commissioner Maben advised she did not feel that was necessary, but felt additional information of the proposed park and the in lieu of money would be nice for review.

Chairman Boreth felt that checking with the Park Board to see if they felt it was appropriate would be good.

Page 91 on the staff report explained the formula for the park space.

Commissioner Benthin expressed concern of adequate water and fire hydrants.

PUBLIC TESTIMONY

APPLICANT- Mark *** from the Engineering Dept., Salem, Oregon. He advised he was representing the engineering team for Vest Properties. He advised that the staff report was very accurate. He explained they have been working with the applicant for approximately 18 months. He also advised that it was felt additional multi-family was a need for the community, particularly in these economic times. It was felt that along with that, commercial uses would be a good fit for the area. He explained they contacted the city for procedures to obtain the goal of this application. He advised that a traffic analysis has been done and that ODOT wanted to use the rapid response approach. He stated that ODOT felt it met goals of the state, city and applicant. He explained the process of their application. He advised that they are prepared to make adjustments for the fast food site drive thru. He felt that within the 5-weeks, he hoped to have a better plan for the proposal. He felt that they can comply with ODOT requirements for Main Street (Hwy. 211). They have no objection for the continuance date and felt they would be able to meet the deadlines. He advised that if given specific information on the fire hydrants, that they should be able to satisfactorily meet the Commission's request. He advised that of the 102 conditions from staff, he felt they were reasonable and would not be a problem.

Commissioner Maben asked if they were aware of the letter from Avison Lumber (exhibit 1). Director Potter advised this was just received and that they will receive a copy and it will be addressed at the continuance.

COMMENTS IN FAVOR OF APPLICATION

There were none.

COMMENTS IN OPPOSITION OF APPLICATION

Gary Deardorff, 39800 S. Cooper Rd., Molalla, OR.-He expressed concerns of the environmental impact and asked if a study has been done in this area. He advised he has heard about possible traffic signals and that will be detrimental to parking inside the city. He felt it would be devastating to the existing town. He also asked about the parks and that Fox Park is not easily accessible for children. He was really concerned about the core of downtown, most particularly parking. What happens to the businesses in town. He advised he liked the project, but was concerned about the existing town.

Commissioner Maben advised she has not heard of a proposed traffic light going in for this project, but that in order to safely meet the needs of the traffic impact that it was something she felt would need to be addressed. She further advised that we need to see what ODOT and the applicant provides with additional information and that preventative measures should be addressed to keep parking available.

Commissioner Beattie advised that Molalla needs to grow; and stated that there would eventually have to be a light placed in the future.

Gary Deardorff stated that it is putting the cart before the horse and that the city is not ready at this point.

NEUTRAL TESTIMONY

Amy Koskee, of TEAM, 112 Engle Avenue passed out a letter for record (exhibit 4) and will read aloud. She advised they are not opposed to the project, but have some concerns. Traffic and the truck route, being one of the concerns. Also multifamily being adjacent to commercial and industrial properties. She encouraged litigation of park space for the children that would live in the project. Also to ensure providing economic development stimulus for jobs.

Curt Gibson, advised he was a real estate developer in the Portland area and he noticed the number of this item as being 2010-1, so that there has not been a lot going on. He explained that when this type of housing developments coming in, it has a big impact on the community. Parking, SDC's, etc., benefits the community in the most part.

APPLICANT REBUTTAL

The applicant wished to save his rebuttal for the continuance hearing. He felt that ODOT looked at the downtown traffic situation, but he was not sure of that and that he can provide more information at a later time. He explained that cities either grow or they die. Growth brings good things such as new business, shopping opportunities, etc., but with that comes additional traffic.

Gary Deardorff, advised that he feels the project would be good for Molalla, but wants all things considered. He wanted to be sure that the Planning Commission takes all things into consideration and to be aware of potential problems.

CITY STAFF

Planning Director Potter asked the Commission turn to page 155, which explains minimum amount of park space. He advised all park areas need to be considered. He addressed the parking in the downtown area; advising that the growth issue has been a concern for some time. The downtown problem as identified in the Streetscape Plan is an issue and has been operating at either a D and/or F level. ODOT has been addressing this issue with the city as to when and how we are going to do it. He felt that at the continued meeting this area will be addressed. Most traffic areas are going to be impacted. He also advised that it is true that Section Street does have signage stating "truck route", he is not sure how or when this came about and that ODOT and the City will be addressing this. He further advised that SDC's are not the decision of the Planning Commission. He stated that parks, transportation elements will be addressed in detail on these issues. He will do an edited report so that the Commission can clearly see what the changes are.

Chairman Boreth asked if there were further questions by the Commission at this point.

There were none.

He also asked if there was additional testimony.

There was none.

Commissioner Mary Lynn Jacob moved to continue the hearing to Monday, May 9th at 6:00 p.m. Commissioner Maben seconded. Motion carried (7-0).

Commissioner Beattie moved to close the public hearing. Commissioner Trexler seconded. Motion carried (7-0).

(print in Garamond, size 11 is quoted from the staff report)

There is a long history to how this application came to be. In order to provide the easiest understanding of the time frame staff will provide a bulleted list of events.

- In 2007 the City of Molalla received a grant to complete a Downtown and Oregon 211 Streetscape Master Plan. This plan shows how property around the downtown could be better utilized. The plan also shows the streetscape design of properties along Highway 211. While this was originally suppose to be a master plan consultation with ODOT and City staff soon determined that the way the plan was written would be difficult for people to use therefore ODOT and staff agreed to use this document as a supporting document.
- On December 9, 2009 the City Council adopted an ordinance (Ordinance Number 2009-08) which established a moratorium on SDC's for development in the Commercial and Industrial zones.
- On February 12, 2010 the City issued a report on the pre-application conference to the applicants.
- On May 4, 2010 the City received a formal application from the applicant's engineers.
- On June 3, 2010 the City issued a letter stating that the applicant had not met the submittal criteria and listed the additional requirements to be met.
- In July of 2010 staff held a discussion with ODOT representative Sonya Kazen expressing some concerns due to the location and intensity and explained the potential for the City to receive grant monies to do a Quick Responser.
- In July of 2010 the City and applicant met with representatives of the Quick Response and established a consensus to move forward with this application.
- On September 22, 2010 the City received approval for the Quick Response.
- On December 20, 2010 the City received additional material from the applicant to finalize the application.
- On January 18, 2011 the City deemed the application complete.

- In January of 2011 Staff contacted the Quick Response leader to express the cities frustrations on the time frame it was taking to complete the project.
- On February 21, 2011 the City received a rough draft of the Quick Response materials.
- On March 15 the City received a final draft of the Quick Response materials.
- On March 9, 2011 the City received a phone call from ODOT expressing additional concerns regarding potential problems with traffic onto the Highway. Staff contacted the applicant and explained the concerns at which time the applicant requested an extension of the originally scheduled March 14, 2011 hearing.
- On March 11, 2011 the City received an extension of the 120 day rule by 60 additional days.
- On March 14, 2011 the City held a public hearing and extended the hearing until April 4, 2011 with no additional notice being made at that time.
- On March 24, 2011 the City held a phone meeting with ODOT and the applicant to determine what issues still exist and a process to move forward.

This property lies between two streets Hart Street and Shaver Street. The property is long and narrow. The application shows the owner to be Troy Vest. The property is approximately 1,400 feet long by 240 feet wide. This property currently resides within the City limits of Molalla. The property is bordered to the south by a small piece of property. The uses within the area are mostly residential in nature with some industrial development existing to the southwest of the subject property. Nearby amenities include Molalla City hall which lies to the west (approximately 800 feet), Fox Park which lies to the east (approximately 626 feet), Long Park which lies to the northeast (approximately 1,360 feet), Molalla Middle School which lies to the northwest (approximately 2,340 feet), and downtown Molalla which lies directly adjacent to the subject property.

The staff report recommended approval of the consolidated application with the following conditions:

1. PLANS SHALL BE ADJUSTED TO ENSURE THAT THE PARKING AREA IS NOT PLACED BETWEEN THE BUILDINGS ALONG W. MAIN STREET (HIGHWAY 211). THIS WOULD MEAN THAT THE TWO BUILDINGS ALONG THE FRONT IDENTIFIED AS THE RESTAURANT AND THE FAST FOOD WOULD NEED TO BE ADJUSTED TO ENSURE PARKING IS NOT SET BETWEEN THE TWO USES.
2. BOTH LOTS WHICH LIE ON THE W. MAIN STREET FRONTAGE SHALL PROVIDE AN ACCESS TO THE BUILDING WITHIN 20 FEET OF THE CORNER IN ORDER TO MEET THE REQUIREMENTS OF CORNER BUILDING ACCESS.
3. THE BUILDING IDENTIFIED AS "FAST FOOD" IS NOT PROVIDING WINDOWS ALONG THE WALL LENGTH ON THE NORTH SIDE WHICH IS IN VIOLATION OF THIS CODE. THE APPLICANT SHALL ADJUST THE SITE PLANS TO PROVIDE FOR A MINIMUM OF 40 PERCENT IN WINDOWS (16.4 FEET).

4. OUTDOOR STORAGE IS SHOWN TO BE CHAIN LINK WITH SLATS. CODE REQUIRES ALL OUTDOOR STORAGE AREAS TO BE BUILT WITH LIKE MATERIAL OF THE PRIMARY STRUCTURE. THE APPLICANT SHALL PROVIDE DETAIL SHEETS WHICH COMPLY WITH THIS STANDARD.
5. APPLICANT SHALL PROVIDE A NEW LIGHTING PLAN WHICH SHOWS A FOOT-CANDLE OF 2 ALONG ALL PEDESTRIAN WAYS.
6. THE APPLICANT SHALL USE CUT-OFF LENSES OR HOODS TO PREVENT GLARE AND LIGHT SPILL-OFF FROM A PROJECT SITE ONTO ADJACENT PROPERTIES FOR ALL LIGHTING INSTALLED.
7. LIGHTING SHALL COMPLY WITH THE DARK SKIES CRITERIA OF THE MOLALLA MUNICIPAL CODE UPON INSTALLATION.
8. THE APPLICANT MUST RE-CONFIGURE OR REMOVE THE DRIVE THROUGH IN ORDER TO COMPLY WITH THE CRITERIA ESTABLISHED IN 17.3.190.
9. THE APPLICANT SHALL ESTABLISH A HOME OWNERS ASSOCIATION TO TAKE CARE OF THE COMMON AREAS FOR THE TOWNHOMES IF SAID TOWNHOMES ARE GOING TO BE SOLD INDIVIDUALLY. PROOF OF THE HOME OWNERS ASSOCIATION SHALL BE FILED WITH THIS CITY AND PLACED IN THIS FILE.
10. THE APPLICANT SHALL ADJUST THE PLANS FOR THE TOWNHOMES AND PLACE BAY WINDOWS OR BALCONIES AS REQUIRED IN 17.2.200 (A.3) OF THE MDC.
11. THE APPLICANT SHALL PROVIDE PORCHES ON THE TOWNHOMES AS REQUIRED BY 17.2.200 (A.4) OF THE MDC. SUCH PLANS SHALL BE REVISED AND RESUBMITTED TO THE CITY TO ENSURE COMPLIANCE.
12. THE PROPOSED TRASH RECEPTACLES SHOW A CHAIN LINK FENCE WITH SLATS. THE APPLICANT SHALL PROVIDE THE CITY WITH SCREENING WHICH RESEMBLES THE DEVELOPMENT OF THE SITE.
13. VISION CLEARANCE STANDARDS SHALL BE MET AT ALL TIMES.
14. TREE SIZES SHALL BE INCREASED TO A MINIMUM OF 2" AT TIME OF PLANTING.
15. SHRUBS SHALL BE INCREASED TO 5 GALLON IN SIZE. IF THE APPLICANT'S LANDSCAPE ARCHITECT/ENGINEER CAN SHOW THAT THERE IS NO REASON TO PROVIDE THIS SIZE SHRUB THE CITY WOULD TAKE SUCH EVIDENCE AS COMPLIANCE WITH THIS CRITERIA.
16. ALL LANDSCAPE ISLANDS SHALL BE A MINIMUM OF 15 FOOT IN WIDTH.
17. LANDSCAPE PLANS SHALL BE MODIFIED TO INCLUDE SHRUBS IN THE LANDSCAPE ISLANDS.
18. THE DEVELOPER SHALL BE RESPONSIBLE FOR ENSURING THAT THE PLANTING OF TREES INCLUDING SOIL PREPARATION, GROUND COVER MATERIAL, STAKING, AND IRRIGATION EXIST FOR TWO YEARS AFTER PLANTING. THE PROPERTY OWNER SHALL CONTINUE TO BE RESPONSIBLE FOR TREE CARE AFTER THE TWO YEARS AS REQUIRED BY THE MOLALLA DEVELOPMENT CODE AND OTHER PERTINENT CITY ORDINANCES AND REGULATIONS.
19. THE DEVELOPER SHALL ENTER INTO AN AGREEMENT AS DIRECTED BY THE PUBLIC WORKS DIRECTOR WHICH SHALL INCLUDE A FEE AS DETERMINED BY THE PUBLIC WORKS DIRECTOR FOR

THE CARE OF ALL STREET TREES. THIS CONDITION SHALL BE COMPLETED PRIOR TO BUILDING PERMIT ISSUANCE.

20. THE APPLICANT SHALL PROVIDE DETAILS OF THE BICYCLE RACK DESIGN TO ENSURE COMPLIANCE WITH CODE. DETAILS SHALL SHOW HOW THE BICYCLE RACK IS DESIGNED TO SECURE THE FRAME AND AT LEAST ONE WHEEL, AND ACCOMMODATE A LOCKING DEVICE.

21. THE APPLICANT SHALL CHANGE THE DIMENSIONS OF 5TH STREET TO COMPLY WITH THE TRANSPORTATION PLAN WHICH (FIGURE 19) WHICH SHOWS THE FOLLOWING RIGHT OF WAY:

- 60 FOOT RIGHT-OF-WAY
- 6 FOOT BICYCLE LANES
- 8 FOOT SIDEWALK
- NO ON-STREET PARKING
- NO LANDSCAPE STRIP

SUCH RIGHT-OF-WAY SHALL BE APPROVED BY THE PUBLIC WORKS DIRECTOR AND PLANNING DIRECTOR PRIOR TO ANY CONSTRUCTION OR DEVELOPMENT BEGINS.

22. CURRENTLY ODOT AND THE APPLICANT ARE WORKING ON LANGUAGE TO ADDRESS POSSIBLE TRAFFIC CONCERNS ALONG HIGHWAY 211. STAFF DISCUSSED WITH BOTH ODOT AND THE APPLICANT LANGUAGE TO PLACE INTO THE RECORD WHICH WILL ADDRESS THE CONCERNS OF ODOT AND ENSURE ADEQUATE ENHANCEMENTS ARE DEVELOPED BASED ON TRIP COUNTS. IN ORDER TO COMPLY WITH THIS REQUIREMENT THE APPLICANT SHALL SUBMIT A LETTER TO ODOT FOR APPROVAL DEFINING THE TRIP CAPS AND IMPROVEMENTS. THEREFORE THE APPLICANT AND ODOT SHALL REACH AN AGREEMENT BASED ON TRIP CAPS FOR CERTAIN LEVELS OF DEVELOPMENT FOR THE HIGHWAY. THIS AGREEMENT IS MANDATORY TO COMPLY WITH THIS CONDITION OF APPROVAL. NO DEVELOPMENT OF THE SITE WILL OCCUR UNTIL BOTH ODOT AND THE CITY HAVE SIGNED OFF ON EACH BENCHMARK REACHED TO ENSURE NEW TRIPS GENERATED CAN BE HANDLED BY THE PROPOSED DEVELOPMENT. THIS CONDITION OF APPROVAL MAY NOT BE ALTERED OR CHANGED BY ANY OTHER AGREEMENT EXCEPT WITH THE JOINT AGREEMENT OF THE CITY, ODOT AND THE APPLICANT.

23. ALL UTILITIES SHALL BE PLACED UNDERGROUND.

24. THE APPLICANT SHALL BE REQUIRED TO PAY A FEE IN LIEU OF PARK IN THE AMOUNT OF \$318,199.00 TO COMPLY WITH THE PARK REQUIREMENTS OF THE PLAN. THE APPLICANT MAY REQUEST TO PLACE A PARK IN AN ALTERNATE AREA IN AN AMOUNT OF 4.68 ACRES IN ORDER TO SATISFY THE REQUIREMENTS OF THE PARK DEMANDS. SUCH A PARK SHALL BE SUBJECT TO CITY COUNCIL APPROVAL.

25. THE APPLICANT SHALL PROVIDE THE CITY WITH DETAILS ON THE TYPE AND HEIGHT OF THE OUTDOOR LIGHTING.

26. WINDOWS MAY NOT BE TINTED OR MIRRORED.

27. NO OUTDOOR MECHANICAL EQUIPMENT IS SHOWN BUT IF SUCH EQUIPMENT IS USED IT SHALL COMPLY WITH THE MOLALLA DEVELOPMENT CODE FOR SCREENING.

28. THE APPLICANT IS REQUIRED TO PROVIDE LANDSCAPING IN ADVANCE OF AN OCCUPANCY PERMIT OR SUBMIT A SURETY BOND EQUAL TO THE COST OF THE LANDSCAPING. THE PLANNING DIRECTOR WOULD REQUIRE THE APPLICANT TO SUBMIT A MINIMUM OF 3 BIDS TO THE CITY FOR SUCH LANDSCAPING EXPENSE. LANDSCAPING IS REQUIRED NO LONGER THAN 6 MONTHS FOLLOWING THE CERTIFICATE OF OCCUPANCY, IF A SURETY BOND IS FILED. IF INSTALLATION OF THE LANDSCAPING IS NOT COMPLETED WITHIN THE 6 MONTH PERIOD, THE SECURITY MAY BE USED BY THE CITY TO COMPLETE THE INSTALLATION.

29. PER THE AGREEMENT FOR SDC WAIVERS TO BE ELIGIBLE FOR THE WAIVERS THE APPLICANT IS REQUIRED TO HAVE BUILDING PERMITS ISSUED WITHIN 180 DAYS FROM THE DATE THE APPLICATION IS APPROVED.

30. THE APPLICANT SHALL BE REQUIRED TO SUBMIT FOR FINAL PLAT APPROVAL PRIOR TO ANY DEVELOPMENT ON THE SITE.

31. A PLAT NAME SHALL BE PROVIDED FOR REVIEW AT TIME OF FINAL PLAT SUBMITTAL. NO FINAL PLAT APPROVAL MAY TAKE PLACE UNTIL A PLAT NAME HAS BEEN APPROVED BY THE CITY.

32. ANY ALTERATION MADE FROM THIS APPLICATION MUST BE REVIEWED AND APPROVED BY PLANNING THROUGH PROCEDURES ESTABLISHED IN THE MOLALLA DEVELOPMENT CODE.

33. THE PARTITION PLAT SHALL BE VALID FOR A PERIOD OF TWO YEARS. FAILURE TO SUBMIT A FINAL PLAT WITHIN TWO YEARS SHALL RESULT IN A LAPSE OF THE PARTITION AND THE PARTITION APPROVAL, IF APPROVED, VOID.

34. THE SITE DESIGN REVIEW SHALL BE VALID FOR A PERIOD OF ONE YEAR. FAILURE TO SUBMIT BUILDING PERMITS WITHIN ONE YEAR SHALL RESULT IN A LAPSE OF THE SITE DESIGN REVIEW AND THE SITE DESIGN REVIEW APPROVAL, IF APPROVED, VOID.

35. SETBACKS FOR THE MULTI-FAMILY DEVELOPMENT SHALL BE INCREASED TO MEET THE MINIMUM STANDARDS OF 17.2.114. THE CURRENT STANDARDS ARE MOSTLY MET BUT THERE ARE 4 DIFFERENT BUILDINGS WHICH ENCROACH UPON THE REQUIRED SETBACKS.

36. PRIOR TO FINAL APPROVAL ON THE FINAL PLAT, ALL REQUIRED PUBLIC IMPROVEMENTS SHALL BE INSTALLED, INSPECTED, AND APPROVED. ALTERNATIVELY, THE APPLICANT SHALL PROVIDE A PERFORMANCE GUARANTEE, IN ACCORDANCE WITH CHAPTER 19.1.840 OF THE MOLALLA DEVELOPMENT CODE.

THE CONDITIONS OF APPROVAL BELOW SHALL BE COMPLETED AND REVIEWED AT THE TIME OF ENGINEERING REVIEW BEFORE THE PUBLIC WORKS DIRECTOR:

37. CONSTRUCTION OF DRIVEWAYS SHALL MEET THE REQUIREMENTS OF 18.1.200(K).

38. MARKED CROSSINGS SHALL HAVE CONTINUOUS, DETECTABLE MARKINGS, NOT LESS THAN 36 INCHES WIDE USING TEXTURAL MATERIAL THAT IS FIRM, STABLE, SLIP-RESISTANT, AND CONSISTENT WITH ADA (AMERICANS WITH DISABILITIES) ACT AND CHAPTER 11 OF THE STATE OF OREGON STRUCTURAL SPECIALTY CODE 1996 EDITION

39. WALKWAY AND ACCESSWAY SURFACES SHALL BE CONCRETE, ASPHALT, BRICK/MASONRY PAVERS, OR OTHER DURABLE SURFACE, AS APPROVED BY THE PUBLIC WORKS

DIRECTOR/CITY ENGINEER, AT LEAST 5 FEET WIDE. MULTI-USE PATHS (I.E., FOR BICYCLES AND PEDESTRIANS) SHALL BE CONCRETE OR ASPHALT, AT LEAST 10 FEET WIDE. ADDITIONAL REQUIREMENTS BASED ON SPECIFIC TRAIL PLANS MAY EXIST IN SEPARATE PARKS AND/OR TRAIL PLANS. (SEE ALSO, SECTION 18.4.100 - TRANSPORTATION STANDARDS FOR PUBLIC, MULTI-USE PATHWAY STANDARD).

40. WALKWAYS SHALL COMPLY WITH APPLICABLE AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS. THE ENDS OF ALL RAISED WALKWAYS, WHERE THE WALKWAY INTERSECTS A DRIVEWAY OR STREET SHALL PROVIDE RAMPS THAT ARE ADA ACCESSIBLE, AND WALKWAYS SHALL PROVIDE DIRECT ROUTES TO PRIMARY BUILDING ENTRANCES.

41. WALKWAYS WITHOUT STAIRS SHALL HAVE A MAXIMUM SLOPE OF 5 PERCENT AND A MAXIMUM CROSS SLOPE OF 2 PERCENT. WALKWAYS SHALL BE PROTECTED BY BOLLARDS WHEN BORDERING PARKING SPACES. BOLLARDS SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES.

42. ALL SIGNIFICANT VEGETATION ON A SITE THAT IS NOT OTHERWISE DESIGNATED AND APPROVED BY THE CITY FOR REMOVAL SHALL BE PROTECTED PRIOR TO, DURING, AND AFTER CONSTRUCTION IN ACCORDANCE WITH A LIMIT-OF-CLEARING AND GRADING PLAN APPROVED BY THE CITY. THE CITY MAY LIMIT GRADING ACTIVITIES AND OPERATION OF VEHICLES AND HEAVY EQUIPMENT IN AND AROUND SIGNIFICANT VEGETATION AREAS TO PREVENT EROSION, POLLUTION, OR LANDSLIDE HAZARDS.

43. THE FOLLOWING DEVELOPMENT AND MAINTENANCE STANDARDS SHALL APPLY TO ALL DRIVEWAYS AND PRIVATE STREETS:

- DRIVEWAYS, PARKING AREAS, AISLES, AND TURNAROUNDS MAY BE PAVED WITH ASPHALT, CONCRETE, OR COMPARABLE SURFACING, OR A DURABLE NON-PAVING OR POROUS PAVING MATERIAL MAY BE USED TO REDUCE SURFACE WATER RUNOFF AND PROTECT WATER QUALITY. DRIVEWAY AND STREET MATERIALS SHALL BE SUBJECT TO REVIEW AND APPROVAL BY THE PUBLIC WORKS DIRECTOR/CITY ENGINEER.
- WHEN NON-POROUS PAVING IS USED, ALL DRIVEWAYS, PARKING AREAS, AISLES, AND TURNAROUNDS SHALL HAVE ON-SITE COLLECTION OF SURFACE WATERS TO ELIMINATE SHEET FLOW OF SUCH WATERS IN CONFORMANCE WITH CHAPTER 18.5 AND APPLICABLE ENGINEERING STANDARDS.
- WHEN DRIVEWAY APPROACHES OR "APRONS" ARE REQUIRED TO CONNECT DRIVEWAYS TO THE PUBLIC RIGHT-OF-WAY, THEY SHALL BE PAVED WITH CONCRETE SURFACING AND CONFORM TO THE CITY'S ENGINEERING DESIGN CRITERIA AND STANDARDS SPECIFICATIONS.

44. REQUIRED ACCESSIBLE PARKING SPACES SHALL BE IDENTIFIED WITH SIGNS AND PAVEMENT MARKINGS IDENTIFYING THEM AS RESERVED FOR PERSONS WITH DISABILITIES; SIGNS SHALL BE POSTED DIRECTLY IN FRONT OF THE PARKING SPACE AT A HEIGHT OF NOT LESS THAN 42 INCHES AND NO MORE THAN 72 INCHES ABOVE PAVEMENT LEVEL. VAN SPACES SHALL BE SPECIFICALLY IDENTIFIED AS SUCH.

45. CORNER CURB RADII SHALL BE AT LEAST 20 FEET, EXCEPT WHERE SMALLER RADII ARE APPROVED BY THE PUBLIC WORKS DIRECTOR/CITY ENGINEER.

46. CONCRETE CURBS, CURB CUTS, WHEELCHAIR RAMPS, BICYCLE RAMPS, AND DRIVEWAY APPROACHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARDS SPECIFIED IN CHAPTER 18.1, ACCESS CIRCULATION.

47. ACCESSWAY SURFACES SHALL BE PAVED WITH ALL WEATHER HARD-SURFACED MATERIALS AND DESIGNED TO DRAIN STORM WATER RUNOFF TO THE SIDE OR SIDES OF THE ACCESSWAY. PAVING, STORM DRAINAGE, SHOULDER TREATMENT, AND LANDSCAPING FOR ACCESSWAYS SHALL BE AS APPROVED BY THE PUBLIC WORKS DIRECTOR.

48. THE APPLICANT SHALL ENSURE SIDEWALKS ARE INSTALLED AS ILLUSTRATED IN THE SUBMITTED PLANS TO THE STANDARDS DESCRIBED IN THIS CODE AND FURTHER REQUIRED BY THE PUBLIC WORKS DIRECTOR.

49. NEW STREETS AND DRIVES SHALL BE PAVED WITH AN ALL WEATHER SURFACE AS APPROVED BY THE PUBLIC WORKS DIRECTOR.

50. ALL STREET IMPROVEMENTS INCLUDING SUB BASE, PAVEMENT, CURBS, SIDEWALKS, AND SURFACE DRAINAGE SHALL CONFORM TO THE PROVISIONS OF THIS CODE AND THE SPECIFICATIONS AND STANDARDS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR.

51. THE APPLICANT SHALL DEDICATE BOTH THE EXTENSIONS OF 3RD STREET AND 5TH STREET TO THE CITY OF MOLALLA.

52. THE APPLICANT SHALL APPLY AND RECEIVE APPROVAL FOR A GRADING AND EROSION CONTROL PERMIT PRIOR TO ANY DEVELOPMENT OF THE SITE.

53. ALL STREET IMPROVEMENTS, INCLUDING SUB-BASE, BASE, PAVEMENT, CURBS, SIDEWALKS, AND SURFACE DRAINAGE SHALL CONFORM TO THE PROVISIONS OF THIS CODE AND THE SPECIFICATIONS AND STANDARDS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR.

54. FILL SLOPE SHALL BEGIN NO CLOSER THAN 2 FEET TO THE EDGE OF THE CURB. CUT AND FILL SLOPES SHALL NOT EXCEED A RATIO OF 2 HORIZONTAL TO ONE VERTICAL. THE PUBLIC WORKS DIRECTOR SHALL REVIEW THE SLOPES DURING ENGINEERING REVIEW. THE PUBLIC WORKS DIRECTOR MAY APPROVE SLOPES NOT TO EXCEED A ONE TO ONE RATIO UPON CERTIFICATION BY A QUALIFIED ENGINEER OR GEOLOGIST STATING THAT THE SLOPE WILL REMAIN STABLE UNDER ALL FORESEEABLE CONDITIONS.

55. THE APPLICANT SHALL PROVIDE SLOPE EASEMENTS ON THE ENGINEERING REVIEW PLANS WHICH SHALL BE REVIEWED AND APPROVED BY THE PUBLIC WORKS DIRECTOR. AT THAT TIME THE PUBLIC WORKS DIRECTOR MAY REQUEST SUCH SLOPE EASEMENTS BE DEDICATED TO THE CITY.

56. AREAS SET ASIDE FOR BICYCLE PARKING SHALL BE CLEARLY MARKED AND RESERVED FOR BICYCLE PARKING ONLY.

57. SANITARY SEWERS AND WATER MAINS SHALL BE INSTALLED TO SERVE EACH NEW DEVELOPMENT AND TO CONNECT DEVELOPMENTS TO EXISTING MAINS IN ACCORDANCE WITH THE CITY'S SANITARY SEWER MASTER PLAN, WATER SYSTEM MASTER PLAN, AND THE APPLICABLE CONSTRUCTION SPECIFICATIONS.

58. DEVELOPMENT PERMITS FOR SEWER AND WATER IMPROVEMENTS SHALL NOT BE ISSUED UNTIL THE PUBLIC WORKS DIRECTOR HAS APPROVED ALL SANITARY SEWER AND WATER PLANS IN CONFORMANCE WITH CITY STANDARDS.

59. THE PUBLIC WORKS DIRECTOR SHALL ENSURE ALL PARCELS ARE SERVED BY THE PUBLIC WATER SYSTEM OF THE CITY OF MOLALLA DURING ENGINEERING REVIEW.

60. THE PUBLIC WORKS DIRECTOR SHALL ENSURE ALL PARCELS ARE SERVED BY THE PUBLIC SEWER SYSTEM OF THE CITY OF MOLALLA DURING ENGINEERING REVIEW.

61. ADEQUATE WATER AND SEWER EXIST TO THE SITE FOR THIS DEVELOPMENT. STORM WATER DRAINAGE SHALL BE REVIEWED THROUGH THE ENGINEERING REVIEW PROCESS FOR ADEQUACY.

62. ALL UTILITY EASEMENTS SHALL BE RECORDED AND PROVIDED TO THE CITY. WHERE EASEMENTS ARE REQUIRED THE APPLICANT SHALL PROVIDE A 10 FOOT EASEMENT TO ENSURE ACCESS TO THE AREA IS AVAILABLE.

63. STREET LIGHT STANDARDS, WIRING, AND LAMPS SHALL BE INSTALLED ACCORDING TO THE SPECIFICATIONS AND STANDARDS OF THE PUBLIC WORKS DIRECTOR.

64. THE DEVELOPER'S REGISTERED PROFESSIONAL LAND SURVEYOR SHALL BE RESPONSIBLE FOR PROVIDING CERTIFICATION TO THE CITY THAT ALL BOUNDARY AND INTERIOR MONUMENTS SHALL BE REESTABLISHED AND PROTECTED.

65. THE APPROVED PLANS BY THE PUBLIC WORKS DIRECTOR SHALL BE REVIEWED BY THE UNITED STATES POSTAL SERVICE AND A LETTER PROVIDED TO THE CITY STATING THAT THE LOCATION OF THE MAILBOXES MEETS THE INTENTIONS OF THE POSTAL SERVICE.

66. ALL IMPROVEMENTS INSTALLED BY THE DEVELOPER SHALL BE GUARANTEED AS TO WORKMANSHIP AND MATERIAL FOR A PERIOD OF 2 YEARS FOLLOWING ACCEPTANCE BY THE CITY. THE DEVELOPER IS REQUIRED TO PROVIDE THE CITY WITH A BOND FOR 10 PERCENT OF THE TOTAL COSTS OF IMPROVEMENTS IN THE DEVELOPMENT.

67. THE DEVELOPER SHALL MAKE ARRANGEMENTS WITH THE CITY, THE APPLICABLE DISTRICT, AND EACH UTILITY FRANCHISE FOR THE PROVISION AND DEDICATION OF UTILITY EASEMENTS NECESSARY TO PROVIDE FULL SERVICES TO THE DEVELOPMENT. THE CITY'S STANDARD WIDTH FOR PUBLIC MAIN LINE UTILITY EASEMENTS SHALL BE DETERMINED BY THE PUBLIC WORKS DIRECTOR AT TIME OF ENGINEERING REVIEW.

68. DURING THE ENGINEERING REVIEW THE PUBLIC WORKS DIRECTOR SHALL ENSURE THAT DRAINAGE IS LARGE ENOUGH TO ACCOMMODATE EXISTING AND POTENTIAL FUTURE RUNOFF FROM THE ENTIRE UPSTREAM DRAINAGE AREA, WHETHER INSIDE OR OUTSIDE THE DEVELOPMENT.

69. WHERE IT IS ANTICIPATED BY THE PUBLIC WORKS DIRECTOR THAT THE ADDITIONAL RUNOFF RESULTING FROM THE DEVELOPMENT WILL OVERLOAD AN EXISTING DRAINAGE FACILITY, THE CITY SHALL WITHHOLD APPROVAL OF THE DEVELOPMENT UNTIL PROVISION HAVE BEEN MADE FOR IMPROVEMENT OF THE POTENTIAL CONDITION OR UNTIL PROVISIONS HAVE BEEN MADE FOR STORAGE OF ADDITIONAL RUNOFF CAUSED BY THE DEVELOPMENT IN ACCORDANCE WITH CITY STANDARDS.

70. THE PUBLIC WORKS DIRECTOR MAY REQUIRE OVER-SIZING OF THE WATER, SEWER, AND/OR STORM SYSTEMS TO ACCOMMODATE FUTURE DEVELOPMENT WITHIN THE AREA AS PROJECTED BY THE APPLICABLE WATER, SEWER, AND/OR STORM DRAINAGE MASTER PLAN PROVIDED THAT THE CITY MAY GRANT THE DEVELOPER CREDIT OR ESTABLISH A "PAYBACK" AGREEMENT TOWARD ANY REQUIRED SYSTEM DEVELOPMENT CHARGE FOR THE SAME. THIS WILL BE DETERMINED AT THE TIME OF ENGINEERING REVIEW.

71. THE PUBLIC WORKS DIRECTOR SHALL REQUIRE ALL EASEMENTS FOR SEWERS, STORM DRAINAGE AND WATER QUALITY FACILITIES, WATER MAINS, ELECTRIC LINES, OR OTHER PUBLIC UTILITIES AT TIME OF ENGINEERING REVIEW. SUCH EASEMENTS SHALL BE RECORDED WITH THE FINAL PLAT.

72. THE PUBLIC WORKS DIRECTOR SHALL ENSURE ADEQUATE STORM DRAINAGE IS PROVIDED TO EACH LOT OR PARCEL OF LAND AND CONNECTED TO THE CITY'S STORM DRAINAGE SYSTEM WHERE SUCH FACILITIES EXIST. WHERE A PUBLIC STREET IS TO BE DEDICATED OR IMPROVED BY THE APPLICANT, THE APPLICANT SHALL ALSO INSTALL AND DEDICATE TO THE CITY A STORM DRAINAGE SYSTEM IN SAID STREET UNLESS THE PUBLIC WORKS DIRECTOR FINDS A MORE REASONABLE ALTERNATIVE EXISTS FOR THE AREA.

73. NO PUBLIC IMPROVEMENTS, INCLUDING SANITARY SEWERS, STORM SEWERS, STREETS, SIDEWALKS, CURBS, LIGHTING, PARKS, OR OTHER REQUIREMENTS SHALL BE UNDERTAKEN EXCEPT AFTER THE PLANS HAVE BEEN APPROVED BY THE CITY, PERMIT FEE PAID, AND PERMIT ISSUED. THE PERMIT FEE IS REQUIRED TO DEFRAY THE COST AND EXPENSES INCURRED BY THE CITY FOR CONSTRUCTION AND OTHER SERVICES IN CONNECTION WITH THE IMPROVEMENT.

74. ALL RESPONSIBLE SHALL KEEP OPEN DRAINAGE WAYS ON PROPERTY WHICH THEY POSSESS OR CONTROL CLEARED OF DEBRIS AND VEGETATION AS REQUIRED BY THE MOLALLA DEVELOPMENT CODE.

75. PERSONS RESPONSIBLE SHALL MAINTAIN NON-PUBLIC STORM DRAINAGE FACILITIES ON PROPERTY WHICH THEY POSSESS OR CONTROL SO AS TO PREVENT FLOODING OR DAMAGE TO OTHER PROPERTY NOT POSSESSED OR CONTROLLED BY THE PERSON RESPONSIBLE AND TO PREVENT INJURY TO ANY PERSON OR PROPERTY NOT OWNED OR CONTROLLED BY THE PERSON RESPONSIBLE AND TO PREVENT INJURY TO ANY PERSON OR PROPERTY NOT OWNED OR CONTROLLED BY THE PERSON RESPONSIBLE.

76. THE PUBLIC WORKS DIRECTOR MAY REQUIRE A MAINTENANCE AGREEMENT TO BE ESTABLISHED FOR ANY NEW AND/OR EXISTING STORM DRAINAGE FACILITIES AT TIME OF ENGINEERING REVIEW.

77. THE APPLICANT WILL BE REQUIRED TO OBTAIN STORM WATER APPROVAL THROUGH BOTH ODOT AND THE PUBLIC WORKS DIRECTOR.

78. THE PUBLIC WORKS DESIGN STANDARDS WHICH FOLLOW THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, OREGON CHAPTER A.P.W.A., SHALL BE A PART OF THE CITY'S ADOPTED INSTALLATION STANDARD(S); OTHER STANDARDS MAY ALSO BE REQUIRED UPON REVIEW OF THE ENGINEER PLANS BY THE PUBLIC WORKS DIRECTOR.

79. WORK SHALL NOT BEGIN IN ANY PUBLIC RIGHT-OF-WAY UNTIL THE CITY HAS BEEN PROVIDED NOTICE A MINIMUM OF 2 WEEKS IN ADVANCE OF THE WORK.

80. IF WORK IN THE PUBLIC RIGHT-OF-WAY IS DISCONTINUED FOR MORE THAN ONE MONTH, NO RESUMING OF WORK SHALL OCCUR UNTIL THE CITY IS NOTIFIED IN WRITING.

81. IMPROVEMENTS SHALL BE CONSTRUCTED UNDER THE INSPECTION AND TO THE SATISFACTION OF THE CITY. THE CITY MAY REQUIRE MINOR CHANGES IN TYPICAL SECTIONS AND DETAILS IF UNUSUAL CONDITIONS ARISING DURING CONSTRUCTION WARRANT SUCH CHANGES IN THE PUBLIC INTEREST. MODIFICATIONS TO THE APPROVED DESIGN REQUESTED BY THE DEVELOPER MAY BE SUBJECT TO REVIEW UNDER CHAPTER 19.6.

82. A REGISTERED ENGINEER SHALL PROVIDE WRITTEN CERTIFICATION IN A FORM REQUIRED BY THE CITY THAT ALL IMPROVEMENTS, WORKMANSHIP, AND MATERIALS ARE IN ACCORD WITH CURRENT AND STANDARD ENGINEERING AND CONSTRUCTION PRACTICES, CONFORM TO APPROVED PLANS AND CONDITIONS OF APPROVAL, AND ARE OF HIGH GRADE, PRIOR TO CITY ACCEPTANCE OF THE PUBLIC IMPROVEMENTS, OR ANY PORTION THEREOF, FOR OPERATION AND MAINTENANCE.

83. THE DEVELOPER'S ENGINEER SHALL PROVIDE 2 SETS OF AS-BUILT PLANS, IN CONFORMANCE WITH THE PUBLIC WORKS DIRECTOR SPECIFICATIONS, FOR PERMANENT FILING WITH THE CITY.

84. THE IMPROVEMENT OF BOTH PUBLIC AND PRIVATE STORM DRAINAGE FACILITIES THROUGH OR ADJACENT TO A NEW DEVELOPMENT SHALL BE PROVIDED BY THE PERSON RESPONSIBLE FOR THE DEVELOPMENT. SAID IMPROVEMENTS SHALL COMPLY WITH ALL APPLICABLE CITY ORDINANCES, POLICIES AND STANDARDS.

85. NO PORTION OR STATEMENT HEREIN OR SUBSEQUENT INTERPRETATIONS OR POLICIES SHALL RELIEVE ANY PROPERTY OWNER OF ASSESSMENTS LEVIED AGAINST REAL PROPERTY FOR A LOCAL IMPROVEMENT PROJECT OR FOR ABATING CONDITIONS ON THE PROPERTY THAT VIOLATE ANY PROVISION OF THIS CODE.

86. UPON REVIEW OF THE ENGINEERING REQUIREMENTS THE PUBLIC WORKS DIRECTOR MAY REQUIRE A PERFORMANCE BOND WHICH COMPLIES WITH THE STANDARDS OF MDC 19.3.520.

87. THE PUBLIC WORKS DIRECTOR SHALL ISSUE AN ACCESS PERMIT AS PART OF THE ENGINEERING REVIEW SINCE ALL ACCESSES ABUT A CITY OWNED STREET.

88. PLANS FOR MAILBOXES SHALL BE APPROVED BY THE PUBLIC WORKS DIRECTOR DURING ENGINEER REVIEW.

89. THE PUBLIC WORKS DIRECTOR MAY DETERMINE THAT THE DEVELOPER PROVIDE BONDING OR OTHER PERFORMANCE GUARANTEES TO ENSURE COMPLETION OF REQUIRED PUBLIC IMPROVEMENTS.

FIRE DEPARTMENT CONDITIONS OF APPROVAL

90. BUILDING PERMITS SHALL BE REVIEWED BY THE MOLALLA FIRE DEPARTMENT. THE FIRE DEPARTMENT MAY ADDRESS THESE AND ADDITIONAL ISSUES THAT ARISE FROM THAT REVIEW. FIRE REQUIREMENTS SHALL BE MET BY THE APPLICANT.

91. NEED TO SEE STRIPING DETAIL FOR THE "NO PARKING" AREAS IN THE COMPLEXES ALONG HART, SHAVER, 3RD AND 5TH STREETS. SEE OREGON FIRE CODE D103.6, 503.3 AND 503.2.

92. NEED TO SEE PREMISE IDENTIFICATION DETAIL.

93. NEED TO SEE DETAIL ON TURNING RADII. SEE OREGON FIRE CODE 503.2.4, D103.3 AND D103.3.1. MINIMUM TURNING RADII SHALL BE 28'/48' RESPECTIVELY.

94. NEED TO SEE DETAILS ON CONSTRUCTION CLASSIFICATIONS OF THE NON-SPEC RETAIL STORES AND RESTAURANTS. ADDITIONAL FIRE HYDRANTS OR FIRE SUPPRESSIONS SYSTEMS MAY BE REQUIRED DEPENDING ON WHAT TYPE OF HAZARD WILL OCCUPY THE BUILDINGS.

95. AN ADDITIONAL 5 FIRE HYDRANTS NEED TO BE ADDED TO SATISFY THE REQUIREMENTS OF SECTION C105 OF THE 2007 OREGON FIRE CODE AS REQUIRED UPON MY REVIEW.

96. ALL HYDRANTS NEW AND EXISTING SHALL HAVE A 4" STORTS QUICK CONNECT INSTALLED PRIOR TO ANY OCCUPANCY OF ANY BUILDING.

97. VAULT DETAIL AND SPRINKLER SYSTEM PLANS, CUT SHEETS AND FLOW CALCULATIONS NEED TO BE PROVIDED TO THE MOLALLA FIRE DEPARTMENT AFTER 3RD PARTY REVIEW.

98. THERE WAS NO FACP PLANS PROVIDED TO MOLALLA FIRE. THE ALARM PANEL SHALL BE FULLY ADDRESSABLE. PLANS, CUT SHEETS AND VOLTAGE CALCULATIONS WILL NEED TO BE PROVIDED TO MOLALLA FIRE AFTER REVIEW BY A 3RD PARTY. SEE OREGON FIRE CODE 907.1.1. THE SYSTEM SHALL BE MONITORED BY AN INDEPENDENT 3RD PARTY CONTRACTOR. SEE OREGON FIRE CODE 903.4.

99. ALL FDC'S SHALL BE REMOTE AND BE LOCATED WITHIN 50' OF A FIRE HYDRANT. THAT VERBIAGE NEEDS TO BE PUT ON THE PLANS IN THE FDC DETAIL SECTION. SEE OREGON FIRE CODE 903.3.7 AND SECTION 912.

100. ALL FIRE HYDRANTS SHALL HAVE A MINIMUM CLEAR SPACE AROUND THE HYDRANTS OF NOT LESS THAN 3' FROM ANY OBSTRUCTION. IF THE OBSTRUCTION IS ELECTRICAL IN NATURE THE CLEAR SPACE SHALL BE INCREASED TO 4'. SEE OREGON FIRE CODE 508.5.4, 508.4.5 ORS 860-024-0010. THIS NEEDS TO BE ON THE HYDRANT DETAIL SECTION.

101. 10' EACH DIRECTION OF THE CENTER NUT OF EACH HYDRANT SHALL BE CLEARLY IDENTIFIED AS "NO PARKING". SEE ORS 811.550(116). THIS NEEDS TO BE ON THE PLANS IN THE HYDRANT DETAIL SECTION.

102. ALL THRUST BLOCKING WILL NEED TO BE VISUALLY INSPECTED. THIS VERBIAGE WILL NED TO BE ON THE PLANS IN THE PLUMBING DETAIL.

Per the applicant's request, the hearing will be postponed for additional information pending from ODOT (Oregon Department of Transportation).

VI. Old Business

Planning Director Potter advised of the city email and that it was having problems last week. He apologized for the delay for a report by the email not working properly. He advised the Commission should have all documents at least a week in advance. He recommended putting items in a binder for hearings so that the Commission has all material in one place for hearings.

Goal setting papers need to be submitted to the Planning Director.

COMP PLAN RESULTS

The Planning Commission of Clackamas County denied the proposed comp plan last week. He felt that the City of Molalla attorney did a spectacular job on presentation; however, the County did not approve Molalla's proposal. April 27th will be the Board of Commissioners hearing, further information will be sent.

Commissioner Gates expressed his thoughts on the meeting with County. He was disappointed in the decision of the County.

Chairman Boreth was surprised that according to the scripts used in land use procedures, he didn't hear anything listed about state code and that they referenced not planning for 50 + years.

VII. Approvals/Recommendations

None.

VIII. Training

None.

IX. Events

None.

X. Directors Report

None.

XI. Round Table

None.

XII. Adjourn and Set Next Meeting Date

Commissioner Maben moved to adjourn the meeting. Commissioner Trexler seconded. Motion carried (7-0).

Minutes submitted by: Secretary Melanie Maben _____

Minutes approved by: Chairman Glen Boreth _____

Public Hearing held at Molalla Adult Center, 315 Kennel Street, Molalla, OR 97038

I. Call to Order

Chairman Boreth called to order the regular meeting of the Molalla Planning Commission at 6:00 on May 17, 2011.

II. Roll Call

Commissioners: Jerome Beattie, present; Scott Benthin, absent; Glen Boreth, present; Roger Gates, present; Melanie Maben, present; Bob Trexler, absent (excused)

City Staff: Shane Potter, present.

III. Flag Salute

IV. Public Comment Period

V. File No.: CA 2010-1 Public Hearing

Legal Description: Township 5 South, Range 2 East, Section 8DD, Tax Lots 09300 and 09400

Applicant/Owner: Vest Properties LLC.

Proposal: Comprehensive Plan Map Amendment, Zone Change, Site Design Review, Partition, and Conditional Use to change land currently light industrial to commercial land to develop a 164 multi-family dwelling units and nearly 30,000 square feet of commercial space.

Commissioner Maben moved to open the public hearing. Commissioner Beattie seconded. Motion carried (5-0).

Chairman asked the Planning Commission if there has been any Ex Parte Communication. There were none, nor any audience challenges.

Chairman Boreth explained the Quasi Judicial Land Use Procedure:

1. The hearing will proceed in the following general order: staff report, applicant's presentation, testimony in favor of the application, testimony in opposition to the application, rebuttal, record closes, decision maker deliberation and decision.
2. A list of the applicable substantive criteria.

3. All testimony, arguments and evidence must be directed toward the applicable substantive criteria, or other criteria in the Comprehensive Plan or Land Use Regulations, which the person believes to apply to the decision.
4. If any person believes that other criteria apply in addition to those addressed in the staff report, those criteria must be listed and discussed on the record.
5. The decision maker may reasonably limit oral presentations in length or content depending upon time constraints.
6. Any party may submit written materials of any length while the public record is open.
7. Failure to raise an issue on the record, with sufficient specificity and accompanied by statements or evidence sufficient to afford the City and all parties to respond to the issue, will preclude appeal on that issue to the Land Use Board of Appeals.
8. Failure by the applicant to raise constitutional or other issues relating to the proposed conditions of approval, with sufficient specificity to allow the City to respond to the issue, precludes an action for damages in Circuit Court.
9. Any party wishing a continuance or to keep open the record must make that request while the record is still open.
10. The Hearings Officer or chair shall call for any ex-parte contacts, conflicts of interest or bias before the beginning of each hearing item.

Hearing no ex parte communication, nor challenges from the audience, Chairman Boreth opened the hearing to Planning Director Potter.

City Planning Director Potter gave a background on the application, which was listed in the staff report.

Information via staff report.

(print in Garamond, size 11 is quoted from the staff report)

There is a long history to how this application came to be. In order to provide the easiest understanding of the time frame staff will provide a bulleted list of events.

- In 2007 the City of Molalla received a grant to complete a Downtown and Oregon 211 Streetscape Master Plan. This plan shows how property around the downtown could be better utilized. The plan also shows the streetscape design of properties along Highway 211. While this was originally suppose to be a master plan consultation with ODOT and City staff soon determined that the way the plan was written would be difficult for people to use therefore ODOT and staff agreed to use this document as a supporting document.
- On December 9, 2009 the City Council adopted an ordinance (Ordinance Number 2009-08) which established a moratorium on SDC's for development in the Commercial and Industrial zones.

- On February 12, 2010 the City issued a report on the pre-application conference to the applicants.
- On May 4, 2010 the City received a formal application from the applicant's engineers.
- On June 3, 2010 the City issued a letter stating that the applicant had not met the submittal criteria and listed the additional requirements to be met.
- In July of 2010 staff held a discussion with ODOT representative Sonya Kazen expressing some concerns due to the location and intensity and explained the potential for the City to receive grant monies to do a Quick Response.
- In July of 2010 the City and applicant met with representatives of the Quick Response and established a consensus to move forward with this application.
- On September 22, 2010 the City received approval for the Quick Response.
- On December 20, 2010 the City received additional material from the applicant to finalize the application.
- On January 18, 2011 the City deemed the application complete.
- In January of 2011 Staff contacted the Quick Response leader to express the cities frustrations on the time frame it was taking to complete the project.
- On February 21, 2011 the City received a rough draft of the Quick Response materials.
- On March 15 the City received a final draft of the Quick Response materials.
- On March 9, 2011 the City received a phone call from ODOT expressing additional concerns regarding potential problems with traffic onto the Highway. Staff contacted the applicant and explained the concerns at which time the applicant requested an extension of the originally scheduled March 14, 2011 hearing.
- On March 11, 2011 the City received an extension of the 120 day rule by 60 additional days.
- On March 14, 2011 the City held a public hearing and extended the hearing until April 4, 2011 with no additional notice being made at that time.
- On March 24, 2011 the City held a phone meeting with ODOT and the applicant to determine what issues still exist and a process to move forward.

This property lies between two streets Hart Street and Shaver Street. The property is long and narrow. The application shows the owner to be Troy Vest. The property is approximately 1,400 feet long by 240 feet wide. This property currently resides within the City limits of Molalla. The property is bordered to the south by a small piece of property. The uses within the area are mostly residential in nature with some industrial development existing to the southwest of the subject property. Nearby amenities include Molalla City hall which lies to the west (approximately 800 feet), Fox Park which lies to the east (approximately 626 feet), Long Park which lies to the

northeast (approximately 1,360 feet), Molalla Middle School which lies to the northwest (approximately 2,340 feet), and downtown Molalla which lies directly adjacent to the subject property.

STAFF **RECOMMENDS APPROVAL** OF THIS **CONSOLIDATED APPLICATION** WITH THE FOLLOWING CONDITIONS OF APPROVAL. REVIEW OF THE SUBMITTED DOCUMENTS IS NOT APPROVAL OF OMISSIONS, OVERSIGHT OF AUTHORIZATION OF NON-COMPLIANCE WITH ANY REGULATIONS OF THIS AGENCY OR OF THE REGULATIONS OF ANY OTHER AGENCY. THIS DECISION SHOULD NOT BE CONSIDERED A PRECEDENT SETTING RECOMMENDATION AS EACH PROJECT IS REVIEWED ON A CASE BY CASE BASIS.

1. PLANS SHALL BE ADJUSTED TO PLACE PARKING TO THE REAR OR SIDE INSTEAD OF ADJACENT TO W. MAIN STREET (HIGHWAY 211). THIS WOULD MEAN THAT THE TWO BUILDINGS ALONG THE FRONT IDENTIFIED AS THE RESTAURANT AND THE FAST FOOD WOULD NEED TO BE ADJUSTED TO ENSURE PARKING IS NOT SET BETWEEN THE TWO USES.
2. BOTH LOTS WHICH LIE ON THE W. MAIN STREET FRONTAGE SHALL PROVIDE AN ACCESS TO THE BUILDING WITHIN 20 FEET OF THE CORNER IN ORDER TO MEET THE REQUIREMENTS OF CORNER BUILDING ACCESS.
3. THE BUILDING IDENTIFIED AS "FAST FOOD" IS NOT PROVIDING WINDOWS ALONG THE WALL LENGTH ON THE NORTH SIDE. THE APPLICANT SHALL ADJUST THE SITE PLANS TO PROVIDE FOR A MINIMUM OF 40 PERCENT IN WINDOWS (16.4 FEET).
4. OUTDOOR STORAGE IS SHOWN TO BE CHAIN LINK WITH SLATS. CODE REQUIRES ALL OUTDOOR STORAGE AREAS TO BE BUILT WITH LIKE MATERIAL OF THE PRIMARY STRUCTURE. THE APPLICANT SHALL PROVIDE DETAIL SHEETS WHICH COMPLY WITH THIS STANDARD.
5. APPLICANT SHALL PROVIDE A NEW LIGHTING PLAN WHICH SHOWS A FOOT-CANDLE OF 3 ALONG ALL PEDESTRIAN WAYS.
6. THE APPLICANT SHALL USE CUT-OFF LENSES OR HOODS TO PREVENT GLARE AND LIGHT SPILL-OFF FROM A PROJECT SITE ONTO ADJACENT PROPERTIES FOR ALL LIGHTING INSTALLED.
7. LIGHTING SHALL COMPLY WITH THE DARK SKIES CRITERIA OF THE MOLALLA MUNICIPAL CODE UPON INSTALLATION.
8. THE APPLICANT MUST RE-CONFIGURE OR REMOVE THE DRIVE THROUGH IN ORDER TO COMPLY WITH THE CRITERIA ESTABLISHED IN 17.3.190. THE FAST FOOD CANNOT PROVIDE A DRIVE-UP/DRIVE-THROUGH WHICH IS ADJACENT TO A STREET.
9. THE APPLICANT SHALL ESTABLISH A HOME OWNERS ASSOCIATION TO TAKE CARE OF THE COMMON AREAS FOR THE TOWNHOMES IF SAID TOWNHOMES ARE GOING TO BE SOLD INDIVIDUALLY. PROOF OF THE HOME OWNERS ASSOCIATION SHALL BE FILED WITH THIS CITY AND PLACED IN THIS FILE.
10. THE APPLICANT SHALL ADJUST THE PLANS FOR THE TOWNHOMES AND PLACE BAY WINDOWS OR BALCONIES AS REQUIRED IN 17.2.200 (A.3) OF THE MDC.
11. THE APPLICANT SHALL PROVIDE PORCHES ON THE TOWNHOMES AS REQUIRED BY 17.2.200 (A.4) OF THE MDC.

12. THE PROPOSED TRASH RECEPTACLES SHOW A CHAIN LINK FENCE WITH SLATS. THE APPLICANT SHALL PROVIDE THE CITY WITH SCREENING WHICH RESEMBLES THE DEVELOPMENT OF THE SITE.

13. VISION CLEARANCE STANDARDS SHALL BE MET AT ALL TIMES.

14. TREE SIZES SHALL BE INCREASED TO A MINIMUM OF 2" AT TIME OF PLANTING.

15. SHRUBS SHALL BE INCREASED TO 5 GALLON IN SIZE. IF THE APPLICANT'S LANDSCAPE ARCHITECT/ENGINEER CAN SHOW THAT THERE IS NO REASON TO PROVIDE THIS SIZE SHRUB THE CITY WOULD TAKE SUCH EVIDENCE AS COMPLIANCE WITH THIS CRITERIA.

16. ALL LANDSCAPE ISLANDS SHALL BE A MINIMUM OF 15 FOOT IN WIDTH.

17. LANDSCAPE PLANS SHALL BE MODIFIED TO INCLUDE SHRUBS IN THE LANDSCAPE ISLANDS.

18. THE DEVELOPER SHALL BE RESPONSIBLE FOR ENSURING THAT THE PLANTING OF TREES INCLUDING SOIL PREPARATION, GROUND COVER MATERIAL, STAKING, AND IRRIGATION EXIST FOR TWO YEARS AFTER PLANTING. THE PROPERTY OWNER SHALL CONTINUE TO BE RESPONSIBLE FOR TREE CARE AFTER THE TWO YEARS AS REQUIRED BY THE MOLALLA DEVELOPMENT CODE AND OTHER PERTINENT CITY ORDINANCES AND REGULATIONS.

19. THE DEVELOPER SHALL ENTER INTO AN AGREEMENT WITH THE PUBLIC WORKS DIRECTOR, WHICH SHALL INCLUDE A FEE FOR THE CARE OF ALL STREET TREES. THIS CONDITION SHALL BE COMPLETED PRIOR TO BUILDING PERMIT ISSUANCE.

20. THE APPLICANT IS REQUIRED TO PROVIDE LANDSCAPING IN ADVANCE OF AN OCCUPANCY PERMIT OR SUBMIT A SURETY BOND EQUAL TO THE COST OF THE LANDSCAPING. THE PLANNING DIRECTOR WOULD REQUIRE THE APPLICANT TO SUBMIT A MINIMUM OF 3 BIDS TO THE CITY FOR SUCH LANDSCAPING EXPENSE. LANDSCAPING IS REQUIRED NO LONGER THAN 6 MONTHS FOLLOWING THE CERTIFICATE OF OCCUPANCY, IF A SURETY BOND IS FILED. IF INSTALLATION OF THE LANDSCAPING IS NOT COMPLETED WITHIN THE 6 MONTH PERIOD, THE SECURITY MAY BE USED BY THE CITY TO COMPLETE THE INSTALLATION.

21. THE APPLICANT SHALL PROVIDE DETAILS OF THE BICYCLE RACK DESIGN TO ENSURE COMPLIANCE WITH CODE. DETAILS SHALL SHOW HOW THE BICYCLE RACK IS DESIGNED TO SECURE THE FRAME AND AT LEAST ONE WHEEL, AND ACCOMMODATE A LOCKING DEVICE.

22. THE APPLICANT SHALL CHANGE THE DIMENSIONS OF 5TH STREET TO COMPLY WITH THE TRANSPORTATION PLAN WHICH (FIGURE 19) WHICH SHOWS THE FOLLOWING RIGHT OF WAY:

- 60 FOOT RIGHT-OF-WAY
- 6 FOOT BICYCLE LANES
- 8 FOOT SIDEWALK
- NO ON-STREET PARKING
- NO LANDSCAPE STRIP

SUCH RIGHT-OF-WAY SHALL BE APPROVED BY THE PUBLIC WORKS DIRECTOR AND PLANNING DIRECTOR PRIOR TO ANY CONSTRUCTION OR DEVELOPMENT BEGINS.

23. THE APPLICANT SHALL CONSTRUCT A SIGNAL TO ODOT STANDARDS AT THE INTERSECTION OF MAIN AND MOLALLA. CURRENTLY THIS LIGHT IS OPERATING AT A FAILING LEVEL. THE ADDITION OF THIS DEVELOPMENT WILL PUSH THIS INTERSECTION WELL BEYOND THE SAFETY ALLOWANCES.

24. THE APPLICANT SHALL PLACE A TRIP CAP OF 4,320 TRIPS ON THE PROPERTY. THIS TRIP CAP HAS BEEN DISCUSSED WITH ODOT AND THE APPLICANT AND IT IS UNDERSTOOD THAT THIS TRIP CAP WOULD ALLOW THE COMMERCIAL AND RESIDENTIAL DEVELOPMENT TO OCCUR, HOWEVER THE FAST FOOD WOULD NOT BE ABLE TO BE BUILT OUT AT THIS TIME. THE APPLICANT WILL BE REQUIRED TO WORK WITH ODOT ON AN ALTERNATIVE ANALYSIS IN ORDER TO BUILD PORTIONS AS PART OF THIS TRIP AND PUT THE ALLOWANCE FOR THE FAST FOOD TO BE PLACED ON HOLD UNTIL WHICH PROVIDES THE HIGHEST DEVELOPMENT OF LAND. SIMPLY USING THE FAST FOOD WOULD EAT UP A MAJORITY OF THE TRIPS AND WOULD NOT ALLOW MUCH MORE DEVELOPMENT OF THE SITE.

25. THE APPLICANT SHALL PLACE TURN LANES ON W. MAIN STREET (HWY 211) AND COMPLY WITH THE STANDARDS OF THE PUBLIC WORKS DIRECTOR AND THOSE REQUIREMENTS ESTABLISHED BY ODOT FOR SUCH TURN LANES. THERE IS EXPECTED TO BE A NEED GREATER THAN THE CURRENT RIGHT-OF-WAY LOCATED ON HIGHWAY 211 IN ORDER TO MEET THE TURN LANE STANDARDS. THE APPLICANT SHALL DEDICATE THE NECESSARY AMOUNT OF LAND NEEDED TO COMPLY WITH ODOT STANDARDS.

26. THE APPLICANT SHALL DEVELOP AND DEDICATE THE LANDS FOR THE EXTENSION OF 3RD STREET AND 5TH STREET. THIS DEDICATION SHALL COMPLY WITH THE PUBLIC WORKS DIRECTOR'S STANDARDS FOR STREETS.

27. THE APPLICANT SHALL RECONSTRUCT HART STREET AND SHAVER AVENUE DUE TO THEIR CURRENT CONDITION. SUCH RECONSTRUCTION SHALL COMPLY WITH THE STANDARDS OF THE PUBLIC WORKS DIRECTOR.

28. THE APPLICANT SHALL LIMIT ACCESS ONTO HART STREET FROM W. MAIN STREET (HWY 211) TO TURN IN TRAFFIC ONLY (ENTER FROM W. MAIN STREET TO HART STREET) AND RESTRICT TRAFFIC TO EXIT HART STREET ONTO HIGHWAY 211.

29. NO ADDITIONAL ACCESSES BEYOND THOSE OF HART STREET AND SHAVER AVENUE SHALL BE ALLOWED TO ACCESS W. MAIN STREET.

30. THE APPLICANT SHALL REDESIGN THE PLANS TO REMOVE THE ACCESS FROM PARCEL ONE (COMMERCIAL AND TOWNHOMES) ONTO 3RD STREET. ACCESS FROM PARCEL ONE WILL COME FROM SHAVER AVENUE AND HART STREET.

31. THE APPLICANT SHALL PROVIDE TREE WELLS CONSISTENT WITH THE REQUIREMENTS OF ODOT AND THE PUBLIC WORKS DIRECTOR ALONG W. MAIN STREET TO PROVIDE A BUFFER BETWEEN THE AUTOMOBILE AND THE PEDESTRIAN.

32. THE APPLICANT SHALL PROVIDE OUTDOOR SEATING FOR THE FAST FOOD RESTAURANT AS A WAY TO LIMIT THE IMPACTS CREATED BY FAST FOOD.

33. THE APPLICANT SHALL INCORPORATE PUBLIC ART THAT INCORPORATES OUTDOOR SEATING SUCH AS A SCULPTURE OR FOUNTAIN.
34. THE APPLICANT SHALL CLOSE ALL ACCESSES TO THE PROPERTY AS A RESULT OF DEVELOPMENT OF THE SITE.
35. THE APPLICANT SHALL CONSTRUCT THE DRIVEWAYS CONSISTENT WITH SECTION 18.1.200(K.3) OF THE MDC AND THE REQUIREMENTS ESTABLISHED BY THE PUBLIC WORKS DIRECTOR.
36. EVERGREEN HEDGES, TREES AND/OR DECORATIVE WALLS SHALL BE USED TO SCREEN THE PARKING AREAS THAT ARE ADJACENT TO STREETS.
37. SHRUBS SHALL BE REQUIRED TO BE PLANTED IN LANDSCAPE ISLANDS TO COMPLY WITH THE CODE.
38. ALL STREET TREES SHALL BE APPROVED BY THE PUBLIC WORKS DIRECTOR AND ODOT (ALONG W. MAIN STREET).
39. PRIOR TO BUILDING PERMIT ISSUANCE THE APPLICANT SHALL PROVIDE A GRADING AND EROSION CONTROL PLAN AS REQUIRED BY THESE CRITERIA.
40. NO SIGNS ARE BEING PROPOSED AT THIS TIME. AT SUCH TIME A SIGN IS INSTALLED THE OWNER SHALL APPLY FOR AND RECEIVE APPROVAL FROM THE CITY OF MOLALLA PRIOR TO ANY CONSTRUCTION OF THE SIGN.
41. HOURS OF OPERATION OF ANY OF THE COMMERCIAL BUSINESSES SHALL BE LIMITED TO 5AM - 12AM.
42. THERE ARE BUILDINGS WHICH DO NOT COMPLY WITH THE SETBACK REQUIREMENTS. THE APPLICANT SHALL ADJUST THE PLANS TO COMPLY WITH THESE REQUIREMENTS.
43. THE APPLICANT SHALL PROVIDE A MINIMUM OF 174 COVERED PARKING SPACES IN THE MULTI-FAMILY RESIDENTIAL PORTION OF THE DEVELOPMENT.
44. THE APPLICANT SHALL EXTEND THE RIGHT OF WAY ALONG SHAVER AVENUE TO 10' AND TURN THIS INTO A TRAIL RATHER THAN A 5' SIDEWALK. DUE TO THE SETBACK REQUIREMENTS THE ADDITIONAL 5' REQUIRED WILL BE COUNTED IN THE SETBACK AMOUNT. SINCE THIS TRAIL COMPLIES WITH THE NEEDS AS IDENTIFIED IN THE PARKS AND RECREATION MASTER PLAN STAFF WILL REDUCE THE AMOUNT OF PARK IN LIEU OF FEE BY THE AMOUNT OF ADDITIONAL SPACE CREATED BY THIS TRAIL.
45. THE APPLICANT SHALL PROVIDE MORE INTENSE SCREENING ALONG SHAVER AVENUE AND THE DEVELOPMENT TO BUFFER THE RESIDENCES FROM THE TRAIL.
46. ALL UTILITIES SHALL BE PLACED UNDERGROUND.
47. THE APPLICANT SHALL BE REQUIRED TO PAY A FEE IN LIEU OF PARK IN THE AMOUNT OF \$318,199.00 TO COMPLY WITH THE PARK REQUIREMENTS OF THE PLAN. THE APPLICANT MAY REQUEST TO PLACE A PARK IN AN ALTERNATE AREA IN AN AMOUNT OF 4.68 ACRES IN ORDER TO SATISFY THE REQUIREMENTS OF THE PARK DEMANDS. SUCH A PARK SHALL BE SUBJECT TO CITY

COUNCIL APPROVAL. THIS FEE MAY BE REDUCED BY THE AMOUNT OF SPACE CONSTRUCTED FOR THE TRAIL ALONG SHAVER AVENUE AS REQUIRED LATER AS A CONDITION OF APPROVAL.

48. THE APPLICANT SHALL PROVIDE THE CITY WITH DETAILS ON THE TYPE AND HEIGHT OF THE OUTDOOR LIGHTING.

49. WINDOWS MAY NOT BE TINTED OR MIRRORRED.

50. NO OUTDOOR MECHANICAL EQUIPMENT IS SHOWN BUT IF SUCH EQUIPMENT IS USED IT SHALL COMPLY WITH THE MOLALLA DEVELOPMENT CODE FOR SCREENING.

51. PER THE AGREEMENT FOR SDC WAIVERS TO BE ELIGIBLE FOR THE WAIVERS THE APPLICANT IS REQUIRED TO HAVE BUILDING PERMITS ISSUED WITHIN 180 DAYS FROM THE DATE THE APPLICATION IS APPROVED.

52. THE APPLICANT SHALL BE REQUIRED TO SUBMIT FOR FINAL PLAT APPROVAL PRIOR TO ANY DEVELOPMENT ON THE SITE.

53. A PLAT NAME SHALL BE PROVIDED FOR REVIEW AT TIME OF FINAL PLAT SUBMITTAL. NO FINAL PLAT APPROVAL MAY TAKE PLACE UNTIL A PLAT NAME HAS BEEN APPROVED BY THE CITY.

54. ANY ALTERATION MADE FROM THIS APPLICATION MUST BE REVIEWED AND APPROVED BY PLANNING THROUGH PROCEDURES ESTABLISHED IN THE MOLALLA DEVELOPMENT CODE.

55. THE PARTITION PLAT SHALL BE VALID FOR A PERIOD OF TWO YEARS. FAILURE TO SUBMIT A FINAL PLAT WITHIN TWO YEARS SHALL RESULT IN A LAPSE OF THE PARTITION AND THE PARTITION APPROVAL, IF APPROVED, VOID.

56. THE SITE DESIGN REVIEW SHALL BE VALID FOR A PERIOD OF ONE YEAR. FAILURE TO SUBMIT BUILDING PERMITS WITHIN ONE YEAR SHALL RESULT IN A LAPSE OF THE SITE DESIGN REVIEW AND THE SITE DESIGN REVIEW APPROVAL, IF APPROVED, VOID.

57. SETBACKS FOR THE MULTI-FAMILY DEVELOPMENT SHALL BE INCREASED TO MEET THE MINIMUM STANDARDS OF 17.2.114. THE CURRENT STANDARDS ARE MOSTLY MET BUT THERE ARE 4 DIFFERENT BUILDINGS WHICH ENCROACH UPON THE REQUIRED SETBACKS.

58. PRIOR TO FINAL APPROVAL ON THE FINAL PLAT, ALL REQUIRED PUBLIC IMPROVEMENTS SHALL BE INSTALLED, INSPECTED, AND APPROVED. ALTERNATIVELY, THE APPLICANT SHALL PROVIDE A PERFORMANCE GUARANTEE, IN ACCORDANCE WITH CHAPTER 19.1.840 OF THE MOLALLA DEVELOPMENT CODE.

59. ONCE THE PARTITION PLAT HAS BEEN APPROVED THE APPLICANT SHALL SUBMIT A FINAL PLAT FOR REVIEW WHICH WILL ENSURE CONSISTENCY WITH THE PARTITION PLAT APPROVAL. THE FINAL PLAT REVIEW IS A SEPARATE LAND USE ACTION.

60. AN APPLICATION FOR FINAL PLAT REVIEW SHALL BE REQUIRED BEFORE THIS PARTITION PLAT.

61. ANY ALTERATION MADE FROM THIS APPLICATION MUST BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT THROUGH PROCEDURES ESTABLISHED IN THE MDC.

62. PERMITS SHALL BE REQUIRED FOR THE DEMOLITION OF ANY BUILDINGS ON THE PROPERTY(S).

63. THE PARTITION PLAT SHALL BE VALID FOR A PERIOD OF TWO YEARS. FAILURE TO SUBMIT A FINAL PLAT WITHIN TWO YEARS SHALL RESULT IN A LAPSE OF THE PARTITION AND THE PARTITION APPROVAL, IF APPROVED, VOID.

64. THE PARKING AREA DEPICTED BETWEEN THE RESTAURANT AND FAST FOOD IS IN VIOLATION OF THIS SECTION. THE APPLICANT SHALL REDESIGN THE BUILDING LAYOUT ALONG THE FRONT TO COMPLY WITH THESE STANDARDS AND OTHER STANDARDS.

65. THE CITY SHALL RECEIVE ADEQUATE ASSURANCES THAT THE PARTITIONER HAS AGREED TO MAKE ALL PUBLIC IMPROVEMENTS WHICH ARE REQUIRED AS CONDITIONS OF APPROVAL OF THIS PLAN HAVE BEEN MET.

66. THE PUBLIC WORKS DIRECTOR SHALL CERTIFY THAT ALL REQUIRED PUBLIC IMPROVEMENTS ARE COMPLETED AND APPROVED.

67. AN IMPROVEMENT AGREEMENT BETWEEN THE CITY AND THE DEVELOPER, EXECUTED AND FILED WITH THE CITY. THE AGREEMENT SHALL BE ACCOMPANIED BY A PERFORMANCE GUARANTEE AS SPECIFIED BY THE CITY. UPON THE DEVELOPER'S REQUEST, THE AGREEMENT MAY BE EXTENDED FOR AN ADDITIONAL 6 MONTHS IF THE PERFORMANCE GUARANTEES ARE MODIFIED TO REFLECT ANY CHANGE IN COST OF CONSTRUCTION. THE AGREEMENT SHALL STATE THAT ALL IMPROVEMENTS COMPLETED WITHIN THE TERM OF THE AGREEMENT OR ITS EXTENSION SHALL BE COMPLETED BY THE CITY AT THE EXPENSE OF THE DEVELOPER. THE CITY SHALL ESTIMATE THE COST OF COMPLETING THE WORK, CALL UPON THE BOND OR DEPOSIT FOR FUNDS NECESSARY TO COVER THE COST, AND COMPLETE THE IMPROVEMENT(S) FROM FUNDS COLLECTED UNDER THE PERFORMANCE GUARANTEE. IF THE FUNDS COLLECTED UNDER THE PERFORMANCE GUARANTEE ARE NOT SUFFICIENT TO INSTALL THE REQUIRED IMPROVEMENT(S), THE CITY MAY EITHER HOLD THE COLLECTED FUNDS UNTIL ADDITIONAL FUNDS ARE AUTHORIZED FOR THE IMPROVEMENT(S) OR EXPEND THE COLLECTED FUNDS ON A REVISED IMPROVEMENT(S) OR ON A PORTION OF THE IMPROVEMENT(S) AS DETERMINED REASONABLE BY THE PUBLIC WORKS DIRECTOR.

THE CONDITIONS OF APPROVAL BELOW SHALL BE COMPLETED AND REVIEWED AT THE TIME OF ENGINEERING REVIEW BEFORE THE PUBLIC WORKS DIRECTOR:

68. CONSTRUCTION OF DRIVEWAYS SHALL MEET THE REQUIREMENTS OF 18.1.200(K).

69. THE APPLICANT SHALL OBTAIN STORM WATER PERMITS FROM THE PUBLIC WORKS DIRECTOR AND ODOT IF SUCH STORM ENTERS W. MAIN (HWY 211).

70. STREET TREES SHALL BE PLACED IN TREE WELLS ALONG W. MAIN STREET (HWY 211) IN ORDER TO PROVIDE A SEPARATION FROM THE AUTOMOBILE AND THE PEDESTRIAN. SUCH STREET TREES SHALL BE REVIEWED AND APPROVED BY THE PUBLIC WORKS DIRECTOR AND ODOT FOR COMPLIANCE WITH THESE STANDARDS.

71. ODOT RIGHT-OF-WAY SHALL BE ENHANCED TO MEET THE STANDARDS AS ESTABLISHED ON PAGE 94 OF THE MOLALLA TRANSPORTATION SYSTEMS PLAN AND FURTHER DETAILED IN EXHIBIT M.

72. MARKED CROSSINGS SHALL HAVE CONTINUOUS, DETECTABLE MARKINGS, NOT LESS THAN 36 INCHES WIDE USING TEXTURAL MATERIAL THAT IS FIRM, STABLE, SLIP-RESISTANT, AND

CONSISTENT WITH ADA (AMERICANS WITH DISABILITIES) ACT AND CHAPTER 11 OF THE STATE OF OREGON STRUCTURAL SPECIALTY CODE 1996 EDITION

73. WALKWAY AND ACCESSWAY SURFACES SHALL BE CONCRETE, ASPHALT, BRICK/MASONRY PAVERS, OR OTHER DURABLE SURFACE, AS APPROVED BY THE PUBLIC WORKS DIRECTOR/CITY ENGINEER, AT LEAST 5 FEET WIDE. MULTI-USE PATHS (I.E., FOR BICYCLES AND PEDESTRIANS) SHALL BE CONCRETE OR ASPHALT, AT LEAST 10 FEET WIDE. ADDITIONAL REQUIREMENTS BASED ON SPECIFIC TRAIL PLANS MAY EXIST IN SEPARATE PARKS AND/OR TRAIL PLANS. (SEE ALSO, SECTION 18.4.100 - TRANSPORTATION STANDARDS FOR PUBLIC, MULTI-USE PATHWAY STANDARD).

74. WALKWAYS SHALL COMPLY WITH APPLICABLE AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS. THE ENDS OF ALL RAISED WALKWAYS, WHERE THE WALKWAY INTERSECTS A DRIVEWAY OR STREET SHALL PROVIDE RAMPS THAT ARE ADA ACCESSIBLE, AND WALKWAYS SHALL PROVIDE DIRECT ROUTES TO PRIMARY BUILDING ENTRANCES.

75. WALKWAYS WITHOUT STAIRS SHALL HAVE A MAXIMUM SLOPE OF 5 PERCENT AND A MAXIMUM CROSS SLOPE OF 2 PERCENT. WALKWAYS SHALL BE PROTECTED BY BOLLARDS WHEN BORDERING PARKING SPACES. BOLLARDS SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES.

76. ALL SIGNIFICANT VEGETATION ON A SITE THAT IS NOT OTHERWISE DESIGNATED AND APPROVED BY THE CITY FOR REMOVAL SHALL BE PROTECTED PRIOR TO, DURING, AND AFTER CONSTRUCTION IN ACCORDANCE WITH A LIMIT-OF-CLEARING AND GRADING PLAN APPROVED BY THE CITY. THE CITY MAY LIMIT GRADING ACTIVITIES AND OPERATION OF VEHICLES AND HEAVY EQUIPMENT IN AND AROUND SIGNIFICANT VEGETATION AREAS TO PREVENT EROSION, POLLUTION, OR LANDSLIDE HAZARDS.

77. THE FOLLOWING DEVELOPMENT AND MAINTENANCE STANDARDS SHALL APPLY TO ALL DRIVEWAYS AND PRIVATE STREETS:

- DRIVEWAYS, PARKING AREAS, AISLES, AND TURNAROUNDS MAY BE PAVED WITH ASPHALT, CONCRETE, OR COMPARABLE SURFACING, OR A DURABLE NON-PAVING OR POROUS PAVING MATERIAL MAY BE USED TO REDUCE SURFACE WATER RUNOFF AND PROTECT WATER QUALITY. DRIVEWAY AND STREET MATERIALS SHALL BE SUBJECT TO REVIEW AND APPROVAL BY THE PUBLIC WORKS DIRECTOR/CITY ENGINEER.
- WHEN NON-POROUS PAVING IS USED, ALL DRIVEWAYS, PARKING AREAS, AISLES, AND TURNAROUNDS SHALL HAVE ON-SITE COLLECTION OF SURFACE WATERS TO ELIMINATE SHEET FLOW OF SUCH WATERS IN CONFORMANCE WITH CHAPTER 18.5 AND APPLICABLE ENGINEERING STANDARDS.
- WHEN DRIVEWAY APPROACHES OR "APRONS" ARE REQUIRED TO CONNECT DRIVEWAYS TO THE PUBLIC RIGHT-OF-WAY, THEY SHALL BE PAVED WITH CONCRETE SURFACING AND CONFORM TO THE CITY'S ENGINEERING DESIGN CRITERIA AND STANDARDS SPECIFICATIONS.

78. REQUIRED ACCESSIBLE PARKING SPACES SHALL BE IDENTIFIED WITH SIGNS AND PAVEMENT MARKINGS IDENTIFYING THEM AS RESERVED FOR PERSONS WITH DISABILITIES; SIGNS SHALL BE POSTED DIRECTLY IN FRONT OF THE PARKING SPACE AT A HEIGHT OF NOT LESS THAN 42 INCHES AND NO MORE THAN 72 INCHES ABOVE PAVEMENT LEVEL. VAN SPACES SHALL BE SPECIFICALLY IDENTIFIED AS SUCH.

79. CORNER CURB RADII SHALL BE AT LEAST 20 FEET, EXCEPT WHERE SMALLER RADII ARE APPROVED BY THE PUBLIC WORKS DIRECTOR/CITY ENGINEER.
80. CONCRETE CURBS, CURB CUTS, WHEELCHAIR RAMPS, BICYCLE RAMPS, AND DRIVEWAY APPROACHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARDS SPECIFIED IN CHAPTER 18.1, ACCESS CIRCULATION.
81. ACCESSWAY SURFACES SHALL BE PAVED WITH ALL WEATHER HARD-SURFACED MATERIALS AND DESIGNED TO DRAIN STORM WATER RUNOFF TO THE SIDE OR SIDES OF THE ACCESSWAY. PAVING, STORM DRAINAGE, SHOULDER TREATMENT, AND LANDSCAPING FOR ACCESSWAYS SHALL BE AS APPROVED BY THE PUBLIC WORKS DIRECTOR.
82. THE APPLICANT SHALL ENSURE SIDEWALKS ARE INSTALLED AS ILLUSTRATED IN THE SUBMITTED PLANS TO THE STANDARDS DESCRIBED IN THIS CODE AND FURTHER REQUIRED BY THE PUBLIC WORKS DIRECTOR.
83. NEW STREETS AND DRIVES SHALL BE PAVED WITH AN ALL WEATHER SURFACE AS APPROVED BY THE PUBLIC WORKS DIRECTOR.
84. ALL STREET IMPROVEMENTS INCLUDING SUB BASE, PAVEMENT, CURBS, SIDEWALKS, AND SURFACE DRAINAGE SHALL CONFORM TO THE PROVISIONS OF THIS CODE AND THE SPECIFICATIONS AND STANDARDS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR.
85. THE APPLICANT SHALL DEDICATE BOTH THE EXTENSIONS OF 3RD STREET AND 5TH STREET TO THE CITY OF MOLALLA.
86. ALL STREET IMPROVEMENTS, INCLUDING SUB-BASE, BASE, PAVEMENT, CURBS, SIDEWALKS, AND SURFACE DRAINAGE SHALL CONFORM TO THE PROVISIONS OF THIS CODE AND THE SPECIFICATIONS AND STANDARDS ON FILE IN THE OFFICE OF THE PUBLIC WORKS DIRECTOR.
87. FILL SLOPE SHALL BEGIN NO CLOSER THAN 2 FEET TO THE EDGE OF THE CURB. CUT AND FILL SLOPES SHALL NOT EXCEED A RATIO OF 2 HORIZONTAL TO ONE VERTICAL. THE PUBLIC WORKS DIRECTOR SHALL REVIEW THE SLOPES DURING ENGINEERING REVIEW. THE PUBLIC WORKS DIRECTOR MAY APPROVE SLOPES NOT TO EXCEED A ONE TO ONE RATIO UPON CERTIFICATION BY A QUALIFIED ENGINEER OR GEOLOGIST STATING THAT THE SLOPE WILL REMAIN STABLE UNDER ALL FORESEEABLE CONDITIONS.
88. THE APPLICANT SHALL PROVIDE SLOPE EASEMENTS ON THE ENGINEERING REVIEW PLANS WHICH SHALL BE REVIEWED AND APPROVED BY THE PUBLIC WORKS DIRECTOR. AT THAT TIME THE PUBLIC WORKS DIRECTOR MAY REQUEST SUCH SLOPE EASEMENTS BE DEDICATED TO THE CITY.
89. AREAS SET ASIDE FOR BICYCLE PARKING SHALL BE CLEARLY MARKED AND RESERVED FOR BICYCLE PARKING ONLY.
90. SANITARY SEWERS AND WATER MAINS SHALL BE INSTALLED TO SERVE EACH NEW DEVELOPMENT AND TO CONNECT DEVELOPMENTS TO EXISTING MAINS IN ACCORDANCE WITH THE CITY'S SANITARY SEWER MASTER PLAN, WATER SYSTEM MASTER PLAN, AND THE APPLICABLE CONSTRUCTION SPECIFICATIONS.

91. DEVELOPMENT PERMITS FOR SEWER AND WATER IMPROVEMENTS SHALL NOT BE ISSUED UNTIL THE PUBLIC WORKS DIRECTOR HAS APPROVED ALL SANITARY SEWER AND WATER PLANS IN CONFORMANCE WITH CITY STANDARDS.
92. THE PUBLIC WORKS DIRECTOR SHALL ENSURE ALL PARCELS ARE SERVED BY THE PUBLIC WATER SYSTEM OF THE CITY OF MOLALLA DURING ENGINEERING REVIEW.
93. THE PUBLIC WORKS DIRECTOR SHALL ENSURE ALL PARCELS ARE SERVED BY THE PUBLIC SEWER SYSTEM OF THE CITY OF MOLALLA DURING ENGINEERING REVIEW.
94. ADEQUATE WATER AND SEWER EXIST TO THE SITE FOR THIS DEVELOPMENT. STORM WATER DRAINAGE SHALL BE REVIEWED THROUGH THE ENGINEERING REVIEW PROCESS FOR ADEQUACY.
95. ALL UTILITY EASEMENTS SHALL BE RECORDED AND PROVIDED TO THE CITY. WHERE EASEMENTS ARE REQUIRED THE APPLICANT SHALL PROVIDE A 10 FOOT EASEMENT TO ENSURE ACCESS TO THE AREA IS AVAILABLE.
96. STREET LIGHT STANDARDS, WIRING, AND LAMPS SHALL BE INSTALLED ACCORDING TO THE SPECIFICATIONS AND STANDARDS OF THE PUBLIC WORKS DIRECTOR.
97. THE DEVELOPER'S REGISTERED PROFESSIONAL LAND SURVEYOR SHALL BE RESPONSIBLE FOR PROVIDING CERTIFICATION TO THE CITY THAT ALL BOUNDARY AND INTERIOR MONUMENTS SHALL BE REESTABLISHED AND PROTECTED.
98. THE APPROVED PLANS BY THE PUBLIC WORKS DIRECTOR SHALL BE REVIEWED BY THE UNITED STATES POSTAL SERVICE AND A LETTER PROVIDED TO THE CITY STATING THAT THE LOCATION OF THE MAILBOXES MEETS THE INTENTIONS OF THE POSTAL SERVICE.
99. ALL IMPROVEMENTS INSTALLED BY THE DEVELOPER SHALL BE GUARANTEED AS TO WORKMANSHIP AND MATERIAL FOR A PERIOD OF 2 YEARS FOLLOWING ACCEPTANCE BY THE CITY. THE DEVELOPER IS REQUIRED TO PROVIDE THE CITY WITH A BOND FOR 10 PERCENT OF THE TOTAL COSTS OF IMPROVEMENTS IN THE DEVELOPMENT.
100. THE DEVELOPER SHALL MAKE ARRANGEMENTS WITH THE CITY, THE APPLICABLE DISTRICT, AND EACH UTILITY FRANCHISE FOR THE PROVISION AND DEDICATION OF UTILITY EASEMENTS NECESSARY TO PROVIDE FULL SERVICES TO THE DEVELOPMENT. THE CITY'S STANDARD WIDTH FOR PUBLIC MAIN LINE UTILITY EASEMENTS SHALL BE DETERMINED BY THE PUBLIC WORKS DIRECTOR AT TIME OF ENGINEERING REVIEW.
101. DURING THE ENGINEERING REVIEW THE PUBLIC WORKS DIRECTOR SHALL ENSURE THAT DRAINAGE IS LARGE ENOUGH TO ACCOMMODATE EXISTING AND POTENTIAL FUTURE RUNOFF FROM THE ENTIRE UPSTREAM DRAINAGE AREA, WHETHER INSIDE OR OUTSIDE THE DEVELOPMENT.
102. WHERE IT IS ANTICIPATED BY THE PUBLIC WORKS DIRECTOR THAT THE ADDITIONAL RUNOFF RESULTING FROM THE DEVELOPMENT WILL OVERLOAD AN EXISTING DRAINAGE FACILITY, THE CITY SHALL WITHHOLD APPROVAL OF THE DEVELOPMENT UNTIL PROVISION HAVE BEEN MADE FOR IMPROVEMENT OF THE POTENTIAL CONDITION OR UNTIL PROVISIONS HAVE BEEN MADE FOR STORAGE OF ADDITIONAL RUNOFF CAUSED BY THE DEVELOPMENT IN ACCORDANCE WITH CITY STANDARDS.

103. THE PUBLIC WORKS DIRECTOR MAY REQUIRE OVER-SIZING OF THE WATER, SEWER, AND/OR STORM SYSTEMS TO ACCOMMODATE FUTURE DEVELOPMENT WITHIN THE AREA AS PROJECTED BY THE APPLICABLE WATER, SEWER, AND/OR STORM DRAINAGE MASTER PLAN PROVIDED THAT THE CITY MAY GRANT THE DEVELOPER CREDIT OR ESTABLISH A "PAYBACK" AGREEMENT TOWARD ANY REQUIRED SYSTEM DEVELOPMENT CHARGE FOR THE SAME. THIS WILL BE DETERMINED AT THE TIME OF ENGINEERING REVIEW.

104. THE PUBLIC WORKS DIRECTOR SHALL REQUIRE ALL EASEMENTS FOR SEWERS, STORM DRAINAGE AND WATER QUALITY FACILITIES, WATER MAINS, ELECTRIC LINES, OR OTHER PUBLIC UTILITIES AT TIME OF ENGINEERING REVIEW. SUCH EASEMENTS SHALL BE RECORDED WITH THE FINAL PLAT.

105. THE PUBLIC WORKS DIRECTOR SHALL ENSURE ADEQUATE STORM DRAINAGE IS PROVIDED TO EACH LOT OR PARCEL OF LAND AND CONNECTED TO THE CITY'S STORM DRAINAGE SYSTEM WHERE SUCH FACILITIES EXIST. WHERE A PUBLIC STREET IS TO BE DEDICATED OR IMPROVED BY THE APPLICANT, THE APPLICANT SHALL ALSO INSTALL AND DEDICATE TO THE CITY A STORM DRAINAGE SYSTEM IN SAID STREET UNLESS THE PUBLIC WORKS DIRECTOR FINDS A MORE REASONABLE ALTERNATIVE EXISTS FOR THE AREA.

106. NO PUBLIC IMPROVEMENTS, INCLUDING SANITARY SEWERS, STORM SEWERS, STREETS, SIDEWALKS, CURBS, LIGHTING, PARKS, OR OTHER REQUIREMENTS SHALL BE UNDERTAKEN EXCEPT AFTER THE PLANS HAVE BEEN APPROVED BY THE CITY, PERMIT FEE PAID, AND PERMIT ISSUED. THE PERMIT FEE IS REQUIRED TO DEFRAY THE COST AND EXPENSES INCURRED BY THE CITY FOR CONSTRUCTION AND OTHER SERVICES IN CONNECTION WITH THE IMPROVEMENT.

107. ALL RESPONSIBLE SHALL KEEP OPEN DRAINAGE WAYS ON PROPERTY WHICH THEY POSSESS OR CONTROL CLEARED OF DEBRIS AND VEGETATION AS REQUIRED BY THE MOLALLA DEVELOPMENT CODE.

108. PERSONS RESPONSIBLE SHALL MAINTAIN NON-PUBLIC STORM DRAINAGE FACILITIES ON PROPERTY WHICH THEY POSSESS OR CONTROL SO AS TO PREVENT FLOODING OR DAMAGE TO OTHER PROPERTY NOT POSSESSED OR CONTROLLED BY THE PERSON RESPONSIBLE AND TO PREVENT INJURY TO ANY PERSON OR PROPERTY NOT OWNED OR CONTROLLED BY THE PERSON RESPONSIBLE AND TO PREVENT INJURY TO ANY PERSON OR PROPERTY NOT OWNED OR CONTROLLED BY THE PERSON RESPONSIBLE.

109. THE PUBLIC WORKS DIRECTOR MAY REQUIRE A MAINTENANCE AGREEMENT TO BE ESTABLISHED FOR ANY NEW AND/OR EXISTING STORM DRAINAGE FACILITIES AT TIME OF ENGINEERING REVIEW.

110. THE APPLICANT WILL BE REQUIRED TO OBTAIN STORM WATER APPROVAL THROUGH BOTH ODOT AND THE PUBLIC WORKS DIRECTOR.

111. THE PUBLIC WORKS DESIGN STANDARDS WHICH FOLLOW THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, OREGON CHAPTER A.P.W.A., SHALL BE A PART OF THE CITY'S ADOPTED INSTALLATION STANDARD(S); OTHER STANDARDS MAY ALSO BE REQUIRED UPON REVIEW OF THE ENGINEER PLANS BY THE PUBLIC WORKS DIRECTOR.

112. WORK SHALL NOT BEGIN IN ANY PUBLIC RIGHT-OF-WAY UNTIL THE CITY HAS BEEN PROVIDED NOTICE A MINIMUM OF 2 WEEKS IN ADVANCE OF THE WORK.

113. IF WORK IN THE PUBLIC RIGHT-OF-WAY IS DISCONTINUED FOR MORE THAN ONE MONTH, NO RESUMING OF WORK SHALL OCCUR UNTIL THE CITY IS NOTIFIED IN WRITING.

114. IMPROVEMENTS SHALL BE CONSTRUCTED UNDER THE INSPECTION AND TO THE SATISFACTION OF THE CITY. THE CITY MAY REQUIRE MINOR CHANGES IN TYPICAL SECTIONS AND DETAILS IF UNUSUAL CONDITIONS ARISING DURING CONSTRUCTION WARRANT SUCH CHANGES IN THE PUBLIC INTEREST. MODIFICATIONS TO THE APPROVED DESIGN REQUESTED BY THE DEVELOPER MAY BE SUBJECT TO REVIEW UNDER CHAPTER 19.6.

115. A REGISTERED ENGINEER SHALL PROVIDE WRITTEN CERTIFICATION IN A FORM REQUIRED BY THE CITY THAT ALL IMPROVEMENTS, WORKMANSHIP, AND MATERIALS ARE IN ACCORD WITH CURRENT AND STANDARD ENGINEERING AND CONSTRUCTION PRACTICES, CONFORM TO APPROVED PLANS AND CONDITIONS OF APPROVAL, AND ARE OF HIGH GRADE, PRIOR TO CITY ACCEPTANCE OF THE PUBLIC IMPROVEMENTS, OR ANY PORTION THEREOF, FOR OPERATION AND MAINTENANCE.

116. THE DEVELOPER'S ENGINEER SHALL PROVIDE 2 SETS OF AS-BUILT PLANS, IN CONFORMANCE WITH THE PUBLIC WORKS DIRECTOR SPECIFICATIONS, FOR PERMANENT FILING WITH THE CITY.

117. THE IMPROVEMENT OF BOTH PUBLIC AND PRIVATE STORM DRAINAGE FACILITIES THROUGH OR ADJACENT TO A NEW DEVELOPMENT SHALL BE PROVIDED BY THE PERSON RESPONSIBLE FOR THE DEVELOPMENT. SAID IMPROVEMENTS SHALL COMPLY WITH ALL APPLICABLE CITY ORDINANCES, POLICIES AND STANDARDS.

118. NO PORTION OR STATEMENT HEREIN OR SUBSEQUENT INTERPRETATIONS OR POLICIES SHALL RELIEVE ANY PROPERTY OWNER OF ASSESSMENTS LEVIED AGAINST REAL PROPERTY FOR A LOCAL IMPROVEMENT PROJECT OR FOR ABATING CONDITIONS ON THE PROPERTY THAT VIOLATE ANY PROVISION OF THIS CODE.

119. UPON REVIEW OF THE ENGINEERING REQUIREMENTS THE PUBLIC WORKS DIRECTOR MAY REQUIRE A PERFORMANCE BOND WHICH COMPLIES WITH THE STANDARDS OF MDC 19.3.520.

120. THE PUBLIC WORKS DIRECTOR SHALL ISSUE AN ACCESS PERMIT AS PART OF THE ENGINEERING REVIEW SINCE ALL ACCESSES ABUT A CITY OWNED STREET.

121. PLANS FOR MAILBOXES SHALL BE APPROVED BY THE PUBLIC WORKS DIRECTOR DURING ENGINEER REVIEW.

122. THE PUBLIC WORKS DIRECTOR MAY DETERMINE THAT THE DEVELOPER PROVIDE BONDING OR OTHER PERFORMANCE GUARANTEES TO ENSURE COMPLETION OF REQUIRED PUBLIC IMPROVEMENTS.

123. THE APPLICANT SHALL REACH AN AGREEMENT WITH THE PUBLIC WORKS DIRECTOR PRIOR TO SIGN OFF OF ENGINEERING REVIEW TO ENSURE STREET TREES ARE MAINTAINED.

124. ALL LANDSCAPING SHALL BE INSTALLED AND ASSURANCES PROVIDED PER THE PUBLIC WORKS DIRECTOR PRIOR TO A CERTIFICATE OF OCCUPANCY BEING ISSUED FOR ANY BUILDINGS.

125. THE APPLICANT SHALL HAVE ALL IMPROVEMENTS INSTALLED, INSPECTED AND APPROVED OR HAVE PROVIDED A PERFORMANCE GUARANTEE, IN ACCORDANCE WITH SECTION 19.1.840 PRIOR TO THE CITY CERTIFYING THE FINAL PLAT.

126. THE APPLICANT SHALL ENTER INTO A PERFORMANCE GUARANTEE WITH THE CITY AS SPELLED OUT IN 19.3.520 OF THE MDC.

127.

FIRE DEPARTMENT CONDITIONS OF APPROVAL

128. BUILDING PERMITS SHALL BE REVIEWED BY THE MOLALLA FIRED DEPARTMENT. THE FIRE DEPARTMENT MAY ADDRESS THESE AND ADDITIONAL ISSUES THAT ARISE FROM THAT REVIEW. FIRE REQUIREMENTS SHALL BE MET BY THE APPLICANT.

129. NEED TO SEE STRIPING DETAIL FOR THE "NO PARKING" AREAS IN THE COMPLEXES ALONG HART, SHAVER, 3RD AND 5TH STREETS. SEE OREGON FIRE CODE D103.6, 503.3 AND 503.2.

130. NEED TO SEE PREMISE IDENTIFICATION DETAIL.

131. NEED TO SEE DETAIL ON TURNING RADII. SEE OREGON FIRE CODE 503.2.4, D103.3 AND D103.3.1. MINIMUM TURNING RADII SHALL BE 28'/48' RESPECTIVELY.

132. NEED TO SEE DETAILS ON CONSTRUCTION CLASSIFICATIONS OF THE NON-SPEC RETAIL STORES AND RESTAURANTS. ADDITIONAL FIRE HYDRANTS OR FIRE SUPPRESSIONS SYSTEMS MAY BE REQUIRED DEPENDING ON WHAT TYPE OF HAZARD WILL OCCUPY THE BUILDINGS.

133. AN ADDITIONAL 5 FIRE HYDRANTS NEED TO BE ADDED TO SATISFY THE REQUIREMENTS OF SECTION C105 OF THE 2007 OREGON FIRE CODE AS REQUIRED UPON MY REVIEW.

134. ALL HYDRANTS NEW AND EXISTING SHALL HAVE A 4" STORTS QUICK CONNECT INSTALLED PRIOR TO ANY OCCUPANCY OF ANY BUILDING.

135. VAULT DETAIL AND SPRINKLER SYSTEM PLANS, CUT SHEETS AND FLOW CALCULATIONS NEED TO BE PROVIDED TO THE MOLALLA FIRE DEPARTMENT AFTER 3RD PARTY REVIEW.

136. THERE WAS NO FACP PLANS PROVIDED TO MOLALLA FIRE. THE ALARM PANEL SHALL BE FULLY ADDRESSABLE. PLANS, CUT SHEETS AND VOLTAGE CALCULATIONS WILL NEED TO BE PROVIDED TO MOLALLA FIRE AFTER REVIEW BY A 3RD PARTY. SEE OREGON FIRE CODE 907.1.1. THE SYSTEM SHALL BE MONITORED BY AN INDEPENDENT 3RD PARTY CONTRACTOR. SEE OREGON FIRE CODE 903.4.

137. ALL FDC'S SHALL BE REMOTE AND BE LOCATED WITHIN 50' OF A FIRE HYDRANT. THAT VERBIAGE NEEDS TO BE PUT ON THE PLANS IN THE FDC DETAIL SECTION. SEE OREGON FIRE CODE 903.3.7 AND SECTION 912.

138. ALL FIRE HYDRANTS SHALL HAVE A MINIMUM CLEAR SPACE AROUND THE HYDRANTS OF NOT LESS THAN 3' FROM ANY OBSTRUCTION. IF THE OBSTRUCTION IS ELECTRICAL IN NATURE THE CLEAR SPACE SHALL BE INCREASED TO 4'. SEE OREGON FIRE CODE 508.5.4, 508.4.5 ORS 860-024-0010. THIS NEEDS TO BE ON THE HYDRANT DETAIL SECTION.

139. 10' EACH DIRECTION OF THE CENTER NUT OF EACH HYDRANT SHALL BE CLEARLY IDENTIFIED AS "NO PARKING". SEE ORS 811.550(116). THIS NEEDS TO BE ON THE PLANS IN THE HYDRANT DETAIL SECTION.

140. ALL THRUST BLOCKING WILL NEED TO BE VISUALLY INSPECTED. THIS VERBIAGE WILL NEED TO BE ON THE PLANS IN THE PLUMBING DETAIL.

During the review of the conditions, Planning Director Potter recommended changes to the following: #1, applicant has met; #4 applicant has met; #8 applicant has met; #9 staff recommends removal; #10 staff recommends removal; #11 staff recommends removal; #16 applicant has met; #22 applicant has met; #24 change to 3,650 on trip cap; #29 add no access to residential area; #20 staff adds needs to obtain new permits; #37 applicant has met; #39 reworking; #43 changes; #47 will be reduced, amount pending; #51 staff requests removal as it is not a land use issue; #55 & #56 changed to "if approved"; #63 remove (duplicate); #66 add "prior to when building permits are issued"; #86 removal (duplicate); #101 change to Public Works Director shall review to be sure drainage is adequate; #107 & 108 combine to say same thing; #109 removal (duplicate); #133 change to "upon Fire Department review".

Planning Director Potter asked that the conditions in the letter from ODOT be included and also recommends crossover rights.

TEAM LETTER REGARDING TRUCK ROUTE

Planning Director Potter advised there are no plans or identifiers of a truck route. He also stated that the Molalla Forest Road would address this issue, but that it is not currently available. Report concluded.

QUESTIONS OF STAFF BY PLANNING COMMISSION

Chairman Boreth advised the Commission that this is the portion of the hearing that the Commission may ask questions to staff.

Commissioner Beattie asked about page 22, and the trip cap, asking about UPS, FedEx, etc., and if this would have an effect and also about blocking at 3rd street from the commercial area to the residential area and explained he was concerned about Fire Department access. He also felt this complex would place a stress on the downtown traffic signal. He felt that there would be a need to replace the 4-way stop with a traffic signal. In addition, page 43 regarding bicycle spaces and felt they are excessive and that they would not be utilized and although the code says it is required, he would like to lower the requirements. He further discussed the traffic impact study by ODOT in conditions #24 & #28.

Planning Director Potter advised that he is not comfortable with #23, that it revolves around Main/Molalla traffic signal and percentages are not high. He advised he would ask ODOT is signal is required prior to certificate of occupancy and is so who is responsible to pay for it.

Commissioner Maben advised she had concerns on ODOT intent on 3C and a one way street on Hart Street and asked if it was the entire street or only to a certain point of the complex and asked for clarification. She felt that a right in and a right out is more suitable and advised that she is opposed to one way streets in Molalla.

Chairman Boreth spoke of the signal at Main/Molalla and advised he sees a conflict on the staff report.

Planning Director Potter advised that 3rd and 5th streets need to be extended just for access. There was discussion about blocking access on 3rd Street.

Chairman Boreth was in favor of closing 3rd Street to retail from the residential areas.

Commissioner Gates gave suggestions for blocking the access to 3rd Street.

Commissioner Maben addressed the parking on Shaver Street, asking if it was parallel or angled and also advised she was not in favor of parking on along Shaver Street, but also advised that the code allows it.

Commissioner Beattie asked about parks and park improvements and the impact, stating that the city needs additional parks.

Planning Director Potter advised that the city does not have the money to maintain any additional parks.

5 MINUTE BREAK IN THE HEARING

TESIMONY

APPLICANT: Mark Grenz of Multitech, 1155 13 Street SE Salem, OR—Advised that they are complying with the requirements and have made some changes. He spoke of traffic consultant, ODOT and city staff and that he is comfortable with the trip cap. He also spoke of installing a signal at Shaver Street and that they would work with the Main/Molalla light, but there are also other avenues to consider. He also advised that #30 and wanting to close access to the residential area would be ok, but that they would like better instruction. He doesn't feel they should be conditioned to build the traffic signal as stated in #23. He felt that ODOT's requirement is a conflict and that a 4-7% increase does not make a huge impact.

IN FAVOR OF APPLICATION

None.

OPPOSED TO APPLICATION

None.

NEUTAL TO APPLICATION

Bill Avison, PO Box 419, Molalla, OR. Advised he has a letter for the Commission explaining that although there is not a designated truck route, trucks have been using the specific area as a truck route. He advised that there is a potential business going in on the Floragon property which would employ approximately 300 employees and that the truck route should be addressed for future development.

Sonya Kazen, ODOT, 123 NW Flanders Street, Portland, OR advised that she was not aware of truck usage on these streets and that the traffic study did not include trucks. She advised that

Hart/Kennel are offset and that is why it is suggested to have a one way off the highway and that the intention is to place a one way section for only one block. She also spoke of the traffic signal at Main/Molalla and that it is desperately needed and wants to know if it is in the city's Capital Improvement Plan (CIP). She advised of funding as businesses come in. She also stated that there is no current safety issue, but feels it will be soon. She stated that the city should get the project in their 5-year CIP and fund it. She acknowledged that the signal will not be an easy thing and that it requires turn lanes and street widening, which may eliminate street parking. She also felt that blocking the driveway at 3rd Street is a good idea. In addition, she felt that the trip gap should be on a plan amendment.

Commissioner Gates asked what is considered high volume for trucks.

ODOT advised 3-6%.

Commissioner Gates asked if the application is denied, does the city still need to install the traffic signal.

ODOT advised that yes, a signal would still need to be installed.

Planning Director Potter advised of problems with access, allowing development and creating over capacity issues to the next developer, the same as is happening to this developer.

Chairman Boreth asked about Hart Street.

ODOT advised to have a one way street for one block.

Torey Guest, Shaver Street, Molalla, OR felt that the comp plan had 2 other roads for access; 5th Street and the Molalla Forest Road.

Amy Kosky, TEAM, 112 Engle Avenue, Molalla, OR. Spoke of the letter that TEAM submitted and read the letter, which explained TEAM's request of a study of impact.

APPLICANT REBUTTAL

Mark advised he concurs with ODOT regarding a traffic signal, but felt that they should not have to pay for the light. He advised that if #23 imposed it would be a violation as it is not in proportion and asked if #23 is rewarded and adopts ODOTS conditions. He felt that they have done a good job.

Bill Avison, felt that Molalla does have some industrial business potential.

Curt Gibson, Milwaukie, OR (Real Estate Developer) stated he would like #23 to be revised and that it was too much for the applicant to absorb.

Chairman Boreth recommended an open ended amendment to find a viable solution.

Planning Director Potter wants to make it clear that he is in agreement that Molalla has had a problem with this light prior to the applicant's development. He also stated that TEAM

participated heavily in the downtown plan and was concerned to hear they are opposed to the residential portion.

Amy, TEAM advised that they are not opposed to the residential portion and further stated that the plan has never been adopted.

Planning Director Potter felt that this plan fits perfectly into the plan. He also thanked ODOT for their assistance and thanked the applicant for their quick response, making a better project in the end.

ADDITIONAL TESTIMONY

None.

Commissioner Gates moved to close the public hearing. Commissioner Maben seconded. Motion carried (5-0).

Commissioner Maben advised that the applicant should not have to pay for the entire traffic signal.

Chairman Boreth felt it should be left open ended for the City Council to handle the details.

Chairman Boreth moved to amend to: "applicant shall provide their portion of the contribution to the construction of ODOT standards". Also, recommending the traffic signal be placed on the 5-year CIP. Commissioner Gates seconded. Motion carried (5-0).

Commissioner Beattie moved to amend #20 to work with parties to restrict traffic on 3rd Street. Chairman Boreth seconded. Motion carried (5-0).

Chairman Boreth moved to amend staff's recommendations on the conditions and to make changes as proposed on all. Commissioner Maben seconded. Motion carried (5-0).

Commissioner Gates moved to approve the conditions as amended. Commissioner Beattie seconded. Motion carried (5-0).

Commissioner Maben moved to close the public hearing and recommend presentation to the City Council June 22nd meeting. Commissioner Beattie seconded. Motion carried (5-0).

VI. Old Business—None.

VII. Approvals/Recommendations

None.

VIII. Training

None.

IX. Events

None.

X. Directors Report

None.

XI. Round Table

None.

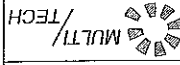
XII. Adjourn and Set Next Meeting Date

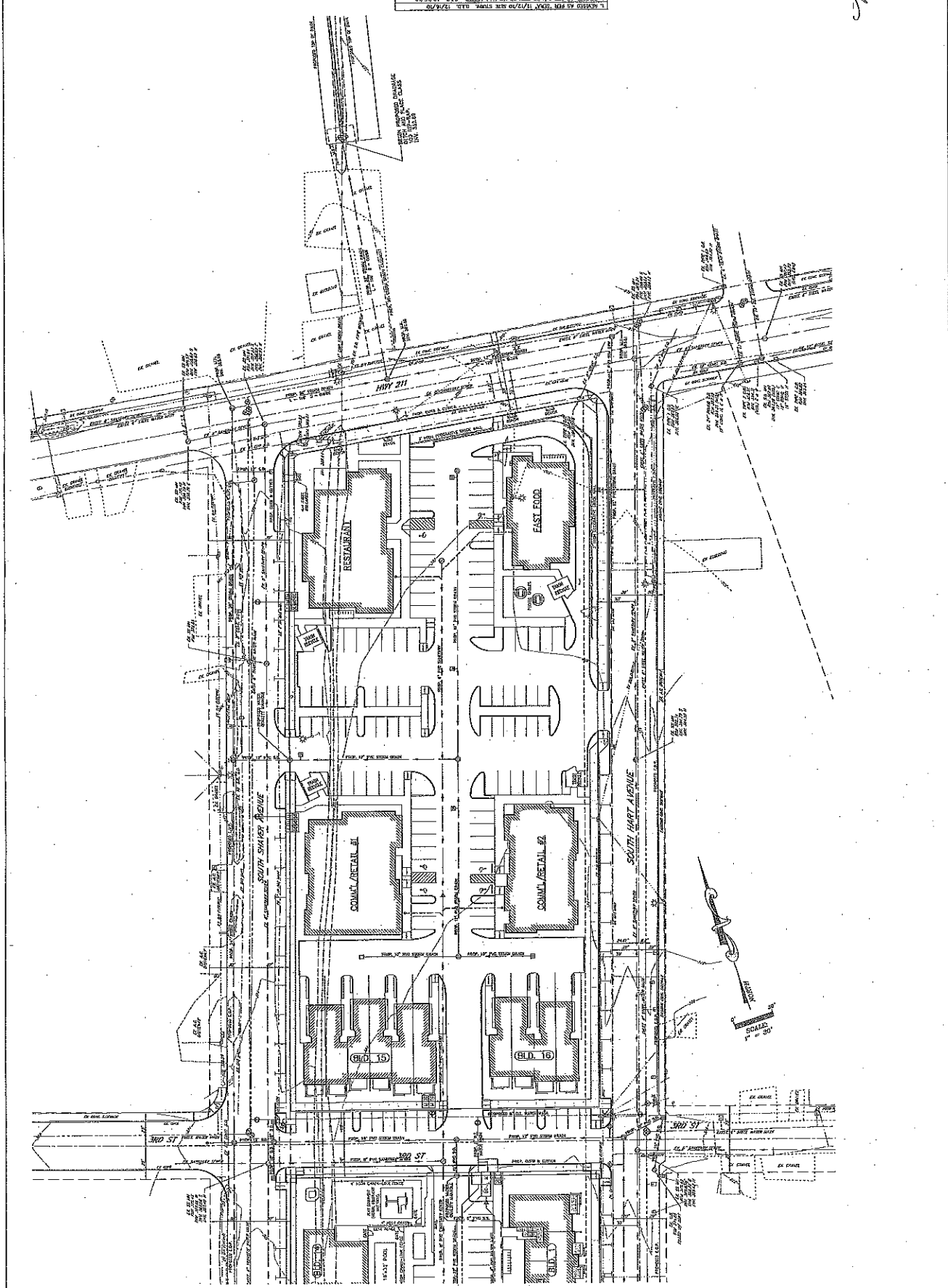
Next meeting will be June 21st at 6:30 at City Hall in the conference room.

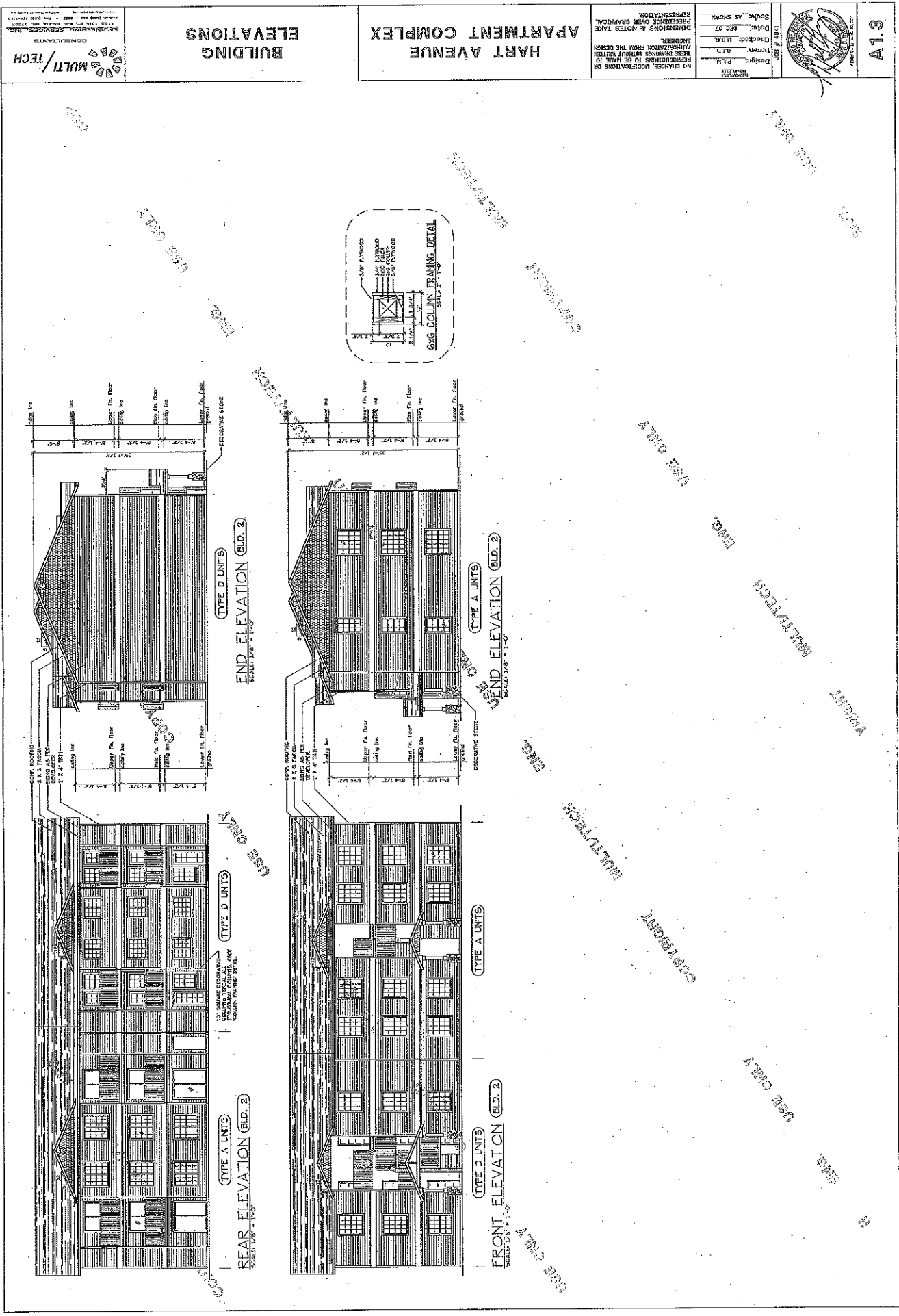
Commissioner Beattie moved to adjourn the meeting. Commissioner Maben seconded.
Motion carried (5-0).

Minutes submitted by: Secretary Melanie Maben _____

Minutes approved by: Chairman Glen Boreth _____

 <p>ENGINEERING SERVICES, INC. 10000 W. 10TH AVE. SUITE 100 DENVER, CO 80231 TEL: 303.733.1100 FAX: 303.733.1101 WWW.MULTI-TECH.COM</p>	<p>UTILITY PLAN</p>	<p>HART AVENUE APARTMENT COMPLEX</p>	<p>NO CHANGES, MODIFICATIONS OR REVISIONS TO BE MADE TO THIS DRAWING WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.</p>	<p>APPROVED HERE CONSTRUCTION LIMITS STAMPED IN PROGRESS DATE: 10/1/00 CHECKED: M.D.S. DRAWN: G.L.A. DESIGN: M.D.S.</p>	<p>DATE: 10/1/00 SCALE: AS SHOWN</p>	<p>01.0</p>





CONSULTANTS
MULTI/TECH
ENGINEERING, ARCHITECTURE, INTERIOR DESIGN, LANDSCAPE ARCHITECTURE, PLANNING, AND CONSTRUCTION MANAGEMENT

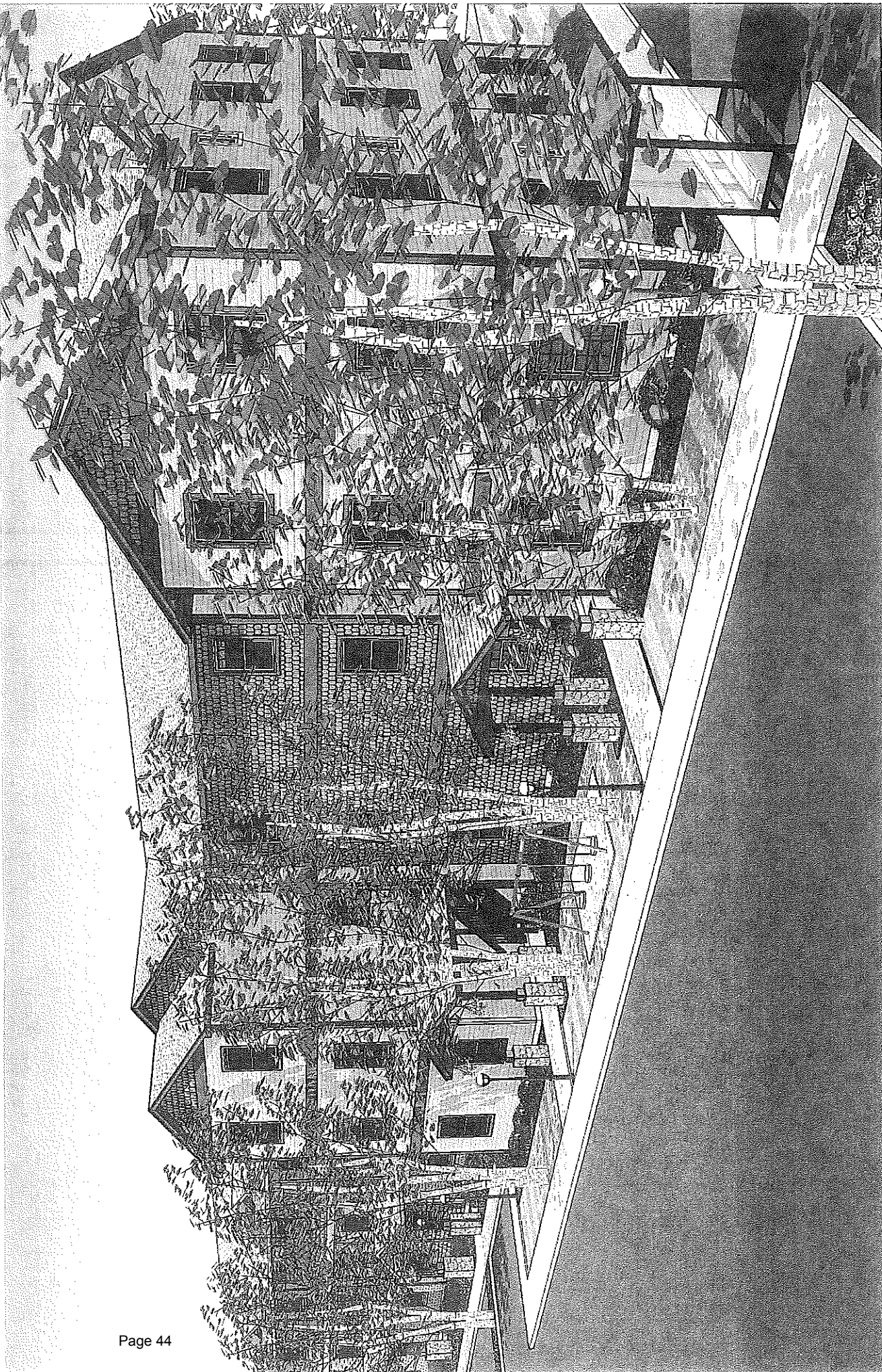
HART AVENUE APARTMENT COMPLEX BUILDING ELEVATIONS

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

Design: P.J.M.
Drawn: G.D.
Checked: H.A.B.
Date: 07/07/2010
Scale: AS SHOWN



A1.3





Oregon

John A. Kitzhaber, M.D., Governor

Department of Transportation

Region 1

123 NW Flanders

Portland, OR 97209-4037

(503) 731-8200

FAX (503) 731-8259

FILE CODE: DRS 3919

April 4, 2011

City of Molalla
117 N. Molalla Avenue -- PO Box 248
Molalla, OR 97038

Att: Shane Potter, Planning Manager
Molalla Planning Commission

Re: CA 2010-1: Vest -- Comprehensive Plan map and zone change,
site design review, conditional use and partition

It is our understanding that the applicant has agreed to continue tonight's Planning Commission hearing on the above case. We encourage and support a continuance, as it would enable time for the applicant to complete a revised traffic impact analysis and for its review by both the City and ODOT.

ODOT has been working cooperatively with the City regarding this proposal since last summer. In our review of the applicant's initial traffic study, we identified issues with the TIS' methodology and assumptions, as well as the feasibility of the applicant's ability to mitigate for the development's projected traffic safety and mobility impacts on OR 211. Upon our recommendation, the City and Mr. Vest availed themselves of a ODOT-DLCD Transportation Growth Management "Quick Response" grant. The grant funded consultants to evaluate site development options, both from marketability and feasibility perspective, as well as transportation impacts. ODOT participated in the project management team and in the evolution of the report as it evolved.

- We request that the final *TGM Molalla Main Street-OR 211 Site Study (TGM)* dated March 8, 2011 be entered into the record for this case, as it provides an objective evaluation of potential site development and its impacts.

The traffic analysis completed for the TGM study considered various levels of prospective site development (except for a drive-through restaurant) and identified corollary transportation improvements and the feasibility of constructing these improvements. However, the current site development and conditional use proposal before you exceeds the level of development that the TGM report indicates can be accommodated, even with the construction of transportation improvements, in the near term.

To summarize, the TGM traffic analysis report shows that the proposed housing OR two retail pads (non-drive through) could be accommodated with the following highway improvements:

- Construction of both west and eastbound left turn lanes on OR 211 into Shaver Avenue,
- Limiting OR 211 to Hart Street vehicle maneuvers to "right in" only
- Constructing OR 211 frontage improvements to provide for bikeway-shoulder and sidewalk
- Construction of extensions of 3rd and 5th streets, and improvements to Shaver and Hart Street including traffic channelization at the OR 211 intersections.

The TGM report shows traffic impacts of the multifamily housing AND two retail pads combined would trigger the warrants for signalization of OR 211-Shaver Avenue. However, this signal would be too close to the future planned signal at OR 211-Molalla Avenue; it would not meet ODOT signal spacing standards, and may be too close for traffic to clear the intersections during peak travel times, a potentially hazardous situation.

The applicant has the option of providing a signal progression analysis determine if signalization of OR 211 Shaver could operate effectively when OR 211-Molalla Avenue is signalized in a few years.

The applicant has the option of considering various development scenarios in their revised TIS. City and ODOT would need to concur that their proposed level/type of development and the transportation mitigation the applicant is willing to perform are satisfactory to address development impacts, and ensure the transportation system continues to operate safely.

Under all development scenarios, ODOT will recommend the City require the applicant to contribute a proportionate share toward the TSP-identified future signal at OR 211-Molalla Avenue. The City has programmed this improvement in its 5-year CIP but it is not yet fully funded.

On March 4th, we teleconferenced with Mr. Potter and the applicant's representatives. We discussed the conclusions of the TGM report, and explored ways for the application to move forward to address transportation issues. We have been informed that the applicant's traffic consultant intends to produce a revised traffic impact study in the next three to four weeks. As a result of revised traffic study and City and ODOT review, the applicant may also need to revise their proposed site plan.

City Staff Report and Initial ODOT Concerns

We have reviewed Mr. Potter's staff report dated March 28, 2011. The following outlines outstanding issues with the proposal and the city's findings thus far:

1. The application does not adequately identify transportation impacts and the necessary and feasible mitigation to address safety and mobility for all modes of travel. Development of the entire site, as proposed, would exceed the capacity of OR 211 in the near term/with existing transportation system. The TGM report recommends several development scenarios for various levels of transportation improvements, and offers several "trip cap" options. The applicant's traffic impact analysis will need to refine the TGM project analysis, and establish a "trip cap" supported by both the City and ODOT. It is anticipated that the City will need to establish a "weekday pm peak hour trip cap" as a condition of site plan approval, and obtain City approval for a level and type of development within the trip cap.
2. The staff report indicates that ODOT would make requirements for the applicant's provision of transportation improvements. However, this is solely within the City's regulatory authority, as the application does not propose a private driveway to OR 211. ODOT's role in this review is as a service provider and affected adjacent property owner. The City will need to craft findings and impose specific conditions of approval for necessary transportation improvements. Once required by the City, the applicant would need to obtain ODOT approval of detailed plans for OR 211 improvements (including connection to state culvert) and obtain an ODOT permit to construct the improvements in the state right of way. In addition, the City will need to impose conditions of approval to require the applicant to dedicate right of way necessary to construct the highway improvements, consistent with the cross section identified in the City's adopted TSP and with ODOT design standards.
3. The current site plan indicates "right in/right out" vehicular access from OR 211 onto Hart Avenue. The TGM report recommends, and ODOT supports, "right in" access only due to the offset of Hart and Kennel Avenues (identified for future re-alignment in the City TSP, yet beyond the applicant's land ownership to construct). The applicant's revised traffic study needs to evaluate access from OR 211 onto Hart utilizing the "right in" only scenario; other access scenarios could be evaluated and if demonstrated to operate safely would be considered by ODOT.
4. The current site plan shows the proposed drive through restaurant access onto Hart St. This is inconsistent with the "right in" only access recommended in the TGM report. If the "right in" access is required, this access scenario would result in vehicles exiting the drive-through needing to travel south on Hart St., west on future Third

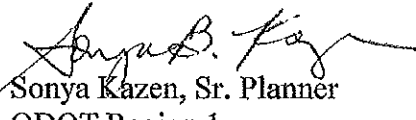
Avenue, and north on Shaver St. to reach OR 211. This would likely result in traffic noise, lights, exhaust impacts in the evening hours on the future residents of the multifamily housing proposed along Third Avenue. If the applicant decides to pursue development of the drive-through, they might consider siting it along Shaver Avenue, which will is anticipated to have full turning operations onto/off of OR 211.

5. It is unclear whether the extension of the Shaver Avenue trail south of OR 211, as indicated in the *Molalla Development/OR 211 Plan* (adopted 2010) is accommodated by the application. It is not addressed in the City staff report.

6. The City staff report does not adequately address the state *Transportation Planning Rule*, OAR 660-12-060 *Plan and Land Use Amendments*. This section of the TPR is directly applicable to both legislative and quasi-judicial comprehensive plan and zoning map or text amendments.

Please let me know if you have questions regarding ODOT's initial recommendations. We support extension of the Planning Commission hearings. We look forward to working with the applicant and the City to resolve outstanding transportation concerns, and are hoping this can occur prior to the conclusion of Planning Commission hearings.

Sincerely,


Sonya Kazen, Sr. Planner
ODOT Region 1

Cc: Kirsten Pennington, Planning Manager
Avi Tayar, PE, Traffic
Jennifer Donnelly, DLCD



Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, OR 97209
(503) 731.8200
FAX (503) 731.8531

May 4, 2011

ODOT DRS 3919

City of Molalla
117 N. Molalla Avenue – PO Box 248
Molalla, OR97038

Att: Shane Potter, Planning Manager
Molalla Planning Commission

Re: **CA 2010-1: Vest – Comprehensive Plan map and zone change,
site design review, conditional use and partition**

ODOT SUPPLEMENTAL COMMENTS

The applicant's traffic consultant has indicated concurrence with the trip cap recommendation in the TGM Quick Response *TGM Molalla Main Street-OR 211 Site Study*, which was previously submitted into the record in our letter of April 4, 2011. In the future, when additional highway capacity becomes available, it may be possible for more intense traffic-generating uses to be developed on the site.

Please enter into the record the attached memo and email from Dick Woelk, ATEP Engineering, to ODT dated May 3, 2011.

Under all development scenarios, ODOT recommends the City require the applicant to contribute a proportionate share, with advance fund construction if necessary, of the TSP-identified project for signalization and channelization of the OR 211-Molalla Avenue intersection. The intersection is already exceeding capacity, operations would further degrade with the addition of site-generated traffic. We strongly recommend the City program this improvement in its 5-year CIP at this time, if it has not done so already.

Based on the above, and our review of traffic information provided in the TGM study as well as by the applicant to date, we recommend the City impose the following Conditions of Approval:

1. Development on the site shall be limited to uses generating no greater than 3,650 pm peak hour trips onto OR 211, until such time as additional highway capacity is available. City must confer with ODOT prior to removing or increasing the trip cap for the subject parcels, which may be re-evaluated once other improvements are proposed or installed that would reduce the traffic volumes on OR 211 or otherwise improve operations along the OR 211 downtown corridor (i.e., Molalla Forest Road construction, extension of 5th Street to Molalla Forest Road, or signal improvements that demonstrate safe and effective operation of the corridor).

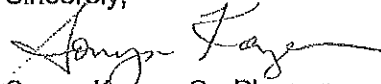
2. Signalization and channelization of OR 211-Molalla Avenue must be constructed prior to City issuance of occupancy permits for site development.
3. To address traffic impacts on OR 211 and ensure safe operations, applicant shall design and construct the following improvements on OR 211-Main Street to ODOT, ADA and City specifications:
 - 3a. Half street improvements on OR 211 along the site frontage to provide for bikeway-shoulder, sidewalk and turn lanes, and any necessary additional off-site improvements to accommodate the necessary extent of westbound left turn and eastbound right turn lanes on OR 211 into Shaver Avenue.
 - 3b. Shaver Avenue must maintain two-way travel with full access at OR 211. Shaver Avenue shall be constructed to a three-lane cross-section between OR 211 and the future extension of 3rd Avenue, to accommodate northbound left-turn and right-turn lanes at the OR 211/Shaver Avenue intersection.
 - 3c. Hart Avenue must be limited to right-in only access from OR 211. Applicant shall construct a physical restriction of Hart Avenue to restrict traffic to one-way southbound at the OR 211/Hart Avenue intersection, per ODOT and City specifications.
4. Right of way dedication along the site's OR 211 frontage as necessary to accommodate the planned cross section identified in the local Transportation System Plan shall be provided by the Applicant through deed to the Oregon Department of Transportation. The dedication must be to the State of Oregon, Oregon Department of Transportation. The ODOT District contact will assist in coordinating the dedication. ODOT should provide verification to the local jurisdiction that the dedication requirement has been fulfilled. The property owner must be the signatory for the dedication and will be responsible for a certified environmental assessment of the site prior to transfer of property to the Department.
5. An ODOT Miscellaneous Permit must be obtained for all work in the highway right of way. When the total value of improvements within the ODOT right of way is estimated to be \$150,000 or more, an agreement with ODOT is required to address the transfer of ownership of the improvement to ODOT. An intergovernmental agreement (IGA) is required for agreements involving local governments and a cooperative improvement agreement (CIA) is required for private sector agreements. The agreement shall address the work standards that must be followed, maintenance responsibilities, and compliance with ORS 276.071, which includes State of Oregon prevailing wage requirements.
6. The applicant must obtain an ODOT permit to place trees in the state right of way. Tree spacing and design must be consistent with Highway Design Manual Technical Bulletin RD06-03B, or ODOT must approve a design exception.
7. Illumination within the ODOT right of way must be in accordance with AASHTO illumination standards and the ODOT Lighting Policy and Guidelines, January 2003, which states that local jurisdictions must enter into an intergovernmental agreement

(IGA) with ODOT wherein the local jurisdiction is responsible for installation, maintenance, operation, and energy costs.

8. An ODOT Drainage Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way.
 - > A drainage study prepared by an Oregon Registered Professional Engineer is usually required by ODOT if:
 - > Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
 - > The improvements create an increase of the impervious surface area greater than 10,758 square feet.

ODOT staff will attend the City Council Hearing on Monday, May 9, 2011. Please let us know if you have questions regarding our recommendations.

Sincerely,

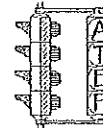


Sonya Kazen, Sr. Planner
ODOT Region 1

Cc: Avi Tayar, PE, Traffic
Jennifer Donnelly, DLCD

Encl: D. Woelk, PE, ATEP Engineering memo to ODOT, 5/3/11

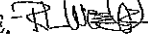
Associated Transportation Engineering & Planning, Inc.



ASSOCIATED
TRANSPORTATION
ENGINEERING &
PLANNING Inc.

A.T.E.P., Inc. Tel.: 503.364.5066
P.O. Box 3047 FAX: 503.364.1260
Salem, OR. 97302 e-mail: dwoelk@atepinc.com

Date: May 10, 2011
To: Mark Grenz P.E.

From: Richard Woelk P.E., T.E. 

Re: Hart Proportional Share

Mr. Grenz:

You requested that I determine the Hart developments proportional share for the traffic signal at Hwy 211 and Molalla Avenue in Molalla Oregon.

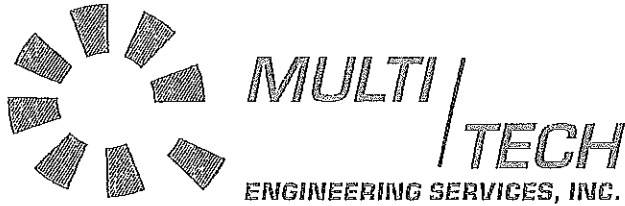
To determine the proportional share I used the traffic counts from the "Hart Property Transportation Assessment In Molalla, Oregon" report prepared by Kittelson & Associates, March 4, 2011, page 6, 2015 Background Traffic Conditions and the volumes prepared for the Hart Development Memo by ATEP. Table 1 indicates the Hart Development Proportional Share for the traffic signal located at Hwy 211 at Molalla Ave.

Table 1 - Proportional Benefit Analysis							
6-Apr-05							
Intersection	Existing	Hart w/o FF	Hart Full Build	Total Traffic		% Use w/o FF	% Use With FF
	PM Peak	PM Peak	PM Peak	W/O FF	With FF	PM Peak	PM Peak
Hwy 211 at Molalla	1630	76	112	1706	1742	4.4%	6.4%

If you have further questions please call me at 503.931.3770

Hart Proportional Share
ATEP, Inc.
Salem, OR 97302

503-364-5066 Phone
503-364-1260 Fax
dwoelk@atepinc.com



CONSULTANTS
1155 13th Street, S.E.
Salem, Oregon 97302
(503) 363-9227

Applicant proposed Recommended Modifications to Condition No. 23:

23. The applicant shall contribute to and make payment to the City of Molalla, its proportional share of the TSP-identified project for signalization and channelization of the OR 211-Molalla Avenue intersection. Such contribution shall be made prior to the issuance of building permits for the project.

The rationale for the condition is that the intersection currently functions at a level that exceeds its capacity by ODOT standards. It is understood that our traffic will further degrade the intersection, however, the requirement that the applicant must construct a signal at this intersection is well in excess of our proportional impact. Such a requirement is justified under the nexus relationship needed to support such a condition. Our traffic consultant has provided a memo that indicates that our share of the traffic at the 211-Molalla intersection is 4.4% without the fast food use and 6.4% with the fast food use. That is not sufficient to warrant the construction of the signal improvement. The additional traffic will not create an increased safety issue at the intersection.

ODOT doesn't indicate that "safety" will be sacrificed from the additional impacts.

City Of Molalla

City Council Meeting

Agenda Category: Continuing Business

Subject: Motion to Censure a Member of the Council

Recommendation: Deliberate and act on motion

Date of Meeting to be Presented: July 13, 2011

Fiscal Impact: NA

Background: (Type a brief detailed summary of the item to be presented.)

At the Council's July 13, 2011 meeting, Councilor Pottle moved to censure Councilor Needham, stating that Councilor Needham violated Council rules by criticizing a fellow member of the Council in a letter to the editor published in the *Molalla Pioneer* newspaper. Motion seconded by Councilor Thompson.

City Attorney Heather Martin stated that any motion for censure is required to have a second and then it is to be placed on the agenda for the next meeting in order to provide the Councilor who is the subject of the motion time to prepare a defense or explanation in accordance with MMC 1.02.110 C. 3. Supplemental memo attached.

SUBMITTED BY: John Atkins, Jr., City Manager

ALL AGENDA ITEMS MUST BE SUBMITTED BY NOON THE THURSDAY BEFORE THE SCHEDULED COUNCIL MEETING. LATE ITEMS WILL BE SUBMITTED TO THE CITY MANAGER FOR CONSIDERATION.

Agenda Item

5.A.

City Recorder Use Only

Memo

To: City Council
From: John Atkins, Jr., City Manager
Date: July 18, 2011
Re: Motion to censure

1. Molalla Municipal Code 1.02.080 [Council Rules] Order and decorum states:

C. . . . 11. Councilors will not publicly criticize or attack each other, City staff or other persons. Councilors will not personally attack each other, City staff or other persons.

2. Molalla Municipal Code 1.02.110 [Council Rules] Councilor conduct further provides as follows:

B. Censure.

1. The Council may make and enforce its own rules and ensure compliance with City and state laws applicable to governing bodies. If a Councilor substantially violates these rules or state law, the Council may take action to protect Council integrity and discipline the Councilor with a public reprimand, by motion approved by the Council.

2. A motion to censure shall include a public statement by the maker as to the grounds or basis for the motion. Upon being seconded, a vote on a motion to censure shall be placed on the agenda under new business for the next regular Council meeting, but no sooner than two weeks from the date of the motion, in order for the Councilor who is the subject to the censure motion to have time to prepare an explanation or a defense.

3. Discussion on the motion to censure shall occur at the next regular Council meeting. The presiding officer shall grant the Councilor who is the subject of the motion a reasonable opportunity to present a defense or explanation. Documents relevant to the Councilor's explanation or defense may be presented to the Council for consideration. In its deliberations, the Council may seek clarification of any points raised in the explanation or defense. The presiding officer shall then call for a vote on the motion to censure. (Ord. 2008-17 §1; Ord. 2007-05 §1)

City Of Molalla

City Council Meeting

Agenda Category: Ordinance

Subject: An Ordinance Amending the Molalla Municipal Code (Council Rules) Relating to Purchasing

Recommendation: Adopt Ordinance

Date of Meeting to be Presented: July 27, 2011

Fiscal Impact: NA

Background: (Type a brief detailed summary of the item to be presented.)

Following discussion during its July 13th, 2011 Council instructed staff to prepare a revision to MMC 1.02.240 Authorization of expenditures, to improve clarity and intent.

B. Subject to Sections 21.D. and 22.C.3. of the City Charter, the City Manager shall not spend or commit more than \$10,000.00 of budgeted funds without approval of the City Council. (Ord. 2011-01 §1; Ord. 2007-05 §1)

SUBMITTED BY: John Atkins, Jr., City Manager

ALL AGENDA ITEMS MUST BE SUBMITTED BY NOON THE THURSDAY BEFORE THE SCHEDULED COUNCIL MEETING. LATE SUBMISSIONS OR REQUEST WILL BE SUBMITTED TO THE CITY MANAGER FOR CONSIDERATION.

Agenda Item

7.A.

City Recorder Use Only

City of Molalla

ORDINANCE 2011-05
AN ORDINANCE AMENDING THE MOLALLA MUNICIPAL CODE
RELATING TO AUTHORIZATION OF EXPENDITURES

The City of Molalla ordains as follows:

1. MMC 1.02.240 Authorization of expenditures, is amended as follows

B. Subject to ~~Sections 21.D. and 22.C.3.~~ provisions of the City Charter, the City Manager shall not spend or commit more than \$10,000.00 of budgeted funds on discretionary purchases, excluding recurring expenditures and hiring decisions, without approval of the City Council.

READ by title only for the first time and approved by the City Council, City of Molalla, Oregon, at its meeting on the 27th day of July, 2011.

READ for the second time by title only and adopted by the City Council, City of Molalla, Oregon, its meeting on the ____ day of July, 2011.

Approved:

Mike Clarke, Mayor

ATTEST this ____ day of _____ 2010.

Sadie Cramer, City Recorder

City Of Molalla

City Council Meeting

Agenda Category: Reports and Announcements

Subject: Stowers Road Report

Recommendation: Information only; no action required

Date of Meeting to be Presented: July 27, 2011

Fiscal Impact: NA

Background: (Type a brief detailed summary of the item to be presented.)

Public Works Director Marc Howatt will update the Council on proposed improvements to Stowers Road

APPROVED BY: John Atkins, Jr., City Manager

ALL AGENDA ITEMS MUST BE SUBMITTED BY NOON THE THURSDAY BEFORE THE SCHEDULED COUNCIL MEETING. LATE ITEMS WILL BE SUBMITTED TO THE CITY MANAGER FOR CONSIDERATION.

Agenda Item

10.A

City Recorder Use Only



CITY OF MOLALLA, OREGON

STOWERS ROAD IMPROVEMENTS

DRAWINGS

JUNE 2011

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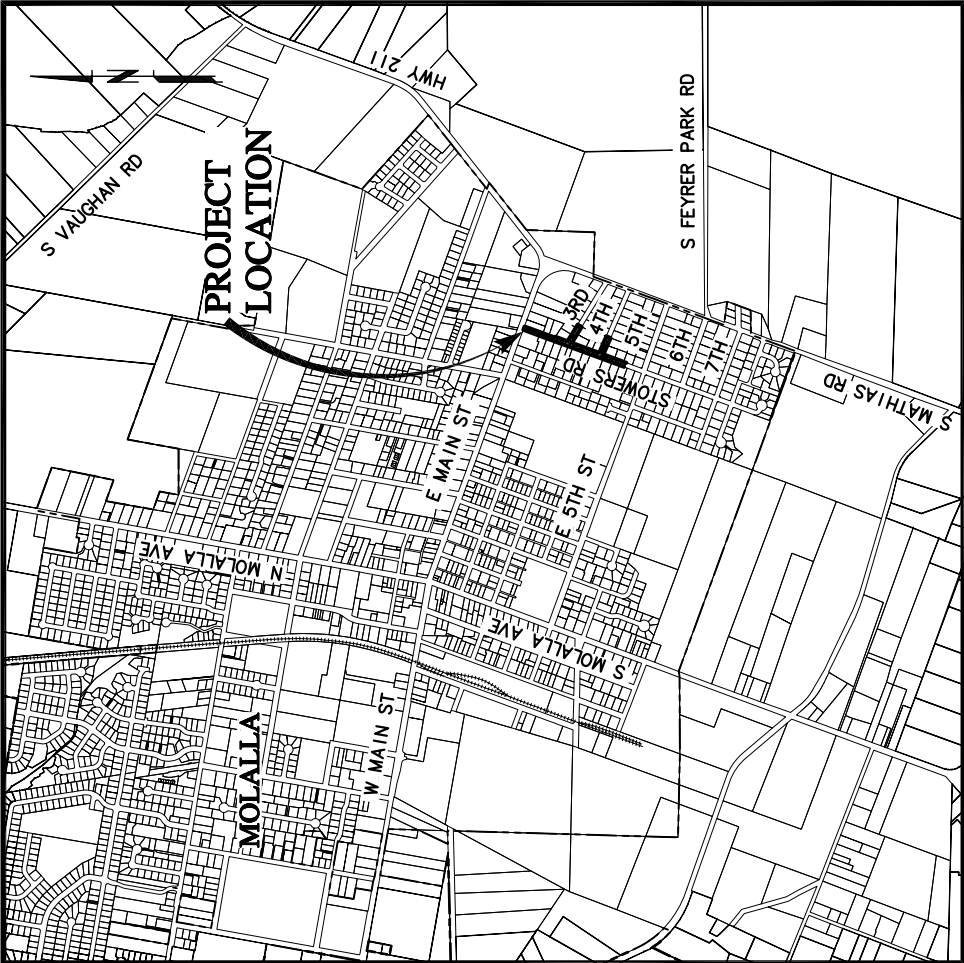


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ATTENTION: OREGON LAW REQUIRES THE CONTRACTOR TO FOLLOW THE RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. THE CONTRACTOR MAY OBTAIN COPIES OF THE RULES BY CALLING THE UTILITY NOTIFICATION CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS 503-246-6699.)

90% DRAFT - SUBMITTAL



VICINITY MAP

SCALE: 1"=1,000'

GENERAL NOTES

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY LOCAL, COUNTY, STATE, AND UTILITY CONSTRUCTION PERMITS, AND SHALL OBTAIN PERMIT LEAVING THE (2) BUSINESS DAYS PRIOR TO STARTING WORK. CONTRACTOR SHALL OBTAIN REQUIRED LICENSES BEFORE STARTING CONSTRUCTION. CONTRACTOR TO COMPLY WITH OREGON DEPT. OF TRANSPORTATION PERMITS AND REQUIREMENTS FOR WORK IN AND RESTORATION OF STATE HIGHWAYS. CONTRACTOR TO SUBMIT TRAFFIC CONTROL PLAN AS REQUIRED FOR APPROVAL.
2. THE LOCATIONS OF ALL EXISTING UNDERGROUND FACILITIES SHOWN ON THE PLANS ARE BASED ON A FIELD SURVEY AND INFORMATION SUPPLIED BY UTILITY COMPANIES. LOCATIONS ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE. THE CONTRACTOR SHALL POTHOLE AND VERIFY LOCATIONS, ELEVATIONS, TYPE AND SIZES OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTING NEW PIPING/CONDUITS AND SHALL NOTIFY ENGINEER IMMEDIATELY OF ANY CONFLICTS NOT SHOWN ON THE PLANS AND THE NEED TO ADJUST PIPING INSTALLATION ACCORDINGLY. CONTRACTOR SHALL PROVIDE 72 HOUR NOTICE TO ENGINEER AND THE AFFECTED UTILITY. CONTRACTOR SHALL ARRANGE FOR THE PROTECTION OF ANY UTILITIES IN CONFLICT WITH THE PROPOSED CONSTRUCTION.
3. THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF ORS 757.541 TO 757.571. THE CONTRACTOR SHALL NOTIFY EACH UNDERGROUND UTILITY AT LEAST 48 BUSINESS-DAY HOURS, BUT NOT MORE THAN 10 BUSINESS DAYS, PRIOR TO EXCAVATING, BORING, OR POTHOLING.
4. POTHOLING AND TRENCH EXCAVATION SHALL SUFFICIENTLY PRECEDE LAYING OF PIPE TO ALLOW REQUIRED ELEVATION AND ALIGNMENT ADJUSTMENTS TO BE ACCOMPLISHED WITHOUT REWORK. ADJUSTMENTS SHALL BE EXPECTED AND CONSIDERED INCIDENTAL.
5. NO ADDITIONAL PAYMENT SHALL BE MADE FOR UTILITY RELOCATION, COORDINATION OR DELAYS CAUSED BY UTILITY COMPANIES. ALL COSTS RELATED TO UTILITY COORDINATION AND RELOCATION, INCLUDING POTHOLING, ARE TO BE CONSIDERED INCIDENTAL AND INCLUDED IN THE UNIT PRICES OF BID.
6. UTILITIES OR INTERFERING PORTIONS OF UTILITIES THAT ARE ABANDONED IN PLACE SHALL BE REMOVED BY THE CONTRACTOR TO THE EXTENT NECESSARY TO ACCOMPLISH THE WORK. THE CONTRACTOR SHALL PLUG THE REMAINING EXPOSED ENDS OF ABANDONED UTILITIES, UNLESS OTHERWISE REQUIRED BY THE ENGINEER.
7. ATTENTION: OREGON LAW REQUIRES THE CONTRACTOR TO FOLLOW THE RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. THE CONTRACTOR MAY OBTAIN COPIES OF THE RULES BY CALLING THE UTILITY NOTIFICATION CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS 1-800-332-2344.)
8. TOPOGRAPHIC MAP WAS COMPLETED BY NEAL VESCOGNI, INC. ELEVATIONS ARE BASED ON VERTICAL DATUM: NAVD88; HORIZONTAL DATUM: NGS83. CONTRACTOR SHALL PROTECT ALL PROPERTY CORNERS, SURVEY MONUMENTS AND CONTROL POINTS. SURVEY MONUMENTS OF THIS TYPE DISTURBED DURING CONSTRUCTION SHALL BE REPLACED AT CONTRACTOR'S EXPENSE, WITH APPROPRIATE SURVEYS FILED WITH THE COUNTY SURVEYOR.
9. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THE PLANS AND PROJECT SPECIFICATIONS.
10. CONTRACTOR SHALL KEEP AND MAINTAIN A CURRENT SET OF DRAWINGS ON SITE. CONTRACTOR TO KEEP ACCURATE AS-BUILT RECORD COPY OF PLANS. UPON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL SUBMIT A CLEAN SET OF FIELD RECORD DRAWINGS CONTAINING ALL AS-BUILT INFORMATION TO THE ENGINEER FOR USE IN THE PREPARATION OF AS-BUILT DRAWINGS FOR SUBMITTAL TO THE CITY.
11. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL HOMES AND BUSINESSES AT ALL TIMES. PROVIDE WRITTEN NOTICE TO ALL PROPERTY OWNERS AT LEAST TWO (2) BUSINESS DAYS IN ADVANCE OF WORK IN AND/OR CROSSING DRIVEWAYS.
12. CONTRACTOR SHALL NOTIFY THE ENGINEER 48 HOURS BEFORE STARTING CONSTRUCTION, AND 24 HOURS BEFORE RESUMING WORK AFTER SHUTDOWNS EXCEPT FOR NORMAL RESUMPTION OF WORK FOLLOWING SATURDAYS, SUNDAYS, OR HOLIDAYS. CONTRACTOR SHALL NOTIFY THE ENGINEER A MINIMUM OF 48 HOURS PRIOR TO ANY TESTING OR REQUIRED INSPECTION.
13. ANY ALTERATION OR VARIANCE FROM THESE PLANS, EXCEPT MINOR FIELD ADJUSTMENT NOT AFFECTING DESIGN NEEDED TO MEET EXISTING FIELD CONDITIONS, SHALL FIRST BE APPROVED BY THE ENGINEER. ANY ALTERATIONS OR VARIANCE FROM THESE PLANS SHALL BE DOCUMENTED ON CONSTRUCTION FIELD PRINTS AND TRANSMITTED TO THE ENGINEER. ANY PROPOSED CHANGE IN CONSTRUCTION PLANS MUST BE SUBMITTED IN WRITING AND APPROVED BY ENGINEER PRIOR TO COMMENCING WORK.
14. THE CONTRACTOR SHALL DISPOSE OF ALL REMOVED OR REPLACED MATERIAL AND EQUIPMENT IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS, EXCEPT THOSE ITEMS DESIGNATED BY THE OWNER FOR SALVAGING. SALVAGED ITEMS SHALL REMAIN THE PROPERTY OF THE OWNER, AND SHALL BE CAREFULLY REMOVED AND STORED AS DIRECTED.
15. CONTRACTOR SHALL RESTORE ALL STRUCTURES: LOTS, SWALES, DITCHES, CURBS, FENCES, WALLS, MAILBOXES, SIGNS, POLES, GUY TIRES, PIPING, AND UTILITIES DISTURBED DURING CONSTRUCTION TO EXISTING CONDITIONS UNLESS OTHERWISE SPECIFIED.
16. CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE CITY FOR APPROVAL. A COPY OF THE APPROVED TRAFFIC CONTROL PLAN SHALL BE PROVIDED TO THE ENGINEER AND AVAILABLE AT THE WORK SITE. THE CITY RESERVES THE RIGHT TO ADD TO OR MODIFY TRAFFIC CONTROL REQUIREMENTS AS MAY BE NECESSARY TO EFFECTIVELY CONTROL TRAFFIC AND TO ASSURE PUBLIC SAFETY. SEE SHEETS TC-1 THROUGH TC-3.
17. CONTRACTOR SHALL PROTECT TRAFFIC AT ALL TIMES DURING CONSTRUCTION. CONTRACTOR SHALL ERECT AND MAINTAIN BARRICADES, WARNING SIGNS, TRAFFIC CONES PER CITY AND ODOT REQUIREMENTS IN ACCORDANCE WITH MUTCD (INCLUDING OREGON AMENDMENTS). ALL TRAFFIC CONTROL MEASURES SHALL BE APPROVED AND IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITY.
18. THE CONTRACTOR SHALL COMPLY WITH ALL CITY OF MOLALLA PERMIT REQUIREMENTS FOR WORK IN AND RESTORATION OF CITY RIGHT-OF-WAYS.
19. FOR STREET IMPROVEMENTS, ADJUST ALL MANHOLES, CLEANOUTS AND VALVE BOXES TO FINISH GRADE. FOR MANHOLE RAISES, MANHOLE RINGS SHALL BE GROUTED ON THE INSIDE WITH NON-SHRINK GROUT.
20. TRENCH COMPACTION: TESTS OF TRENCH FILL MATERIALS SHALL BE PER THE ODOT MANUAL OF FIELD TEST PROCEDURES (MFTP) AND MADE ON EACH LOFT OF FILL FOR EVERY 300 FEET OF TRENCH AS MEASURED ALONG THE PIPE CENTERLINE. AFTER THE ENGINEER IS SATISFIED THAT THE CONTRACTOR'S METHOD OF COMPACTION CONSISTENTLY MEETS THE FIELD COMPACTION REQUIREMENTS, THE TESTING FREQUENCY MAY BE REDUCED TO NOT LESS THAN ONE TEST PER 100 FEET OF TRENCH. THE TESTING FREQUENCY SHALL BE DETERMINED BY THE ENGINEER. THE TESTING FREQUENCY AT NO ADDITIONAL COST TO THE OWNER UPON EQUIPMENT OR METHODS OF COMPACTION. THE ENGINEER SHALL DETERMINE ALL TEST LOCATIONS.
21. ROADWAY MATERIALS COMPACTION: COMPACT PER ODOT STANDARDS AND THE MFTP. TESTS SHALL BE TAKEN AT THE LOCATION AND FREQUENCY ESTABLISHED BY THE ENGINEER.
22. RELOCATE ALL MAILBOXES IN CONFLICT WITH CONSTRUCTION PER ODOT STANDARD DRAWING RD101.
23. CONTRACTOR SHALL INSTALL TEMPORARY CONSTRUCTION ZONE SIGNS AT LOCATIONS [TO BE DETERMINED BY ENGINEER] TEN (10) DAYS PRIOR TO BEGINNING OF CONSTRUCTION.
24. CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION AND SEDIMENTATION CONTROL (ESC) MEASURES DURING CONSTRUCTION (ANY TIME OF YEAR) PER THE REQUIREMENTS OF CLACKAMAS COUNTY, OREGON DEQ. THE CITY AND THE ENGINEER. CERTAIN ESC MEASURES ARE SHOWN ON THE PLANS. CONTRACTOR SHALL IMPLEMENT ADDITIONAL MEASURES AS REQUIRED. CONTRACTOR SHALL SUBMIT ESC PLAN FOR REVIEW. SEE SHEET G-3 FOR EROSION AND SEDIMENT CONTROL NOTES.

WATER NOTES

1. THE USE OF CONCRETE THRUST BLOCKS IS ALLOWED ONLY WHERE SHOWN ON PLANS AND MUST CONFORM TO DETAIL ON SHEET C-12. REQUIRED THRUST RESTRAINT IN ALL OTHER LOCATIONS WILL BE ACCOMPLISHED WITH APPROVED JOINT RESTRAINT SYSTEM. THE MINIMUM REQUIRED LENGTH OF RESTRAINED PIPE SHALL BE AS SHOWN ON PLANS AND IDENTIFIED WITH (E) UNRESTRAINED, STANDARD PUSH-ON JOINT PIPING IS IDENTIFIED WITH (S). SEE SPECIFICATIONS FOR APPROVED JOINT RESTRAINT SYSTEMS.
2. ALL CONCRETE SHALL BE A MINIMUM OF 3,000 PSI STRENGTH.
3. ALL BENDS 45° OR LESS SHALL HAVE 18 FEET MINIMUM OF RESTRAINED PIPE LENGTH ON EACH SIDE OF FITTING UNLESS OTHERWISE NOTED.
4. PROVIDE POLYETHYLENE ENCASEMENT FOR ALL PIPING WITHIN 10 FEET OF EXISTING GAS MAIN ACCORDING TO ANSI/AWWA C105/A21.5.
5. ALL FLANGE CONNECTIONS TO BE PROVIDED WITH FULL-FACE GASKETS.
6. COMPLY WITH OAR CHAPTER 333 RULES FOR REQUIRED WATERLINE – SEWER LINE SEPARATION AND CROSSING REQUIREMENTS.
7. ALL PIPING SHALL HAVE A MINIMUM OF 3 FEET OF COVER FROM TOP OF PIPE TO STREET GRADE OR OTHER FINISHED GRADE, UNLESS OTHERWISE SHOWN OR APPROVED BY ENGINEER.
8. PROVIDE "AS CONSTRUCTED" DRAWINGS INDICATING ALL CHANGES IN GRADE, ALIGNMENT, FITTINGS AND MATERIALS INSTALLED AND ANY OTHER UTILITIES OR OBSTACLES NOT SO INDICATED ON THESE PLANS.
9. ALL PLANTERS, LANDSCAPING, STRUCTURES, LOTS, SWALES, DITCHES, CURBS, SIDEWALKS, FENCES, WALLS, MAILBOXES, SIGNS, GUY WIRES, PIPING AND UTILITIES DISTURBED DURING CONSTRUCTION TO BE RESTORED TO EXISTING CONDITION UNLESS OTHERWISE SPECIFIED. CONTRACTOR SHALL REPAIR ALL UTILITY SERVICES DAMAGED DURING CONSTRUCTION AND SUCH REPAIR SHALL BE CONSIDERED INCIDENTAL TO PIPELINE INSTALLATION.
10. ENGINEER SHALL BE NOTIFIED MINIMUM 24 HOURS IN ADVANCE OF ANY REQUIRED INSPECTIONS.
11. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE WATER SYSTEM INSTALLATION SEQUENCING ASSOCIATED WITH THIS PROJECT. SEE SPECIFICATIONS FOR SEQUENCE OF CONSTRUCTION REQUIREMENTS AND INSTALLATIONS.
12. PIPE BEDDING AND PIPE ZONE MATERIAL SHALL BE ¾"-0 GRANULAR MATERIAL. FOR SERVICE LINES, ALL BEDDING AND BACKFILL SHALL BE SAND. SEE TYPICAL TRENCH DETAIL ON SHEET C-14. BACKFILL AND SURFACING SHALL CONFORM TO THE FOLLOWING:
- [A] BACKFILL TO BE COMPACTED GRANULAR MATERIAL AS SPECIFIED. RESTORE ASPHALTIC CONCRETE PAVEMENT TO THREE (3) INCHES THICK OR TO EXISTING PAVEMENT THICKNESS, WHICHEVER IS GREATER.
- [C] BACKFILL TO BE COMPACTED GRANULAR MATERIAL AS SPECIFIED. SURFACE TO BE GRADED GRAVEL.
- [N] BACKFILL TO BE COMPACTED NATIVE MATERIAL. RESTORE SURFACE TO ORIGINAL CONDITION. RESEED AS DIRECTED BY ENGINEER.
13. VALVES AND FITTINGS NOTED ON PLAN SHEETS DO NOT IDENTIFY ALL FITTINGS REQUIRED FOR THE WATER SYSTEM MODIFICATIONS COMPLETE. SEE PLANS, DETAILS AND SPECIFICATIONS.
14. ALL FITTINGS TO BE MECHANICAL JOINT, UNLESS OTHERWISE SPECIFIED, AND SHALL BE RESTRAINED WITH MEGA-LUGS, AS MANUFACTURED BY EBAA IRON SALES, INC.
15. LONG SLEEVES SHOWN ON PLAN SHEETS ARE TO FACILITATE CONSTRUCTION. ADDITIONAL LONG SLEEVES MAY BE USED AT CONTRACTOR'S EXPENSE, UNLESS PREVIOUSLY APPROVED BY THE ENGINEER.
16. FOR FIRE HYDRANT ASSEMBLIES, PROVIDE MINIMUM 5 FEET CLEARANCE WITH POWER POLES AND OTHER OBSTRUCTION. INSTALL FIRE HYDRANT ASSEMBLY SO THAT NO PORTION OF THE HYDRANT OR HOSE NOZZLE CAP WILL BE LESS THAN 18 INCHES FROM THE GUTTER FACE OF THE CURB OR THE BACKSIDE OF THE SIDEWALK.
17. FINAL LOCATIONS OF ALL VALVE BOXES, BLOW-OFF ASSEMBLIES, AIR RELIEF VALVES, METER BOXES, FIRE HYDRANTS, AND OTHER ABOVE GROUND APPURTENANCES SHALL BE FIELD LOCATED PER ENGINEER.
18. CONTRACTOR SHALL PROVIDE TEMPORARY TAPS, BLOW-OFFS AND THRUST RESTRAINT AS REQUIRED TO FACILITATE FLUSHING, TESTING, AND DISINFECTION OF WATER LINES.
19. ALL TEMPORARY AND PERMANENT DEAD-END BLOW-OFFS SHALL BE MADE USING CAPS WITH ECCENTRIC TAPS.
20. CONTRACTOR TO VERIFY ALL SIZES AND LOCATIONS OF EXISTING SERVICES TO BE MODIFIED/ RELOCATED PRIOR TO TRANSFER OF SERVICES AND SHUTDOWN OF MAINS. CONTRACTOR TO COORDINATE THIS WORK WITH CITY CONSTRUCTION CREWS.
21. ALL PIPING FROM THE CUSTOMER'S PROPERTY LINE, OR THE METER WHERE PROVIDED, TO THE POINT OF WATER USE IS SUBJECT TO THE REQUIREMENTS OF THE STATE PLUMBING CODE.
22. ALL NEW WATER FACILITIES, INCLUDING PIPES, FITTINGS, VALVES, SPECIALS, METERS, SERVICE LINES, AND ALL APPURTENANCES SHALL BE TESTED AND DISINFECTED. CONTRACTOR SHALL COMPLY WITH ALL OREGON STATE DEPARTMENT OF ENVIRONMENTAL QUALITY REQUIREMENTS IN THE DISPOSAL OF SUPERCHLORINATED WATER. SEE TECHNICAL SPECIFICATIONS.
23. ALL EXISTING PIPE, VALVES AND FITTINGS TO BE ABANDONED SHALL BE FILLED WITH GROUT OR SAND OR SEALED WITH GROUT OR CAPPED AS REQUIRED AND DIRECTED BY THE ENGINEER. PIPES ARE TO BE ABANDONED IN PLACE AT THE CONTRACTOR'S EXPENSE. GROUT PLUGS SHALL BE WATER TIGHT AND EXTEND 12 INCHES INTO PIPES. DUCTILE IRON CAPS SHALL BE RESTRAINED. ALL RESULTING TRENCHES BENEATH PROPOSED PAVEMENTS, SIDEWALKS, OR STRUCTURES SHALL BE BACKFILLED AND COMPACTED WITH GRANULAR MATERIAL AS SPECIFIED. TRENCHES IN OTHER AREAS SHALL BE BACKFILLED AND COMPACTED WITH SELECT NATIVE MATERIAL. UNLESS OTHERWISE SPECIFIED, REMOVE ALL ABANDONED PIPING AND SERVICE LINE APPURTENANCES TO 3 FEET BELOW GRADE.
24. CONNECTIONS TO EXISTING WATER LINES MAY REQUIRE TEMPORARY SHUTDOWN OF EXISTING FACILITIES. THE CONTRACTOR SHALL COORDINATE THIS WORK WITH CITY OF MOLALLA AND PROVIDE A MINIMUM OF ONE WEEK ADVANCE WRITTEN NOTICE WITH 72 HOUR CONFIRMATION PRIOR TO PERFORMING TIE-IN OR SERVICE LINE TRANSFER WORK. CONTRACTOR TO VERIFY WITH CITY OF MOLALLA IF EXISTING LINES ARE TO BE DEPRESSURIZED. OPERATION OF VALVES SHALL BE BY CITY OF MOLALLA STAFF ONLY. CITY STAFF TO BE PRESENT DURING ALL EXCAVATION AND BACKFILL WORK AT TIE-INS.
25. CONTRACTOR SHALL COORDINATE WITH APPROPRIATE FIRE AUTHORITY FOR SHUTDOWN OF FIRE HYDRANTS AND NEED FOR TEMPORARY FIRE SERVICES. CONTRACTOR SHALL CLEARLY IDENTIFY ALL FIRE HYDRANTS NOT IN SERVICE.
26. CONTRACTOR TO COORDINATE CONSTRUCTION OF NEW MAINS WITH ABANDONMENT OF EXISTING UTILITIES. CONTRACTOR TO PROVIDE TEMPORARY ROUTING OF UTILITIES AS NECESSARY AND TO BE CONSIDERED INCIDENTAL.
27. CONTRACTOR SHALL COMPLY WITH OREGON ADMINISTRATION RULE (OAR) 340-248 AND 437, DIVISION 3, "CONSTRUCTION" REGARDING THE SAFE HANDLING, REMOVAL AND DISPOSAL OF ASBESTOS-CEMENT WATER PIPE, INCLUDING ALL REPORTING REQUIREMENTS. DEQ FACT SHEET, DEQ GUIDELINES AND DEQ NOTIFICATION AND REPORT FORMS ARE ATTACHED AS SUPPLEMENTARY INFORMATION.

GENERAL NOTES

25. CONTRACTOR SHALL OBSERVE FIELD CONDITIONS, INCLUDING WORK ON PRIVATE PROPERTY, PRIOR TO BIDDING AND ADJUST BID ACCORDINGLY.
26. ALL REFERENCED ODOT STANDARD DRAWINGS (SEE SHEET G-3) ARE INCLUDED AS PART OF THE CONTRACT DOCUMENTS.
27. CONTRACTOR TO MAINTAIN THE INTEGRITY OF PRIVATELY OWNED AND MAINTAINED DRIVEWAYS. DAMAGED SURFACES SHALL BE REPLACED IN KIND UNLESS OTHERWISE DIRECTED BY THE ENGINEER. SUCH REPAIRS SHALL BE CONSIDERED INCIDENTAL.
28. UNLESS OTHERWISE SHOWN ON THE DRAWINGS, STRAIGHT GRADES SHALL RUN BETWEEN ALL FINISH GRADE ELEVATIONS AND/OR FINISH CONTOUR LINES SHOWN. FINISH PAVEMENT GRADES AT TRANSITION TO EXISTING PAVEMENT SHALL MATCH EXISTING PAVEMENT GRADES OR BE FEATHERED PAST JOINTS WITH EXISTING PAVEMENTS AS REQUIRED TO PROVIDE A SMOOTH, FREE DRAINING SURFACE.
29. DUE TO THE EXISTING CONDITIONS OF ADJACENT STREETS, CUSTOM CONNECTIONS MAY NEED TO BE CONSTRUCTED AT THE INTERFACE OF PROPOSED AND EXISTING CURBS. PROPOSED CURBS ARE TO BE CONSTRUCTED TO THE EXTENT SHOWN ON THE PLANS. THEREFORE TAPERING OF CURBS SHALL BE COMPLETED BY THE DESIGNATED TIE-IN POINT.
30. ALL EXISTING FACILITIES SHALL BE MAINTAINED IN-PLACE BY THE CONTRACTOR UNLESS OTHERWISE SHOWN OR DIRECTED. CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO SUPPORT, MAINTAIN, OR OTHERWISE PROTECT EXISTING UTILITIES AND OTHER FACILITIES AT ALL TIMES DURING CONSTRUCTION. CONTRACTOR TO LEAVE EXISTING FACILITIES IN AN EQUAL OR BETTER-THAN-ORIGINAL CONDITION AND TO THE SATISFACTION OF THE ENGINEER.
31. AT THE END OF EACH WORK DAY, ALL TRENCHES AND EXCAVATIONS SHALL BE BACKFILLED, AND ALL AREAS WITHIN STREETS SHALL BE TEMPORARILY PAVED OR COVERED TO THE SATISFACTION OF THE ENGINEER. TEMPORARY HARD-SURFACE PATCH (COLD MIX AC OR HOT MIX BASE PAVING) SHALL BE PLACED ON TRENCHES WITHIN ROADWAYS AT THE END OF EACH DAYS WORK. UNLESS OTHERWISE DIRECTED, NO TRENCH, ON SITE OR OFF-SITE, SHALL BE LEFT AT ANY TIME IN AN UNSAFE CONDITION. CONTRACTOR IS RESPONSIBLE FOR AND IS LIABLE FOR HAZARDS OR DAMAGE RESULTING FROM THE PROSECUTION OF THE WORK.
32. OVER-EXCAVATION OF UNSUITABLE MATERIALS AND BACKFILL WITH SUBGRADE STABILIZATION SHALL BE APPROVED BY THE ENGINEER ON AN AS NEEDED BASIS.
33. SAWCUTTING OF EXISTING SURFACES, WHICH INCLUDES ASPHALTIC CONCRETE AND CONCRETE SURFACES, SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE UNIT PRICES OF THE BID.
34. MINIMAL TRENCH RESURFACING IS ANTICIPATED FOR THIS PROJECT. IF ANY SUCH SURFACING IS NEEDED ALL COSTS SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE UNIT PRICES OF THE BID.
35. THE CONTRACTOR SHALL DEVELOP AND MAKE ALL DETAIL SURVEYS NECESSARY FOR LAYOUT AND CONSTRUCTION, INCLUDING EXACT COMPONENT LOCATION, WORKING POINTS, LINES AND ELEVATIONS. PRIOR TO CONSTRUCTION, THE FIELD LAYOUT SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE.
36. THE CONTRACTOR SHALL ASSUME THAT ALL SURVEY STAKING IS TO BE COMPLETED USING INFORMATION CONTAINED IN THESE PLANS. ADDITIONAL INFORMATION OR CLARIFICATION BY THE ENGINEER MAY BE AVAILABLE UPON REQUEST.
38. THE CONTRACTOR SHALL HAVE THE RESPONSIBILITY TO CAREFULLY PRESERVE BENCH MARKS, REFERENCE POINTS AND STAKES AND IN THE CASE OF DESTRUCTION THEREOF BY THE CONTRACTOR RESULTING FROM ITS NEGLIGENCE, THE CONTRACTOR SHALL BE CHARGED WITH THE EXPENSE AND DAMAGE RESULTING THEREOF AND SHALL BE RESPONSIBLE FOR ANY MISTAKES THAT MAY BE CAUSED BY THE UNNECESSARY LOSS OR DISTURBANCE OF SUCH BENCH MARKS, REFERENCE POINTS AND STAKES.
37. RIGHT-OF-WAY LINES AND PROPERTY LINES SHOWN ON PLANS ARE APPROXIMATE AND ARE FOR INFORMATION ONLY.

STORM DRAIN NOTES

1. PROVISIONS SHALL BE MADE BY THE CONTRACTOR TO KEEP ALL EXISTING UTILITIES IN SERVICE AND TO PROTECT THEM DURING CONSTRUCTION. CONTRACTOR SHALL PROPERLY DIVERT ALL STORM DRAIN FLOWS AS NECESSARY TO ACCOMPLISH WORK. CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE CONSTRUCTION DOES NOT INCREASE DITCH OR OVERLAND FLOWS OR FLOODING RISKS.
2. ALL NON-METAL STORM DRAIN PIPING SHALL HAVE ELECTRICALLY CONDUCTIVE TRACER WIRE.
3. ALL MANHOLE INVERT ELEVATIONS (IE IN, IE OUT) SHOWN ON PLANS, ARE PROJECTED TO MANHOLE CENTER RATHER THAN MANHOLE FACE.
4. ALL PIPE CONNECTIONS TO MANHOLES, CATCH BASINS AND OTHER STRUCTURES SHALL BE MADE WITH NON-SHRINK GROUT, PVC SAND COLLARS OR KOR-N-SEAL BOOT AS REQUIRED PER USA STANDARDS.
5. EXISTING SIDEWALK, SIDEWALK RAMPS, AND CURBS DAMAGED OR REMOVED DURING CATCH BASIN REMOVAL OR INSTALLATION SHALL BE RESTORED AS SPECIFIED. SIDEWALK RAMPS SHALL BE RECONSTRUCTED PER AMERICANS WITH DISABILITIES ACT (ADA) AND ODOT/APWA STANDARDS. NO CURB INLET OR CATCH BASIN SHALL BE LOCATED IN FRONT OF RAMPS.
6. WHENEVER STORM DRAIN PIPING CROSSES PROPOSED WATERLINES, MAINTAIN A MINIMUM OF 6-INCH CLEARANCE.
7. IF EXISTING PIPING CONNECTED TO A STRUCTURE IS FOUND TO BE DAMAGED OR PROPOSED PIPING IS LARGER DIAMETER, REMOVE EXISTING PIPING BY CORE DRILLING WALL TO PROPOSED PIPE OUTSIDE DIAMETER PLUS 4-INCHES OR BREAK OUT EXISTING GROUTING. INSTALL PIPE CONNECTION AS SPECIFIED AND SEAL WITH NON SHRINK GROUT. PIPE CONNECTIONS DAMAGED BY CONTRACTOR NEGLIGENCE DURING CONSTRUCTION SHALL BE REPLACED AT NO COST TO OWNER.
8. WHEN STORM DRAIN PIPING CONNECTIONS ARE LOCATED AT CATCH BASIN CORNER, CATCH BASIN SHALL BE CAST-IN-PLACE OR PRE-CAST CATCH BASIN DESIGNED TO ACCOMMODATE PIPE ENTRANCE AT THE CORNER.
9. WHEN REPLACING MANHOLES, CATCH BASINS, AND PIPE MAINS, ALL EXISTING CONNECTIONS SHALL BE RECONNECTED INCLUDING PIPE MAINS, LATERALS AND SUBGRADE PIPING UNLESS OTHERWISE DIRECTED BY ENGINEER. ALL CONNECTIONS OF EXISTING PIPING SHALL BE ACCOMPLISHED USING APPROVED CONNECTION METHODS AND MATERIALS.
10. STORM DRAIN PIPING SHALL BE TV INSPECTED, SEE SPECIFICATIONS.
11. ALL MANHOLES AND CATCH BASINS INSTALLED SHALL HAVE SUFFICIENT CLEARANCE TO PROVIDE ACCESS FOR TV INSPECTION CAMERAS.
12. CONTRACTOR SHALL MATCH SLOPE AND ALIGNMENT OF EXISTING PIPE WHEN CONNECTING TO EXISTING PIPING.
13. COMPLY WITH OAR CHAPTER 333 RULES FOR REQUIRED WATER LINE – SEWER LINE SEPARATION AND CROSSING REQUIREMENTS.
14. ALL STORM DRAIN AND STORM SEWER PIPING TO BE DUCTILE IRON (AWWA C150) SPECIAL THICKNESS CLASS 52.



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DO NOT USE FOR CONSTRUCTION

JUNE 2011

MURRAY SMITH & ASSOCIATES, INC.
Engineers/Planners

GENERAL NOTES, STORM DRAIN NOTES AND WATER NOTES			
PROJECT NO.: 11-1241.203	SCALE:	NONE	DATE: JUNE 2011
SHEET			
G-2			
X of X			

90% DRAFT - SUBMITTAL

DEQ STANDARD NOTES:

1. HOLD A PRE-CONSTRUCTION MEETING OF PROJECT CONSTRUCTION PERSONNEL THAT INCLUDES THE INSPECTOR TO DISCUSS EROSION AND SEDIMENT CONTROL MEASURES AND CONSTRUCTION LIMITS. (SCHEDULE A.5.B.1.(3))
2. THE ESCP MUST BE KEPT ONSITE AND ALL EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLAN MUST BE INSTALLED IN SUCH A MANNER TO ENSURE THAT SEDIMENT OR SEDIMENT LADEN WATER THAT ENTERS OR IS LIKELY TO ENTER SURFACE WATERS OR CONVEYANCE SYSTEMS LEADING TO SURFACE WATER, ROADWAY, OR OTHER PROPERTIES DOES NOT OCCUR. (SCHEDULE A.3.A.) AND (SCHEDULE B.3.B.)
3. THE IMPLEMENTATION OF THE ESCP AND CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THE EROSION AND SEDIMENT CONTROL MEASURES IS THE RESPONSIBILITY OF THE PERMIT REGISTRANT UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED BY THE LOCAL DEVELOPMENT AGENCY AND VEGETATION/LANDSCAPING IS ESTABLISHED. THE PERMIT REGISTRANT SHALL BE RESPONSIBLE FOR MAINTENANCE AFTER THE LOTS ARE APPROVED, UNTIL THE LOTS ARE SOLD AND THE 1200-C PERMIT IS TERMINATED. (SCHEDULE A.4.A.) AND (SCHEDULE D.3.)
4. THE PERMIT REGISTRANT MUST BE RESPONSIBLE FOR PROPER INSTALLATION AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL MEASURES, IN ACCORDANCE WITH LOCAL, STATE, OR FEDERAL REGULATIONS. (SCHEDULE A.5.A.) AND (SCHEDULE A. 6.A.)
5. EROSION AND SEDIMENT CONTROL MEASURES INCLUDING PERIMETER SEDIMENT CONTROL MUST BE IN PLACE BEFORE VEGETATION IS DISTURBED AND MUST REMAIN IN PLACE AND BE MAINTAINED, REPAIRED, AND PROMPTLY IMPLEMENTED FOLLOWING PROCEDURES ESTABLISHED FOR THE DURATION OF CONSTRUCTION, INCLUDING PROTECTION FOR ACTIVE STORM DRAIN INLETS AND CATCH BASINS AND APPROPRIATE NON-STORMWATER POLLUTION CONTROLS. (SCHEDULE A.5.B.1.(2)), (SCHEDULE A.5.B.1.(7)), (SCHEDULE A.7.D.1.(2)) AND (SCHEDULE A.7.F.)
6. BEGIN LAND CLEARING, EXCAVATION, TRENCHING, CUTTING OR GRADING AND EARTHWORK-SURFACE ROUGHING AFTER INSTALLING APPLICABLE SEDIMENT, EROSION PREVENTION AND RUNOFF CONTROL MEASURES NOT IN THE DIRECT PATH OF WORK. (SCHEDULE A.5.B.1.(5)(a)), (SCHEDULE A.7.C.1.(1)) AND (SCHEDULE A.7.C.1.(1))
7. APPLY TEMPORARY AND/OR PERMANENT SOIL STABILIZATION MEASURES IMMEDIATELY ON ALL DISTURBED AREAS AS GRADING PROGRESSES AND FOR ALL ROADWAYS INCLUDING GRAVEL ROADWAYS. (SCHEDULE A.5.B.1.(5)(b), (SCHEDULE A.5.B.1.(5)(c) AND SCHEDULE A.5.B.1.(6).)
8. WET WEATHER BMPs: CONSTRUCTION ACTIVITIES MUST AVOID OR MINIMIZE EXCAVATION AND CREATION OF BARE GROUND ON SLOPES GREATER THAN FIVE (5) PERCENT FROM OCTOBER 1 THROUGH MAY 31 EACH YEAR. (SCHEDULE A.7.A.1.)
9. WET WEATHER BMPs: TEMPORARY STABILIZATION OF THE SITE MUST BE INSTALLED AT THE END OF THE SHIFT BEFORE A HOLIDAY OR WEEKEND OR AT THE END OF EACH WORKDAY IF RAINFALL IS FORECAST AT THE END OF THE SHIFT BEFORE EACH WEEKEND AND HOLIDAY. (SCHEDULE A.7.A.1.1.)
10. IDENTIFY, MARK, AND PROTECT (BY FENCING OFF OR OTHER MEANS) CRITICAL RIPARIAN AREAS AND VEGETATION INCLUDING IMPORTANT TREES AND ASSOCIATED ROOTING ZONES AND VEGETATION AREAS TO BE PRESERVED. IDENTIFY VEGETATIVE BUFFER ZONES BETWEEN THE SITE AND SENSITIVE AREAS (E.G., WETLANDS) AND OTHER AREAS TO BE PRESERVED, ESPECIALLY IN PERIMETER AREAS. PRESERVE EXISTING VEGETATION AND RE-VEGETATE OPEN AREAS WHEN PRACTICABLE BEFORE AND AFTER GRADING OR CONSTRUCTION. (SCHEDULE A.5.B.1.(1) AND (2)) AND (SCHEDULE A.7.C.1.(1))
11. PROVIDE PERMANENT EROSION PREVENTION MEASURES ON ALL EXPOSED AREAS TO PREVENT FROM BECOMING A SOURCE OF EROSION AND REMOVE ALL TEMPORARY CONTROL MEASURES, UNLESS LOCAL ORDINANCES REQUIRE OTHERWISE, AS AREAS ARE STABILIZED. (SCHEDULE A.5.B.1.(6)) AND (SCHEDULE A.7.C.1.(2))
12. ALL TEMPORARY SEDIMENT CONTROLS MUST REMAIN IN PLACE UNTIL PERMANENT VEGETATION OR OTHER PERMANENT COVERING OF EXPOSED SOIL IS ESTABLISHED. IDENTIFY THE TYPE OF VEGETATIVE SEED MIX USED. (SCHEDULE A.7.C.1.(1),(3)) AND (SCHEDULE A.7.C.1.(1),(4))
13. SEDIMENT CONTROLS MUST BE INSTALLED AND MAINTAINED ALONG THE SITE PERIMETER ON ALL DOWN GRADIENT SIDES OF THE CONSTRUCTION SITE AND AT ALL ACTIVE AND OPERATIONAL INTERNAL STORM DRAIN INLETS AT ALL TIMES DURING CONSTRUCTION. (SCHEDULE A.7.D.1.(1) – (2))
14. PRIOR TO ANY LAND DISTURBING ACTIVITIES EACH SITE MUST HAVE GRAVELED, PAVED, OR CONSTRUCTED ENTRANCES, EXITS AND PARKING AREAS WITH EXIT TIRE WASH TO REDUCE THE TRACKING OF SEDIMENT ONTO PUBLIC OR PRIVATE ROADS. (SCHEDULE A.7.D.1.(1),(1))
15. WHEN TRUCKING SATURATED SOILS FROM THE SITE, EITHER WATERTIGHT TRUCKS MUST BE USED OR LOADS MUST BE DRAINED ON-SITE UNTIL DRIPPING HAS BEEN REDUCED TO MINIMIZE SPILLAGE ON ROADS. (SCHEDULE A.7.D.1.(1),(3))
16. TEMPORARY STABILIZATION OR COVERING OF SOIL STOCKPILES AND PROTECTION OF STOCKPILE LOCATED AWAY FROM CONSTRUCTION ACTIVITY MUST OCCUR AT THE END OF EACH WORKDAY OR OTHER BMPs, SUCH AS DIVERSION OF UNCONTAMINATED FLOWS AND INSTALLATION OF SEDIMENT FENCES AROUND STOCKPILES, MUST BE IMPLEMENTED TO PREVENT TURBID DISCHARGES TO SURFACE WATERS. (SCHEDULE A.7.E.1.(1)) AND (SCHEDULE A.7.E.1.(1) – (3))
17. BMPs THAT WILL BE USED TO PREVENT OR MINIMIZE STORMWATER FROM BEING EXPOSED TO POLLUTANTS FROM SPILLS; NO DISCHARGE OF CONCRETE TRUCK WASH WATER, VEHICLE AND EQUIPMENT CLEANING, VEHICLE AND EQUIPMENT FUELING, MAINTENANCE, AND STORAGE; OTHER CLEANING AND MAINTENANCE ACTIVITIES, AND WASTE HANDLING ACTIVITIES. THESE POLLUTANTS INCLUDE FUEL, HYDRAULIC FLUID, AND OTHER OILS FROM VEHICLES AND MACHINERY, AS WELL AS DEBRIS, LEFTOVER PAINTS, SOLVENTS, AND GLUES FROM CONSTRUCTION OPERATIONS. (SCHEDULE A.7.E.1.(2))
18. ANY USE OF TOXIC OR OTHER HAZARDOUS MATERIALS MUST INCLUDE PROPER STORAGE, APPLICATION, AND DISPOSAL. (SCHEDULE A.7.E.1.(1),(2))
19. SOLID WASTE AND HAZARDOUS MATERIALS MANAGEMENT. FOLLOW PROJECT WRITTEN SPILL PREVENTION AND RESPONSE PROCEDURES, EMPLOYEE TRAINING ON SPILL PREVENTION AND PROPER DISPOSAL PROCEDURES; REGULAR MAINTENANCE SCHEDULE FOR VEHICLES AND MACHINERY; AND MATERIAL DELIVERY AND STORAGE CONTROLS; TRAINING AND SIGNAGE, MATERIAL USE, COVERED STORAGE AREAS FOR WASTE AND SUPPLIES. (SCHEDULE A.7.E.1.(1),(3))
20. THE PERMITTEE MUST PROPERLY MANAGE HAZARDOUS WASTES, USED OILS, CONTAMINATED SOILS, CONCRETE WASTE, SANITARY WASTE, LIQUID WASTE, OR OTHER TOXIC SUBSTANCES DISCOVERED OR GENERATED DURING CONSTRUCTION AND MEET ALL STATE AND FEDERAL REGULATIONS AND APPROVALS. (SCHEDULE A.7.E.1.(1),(4))
21. THE ESCP MEASURES SHOWN ON THIS PLAN ARE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE MEASURES MUST BE UPGRADED AS NEEDED TO COMPLY WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL EROSION AND SEDIMENT CONTROL REGULATIONS. CHANGES TO THE ESCP MUST ALSO BE SUBMITTED IN THE FORM OF AN ACTION PLAN TO DEQ OR ITS AGENT FOR APPROVAL. (SCHEDULE A.7.F.)
22. SIGNIFICANT AMOUNTS OF SEDIMENT, WHICH LEAVES 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 REOCCURENCE 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. (SCHEDULE A.7.F.1.(1))
23. VACUUMING OR DRY SWEEPING MUST BE USED TO CLEAN-UP RELEASED SEDIMENT AND MUST NOT BE INTENTIONALLY WASHED INTO STORM SEWERS, DRAINAGE WAYS, OR WATER BODIES. (SCHEDULE A.7.F.1.(2))

DEQ STANDARD NOTES (CONTINUED):

24. THE APPLICATION RATE OF FERTILIZERS USED TO REESTABLISH VEGETATION MUST FOLLOW MANUFACTURER'S RECOMMENDATIONS TO MINIMIZE NUTRIENT RELEASES TO SURFACE WATERS. TIME-RELEASE FERTILIZERS SHOULD BE USED WITH CARE WITHIN ANY WATERWAY RIPARIAN ZONE. (SCHEDULE A.7.F.1.(3))
25. SEDIMENT MUST BE REMOVED FROM BEHIND A SEDIMENT FENCE WHEN IT HAS REACHED A HEIGHT OF ½ THE HEIGHT OF THE FENCE ABOVEGROUND AND BEFORE FENCE REMOVAL. (SCHEDULE A.7.F.1.(1))
26. SEDIMENT MUST BE REMOVED FROM BEHIND BIO BAGS AND OTHER BARRIERS IT HAS REACHED A HEIGHT OF TWO (2) INCHES AND BEFORE BMP REMOVAL. (SCHEDULE A.7.F.1.(1),(2))
27. REMOVAL OF TRAPPED SEDIMENT IN A SEDIMENT BASIN OR SEDIMENT TRAP OR CATCH BASINS MUST OCCUR WHEN THE SEDIMENT RETENTION CAPACITY HAS BEEN REDUCED BY FIFTY (50)% AND AT COMPLETION OF PROJECT. (SCHEDULE A.7.F.1.(3) AND (4))
28. DEQ MUST APPROVE OF ANY TREATMENT SYSTEM AND OPERATIONAL PLAN THAT MAY BE NECESSARY TO TREAT CONTAMINATED CONSTRUCTION DEWATERING OR SEDIMENT AND TURBIDITY IN STORMWATER RUNOFF. (SCHEDULE A.7.F.1.(1).)
29. SHOULD ALL CONSTRUCTION ACTIVITIES CEASE FOR THIRTY DAYS OR MORE, THE ENTIRE SITE MUST BE TEMPORARILY STABILIZED USING VEGETATION OR A HEAVY MULCH LAYER, TEMPORARY SEEDING, OR OTHER METHOD. (SCHEDULE A.8.A.)
30. SHOULD CONSTRUCTION ACTIVITIES CEASE FOR FIFTEEN (15) DAYS OR MORE ON ANY SIGNIFICANT PORTION OF A CONSTRUCTION SITE TEMPORARY STABILIZATION IS REQUIRED FOR THAT PORTION OF THE SITE WITH STRAW, COMPOST, OR OTHER TACKIFIED COVERING THAT PREVENT SOIL OR WIND EROSION UNTIL WORK RESUMES ON THAT PORTION OF THE SITE. (SCHEDULE A.8.B.)
31. DAILY INSPECTIONS WHEN RAINFALL AND RUNOFF OCCURS OF THE BMPs AND DISCHARGE OUTFALLS MUST BE THE PROJECT ESCP INSPECTOR. THESE INSPECTIONS AND OBSERVATIONS MUST BE RECORDED IN A LOG THAT IS AVAILABLE ON SITE. (SCHEDULE A.6.B.1.) AND (SCHEDULE B.1.B.(1))
32. BMPs MUST BE INSPECTED BEFORE, DURING, AND AFTER SIGNIFICANT STORM EVENTS. (SCHEDULE A.7.F.)
33. ALL ESCP CONTROLS AND PRACTICES MUST BE INSPECTED VISUALLY ONCE TO ENSURE THAT BMPs ARE IN WORKING ORDER PRIOR TO THE SITE BECOMING INACTIVE OR IN ANTICIPATION OF SITE INACCESSIBILITY AND MUST BE INSPECTED VISUALLY ONCE EVERY TWO (2) WEEKS DURING INACTIVE PERIODS GREATER THAN SEVEN (7) CONSECUTIVE CALENDAR DAYS. (SCHEDULE B.1.B.(2)–(3))
34. IF PRACTICAL, INSPECTIONS MUST OCCUR DAILY AT A RELEVANT AND ACCESSIBLE DISCHARGE POINT OR DOWNSTREAM LOCATION DURING PERIODS WHICH THE SITE IS INACCESSIBLE DUE TO INCLEMENT WEATHER. (SCHEDULE B.1.B.(4))

PRE-CONSTRUCTION EROSION AND

SEDIMENTATION CONTROL NOTES:

1. ALL BASE ESC MEASURES (INLET PROTECTION, PERIMETER SEDIMENT CONTROL, GRAVEL CONSTRUCTION ENTRANCES, ETC.) MUST BE IN PLACE, FUNCTIONAL, AND APPROVED IN AN INITIAL INSPECTION, PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
2. SEDIMENT BARRIERS APPROVED FOR USE INCLUDE SEDIMENT FENCE, BERMS CONSTRUCTED OUT OF MULCH, CHIPPINGS, OR OTHER SUITABLE MATERIAL, STRAW WATTLES, OR OTHER APPROVED MATERIALS.
3. CONSTRUCTION ENTRANCES/ROADS SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES INCLUDING, BUT NOT LIMITED TO, STREET SWEEPING, AND VACUUMING, MAY BE REQUIRED TO INSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
4. LIMIT SPEED OF VEHICLES ON SITE AND MOISTEN HAUL ROADS AS NECESSARY TO CONTROL DUST.

GRADING, STREET AND UTILITY EROSION AND

SEDIMENT CONSTRUCTION NOTES:

1. EFFECTIVE EROSION, DUST, SEDIMENTATION AND DRAINAGE CONTROL SHALL BE INSTALLED AND MAINTAINED BY CONTRACTOR PER REQUIREMENTS OF CLACKAMAS COUNTY, CITY OF MOLALLA, OREGON DEPARTMENT OF TRANSPORTATION (ODOT), OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ), AND ALL OTHER APPLICABLE PERMITS. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR PROTECTION OF ALL WORK, ADJACENT PROPERTIES AND DOWNSTREAM FACILITIES FROM EROSION AND SILTATION DURING THE COURSE OF THE WORK. ANY DAMAGE RESULTING FROM SUCH EROSION AND SILTATION SHALL BE CORRECTED AT THE SOLE EXPENSE OF THE CONTRACTOR.
2. APPROVAL OF THIS EROSION SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G.: SIZE AND LOCATION OF ROADS, PIPES, RESTRICTIONS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).
3. INSPECT ALL EROSION CONTROL MEASURES ONCE WEEKLY ON ACTIVE SITES, BI-WEEKLY ON INACTIVE SITES, AND IMMEDIATELY FOLLOWING A RAIN EVENT WITH RAINFALL GREATER THEN 0.5".
4. SLOPES AND DISTURBED AREAS TO RECEIVE TEMPORARY OR PERMANENT SEEDING SHALL HAVE THE SURFACE ROUGHENED BY MEANS OF TRACK-WALKING OR THE USE OF OTHER APPROVED IMPLEMENTS. SURFACE ROUGHENING IMPROVES SEED BEDDING AND REDUCES RUN-OFF VELOCITY.
5. LONG TERM SLOPE AND DISTURBED AREAS STABILIZATION MEASURES SHALL INCLUDE THE ESTABLISHMENT OF PERMANENT VEGETATIVE COVER VIA LANDSCAPING OR SEEDING WITH APPROVED MIX AND APPLICATION RATE. SEE SPECIFICATIONS.
6. TEMPORARY SLOPE AND DISTURBED AREAS STABILIZATION MEASURES SHALL INCLUDE: COVERING EXPOSED SOIL WITH PLASTIC SHEETING, STRAW MULCHING, WOOD CHIPS, OR OTHER APPROVED MEASURES.
7. STOCKPILED SOIL OR STRIPPINGS SHALL BE PLACED IN A STABLE LOCATION AND CONFIGURATION. DURING "WET WEATHER" PERIODS, STOCKPILES SHALL BE COVERED WITH PLASTIC SHEETING OR STRAW MULCH. SEDIMENT FENCE IS REQUIRED AROUND THE PERIMETER OF THE STOCKPILE.
8. EXPOSED CUT OR FILL AREAS SHALL BE STABILIZED THROUGH THE USE OF TEMPORARY SEEDING AND MULCHING. EROSION CONTROL BLANKETS OR MATS, MID-SLOPE SEDIMENT FENCES OR WATTLES, OR OTHER APPROPRIATE MEASURES. SLOPES EXCEEDING 25% MAY REQUIRE ADDITIONAL EROSION CONTROL MEASURES.

GRADING, STREET AND UTILITY EROSION AND

SEDIMENT CONSTRUCTION NOTES (CONTINUED):

9. AREAS SUBJECT TO WIND EROSION SHALL USE APPROPRIATE DUST CONTROL MEASURES INCLUDING THE APPLICATION OF A FINE SPRAY OF WATER, PLASTIC SHEETING, STRAW MULCHING, OR OTHER APPROVED MEASURES.
10. ACTIVE INLETS TO STORM WATER SYSTEMS SHALL BE PROTECTED THROUGH THE USE OF APPROVED INLET PROTECTION MEASURES. ALL INLET PROTECTION MEASURES ARE TO BE REGULARLY INSPECTED AND MAINTAINED AS NEEDED.
11. AVOID PAVING IN WET WEATHER WHEN PAVING CHEMICALS CAN RUN-OFF INTO THE STORM WATER SYSTEM.
12. USE BMPs SUCH AS CHECK-DAMS, BERMS, AND INLET PROTECTION TO PREVENT RUN-OFF FROM REACHING DISCHARGE POINTS.
13. COVER CATCH BASINS, MANHOLES, AND OTHER DISCHARGE POINTS WHEN APPLYING SEAL COAT, TACK COAT, ETC. TO PREVENT INTRODUCING THESE MATERIALS TO THE STORM WATER SYSTEM.
14. INLET PROTECTION SHALL BE IN-PLACE IMMEDIATELY FOLLOWING PAVING ACTIVITIES.
15. AT NO TIME SHALL MORE THAN ONE FOOT OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A TRAPPED CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT LADEN WATER INTO THE DOWNSTREAM SYSTEM.
16. PAVEMENT SURFACES AND VEGETATION ARE TO BE PLACED AS RAPIDLY AS POSSIBLE.
17. SEEDING SHALL BE PERFORMED NO LATER THAN SEPTEMBER 1 FOR EACH PHASE OF CONSTRUCTION.
18. ESC MEASURES SHALL BE REMOVED BY THE CONTRACTOR WHEN VEGETATION IS FULLY ESTABLISHED.
19. NOTIFY ENGINEER 24 HOURS PRIOR TO ANY WORK ON SITE.
20. GEOLOGIC UNITS IN THE VICINITY OF THE PROJECT SITE CONSIST OF PLEISTOCENE-AGE LACUSTRINE DEPOSITS (WILLAMETTE SILT FORMATION) OVERLYING THE TROUTDALE FORMATION. WILLAMETTE SILT GENERALLY CONSISTS OF SANDY AND CLAYEY SILT SOILS THAT ARE UP TO 100 FT THICK. THE SILT OFTEN CONTAINS INTERBEDDED LAYERS OF SAND. THE TROUTDALE FORMATION IN THIS AREA CAN CONSIST OF ALTERNATING LAYERS OF CLAY, SILT, SAND AND GRAVEL, AND CAN LOCALLY CONTAIN BOLDERS. REFERENCE PAVEMENT REPORT #5066, DATED MARCH 30, 2010 FOR ADDITIONAL GEOTECHNICAL INFORMATION.

SEDIMENT FENCE NOTES:

1. CONTRACTOR SHALL PROVIDE SEDIMENT FENCING AS REQUIRED BY ACTUAL SITE CONDITIONS DURING CONSTRUCTION. SEDIMENT FENCES SHALL BE INSPECTED BY CONTRACTOR IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.
2. EROSION, SEDIMENT AND POLLUTION CONTROL PLAN MEASURES SHALL BE REMOVED BY THE CONTRACTOR UPON SUBSTANTIAL COMPLETION. EROSION AND SEDIMENT CONTROLS MUST REMAIN IN-PLACE UNTIL GROUNDCOVERS HAVE MATURED ENOUGH TO PREVENT NORMAL EROSION FROM OCCURRING.
3. THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT A SUPPORT POST, WITH A MINIMUM 6-INCH OVERLAP AND BOTH ENDS SECURELY FASTENED TO THE POST.
4. THE FILTER FABRIC FENCE SHALL BE INSTALLED TO FOLLOW THE CONTOURS WHERE FEASIBLE. THE FENCE POSTS SHALL BE SPACED A MAXIMUM OF 6 FEET APART AND DRIVEN SECURELY INTO THE GROUND A MINIMUM OF 24 INCHES.
5. WHEN STANDARD STRENGTH FILTER FABRIC IS USED, A WIRE SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY-DUTY WIRE STAPLES AT LEAST 1 INCH LONG. TIE WIRE OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 4 INCHES AND SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE.
6. THE STANDARD STRENGTH FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 12 INCHES ABOVE THE FABRIC, SHALL BE EXTENDED INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE. FILTER FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.
7. WHEN EXTRA-STRENGTH FILTER FABRIC AND CLOSER POST SPACING ARE USED, THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED. IN SUCH A CASE, THE FILTER FABRIC IS STAPLED OR WIRED DIRECTLY TO THE POSTS WITH ALL OTHER PROVISIONS OF THE ABOVE STANDARD NOTE FOR STANDARD STRENGTH FILTER FABRIC APPLYING.
8. SEDIMENT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED.
9. SEDIMENT FENCES SHALL BE INSPECTED BY CONTRACTOR IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.
10. SEDIMENT FENCES SHALL BE INSTALLED AT THE TOE OF FILL SLOPES AND OTHER AREAS IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT LEAVE THE SITE.

90% DRAFT - SUBMITTAL

STOWERS ROAD IMPROVEMENTS			EROSION AND SEDIMENT CONTROL NOTES			SHEET		
						G-3		
						X of X		
PROJECT NO: 11-124.1203			SCALE:			NONE		
						JUNE 2011		



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CSL
CHECKED

NOTICE
0 1/4 1
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

NO.	DATE	BY	REVISION

TOPOGRAPHIC LEGEND

	EXISTING	PROPOSED
SANITARY SEWER	----	----
STORM DRAIN	----	10"SD
ABANDON/REMOVE	++++	++++
WATER LINE	----	10"DI W
OVERHEAD POWER	----	----
UNDERGROUND POWER	----	----
GAS	----	----
TELEPHONE	----	----
CULVERT	>-----<	
RIGHT-OF-WAY/ PROPERTY LINE	-----	-----
CENTER LINE	----	----
FENCE	-----x-----	
EDGE OF ROAD	-----	-----
CURB	-----	-----
SIDEWALK	-----	-----
DITCH	-----	-----
MANHOLE	○	●
CATCH BASIN/FIELD INLET	▤	▤
VALVE	⊗	⊙
FIRE HYDRANT ASSEMBLY	⦿	⦿
WATER METER	⦶	
CAP/PLUG		1
THRUST BLOCK		◀
REDUCER		▷
UTILITY POLE	○	
GUY WIRE	→	
MAILBOX	□	
SIGN	⌒	
TREE DECIDUOUS	☼	
TREE CONIFEROUS	☼	
MAJOR CONTOUR	180	180
MINOR CONTOUR	181	181
ADA RAMP	▱	▱
RESTRAINED JOINT PIPE		⬡ R ⬡
PUSH-ON JOINT PIPE		⬡ SP ⬡

ABBREVIATIONS

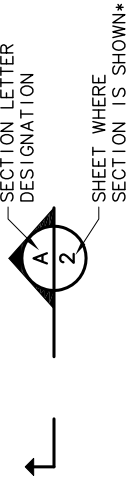
AC	ASPHALTIC CONCRETE	L	LENGTH
ABAN(D)	ABANDON(ED)	LOC	LOCATION
APPROX	APPROXIMATELY	LF	LINEAR FOOT
APVD	APPROVED	LP	LANE LINE
APWA	AMERICAN PUBLIC WORKS ASSOCIATION	LT	LEFT
ASPH	ASPHALT(IC)	LVC	LENGTH OF VERTICAL CURVE
ASSY	ASSEMBLY		
AWWA	AMERICAN WATER WORKS ASSOCIATION	MAINT	MAINTAIN
		MATL(S)	MATERIAL(S)
BCR	BEGIN CURB RETURN	MECH	MECHANICAL
BFILL	BACKFILL	MFR	MANUFACTURER
BLDG	BUILDING	MH	MANHOLE
BTM	BOTTOM	MIN	MINIMUM
BV	BALL VALVE	MJ	MECHANICAL JOINT
BVC	BEGIN VERTICAL CURVE	MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
BVCE	BEGINNING VERTICAL CURVE ELEVATION		
BVCS	BEGINNING VERTICAL CURVE STATION	NTS	NOT TO SCALE
		NIC	NOT IN CONTRACT
℄	CENTER LINE	OC	ON CENTER
CB	CATCH BASIN	OD	OUTSIDE DIAMETER
CDF	CONTROLLED DENSITY FILL	ODOT	OREGON DEPARTMENT OF TRANSPORTATION
CI	CAST IRON	OUT	OUTFALL
CJ	CONTROL JOINT	OVHD	OVERHEAD POWER LINE
CLR	CLEARANCE	P	POWER
CONC	CONCRETE	PC	POINT OF CURVATURE
CONST	CONSTRUCT(ION)	PE	PLAIN END
COORD	COORDINATE	PERM	PERMANENT
CPLG	COUPLING	PERP	PERPENDICULAR
CR	CRUSHED ROCK	PL	PROPERTY LINE
CSLM	CONTROLLED LOW STRENGTH MATERIALS	PROP	PROPOSED
CSP	CONCRETE SEWER PIPE	PSI	POUNDS PER SQUARE INCH
CU	COPPER	PT	POINT OF TANGENCY
CY	CUBIC YARD	PVC	POLYVINYL CHLORIDE
		PVI	POINT OF VERTICAL CURVATURE
		PVMT	PAVEMENT
DET(S)	DETAIL(S)		
DI	DUCTILE IRON		
DIA	DIAMETER		
DIM	DIMENSION		
DP	DIAMOND PLATE DRIVEWAY		
DWG(S)	DRAWING(S)		
DWY	DRIVEWAY		
EA	EACH		
ECR	END CURB RETURN		
EL/ELEV	ELEVATION		
EOP	EDGE OF PAVEMENT		
EQ	EQUAL		
EVC	END VERTICAL CURVE		
EVCE	END VERTICAL CURVE ELEVATION		
EVCS	END VERTICAL CURVE STATION		
EXIST	EXISTING		
EXIST GR	EXISTING GRADE		
FAB	FABRICATE (D)		
FH	FIRE HYDRANT		
FLEX	FLEXIBLE		
FLG	FLANGE		
FO	FIBER OPTIC		
FT	FOOT (FEET)		
FTG(S)	FITTING(S)		
G	GAS		
GALV	GALVANIZED		
GEN	GENERAL		
GRVL	GRAVEL		
GV	GATE VALVE		
HORIZ	HORIZONTAL		
HP	HIGH POINT		
HWY	HIGHWAY		
IE	INVERT ELEVATION		
INSTL	INSTALL		
JT(S)	JOINT(S)		

PAVING LEGEND

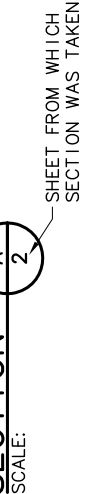
	FULL DEPTH ROADWAY SECTION
	3" GRIND AND AC REPLACEMENT
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
RDCR	REDUCER
RDWY	ROADWAY
REF	REFERENCE
REINF	REINFORCE(D)(ING)(MENT)
RESTR	RESTRAIN(ED)
REQ'D	REQUIRED
RT	RIGHT
R/W	RIGHT OF WAY
SCHED	SCHEDULE
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SHT(S)	SHEET(S)
SLP	SLOPE
SLV	SLEEVE
SPECS	SPECIFICATIONS
SQ	SQUARE
SQ. FT	SQ. FT
SRVC	SERVICE
SS	SANITARY SEWER
SSCO	SANITARY SERVICE CLEANOUT
SSMH	SANITARY SEWER MANHOLE
SST	STAINLESS STEEL
ST	STREET
STA	STATION
STL	STEEL
STD	STANDARD
S/W	SIDEWALK
T, TEL	TELEPHONE
TB	THRUST BLOCK
TEMP	TEMPORARY
THK	THICKNESS
THRU	THROUGH
TOP	TOP OF PIPE
TYP	TYPICAL
UGP	UNDERGROUND POWER
VERT	VERTICAL(LY)
VC	VERTICAL CURVE
W	WATER
W/	WITH
W/IN	WITHIN
W/O	WITHOUT
WSVC	WATER SERVICE

SECTION AND DETAIL DESIGNATIONS

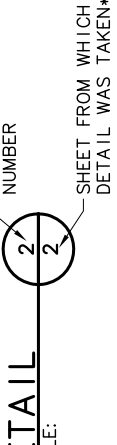
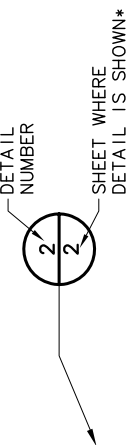
SECTION DESIGNATIONS



SECTION



DETAIL DESIGNATIONS



* NOTE: IF PLAN AND SECTION FOR DETAIL CALL-OUT AND DETAIL ARE SHOWN ON THE SAME DRAWING, DRAWING NUMBER IS REPLACED WITH A DASH.

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STOWERS ROAD IMPROVEMENTS			LEGEND AND ABBREVIATIONS			SHEET
			G-4			X of X
			Murray Smith & Associates, Inc. Engineers/Planners 121 S.W. Salmon, Suite 900 Portland, Oregon 97204 PHONE 503-225-9010 FAX 503-225-9022			PROJECT NO: 11-1241-203
			PRELIMINARY ONLY DO NOT USE FOR CONSTRUCTION JUNE 2011 MURRAY SMITH & ASSOCIATES, INC. Engineers/Planners			NONE
			NOTICE 0 1/2 1 IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE			DATE:
NO.	DATE	BY	REVISION			JUNE 2011

SCHEMATIC PIPE SYMBOLS

	FLANGED JOINT
	MECHANICAL JOINT
	FLANGE x MECHANICAL JOINT ADAPTER
	FLANGED COUPLING ADAPTER
	CONCENTRIC REDUCER
	BLIND FLANGE
	CAP
	HOT TAP
	INSULATING JOINT
	LONG SLEEVE
	FITTING

SCHEMATIC VALVE SYMBOLS

	BUTTERFLY VALVE
	GATE VALVE
	DOUBLE CHECK ASSEMBLY
	YARD HYDRANT

MISCELLANEOUS PIPING SYMBOLS

	SLIP ON JOINT PIPE
	RESTRAINED JOINT PIPE

STANDARD DRAWING LIST

RD100	MAILBOX SUPPORT
RD101	MAILBOX INSTALLATION
RD300	TRENCH BACKFILL, BEDDING, PIPE ZONE AND MULTIPLE INSTALLATIONS
RD302	STREET CUT
RD336	STANDARD STORM SEWER MANHOLE
RD342	SHALLOW MANHOLES
RD344	STANDARD MANHOLE BASE SECTION
RD356	MANHOLE COVERS AND FRAMES
RD366	CONCRETE INLETS TYPE CG-1, CG-2 AND CURB INLET CHANNEL
RD700	CURBS
RD720	SIDEWALKS
RD750	CURB LINE S/W DRWYS. OR ALLEYS (OPTIONS M AND N) LOCAL JURISDICTIONS
RD755	SIDEWALK RAMP DETAILS
RD757	SIDEWALK RAMP PLACEMENT OPTIONS CURB RADIUS > 15'
RD759	TRUNCATED DOME DETECTABLE WARNING SURFACE DETAILS & LOCATIONS
RD1010	INLET PROTECTION (TYPES 1, 2 AND 3)
RD1015	INLET PROTECTION (TYPE 4) BIOFILTER BAGS
RD1040	SEDIMENT FENCE, SUPPORTED SEDIMENT FENCE, UNSUPPORTED
TM200	SIGN INSTALLATION DETAILS
TM671	3 SECOND GUST WIND SPEED ISOTACH
TM676	SIGN ATTACHMENTS
TM681	PERFORATED STEEL SQUARE TUBE (PSST) SIGN SUPPORT INSTALLATION
TM687	PERFORATED STEEL SQUARE TUBE (PSST) ANCHOR FOUNDATION
TM800	TABLES, ABRUPT EDGE, AND PCMS DETAILS
TM820	TEMPORARY BARRICADES
TM821	TEMPORARY SIGN SUPPORTS
TM840	CLOSURE DETAILS
TM844	TEMPORARY PEDESTRIAN ACCESS ROUTING
TM850	2-LANE, 2-WAY ROADWAYS

NO.	DATE	BY	REVISION		

AHG DESIGNED
DAK DRAWN
CSL CHECKED

NOTICE

0

1/2

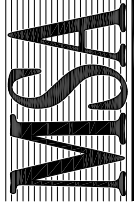
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Engineers/Planners



Murray Smith & Associates, Inc.
Engineers/Planners
121 S.W. Salmon, Suite 900
Portland, Oregon 97204
PHONE 503-225-9010
FAX 503-225-9022



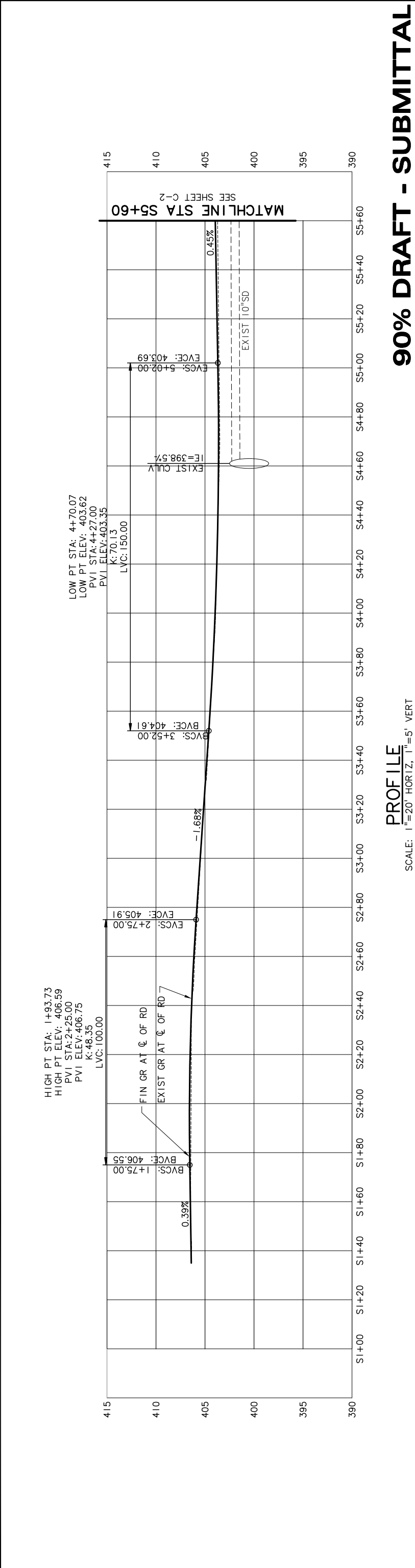
STOWERS ROAD IMPROVEMENTS

SYMBOLS AND STANDARD DRAWING LIST

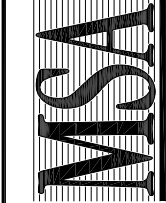
PROJECT NO: 11-1241-203	SCALE:	NONE	DATE:	JUNE 2011
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SHEET	G-5	X of X
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SCALE: 1"=20' HORIZ, 1"=5' VERT




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NOTICE

THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

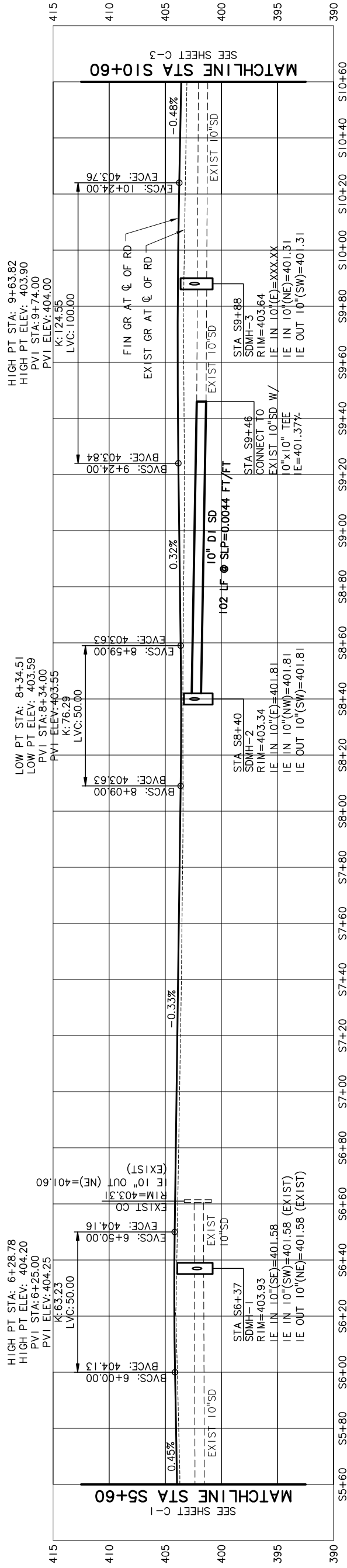
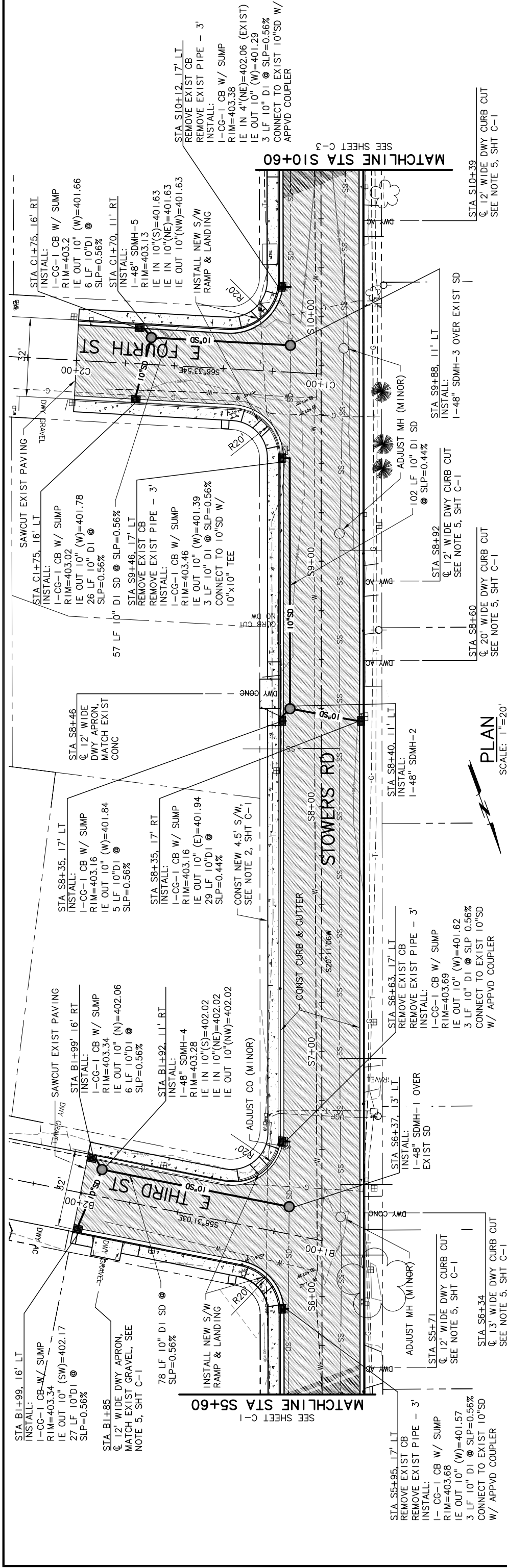
A vertical scale bar with markings at 0, 1/2, and 1 inch. The bar is divided into two equal segments by a horizontal line at the 1/2 mark. The top segment is white, and the bottom segment is black. The markings are at the top, middle, and bottom of the bar.

STREET AND STORM IMPROVEMENTS	PLAN AND PROFILE	STA S1+00 TO STA S5+60
PROJECT NO.: 11-1241.203	SCALE:	AS SHOWN DATE: JUNE, 2011

C-1
X of X

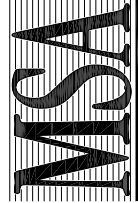
SHEET

90% DRAFT - SUBMITTAL



PROFILE

SCALE: 1"=20' HORIZ, 1"=5' VERT



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STOWERS ROAD IMPROVEMENTS

STREET AND STORM IMPROVEMENTS

**PLAN AND PROFILE
STA S5+60 TO STA S10+60**

SHEET

C-2

PROJECT NO.:	24	203	SCALE:	AS SHOWN	DATE:	JUNE 2011
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[illegible]

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NOTICE

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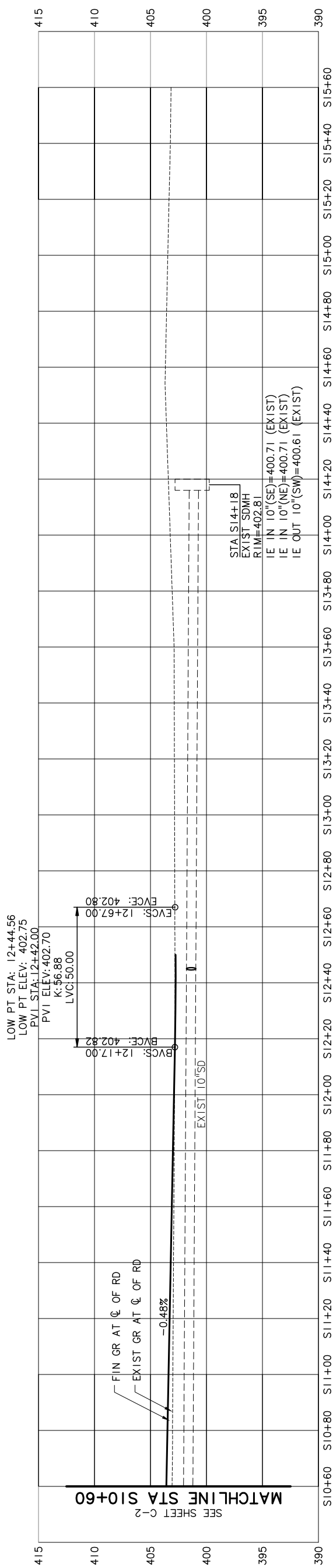
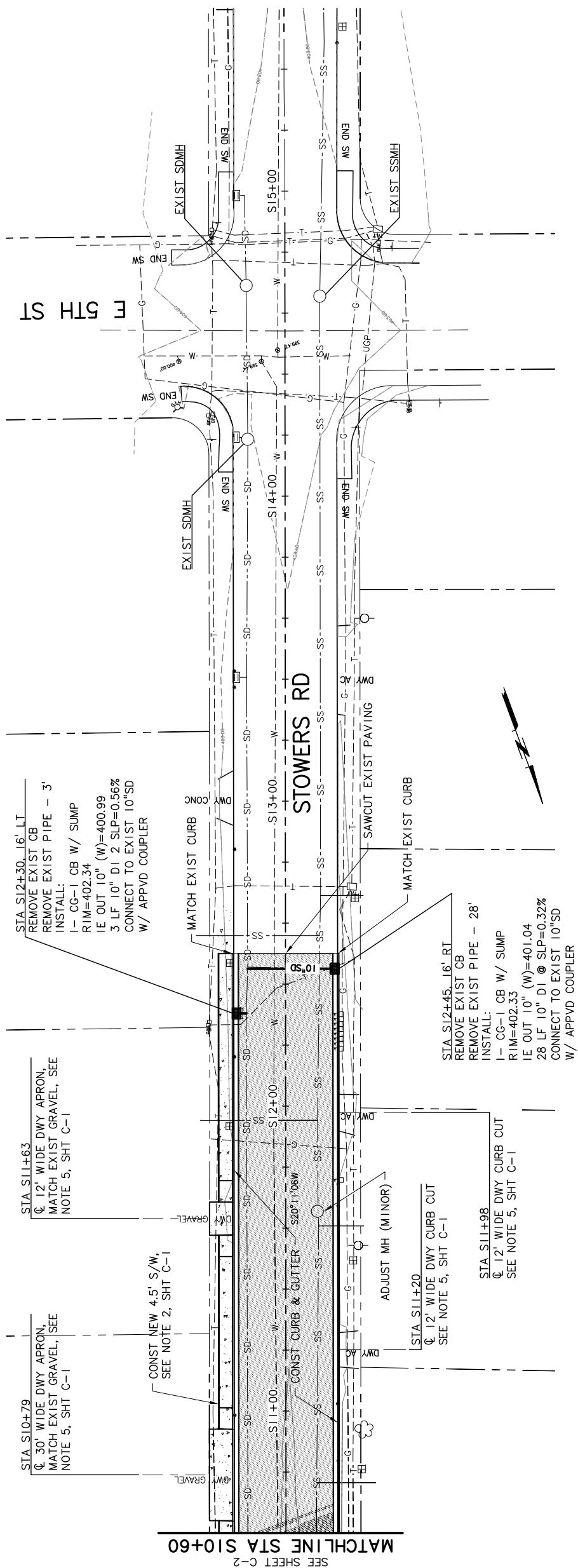
0 1/2 1



AHG
DESIGNED
DAK
DRAWN
CSL
CHECKED

NOTICE

IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS



PROFILE

SCALE: 1"=20' HORIZ, 1"=5' VERT

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STOWERS ROAD IMPROVEMENTS



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NOTICE

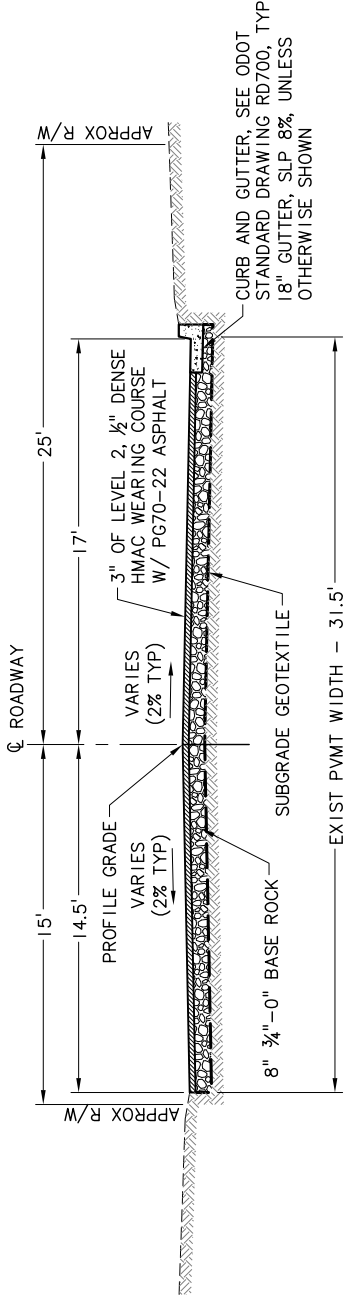
IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

SHEET

3-1

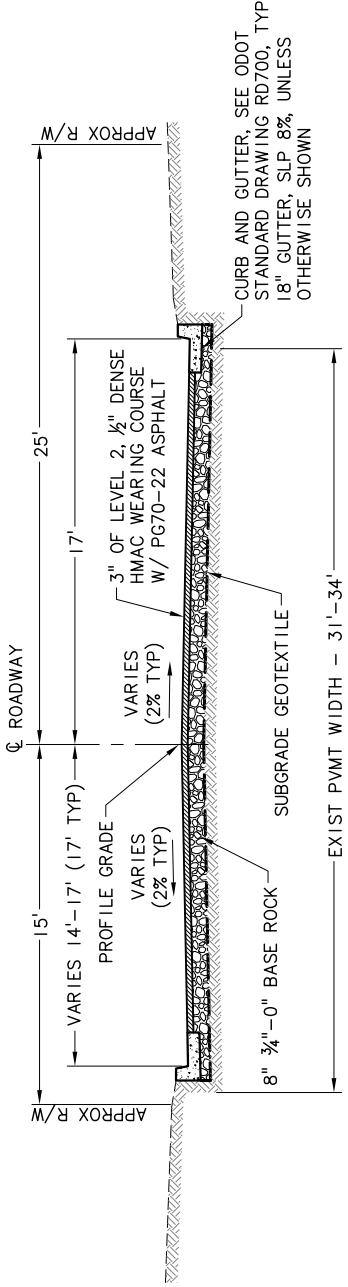
X of X

PROJECT NO.: 11-1241.203	AS SHOWN	DATE: JUNE 2011
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TYPICAL RECONSTRUCTION STREET SECTION
(STA SI+30 TO STA SI+73)

SCALE: 1"=4'



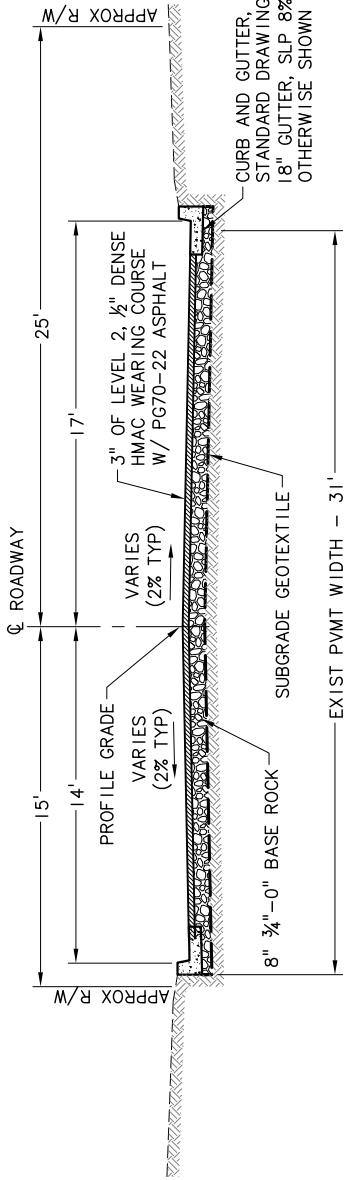
TYPICAL RECONSTRUCTION STREET SECTION
(STA S3+12 TO STA S4+42)

SCALE: 1"=4'



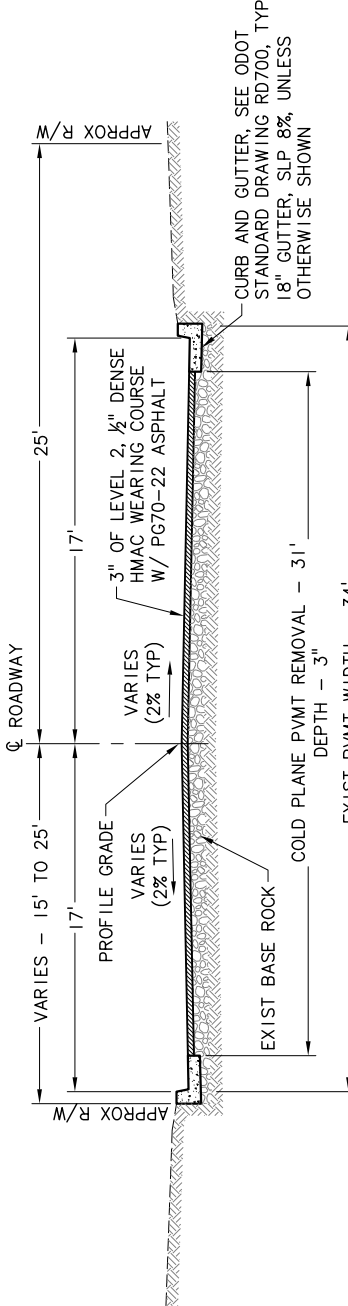
NOTES:

1. EXISTING ASPHALT CONCRETE THICKNESS VARIES 2" TO 4".
2. SEE SHEETS C-8 THROUGH C-9 FOR SPECIFIC CROSS SECTION INFORMATION.
3. ELIMINATE SIDEWALK & 4" THICK 3/4"-0" BASE ROCK FROM STA S4+80 TO STA S4+88.



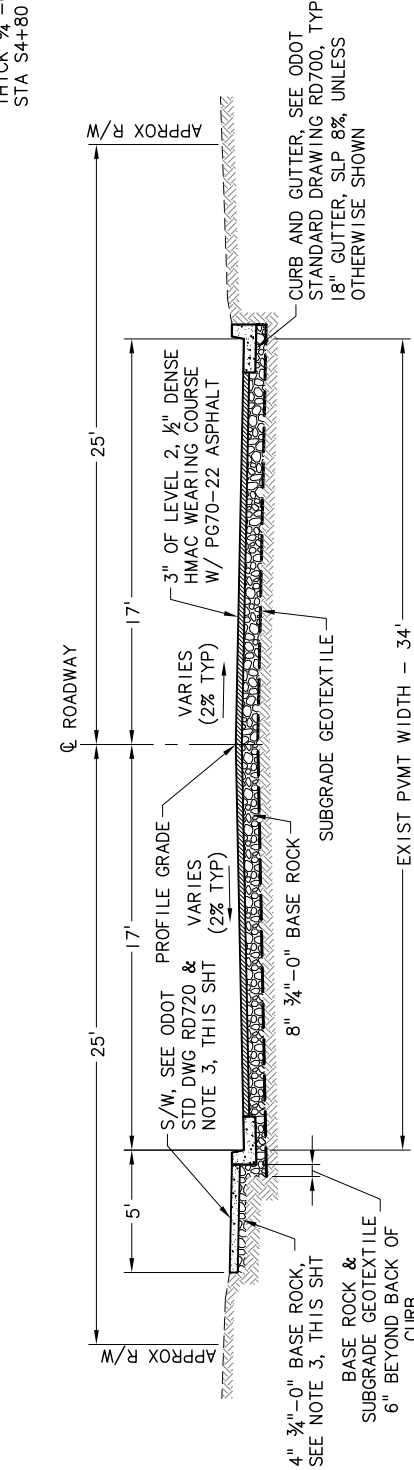
TYPICAL RECONSTRUCTION STREET SECTION
(STA SI+73 TO STA S3+12)

SCALE: 1"=4'



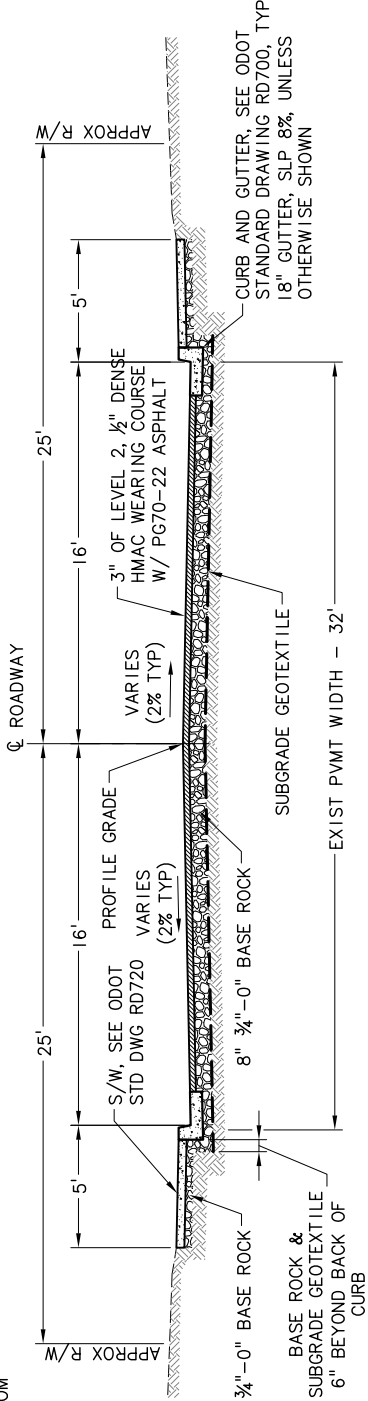
TYPICAL RESTORATION STREET SECTION
(STA S4+42 TO STA S4+80)

SCALE: 1"=4'



TYPICAL RECONSTRUCTION STREET SECTION
(STA S4+80 TO STA SI2+50)

SCALE: 1"=4'



TYPICAL RECONSTRUCTION STREET SECTION
(STA BI+09 TO STA B2+00, STA CI+15 TO STA C2+00)

SCALE: 1"=4'



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NO.		DATE	BY	REVISION
NOTICE				
0 1/2 1				
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JUNE 2011				
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MSA				
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121 S.W. Salmon, Suite 900 Portland, Oregon 97204				
PHONE 503-225-9010 FAX 503-225-9022				
Riding Bull for America MOLLA OREGON				
STOWERS ROAD IMPROVEMENTS				
TYPICAL STREET SECTIONS				
SHEET				
C-7				
PROJECT NO: 11-1241-203				
AS SHOWN				
DATE: JUNE 2011				
12 of X				

NO.	DATE	BY	REVISION

NOTICE

0

1/2

1

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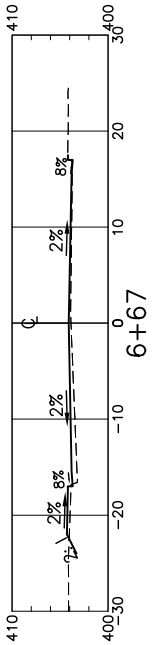
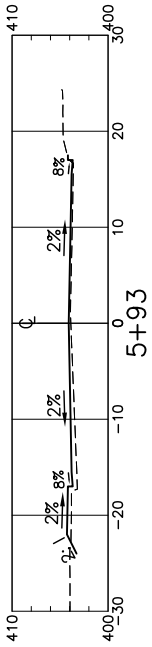
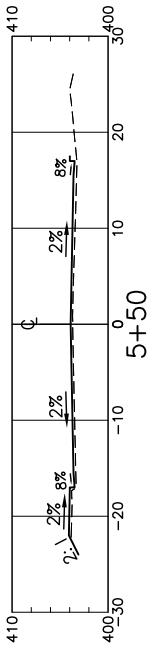
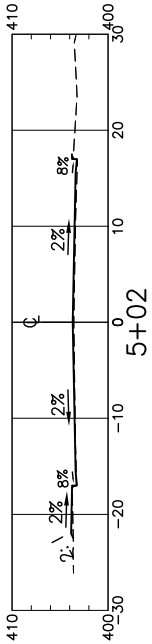
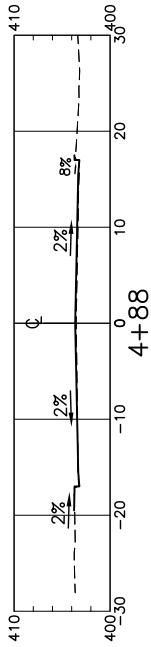
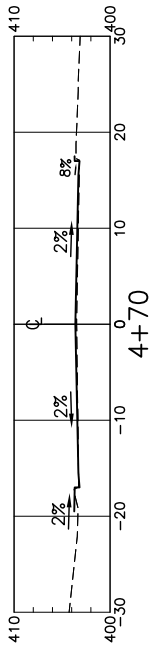
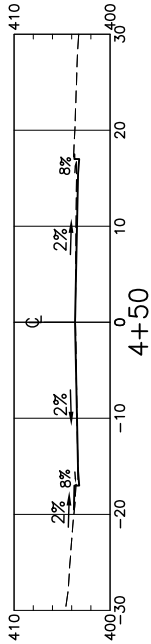
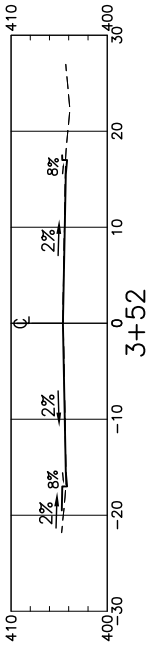
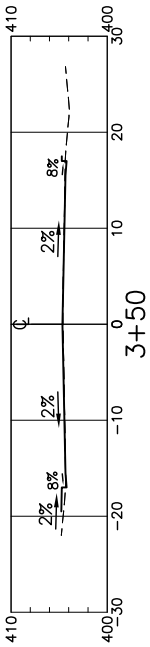
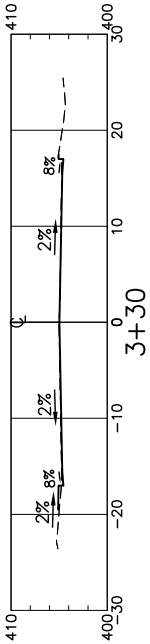
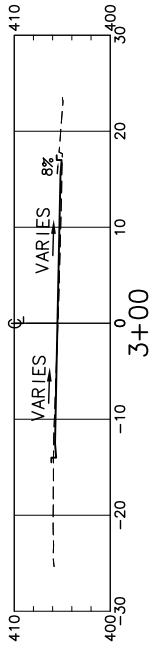
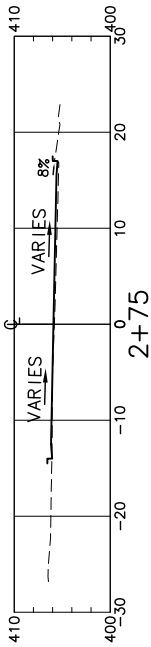
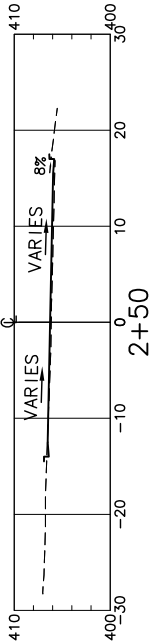
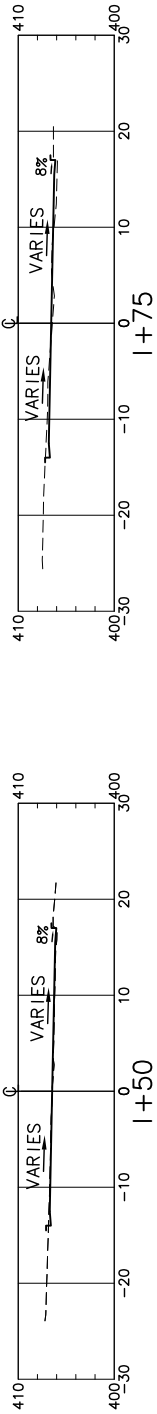
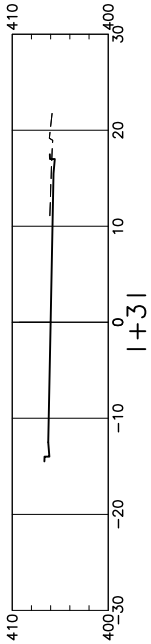
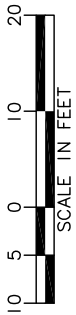
STOWERS ROAD
IMPROVEMENTS

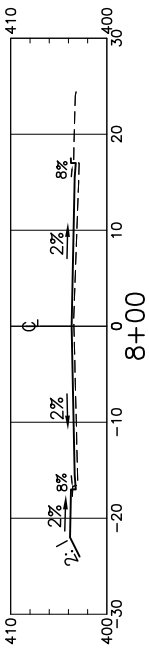
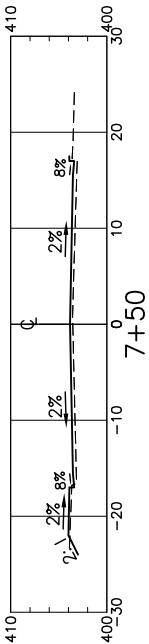
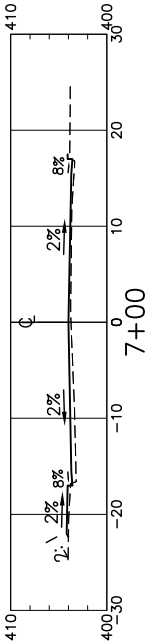
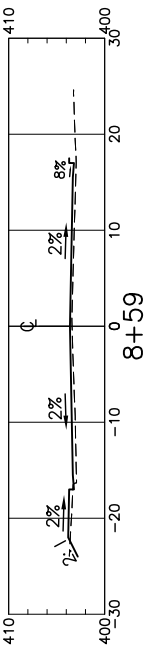
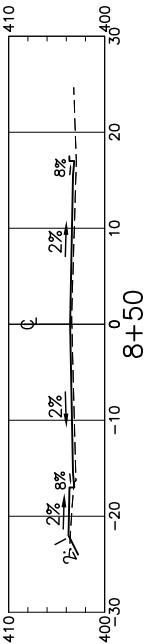
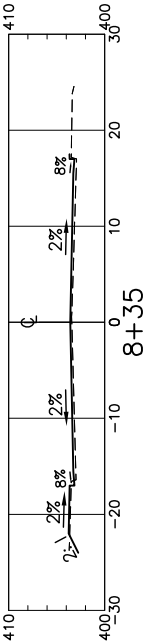
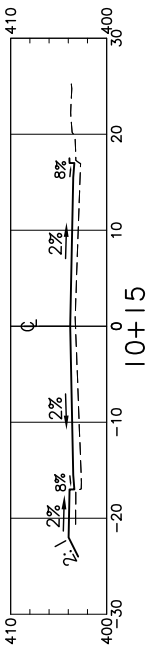
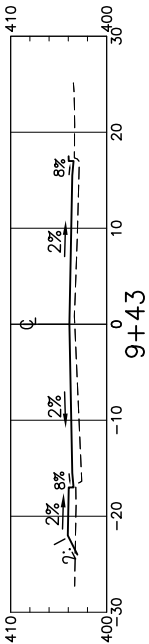
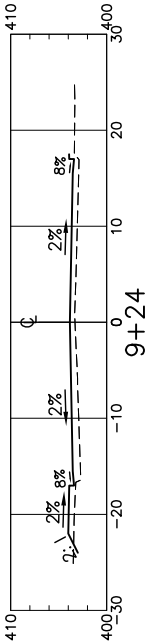
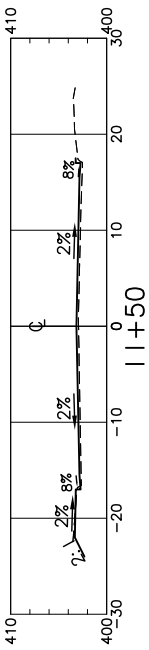
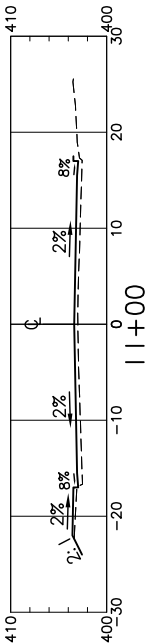
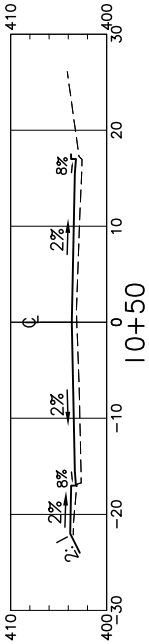
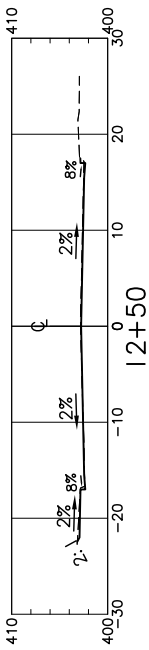
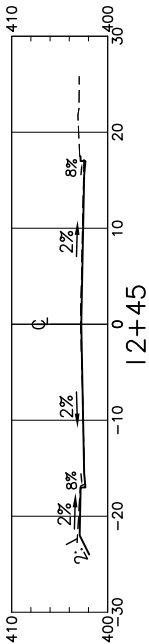
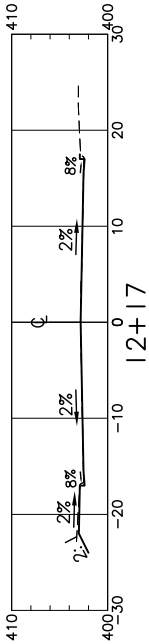
STREET CROSS-SECTIONS - 1

PROJECT NO: 11-1241-203	SCALE:	AS SHOWN	DATE:	JUNE 2011
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SHEET

90% DRAFT - SUBMITTAL





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NO.	DATE	BY	REVISION

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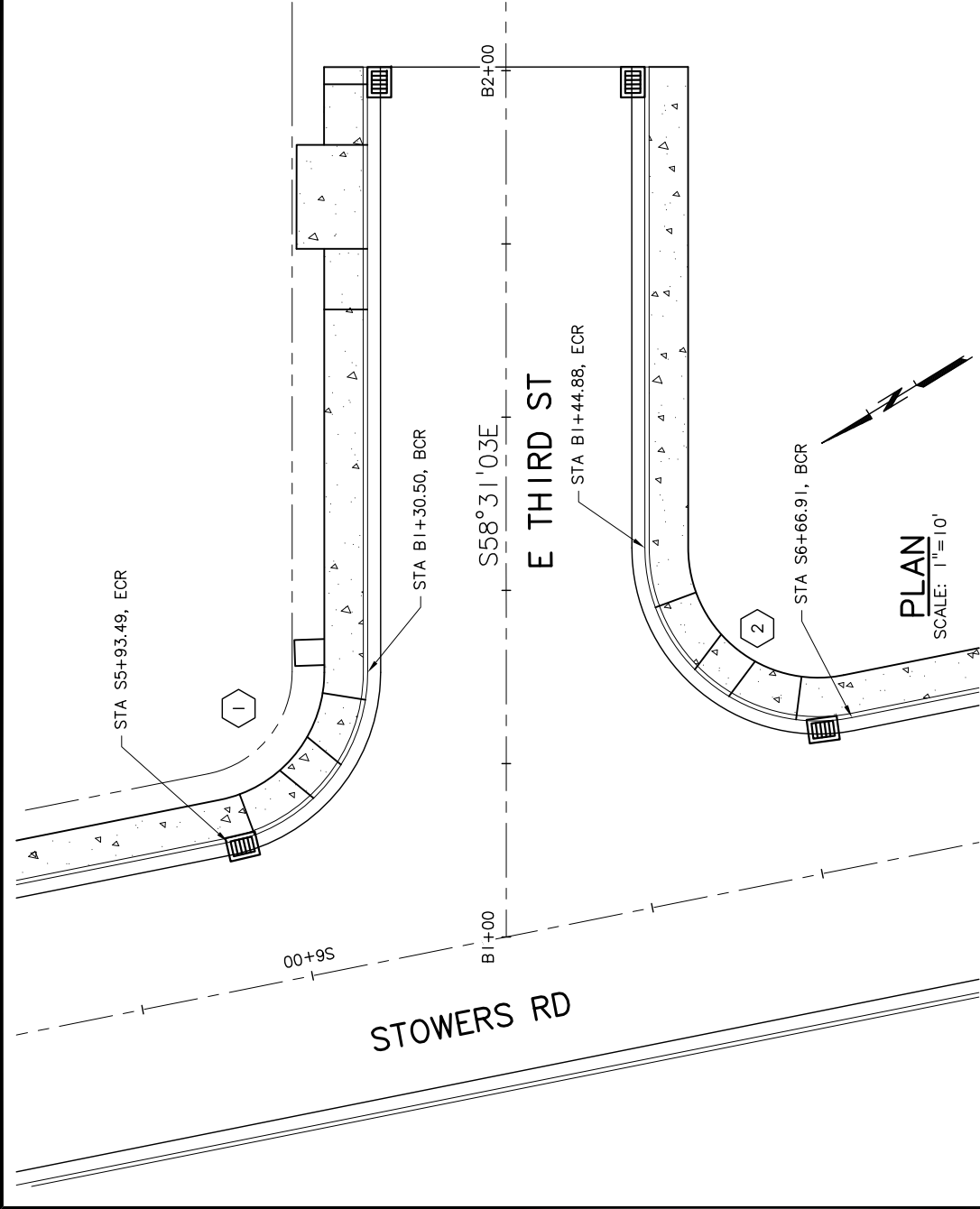
Murray Smith & Associates, Inc.
Engineers/Planners
121 S.W. Salmon, Suite 900
Portland, Oregon 97204
PHONE 503-225-9010
FAX 503-225-9022



STOWERS ROAD IMPROVEMENTS

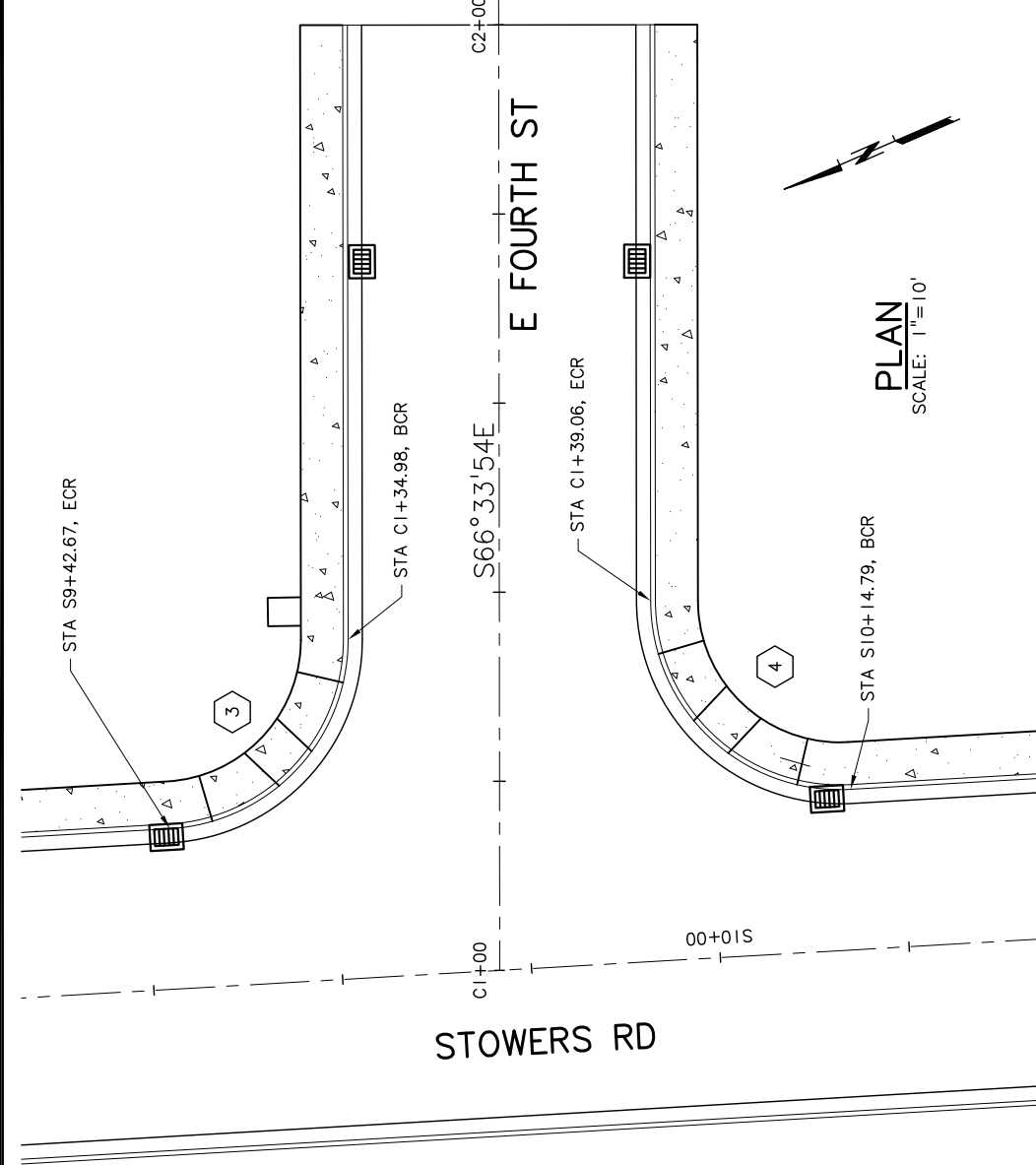
STREET CROSS-SECTIONS - 2

SHEET			C-9	
PROJECT NO: 11-1241-203		AS SHOWN	DATE:	JUNE 2011
X of X				



CURB	DESCRIPTION	CURVE STATION	ELEV	CURVE DATA
1	BCR: N545319.58 E7668792.87	0.00	403.51	R = 20' Δ = 78°42'21\" L = 27.47'
	1/4 Δ	6.87	403.55	
	RAMP C 1/2 Δ	13.74	403.60	
	3/4 Δ	20.60	403.64	
2	ECR: N7668784.54 E545343.54	27.47	403.68	R = 20' Δ = 101°17'39\" L = 35.36'
	BCR: N545274.63 E7668759.21	0.00	403.68	
	1/4 Δ	8.84	403.63	
	RAMP C 1/2 Δ	17.68	403.58	
	3/4 Δ	26.52	403.53	
	ECR: N545284.78 E7668788.42	35.36	403.47	

NOTE: ELEVATIONS FOR CURB RETURNS ARE FOR THE GUTTER LINE.



CURB	DESCRIPTION	CURVE STATION	ELEV	CURVE DATA
3	BCR: N544990.55 E7668674.85	0.00	403.13	R = 20' Δ = 86°45'12\" L = 30.28'
	1/4 Δ	7.57	403.21	
	RAMP C 1/2 Δ	15.14	403.30	
	3/4 Δ	22.71	403.38	
4	ECR: N545015.81 E7668664.04	30.28	403.46	R = 20' Δ = 93°14'48\" L = 32.55'
	BCR: N544948.12 E7668639.15	0.00	403.38	
	1/4 Δ	8.14	403.32	
	RAMP C 1/2 Δ	16.28	403.25	
	3/4 Δ	24.41	403.19	
	ECR: N544959.57 E7668665.87	32.55	403.13	

NOTE: ELEVATIONS FOR CURB RETURNS ARE FOR THE GUTTER LINE.

NO.	DATE	BY	REVISION

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Engineers/Planners

MSA

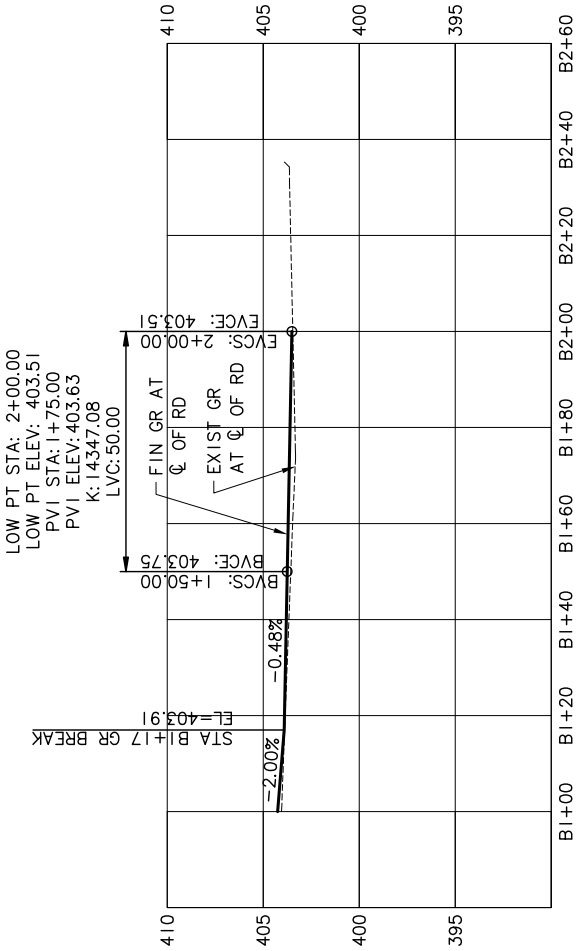
Murray Smith & Associates, Inc.
Engineers/Planners
121 S.W. Salmon, Suite 900
Portland, Oregon 97204
PHONE 503-225-9010
FAX 503-225-9022

STOWERS ROAD
IMPROVEMENTS

PROJECT NO: 111-124-1203	SCALE:	AS SHOWN	DATE:	JUNE 2011
STREET DETAILS				SHEET
C-10				X of X

90% DRAFT - SUBMITTAL

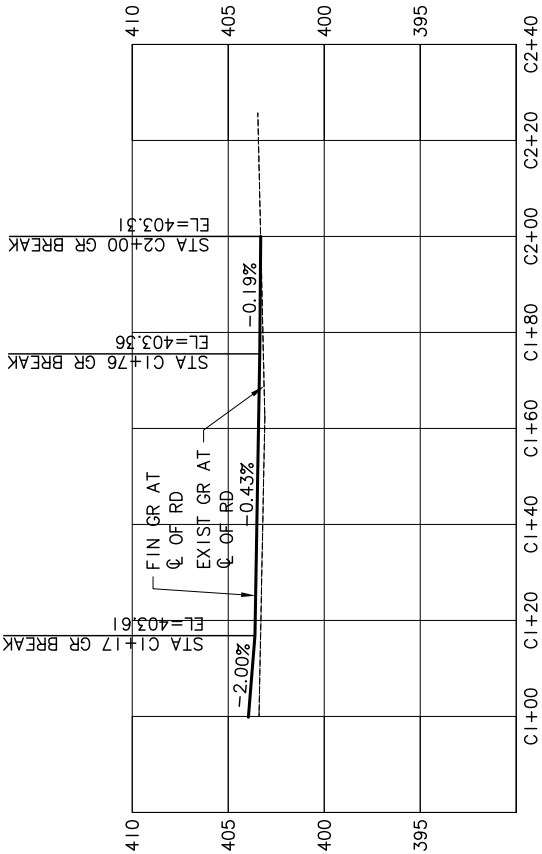
C:\PD\Projects\11\1241\AD\Sheets\11-1241-OR-C12.dwg C-10 6/27/2011 9:10 AM DAK 18.1s (LMS Tech)



NOTE: SEE SHEET C-12 FOR PLAN VIEW.

PROFILE – E THIRD ST

SCALE: 1"=20' HORIZ, 1"=5' VERT



NOTE: SEE SHEET C-12 FOR PLAN VIEW.

PROFILE – E FOURTH ST

SCALE: 1"=20' HORIZ, 1"=5' VERT

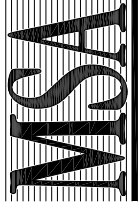
NO.	DATE	BY	REVISION

AHG DESIGNED
DAK DRAWN
CSL CHECKED

PRELIMINARY ONLY
DO NOT USE FOR CONSTRUCTION

JUNE 2011

MURRAY SMITH & ASSOCIATES, INC.
Engineers/Planners



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**STOWERS ROAD
IMPROVEMENTS**

**E THIRD ST AND
E FOURTH ST PROFILES**

SHEET

C-11

X of X

90% DRAFT - SUBMITTAL

LEGEND

WORK AREA

UNDER TRAFFIC

.....

28" TUBULAR MARKERS ON 20' MAX SPACING

➔

TEMPORARY TRAFFIC FLOW

➔

TEMPORARY SIGN LOCATION

┌

8' TYPE 3 BARRICADE

TRAFFIC CONTROL NOTES

1. ALL MATERIALS AND WORKMANSHIP INVOLVING TRAFFIC SIGNALIZATION, SIGNING, STRIPING, AND ILLUMINATION SHALL CONFORM TO CITY ORDINANCES AND STANDARD SPECIFICATIONS, THE OREGON STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (LATEST REVISION), THE ODOT STANDARD DRAWINGS (LATEST REVISION) AND THE MUTCD (LATEST REVISION).
2. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE CITY FOR APPROVAL. A COPY OF THE APPROVED TRAFFIC CONTROL PLAN SHALL BE AVAILABLE AT THE WORK AREA. THE CITY RESERVES THE RIGHT TO ADD OR MODIFY TRAFFIC CONTROL REQUIREMENTS AS MAY BE NECESSARY TO EFFECTIVELY CONTROL TRAFFIC AND TO ASSURE PUBLIC SAFETY.
3. PUBLIC ROADWAY SHALL NOT BE CLOSED TO TRAFFIC, AT ANY TIME, WITHOUT HAVING FIRST OBTAINED WRITTEN APPROVAL FROM THE CITY ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR PROVISION OF TIMELY NOTIFICATION OF TRAFFIC FLOW DISRUPTIONS TO AREA WIDE EMERGENCY SERVICES, TRASH COLLECTORS, POSTAL SERVICE, MOLALLA STREET DEPARTMENT AND SCHOOL DISTRICT.
4. ADVANCE WARNING OF IMMINENT TRAFFIC DISRUPTION SHALL BE PROVIDED TO THE GENERAL MOTORING PUBLIC BY PLACEMENT OF AN ADVANCE NOTIFICATION SIGN AT EACH END OF THE CONSTRUCTION AREA 72 HOURS (MINIMUM) BEFORE INITIATION OF CONSTRUCTION WORK.
5. ACCESS TO EXISTING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES, INCLUDING NORMAL DELIVERY SERVICE AND MAIL SERVICE AND IF NOT, SHALL BE CAUSE FOR WORK STOPPAGE UNTIL EFFECTIVE ACCESS IS ESTABLISHED.
6. TRAFFIC CONTROL DEVICES, FLAGPERSON, ETC., SHALL BE IN PLACE PRIOR TO INITIATION OF CONSTRUCTION WORK AND SHALL BE EFFECTIVELY MAINTAINED.
7. THE FOLLOWING TRAFFIC CONTROL PLAN IS CONCEPTUAL IN NATURE AND IS NOT INTENDED TO BE COMPLETE IN DESIGN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADHERING TO ALL TRAFFIC CONTROL REQUIREMENTS IN THE SPECIFICATIONS AND PROVIDE SUFFICIENT DETAIL IN THE SUBMITTAL TRAFFIC CONTROL PLAN TO MANAGE THE WORK ELEMENTS.
8. WHEN CONSTRUCTION ACTIVITIES BLOCK OR INTERFERE WITH NORMAL PEDESTRIAN ROUTING, PROVIDE SAFE PASSAGE FOR PEDESTRIANS THROUGH THE CONSTRUCTION AREA UTILIZING ODOT STANDARD DRAWING TM840 AND THE REQUIREMENTS OF THE 2008 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION.
9. ANY ABRUPT EDGE GREATER THAN 2 INCHES IN DEPTH, CLOSER THAN 4 FEET FROM AN ACTIVE TRAFFIC LANE, AND HAVING A DURATION LONGER THAN 72 HOURS SHALL BE REQUIRED TO FOLLOW THE "TYPICAL ABRUPT EDGE SIGNING DETAIL" PER OREGON STANDARD DRAWING TM800.
10. CONSTRUCTION ACTIVITIES ARE NOT ANTICIPATED TO BE LOCATED ON THE STATE HIGHWAY. SHOULD ACTIVITIES ENCROACH THE STATE HIGHWAY, SUBMIT A WORK ZONE TRAFFIC CONTROL PLAN TO THE ODOT DISTRICT 3 PERMIT OFFICE FOR REVIEW AND APPROVAL PRIOR TO THE CLOSURE. THE WORK ZONE TRAFFIC CONTROL PLAN SHALL MEET APPLICABLE ODOT AND MUTCD STANDARDS.

NO.	DATE	BY	REVISION

PRELIMINARY ONLY
DO NOT USE FOR CONSTRUCTION

JUNE 2011

MURRAY SMITH & ASSOCIATES, INC.
Engineers/Planners

AHG
DESIGNED

DAK
DRAWN

CSL
CHECKED

MSA

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STOWERS ROAD
IMPROVEMENTS

TRAFFIC CONTROL LEGEND AND
NOTES

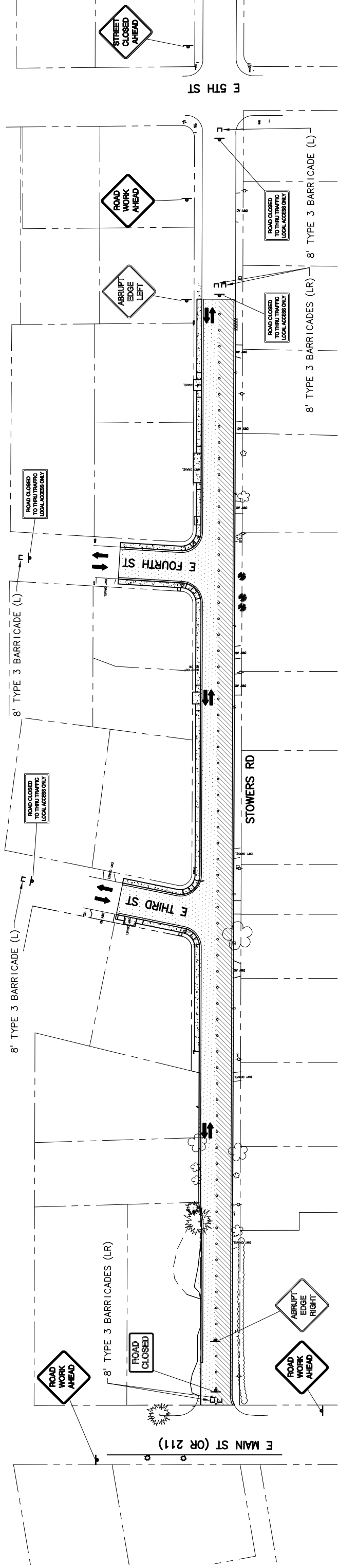
PROJECT NO: 11-1241.203

NONE

DATE: JUNE 2011

SHEET
TC-1
X of X

90% DRAFT - SUBMITTAL



NOTES:

1. PROVIDE DRIVEWAY ACCESS TO LOCAL PROPERTIES AT ALL TIMES.

PLAN
SCALE: 1"=50'

90% DRAFT - SUBMITTAL

[illegible]

