

ORDINANCE NO. 890

AN ORDINANCE APPROVING ANNEXATION OF PROPERTY TO THE CITY OF SCAPPOOSE AND AMENDING THE ZONING MAP

WHEREAS, an application was filed by OHM Equity Partners, LLC to annex property described in Exhibit A, attached hereto and incorporated herein, to the City of Scappoose; and

WHEREAS, pursuant to Section 17.136.070 of the Scappoose Municipal Code, the property described in Exhibit A would automatically be zoned Low Density Residential (R-1) upon annexation due to the property's "Suburban Residential" Comprehensive Plan designation; however, the applicant has requested Moderate Density Residential (R-4) zoning; and

WHEREAS, pursuant to ORS 222.120 notice was given and the City held public hearings pursuant to Scappoose Municipal Code Chapters 17.22, 17.136 and 17.162; and

WHEREAS, the Planning Commission held a hearing on the application on May 14, 2020 and the City Council held a hearing on the application on May 18, 2020; now therefore,

THE CITY OF SCAPPOOSE ORDAINS AS FOLLOWS:

Section 1. The application to annex the property described in Exhibit A is hereby approved.

Section 2. The City of Scappoose Zoning Map is hereby amended, for the property described in Exhibit A, to Moderate Density Residential (R-4);

Section 3. In support of the above annexation and zone change, the City Council hereby adopts the findings, conclusions and recommendations of the Planning Commission Staff Report revised May 13, 2020, attached as Exhibit B.

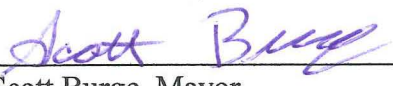
Section 3. The annexation approved by this Ordinance shall take effect 30 days after passage.

Section 4. Upon the effective date of this ordinance, the City Planner is directed to conform the Zoning Map to the provisions of this ordinance.

Section 5. Upon the effective date of this Ordinance, the City Recorder is directed to provide all notices of annexation required under state law, including but not limited to providing notice to the Columbia County Clerk and Assessor, the Secretary of State, and the Department of Revenue.

PASSED AND ADOPTED by the City Council this 1st day of June 2020 and signed by the Mayor and City Recorder in authentication of its passage.

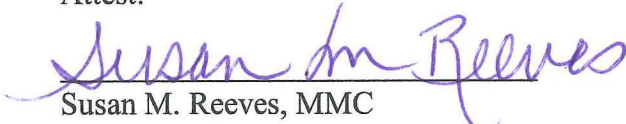
CITY OF SCAPPOOSE, OREGON



Scott Burge, Mayor

First Reading: May 18, 2020
Second Reading: June 1, 2020

Attest:



Susan M. Reeves, MMC
City Recorder

EXHIBIT A
BOUNDARY LEGAL DESCRIPTION
LOCATED IN THE SE 1/4 OF
SECTION 12, T3N, R2W, WM,
COLUMBIA COUNTY, OREGON
APRIL 18, 2020

A TRACT OF LAND LOCATED IN THE SE 1/4 OF SECTION 12, T3N, R2W, WILLAMETTE MERIDIAN, COLUMBIA COUNTY, OREGON, BEING THE LAND DESCRIBED IN DEED BOOK 245, PAGE 818 (1983), COLUMBIA COUNTY DEED RECORDS, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 5/8" IRON REBAR AT THE SE CORNER OF THE LAND DESCRIBED IN DEED INSTRUMENT NO. 2015-003988, COLUMBIA COUNTY DEED RECORDS, SAID POINT OF BEGINNING IS ALSO ON THE WEST LINE OF THE LAND DESCRIBED IN DEED BOOK 213, PAGE 628, (1977), COLUMBIA COUNTY DEED RECORDS; THENCE S03°33'54"E ALONG SAID WEST LINE, 398.78 FEET TO A POINT ON THE NORTH LINE OF PARTITION PLAT NO. 1998-24, COLUMBIA COUNTY PLAT RECORDS, SAID POINT IS S86°48'40"W, 0.37 FEET FROM A 5/8" IRON REBAR WITH YELLOW PLASTIC CAP INSCRIBED "MARTINEZ PLS 2536"; THENCE S86°48'40"W ALONG SAID NORTH LINE OF PARTITION PLAT NO. 1998-24, 174.30 FEET TO THE EAST LINE OF "STONEGATE", COLUMBIA COUNTY PLAT RECORDS, SAID POINT IS S86°48'40"W, 0.36 FEET FROM A 1/2" IRON PIPE; THENCE N03°34'29"W ALONG SAID EAST LINE OF "STONEGATE", THE EAST LINE OF SE MAPLE STREET, AND THE EAST LINE OF THE LAND DESCRIBED IN DEED INSTRUMENT NO. 2012-002750, COLUMBIA COUNTY DEED RECORDS, 397.61 FEET TO A POINT AT THE SW CORNER OF THE LAND DESCRIBED IN DEED INSTRUMENT NO. 2015-003988, COLUMBIA COUNTY DEED RECORDS, SAID POINT IS S03°34'08"E, 32.58 FEET FROM A 5/8" IRON REBAR; THENCE N86°25'31"E ALONG THE SOUTH LINE OF THE LANDS DESCRIBED IN SAID DEED INSTRUMENT NO. 2015-003988, 174.36 FEET TO THE POINT OF BEGINNING.

THE LAND DESCRIBED ABOVE CONTAINS 1.59 ACRES, MORE OR LESS, AND IS SUBJECT TO AND TOGETHER WITH ALL EASEMENTS AND RESERVATIONS OF RECORD.

REGISTERED
PROFESSIONAL
LAND SURVEYOR



OREGON
JULY 25, 1995
ROBERT ALAN JOHNSON
#2725

EXPIRES 6/30/21



JOHNSON LAND SURVEYING, INC.

10185 SW HOODVIEW DR, TIGARD, OR 97224
503-407-9966 jsurvey@frontier.com jlsurvey.com

CITY OF SCAPPOOSE STAFF REPORT

Request: Approval of an application for Annexation (ANX1-19), Zone Change (ZC1-19), and Subdivision (SB1-19) for a 1.6-acre parcel proposed for a 12-lot Cottage Housing Development. The property is identified as Columbia County Assessor Tax Lot 3212-DA-04400. Based on the requirements of the Scappoose Development Code, if this property is annexed it would automatically receive Low Density Residential (R-1) zoning since the site has a “Suburban Residential” Comprehensive Plan Map designation; however, the applicant proposes to rezone the property to Moderate Density Residential (R-4).

Location: The site is located at the eastern terminus of SE Maple Street. See attached Vicinity Map (**Exhibit 1**).

Applicant: OHM Equity Partners LLC

Owner(s): OHM Equity Partners LLC

EXHIBITS

1. Vicinity Map & Columbia County Assessor Map (pg. 67)
2. Application Forms (pg. 69)
3. Applicant’s Narrative (pg. 77)
4. Legal Description (pg. 162)
5. Preliminary Civil and Landscape Plans (pg. 164)
 - Cover Sheet, Sheet P-1
 - Existing Conditions Plan, Sheet P-2
 - Existing/Proposed City Limits and Zoning Map, Sheet P-3
 - Aerial Photograph/Future Streets Plan, Sheet P-4
 - Preliminary Plat, Sheet P-5
 - Preliminary Site Plan, Sheet P-6
 - Preliminary Grading Plan, Sheet P-7
 - Preliminary Maple St./Utility Profile, Sheet P-8
 - Preliminary Section Views, Sheet P-9
 - Preliminary Storm Plan, Sheet P-10
 - Preliminary Storm Profile, Sheet P-11
 - Preliminary Sewer & Water Plan, Sheet P-12
 - Preliminary Sewer Profile, Sheet P-13
 - Preliminary Landscape Plan, Sheet P-14
 - Preliminary Irrigation Plan, Sheet P-15
 - Preliminary Franchise Utilities Plan, Sheet P-16
6. Floor Plans, Elevations, and Color Palette (pg.180)
7. Residential Density Calculations (pg.183)

8. Vehicle Turning Diagrams (pg. 185)
9. Preliminary Stormwater Report, dated April 18, 2019 (pg.189)
10. Geotechnical Engineering Report, (appendices available upon request), dated March 27, 2019 (pg.211)
11. Traffic Analysis Report (appendices available upon request), dated April 2019 (pg.233)
12. Traffic Analysis Memorandum, dated November 7, 2019 (pg.250)
13. Preliminary Covenants, Conditions and Restrictions (pg.254)
14. Service Provider Letters (pg. 259)
15. Comments from Public Works Director, dated March 30, 2020 (pg. 264)
16. Comments from Scappoose School District, dated March 30, 2020 (pg.265)
17. Comments from Columbia County Land Development Services Department, dated March 31, 2020 (pg. 266)
18. Comments from Oregon Department of Land Conservation and Development, dated April 1, 2020 (pg. 267)
19. Columbia River PUD referral comment, dated April 9, 2020 (pg. 268)
20. Comments from Scappoose Rural Fire Protection District, dated April 20, 2020 (pg. 269)
21. Comments from the Scappoose Drainage Improvement Company, dated April 10, 2020 (pg. 270)
22. Public comment from Vicki Mason, dated May 7, 2020 and responses by Charbonneau Engineering, Public Works Director, and City Engineer (*revised May 13, 2020*) (pg. 271)
23. Public comments from Noparat Davis, two emails, both dated May 13, 2020 (*revised May 13, 2020*) (pg. 275)

SUBJECT SITE

- The subject site consists of one parcel with an area of 1.6 acres. The parcel is located at the eastern terminus of SE Maple Street, east of SE 4th Street, and is identified as Columbia County Assessor Tax Lot 3212-DA-04400. See **Exhibit 1**.
- The subject site is designated as Suburban Residential (SR) on the Comprehensive Plan map. The site is adjacent to City Limits on the west and south sides. Adjoining properties within the City are zoned Low Density Residential (R-1) to the west and Medium Density Residential (R-4) to the south (see **Exhibit 5, Sheet P-3**). The subject site and adjoining properties outside City Limits are zoned Single Family Residential, 10,000 square foot minimum lot size (R-10) by Columbia County. All the abutting properties are in residential use.
- The site is within the boundaries of the Scappoose Rural Fire Protection District and the Scappoose Public School District. The site is currently under the police protection of the Columbia County Sheriff's Department.
- According to Flood Insurance Rate Map (FIRM) 41009C0463D, dated 11/26/10, the property is located outside the Special Flood Hazard Area. The southeastern corner of the site (totaling approximately 25 square feet) is located in the Scappoose Drainage District and is protected from the one percent annual chance (100-year) flood by a dike. The Scappoose Local Wetlands Inventory Map does not depict wetlands within or near the property.
- The site is currently vacant and is vegetated with grasses plus trees along the southern and eastern boundaries. The site slopes gently downward from west to east, with an overall grade difference of only 4-5 feet.

*Maple Street Cottages Annexation, Zone Change, and Subdivision***OBSERVATIONS**CONSOLIDATED LAND USE APPLICATIONS

- The applicant is requesting approval of three separate applications. Planning Commission provides a recommendation to City Council for both the annexation application and the zone change application, and Council is the decision authority on both. While the Planning Commission would normally be the approval authority for the proposed subdivision and associated cottage housing development, due to consolidation of proceedings, the City Council will decide the subdivision application as well (based on Planning Commission's recommendation).
- As the development proposal is dependent upon the annexation and zone change, the observations below are divided into two groups: (1) Annexation and Zone Change, and (2) Cottage Housing Subdivision.

*Annexation and Zone Change Observations*CONCURRENT ANNEXATION AND ZONE CHANGE APPLICATIONS

- The site is currently zoned Single-Family Residential (R-10) by Columbia County and the applicant has requested annexation into city limits. According to Section 17.136.070 of the Scappoose Development Code, since the parcel has a Suburban Residential (SR) Comprehensive Plan designation, upon annexation the land shall automatically be zoned Low Density Residential (R-1). However, the applicant has also applied to have the City re-zone the property to Moderate Density Residential, or R-4 (see **Exhibit 5, Sheet P-3**). The applicant has not requested an amendment to the Comprehensive Plan map. As the re-zone is dependent upon annexation, which would typically result in R-1 zoning based on the SR plan designation, this report and the applicant's narrative discuss the impacts of moderate density (R-4) development in comparison to low density (R-1) development.

TRANSPORTATION PLANNING RULE ANALYSIS

- As required by Scappoose Municipal Code 17.22.050, proposals to amend the zoning map must be reviewed to determine whether they significantly affect a transportation facility pursuant to Oregon Administrative Rule (OAR) 660-012-0060 – Transportation Planning Rule (TPR). The applicant's transportation report (**Exhibit 11**) and supplemental memo (**Exhibit 12**) analyzed a reasonable worst-case scenario under the R-4 zone to address the Transportation Planning Rule. The report estimates that if the site were developed with 18 residences (the most intense development under the R-4 zone), the site could be expected to generate approximately 170 average daily trips, including 18 PM Peak Hour trips and 13 AM Peak Hour trips.
- While the applicant is proposing a 12-unit Cottage Housing Development, the R-4 zone also permits duplexes, tri-plexes, and four-plexes. In case the property is annexed but is instead later developed with multi-family housing, the applicant's transportation engineer analyzed not only the anticipated 12 units but also a scenario with up to 18 units.

Maple Street Cottages Annexation, Zone Change, and Subdivision

- In accordance with TPR requirements, the applicant's transportation engineer examined traffic operations in the year 2035 (corresponding to the planning year in the Scappoose Transportation System Plan, or TSP). This analysis indicates that both the E. Columbia Avenue/SE 4th Street/NE West Lane Road and SE Maple Street/Highway 30 intersections would have LOS 'F' in 2035 either under the proposed 12-residence scenario or the worst-case 18-residence scenario, while the other intersections would operate at LOS 'C' or better. The analysis demonstrated that for the failing intersections, the v/c ratio in 2035 is the same for both the proposed 12-residence scenario or the worst-case 18-residence scenario. The supplemental traffic memo (**Exhibit 12**) demonstrates that the SE Maple Street/Highway 30 intersection would meet ODOT's alternative mobility targets.
- Since the SE Maple Street/Highway 30 intersection is under the Oregon Department of Transportation's jurisdiction, ODOT was provided the opportunity to comment on the annexation and zone change. ODOT staff declined to provide written comments. In verbal communication with ODOT staff on March 30, 2020, ODOT indicated that unless the rezone involved more than 400 trips daily, they did not need to provide a comment on the application (the worst case scenario of 18-residences would only be expected to generate 170 daily trips).

*Cottage Housing Subdivision Observations*PROPOSED COTTAGE HOUSING DEVELOPMENT

- In addition to the annexation and rezone request, the applicant has requested approval of a Cottage Housing Development as part of the same application. If the annexation were denied, then the cottage housing development application would also be denied as it would be outside the City's jurisdiction. If the annexation were approved but the re-zone were denied, then the cottage housing development application would also be denied as it would not be following the proper approval procedure (if the site were zoned R-1, the cottage housing would require a conditional use permit).
- As described in the applicant's narrative (**Exhibit 3**) the proposed Cottage Housing Development would consist of a cottage cluster on the north side of SE Maple Street with 4 cottages and a cluster on the south side with 8 cottages. Each cottage is located on an individual lot with private open space in the rear and front yards of the parcel. Both cottage clusters include a commonly maintained tract with a minimum of 2 parking spaces for each unit. The tracts provide a variety of common open space amenities including lawn areas, benches, picnic tables, barbeque grills, and a covered structure. The proposed walking paths lead from each cottage to public sidewalks along SE Maple Street, on-site parking lots, and the proposed common open space amenities.

PROPOSED SUBDIVISION, STREET SYSTEM, AND RIGHT-OF-WAY DEVELOPMENT

- The applicant proposes to subdivide the property into 12 lots and two tracts, as illustrated in **Exhibit 5, Sheet P-5**. As part of the subdivision, the applicant would extend SE Maple Street through the site, terminating at the eastern property line, which would accommodate a future street layout on neighboring properties similar to that shown in **Exhibit 5, Sheet P-4**. The City has not required the applicant to connect to the SE 6th Street right-of-way stubbed to the

Maple Street Cottages Annexation, Zone Change, and Subdivision

southern boundary of the site, since that segment of 6th Street does not align with the existing improved 6th Street and would result in an unsafe offset intersection at SE Elm Street.

- North of the proposed street extension, Lots 1 through 4 would have sizes ranging from 1,681 to 2,624 square feet, while south of the street, Lots 5 through 12 would range from 1,664 to 2,630 square feet. Tracts A and B would accommodate the required common open space and the parking areas.
- Access to the site will occur via the eastern terminus of SE Maple Street, which at this location is designated as a local street in the City's Transportation System Plan (TSP), for which the standard right-of-way width is 54 feet (Maple Street is a collector from SE 4th Street to SW 4th Street). To be consistent with the existing right-of-way width to the west, the applicant proposes to dedicate a 60-foot right-of-way width. The street extension must be improved to meet the City's local street standards, including a 32-foot paved width with curb and gutter, 5-foot planter (excluding curb) with street trees, and 6-foot sidewalks. The applicant's preliminary plans (**Exhibit 5, Sheets P-6 and P-7**) depict a 36-foot paved width, 5-foot planter (excluding curb), and 6-foot sidewalks; while narrower than the existing 44-foot paved section, it complies with the City's collector standard since the street will be extended to the east in the future and provide access to the signalized intersection at Highway 30. The applicant also proposes an 8-foot public utility easement to accommodate franchise utilities as required (**Exhibit 5, Sheet P-5**).

TRANSPORTATION ANALYSIS

- The subdivision application requires analysis of traffic impacts in the buildout year (assumed to be 2021). The applicant submitted a Traffic Analysis Report (**Exhibit 11**) and supplemental memo (**Exhibit 12**) to analyze traffic impacts.
- The applicant's transportation engineer estimates that the 12 new cottages in the proposed subdivision would generate approximately 113 average daily trips, including 12 PM Peak Hour trips and 9 AM Peak Hour trips, using Institute of Transportation Engineers standard trip generation ratios for single-family detached residences.
- The Traffic Analysis Report analyzed the effect that these additional trips would have on the local street network. The study focused on five nearby intersections: SE Maple Street/SE 3rd Street, SE Maple Street/SE 4th Street, SE Maple Street/Highway 30, SE Elm Street/SE 6th Elm Street, and E. Columbia Avenue/SE 4th Street/NE West Lane Road. The SE Maple Street /Highway 30 intersection is under Oregon Department of Transportation jurisdiction while the remaining intersections are under City jurisdiction.
- The traffic analysis examined the effect of the proposed subdivision and other approved and pending developments and concluded that all of the study intersections will operate at a LOS (level of service) of 'E' or better through the year 2021 buildout period. The study also concluded that all intersections meet or exceeds the City of Scappoose's level of service standards with the exception of the E. Columbia Avenue/SE 4th Street/NE West Lane Road intersection (the 2016 Transportation System Plan (TSP) specifies that all-way stop-controlled intersections have a target of LOS 'D' or better). The study submitted by the applicant also

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asserts that the E. Columbia Avenue/SE 4th Street/NE West Lane Road intersection would have the same Level of Service ‘E’ in 2021 with or without the proposed development. The SE Maple Street/Highway 30 intersection would have a year 2021 volume-to-capacity (v/c) ratio of 0.63 with or without the development, which the applicant’s traffic analysis indicates meets ODOT’s mobility standards.

- The traffic analysis indicates that the E. Columbia Avenue/SE 4th Street/NE West Lane Road intersection meets signal warrants in the year 2021, even without the proposed development. The TSP identifies project #I4 for this intersection, consisting of a traffic signal or roundabout, with an estimated cost of \$500,000 in 2015 dollars. However, the project is labeled as ‘aspirational’ in the TSP, which means that it “likely would not have city or state funding by 2035.” Staff has not proposed any conditions of approval requiring mitigation since the intersection improvements would not be proportional to the impact from the proposed development.

UTILITIES

- The proposed water system improvements consist of an eight-inch public main in Maple Street, connecting to the existing pipe immediately west of the site. The new water main is proposed to extend to the east end of the site (**Exhibit 5, Sheet P-12**). Hydrants must meet the standards of the Scappoose Rural Fire Protection District and Public Works Design Standards. The applicant proposes 12 individual services with separate connections to the water main but Public Works staff has requested that larger stubs be provided north and south of Maple Street, with services connecting to those stubs rather than the new main in Maple Street (**Exhibit 15**).
- The applicant has proposed an 8-inch public gravity sanitary sewer line in Maple Street, connecting to the existing 8-inch line stubbed immediately west of the site (**Exhibit 5, Sheet P-12**). Laterals from individual houses would connect to private 6-inch lines which would then discharge to the new public line in Maple Street. As the parcel to the east is not yet developed at urban densities, the applicant is required to stub a sewer extension to the eastern site boundary for future development.
- A preliminary drainage (stormwater) report is included as **Exhibit 9**. As there is no public stormwater system adjacent to the site, the applicant proposes to collect stormwater from SE Maple Street and from within the site via catch basins and convey it to a series of drywells, similar to nearby streets. The applicant proposes 3 private drywells north of Maple Street, 6 private drywells south of Maple Street, and 5 public drywells in Maple Street. The appendices to the stormwater report include infiltration test results per the Public Works Design Standards. A final stormwater report would be required prior to approval of subdivision construction plans.
- Public Works staff has requested that the public stormwater system utilize horizontal infiltration facilities rather than drywells (**Exhibit 15**); this would allow for easier excavation and maintenance.
- Franchise utilities are provided to adjacent residential developments and could be made available through the extension of nearby lines and public service infrastructure.

*Maple Street Cottages Annexation, Zone Change, and Subdivision***STREET TREES**

- The Scappoose Development Code requires street trees along all street frontages. The Preliminary Landscape Plan (**Exhibit 5, Sheet P-14**) indicates that Blireiana Plum Street Trees are proposed to be planted approximately 15 feet apart. Trees are proposed to be planted in the landscape strip between the curb and sidewalk, within the right-of-way.

PUBLIC & PRIVATE AGENCIES AND PUBLIC NOTICE

- The City of Scappoose City Manager, Police Chief, Engineering, Public Works, and Building; Scappoose Rural Fire Protection District; Columbia River PUD; the Scappoose School District; Scappoose Drainage Improvement Company; Department of Land Conservation and Development; ODOT; and Columbia County Land Development Services have been provided an opportunity to review the proposal. Staff did not receive any objections from these agencies. Comments from these agencies have been incorporated into this staff report as Exhibits 15-19. The comments received were as follows:
 - The Public Works Director submitted comments (**Exhibit 15**) on the public stormwater and water design. These comments have been incorporated as conditions of approval.
 - The Scappoose School Superintendent submitted comments (**Exhibit 16**) indicating that the School District had no objection to the application.
 - The Columbia County Planning Manager submitted comments (**Exhibit 17**) observing that the proposed development was contingent upon annexation since it would not be permitted under County zoning. County staff had no objection to the application.
 - The Oregon Department of Land Conservation and Development regional representative submitted comments (**Exhibit 18**) supporting the proposal and the City's cottage housing development code in general.
 - Columbia River PUD staff submitted comments (**Exhibit 19**) indicating that the PUD did not object to the proposal and concurring with City staff's request to extend services from Cypress Court rather than from the unimproved SE 6th Street right-of-way south of the site.
 - The Scappoose Rural Fire Protection District submitted comments (**Exhibit 20**) indicating that the District did not object to the proposal and identifying areas where the design would need to be modified during the permitting phase to comply with the Oregon Fire Code.
 - The Scappoose Drainage Improvement Company submitted a comment (**Exhibit 21**) indicating that the SDIC hopes that the applicant continues to use the high safety factor of 4 in their storm system design and continues to design to the 100-year storm event¹.
- Notice of this request was mailed to property owners located within 300 feet of the subject site on April 29, 2020 and published in the local newspaper on May 1, 2020. Notices were posted on site on March 30, 2020. As of May 7, 2020 no comments were received from the public.

¹ While the applicant has initially designed their storm drainage system to infiltrate the 100-year storm event with a factor of safety of 4 in all basin areas, the PWDS require they design it to the 25-year storm event with a safety factor of at least 2. Since no downstream conveyance system exists to accept overflows greater than the 25-year design storm event, the developer has provided a design to infiltrate the post developed 100-year storm onsite. During construction document review, the City Engineer will verify that the system meets City of Scappoose PWDS requirements.

FINDINGS OF FACT

As described above, the applicant is seeking multiple approvals in order to develop the site with cottage housing. The approvals requested by the applicant include the following:

- Annexation to bring the site into city limits;
- Zone change to R-4 Moderate Density Residential; and
- Subdivision for the cottage housing development.

The following findings evaluate whether the application complies with applicable Scappoose Municipal Code approval criteria for each application type. The findings are divided into two groups: (1) Annexation and Zone Change, and (2) Cottage Housing Subdivision.

Annexation and Zone Change Findings

1. The following Statewide Planning Goals have been considered by the City of Scappoose as they pertain to the annexation and zone change request:

A. Citizen Involvement (Goal 1)

Goal: *To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.*

Finding: The City's adopted and acknowledged Comprehensive Plan & Development Code includes citizen involvement procedures with which the review of this application will comply. This process allows for citizens to communicate their input into the zoning map amendment review conducted by the City at public hearings or by submitting written comments. The City of Scappoose Planning Commission will review the proposed annexation and zoning map amendment on May 14, 2020 to make a recommendation to the City Council, which will then hold its own hearing. The Applicant posted site notices on March 30, 2020, the City mailed notices to nearby property owners on April 29, 2020, and notice was published in the newspaper on May 1, 2020. This process complies with the Goal.

B. Land Use Planning (Goal 2)

Goal: *To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

Finding: The procedural requirements for annexation and zone changes are contained in the Scappoose Municipal Code, which involve assessment of the application's merits, notice to affected parties, and public hearings. The Municipal Code also provides for public input for the associated Subdivision application. The proposal includes a request to change the zoning designation of urban land within the Urban Growth Boundary, in compliance with Goal 2. Notice of the annexation and zoning map amendment has been provided by

Maple Street Cottages Annexation, Zone Change, and Subdivision

the City of Scappoose to the Oregon Department of Land Conservation and Development (DLCD) as required. The City’s decision is based on findings of fact.

C. *Agricultural Lands (Goal 3)*

Goal: *To preserve and maintain agricultural lands.*

Finding: This Goal is not applicable because the site is within the City of Scappoose Urban Growth Boundary and no identified agricultural resources are located on site. The site is designated for residential development in the Comprehensive Plan and is currently zoned for residential use by Columbia County.

D. *Forest Lands (Goal 4)*

Goal: *To conserve forest lands by maintaining the forest land base and to protect the state’s forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.*

Finding: The site is within the City of Scappoose Urban Growth Boundary and no identified forest resources are located on site. The site is designated for residential development in the Comprehensive Plan and is currently zoned for residential use by Columbia County.

E. *Open Spaces, Scenic and Historic Areas and Natural Resources (Goal 5)*

Goal: *To protect natural resources and conserve scenic and historic areas and open spaces.*

Finding: There are no identified Goal 5 resources on or near the site. The subject site is not designated as open space, a scenic or historic area, or a natural resource area by the City of Scappoose and does not contain any known significant open space, scenic, historic, or natural resources. The proposed annexation and zone change do not conflict with this Goal.

F. *Air, Water and Land Resources Quality (Goal 6)*

Goal: *To maintain and improve the quality of the air, water and land resources of the state.*

Finding: The site is currently planned for residential use. If the annexation is approved, the site would be subject to City regulations that do not allow off-site impacts from noise, vibration, odors, glare, or other “nuisance” effects. The potential harmful effects on air, water and land resource quality is limited. The proposed annexation and zone change do not conflict with this Goal.

*Maple Street Cottages Annexation, Zone Change, and Subdivision**G. Areas Subject to Natural Disasters and Hazards (Goal 7)*

Goal: *To protect people and property from natural hazards.*

Finding: The subject site is not located within a mapped flood plain, potential flood hazard, potential landslide hazard, or earthquake hazard area. The applicant is proposing a stormwater management system to minimize for the potential for localized flooding. The proposal to annex and zone the subject property for residential development is consistent with avoidance of natural disasters and hazards under Goal 7.

H. Recreational Needs (Goal 8)

Goal: *To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.*

Finding: The site is presently designated for residential development on the Comprehensive Plan and has not been planned for recreational opportunities. The requested zone change to Moderate Density Residential (R-4) will not result in a reduction in land planned or reserved for recreational use. Consequently, the proposed Annexation and Zone Change will have no significant impact on the City's planning for recreational needs.

I. Economic Development (Goal 9)

Goal: *To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

Finding: The site is presently designated for residential development on the Comprehensive Plan and has not been planned for economic development. Consequently, the proposed Annexation and Zone Change will have no significant impact on the City's planning for economic development.

J. Housing (Goal 10)

Goal: *To provide for the housing needs of citizens of the state.*

Finding: The property proposed for annexation is designated Suburban Residential on the Comprehensive Plan map. The proposed annexation and zone change to Moderate Density Residential (R-4) would increase the residential land supply within City Limits and would allow more intense development than currently permitted under County regulations. Furthermore, the site could only connect to City water or sewer if it were inside City Limits. If the site were developed at maximum density allowed in the R-4 zone, up to 18 dwellings could be constructed. The City's 2017 Housing Needs Analysis recommended developing an ordinance to allow cottage cluster housing. As stated in the applicant's narrative

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(**Exhibit 3**), the 2017 Housing Needs Analysis indicates that an additional 1,229 new dwelling units are required to be constructed in Scappoose for the 2018-2038 planning horizon and that the City has the available residentially designated land within its Urban Growth Boundary to meet that need. The report indicates that there are several demographic changes which have increased demand for moderate density residential housing. As the Baby Boomer generation ages, they are creating demand for smaller housing options. The large Millennial generation is also looking for comparatively affordable small-single-family detached houses. In addition, growing Hispanic and Latino populations are creating more demand for lower-cost single-family housing choices. This analysis concluded that Scappoose needs to plan for the development of a wider range of housing types, and as a result, the City developed new cottage housing development standards in 2018. The applicant's proposal to change the site's zoning to R-4 is consistent with the Housing Needs Analysis findings, since a wider range of housing types and more affordable and compact urban form can be achieved under the proposed moderate density residential zoning than under the existing low density residential zone. Therefore, this proposal brings the City closer to meeting Goal 10 commitments and provides for some of the housing needs of citizens of the state.

K. Public Facilities and Services (Goal 11)

Goal: *To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

Finding: The subject property lies within the Urban Growth Boundary (UGB) and therefore requires the extension of public facilities and services at the developer's expense. Full urban services are available to serve the site. Electricity, telephone, and gas are provided to adjacent residential properties and could be made available through the extension of nearby lines and public service infrastructure. Water and sanitary sewer is available in SE Maple Street and storm drainage facilities would be constructed to serve the site at the time of development.

L. Transportation (Goal 12)

Goal: *To provide and encourage a safe, convenient and economic transportation system.*

Finding: Statewide Planning Goal 12 is implemented by the state Transportation Planning Rule (TPR). The City adopted an updated Transportation System Plan (TSP) on September 6, 2016. The Scappoose TSP assumed that this site would be developed under the City's Suburban Residential (SR) and Low Density Residential Comprehensive Plan and Zoning designations, respectively. The site falls into Traffic Analysis Zone #114, which is an area bounded by Columbia Avenue, a north-south line corresponding to the site's western boundary, Elm Street, and a line along the east boundary of the residences east of SE Tyler Street. In 2013, this area had an estimated 82 households, and the TSP projected a net increase of 50 new households by the year 2035 based on the Comprehensive Plan designations. Street classifications were chosen accordingly.

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The applicant's transportation engineer estimated traffic impacts using standard trip generation ratios published by the Institute of Transportation Engineers for three scenarios: one for the 6 units allowed under current County zoning, one for the 12 dwelling units proposed by the applicant, and one for 18 dwelling units that could be constructed under the proposed Medium Density Residential (R-4) zone.

As discussed further in **Exhibits 11** and **12**, traffic projections from future development have been computed using standard trip generation ratios published by the Institute of Transportation Engineers. If the site were developed as illustrated on **Exhibit 5** with 12 residences, the site could be expected to generate approximately 113 average daily trips, 12 of them during the evening peak hour. If the site were developed with 18 dwellings (the most intense development under the R-4 zone), the site could be expected to generate approximately 170 average daily trips, 18 of them during the evening peak hour.

Based on the applicant's traffic analysis, the City does not anticipate that this level of development would have a significant effect on the operations of the local street network (while certain intersections do not meet the City's standards, those conditions are not attributed to the proposed development).

Additional findings are found in Findings of Fact #3, Scappoose Municipal Code (in particular, the response to 17.22.050).

M. Energy Conservation (Goal 13)

Goal: *To conserve energy.*

1. Land use plans should be based on utilization of the following techniques and implementation devices which can have a material impact on energy efficiency:

a. Lot size, dimension, and siting controls;

b. Building height, bulk and surface area;

c. Density of uses, particularly those which relate to housing densities;

d. Availability of light, wind and air;

e. Compatibility of and competition between competing land use activities; and

f. Systems and incentives for the collection, reuse and recycling of metallic and nonmetallic waste.

Finding: The site is located immediately adjacent to existing residential areas. The proposed R-4 zoning would permit moderate density development rather than the low density development that would be permitted if the City were to automatically apply R-1 zoning through annexation. Higher density development has the potential to create a more energy-efficient land use pattern within the City's Urban Growth Boundary.

N. Urbanization (Goal 14)

Goal: *To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.*

Finding: The subject property is within the Urban Growth Boundary and no expansion of the UGB is proposed. The proposed annexation and zone change would transition the property from rural to urbanized land as foreseen in the Comprehensive Plan. Development of the site triggers requirements for the developer to provide infrastructure, including necessary sewer lines, storm drainage lines, water line extensions, and street improvements.

O. Other Goals

Finding: The following goals are not applicable to this application:

- Willamette River Greenway (Goal 15)
- Estuarine Resources (Goal 16)
- Coastal Shorelands (Goal 17)
- Beaches and Dunes (Goal 18)
- Ocean Resources (Goal 19)

2. The following Goals and Policies from the Scappoose Comprehensive Plan are applicable to the annexation and zone change request:

GOAL OF THE URBAN GROWTH BOUNDARY

It is the goal of the City of Scappoose to:

- 1) *Create optimal conditions of livability within the City and its urban growth area.*
- 2) *Locate all major public and private developments such as schools, roads, shopping centers, and places of employment, so that they do not tend to attract residential development to locations outside the designated urban growth boundary.*
- 3) *Include within the urban growth boundary sufficient land for future development.*

Goals 4-6 are not applicable to this application.

Finding: Annexing this land will provide housing opportunities in an area planned for residential development immediately east of existing City Limits. The site’s relative proximity to schools, shopping centers, and the industrial areas along West Lane promotes the City’s livability by allowing short commutes. The annexation will bring residential land into City Limits, satisfying a portion of the City’s long-term demand for residential land.

Therefore, the applicable GOALS OF THE URBAN GROWTH BOUNDARY are satisfied.

POLICIES FOR THE URBAN GROWTH BOUNDARY

It is the policy of the City of Scappoose to:

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- 6) *Approve annexation of residential lands, except in the cases of health hazards, when:*
 - A) *There is sufficient capacity in the sewer, water, street, school, police and fire systems to service the potential additional populace.*
 - B) *Sufficient in-filling of vacant land has occurred to warrant an expansion.*

Policies 1-5 and 7-10 are not applicable to this application.

Finding: This application contains site and utility layouts in **Exhibit 5** to demonstrate potential alignments for future roadways and water, sewer, and storm drainage infrastructure. The applicant retained a transportation engineer to assess compliance with the Transportation Planning Rule (**Exhibits 11 and 12**). The site is already within the Scappoose Rural Fire District and the District had no objections to the annexation (**Exhibit 20**).

Therefore, the applicable POLICIES FOR THE URBAN GROWTH BOUNDARY are satisfied.

GOAL FOR PUBLIC FACILITIES AND SERVICES

It is the goal of the City of Scappoose to:

- 1) *Provide the public facilities and services which are necessary for the well being of the community and which help guide development into conformance with the Comprehensive Plan.*
- 2) *Direct public facilities and services, particularly water and sewer systems, into the urban growth area.*
- 3) *Ensure that the capacities and patterns of utilities and other facilities are adequate to support the residential densities and intensive land use patterns of the Comprehensive Plan.*
- 4) *Avoid the provision or expansion of public utilities and facilities in sparsely settled non-urban areas, when this would tend to encourage development or intensification of uses, or to create the need for additional urban services.*

Goals 5-11 are not applicable to this application.

POLICIES FOR PUBLIC FACILITIES AND SERVICES

It is the policy of the City of Scappoose to:

- 1) *Design urban facilities and services, particularly water and sewer systems, to eventually serve the designated urban growth area; also, ensure that services are provided to sufficient vacant property to meet anticipated growth needs; also,*

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develop a design review process to insure that public services and facilities do not unreasonably degrade significant fish and wildlife habitats.

- 4) *Require in new developments that water, sewer, street and other improvements be installed as part of initial construction.*
- 9) *Control local flooding and groundwater problems through the use of existing storm drainage systems and construction of new facilities in accordance with the Scappoose Storm Drain System Master Plan.*
- 10) *Require new developments to provide adequate drainage at time of initial construction in accordance with the Scappoose Storm System Master Plan while discouraging the alteration of streams, the drainage of wetlands that are identified as significant and the removal of vegetation beside streams. Natural drainage ways shall be used to carry storm water runoff whenever possible.*
- 19) *Approve annexations of new residential lands, except in the case of a health hazard, only when:*
 1. *There is sufficient capacity in the sewer, water, street, school, fire, and police systems to service the potential additional populace.*
 2. *Sufficient in-filling of vacant land has occurred to warrant an expansion.*

Policies 2-3, 5-8, 11-18 and 20-29 are not applicable to this application.

Finding: The applicant submitted preliminary sanitary sewer, storm drainage, and water plans (**Exhibit 5**) to demonstrate the viability of serving the site with public facilities. As part of permitting, all plans and improvements are subject to review by the City Engineer and must conform to the requirements of the Scappoose Municipal Code and the Public Works Design Standards and Standard Specifications.

The City Engineer, City Manager, Public Works Director, Building Official, Chief of Police, Fire Chief, and school Superintendent were provided with the opportunity to determine whether sufficient capacity exists for needed facilities and services. No objection to this annexation has been expressed by City Departments or public service agencies.

Fire & Police Protection

- The Scappoose Rural Fire District provides fire protection for this site. Development of the site will have to comply with all applicable fire and building codes and would provide hydrants in sufficient numbers and at locations deemed appropriate by the Scappoose Rural Fire District.
- If this site were annexed it would come under the protection of the Scappoose Police Department. Increased assessment valuation would generate some tax revenue to contribute toward the cost of providing service.

Streets

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- Traffic to and from the site will utilize SE Maple Street, which is identified as a Local Residential street. As described in detail in the response to 17.22.050 below, this proposal does not “significantly affect” the City’s street network as defined by the Transportation Planning Rule. Further, the applicant is proposing street improvements through the site.

Schools

- Annexation and subsequent development of the site would increase school district enrollment. The local school district should receive additional tax revenues due to increased valuation as a result of future development to partially offset any increase in school district enrollment. The school district did not object to this application (**Exhibit 16**).

Water Service

- There is an existing City water line in SE Maple Street to which the property would have access upon annexation.

Sanitary Sewer and Storm Drainage

- There is an existing City sanitary sewer line in SE Maple Street to which the property would have access upon annexation.
- No public storm drain system is located near the site. However, the applicant has submitted a preliminary stormwater report (**Exhibit 9**) and utility plans (**Exhibit 5**) demonstrating the viability of infiltrating stormwater on site.

Therefore, the applicable goals and policies of the GOAL FOR PUBLIC FACILITIES AND SERVICES, and the POLICIES FOR PUBLIC FACILITIES AND SERVICES, are satisfied.

GENERAL GOALS FOR LAND USES

- 1) *The growth of the City should be orderly and in accordance with the public health, safety and welfare, while preserving individual choice and recognizing existing patterns of development.*
- 6) *Residential living areas should be safe, attractive, and convenient, and should make a positive contribution to the quality of life and personal satisfaction of the residents; additionally, there should be sufficient areas for a wide range of housing choices.*
- 12) *Adequate public services and facilities should be provided to encourage an orderly and efficient growth pattern.*
- 13) *A safe and convenient transportation system should be developed to meet future needs.*

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- 15) *Housing that meets the local residents' housing needs should be allowed and encouraged.*

Goals 2-5, 7-11, 14, and 15-19 are not applicable to this application.

Finding: The subject property is located in the UGB immediately adjacent to land zoned R-1 and R-4 by the City. Annexation would permit development in an orderly outward expansion. Development of the subject site is required to provide the infrastructure associated with new residential development, including public streets with curbs and sidewalks. The R-4 zoning permits single-family residences, duplexes, tri-plexes, four-plexes, and cottage housing, which provides a range of housing choices.

Therefore, the applicable GENERAL GOALS FOR LAND USES are satisfied.

TRANSPORTATION GOALS

Goal 1: Health and Safety. It is the goal of the City of Scappoose to develop and support a transportation system that maintains and improves individual health and safety by maximizing pedestrian and bicycle transportation options, increasing public safety and service access, and enhancing safe and smooth connections between land uses and transportation modes.

Goal 2: Transportation System Management. It is the goal of the City of Scappoose to emphasize effective and efficient management of the transportation system for all users.

Goal 9: Coordinate Transportation Planning. It is the goal of the City of Scappoose to develop a transportation system that is consistent with the City's Comprehensive Plan and that is coordinated with County, State, and Regional plans.

Goals 3-8 are not applicable to this application.

Finding: The annexation area abuts the eastern terminus of SE Maple Street, approximately 0.4 miles east of Highway 30. Access to the site will be provided from SE Maple Street, which connects directly to the Highway at a signalized intersection. As illustrated in **Exhibit 5, Sheet P-4**, the developer has provided a conceptual plan for a future public roadway network extending Maple Street eastward, with connections to E. Columbia Avenue and SE Elm Street. Construction of this roadway system is dependent upon annexation and development of parcels to the east. This alignment roughly corresponds to the proposed local street connection identified in Figure 15 (Conceptual Local Street Connections) in the City's 2016 TSP. The precise location and design of the streets will be determined once future development proposals are evaluated, but the conceptual plan demonstrates that the annexation area and properties to the east can be efficiently served with transportation to provide smooth connections between land uses.

Evaluation of the transportation impacts of the proposed development has been coordinated with ODOT, who declined to comment on the application since the proposal involved fewer than 400 daily trips.

Therefore, the applicable TRANSPORTATION GOALS are satisfied.

GOAL FOR HOUSING

- 1) *Provide opportunities for needed housing types including: attached and detached single-family housing, and multifamily housing for both owner and renter occupancy, government assisted housing, and manufactured dwelling parks.*
- 2) *Locate housing so that it is fully integrated with land use, transportation and public facilities.*

Goals 3-6 are not applicable to this application.

POLICIES FOR HOUSING

- 1) *Maintain adequate zoning, subdivision, and building codes to help achieve the City's housing goals and meet the housing needs identified in the Housing Needs Analysis.*
- 4) *Provide opportunity for development of housing affordable to low- and moderate-income households, including government-assisted housing.*
- 8) *Ensure that subdivisions provide a full array of public services at the expense of the developer.*

(Policies 2-3, 5-7, and 9-12 are not applicable to this application.)

Finding: The proposed annexation and zoning of the site for residential uses is consistent with the listed Housing Goals because the inclusion of a 1.6-acre lot will increase land available for needed housing. If the site is developed with cottage houses as proposed, these residences may be more affordable than larger residences. The proposed cottage housing use does not conflict with existing land uses because the site is adjacent to existing residential uses.

The zoning of the site for residential use is consistent with the policies of the Comprehensive Plan. The site will assist in maintaining adequate land to meet the City's housing needs and subdivision improvements will be made at the expense of the developer. As proposed and evaluated elsewhere in these findings, the proposal provides for a full array of adequate public services, contributes to the local housing inventory which positively impacts affordable housing, and is an implementation of the comprehensive plan and applicable development codes which maintains adequate zoning, subdivision and building code review processes.

Therefore, the applicable goals and policies of the GOAL FOR HOUSING and the POLICIES FOR HOUSING are satisfied.

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GOAL FOR THE SUBURBAN RESIDENTIAL LAND USE DESIGNATION

It is the goal of the City of Scappoose to:

- 1) *Create conditions suitable for moderate concentrations of people not in immediate proximity to public services, shopping, transportation and other conveniences.*
- 2) *To provide places suitable for single family dwellings, duplexes, triplexes, and four-plexes.*
- 3) *Minimize adverse effects on adjacent developments through the enforcement of subdivision regulations of the Development Code.*

POLICIES FOR THE SUBURBAN RESIDENTIAL LAND USE DESIGNATION

- 3) *Promote the development of homesites at a density and standard consistent with: the level of services that can reasonably be provided, and the characteristics of the natural environment.*
- 5) *Encourage developers to allocate land for open space or recreation in their subdivisions.*
- 6) *Ensure that new developments do not create additional burdens on inadequate sewer, water, street and drainage systems.*

(Policies 1, 2, and 4 are not applicable to this application.)

Finding: The proposed annexation and R-4 zoning of the site would allow construction of up to 12 cottage houses or up to 18 multi-family units, which is consistent with Goal 2 and Policies 3 and 6 of the Comprehensive Plan. The proposed cottage housing development would provide open space as required by Code. Annexation of the 1.6-acre site would not create undue burdens on the provision of municipal services and subdivision improvements will be made at the expense of the developer.

Therefore, the applicable goals and policies of the GOAL FOR THE SUBURBAN RESIDENTIAL LAND USE DESIGNATION and the POLICIES FOR THE SUBURBAN RESIDENTIAL LAND USE DESIGNATION are satisfied.

3. The following sections of Title 17 of the Scappoose Municipal Code (Scappoose Development Code) are applicable to annexation and zone change request:

Chapter 17.22 AMENDMENTS TO THE TITLE, COMPREHENSIVE PLAN, AND MAPS

17.22.040 Approval Criteria. *Planning commissions review and recommendation, and Council approval, of an ordinance amending the comprehensive plan, the zoning map, or this title shall be based on the following criteria:*

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A. If the proposal involves an amendment to the comprehensive plan, the amendment is consistent with the Statewide Planning Goals and relevant Oregon Revised Statutes and Administrative Rules;

Finding: The proposal does not involve an amendment to the Comprehensive Plan, however, findings related to the Statewide Planning Goals have been provided within this report and in the applicant's narrative (**Exhibit 3**). This application is consistent with applicable Oregon Revised Statutes and Administrative Rules (namely, the Transportation Planning Rule). Section 17.22.040 (A) is satisfied.

B. The proposal is consistent with the comprehensive plan (although the comprehensive plan may be amended concurrently with proposed changes in zoning or this title), the standards of this title, or other applicable implementing ordinances;

Finding: Findings have been provided throughout this report to show consistency with the Comprehensive Plan, the standards of the development code, and other implementing ordinances. As specified by Section 17.136.070 of the Scappoose Municipal Code, if this property is annexed it would automatically receive the Low Density Residential (R-1) zoning designation since the site had a "Suburban Residential" Comprehensive Plan Map designation. The applicant requests that the property be re-zoned to Moderate Density Residential (R-4) if the annexation is successful. The change would permit compatible residential development alongside adjacent existing residential uses. The applicable comprehensive plan policies are outlined above. One of the Comprehensive Plan *Goals for the Suburban Residential Land Use Designation* is to "provide places suitable for single family dwellings, duplexes, triplexes, and four-plexes." The R-4 zone is therefore consistent with the Suburban Residential Comprehensive Plan designation. Section 17.22.040 (B) is satisfied.

C. The change will not adversely affect the health, safety, and welfare of the community;

Finding: The proposed annexation is consistent with the Comprehensive Plan because the property lies within the urban growth boundary and the zone change to R-4 is in conformance with the Suburban Residential Comprehensive Plan designation. The applicant has provided transportation analysis (**Exhibits 11 and 12**) to assess the specific uses proposed to ensure a safe transportation system. Annexation and development would provide needed housing for the City, and the applicant would improve the street and utilities at its own expense. The zone change to R-4 rather than R-1 implements the Suburban Residential Comprehensive Plan designation while ensuring that zoning is consistent with neighboring properties. The proposed change would foster new development that is consistent with the existing residential character, which would reinforce and enhance a residential neighborhood. Findings elsewhere in this report demonstrate that the proposal does not pose negative effects on the health, safety, and welfare of the community. Section 17.22.040 (C) is satisfied.

D. The proposal either responds to changes in the community or it corrects a mistake or inconsistency in the comprehensive plan, the zoning map, or this title; and

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Finding: The proposal responds to changes in the community, namely the need for new and innovative housing types as identified in the City’s 2017 Housing Needs Analysis, which specifically recommended developing an ordinance to allow cottage cluster housing. As stated in the applicant’s narrative (**Exhibit 3**), the 2017 Housing Needs Analysis indicates that an additional 1,229 new dwelling units are required to be constructed in Scappoose for the 2018-2038 planning horizon. The report indicates that there are several demographic changes which have increased demand for moderate density residential housing. As the Baby Boomer generation ages, they are creating demand for smaller housing options. The large Millennial generation is also looking for comparatively affordable small-single-family detached houses. In addition, growing Hispanic and Latino populations are creating more demand for lower-cost single-family housing choices. This analysis concluded that Scappoose needs to plan for the development of a wider range of housing types, and as a result, the City developed new cottage housing development standards in 2018. The applicant’s proposal to change the site’s zoning to R-4 is consistent with the Housing Needs Analysis findings, since a wider range of housing types and more affordable and compact urban form can be achieved under the proposed moderate density residential zoning than under the existing low density residential zone. This proposal will support the City’s changing needs related to attracting and serving residents. Section 17.22.040 (D) is satisfied.

E. The amendment conforms to Section 17.22.050.

Finding: Consistency with Section 17.22.050 is demonstrated below. Section 17.22.040 (E) is satisfied.

17.22.050 Transportation Planning Rule Compliance. Proposals to amend the comprehensive plan or zoning map shall be reviewed to determine whether they significantly affect a transportation facility pursuant to Oregon Administrative Rule (OAR) 660-012-0060 (Transportation Planning Rule - TPR). Where the City, in consultation with the applicable roadway authority, finds that a proposed amendment would have a significant effect on a transportation facility, the City shall work with the roadway authority and the applicant to modify the request or mitigate the impacts in accordance with the TPR and applicable law.

TRANSPORTATION PLANNING RULE

OAR 660 Division 12 – Transportation Planning:

660-012-0060 Plan and Land Use Regulation Amendments

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

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(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

Finding: The proposed annexation and zone change will not necessitate changes to the functional classification of existing or planned transportation facilities.

(b) Change standards implementing a functional classification system; or

Finding: The proposed annexation and zone change will not change any standards implementing the functional classification system.

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Finding: The proposed annexation and zone change would accommodate up to 18 residences. This would be a more intensive development than the 12 units proposed by the applicant but is the reasonable worst case scenario that needs to be assessed when determining if the zone change would cause a significant effect on the transportation system.

The City's 2016 TSP assumed that this site would be developed under the City's Suburban Residential (SR) and Low Density Residential Comprehensive Plan and Zoning designations, respectively, and street functional classifications were established accordingly. Streets that would experience traffic from the development include SE Maple Street (a Local street abutting the development and a Neighborhood street between SE 4th Street and Highway 30); SE 4th Street (a Collector); E. Columbia Avenue (a Collector); SE Elm Street (a Collector); SE 6th Street (a Collector); SE High School Way (a Neighborhood street); and Highway 30 (an Arterial).

As discussed in **Exhibits 11** and **12**, traffic projections have been computed using standard trip generation ratios published by the Institute of Transportation Engineers for three

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scenarios: one for the six units allowed under County zoning, one for the 12 dwelling units proposed by the applicant, and one for 18 dwelling units that could be constructed under the proposed Medium Density Residential (R-4) zone. If the site were developed under current County zoning, it could be expected to generate approximately 57 average daily trips, 6 of them during the evening peak hour. If the site were developed as illustrated on **Exhibit 5** with 12 residences, the site could be expected to generate approximately 113 average daily trips, 12 of them during the evening peak hour. If the site were developed with 18 dwellings (the most intense development under the R-4 zone), the site could be expected to generate approximately 170 average daily trips, 18 of them during the evening peak hour.

Any of these traffic levels can be accommodated by the network of Neighborhood, Collector, and Arterial streets that serve the site. Since the TSP's analysis assumed the site would be developed under the City's R-1 zone (not County zoning), then for the purposes of determining significant effect the City need only examine the incremental effect of the proposed zone change to R-4. The Traffic Analysis Report and supplemental memo analyzed the effect that these additional trips would have on the local street network. The study focused on five nearby intersections: SE Maple Street/SE 3rd Street, SE Maple Street/SE 4th Street, SE Maple Street/Highway 30, SE Elm Street/SE 6th Elm Street, and E. Columbia Avenue/SE 4th Street/NE West Lane Road.

In accordance with TPR requirements, the applicant's transportation engineer examined traffic operations in the year 2035 (corresponding to the planning year in the City's TSP). This analysis indicates that both the E. Columbia Avenue/SE 4th Street/NE West Lane Road and SE Maple Street/Highway 30 intersections would have LOS 'F' in 2035 either under the proposed 12-residence scenario or the worst-case 18-residence scenario, while the other intersections would operate at LOS 'C' or better (which meets City standards). For the failing intersections, the v/c ratio in 2035 is the same for both the proposed 12-residence scenario or the worst-case 18-residence scenario. Therefore, the zone change would not further degrade the performance of those failing intersections in 2035.

The supplemental traffic memo (**Exhibit 12**) demonstrates that the SE Maple Street/Highway 30 intersection would meet ODOT's alternative mobility targets. Based on the applicant's traffic analysis, the City does not anticipate that the level of development associated with the R-4 zone would have a significant effect on the operations of the transportation system (since those intersections that do not meet the City's standards are not failing strictly as a result of the proposed development). Accordingly, the City can conclude that the proposed zone change does not have a significant effect on the affected intersections in particular or on the transportation system in general.

Chapter 17.136 ANNEXATIONS17.136.020 Policy.

Annexations shall be considered on a case-by-case basis, taking into account the goals and policies in the Scappoose Comprehensive Plan, long range costs and benefits of annexation, statewide planning goals, this title and other ordinances of the City and the policies and regulations of affected agencies' jurisdictions and special districts.

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- A. *It is the City's policy to encourage and support annexation where:*
1. *The annexation complies with the provisions of the Scappoose Comprehensive Plan.*
 2. *The annexation would provide a logical service area, straighten boundaries, eliminate or preclude islands of unincorporated property, and contribute to a clear identification of the City.*
 3. *The annexation would benefit the City by addition to its revenues of an amount that would be at least equal to the cost of providing service to the area.*
 4. *The annexation would be clearly to the City's advantage in controlling the growth and development plans for the area.*

Finding: The proposed annexation complies with the goals and policies of the Comprehensive Plan as previously discussed in Finding of Fact #2. The annexation is contiguous to R-4 areas that are already part of the City, expanding the City's logical service area. Revenues from the area are anticipated to cover the cost of providing services, especially factoring in the employment that could occur on site. Annexation will allow the City to manage growth and alleviate an immediate need for residential property within the City limits. Annexation of the property provides for City inspection and approval of all development. Section 17.136.020(A) is satisfied.

- B. *It is the City's policy to discourage and deny annexation where:*
1. *The annexation is inconsistent with the provisions of the Scappoose Comprehensive Plan.*
 2. *The annexation would cause an unreasonable disruption or distortion of the current City boundary or service area.*
 3. *The annexation would severely decrease the ability of the City to provide services to an area either inside or outside of the City.*
 4. *Full urban services could not be made available within a reasonable time.*

Finding: The proposal appears to be consistent with the provisions of the Scappoose Comprehensive Plan as previously discussed. The annexation does not decrease the ability of the City to provide services and does not cause an unreasonable disruption of the current City boundary. The proposed annexation site can be served by urban services provided that the applicant installs utilities to serve the site and constructs the necessary roadway improvements in conjunction with the proposed development. The City has included recommended Conditions of Approval to ensure that adequate public improvements are constructed prior to development of the site, and in conformance with all applicable regulations. Section 17.136.020(B) is satisfied.

17.136.040 Approval standards.

- A. *The decision to approve, approve with modifications or deny, shall be based on the following criteria:*
1. *All services and facilities are available to the area and have sufficient capacity to provide service for the proposed annexation area;*

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Finding: Existing municipal police services can be made available to the site immediately. The site abuts an existing road within the City. The property is already located within the Scappoose Rural Fire District, the Scappoose School District, and the Scappoose Library District. Telecommunication and electric services are already provided to neighboring properties.

Water and sewer service can be made available to the site and are stubbed to the western boundary of the property in SE Maple Street. The water treatment plants and wastewater treatment plant have capacity to accommodate development of this and other sites, even with the requested change to R-4 zoning.

Right-of-way and public utility improvements to serve the site are required as conditions of approval. Section 17.136.040(A).1 is satisfied.

2. *The impact upon public services which include but are not limited to police and fire protection, schools and public transportation to the extent that they shall not be unduly compromised;*

Finding: The proposed annexation is not expected to unduly compromise public service providers. As discussed previously, the proposed annexation will have a minimal impact on the capacity of public service providers, as the site is already within the service areas of the Fire District and other service providers. The Scappoose Fire District and Police Departments had an opportunity to comment on the proposal and no objections were received. Section 17.136.040(A).2 is satisfied.

3. *The need for housing, employment opportunities and livability in the City and surrounding areas;*

Finding: This annexation would provide an additional 1.6 acres for residential development and would also create temporary employment opportunities for the construction of streets, utilities, and structures. The proposed R-4 zoning would accommodate cottage housing, which was identified as a need for the community in the City's 2017 Housing Needs Analysis. The 2017 Housing Needs Analysis indicates that an additional 1,229 new dwelling units are required to be constructed in Scappoose for the 2018-2038 planning horizon. Section 17.136.040(A).3 is satisfied.

4. *The location of the site in relation to efficient provision of public facilities, services, transportation, energy conservation, urbanization and social impacts.*

Finding: This site is contiguous to the existing City limits. Public services are already available to neighboring properties and use of these will improve efficiency by utilizing existing trunk lines and service lines. Water and sanitary sewer service is available to the site from SE Maple Street, and police and fire protection can be supplied by the Scappoose Police Department and Scappoose Rural Fire Protection District, respectively. The site has convenient transportation access to downtown Scappoose. Increasing the supply of land for housing will benefit the City by providing additional land to meet the demand for residential development. Urbanization of the site is consistent with the City's

Maple Street Cottages Annexation, Zone Change, and Subdivision

Comprehensive Plan, and site development is not anticipated to impose adverse social impacts. Section 17.136.040(A).4 is satisfied.

17.136.070 Zoning upon annexation. Upon annexation, the area annexed shall be automatically zoned to the corresponding land use zoning classification as shown in the table below. The zoning designation shown on the table below is the city’s zoning district which most closely implements the city’s comprehensive plan map designation.

<i>Comprehensive Plan</i>	<i>Zoning Classification</i>
<i>SR</i>	<i>R-1, Low Density Residential</i>
<i>GR</i>	<i>R-4, Moderate Density Residential</i>
<i>MH</i>	<i>MH, Manufactured Home Residential</i>
<i>C</i>	<i>EC, Expanded Commercial</i>
<i>I</i>	<i>LI, Light Industrial</i>
<i>AE</i>	<i>PUA, Public Use Airport</i>

Finding: The site has a Comprehensive Plan designation of SR, Suburban Residential. Upon annexation, the site would automatically be zoned R-1, Low Density Residential. The applicant has submitted a concurrent application to have the City zone the property R-4. Additional findings demonstrate that the City’s infrastructure has the capacity to absorb moderate density development of this site. Section 17.136.070 is satisfied.

Chapter 17.162 PROCEDURES FOR DECISION MAKING--QUASI-JUDICIAL

17.162.090 Approval authority responsibilities. [...]

C. The planning commission shall conduct a public hearing in the manner prescribed by this chapter and shall have the authority to approve, approve with conditions, approve with modifications or deny the following development applications:

- 1. Recommendations for applicable comprehensive plan and zoning district designations to city council for lands annexed to the city;*
- 2. A quasi-judicial comprehensive plan map amendment except the planning commission’s function shall be limited to a recommendation to the council. The commission may transmit its recommendation in any form and a final order need not be formally adopted;*
- 3. A quasi-judicial zoning map amendment shall be decided in the same manner as a quasi-judicial plan amendment; [...]*

Finding: The applicant has requested the concurrent review of Annexation and Zone Change applications. The Planning Commission will make a recommendation to the City Council regarding the applicant’s request. Based on the submitted materials and the staff report, the applicant’s proposal complies with the City’s Comprehensive Plan and with the requirements of Title 17 of the Scappoose Municipal Code. Section 17.162.090(C) is satisfied.

Cottage Housing Subdivision Findings

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4. The following sections of Title 17 of the Scappoose Municipal Code (Scappoose Development Code) are applicable to the cottage housing subdivision request:

Chapter 17.01 INTRODUCTION

17.01.060 Right-of-way dedications and improvements. Upon approval of any development permit or any land use approval of any property which abuts or is served by an existing substandard street or roadway, the applicant shall make the necessary right-of-way dedications for the entire frontage of the property to provide for minimum right-of-way widths according to the city’s public works design standards and shall improve the abutting portion of the street or roadway providing access to the property in accordance with the standards in Chapter 17.154.

Finding: As illustrated on the preliminary plat (**Exhibit 5, Sheet P-5**) and utility plans (**Exhibit 5, Sheets P-6 through P-13**), the applicant proposes to dedicate Maple Street right-of-way through the site, and to improve the street and utilities. Further detail is provided in the findings pertaining to Chapter 17.154. The City has not required the applicant to connect to the SE 6th Street right-of-way stubbed to the southern boundary of the site, since that segment of 6th Street does not align with the existing improved 6th Street and would result in an unsafe offset intersection at SE Elm Street. Section 17.01.060 is satisfied.

Chapter 17.50 R-4 MEDIUM DENSITY RESIDENTIAL

17.50.030 Permitted and Conditional Uses

<i>Use</i>	
<i>Single-family detached residential dwelling units</i>	<i>Permitted outright¹</i>
<i>Cottage housing subject to the provisions of Chapter 17.58</i>	<i>Permitted outright¹</i>
<i>Duplex</i>	<i>Permitted outright¹</i>
<i>Triplex</i>	<i>Permitted outright¹</i>
<i>Quadplex</i>	<i>Permitted outright¹</i>
<i>Townhouse, limited to a maximum of four attached townhomes</i>	<i>Permitted outright¹</i>
<i>Accessory Dwelling Units (ADU’s) subject to the provisions of Chapter 17.92</i>	<i>Permitted outright¹</i>

¹ These uses and their accessory uses are permitted outright outside of the Scappoose Creek Flood Plain.

Finding: The R-4 zoning district permits single-family residences and multi-family residences. The applicant is requesting approval to construct 12 cottage housing units in two clusters, one north and one south of SE Maple Street. Section 17.50.030 is satisfied.

17.50.050 Dimensional requirements.

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<i>Dimensional Requirements</i>	<i>Requirement¹</i>
<p><i>Minimum lot area:</i> <i>Outside of the Scappoose Creek Flood Plain</i></p> <p><i>Single-family detached</i></p> <p><i>Townhouse</i></p> <p><i>Duplex</i></p> <p><i>Triplex</i></p> <p><i>Quad-plex</i></p> <p><i>Other uses</i></p>	<p><i>Five thousand (5,000) square feet for a single-family detached dwelling unit when located outside of the Scappoose Creek Flood Plain</i></p> <p><i>Seven thousand square feet for the first two attached units and two thousand square feet for each additional unit</i></p> <p><i>Seven thousand square feet per duplex</i></p> <p><i>Seven thousand square feet for the first two attached units and two thousand square feet for each additional unit</i></p> <p><i>Seven thousand square feet for the first two attached units and two thousand square feet for each additional unit</i></p> <p><i>The minimum lot area for all other uses shall be five thousand square feet</i></p>
<p><i>Minimum lot width</i> <i>Single-family detached</i></p> <p><i>Townhouse</i></p>	<p><i>Fifty feet, except the minimum lot width at front property line on the arc of an approved full cul-de-sac shall not be less than thirty feet</i></p> <p><i>Flag lots shall provide a minimum of twenty-five feet of frontage along a public right-of-way</i></p> <p><i>Twenty-five feet per unit</i></p>
<i>Minimum setback</i>	
<i>Front Yard</i>	<i>Fifteen feet</i>
<i>Front of garages or carports</i>	<i>Twenty feet from the property line where access occurs</i>
<i>Side yard</i>	<i>Total a minimum of fifteen feet with one setback not less than ten feet, which shall be on the street side for corner lots</i>
<i>Rear yard</i>	<i>Twenty feet</i>

Maple Street Cottages Annexation, Zone Change, and Subdivision

<i>Dimensional Requirements</i>	<i>Requirement¹</i>
<i>Setbacks for accessory building behind a residence</i> <i>Side</i> <i>Rear</i>	<i>Five feet each</i> <i>Five feet</i>
<i>Maximum height</i> <i>Accessory Building</i>	<i>Thirty-five feet</i> <i>Twenty-two feet</i>
<i>Principal building per lot</i>	<i>One</i>
<i>Maximum building coverage</i>	<i>Forty percent of the lot area</i>

¹ *Additional requirements shall include any applicable section of this title.*

Finding: For the proposed cottage housing development, the dimensional standards of Section 17.50.050 do not apply, as the applicable dimensional requirements are in Chapter 17.58. If the site is not developed with cottage housing, then the areas north and south of the Maple Street extension provide sufficient area for multiple parcels in accordance with Section 17.50.050, subject to review by a separate subdivision or site development review application. Section 17.50.050 is satisfied.

Chapter 17.58 COTTAGE HOUSING DEVELOPMENT

17.58.020 Applicability.

Cottage Housing Developments are allowed in all residentially zoned districts, as either a permitted or conditional use. The procedures and criteria of 17.150 (Subdivisions) shall apply to Cottage Housing Subdivisions. If a Cottage Housing Development is proposed with multiple units on one lot, then the procedures and criteria of 17.120 (Site Development Review) shall apply. Where the regulations of this chapter are not specific, the standards of the relevant zoning district will prevail.

Finding: The site is in the R-4 zone, where Cottage Housing Developments are permitted uses. The applicant has proposed a Cottage Housing Subdivision and has requested approval of a subdivision as part of this application. Section 17.58.020 is satisfied.

17.58.030 Density.

For developments in the A-1 zoning district: The City shall allow density at the same level as that permitted in the A-1 zone.

For developments in the R-1, R-4, and MH zoning districts: The City shall allow up to 1.5 cottage units for each regular dwelling unit allowed under existing standards in the applicable zoning district to a maximum of 15 cottages per acre.

Finding: The site is in the R-4 zone and outside the Scappoose Creek floodplain, so the minimum lot size for a single-family residence would be 5,000 square feet. Based on the site size, up to 12 single-family residences would be allowed after deducting for the SE Maple Street right-of-way. Therefore, up to 18 cottage units would be allowed under this standard. The applicant is proposing 12 cottage units at a density of approximately 9 units per acre. Section 17.58.030 is satisfied.

*Maple Street Cottages Annexation, Zone Change, and Subdivision*17.58.040 Development Area.

Cottage Housing Developments (CHD) shall contain a minimum of 4 and a maximum of 12 cottages arranged in a cluster. A Cottage Housing Development may contain more than one cluster.

Finding: As illustrated on **Exhibit 5, Sheet P-6**, the applicant proposes two clusters. The cluster north of SE Maple Street would contain 4 cottages and the cluster south of SE Maple Street would contain 8 cottages. Section 17.58.040 is satisfied.

17.58.060 Lot Coverage and Floor Area.

1. *There is no maximum lot coverage for Cottage Housing Developments.*
2. *There is no minimum lot size for Cottage Housing Developments.*
3. *The maximum floor area per dwelling unit without a garage is 1,200 square feet. The maximum floor area is defined as the area included within the surrounding walls of a cottage building on all levels.*
4. *The maximum floor area per dwelling unit with an attached or detached garage is 1,500 square feet, including the garage.*

Finding: As illustrated on **Exhibit 6, Sheet 2**, the proposed cottages are two-story structures with a footprint of 968 square feet. Accordingly, lot coverage would range from 67% to 58%. **Exhibit 5, Sheet P-5** illustrates that lot sizes range from 1,664 to 2,630 square feet. As illustrated on **Exhibit 6, Sheet 2**, the cottages are proposed to have a floor area of 1,200 square feet, and none of the units is proposed to have a garage. Section 17.58.040 is satisfied.

17.58.070 Setbacks and Building Separation.

Because CHD's are a unique type of development, setbacks are measured differently than for a traditional development. The exterior boundary of the CHD development area is considered to be the edge of the development area for the purposes of calculating perimeter setbacks from surrounding properties. For buildings on lots within the CHD, the separation between other onsite buildings are measured, not the distances to interior property lines, unless setbacks from property lines are necessary to meet the Building Code (interior setbacks).

1. *Exterior Setbacks. All buildings within a CHD shall maintain front, rear and side yard setbacks as required by the underlying zone from the exterior boundary of the CHD.*
2. *Interior Building Separation. There shall be a minimum separation of six feet between the eaves of the cottages. On cottage sides with a main entrance, the minimum separation shall be 10 feet. Structures other than cottages shall meet minimum Building Code setback requirements.*

Finding: The site is in the R-4 zone and outside of the Scappoose Creek floodplain, so per Section 17.50.050, the required front setback is 15 feet, the required rear setback is 20 feet, and the required side setbacks need to total at least 15 feet, with one setback not less than 10 feet. As illustrated on **Exhibit 5, Sheet P-6**, both north and south of Maple Street, the site will provide the required front, rear, and side exterior setbacks. This sheet also indicates that the separation between units will be at least 8 feet. **Exhibit 6, Sheet 1** illustrates that

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the cottage entrances will be in the front and rear rather than the sides and shows eaves that overhang the foundation by approximately 1.2 feet, which would result in separation of approximately 5.6 feet. The recommended conditions of approval require the eaves to have no more than 1 foot of overhang to result in a minimum separation of 6 feet. Section 17.58.070 is satisfied.

17.58.080 Required Common Open Space. *Common open space is intended to be an amenity shared by all residents of the cottage housing development.*

1. *Provide a centrally located open space area for the cottage housing development and have cottages abutting at least two sides.*
2. *Contain a minimum of 400 square feet per cottage.*
3. *At least 50 percent of the cottages shall abut a common open space.*
4. *Each cottage shall be connected to the common open space by a pedestrian pathway.*
5. *Areas such as utility vaults, exterior setbacks and common parking areas and driveways are not counted in the common open space requirements.*
6. *Common open space may contain a drainage swale area, provided the area is useable open space.*
7. *Required common open space shall be provided at ground level in a contiguous commonly owned tract with an easement indicating that it benefits all lots in the CHD.*
8. *Common open space shall have a minimum average width of 20 feet.*
9. *The common open space areas shall be constructed and landscaped prior to filing a final plat or in the case of a site plan, construction and landscaping will be tied to final occupancy of the first cottage.*
10. *The common open space shall be recorded as a perpetual open space to benefit all residents of the Cottage Housing Development prior to filing a final plat or prior to obtaining a building permit.*

Finding: As illustrated on **Exhibit 5, Sheet P-6**, the area north of SE Maple Street will have 4 cottages and thus requires a minimum open space of 1,600 square feet. The applicant proposes 2,033 square feet of open space in Tract A with a minimum average width of at least 20 feet. All four cottages abut the open space and have pathways connecting from the cottage entrances to the open space. The applicant has not counted utility vaults, setbacks, or parking as part of the open space, and has not proposed drainage swales. Proposed amenities include a picnic table, grill, and bench. The recommended conditions of approval require an easement on the plat to ensure the open space benefits Lots 1-4 and language in the Covenants, Conditions and Restrictions indicating that the open space shall be maintained in perpetuity.

The area south of SE Maple Street will have 8 cottages and thus requires a minimum open space of 3,200 square feet. The applicant proposes 3,202 square feet of open space in Tract B with a minimum average width of at least 20 feet. Seven of the eight cottages abut the open space and all eight have pathways connecting from the cottage entrances to the open space. The applicant has not counted utility vaults, setbacks, or parking as part of the open space, and has not proposed drainage swales. Proposed amenities include a picnic table, grill, and gazebo. The recommended conditions of approval require an easement on the plat indicating that the open space benefits Lots 5-12 and language in the Covenants,

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Conditions and Restrictions indicating that the open space shall be maintained in perpetuity. Section 17.58.080 is satisfied.

17.58.090 Required Private Open Space. *Private open space adjacent to each cottage is intended for the exclusive use by the cottage resident.*

1. *Provide a total of 400 square feet of private open space that includes a minimum of 200 square feet of contiguous usable open space adjacent to each cottage with no dimension less than 10 feet. Front porches are not included in the private open space calculation.*
2. *No more than 50% of the private open space can be within an unenclosed covered patio.*

Finding: As illustrated on **Exhibit 5, Sheet P-6**, Lots 1-3 are illustrated to have 300-square foot rear open space and 100-square foot front or side open space, while Lots 4-12 are illustrated to have 260-square foot rear open space and 150-square foot front open space. In all cases, the areas over 200 square feet have no dimension less than 10 feet. Section 17.58.090 is satisfied.

17.58.100 Development Standards.

1. *At least 50 percent of the cottages shall be oriented around and have their main entrance facing the common open space.*
2. *Each cottage shall have a covered entry of at least 80 square feet with a minimum dimension of six feet on any side.*
3. *Pedestrian pathways must be included to provide for movement of residents and guests from parking areas to homes and other amenities. These pathways must be shown on the subdivision tentative plan or site plan and be part of the common areas/tracts.*
4. *Garages attached or detached cannot exceed 450 square feet of floor area and no more than 18 feet in height. Only one garage is allowed per cottage.*
5. *Accessory Dwelling units shall not be permitted in Cottage Housing Developments (CHD's).*
6. *Accessory Structures for common usage are allowed in the common open space areas and shall not exceed more than 25% of the required common open space area. Other accessory structures (except garages) are prohibited.*
7. *Cottages shall not exceed thirty five feet in height and accessory structures shall not exceed 18 feet in height.*

Finding: As illustrated on **Exhibit 5, Sheet P-6**, all cottages have front entries facing toward the common open space and 108-square-foot front porches with dimensions of 6 feet by 18 feet. Each cottage has a pathway from its entrance to parking areas and open space amenities. Neither garages nor accessory dwelling units are proposed. The proposed gazebo in Tract B is approximately 102 square feet, or 3% of the required common open space area. on **Exhibit 6, Sheet 1** indicates that the cottages would have a height of approximately 27 feet. While the height of the gazebo has not been indicated, given its small diameter it should be well under the 18-foot accessory structure height limit. Section 17.58.100 is satisfied.

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17.58.110 Parking Standards. *Parking for CHD's shall be located on the CHD property and identified on the tentative subdivision plan and/or site plan. Onsite parking shall meet the following standards:*

1. *Parking may be located within an enclosed garage, carport or unenclosed parking space.*
2. *Parking may be located in common tracts if intended to be shared by the entire CHD in groups of not more than 5 adjoining spaces separated by at least 4 feet of landscaping. An enclosed garage or carport intended to be shared by the entire CHD shall not exceed 1,200 sq ft in size.*
3. *Parking shall not be located in the exterior setback and must be screened from public streets and adjacent residential uses by a 10 foot landscape buffer containing landscaping and/or architectural screening.*
4. *Parking is allowed between or adjacent to structures only when it is located toward the rear of the cottage and is served by an alley or private driveway.*
5. *Off-street parking requirements shall be calculated based on the requirements in 17.106.030.*
6. *All parking shall provide a minimum of 24 feet for maneuvering and backing movements from garages, carports and/or parking areas.*

Finding: As illustrated on **Exhibit 5, Sheet P-6**, all parking is proposed to occur in outdoor parking lots in Tracts A and B, with no more than 5 adjoining parking spaces in any group, and all groups separated with landscaping. No parking spaces are proposed in exterior setbacks and **Sheet P-14** indicates that a 6-foot sight-obscuring fence will be provided around the site (except in the front yard). Section 17.106.030 requires 2 parking spaces for each dwelling unit and the site plan depicts 9 spaces for Lots 1-4 and 17 spaces for Lots 5-12. Twenty-four foot drive aisles are proposed, as required. Section 17.58.110 is satisfied.

17.58.120 Frontage Requirements. *Individual cottage lots created as part of a CHD subdivision are not required to have frontage on a public or private street. However, the Development parcel shall have the minimum frontage on a public or private street as required by the underlying zone.*

Finding: As illustrated on **Exhibit 5, Sheet P-5**, the site would have 174 feet of frontage on Maple Street, which complies with the 50-foot minimum for the R-4 zone. Only Lots 3, 4, 5, and 12 are proposed to have frontage on the street. Section 17.58.120 is satisfied.

17.58.130 Architectural Details. *Dwelling units shall contain architectural details.*

1. *Dwelling units must provide a minimum of five of the following architectural features:*
 - a. *Stonework detailing on columns or across foundation.*
 - b. *Brick or stonework covering more than ten percent of the facade.*
 - c. *Wood, cladded wood, or fiberglass windows on all four elevations of the building.*
 - e. *Decorative roofline elements including roof brackets or multiple dormers.*
 - f. *Decorative porch elements including scrolls, or brackets, or railings.*
 - g. *Decorative shingle designs.*
 - h. *Decorative paint schemes (three or more colors).*

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- i. *Other architectural detailing may be approved by the community development director if they are constructed with quality material, have a high level of craftsmanship and are consistent with the architectural style of the dwelling.*
2. *Approved siding materials.*
 - a. *Brick.*
 - b. *Basalt stone or basalt veneer.*
 - c. *Narrow horizontal wood or composite siding (five inches wide or less).*
 - d. *Board and baton siding.*
 - e. *Wood or cementitious horizontal siding*
 - f. *Cedar shakes and shingles*
3. *Other materials may be approved by the community development director if they are consistent with the quality of the approved siding materials and have historic precedence in Scappoose.*

Finding: As illustrated in **Exhibit 6** and discussed in the applicant's narrative (**Exhibit 3**), each cottage is proposed to have basalt stone veneer on the foundation, fiberglass windows, decorative porch railings, dormers, three or more paint colors, and wood clad porch posts. The applicant has proposed cementitious horizontal siding and shingles. Section 17.58.130 is satisfied.

17.58.140 Public Utilities. *All lots shall be served by individual services from a private or public distribution main. Any deviations from City standards need to be approved by the City Engineer. All individual service lines that cross property shall be placed in an easement. Fire access must be provided according to the requirements of the Uniform Fire Code.*

Finding: As illustrated in **Exhibit 5, Sheet P-12**, all lots are proposed to have individual water and sanitary sewer services, with further discussion provided in the responses to Chapter 17.154. **Sheet P-6** illustrates a proposed fire truck turnaround in Tract B. In accordance with Scappoose Municipal Code 15.04.010(A), compliance with the Fire Code will be further refined during review of construction drawings. Section 17.58.140 is satisfied.

17.58.150 Covenants, Conditions and Restrictions. *Subsequent to Site Development Review or final plat approval but prior to issuance of a building permit for any structure in a Cottage Housing Development, set of conditions, covenants and restrictions (CC&Rs) for the Cottage Housing Development shall be reviewed and, if approved by the City, recorded with Columbia County. The CC&Rs must create a homeowner's association that will provide for maintenance of all common areas in the Cottage Housing Development.*

Finding: The applicant provided a copy of preliminary Conditions, Covenants, and Restrictions (**Exhibit 13**). The recommended conditions of approval require the CC&Rs to specify that the open space shall be preserved in perpetuity; to specify that a homeowner's association will maintain the common areas, on-site storm drainage facilities, shared utilities, and trash facilities; to require City signature prior to recording; and to specify that the CC&R's may not be amended without the written consent of the City. Section 17.58.150 is satisfied.

Chapter 17.96 LOTS—EXCEPTIONS AND ADDITIONAL SETBACKS

17.96.030 Visual clearance requirements.

All development shall conform to the visual clearance area requirements of Scappoose Municipal Code Chapter 12.10.

Finding: The Preliminary Site Plan (**Exhibit 5, Sheet P-6**) illustrates visual clearance areas at the driveways. Section 17.96.030 is satisfied.

Chapter 17.100 LANDSCAPING, SCREENING AND FENCING

17.100.030 General Provisions

A. *Unless otherwise provided by the lease agreement, the owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of all landscaping which shall be maintained in good condition so as to present a healthy, neat and orderly appearance and shall be kept free from refuse and debris.*

B. *All plant growth in landscaped areas of developments shall be controlled by pruning, trimming or otherwise so that:*

1. *Public utilities can be maintained or repaired;*
2. *Pedestrian or vehicular access is unrestricted;*
3. *Visual clearance area provisions are met. (See Chapter 12.10, Visual Clearance Areas.)*

Finding: The applicant provided a copy of the preliminary Covenants, Conditions and Restrictions (**Exhibit 13**). To present a healthy, neat and orderly appearance and allow utility and pedestrian access and allow for visual clearance at the driveway, the recommended conditions of approval require the CC&Rs to specify that a homeowner's association will maintain the common areas. According to the narrative (Exhibit 3), individual homeowners will be responsible for maintenance within each lot. Section 17.100.030(A)-(B) is satisfied.

C. *Certificates of occupancy shall not be issued unless the landscaping requirements have been met or a bond has been posted with the city to insure the completion of landscaping requirements.*

Finding: While this section requires installation of landscape or posting of a bond, Section 17.58.080 requires that landscaping be installed for cottage housing developments and does not provide an option for a bond. The recommended conditions of approval require installation of landscaping prior to issuance of the final occupancy of the first structure in the development. Section 17.100.030(C) is not applicable to this application.

D. *Existing plant materials on a site shall be protected to prevent erosion. Existing plant materials may be used to meet landscaping requirements if no cutting or filling takes place within the dripline of the tree.*

Finding: As illustrated in **Exhibit 5, Sheet P-2**, the applicant proposes to remove all trees from the site, with the exception of trees that straddle property lines with neighboring

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parcels. The City will require effective erosion control measures as part of site permitting. Section 17.100.030(D) is satisfied.

17.100.090 Buffering and Screening Requirements

A. *Buffering and screening are required to reduce the impacts on adjacent uses which are of a different type. The owner of each proposed development is responsible for the installation and effective maintenance of buffering and screening. When different uses abut one another, buffering and screening are required. When different uses would be abutting one another except for separation by a right-of-way, buffering, but not screening, shall be required.*

Finding: The subject site abuts residential uses on all sides. The proposed development is also a residential use. Therefore, no screening or buffering is required by this section. Section 17.58.110 requires screening of the parking area from adjacent residences. Section 17.100.090 does not apply.

17.100.100 Screening—Special provisions

A. *If four or more off-street parking spaces are required under this title, off-street parking adjacent to a public street shall provide a minimum of four square feet of landscaping for each lineal foot of street frontage. Such landscaping shall consist of landscaped berms or shrubbery at least two feet in height, which shall be dispersed adjacent to the street as much as practical. Additionally, one tree which shall provide a canopy of at least three hundred square feet upon maturity shall be provided for each fifty lineal feet of street frontage or fraction thereof. Landscaped parking areas may include special design features which effectively screen the parking lot areas from view. These design features may include the use of landscaped berms, decorative walls, and raised planters. Landscape planters may be used to define or screen the appearance of off-street parking areas from the public right-of-way. Materials to be installed shall achieve a balance between low lying and vertical shrubbery and trees,*

Finding: The proposed parking areas are not located adjacent to a public street as they are separated from the right-of-way by cottages. Section 17.100.100(A) does not apply.

B. *Loading areas and outside storage shall be screened from public view from public streets and adjacent properties by means of sight obscuring landscaping, fences, walls or other means. The screen shall have a minimum height of six feet and the planning commission may require a taller screen depending on the location and height of the loading or storage area.*

Finding: No loading areas or outside storage are proposed as part of this application. Section 17.100.100(B) does not apply.

C. *Except for one-family and two-family dwellings, any refuse container or disposal area and service facilities such as gas meters and air conditioners which would otherwise be visible from a public street, customer or resident parking area, any public facility or any residential area, shall be screened from view by placement of a solid wood fence,*

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masonry wall or evergreen hedge between five and eight feet in height. All refuse materials shall be contained within the screened area.

Finding: As shown in **Exhibit 5, Sheet P-6**, south of Maple Street the refuse container area on Tract B will be fully enclosed with wood fencing six feet high to screen it from view. The recommended conditions of approval require the applicant to coordinate with staff to provide screening for waste receptacles north of Maple Street for Lots 1-4. Section 17.100.100(C) is satisfied.

17.100.110 Fences or Walls

A. *Fences, walls or combinations of earthen berms and fences or walls up to four feet in height may be constructed in required front yards. Rear and side yard fences, or berm/fence combinations behind the required front yard setback may be up to six feet in height without any additional permits. Any proposed fence or fence/berm combination higher than six feet shall require a building permit. Any fence or fence/berm combination greater than eight feet in height shall require planning commission approval in addition to a building permit.*

B. *The prescribed heights of required fences, walls or landscaping shall be measured from the lowest of the adjoining levels of finished grade.*

C. *Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls such as wood or brick, or otherwise acceptable by the planner. Corrugated metal is not considered to be acceptable fencing material. Fences and walls shall be in compliance with other city regulations.*

Finding: The applicant proposes six-foot wood fencing around the trash facility and the site perimeter, except in the exterior front setback. Section 17.100.110 is satisfied.

Chapter 17.104 STREET TREES17.104.020 Applicability.

A. *The provisions of this chapter shall apply to all development as defined in Scappoose Municipal Code Chapter 17.26, Definitions, except a building permit to add to or remodel an existing single-family residence.*

B. *All development shall be required to plant street trees. Street trees shall be defined as trees located on land lying between the property lines on either side of all streets, avenues or public rights-of-way within the city or within easements defined on a recorded plat as street tree easements.*

C. *All street trees required under this chapter shall be subject to the requirements of Scappoose Municipal Code Chapter 17.140 Public Land Tree Removal.*

Finding: The Preliminary Landscape Plan (**Exhibit 5, Sheet P-14**) indicates that Blireiana Plum Street Trees are proposed to be planted approximately 15 feet apart. The street trees will be planted in conjunction with future development of the roadways within the proposed subdivision. Section 17.104.020 is satisfied.

17.104.040 Standards for street trees.

A. *Street trees shall be selected from the approved street tree list on file with the Planning Department.*

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- B. At the time of planting, street trees shall not be less than ten feet high for deciduous trees and five feet high for evergreen trees.*
- C. Spacing and minimum planting areas for street trees shall be as follows:*
- 1. Street trees under twenty-five feet tall and less than sixteen feet wide at maturity shall be spaced no further than fifteen feet apart in planting areas containing no less than sixteen square feet of porous surface and not less than four feet wide;*
 - 2. Street trees under twenty-five feet tall and greater than sixteen feet wide at maturity shall be spaced no further than twenty feet apart in planting areas containing no less than sixteen square feet of porous surface and not less than four feet wide;*
 - 3. Street trees between twenty-five feet to forty feet tall and less than twenty-five feet wide at maturity shall be spaced no greater than twenty-five feet apart in planting areas containing no less than twenty-four square feet of porous surface and not less than six feet wide;*
 - 4. Street trees between twenty-five feet to forty feet tall and greater than twenty-five feet wide at maturity shall be spaced no greater than thirty feet apart in planting areas containing no less than twenty-four square feet of porous surface and not less than six feet wide;*
 - 5. Street trees greater than forty feet tall at maturity shall be spaced no greater than forty feet apart in planting areas containing not less than thirty-six square feet of porous surface and not less than eight feet wide.*
- D. Street trees located under or within ten feet of overhead utility lines shall be less than twenty-five feet tall at maturity.*
- E. Street trees shall be planted in accordance with the requirements of Scappoose Municipal Code Section 13.28.010(C).*

Finding: The Preliminary Landscape Plan (**Exhibit 5, Sheet P-14**) indicates that Blireiana Plum Street Trees, which are on the approved street tree list, are proposed to be planted approximately 15 feet apart, with a minimum caliper of 2 inches. The applicant has indicated the spacing for each tree, based on the species and mature height, in accordance with the above standards. The Conditions of Approval require the applicant to submit a final landscaping plan prior to the start of construction. Section 17.104.040 is satisfied.

*Chapter 17.106 OFF-STREET PARKING AND LOADING REQUIREMENTS**17.106.020 General Provisions*

- A. The dimensions for parking spaces are subject to the requirements in Section 17.106.050, and as follows:*
- 1. Nine feet wide and eighteen feet long for a standard space;*
 - 2. Eight and one-half feet wide and fifteen feet long for a compact space; and*
 - 3. In accordance with the applicable state and federal standards, at least twelve feet wide and eighteen feet long for designated handicapped parking spaces.*

Finding: As shown on **Exhibit 5, Sheet P-6**, all off-street parking spaces will be 9 feet wide by 18 feet long, with the exception of one compact space proposed at 9 feet wide by 15 feet long. Accessible parking spaces are located within each parking lot. Section 17.106.020(A) is satisfied.

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H. Location of Required Parking. Vehicle parking is allowed only on improved parking shoulders that meet City standards for public streets, within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this code.

1. Off-street parking spaces for single-family, duplex dwellings and single-family attached dwellings shall be located on the same lot with the dwelling.

2. Off-street parking spaces for uses other than single-family or duplex residential shall be located not further than four hundred feet from the building or use they are required to serve, measured in a straight line.

Finding: As described in the narrative (**Exhibit 3**), the applicant is proposing to locate the required parking within several tracts that will be commonly maintained by a homeowner's association. **Exhibit 5, Sheet P-6** indicates that Tract 'A' will include a parking lot with 8 standard and 1 ADA parking stalls, while Tract 'B' will contain a parking lot with 15 standard, 1 compact, and 1 ADA parking stall. All parking areas are located within 400 feet of the proposed residential buildings. Section 17.106.020(H) is satisfied.

I. Where several uses occupy a single structure or parcel of land or a combination of uses are included in one business, the total off-street parking spaces and loading area is the sum of the requirements of the several uses, computed separately.

Finding: The proposed development will be in one use, cottage housing. The proposed parking satisfies the required number of spaces in 17.106.030. Section 17.106.020(I) is satisfied.

M. Parking lots shall be landscaped in accordance with the requirements in Section 17.100.100.

Finding: As shown on the landscape plan **Exhibit 5, Sheet P-14**, the proposed parking lots are landscaped to the standards outlined in Section 17.100.100. Section 17.106.020(M) is satisfied.

N. All parking areas which contain over five required spaces shall be provided with one handicapped parking space. All parking provisions required by the ADA shall be met.

Finding: As shown on **Exhibit 5, Sheet P-6**, the applicant proposes one accessible parking space per parking lot. Section 17.106.020(N) is satisfied.

O. All parking spaces designated for compact vehicles shall be labeled by painting the words "COMPACT ONLY" on the parking space.

Finding: As shown on **Exhibit 5, Sheet P-6**, one compact parking space is proposed. The recommended conditions of approval require this space to be labeled on site. Section 17.106.020(O) is satisfied.

P. Bicycle Parking

3. Exemptions

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This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The planning commission may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.

Finding: The proposed development is for cottage housing consisting of 12 single-family residences. No bicycle parking is required. Section 17.106.020(P) is satisfied.

Q. Any lights provided to illuminate any public or private parking area or vehicle sales area shall be so arranged as to reflect the light away from any abutting or adjacent residential district.

Finding: As shown on **Exhibit 5, Sheet P-6**, the lighting proposed in vehicle areas will utilize 90-degree cutoff lamps. Section 17.106.020(Q) is satisfied.

X. Off street parking of any vehicle or recreational vehicle, watercraft, or parts designed to be affixed thereto, which obstructs the visual clearance area or creates a potential safety hazard shall not be allowed in required yard.

Finding: The narrative (**Exhibit 3**) indicates that the applicant is not proposing to establish parking areas for recreational vehicle or watercraft with this application. Section 17.106.020(X) is satisfied.

Y. Parking and loading areas shall be designed to minimize disturbances of adjacent residents by erection between the uses of a sight-obscuring fence of not less than four feet in height, provided that the provisions for visual clearance areas are met. Parking spaces within a parking lot shall be designed and constructed so that no portion of a parked vehicle, including an opened door, will extend beyond the property line.

Finding: **Exhibit 5, Sheet P-14** indicates that a 6-foot sight-obscuring wood fence will be provided around the site (except in the front yard). Section 17.106.020(Y) is satisfied.

17.106.030 Minimum Off-Street Parking Requirements

A. Residential Uses

1. Single-family residence or duplex: 2 spaces for each dwelling unit

Finding: The proposed development is for a 12-unit cottage housing development, with 2 parking spaces required per unit. The site plan depicts 9 spaces for Lots 1-4 and 17 spaces for Lots 5-12. Section 17.106.030(A) is satisfied.

17.106.040 Modification to Parking Requirements

Up to twenty-five percent of the required parking spaces may be compact spaces.

Finding: The applicant proposes one compact parking space, which equals 4% of the required spaces. Section 17.106.040 is satisfied.

17.106.050 Parking Dimension Standards

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A. Each parking space shall be accessible from a street or other right-of-way.

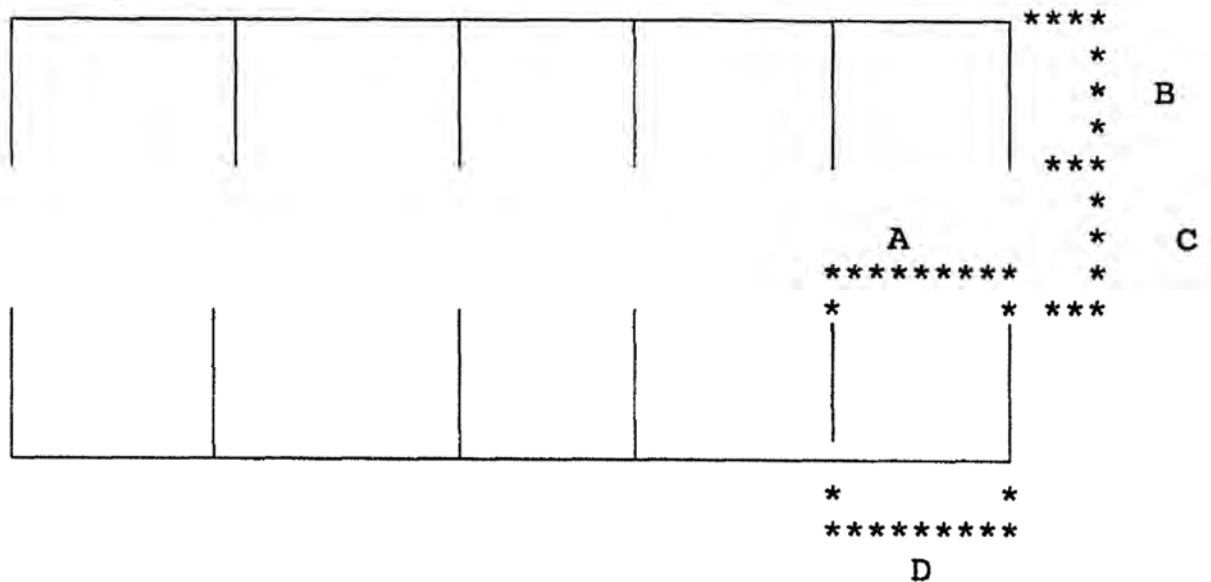
Finding: As shown on **Exhibit 5, Sheet P-6**, the proposed parking areas are accessible from driveways onto SE Maple Street. A 24-foot-wide drive aisle connects each parking space to SE Maple Street. Section 17.106.050(A) is satisfied.

B. Minimum standards for a standard parking stall's length and width, aisle width, and maneuvering space shall be determined from the following table. Dimensions for designated compact spaces are noted in parentheses:

Overall				
Angle from curb	Stall Width "A"	Channel Depth "B"	Aisle Width* "C"	Curb Length per stall "D"
Parallel	9' 0" (8' 6")	9' 0" (8' 6")	12' 0" (12' 0")	23' 0" (20' 0")
30°	9' 0" (8' 6")	16' 10" (14' 10")	12' 0" (12' 0")	18' 0" (17' 0")
45°	9' 0" (8' 6")	19' 1" (16' 7")	14' 0" (14' 0")	12' 9" (12' 0")
60°	9' 0" (8' 6")	20' 1" (17' 3")	18' 0" (18' 0")	10' 5" (10' 3")
90°	9' 0" (8' 6")	18' 0" (15' 0")	24' 0" (24' 0")	9' 0" (8' 6")

* Aisles accommodating two direction traffic, or allowing access from both ends shall be 24 feet in width.

1. Sample Illustration:



2. The width of each parking space includes a four inch wide stripe which separates each space.

Finding: As shown on **Exhibit 5, Sheet P-6**, each proposed parking space is angled at 90 degrees and is 9 feet wide and 18 feet deep, with the exception of one compact space which

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is 9 feet wide and 15 feet deep. Parking spaces are separated by a 4-inch-wide white parking stripe. Section 17.106.050(B) is satisfied.

C. Excluding single-family and duplex residences, groups of more than two parking spaces shall be served by a service drive so that no backing movements or other maneuvering within a street or other public right-of-way would be required. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site.

Finding: As shown on **Exhibit 5, Sheet P-6**, all parking spaces can be accessed via a 24-foot-wide drive aisle that will allow vehicle maneuvering to take place off of a public street or other public right-of-way. Section 17.106.050(C) is satisfied.

D. Each parking or loading space shall be accessible from a street and the access shall be of a width and location as described in the public works design standards.

Finding: As shown on **Exhibit 5, Sheet P-6**, all parking spaces can be accessed via a 24-foot-wide drive aisle. Section 17.106.050(D) is satisfied.

E. Except for single-family and two-family residences, any area intended to be used to meet the off-street parking requirements as contained in this chapter shall have all parking spaces clearly marked using a permanent paint. All interior drives and access aisles shall be clearly marked and signed to show direction of flow and maintain vehicular and pedestrian safety.

Finding: As shown on **Exhibit 5, Sheet P-6** and discussed in the narrative, all parking spaces will be marked by a 4"-wide white parking stripe. Section 17.106.050(E) is satisfied.

F. All areas used for the parking or maneuvering of any vehicle, boat, or trailer shall be improved with asphalt or concrete surfaces except for surplus parking or vehicular storage parking areas which may be gravel if gravel will not create adverse conditions affecting safe ingress and egress when combined with other uses of the property and all areas within public right-of-way shall be paved.

Finding: All parking, vehicle, and pedestrian areas will be hard-surface paved. Section 17.106.050(F) is satisfied.

G. Access Drives.

1. Access drives from the street to off-street parking or loading areas shall be designed and constructed to facilitate the flow of traffic and provide maximum safety for pedestrian and vehicular traffic on the site.

2. The number and size of access drives shall be in accordance with the requirements of public works design standards.

3. Access drives shall be clearly and permanently marked and defined through use of rails, fences, walls or other barriers or markers on frontage not occupied by service drives.

4. Access drives shall maintain visual clearance areas as provided in Chapter 12.10.

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Finding: Exhibit 5, Sheet P-6 indicates that consolidated access drives will serve the proposed cottage units on the south and north side of SE Maple Street. The proposed 24-ft. wide access drives will be clearly delineated by the proposed curbs and will provide access to the proposed parking lots. The plan demonstrates that separate pedestrian access will be provided with internal walkways that lead from the parking lot to the sidewalks along SE Maple Street. Section 17.106.050(G) is satisfied.

H. Parking spaces along the boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop at least four inches high located three feet back from the front of the parking stall. The front three feet of the parking stall may be concrete, asphalt or low lying landscape material that does not exceed the height of the wheel stop. This area cannot be calculated to meet landscaping or sidewalk requirements.

Finding: As shown on **Exhibit 5, Sheet P-6**, all parking spaces will utilize curb stops to prevent vehicles from harming landscaping areas or infringing on pedestrian paths. Section 17.106.050(H) is satisfied.

I. Except for single-family and two-family residences, off-street parking and loading facilities shall be drained to avoid flow of water across public sidewalks in accordance with specifications approved by the public works director to ensure that ponding does not occur.

Finding: As shown on **Exhibit 5, Sheets P-7 and P-10**, stormwater will flow into catch basins in the parking areas before discharging to drywells. Section 17.106.050(I) is satisfied.

J. Artificial lighting on all off-street parking facilities shall be designed to deflect all light away from surrounding residences and so as not to create a hazard to the public use road or street and shall not exceed intensities for adjacent streets as included in public works design standards.

Finding: As shown on **Exhibit 5, Sheet P-6**, the lighting proposed in vehicle areas will utilize 90-degree cutoff lamps. Section 17.106.050(J) is satisfied.

CHAPTER 17.150 - LAND DIVISION: SUBDIVISION17.150.020. General Provisions.

[...]

C. When subdividing tracts into large lots, the planning commission shall require that the lots be of such size and shape as to facilitate future re-division in accordance with the requirements of the zoning district and this title.

Finding: The applicant is not proposing any lots that are of such size and shape as to allow for future re-division. Section 17.150.020(C) is satisfied.

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D. Where landfill and/or development is allowed within and adjacent to the one hundred-year floodplain, the city may require the dedication of sufficient open land area for a greenway adjoining and within the floodplain. This area shall include portions at a suitable elevation for the construction of a pedestrian/bicycle pathway within the floodplain.

Finding: According to Flood Insurance Rate Map (FIRM) 41009C0463D, dated 11/26/10, the property is located outside the Special Flood Hazard Area. The southeastern corner of the site (totaling approximately 25 square feet) is located in the Scappoose Drainage District and is protected from the one percent annual chance (100-year) flood by a dike. Section 17.150.020(D) is not applicable.

E. All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical and water systems located to minimize flood damage and constructed according to public works design standards and specifications.

Finding: Proposed public utilities are shown in **Exhibit 5**. This exhibit illustrates the extent of all proposed new water, sanitary, and storm sewer utilities on site. The applicant will be required to construct all utilities to the City's Public Works Design Standards and Specifications. Section 17.150.020(E) is satisfied.

F. All subdivision proposals shall have adequate drainage provided to reduce exposure to flood damage.

Finding: Exhibit 5, Sheet P-7 shows the applicant's proposed preliminary grading plan and **Exhibit 5, Sheet P-10** shows the proposed stormwater facilities on site. A preliminary drainage (stormwater) report is included as **Exhibit 9**. As there is no public stormwater system adjacent to the site, the applicant proposes to collect stormwater from SE Maple Street and from within the site via catch basins and convey it to a series of drywells, similar to nearby streets. The applicant proposes 3 private drywells north of SE Maple Street, 6 private drywells south of SE Maple Street, and 5 public drywells in SE Maple Street. The appendices to the stormwater report include infiltration test results per the Public Works Design Standards. A final stormwater report will be required prior to approval of subdivision construction plans. Section 17.150.020(F) is satisfied.

H. All subdivision proposals shall include neighborhood circulation plans that conceptualize future street plans and lot patterns to parcels within five hundred feet of the subject site. Circulation plans address future vehicular/bicycle/pedestrian transportation systems including bike lanes, sidewalks, bicycle/pedestrian paths, and destination points and must meet the criteria in 17.120(Q). A circulation plan is conceptual in that its adoption does not establish a precise alignment.

Finding: As illustrated in **Exhibit 5, Sheet P-4**, the developer has provided a conceptual plan for a future public roadway network extending SE Maple Street eastward, with connections to E. Columbia Avenue and SE Elm Street. Construction of this roadway system is dependent upon annexation and development of parcels to the east. This alignment roughly corresponds to the proposed local street connection identified in Figure 15 (Conceptual Local Street Connections) in the City's 2016 TSP. The precise location and

Maple Street Cottages Annexation, Zone Change, and Subdivision

design of the streets will be determined once future development proposals are evaluated, but the conceptual plan demonstrates that the annexation area and properties to the east can be efficiently served with transportation to provide smooth connections between land uses. Section 17.150.020(H) is satisfied.

17.150.060 Approval standards--Tentative plan. A. *The planning commission may approve, approve with conditions or deny a tentative plan based on the following approval criteria:*

1. *The proposed tentative plan complies with the city's comprehensive plan, the applicable chapters of this title, the public works design standards, and other applicable ordinances and regulations;*
2. *The proposed plat name is not duplicative or otherwise satisfies the provisions of ORS Chapter 92[.090(1)];*
3. *The streets and roads are laid out so as to conform to the plats of subdivisions and maps of major partitions already approved for adjoining property as to width, general direction and in all other respects, including conformance with submitted neighborhood circulation plans, unless the city determines it is in the public interest to modify the street or road pattern; and*
4. *An explanation has been provided for all public improvements.*

Finding: The proposed Tentative Plan complies with the City's Comprehensive Plan and Development Code as detailed within the Findings of Fact. Review by the City Engineer and all referral agencies ensures compliance with the City's Public Works Design Standards and Standard Specifications and all other applicable regulations regarding street, sewer, water and all other public improvement configurations and construction materials, as well as private utilities. Appropriate Conditions of Approval detailing required improvements, and in particular development of a street system and storm drainage system satisfying the policies outlined within the Comprehensive Plan, Development Code, and Public Works Design Standards and Specifications, are included. Section 17.150.060(A,1) is satisfied.

The applicant must confirm with the County Surveyor's office that the subdivision name, once chosen, is not duplicative. Section 17.150.060(A,2) is satisfied.

The neighborhood circulation plan submitted by the applicant is attached as **Exhibit 5, Sheet P-4**. The plan demonstrates that the site can be developed in a logical pattern that takes into account existing and future development on neighboring properties.

In addition to new local public streets (and the associated sidewalks, street lighting, and street trees), the applicant is also proposing to install 8-inch water, 8-inch sanitary sewer, and storm drainage systems (**see Exhibit 5**). Section 17.150.060(A, 3-4) is satisfied.

Chapter 17.154 STREET AND UTILITY IMPROVEMENT STANDARDS

17.154.030 Streets. A. *No development shall occur unless the development has frontage or approved access to a public street:*

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1. Streets within a development and streets adjacent to a development shall be improved in accordance with this title and the public works design standards and specifications.

2. Any new street or additional street width planned as a portion of an approved street plan shall be dedicated and improved in accordance with this title and the public works design standards and specifications.

[...]

Finding: The proposed public street system illustrated on the submitted drawings will be dedicated and improved in accordance with the Public Works Design Standards and Specifications. Section 17.154.030(A) is satisfied.

B. Rights-of-way shall be created through the approval of a final subdivision plat or major partition; however, the council may approve the creation of a street by acceptance of a deed, provided that such street is deemed essential by the council for the purpose of general traffic circulation:

[...]

D. The location, width and grade of all streets shall conform to an approved street plan and shall be considered in their relation to existing and planned streets, to topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such streets:

1. Street grades shall be approved by the public works director in accordance with the city's public works design standards; and

2. Where the location of a street is not shown in an approved street plan, the arrangement of streets in a development shall either:

a. Provide for the continuation or appropriate projection of existing streets in the surrounding areas, or

b. Conform to a plan adopted by the council, if it is impractical to conform to existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety.

3. New streets shall be laid out to provide reasonably direct and convenient routes for walking and cycling within neighborhoods and accessing adjacent development.

E. The street right-of-way and roadway widths shall not be less than the minimum widths described in the city's public works design standards.

Finding: The proposed public rights-of-way will be dedicated by the approval of the Final Subdivision Plat. At this location, SE Maple Street is designated as a local street in the City's TSP. Although the standard right-of-way width is 54 feet, to be consistent with the existing street width to the west, the applicant proposes to dedicate a 60-foot right-of-way width. The proposed streets will conform to all of the applicable City of Scappoose standards and specifications. Section 17.154.030(B) is satisfied.

The proposed public streets will be designed to provide adequate street widths and grades to comply with the City's Public Works Design Standards. Section 17.154.030(D) is satisfied.

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The City's Public Works Design Standards requires public rights-of-way and paved roadways with curbs and sidewalks. The submitted drawings demonstrate a 60-foot right-of-way. The applicant's preliminary plans (**Exhibit 5, Sheets P-6 and P-7**) depict a 36-foot paved width, 5-foot planter (excluding curb) with street trees, and 6-foot sidewalks. The Conditions of Approval require paving, curb, gutter, sidewalks, street lights and street trees. An eight (8) foot public utility easement (PUE) will be required along all rights-of-way for public utilities. Section 17.154.030(E) is satisfied.

F. Where necessary to give access or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary lines of the tract to be developed. A reserve strip across the end of a dedicated street shall be deeded to the city; and a barricade shall be constructed at the end of the street by the property owners which shall not be removed until authorized by the public works director, the cost of which shall be included in the street construction cost.

Finding: The preliminary plans in **Exhibit 5** indicate that the applicant is proposing to extend SE Maple Street to the eastern boundary of the site. The Conditions of Approval require that the applicant install a barricade at the end of the stubbed street. Section 17.154.030(F) is satisfied.

G. No street name shall be used which will duplicate or be confused with the names of existing streets within the city's urban growth boundary, except for extensions of existing streets. Street names and numbers are subject to review and approval the Scappoose rural fire district.

Finding: No new streets are proposed. The applicant is proposing to extend SE Maple Street. Section 17.154.030(G) is satisfied.

H. Concrete vertical curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in accordance with standards specified in this chapter and the city's public works design standards. Concrete curbs and driveway approaches are required and shall be built to the city's configuration standards.

Finding: The Conditions of Approval require all streets to be constructed to the standards detailed within the City's Public Works Design Standards and Standard Specifications. Section 17.154.030(H) is satisfied.

[...]

O. The developer shall install all street signs, relative to traffic control and street names, as specified by the public works director for any development. The cost of signs shall be the responsibility of the developer.

P. Joint mailbox facilities shall be provided in all residential developments, with each joint mailbox serving at least two dwelling units.

I. Joint mailbox structures shall be placed adjacent to roadway curbs and shall comply with provisions of the Americans with Disabilities Act and implementing federal and state regulations;

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2. *Proposed locations of joint mailboxes shall be designated on a copy of the tentative plan, and shall be approved by the U.S. Post Office prior to plan approval; and*
3. *Plans for the joint mailbox structures to be used shall be submitted for approval by the planner prior to final approval.*

[...]

R. Street lights shall be installed in accordance with the city's public works design standards.

Finding: The developer will incur the costs of all traffic control devices and street signs within the subdivision.

The Conditions of Approval require that plans for the joint mailbox structure(s) be approved by the U.S. Post Office and City planner prior to final plat approval.

Street lights will be required to be installed in accordance with the City's Public Works Design Standards and in coordination with the Columbia River PUD. Section 17.154.030(O), (P, 1-3), and R are satisfied by the Conditions of Approval.

S. A Transportation Impact Study (TIS) must be submitted with a land use application if the conditions in (1) or (2) apply in order to determine whether conditions are needed to protect and minimize impacts to transportation facilities, consistent with Section 660-012-0045(2)(b) and (e) of the State Transportation Planning Rule.

[...]

2. *Applicability – TIS report. A TIS report shall be required to be submitted with a land use application if the proposal is expected to involve one or more of the following:*

a. The proposed development would generate more than 10 peak hour trips or more than 100 daily trips.

b. The proposal is immediately adjacent to an intersection that is functioning at a poor level of service, as determined by the city engineer.

c. A new direct approach to US 30 is proposed.

d. A proposed development or land use action that the road authority states may contribute to operational or safety concerns on its facility(ies).

3. *Consistent with the city's Traffic Impact Study (TIS) Guidelines, the city engineer will determine the project study area, intersections for analysis, scenarios to be evaluated and any other pertinent information concerning the study and what must be addressed in either a TIS letter or a TIS report.*

4. *Approval Criteria. When a TIS Letter or Report is required, a proposal is subject to the following criteria:*

a. The TIS addresses the applicable elements identified by the city engineer, consistent with the Traffic Impact Study Guidelines;

b. The TIS demonstrates that adequate transportation facilities exist to serve the proposed development or, in the case of a TIS report, identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the city engineer and, when state highway facilities are affected, to ODOT;

c. For affected non-highway facilities, the TIS report establishes that mobility standards adopted by the city have been met; and

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d. Proposed public improvements are designed and will be constructed consistent with Public Works Design Standards and access standards in the Transportation System Plan.

5. Conditions of Approval.

a. The city may deny, approve, or approve a proposal with conditions necessary to meet operational and safety standards; provide the necessary right-of-way for improvements; and to require construction of improvements to ensure consistency with the future planned transportation system.

b. Construction of off-site improvements may be required to mitigate impacts resulting from development that relate to capacity deficiencies and public safety; and/or to upgrade or construct public facilities to city standards.

c. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.

Finding: The applicant has submitted a Traffic Analysis Report (**Exhibit 11**) and supplemental memo (**Exhibit 12**) to analyze traffic impacts. The 12 new cottages in the proposed subdivision would generate approximately 113 average daily trips, including 12 PM Peak Hour trips and 9 AM Peak Hour trips, using Institute of Transportation Engineers standard trip generation ratios for single-family detached residences.

The Traffic Analysis Report analyzed the effect that these additional trips would have on the local street network. The study focused on five nearby intersections: SE Maple Street/SE 3rd Street, SE Maple Street/SE 4th Street, SE Maple Street/Highway 30, SE Elm Street/SE 6th Elm Street, and E. Columbia Avenue/SE 4th Street/NE West Lane Road. The SE Maple Street /Highway 30 intersection is under Oregon Department of Transportation jurisdiction while the remaining intersections are under City jurisdiction.

The traffic analysis examined the effect of the proposed subdivision and other approved and pending developments and concluded that all of the study intersections will operate at a LOS (level of service) of 'E' or better through the year 2021 buildout period. All intersections meet or exceeds the City of Scappoose's level of service standards with the exception of the E. Columbia Avenue/SE 4th Street/NE West Lane Road intersection (the 2016 Transportation System Plan (TSP) specifies that all-way stop-controlled intersections have a target of LOS 'D' or better). However, the E. Columbia Avenue/SE 4th Street/NE West Lane Road intersection would have the same Level of Service 'E' in 2021 with or without the proposed development. The SE Maple Street/Highway 30 intersection would have a year 2021 volume-to-capacity (v/c) ratio of 0.63 with or without the development, which meets ODOT's mobility standards.

The traffic analysis indicates that the E. Columbia Avenue/SE 4th Street/NE West Lane Road intersection meets signal warrants in the year 2021, even without the proposed development. The TSP identifies project #I4 for this intersection, consisting of a traffic signal or roundabout, with an estimated cost of \$500,000 in 2015 dollars. However, the project is labeled as 'aspirational,' which means that it "likely would not have city or state funding by 2035." Staff has not proposed any conditions of approval requiring mitigation

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since the intersection improvements would not be proportional to the impact from the proposed development.

The traffic analyses also addressed Transportation Planning Rule requirements for the zone change, which are detailed in the response to Section 17.22.050. Section 17.154.030(S) is satisfied.

17.154.040 Blocks. A. The length, width, and shape of blocks shall be designed with regard to providing adequate building sites for the use contemplated, consideration of needs for safe and convenient pedestrian and vehicular access and circulation and recognition of limitations and opportunities of topography.

B. Except for arterial streets, no block face shall be more than five hundred and thirty (530) feet in length between street corner lines and no block perimeter formed by the intersection of pedestrian accessways and local, collector and arterial streets shall be more than one thousand five hundred feet in length. If the maximum block size is exceeded, mid-block pedestrian and bicycle access ways should be provided at spacing no more than 330 feet, unless one or all of the conditions in Subsection C can be met. Minimum access spacing along an arterial street must meet the standards in the city's adopted Transportation System Plan. A block shall have sufficient width to provide for two tiers of building sites. Reverse frontage on arterial streets may be required by the planning commission.

Finding: The proposed street extension and subdivision expands an existing block in the easterly direction, and the proposed preliminary plat and site plan demonstrates that the layout can accommodate cottage housing. The street extension would accommodate a future street layout on neighboring properties similar to that shown in **Exhibit 5, Sheet P-4**; this layout would result in block lengths within the City's 530-foot limitation. There are no lots fronting an arterial. Sections 17.154.040(A-B) are satisfied.

17.154.050 Easements. A. Easements for sewers, drainage, water mains, electric lines or other public utilities shall be either dedicated or provided for in the deed restrictions, and where a subdivision is traversed by a watercourse, drainage way, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance.

B. A property owner proposing a development 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.

17.154.070 Sidewalks. A. Sidewalks are required and shall be constructed, replaced or repaired in accordance with the city's public works design standards.

[...]

Finding: The applicant is required by the Conditions of Approval to illustrate all existing and proposed easements on the Final Plat and to provide an 8-foot public utility easement adjacent to all rights-of-way. No known existing watercourses or drainage ways traverse the proposed development.

Maple Street Cottages Annexation, Zone Change, and Subdivision

The applicant is required by the Conditions of Approval to construct sidewalks in accordance with the Public Works Design standards. Sections 17.154.050 and 17.154.070 are satisfied.

17.154.090 Sanitary sewers. *A. Sanitary sewers shall be installed to serve each new development and to connect developments to existing mains in accordance with the provisions set forth by the city's public works design standards and the adopted policies of the comprehensive plan.*

B. The public works director shall approve all sanitary sewer plans and proposed systems prior to issuance of development permits involving sewer service.

C. Proposed sewer systems shall include consideration of additional development within the area as projected by the comprehensive plan and the wastewater treatment facility plan and potential flow upstream in the sewer sub-basin.

D. Applications shall be denied by the approval authority where a deficiency exists in the existing sewer system or portion thereof which cannot be rectified within the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of the sewage treatment system.

Finding: The applicant proposes to connect to the existing public sewer in SE Maple Street (**Exhibit 5, Sheets P-12 and P-13**). The new sewer line would be installed at the developer's expense. The applicant will be required by the Conditions of Approval to stub a sewer connection to the eastern property boundary since the abutting property is not yet annexed and is not currently connected to the sewer system. Section 17.154.090 is satisfied.

17.154.100 Storm drainage. *A. The planner and public works director shall issue permits only where adequate provisions for stormwater and floodwater runoff have been made, and:*

1. The stormwater drainage system shall be separate and independent of any sanitary sewerage system.

2. Where possible, inlets shall be provided so surface water is not carried across any intersection or allowed to flood any street.

3. Surface water drainage patterns shall be shown on every development proposal plan.

4. All stormwater analysis and calculations shall be submitted with proposed plans for public works directors review and approval.

5. All stormwater construction materials shall be subject to approval of the public works director.

B. Where a subdivision is traversed by a watercourse, drainageway, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance.

C. A culvert or other drainage facility shall, and in each case be, large enough to accommodate potential runoff from its entire upstream drainage area, whether inside or outside the development. The public works director shall determine the necessary size of the facility.

D. Where it is anticipated by the public works director that the additional runoff resulting from the development will overload an existing drainage facility, the planner and engineer

Maple Street Cottages Annexation, Zone Change, and Subdivision

shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development.

Finding: As depicted in **Exhibit 5, Sheets P-10 and P-11** and discussed in the Preliminary Stormwater Report (**Exhibit 9**) the storm system will be independent of the sanitary sewer system. The proposed system design demonstrates that stormwater runoff from impervious surfaces will be collected, treated, and discharged into the public system without impacting street intersections. The submitted report includes required calculations and the plans include details demonstrating that construction materials meet Public Works Design standards.

As there is no public stormwater system adjacent to the site, the applicant proposes to collect stormwater from SE Maple Street and from within the site via catch basins and convey it to a series of drywells, similar to nearby streets. The applicant proposes 3 private drywells north of SE Maple Street, 6 private drywells south of SE Maple Street, and 5 public drywells in SE Maple Street. The appendices to the stormwater report include infiltration test results per the Public Works Design Standards. A final stormwater report will be required prior to approval of subdivision construction plans. Section 17.154.100(A-D) is satisfied.

17.154.105 Water system. The planner and public works director shall issue permits only where provisions for municipal water system extensions have been made, and:

- A. Any water system extension shall be designed in compliance with the comprehensive plan existing water system plans.*
- B. Extensions shall be made in such a manner as to provide for adequate flow and gridding of the system.*
- C. The public works director shall approve all water system construction materials.*

Finding: All proposed building lots within the subdivision will be served by water lines which must be designed in accordance with the Public Works Design Standards. The applicant proposes installing an 8-inch water main that connects to the exiting line in SE Maple Street. The Conditions of Approval require that the applicant demonstrate sufficient domestic and fire flow pressure for all lots. The City Engineer will review and approve all proposed plans. Section 17.154.105 is satisfied.

17.154.107 Erosion controls. A. Any time the natural soils are disturbed and the potential for erosion exists, measures shall be taken to prevent the movement of any soils off site. The public works director shall determine if the potential for erosion exists and appropriate control measures.

B. The city shall use the city's public works design standards as the guidelines for erosion control.

Finding: The applicant will be required to conduct erosion control measures in accordance with the City's Public Works Design Standards. Erosion control Best Management Practices, such as construction entrances, siltation fences, and other appropriate measures as determined by the City and applicant during final engineering will be implemented in

Maple Street Cottages Annexation, Zone Change, and Subdivision

accordance with City standards. The Conditions of Approval require review by the City Engineer of all proposed plans. Section 17.154.107 is satisfied.

17.154.120 Utilities. A. All utility lines including, but not limited to those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at fifty thousand volts or above [...]

B. The applicant for a subdivision shall show on the development plan or in the explanatory information, easements for all underground utility facilities [...]

Finding: All new utility lines shall be placed underground. All private utilities will be underground in an 8-foot Public Utility Easement (PUE) behind the right-of-way line, as required by the Conditions of Approval. Additional easements may be required for transformers upon coordination of final design with the Columbia River PUD.

The Conditions of Approval require review by the City Engineer of all proposed plans. Section 17.154.120 is satisfied.

Chapter 17.164 PROCEDURES FOR DECISION MAKING—LIMITED LAND USE DECISIONS

17.164.110 Approval authority responsibilities. [...]

B. The planning commission shall have the authority to approve, deny or approve with conditions the following applications:

1. Subdivisions pursuant to Chapter 17.150;

[...]

C. The decision shall be based on the approval criteria set forth in Section 17.164.150.

[...]

17.164.150 Decision process. A. The decision shall be based on proof by the applicant that the application fully complies with:

1. The city comprehensive plan; and

2. The relevant approval standards found in the applicable chapter(s) of this title and other applicable implementing ordinances.

Finding: The applicant has submitted a Tentative Subdivision application on forms provided by the City of Scappoose, has paid the applicable land use fees, and the Planning Commission is, by the very nature of the limited land use decision deliberation, following the correct procedures. Based on the submitted materials and the staff report, and as conditioned within this report, the proposed Tentative Plan complies with the City's Comprehensive Plan and with the requirements of Title 17 of the Scappoose Municipal Code. Sections 17.164.110(B) and (C) and 17.164.150(1) and (2) are satisfied. Due to the consolidated application submittal, the Planning Commission will make a recommendation to City Council on the cottage housing subdivision.

RECOMMENDATION

Maple Street Cottages Annexation, Zone Change, and Subdivision

Based on the Findings of Fact and the material submitted by the applicant, staff recommends that the Planning Commission recommend **APPROVAL** of application ANX1-19/ZC1-19/SB1-19 by the City Council subject to the following Conditions of Approval:

CONDITIONS OF APPROVAL**PUBLIC UTILITIES/INFRASTRUCTURE**

1. All streets, utilities, and other public infrastructure improvements require a Right-of-Way (ROW) permit and shall be designed and constructed in accordance with the City of Scappoose Public Works Design Standards. The ROW permit shall be submitted along with the plans and review fees for approval. Once approved, the applicant is required to schedule a preconstruction meeting with the City Engineer and Public Works Director and pay inspection fees prior to issuance of Notice to Proceed.
2. Prior to approval of final subdivision construction plans, detailed storm drainage, sanitary sewage collection, and water distribution plans, which incorporate the requirements of the City of Scappoose Municipal Code and the Public Works Design Standards and Standard Specifications shall be submitted to, and approved by, the City Engineer. Following construction and paving, sanitary sewer manholes and lines shall be tested in accordance with the Public Works Design Standards. Water lines shall be tested in accordance with the AWWA and the City of Scappoose Public Works Design Standards. In addition, the following shall occur:
 - a. Provide erosion control measures meeting the requirements of the City of Scappoose Public Works Design Standards, Section 2.0051.
 - b. Obtain NPDES permit from the Department of Environmental Quality prior to any earthwork. A copy of the approved NPDES permit shall be submitted to the City Engineer prior to approval of the subdivision design for construction.
 - c. Provide storm drainage meeting the City of Scappoose Storm Water Master Plan and Public Works Design Standards. The on-site storm system shall be privately owned and maintained by the Homeowners Association. The public storm system shall utilize horizontal infiltration facilities rather than drywells. Provide calculations demonstrating that the capacity of the proposed storm system is adequate.
 - d. Provide stormwater quality treatment meeting the requirements of the City of Scappoose Public Works Design Standards and per approval by the City Engineer for all stormwater treatment systems. CWS or City of Portland standards are acceptable treatment methods.
 - e. Construct 8-inch minimum water mains to serve the subdivision in accordance with the Public Works Design Standards. Extend water main line to the eastern boundary of the development and install an 8-inch isolation valve and blow-off at the end of the water line, as directed by the City Engineer.
 - f. Rather than utilize 12 individual services with separate connections to the water main, stub larger lines north and south of Maple Street, with services connecting to those stubs.

Maple Street Cottages Annexation, Zone Change, and Subdivision

- g. Provide computations to the City Engineer and Fire Chief demonstrating adequate domestic and fire flow for the subdivision.
 - h. Provide sanitary sewers meeting the requirements of the City of Scappoose Public Works Design Standards. Extend 8-inch sanitary sewer line and stub to the eastern boundary of the development as directed by the City Engineer.
 - i. Meet City of Scappoose Public Works Standards for all construction in the public right-of-way.
- 3. Easements and maintenance agreements as may be required by the City Engineer for the provision, extension, and maintenance of utilities shall be submitted to the City Engineer for review and approval prior to filing of the Final Plat. All public utilities that run across private property shall be within an exclusive public easement, which shall be a minimum of 15 feet wide, but in all cases shall be wide enough to allow construction and/or maintenance work to proceed within the easement limits as required by the Public Works Design Standards.
- 4. Combined utility easements shall only be allowed with the consent of the City Engineer, and only when they are of sufficient width to allow work on any utility contained within the easement to be conducted within the easement limits. All required easements, including those for natural gas, cable, electric, and telephone shall be shown on the face of the Final Plat. All required public utilities shall be installed and approved or a performance bond provided prior to the final approval of the plat for recording may be submitted with City Manager approval.
- 5. All public utility services shall be extended to and through the property to points where a future extension may reasonably be expected prior to the issuance of building permits for individual residences (Public Works Design Standards Sections 3.0010 & 4.0010).
- 6. An 8-foot wide Public Utility easement shall be located along the frontage of the existing and proposed street rights-of-way and be recorded as such on the Final Plat unless otherwise approved by the City Engineer.
- 7. Prior to Final Plat approval, a hydraulic analysis and storm drainage report shall be submitted which demonstrates to the satisfaction of the City Engineer that the site will not flood nor will it cause increased flooding of adjacent properties either upstream or downstream. The report shall include detailed design parameters for inclusion on the final plans as well as on-site infiltration test in the location of the proposed facility, if applicable, in compliance with the Public Works Design Standards.
- 8. The developer shall sign a Stormwater Access Easement and Covenant Agreement with the City for inspection of the private stormwater facilities.

STREET SYSTEM

- 9. All street improvements shall meet City of Scappoose Public Works Design Standards (PWDS), Section 5.0000.

Maple Street Cottages Annexation, Zone Change, and Subdivision

10. Right-of-way width, paved width, and sidewalk width of all proposed streets shall comply with applicable standards in the Transportation System Plan and Public Works Design Standards. Provide 60-foot right-of-way, 36-foot paved width, 5-foot planter (excluding curb) with street trees, and 6-foot sidewalks along Maple Street. The street right-of-way shall be dedicated on the Final Plat.
11. Following construction and prior to paving, the sanitary sewer manholes and lines shall be mandrel, camera inspected, and once paved, vacuum tested in accordance with the Public Works Design Standards.
12. The applicant shall install all required signage in accordance with the current Manual on Uniform Traffic Control Devices and the Public Works Design Standards. This includes all ADA markings, Stop, Yield signs, cross walks, stop bars and any additional signing and striping as reviewed and approved by the City Engineer during final engineering.
13. A barricade shall be installed at the edge of pavement at the eastern terminus of Maple Street.
14. The developer shall be responsible for the installation of all street lights, street name signs, stop signs, and any parking restriction signs or curb painting delineating parking restrictions, per the requirements of the Scappoose Public Works Design Standards and Specifications.
15. Joint mailbox facilities shall be provided, with each joint mailbox serving at least two dwelling units, located adjacent to roadway curb. The mailboxes shall comply with Section 17.154.030(P) of the Municipal Code, Chapter 11 of the Oregon Structural Specialty Code, and U.S. Postal Service regulations and shall be approved by the U.S. Post Office and the City Planner prior to Final Plat approval.

FIRE AND LIFE SAFETY

16. Pursuant to Scappoose Municipal Code 15.04.010(A)(5), the applicant shall comply with Fire District Ordinance 17-02 and with Oregon Fire Code provisions, as determined by the Scappoose Rural Fire District during the permitting phase.
17. The applicant shall provide fire hydrants as required by the Scappoose Rural Fire District:
 - Fire hydrants shall meet the fire department/city specifications and have an integrated Storz nozzle for the large discharge port. After market add-ons are not permitted. A blue reflector meeting the requirements of Fire District Ordinance 17-02 shall be required adjacent to hydrants.
 - The hydrant system shall be designed to meet flow requirements of the International Fire Code. All hydrant locations shall be approved by the Fire District prior to installation.
 - All address numbers on the houses shall be in contrasting color to house color and shall meet Fire District Ordinance 17-02.

GEOTECHNICAL

18. The applicant shall provide a Geotechnical report to the City Engineer in accordance with the Public Works Design Standards. A Geotechnical Engineer registered to practice in the state of Oregon shall oversee earthwork portions of the development. The applicant shall submit a review by the Geotechnical Engineer of record to verify conformance of the final plan with the Geotechnical report.

LANDSCAPING, STREET TREES, AND OPEN SPACE

19. Prior to issuance of a building permit, the applicant shall submit a final landscape plan for the review and approval of the City Planner. The landscape plan shall indicate the location, number, and species of all required plantings.
20. Prior to the issuance of the final building permit (occupancy) for the first structure within Lots 1-4, the applicant shall be responsible for the installation of all landscaping, perimeter fencing, and open space amenities in Tract A. Prior to the issuance of the final building permit (occupancy) for the first structure within Lots 5-12, the applicant shall be responsible for the installation of all landscaping, perimeter fencing, and open space amenities in Tract B.
21. Prior to the issuance of the final building permit (occupancy) for the first structure within Lots 1-4, the applicant shall be responsible for the installation of all street trees on the north side of Maple Street, and prior to the issuance of the final building permit (occupancy) for the first structure within Lots 5-12, the applicant shall be responsible for the installation of all street trees on the south side of Maple Street. Trees shall be installed in conformance with the requirements of Section 13.28.020 and Chapter 17.104 (Street Trees) of the Scappoose Municipal Code and shall include root barrier adjacent to the sidewalks. The applicant shall provide a street tree plan for the review and approval of the City Planner. All street trees shall have a two-inch minimum caliper, exhibit size and growing characteristics appropriate for the particular planting strip and be spaced as appropriate for the selected species and as may be required for the location of above ground utility vaults, transformers, light poles, and hydrants. In addition, street trees shall not be planted within 25 feet of street intersections or within 10 feet of hydrants. All street trees shall be of good quality and shall conform to American Standard for Nursery Stock (ANSI Z60.1). Street trees located under or within ten feet of overhead utility lines shall be less than twenty-five feet tall at maturity. The City Planner reserves the right to reject any plant material that does not meet this standard.

MISCELLANEOUS

22. The applicant shall submit a revised copy of the Homeowners Agreement and Codes, and Covenants and Restrictions (CC&R's) of the subdivision for review and approval by the City Planner and City Engineer. The CC&R's shall:

Maple Street Cottages Annexation, Zone Change, and Subdivision

- a. Grant authority to the City to enforce the requirements for maintenance of the private stormwater facilities in Tracts A & B.
 - b. Specify that the open space areas in Tracts A & B shall be maintained and preserved in perpetuity for the benefit of the homeowners.
 - c. Specify that the association will maintain the common areas, on-site storm drainage facilities, shared utilities, and trash facilities.
 - d. Provide an ongoing funding mechanism for the association to cover the costs of maintenance and provide a copy of the reserve fund for city review.
 - e. Require City signature prior to recording at Columbia County.
 - f. Specify that the CC&R's may not be amended without the written consent of the City.
 - g. Building permits for structures will not be issued until the CC&R's are approved by the City and recorded at Columbia County.
23. The final plat shall depict an easement indicating that the Tract A open space benefits Lots 1-4 and the Tract B open space benefits Lots 5-12.
 24. The applicant shall provide screening for the waste receptacles for Lots 1-4, to the satisfaction of the City Planner.
 25. The eaves of each cottage shall have no more than 1 foot of overhang to result in a minimum building separation of 6 feet (based on 8-foot separation between foundations).
 26. Parking lot and site lighting shall be required and shall be designed to deflect light away from streets and neighboring properties. Fixture height, light type and lighting levels shall function so as to assure compatibility with neighboring land uses. Shields shall be incorporated as necessary to minimize glare and to focus lighting to its intended area.
 27. The applicant shall provide signing for the disabled parking spaces and label all parking spaces using permanent paint. Regular parking spaces shall have a minimum width of nine feet and a length of eighteen feet. Compact spaces shall be labeled in permanent paint and may have a minimum width of 8.5 feet and a length of 15 feet.
 28. The developer and project engineer shall schedule a pre-design conference with the City Engineer and Building Official.
 29. Subdivision plans shall be submitted to and approved by the City Engineer prior to the commencement of construction. An engineering design report with calculations for the water, sewer and storm system, as applicable, shall be provided as required by City of Scappoose Public Works Design Standards, Section 1.2040. Final drawings shall meet the requirements of the City of Scappoose Public Works Design Standards, Sections 1.2020 and 1.2032.
 30. The applicant shall follow all requirements of the City of Scappoose Public Works Design Standards.

Maple Street Cottages Annexation, Zone Change, and Subdivision

31. The developer shall obtain a Fill and Grading Permit for lot fill and grading from Columbia County and the City of Scappoose, including the installation of any necessary erosion control measures, per the standards set forth in the Scappoose Public Works Design Standards and Specifications. Erosion control measures shall be reviewed and approved by the City Engineer and the Oregon Department of Environmental Quality as part of an Erosion Control Plan. The applicant shall submit an acceptable Erosion Control Plan meeting DEQ requirements and City of Scappoose Public Works Design Standards (Section 2.0051). The City shall withhold the Notice to Proceed until the applicant provides an approved DEQ 1200C permit.
32. The developer shall enter into an Improvement Agreement with the City of Scappoose for all public improvements. A performance bond of 110% of the Public Works Construction costs shall be provided prior to the commencement of work.
33. All existing and proposed easements shall be illustrated on the Final Plat.
34. The Final Plat shall conform to the requirements of ORS Chapter 92 (Subdivisions and Partitions) and that it shall contain a note specifying that the plat is subject to the Conditions of Approval as set forth in the Land Use Approval for Local File number ANX1-19/ZC1-19/SB1-19.
35. If the Final Plat is recorded prior to construction and acceptance of the subdivision, the developer shall provide a performance bond for 110% of the Public Works construction costs.
36. Approval of a Tentative Plat shall expire twelve (12) months after the date of the formal notice of decision.
37. The applicant shall furnish a full-size copy of the Final Subdivision Plat to the City of Scappoose after the City has approved the Final Plat and the Plat has been recorded with Columbia County.

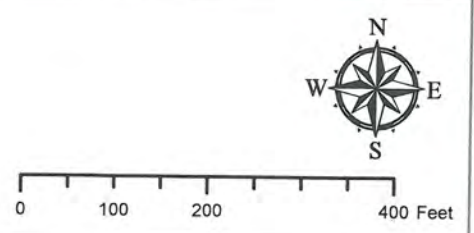
Exhibit 1

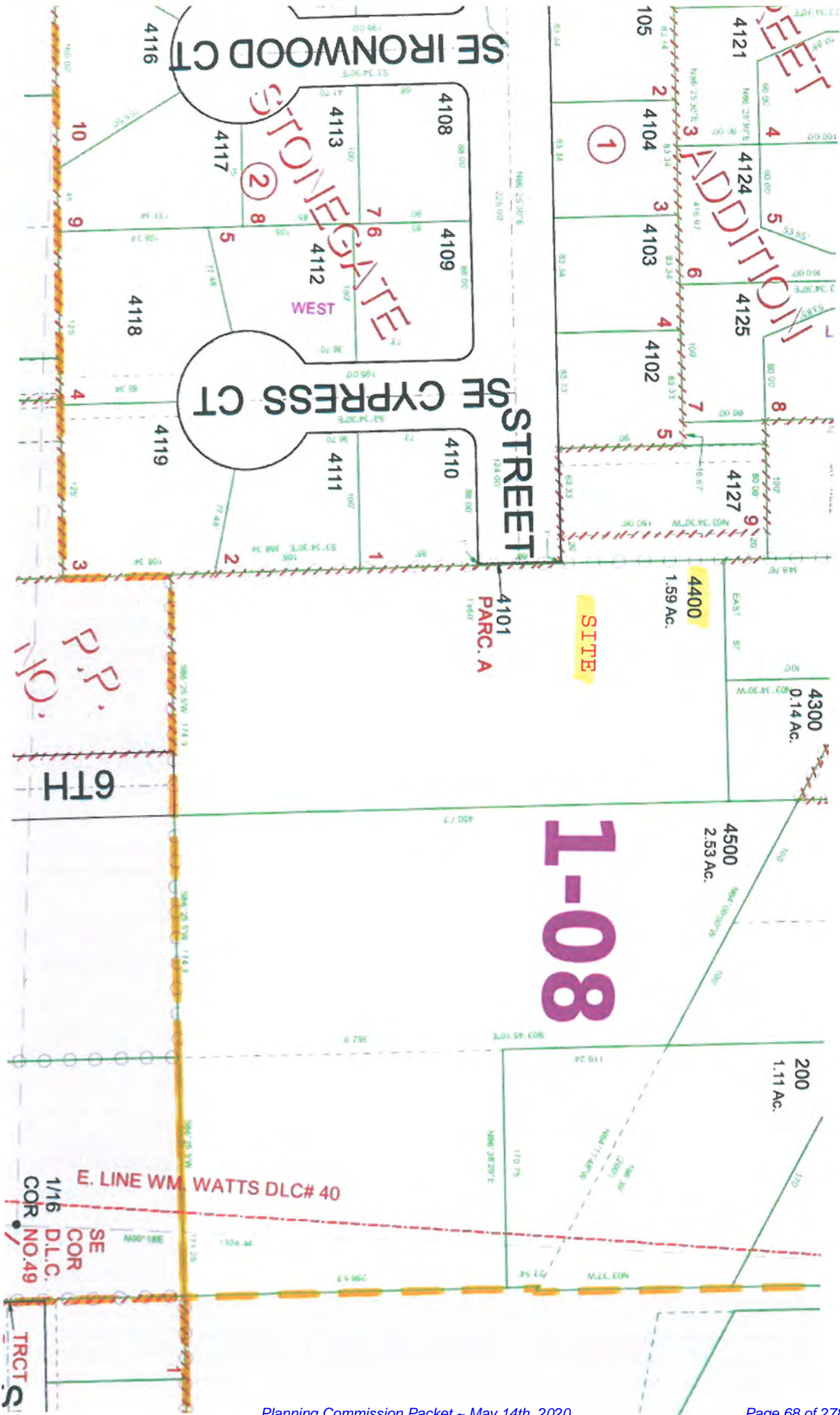
Vicinity Map
Maple Street Annexation (ANX1-19), Zone Change (ZC1-19)
and Cottage Housing Subdivision (SB1-19)

Columbia County Assessor Map # 3212-DA--04400



- Legend**
- Streets
 - Taxlots Boundary







Scappoose Planning Department
33568 E. Columbia Ave. Scappoose, OR 97056
Phone: 503-543-7184 Fax: 503-543-7182
www.ci.scappoose.or.us

ANNEXATION APPLICATION

NOTICE TO APPLICANT: On original application form, please print legibly using black/dark blue ink or type. Applicants are advised to review the list of submittal requirements and recommendations indicated on each land use application form and in the applicable code section prior to submitting an application. When applicable, applicants are also advised to schedule a pre-application meeting with staff prior to submitting final application. **INCOMPLETE APPLICATIONS WILL NOT BE PROCESSED UNTIL THE PLANNING DEPARTMENT RECEIVES ALL INFORMATION.**

TRACKING INFORMATION (For Office Use Only)

Application Submittal Includes:

8 Hard Copies Required Electronic Submittal Fee

File # _____ Hearing Date _____

SITE LOCATION & DESCRIPTION

Tax Map #(s) 3N2W12DA Tax Lot #(s) 4400

Frontage Street or Address SE MAPLE STREET (UNASSIGNED ADDRESS)

Nearest Cross Street SE CYRUS COURT

Current County Zoning R-10 City Comprehensive Plan Designation SUBURBAN RESIDENTIAL

Site Size 1.59 acres sq. ft. Dimensions 174' X 397'

REASON FOR REQUEST (If for utility connection, cite which utility.) TO DEVELOP UNDER CITY COTTAGE HOUSING STANDARDS AND CONNECT TO PUBLIC WATER AND SANITARY SEWER SERVICES.

OWNERSHIP AND APPLICANT INFORMATION (Property owner signature must be a wet-ink signature. If the property is under-going a change of ownership, proof of purchase or purchase contract must be provided if property owner of record is not the signing party.)

Property Owner(s): Name(s) OHM EQUITY PARTNERS LLC

Business Name SAME AS ABOVE

Mailing Address 33470 CHINOOK PLAZA, SUITE 213 City SCAPPOOSE State OR Zip 97056

Phone # 503-310-7921 Fax # _____ Email Address JOEKC ASSURANCE DEVELOPMENT.COM

Does the owner of this site also own any adjacent property? Yes No (If yes, please list tax map and tax lots)

Property Owner(s) Signature(s) _____ Date: _____
(If more than one property owner, please attach additional sheet with names and signatures.)

Applicant: Name DHM EQUITY PARTNERS LLC
 Business Name SAME AS ABOVE
 Mailing Address 3340 CHINOOK PLAZA, SUITE 213 City SCAPPOOSE State OR Zip 97056
 Phone # 503-310-7921 Fax # _____ Email Address JOE@ASSURANCEDEVELOPMENT.COM
 Applicant's Signature _____ Date: _____
 Applicant's interest in property OWNER OF PROPERTY

DETAILED SITE INFORMATION

Are any of the following present on site? If so, please specify the number of acres and/or percentage of site affected.

Floodplain NO Wetlands NO Significant Natural Resources NO

Cultural Resources NO Airport Noise Contours NO Slopes greater than 15% NO

Water Provider: City of Scappoose Well NEITHER CURRENTLY

Does the site have access to a City street? Yes No (Please explain): LOCATED AT EAST

TERMINUS OF SE MAPLE STREET

Does the site have access to County road(s)? Yes No (Please explain): _____

Are there existing structures on the site? Yes No (If Yes, briefly explain future status of structures.) _____

STRUCTURES: Are any of the following structures present on the site? (If so, please specify the number of each type of building, and if any of the buildings are in the 100-year floodplain, please write FLOODPLAIN)

Single Family Residence(s) #: _____ Accessory Building(s) #: _____

Barn or Other Agricultural Building(s) #: _____ Commercial Building(s): _____

Industrial Building(s) #: _____ Other _____

None

BUSINESSES: Is any business being operated on the property to be annexed?

Yes No (If Yes, describe) _____

COMPLETENESS CHECK (For Office Use Only)

Received by _____ Date _____

Accepted as complete by _____ Date _____

Additional reviews pending? Yes No If yes, File # _____

Receipt # _____ Fee(s) Paid _____



Last Revised: October 10, 2018



PETITION FOR ANNEXATION TO THE CITY OF SCAPPOOSE, OREGON

TO: The Council of the City of Scappoose, Oregon

We, the undersigned property owners of and/or registered voters in the area described below, hereby petition for, and give our consent to, annexation of the area to the City of Scappoose.

SIGNATURE	PRINTED NAME	I AM A:*			ADDRESS	TAX MAP	TAX LOT	PRECINCT NO.	DATE
		PO	RV	OV					
	JOE WALSH	X			33470 CHIMOOK PLAZA 213 SCAPPOOSE OR 97056	3N2W12DA4400	5709		3/23/2020
	CARI KRESS	X			33470 CHIMOOK PLAZA 213 SCAPPOOSE OR 97056	3N2W12DA4400	5709		3/23/2020

*PO = PROPERTY OWNER
RV = REGISTER VOTER
OV = OWNER VOTER

**CONFIDENTIAL
CENSUS INFORMATION**

ADDRESS: NOT ASSIGNED BARBLAND

- | HOUSING TYPE | TENURE |
|--|--|
| <input type="checkbox"/> Single Unit Structure | <input type="checkbox"/> Owner Occupied |
| <input type="checkbox"/> Multiple Unit Structure | <input type="checkbox"/> Renter Occupied |
| <input type="checkbox"/> Trailer or Mobile Home | <input type="checkbox"/> Vacant |
| <input type="checkbox"/> Seasonal | |

RESIDENTS

	Last Name	First Name	Sex	Age
Respondent	_____	_____	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____
5.	_____	_____	_____	_____
6.	_____	_____	_____	_____
7.	_____	_____	_____	_____
8.	_____	_____	_____	_____
9.	_____	_____	_____	_____
10.	_____	_____	_____	_____

Portland State University College of Urban and Public Affairs Center for Population Research and Census (503) 725-3922

Last Revised: June 27, 2016



Scappoose Planning Department
 33568 E. Columbia Ave. Scappoose, OR 97056
 Phone: 503-543-7146 Fax: 503-543-7182
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SUBDIVISION PRELIMINARY PLAT APPLICATION

NOTICE TO APPLICANT: On original application form, please print legibly using black/dark blue ink or type. Applicants are advised to review the list of submittal requirements and recommendations indicated on each land use application form and in the applicable code section prior to submitting an application. When applicable, applicants are also advised to schedule a pre-application meeting with staff prior to submitting final application. **INCOMPLETE APPLICATIONS WILL NOT BE PROCESSED UNTIL THE PLANNING DEPARTMENT RECEIVES ALL REQUIRED SUBMITTAL MATERIALS.**

TRACKING INFORMATION (For Office Use Only)

Application Submittal Includes:

7 Hard Copies Required Electronic Submittal Fee

File # _____ Hearing Date _____

SITE LOCATION & DESCRIPTION

Tax Map #(s) 3N2W12DA Tax Lot #(s) 4400

Frontage Street or Address SE MAPLE STREET (UNASSIGNED ADDRESS)

Nearest Cross Street SE CYRUS COURT

Plan Designation SUBURBAN RESID. Zoning PROPOSED R4 Site Size 1.59 acres sq. ft.

Dimensions 174' x 397'

SUMMARY OF REQUEST

Proposed Project Name MAPLE STREET COTTAGES

Project Type/Narrative Summary: (Provide a brief summary and specify project type: Single Family Residential (SFR), Multi-family Residential (MFR), Commercial (C), Industrial (I)) PROPOSED 12-LOT SINGLE-FAMILY RESIDENTIAL SUBDIVISION WITH TWO COMMONLY MAINTAINED TRACTS AND DEVELOPED UNDER COTTAGE HOUSING STANDARDS

NOTE: If a residential project is proposed, a Residential Density Calculation Worksheet (attached) must be submitted.

Is a Variance Requested? Yes No

If Yes, identify type of request: Minor Variance Major Variance

NOTE: Procedures and Applicable Criteria for variances may be found in SDC Chapter 17.134

SUBDIVISION PRELIMINARY PLAT APPLICATION

(CONTINUED)

	SFR Detached	SFR Attached	Multi Family	Commercial/Industrial
No. of Lots:	12			
Max. Lot Size (sq. ft.):	3,706 sq. ft.			
Min. Lot Size (sq. ft.):	1,664 sq. ft.			
Avg. Lot Size:	2,108 sq. ft.			
Total No. of Units:	12			

DETAILED SITE INFORMATION

Are any of the following present on the site? *If so, please specify number of acres and/or percentage of site affected.*

Floodplain NO Wetlands NO Significant Natural Resources NO

Cultural Resources NO Airport Noise Contours NO Slopes greater than 20% NO

Water Provider: City of Scappoose Well NEITHER CURRENTLY

Does the site have access to City street(s)? Yes No (Please explain): LOCATED AT EAST TERMINUS OF SE MAPLE STREET

Does the site have access to County road(s)? Yes No (Please explain): _____

Are street/road improvements requested or required? Yes No (Please explain): APPLICANT IS PROPOSING TO EXTEND SE MAPLE STREET THROUGH THE SITE.

Are parking restrictions requested? Yes No (Please explain which streets are affected): _____

Are there existing structures on the site? Yes No (If Yes, briefly explain future status of structures.) _____

Are there existing wells or septic drain fields on the site? Yes No (If Yes, briefly explain future status.) _____

OWNERSHIP AND APPLICANT INFORMATION (Property owner signature must be a wet-ink signature. If the property is under-going a change of ownership, proof of purchase or purchase contract must be provided if property owner of record is not the signing party.)

Property Owner(s): Name(s) OHM EQUITY PARTNERS LLC

Business Name SAME AS ABOVE

Mailing Address 33470 CHINOOK PLAZA City SCAPPOOSE State OR Zip 97056
SUITE 213

SUBDIVISION PRELIMINARY PLAT

(CONTINUED)

Phone # 503-310-7921 Fax # _____ Email Address JOELASSURANCEDEVELOPMENT.COM

Does the owner of this site also own any adjacent property? Yes No (If Yes, please list tax map and tax lots) _____

Property Owner(s) Signature(s) _____ Date: _____
(If more than one property owner, please attach additional sheet with names and signatures.)

Applicant: Name OHM EQUITY PARTNERS LLC

Business Name SAME AS ABOVE

Mailing Address 33410 CHINOOK PLAZA, SUITE 213 City SCAPPOOSE State OR Zip 97056

Phone # 503-310-7921 Fax # _____ Email Address JOELASSURANCEDEVELOPMENT.COM

Applicant's Signature _____ Date: _____

Applicant's interest in property OWNER OF PROPERTY

Additional Project Team Members

Applicant's Representative: Contact Name STEVE KAY

Business Name CASCADIA PLANNING + DEVELOPMENT SERVICES

Mailing Address PO BOX 1920 City SILVERTON State OR Zip 97381

Phone # 503-804-1089 Fax # _____ Email Address steve@cascadiapd.com

Civil Engineer: Contact Name GARY DARLING

Business Name DL DESIGN DEVELOPMENT

Mailing Address 500 WEST 8th ST., SUITE 205 City VANCOUVER State WA Zip 98660

Phone # 503-644-4628 Fax # _____ Email Address gid@dleng.net

BUILDING DESIGNER:
Architect: Contact Name ALYSSA WAVRA

Business Name WAVRA DESIGN CO.

Mailing Address PO BOX 641 City SILVERTON State OR Zip 97381

Phone # 503-932-4134 Fax # _____ Email Address WAVRADESIGNCO@gmail.com

Landscape Architect: Contact Name DAVE ANDERSON

Business Name ANDERSON ASSOCIATES

Mailing Address 13717 SE 18th STREET City VANCOUVER State WA Zip 98683
SUITE #5

Phone # 503-318-0549 Fax # _____ Email Address dave@andersonassoc-la.net

Additional Personnel:

Role SURVEYOR Contact Name ROBERT JOHNSON

Business Name JOHNSON LAND SURVEYING

Mailing Address 10185 SW HOODVIEW DRIVE City TIGARD State OR Zip 97224

Phone # 503-407-9966 Fax # _____ Email Address jsurvey@frontier.com



PO Box 1920, Silverton, OR 97381
www.cascadiapd.com / 503-804-1089

**CITY OF SCAPPOOSE
APPLICATION FOR
LAND USE REVIEW**

**MAPLE STREET
COTTAGES
(ANNEXATION, ZONE CHANGE,
AND SUBDIVISION APPLICATION)**

Location: East Terminus of SE Maple Street
Tax Lot 4400 Tax Map 3N2W12DA
Columbia County, Oregon

Prepared by: Steve Kay, AICP

Prepared for: OHM Equity Partners
33470 Chinook Plaza, Suite 213
Scappoose, OR 97056

March 16, 2020

APPLICANT'S STATEMENT

PROJECT NAME: Maple Street Cottages

REQUEST: Approval of Annexation Application, Approval of Concurrent Zone Change from R-10 to R-4, and Approval of a Preliminary Plat for a 12-Lot Subdivision with 2 Commonly Maintained Tracts as Permitted Under the Cottage Housing Development Standards

ASSESSOR'S DESCRIPTION: Tax Lot 4400 of Tax Map 3N2W12DA
Columbia County, Oregon

APPLICANT'S REPRESENTATIVE: Steve Kay, AICP
Cascadia Planning + Development Services
P.O. Box 1920
Silverton, OR 97381
503-804-1089
steve@cascadiapd.com

APPLICANT AND PROPERTY OWNER: OHM Equity Partners
Attn: Joe Kessi
33470 Chinook Plaza, Suite 213
Scappoose, OR 97056

PROPERTY SIZE: 1.59 acres +/-

LOCATION: No Assigned Address;
East Terminus of SE Maple Street

I. APPLICABLE REGULATIONS

A. City of Scappoose Comprehensive Plan

General Goals and Policies

Chapter 2: Public Facilities and Services

Chapter 3: Transportation

Chapter 4: Housing

Land Use Goals and Policies

Section 4: Suburban Residential

B. Scappoose Land Use and Development Code:

Title 17: Land Use and Development

Chapter 17.01: Introduction

Chapter 17.22: Amendments to the Title, Comprehensive Plan, and Maps

Chapter 17.50: R-4 Moderate Density Residential

Chapter 17.58: Cottage Housing Development

Chapter 17.84: Sensitive Lands -- Flooding

Chapter 17.96: Lots -- Exceptions and Additional Setbacks

Chapter 17.100: Landscaping, Screening and Fencing

Chapter 17.104: Street Trees

Chapter 17.106: Off-Street Parking and Loading Requirements

Chapter 17.120: Site Development Review

Chapter 17.136: Annexations

Chapter 17.150: Land Division -- Subdivision

Chapter 17.154: Street and Utility Improvement Standards

Chapter 17.162: Procedures for Decision Making -- Quasi-Judicial

Chapter 17.164: Procedures for Decision Making -- Limited Land Use

II. AFFECTED JURISDICTIONS

Domestic Water:	City of Scappoose
Fire Protection:	Scappoose Rural Fire District
Electric:	Columbia River PUD
Solid Waste/Recycling:	Waste Management
Natural Gas:	NW Natural
Police Protection:	City of Scappoose
Schools:	Scappoose School District
Sewer:	City of Scappoose
Streets:	City of Scappoose

III. BACKGROUND:

The applicant and property owner, OHM Equity Partners, is requesting approval of an Annexation application to include the subject site within the city limits of Scappoose. The applicant is requesting concurrent approval of a Zone Change application to amend the Zoning Map from R-10 in Columbia County to an R-4 designation when the property is annexed. In addition, the applicant is requesting concurrent preliminary plat approval of a 12-lot residential subdivision with 2 commonly maintained tracts on the site by applying the Cottage Housing Development standards of Chapter 17.58. The subject site is approximately 1.59 acres and is identified by the County Assessor as Tax Lot 4400 of Tax Map 3N2W12DA. The site is currently vacant and a review of City of Scappoose files indicates that no previous land use approvals have been issued for the property.

The attached Existing Conditions Plan indicates that the site is located at the east terminus of SE Maple Street (see Exhibit 4). To meet City transportation standards, the applicant is proposing to extend SE Maple Street through the site and stub the roadway to the east property line. The submitted Preliminary Site Plan indicates that the applicant is proposing to meet Neighborhood Route standards by reducing the width of SE Maple Street with the extension and installing 36-ft. of pavement, 6-in. curbs, 5-ft. planter strips with street trees, and 6-ft. sidewalks on both sides of the street (see Exhibit 4). The plan indicates that the applicant is proposing to dedicate a 60-ft. right-of-way for SE Maple Street to match the adjacent right-of-width.

The attached Existing Conditions Plan indicates that the site is currently vacant and all trees that are 6-in. or larger DBH have been identified (see Exhibit 4). Directly to north of the subject property are several parcels which are under County jurisdiction, zoned R-10, and are developed with single-family dwellings. To the east of the site is a large parcel with a single-family dwelling that is also located within the County and is zoned R-10. To the south of the subject property is a parcel which is located within the Scappoose city limits, has been developed with a single-family dwelling, and is zoned R-4. To the west are several lots that are located within the city limits, have been developed with single-family dwellings, and are zoned R-1.

As demonstrated by the Existing Conditions Plan, the subject site generally slopes down from the northwest to the southeast corner of the property (see Exhibit 4). To manage stormwater from the development, the applicant is proposing to collect drainage from impervious surfaces and direct it to drywells within Tracts 'A' and 'B'. As demonstrated by the attached Preliminary Stormwater Report, the proposed subsurface infiltration facilities have the capacity to manage stormwater generated by the proposed development during the 25-year event (see Exhibit 6).

As indicated by the attached Preliminary Development Plans, grading activities and the installation of public utilities will be undertaken during development of the site (see Exhibit 4). The Preliminary Utility Plan indicates that the applicant is proposing to extend main lines, install individual water laterals and meters, and install sanitary sewer lateral lines to serve the subdivision. Per the Preliminary Grading Plan, grading is limited to street, utility, and parking lot improvements, as well as rough grading for the home construction.

The attached Preliminary Site Plan demonstrates that the proposed cottage housing development provides an innovative design and meets the application standards of Chapter 17.58 (see Exhibit 4). The cottage cluster on the north side of SE Maple Street includes 4 units, while the cluster on the south side of the road contains 8 cottages. Each cottage is located on an individual lot with private open space in the rear and front yards of the parcel. Both cottage clusters include a commonly maintained tract with a minimum of 2 parking spaces for each unit. The tracts provide a variety of common open space amenities including lawn areas, benches, picnic tables, bar-be-que grills, and a covered structure. The proposed walking paths lead from each cottage to public sidewalks along SE Maple Street, on-site parking lots, and the proposed common open space amenities.

A copy of the signed Application Form, Property Deed and Legal Description, City Pre-Application Conference Notes, Preliminary Development Plans, Preliminary Cottage Plans and Elevations, Preliminary Stormwater Report, Geotechnical Investigation Report, Transportation Impact Study Report, Service Provider Letters, Draft CC&Rs and HOA Documents, and Parking Lot Auto-Turn Diagram are included with this application packet. The applicant's exhibits and narrative demonstrate that the submitted land use requests meet the approved criteria outlined by the Scappoose Land Use and Development Code.

IV. FINDINGS

A. CITY OF SCAPPOOSE COMPREHENSIVE PLAN

GENERAL GOALS AND POLICIES

Chapter 2: Public Facilities and Services

Policy 1: Design urban facilities and services, particularly water and sewer systems, to eventually serve the designated urban growth area; also, ensure that services are provided to sufficient vacant property to meet anticipated growth needs; also, develop a design review process to insure that public services and facilities do not unreasonably degrade significant fish and wildlife habitats.

COMMENT:

The applicant is requesting concurrent approval of an Annexation and a Zone Change application to designate the subject site R-4 when it's included in the Scappoose city limits. The applicant is also requesting concurrent approval of a Subdivision application with the application of Chapter 17.58 Cottage Housing Development standards. The attached Existing Conditions Plan indicates that the applicant is extending an existing 8-in. PVC water main and an existing 8-in. concrete sanitary sewer main through the site with the proposed SE Maple Street improvements (see Exhibit 4). As required, the transportation and utility facilities have been sized to serve the future development of vacant parcels to the east of the site. The submitted Existing Conditions Plan and Aerial Photo/Future Streets Plan demonstrate that there are no significant fish and wildlife habitats in the vicinity of the subject property.

Policy 4: Require in new developments that water, sewer, street and other improvements be installed as part of initial construction.

COMMENT:

The submitted Preliminary Development Plans indicate that public water, sanitary sewer, and transportation improvements will be installed with the extension of SE Maple Street through the site (see Exhibit 3). As required, the public improvements will be installed prior to the construction of the proposed cottage units.

Policy 5: Ensure that capacities and patterns of utilities and other facilities are adequate to support the residential densities and land use patterns of the Comprehensive Plan.

COMMENT:

The subject site and undeveloped properties to the east are currently designated Suburban Residential on the City's Comprehensive Plan Map. The attached Existing/Proposed City Limits and Zoning Map indicates that the applicant is proposing to zone the site R-4 when the property is brought into the city limits. Transportation, sanitary sewer, and water facilities are currently stubbed within SE Maple Street to the west of the site. These existing facilities were designed to accommodate future development of the subject property and other parcels to the east of the site. The attached Preliminary Development Plans indicate that the proposed improvements have been designed to accommodate the proposed development of the subject property and other properties with development potential to the east of the site (see Exhibits 4 and 6).

Policy 6: Require the nuisance free storage of solid wastes, provide for the efficient collection of solid wastes and encourage the recovery of usable materials through recycling.

COMMENT:

The attached Preliminary Site Plan indicates that a waste and recycling storage enclosure is proposed for the cottage housing development on the south side of the SE Maple Street (see Exhibit 4). Individual waste and recycling cans will be provided for the proposed cottages on the north side of Maple Street so that they can be served with curbside pickup.

Policy 10: Require new developments to provide adequate drainage at time of initial construction in accordance with the Scappoose Storm System Master Plan while discouraging the alteration of streams, the drainage of wetlands that are identified as significant and the removal of vegetation beside streams. Natural drainageways shall be used to carry storm water runoff whenever possible.

COMMENT:

The attached Existing Conditions Plan indicates that there are no wetlands, streams, or drainageways in the vicinity of the subject site (see Exhibit 4). The attached Preliminary Storm Plan indicates that drainage from impervious surfaces will be directed to proposed infiltration facilities under the parking lots on both sides of SE Maple Street.

Policy 19: Approve annexations of new residential lands, except in the case of a

health hazard, only when:

1. There is sufficient capacity in the sewer, water, street, school, fire, and police systems to service the potential additional populace.
2. Sufficient in-filling of vacant land has occurred to warrant an expansion.

COMMENT:

The attached Existing Conditions Plan illustrates that SE Maple Street is currently stubbed to the west boundary of the subject site (see Exhibit 4). This right-of-way currently contains an 8-in. water main and an 8-in. sanitary sewer main with capacity to serve the proposed development. The attached Aerial Photograph/Circulation Plan illustrates that the majority of parcels in the vicinity of the site that are within the city limits have been fully developed with residential uses. The proposed annexation and zone change facilitates the extension of SE Maple Street and will contribute to improved connectivity for the neighborhood. The proposed annexation will also result in an increase of the tax base for public services, helping to ensure that school, fire, and police systems are properly funded and have the capacity to serve the additional populace.

Policy 25: Ensure that new developments do not create additional burdens on inadequate sewer, water, road and drainage systems; in such cases, the City shall require the developer to do the necessary off-site work, and in return may grant variances so that such off-site costs do not make the project prohibitive.

COMMENT:

The applicant has submitted a Preliminary Storm Plan and Preliminary Stormwater Report to demonstrate that the proposed cottage housing development will not create an additional burden for City's sanitary sewer, water, and storm systems (see Exhibits 4 and 5). The applicant has also submitted a Transportation Impact Study Report which indicates that traffic generated by the proposed Annexation and Zone Change from R-10 to R-4 will not exceed the capacity of the City transportation system (see Exhibit 8). Since no off-site public facility improvements are required for the proposed cottage housing development, the applicant is not requesting a variance to City Development Code standards.

Chapter 3: Transportation

Goal 2: Transportation System Management. It is the goal of the City of Scappoose to emphasize effective and efficient management of the transportation system for all users.

It is the policy of the City of Scappoose to:

- 2.7) Ensure that land use approvals on properties including or adjacent to rights-of-way and street improvements which are less than that specified in the transportation plan and maps require: dedication of adequate land for public right-of-way to meet that specified in the plan; construction of the required interior street system; and

construction of, or execution of a non-remonstrance deed restriction for the specified street improvements immediately adjacent to the properties.

COMMENT:

The submitted Existing Conditions Plan illustrates that SE Maple Street currently stubs to the west boundary of the subject property. The attached Preliminary Plat indicates that the applicant is proposing to extend this 60-ft. right-of-way and stub it to the site's east property line. Proposed improvements that meet Neighborhood Route standards have been noted on the attached Preliminary Site Plan (see Exhibit 4).

County tax maps indicate that an unimproved segment of SE 6th Street right-of-way is stubbed to the southeast corner of the site. The right-of-way intersects with SE Elm Street south of the site, however this segment of SE 6th Street is only offset 65-ft. east of the developed portion of SE 6th Street. Since unsafe conditions would be created and minimum intersection spacing standards would not be met with the development of this segment of SE 6th Street, the applicant is not proposing to extend this right-of-way through the site (see Exhibit 4).

Goal 3: Travel Choices. It is the goal of the City of Scappoose to develop and maintain a well-connected transportation system that offers convenient and available pedestrian, bicycle and transit trips.

It is the policy of the City of Scappoose to:

Policy 3.5: Require sidewalks on all new streets within the Urban Growth Boundary and that these facilities be designed to the standards in the City's adopted Transportation System Plan.

COMMENT:

As demonstrated by the attached Preliminary Site Plan, the applicant is proposing to install sidewalks with the extension of SE Maple Street through the subject property (see Exhibit 4).

Policy 3.7: Ensure that new development and redevelopment provide pedestrian connections within the site and to adjacent sidewalks, existing and planned developments, and transit streets and facilities.

COMMENT:

The attached Preliminary Site Plan indicates that the proposed cottage housing development includes internal pedestrian walkways that connect each residential unit to parking lots, common open space areas, and proposed sidewalks along SE Maple Street (see Exhibit 4). The plan indicates that the proposed sidewalks extend along the site's entire SE Maple Street frontage.

Goal 4: Economic Vitality. It is the goal of the City of Scappoose to support the development and revitalization efforts of the City, Region, and State economies and ensure the efficient movement of people and goods.

It is the policy of the City of Scappoose to:

Policy 4.7: Require that proposed land developments mitigate adverse traffic impacts and ensure that all new development contributes a fair and proportionate share toward on-site and off-site transportation system improvements.

COMMENT:

The attached Transportation Impact Study Report analyzes the proposed zone change from R-10 to R-4 and evaluates impacts from the proposed development to the existing transportation system (see Exhibit 8). Since the report finds that no significant impacts will be generated by the proposed land use actions, and the existing transportation system has the capacity to accommodate the proposed development, off-site transportation facility improvements are not recommended in the document.

Goal 5: Livability. It is the goal of the City of Scappoose to provide transportation solutions that support active transportation, facilitate access to daily needs and services, and enhance the livability of the City's neighborhoods and business community.

It is the policy of the City of Scappoose to:

Policy 5.1: Protect residential neighborhoods from excessive through traffic and travel speeds. When required, the application of traffic calming measures will be proportional to the identified need and appropriate for the facility on which it is located, based on street functional classification.

COMMENT:

SE Maple Street is designated as a Neighborhood Route, therefore it currently supports and is designed for low traffic volumes and travel speeds. The proposed annexation will allow this transportation facility to be extended through the site and serve additional properties to the east. The attached Transportation Impact Study Report indicates that the proposed zone change to R-4 and development of the site can be supported by the existing transportation system (see Exhibit 8). The report includes Transportation Planning Rule Analysis which concludes that potential impacts to transportation system performance are insignificant, and the land use approvals will not affect the functional classifications of area roadways.

Policy 5.7: Enhance the aesthetics of all streets and roadways through planting and maintenance of street trees.

COMMENT:

The attached Preliminary Site Plan indicates that the proposed extension of SE Maple Street will allow the development of full-street improvements, including the installation of street trees along the site's road frontage (see Exhibit 4).

Chapter 4: Housing

Goal 1: Provide opportunities for needed housing types including: attached and detached single-family housing, and multifamily housing for both owner and renter occupancy, government assisted housing, and manufactured dwelling parks.

COMMENT:

Concurrent with this annexation request, the applicant is proposing to change the site's zoning, from R-10 in Columbia County, to R-4 when brought into the city limits. The proposed zone change from low density residential to moderate density residential permits the development of a wider range of housing types. As demonstrated by the attached Preliminary Site Plan, the proposed R-4 zone permits the development of small lot single-family cottage housing with shared amenities for residents. This dwelling type will increase housing diversity in the community, promote efficient and cost effective design, and satisfy the desire of some community members to form greater bonds with their neighbors.

Goal 2: Locate housing so that it is fully integrated with land use, transportation and public facilities.

COMMENT:

As demonstrated by the attached Existing Conditions Plan, public transportation and utility facilities are currently located adjacent to the subject site. The submitted Preliminary Utility Plan indicates that the facilities have the capacity to serve the proposed cottage housing development (see Exhibit 4).

Goal 4: Protect residential areas from conflicting land uses, unnecessary through traffic, or incompatible uses.

COMMENT:

The applicant is proposing to annex the site and rezone it to an R-4 designation. As demonstrated by the attached Existing/Proposed Zoning Map and Aerial Photograph/Circulation Plan, the proposed R-4 zoning is consistent with existing zoning and land use pattern to the south and north of the site (see Exhibit 4). Since the applicant has incorporated Chapter 17.58 standards into the design of the cottage housing development, the proposed project will be compatible with surrounding development.

Goal 5: Support development of low-income and workforce-affordable housing through development of land use policies that allow and encourage affordable housing production and working with agencies and developers of affordable housing.

COMMENT:

As demonstrated by the attached Preliminary Site Plan, the proposed zoning will support the development of 12 cottage housing units on the subject site. The proposed development is an efficient and compact housing type that is financially attainable for the local workforce.

Policy 1: Maintain adequate zoning, subdivision, and building codes to help achieve the City's housing goals and meet the housing needs identified in the Housing Needs Analysis.

COMMENT:

This Applicant's Statement demonstrates how the proposed development adheres to applicable zoning and subdivision codes to achieve the City's housing goals. In addition, this narrative addresses how the proposed annexation, zone change, and subdivision meet housing needs identified in the City's Housing Needs Analysis.

Policy 4: Provide opportunity for development of housing affordable to low- and moderate income households, including government-assisted housing.

COMMENT:

The proposed R-4 zoning will permit the site to be efficiently developed with 12 cottage housing units. The submitted Preliminary Site Plan illustrates how the development can provide small single-family detached lots and common open space areas for residents. Therefore, the proposed annexation and zone change will create additional opportunities to offer moderate income housing to the community.

Policy 8: Ensure that subdivisions provide all necessary public services paid for by the developer.

COMMENT:

The attached Preliminary Development Plans demonstrate that public water and sanitary sewer services will be extended to serve the proposed development (see Exhibit 4). The applicant has also attached Service Provider Letters from Columbia River PUD, NW Natural, and Waste Management which indicates that the site can be provided with these services (see Exhibit 9).

LAND-USE GOALS AND POLICIES

Section 4: Suburban Residential Goals and Policies

Goal 1: Create conditions suitable for moderate concentrations of people not in immediate proximity to public services, shopping, transportation and other conveniences.

COMMENT:

The subject site is currently designated Suburban Residential on the City's Comprehensive Plan Map. The proposed R-4 zoning is consistent with the Comprehensive Plan Map designation and will allow the development of a moderate density residential use. The subject site is adjacent to SE Maple Street, where public transportation and utility facilities are currently located and can be extended to serve the development.

Goal 2: To provide places suitable for single family dwellings, duplexes, triplexes, and four-plexes.

COMMENT:

As indicated on the attached Preliminary Site Plan, the applicant is proposing to develop a cottage housing development with each single-family dwellings located on an individual lot (see Exhibit 4).

Goal 3: Minimize adverse effects on adjacent developments through the enforcement of subdivision regulations of the Development Code.

COMMENT:

This Applicant's Statement has addressed how the proposed cottage housing development meets all applicable subdivision regulations of the Land Use and Development Code.

Policy 3: Promote the development of home sites at a density and standard consistent with the level of services that can reasonably be provided, and the characteristics of the natural environment.

COMMENT:

As demonstrated by the attached City Pre-Application Conference Notes, Preliminary Development Plans, and Service Provider Letters, the proposed R-4 zoning and cottage housing development can be served by the extension of services from SE Maple Street (see Exhibits 3, 4, and 9).

Policy 4: Review diligently all subdivision plats to ensure the establishment of a safe and efficient road system.

COMMENT:

To evaluate the transportation system, the applicant has attached a Transportation Impact Study Report (see Exhibit 8). The report provides transportation planning rule analysis for the proposed zone change and evaluates traffic impacts for the proposed development. Findings conclude that no significant impacts will occur to the transportation system as a result of the proposed zone change or subdivision of the site.

Policy 5: Encourage developers to allocate land for open space or recreation in their subdivisions.

COMMENT:

The applicant is proposing to apply cottage housing development standards to the subdivision of the site. As demonstrated by the attached Preliminary Site Plan, separate common open space areas are proposed to be developed with cottage housing on the north and south side of SE Maple Street.

B. SCAPPOOSE LAND USE AND DEVELOPMENT CODE

TITLE 17: LAND USE AND DEVELOPMENT

Chapter 17.01: Introduction

Section 17.01.060: Right-of-way dedications and improvements. Upon approval of any development permit or any land use approval of any property which abuts or is served by an existing substandard street or roadway, the applicant shall make the necessary right-of-way dedications for the entire frontage of the property to provide for minimum right-of-way widths according to the city's public works design standards and shall improve the abutting portion of the street or roadway providing access to the property in accordance with the standards in Chapter 17.154.

COMMENT:

The attached Existing Conditions Plan indicates that SE Maple Street is currently stubbed to the west boundary and SE 6th Street is stubbed to the south boundary of the site. Since the undeveloped 6th Street right-of-way does not meet intersection spacing and safety standards where it connects to Elm Street south of the site, the applicant is not proposing to extend this roadway with the cottage housing development. The applicant's Preliminary Plat indicates that the applicant is proposing to dedicate a 60-ft. of right-of-way for the extension of Maple Street and stub the road to the east boundary of the site (see Exhibit 4). In addition, the submitted Preliminary Site Plan illustrates that the extended Maple Street right-of-way will be fully improved to meet City Neighborhood Route standards.

Chapter 17.22: Amendments to the Title, Comprehensive Plan, and Maps

Section 17.22.030: Quasi-judicial amendments. Quasi-judicial amendments shall be in accordance with the procedures set forth in Chapter 17.162 and the following:

- A. The commission shall make a recommendation to the Council to approve, approve with conditions or deny an application for a quasi-judicial comprehensive plan map amendment or zone changes.
- B. The council shall decide the applications on the record.
- C. A quasi-judicial application may be approved, approved with conditions or denied.

COMMENT:

Concurrent with the proposed annexation, the applicant is proposing to change the site zoning to R-4 when the subject property is brought into the city limits of Scappoose. As required, the Planning Commission will review and provide recommendations for both applications. The City Council will consider these recommendations prior to making a decision on the applications.

Section 17.22.040: **Approval criteria. Planning commission review and recommendation, and Council approval, of an ordinance amending the comprehensive plan, the zoning map, or this title shall be based on the following criteria:**

- A. If the proposal involves an amendment to the comprehensive plan, the amendment is consistent with the Statewide Planning Goals and relevant Oregon Revised Statutes and Administrative Rules;**

COMMENT:

This proposal does not involve a Comprehensive Plan Map Amendment, therefore this criterion does not apply.

- B. The proposal is consistent with the comprehensive plan (although the comprehensive plan may be amended concurrently with proposed changes in zoning or this title), the standards of this title, or other applicable implementing ordinances;**

COMMENT:

The proposed R-4 zone is consistent with the site's existing Suburban Residential Comprehensive Plan Map designation. The applicant has also addressed how the zone change is consistent with relevant sections of the Comprehensive Plan in the narrative provided above.

- C. The change will not adversely affect the health, safety, and welfare of the community;**

COMMENT:

The applicant has attached a Transportation Impact Study Report which demonstrates that the proposed zoning and will not significantly impact the transportation system and the proposed development will not create unsafe conditions for individuals traveling in the community (see Exhibit 8). The applicant has also attached Service Provider Letters which indicate that the proposed development will be provided utility and services, helping to ensure that health and welfare of the surrounding neighborhood will be maintained (see Exhibit 9).

- D. The proposal either responds to changes in the community or it corrects a mistake or inconsistency in the comprehensive plan, the zoning map, or this title;**

and

COMMENT:

The City's 2017 Housing Needs Analysis indicates that an additional 1,229 new dwelling units are required to be constructed in Scappoose for the 2018-2038 planning horizon. The report indicates that there are several demographic changes which have increased demand for moderate density residential housing. As the Baby Boomer generation ages, they are creating demand for smaller housing options. The large Millennial generation is also looking for comparatively affordable small-single-family detached houses. In addition, growing Hispanic and Latino populations are creating more demand for lower-cost single-family housing choices. This analysis concluded that Scappoose needs to plan for the development of a wider range of housing types, and as a result, the City developed new cottage housing development standards in 2018. The applicant's proposal to change the site's zoning to R-4 is consistent with the Housing Needs Analysis findings, since a wider range of housing types and more affordable and compact urban form can be achieved under the proposed moderate density residential zoning than under the existing low density residential zone. The attached Preliminary Site Plan indicates that the applicant is proposing to utilize the City's adopted cottage housing standards when developing the site with small lot single-family dwellings (see Exhibit 4).

E. The amendment conforms to Section 17.22.050.

COMMENT:

The narrative provided below demonstrates that the proposed Zoning Map amendment conforms to Section 17.22.050.

Section 17.22.050: Transportation planning rule compliance. Proposals to amend the comprehensive plan or zoning map shall be reviewed to determine whether they significantly affect a transportation facility pursuant to Oregon Administrative Rule (OAR) 660-012-0060 (Transportation Planning Rule - TPR). Where the City, in consultation with the applicable roadway authority, finds that a proposed amendment would have a significant effect on a transportation facility, the City shall work with the roadway authority and the applicant to modify the request or mitigate the impacts in accordance with the TPR and applicable law.

COMMENT:

As required, the applicant's attached Transportation Impact Study Report includes State Transportation Planning Rule analysis (see Exhibit 8). When comparing worst case trip generation under the existing R-10 zoning verses the proposed R-4 zoning, the report concludes that no improvements are necessary for the transportation system through the 2035 planning period. As such, if the maximum buildout scenario of 18 dwelling units were developed on the site, the proposed zone change will not cause a "significant effect" as defined by the Transportation Planning Rule. The applicant's Preliminary Site Plan indicates that 12 cottage dwelling units are proposed for the subject site (see Exhibit 4).

Chapter 17.50: R-4 Moderate Density Residential

Section 17.50.030: Permitted and Conditional Uses.

Use	
Single-family detached residential dwelling units	Permitted outright ¹
Manufactured homes on individual lots subject Section 17.94.030	Permitted outright ¹
Manufactured home parks subject Section 17.94.050	Permitted outright ¹
Cottage housing subject to the provisions of Chapter 17.58	Permitted outright ¹
Duplex	Permitted outright ¹
Triplex	Permitted outright ¹
Quadplex	Permitted outright ¹
Townhouse, limited to a maximum of four attached townhomes	Permitted outright ¹
Accessory Dwelling Units (ADU's) subject to the provisions of Chapter 17.92	Permitted outright ¹
Residential care home	Permitted outright ¹
Day care home	Permitted outright ¹
Home occupation (Type I) subject to Chapter 17.142	Permitted outright ¹
Public park and recreation areas, provided that all building setbacks shall be a minimum of thirty feet from any property line	Permitted outright ¹
Public support facilities	Permitted outright ¹
Sewage pump station	Permitted outright ¹
Churches previously zoned RC-4;	Permitted outright ¹
Church, provided that all building setbacks shall be a minimum of thirty feet from any property line	Permitted outright ¹
Day care facility	Conditional use ²
Home occupation (Type II) subject to Chapter 17.142	Conditional use ²
Residential care facility	Conditional use ²

Schools, provided that all building setbacks shall be a minimum of thirty feet from any property line	Conditional use ²
Bed and breakfast facilities, provided that no other such facilities exist within four hundred feet	Conditional use ²
Electric power substation	Conditional use ²
Minor impact utilities	Conditional use ²
Public safety facilities	Conditional use ²
Library services	Conditional use ²
Professional office building under four thousand square feet	Conditional use ²
Retail sales establishments under two thousand five hundred square feet	Conditional use ²
Wireless communications facilities, not to include antenna support structures, subject to the provisions of Chapter 17.93.	Conditional use ²

¹These uses and their accessory uses are permitted in the R-4 zone outright outside of the Scappoose Creek Flood Plain. In the R-4 zone within the Scappoose Creek Flood Plain only uses listed in Section 17.84.040 shall be permitted.

²These uses and their accessory uses may be permitted in the R-4 zone when authorized by the planning commission in accordance with the requirements of Chapter 17.130, other relevant sections of this title and any conditions imposed by the Planning Commission when such uses are located outside of Scappoose Creek Flood Plain.

COMMENT:

The applicant is proposing a 12-lot subdivision of the subject site to develop detached single-family cottage housing (see Exhibit 4). The standards provided by this section indicate that the intended use is permitted outright in the R-4 district.

Section 17.50.050: Dimensional Requirements.

Dimensional Requirements	Requirement ¹
Minimum lot area: Outside of the Scappoose Creek Flood Plain	
Single-family detached	Five thousand (5,000) square feet for a single-family detached dwelling unit when located outside of the Scappoose Creek Flood Plain
Townhouse	Seven thousand square feet for the first two attached units and two thousand square feet for each additional unit
Duplex	Seven thousand square feet per duplex
Triplex	Seven thousand square feet for the first two attached units and two thousand square feet for each additional unit

Quad-plex	Seven thousand square feet for the first two attached units and two thousand square feet for each additional unit
Other uses	The minimum lot area for all other uses shall be five thousand square feet
Minimum lot area: Inside of the Scappoose Creek Flood Plain	
Single-family detached	Twenty thousand (20,000) square feet when a structure is located in the Scappoose Creek Flood Plain

Minimum lot width	
Single-family detached	Fifty feet, except the minimum lot width at front property line on the arc of an approved full cul-de-sac shall not be less than thirty feet Flag lots shall provide a minimum of twenty-five feet of frontage along a public right-of-way
Townhouse	Twenty-five feet per unit
Minimum setback	
Front Yard	Fifteen feet
Front of garages or carports	Twenty feet from the property line where access occurs
Side yard	Total a minimum of fifteen feet with one setback not less than ten feet, which shall be on the street side for corner lots
Rear yard	Twenty feet
Setbacks for accessory building behind a residence	
Side	Five feet each
Rear	Five feet
Maximum height	Thirty-five feet
Accessory Building	Twenty-two feet
Principal building per lot	One
Maximum building coverage	Forty percent of the lot area

Additional requirements shall include any applicable section of this title

COMMENT:

The submitted Preliminary Site Plan demonstrate that the proposed development meets the R-4 setback standards around the perimeter of the site including 15-ft. front yard, 5 and 10-ft. side yard, and 20-ft. rear yard setbacks (see Exhibit 4). Since the applicant is proposing to develop the subject property with cottage housing, R-4 standards for setbacks between dwelling units, minimum lot width, and minimum lot area standards do not apply.

Chapter 17.58: Cottage Housing Development

Section 17.58.020: Applicability. Cottage Housing Developments are allowed in all residentially zoned districts, as either a permitted or conditional use. The procedures and criteria of 17.150 (Subdivisions) shall apply to Cottage Housing Subdivisions. If a Cottage Housing Development is proposed with multiple units on one lot, then the procedures and criteria of 17.120 (Site Development Review) shall apply. Where the regulations of this chapter are not specific, the standards of the relevant zoning district will prevail.

COMMENT:

The applicant is proposing to develop the subject site with 12 cottage housing units on individual single-family detached lots. As required, the applicant has addressed the subdivision standards of Section 17.150 in the narrative provided below.

Section 17.58.030: **Density.** For developments in the A-1 zoning district: The City shall allow density at the same level as that permitted in the A-1 zone. For developments in the R-1, R-4, and MH zoning districts: The City shall allow up to 1.5 cottage units for each regular dwelling unit allowed under existing standards in the applicable zoning district to a maximum of 15 cottages per acre.

COMMENT:

The applicant is proposing a cottage housing development in the R-4 zoning district. Under R-4 standards, up to 12 regular single-family detached lots can be developed on the site after the extension of SE Maple Street (58,806 sq. ft. / 5,000 sq. ft. = 11.76 or 12 regular dwelling units). Since 1.5 cottage housing units are permitted for every 1 regular dwelling unit, up to 18 cottage housing units may be developed on the site (12 regular dwelling units x 1.5 = 18 cottage housing units). The attached Preliminary Site Plan indicates that the applicant is proposing to develop 12 cottage housing units on the subject property.

Section 17.58.040: **Development Area.** Cottage Housing Developments (CHD) shall contain a minimum of 4 and a maximum of 12 cottages arranged in a cluster. A Cottage Housing Development may contain more than one cluster.

COMMENT:

The submitted Preliminary Site Plan indicates that two cottage clusters are proposed for the subject site (see Exhibit 4). North of the SE Maple Street extension is one cluster with 4 cottage units, and south of the right-of-way is another cluster with 8 cottage units.

Section 17.58.060: **Lot Coverage and Floor Area.**

1. **There is no maximum lot coverage for Cottage Housing Developments.**
2. **There is no minimum lot size for Cottage Housing Developments.**
3. **The maximum floor area per dwelling unit without a garage is 1,200 square feet. The maximum floor area is defined as the area included within the surrounding walls of a cottage building on all levels.**
4. **The maximum floor area per dwelling unit with an**

attached or detached garage is 1,500 square feet, including the garage.

COMMENT:

The attached Preliminary Plat indicates that proposed lots for the cottage units range between 1,664 sq. ft. and 2,630 sq. ft. in area. As required, the attached Preliminary Cottage Plans and Elevations indicate that the proposed dwelling units are limited to 1,200 sq. ft. (see Exhibit 5). The attached Preliminary Site Plan indicates that no garages are proposed with this cottage housing development (see Exhibit 4).

Section 17.58.070: Setbacks and Building Separation. Because CHD's are a unique type of development, setbacks are measured differently than for a traditional development. The exterior boundary of the CHD development area is considered to be the edge of the development area for the purposes of calculating perimeter setbacks from surrounding properties. For buildings on lots within the CHD, the separation between other onsite buildings are measured, not the distances to interior property lines, unless setbacks from property lines are necessary to meet the Building Code (interior setbacks).

1. **Exterior Setbacks.** All buildings within a CHD shall maintain front, rear and side yard setbacks as required by the underlying zone from the exterior boundary of the CHD.
2. **Interior Building Separation.** There shall be a minimum separation of six feet between the eaves of the cottages. On cottage sides with a main entrance, the minimum separation shall be 10 feet. Structures other than cottages shall meet minimum Building Code setback requirements.

COMMENT:

The submitted Preliminary Site Plan indicates that the proposed development meets R-4 setback standards around the exterior of the subject site including 15-ft. front yard, 5 and 10-ft. side yard, and 20-ft. rear yard setbacks (see Exhibit 4). The plan also indicates that there is 8-ft. of separation between the cottage unit foundations, providing a minimum separation of 6-ft. between the eaves of the cottages.

Section 17.58.080: Required Common Open Space. Common open space is intended to be an amenity shared by all residents of the cottage housing development.

1. Provide a centrally located open space area for the cottage housing development and have cottages abutting at least two sides.
2. Contain a minimum of 400 square feet per cottage.

3. At least 50 percent of the cottages shall abut a common open space.
4. Each cottage shall be connected to the common open space by a pedestrian pathway.
5. Areas such as utility vaults, exterior setbacks and common parking areas and driveways are not counted in the common open space requirements.
6. Common open space may contain a drainage swale area, provided the area is useable open space.
7. Required common open space shall be provided at ground level in a contiguous commonly owned tract with an easement indicating that it benefits all lots in the CHD.
8. Common open space shall have a minimum average width of 20 feet.
9. The common open space areas shall be constructed and landscaped prior to filing a final plat or in the case of a site plan, construction and landscaping will be tied to final occupancy of the first cottage.
10. The common open space shall be recorded as a perpetual open space to benefit all residents of the Cottage Housing Development prior to filing a final plat or prior to obtaining a building permit.

COMMENT:

The attached Preliminary Site Plan indicates that cottage units 1-4 are provided with a 2,033 sq. ft. common open space area within Tract 'A', providing a minimum of 400 sq. ft. for each dwelling (see Exhibit 6). Proposed amenities within Tract 'A' include a picnic table, bar-be-que grill, bench, lawn areas, and a decomposed granite path. Proposed concrete walkways also lead from each cottage to the common open space area, an on-site parking lot, and the proposed open space amenities.

Cottage units 5-12 are provided with a 3,202 sq. ft. common open space area within Tract 'B', also meeting the minimum 400 sq. ft. area for those cottage units. Proposed amenities within Tract 'B' include a covered structure, picnic table, bar-be-que grill, lawn areas, and a decomposed granite path. The submitted Preliminary Site Plan indicates that proposed concrete walkways connect each cottage to the common open space area, an on-site parking lot, and the open space amenities (see Exhibit 6).

The plan demonstrates that both proposed common open space areas are located adjacent to each cottage unit. In addition, the open space areas are centrally located, are at ground level, maintain an average 20-ft. width, and each cottage unit is connected to the common areas with a 5-ft. wide pathway. There are no drainageways or vaults located within the proposed open space areas. The submitted Preliminary Landscape Plan illustrates how the common areas will be landscaped prior to filing of the final plat. As required, the common open space areas will be identified as perpetual open space when recording the final plat for the subdivision.

Section 17.58.090: Required Private Open Space. Private open space adjacent to each cottage is intended for the exclusive use by the cottage resident.

1. Provide a total of 400 square feet of private open space that includes a minimum of 200 square feet of contiguous usable open space adjacent to each cottage with no dimension less than 10 feet. Front porches are not included in the private open space calculation.
2. No more than 50% of the private open space can be within an unenclosed covered patio.

COMMENT:

The Preliminary Site Plan illustrates that each cottage unit lot contains at least 400 sq. ft. of private open space areas in the front and rear of the dwelling (see Exhibit 4). As required, all proposed private open space areas have a minimum dimension of 10 feet. In addition, no private open space area is located within a front porch or an enclosed covered patio.

Section 17.58.100: Development Standards.

1. At least 50 percent of the cottages shall be oriented around and have their main entrance facing the common open space.

COMMENT:

The attached Preliminary Site Plan illustrates that all of the proposed cottages are oriented with front entries facing common open space areas (see Exhibit 4).

2. Each cottage shall have a covered entry of at least 80 square feet with a minimum dimension of six feet on any side.

COMMENT:

The applicant's submitted Preliminary Cottage Plans and Elevations demonstrate that the 6-ft. x 18-ft. covered entries contain 108 sq. ft. (see Exhibit 5).

3. Pedestrian pathways must be included to provide for movement of residents and guests from parking areas to

homes and other amenities. These pathways must be shown on the subdivision tentative plan or site plan and be part of the common areas/tracts.

COMMENT:

As required, proposed pathways between the cottage units, common open space areas, and parking areas are shown on the attached Preliminary Site Plan (see Exhibit 5).

4. Garages attached or detached cannot exceed 450 square feet of floor area and no more than 18 feet in height. Only one garage is allowed per cottage.

COMMENT:

No garages are proposed with this cottage housing development, therefore these standards do not apply.

5. Accessory Dwelling units shall not be permitted in Cottage Housing Developments (CHD's).
6. Accessory Structures for common usage are allowed in the common open space areas, and shall not exceed more than 25% of the required common open space area. Other accessory structures (except garages) are prohibited.

COMMENT:

The attached Preliminary Site Plan indicates that a covered structure is proposed as an amenity within the common open space area of Tract 'B' (see Exhibit 4). As required, the accessory structure does not exceed 25% of the common open space area and no accessory dwelling units have been proposed with this development.

7. Cottages shall not exceed thirty five feet in height and accessory structures shall not exceed 18 feet in height.

COMMENT:

The attached Preliminary Cottage Plans and Elevations demonstrate that the proposed cottages do not exceed 35-ft. in height (see Exhibit 5). The applicant is not proposing to exceed the 18-ft. height limit for accessory structures.

Section 17.58.110: Parking Standards. Parking for CHD's shall be located on the CHD property and identified on the tentative subdivision plan and/or site plan. Onsite parking shall meet the following standards:

1. Parking may be located within an enclosed garage,

carport or unenclosed parking space.

2. Parking may be located in common tracts if intended to be shared by the entire CHD in groups of not more than 5 adjoining spaces separated by at least 4 feet of landscaping. An enclosed garage or carport intended to be shared by the entire CHD shall not exceed 1,200 sq. ft. in size.
3. Parking shall not be located in the exterior setback and must be screened from public streets and adjacent residential uses by a 10 foot landscape buffer containing landscaping and/or architectural screening.
4. Parking is allowed between or adjacent to structures only when it is located toward the rear of the cottage and is served by an alley or private driveway.
5. Off-street parking requirements shall be calculated based on the requirements in 17.106.030.
6. All parking shall provide a minimum of 24 feet for maneuvering and backing movements from garages, carports and/or parking areas.

COMMENT:

Section 17.106.030 indicates that each single-family detached cottage unit must be provided with 2 off-street parking spaces. The submitted Preliminary Site Plan indicates that 8 unenclosed standard parking spaces and 1 ADA space is proposed for the 4 cottages in Tract 'A' on the north side of SE Maple Street, while 16 unenclosed standard parking spaces and 1 ADA space will be provided in Tract 'B' for the 8 cottage units on the south side of the street (see Exhibit 4). The attached Preliminary Landscape Plan illustrates that groups of parking stalls do not contain more than 5 spaces. In addition, the plan demonstrates that 10-ft. of landscaping is provided between the parking areas and adjacent residential uses. As required, 24-ft. wide aisles are provided for maneuvering and backing movements.

Section 17.58.120 : Frontage Requirements. Individual cottage lots created as part of a CHD subdivision are not required to have frontage on a public or private street. However, the Development parcel shall have the minimum frontage on a public or private street as required by the underlying zone. (Ord 868, 2018)

COMMENT:

The submitted Preliminary Plat indicates that the cottage development parcels on the north and south side of SE Maple Street have approximately 174-ft. of frontage on a public street (see Exhibit 4). As permitted, the proposed single-family detached lots front either a public street or common open spaces within the development.

Section 17.58.130: Architectural Details. Dwelling units shall contain architectural

details.

1. Dwelling units must provide a minimum of five of the following architectural features:
 - a. Stonework detailing on columns or across foundation.
 - b. Brick or stonework covering more than ten percent of the facade.
 - c. Wood, clad wood, or fiberglass windows on all four elevations of the building.
 - e. Decorative roofline elements including roof brackets or multiple dormers.
 - f. Decorative porch elements including scrolls, or brackets, or railings.
 - g. Decorative shingle designs.
 - h. Decorative paint schemes (three or more colors).
 - i. Other architectural detailing may be approved by the community development director if they are constructed with quality material, have a high level of craftsmanship and are consistent with the architectural style of the dwelling.

COMMENT:

As illustrated by the attached Preliminary Cottage Plans and Elevations, the proposed dwellings include stonework detailing across the foundation, fiberglass windows, decoration porch railings, decorative shingle design, and a decorative paint scheme.

2. Approved siding materials.
 - a. Brick.
 - b. Basalt stone or basalt veneer.
 - c. Narrow horizontal wood or composite siding (five inches wide or less).
 - d. Board and baton siding.
 - e. Wood or cementitious horizontal siding
 - f. Cedar shakes and shingles

COMMENT:

The attached Preliminary Cottage Plans and Elevations demonstrate that the proposed cottages are sided with cementitious horizontal siding and cedar shingles (see Exhibit 5).

3. **Other materials may be approved by the community development director if they are consistent with the quality of the approved siding materials and have historic precedence in Scappoose.**

COMMENT:

No alternative siding materials are proposed with this cottage housing development.

Section 17.58.140: Public Utilities. All lots shall be served by individual services from a private or public distribution main. Any deviations from City standards need to be approved by the City Engineer. All individual service lines that cross property shall be placed in an easement. Fire access must be provided according to the requirements of the Uniform Fire Code.

COMMENT:

The attached Preliminary Storm Plan demonstrates that each lot will be served by a private storm main which in turn connects to dry wells within Tracts 'A' and 'B'. The Preliminary Sewer and Water Plan indicates that private sanitary sewer mains connect to the public main lines within SE Maple Street, and serve private laterals that connect to each of the proposed lots. The plan also indicates that water laterals lead from the main within Maple Street to individual water meters and service lines for each lot within the development (see Exhibit 4).

Section 17.58.150: Covenants, Conditions and Restrictions. Subsequent to Site Development Review or final plat approval but prior to issuance of a building permit for any structure in a Cottage Housing Development, set of conditions, covenants and restrictions (CC&Rs) for the Cottage Housing Development shall be reviewed and, if approved by the City, recorded with Columbia County. The CC&Rs must create a homeowner's association that will provide for maintenance of all common areas in the Cottage Housing Development.

COMMENT:

As required, draft CC&Rs and HOA documents which provide for maintenance of the common open space areas have been submitted for review (see Exhibit 10).

Chapter 17.84: Sensitive Lands--Flooding

Section 17.84.015: Definitions.

“Substantial improvement” means any repair, rehabilitation, addition, reconstruction or other improvement of a structure, that includes the cumulative value of all building permits, and the cost of which equals or exceeds fifty percent of the market value of the structure either before the improvement or repair is started, or if the structure has been damaged and is being restored, before the damage occurred. For the purposes of this definition, “substantial improvement” is considered to occur when the first alteration of any wall, ceiling, floor or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. This term does not, however, include either: (1) Any project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions, or (2) Any alteration of a structure listed on the National Register of Historic Places or a State Inventory of Historic Places, provided that the alteration will not preclude the structure’s continued designation as a “historic structure.”

Zone designations:

4. **Zone X (shaded) appears on Flood Insurance Rate Maps. The shaded Zone X represents areas subject to a one hundred-year flood event but where depths are less than one foot or the drainage area is less than one square mile. Shaded Zone X in the vicinity of Scappoose is also associated with areas protected by dikes or levees from a one hundred-year flood. This chapter does not regulate development activities in shaded Zone X.**

COMMENT:

According to City and FEMA maps, the subject site is not located within Zone AE (100-Year Floodplain). However, the site is located within Zone X, which presents minimal risk for flooding. As indicated above, this chapter does not regulate development activities in Zone X.

Chapter 17.96: Lots--Exceptions and Additional Setbacks

Section 17.96.020: Additional setback from centerline required.

- A. **Structures in any zoning district which abut certain arterial and collector streets shall be set back a minimum distance from the centerline of the right-of-way.**

- B. Where the street is not improved, the measurement shall be made at right angles from the centerline or general extension of the street right-of-way. The required setback distance for buildings on the following collector streets is the setback distance required by the zoning district plus twenty-eight feet measured from the centerline of the right-of-way.

Columbia Avenue from West Lane to Columbia River Hwy
Elm Street (east from 3rd street)
E.M. Watts Road
East Fourth Street
J.P. West
West First Street
Dutch Canyon Road

COMMENT:

Per the City's 2016 Transportation System Plan, SE Maple Street is classified as a Neighborhood Route. The attached Preliminary Site Plan indicates that the applicant is proposing to extend SE Maple Street through the site and fully improve the 60-ft. wide right-of-way (see Exhibit 4). The submitted plan identifies minimum building setbacks to the right-of-way and proposed street improvements.

- C. The minimum yard requirement shall be increased in the event a yard abuts a street having a right-of-way width less than required by its functional classification in the city's transportation plan and, in such case, the setback shall be not less than the setback required by the zone plus one-half of the projected road width as shown in the transportation plan.

COMMENT:

The submitted Preliminary Plat indicates that the applicant is proposing to dedicate 60-ft. of right-of-way to match the existing right-of-way width of SE Maple Street west of the site. With the proposed dedication, the applicant will provide the required minimum right-of-way width.

- D. In addition to the standards for access and egress included in the public works design standards, and due to the potential traffic hazards along Highway 30, the planning commission may require single access ways, frontage roads, joint parking or additional setbacks for lots that the commission determines are strategically important for reducing potential hazards.

COMMENT:

The subject site is not located near Highway 30 and the applicant's Transportation Impact Study does not identify hazardous traffic conditions in the vicinity of the subject site. Therefore, the applicant is not proposing a single accessway for the proposed development.

Section 17.96.030: Visual Clearance Requirements.

All development shall conform to the visual clearance area requirements of Scappoose Municipal Code Chapter 12.10.

COMMENT:

As demonstrated by the attached Preliminary Site Plan, the proposed development can meet visual clearance area requirements for driveways serving single-family developments (see Exhibit 4).

Chapter 17.100: Landscaping, Screening and Fencing

Section 17.100.030: General provisions.

- A. Unless otherwise provided by the lease agreement, the owner, tenant and their agent, if any, shall be jointly and severably responsible for the maintenance of all landscaping which shall be maintained in good condition so as to present a healthy, neat and orderly appearance and shall be kept free from refuse and debris.
- B. All plant growth in landscaped areas of developments shall be controlled by pruning, trimming or otherwise so that:
 - 1. Public utilities can be maintained or repaired;
 - 2. Pedestrian or vehicular access is unrestricted;
 - 3. Visual clearance area provisions are met. (See Chapter 12.10, Visual Clearance Areas.)

COMMENT:

As mentioned above, landscaping within Tracts 'A' and 'B' will be maintained per the attached Draft CC&Rs and HOA documents (see Exhibit 10). All other private landscaped areas will be maintained by future property owners in accordance with the standards listed above.

- C. Certificates of occupancy shall not be issued unless the landscaping requirements have been met or a bond has been posted with the city to insure the completion of landscaping requirements.

COMMENT:

As required, the developer will complete all landscaping requirements before future property owners are permitted to occupy dwellings within the subdivision.

- D. Existing plant materials on a site shall be protected to prevent erosion. Existing plant materials may be used to meet landscaping requirements if no cutting or filling takes place within the dripline of the tree.

COMMENT:

The submitted Existing Conditions Plan indicates which trees will be retained and protected during site development activities (see Exhibit 4).

Section 17.100.090: Buffering and Screening Requirements.

- A. Buffering and screening are required to reduce the impacts on adjacent uses which are of a different type. The owner of each proposed development is responsible for the installation and effective maintenance of buffering and screening. When different uses abut one another, buffering and screening are required. When different uses would be abutting one another except for separation by a right-of-way, buffering, but not screening, shall be required.

COMMENT:

The applicant is intending to develop cottage housing with approval of this Subdivision application. The proposed use is permitted within the R-4 zoning district. Directly to north of the subject property are several parcels which are under County jurisdiction, zoned R-10, and are developed with single-family dwellings. To the east of the site is a large parcel that is also located within the County, contains a single-family dwelling, and is zoned R-10. To the south of the subject property is a parcel which is located within the Scappoose city limits, has been developed with a single-family dwelling, and is zoned R-4. To the west are several lots that have been developed with single-family dwellings and are located in the City's R-1 district. Since the proposed cottage housing is different than the surrounding single-family detached housing use, buffering and screening requirements of this section apply.

- B. A buffer consists of an area within a required interior setback adjacent to a property line, having a width of ten feet, except where the planning commission requires additional width, and a length equal to the length of the property line of the abutting use or uses.

COMMENT:

The attached Preliminary Site Plan indicates that the proposed cottage housing and parking lots are located at least 10-ft. from adjacent property lines (see Exhibit 4).

- C. Occupancy of a buffer area shall be limited to utilities, screening, and landscaping. No buildings, accessways or parking areas shall be allowed in a buffer area.

COMMENT:

As required, no parking areas or buildings are proposed within the 10-ft. buffer area (see Exhibit 4).

- D. The minimum improvements within a buffer area shall include:
 - 1. One row of trees, or groupings of trees equivalent to one row of trees. At the time of planting, these trees shall not be less than ten feet high for deciduous trees and five feet high for evergreen trees measured from the ground to the top of the tree after planting. Spacing for trees shall be as follows:
 - a. Small or narrow stature trees, under twenty-five feet tall or less than sixteen feet wide at maturity shall be spaced no further than fifteen feet apart;
 - b. Medium sized trees between twenty-five feet to forty feet tall and with sixteen feet to thirty-five feet wide branching at maturity shall be spaced no greater than twenty-five feet apart;
 - c. Large trees, over forty feet tall and with more than thirty-five feet wide branching at maturity, shall be spaced no greater than thirty feet apart.
 - 2. In addition, at least one five-gallon shrub shall be planted for each one hundred square feet of required buffer area.
 - 3. The remaining area shall be planted in groundcover, or spread with bark mulch.

COMMENT:

The attached Preliminary Landscape Plan indicates that rows of trees which meet the above standards are proposed within required buffer areas (see Exhibit 4).

- E. Where screening is required the following standards shall apply in addition to those required for buffering:

1. A hedge of narrow or broadleaf evergreen shrubs shall be planted which will form a four-foot continuous screen within two years of planting; or
2. An earthen berm planted with evergreen plant materials shall be provided which will form a continuous screen six feet in height within two years. The unplanted portion of the berm shall be planted in lawn, ground cover or bark mulched; or
3. A five-foot or taller fence or wall shall be constructed to provide a continuous sight obscuring screen. Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls such as wood or brick, or otherwise acceptable by the planner. Corrugated metal is not considered to be screening when combined with a planting of a continuous evergreen hedge;
4. An evergreen hedge or other dense evergreen landscaping may satisfy a requirement for a sight obscuring fence where required. Such hedge or other dense landscaping shall be properly maintained and shall be replaced with another hedge, other dense evergreen landscaping, or a fence or wall when it ceases to serve the purpose of obscuring view; and no hedge shall be grown or maintained at a height greater than that permitted by these regulations for a fence or wall when located within a visual clearance area as set forth in Chapter 12.10, Visual Clearance Areas

COMMENT:

The attached Preliminary Landscape Plan indicates that a 6-ft. high wood sight-obscuring fence will be installed along the perimeter of the sight to screen the proposed cottage housing from adjacent single-family residential uses (see Exhibit 4).

- F. Buffering and screening provisions shall be superseded by the vision clearance requirements as set forth in Chapter 12.10, Visual Clearance Areas.

COMMENT:

The applicant's Preliminary Landscape Plan indicates that the perimeter fence will not encroach into required vision clearance areas.

- G. When the use to be screened is downhill from the adjoining zone or use, the prescribed heights of required

fences, walls or landscape screening shall be measured from the actual grade of the adjoining property.

COMMENT:

The attached Preliminary Grading Plan and Preliminary Landscape Plan demonstrate that grades on the site are fairly flat, and the proposed perimeter fence provides at least 5-ft. of height along the exterior property lines (see Exhibit 4).

Section 17.100.100: Screening--Special provisions.

- A. if four or more off-street parking spaces are required under this title, off-street parking adjacent to a public street shall provide a minimum of four square feet of landscaping for each lineal foot of street frontage. Such landscaping shall consist of landscaped berms or shrubbery at least two feet in height, which shall be dispersed adjacent to the street as much as practical. Additionally, one tree which shall provide a canopy of at least three hundred square feet upon maturity shall be provided for each fifty lineal feet of street frontage or fraction thereof. Landscaped parking areas may include special design features which effectively screen the parking lot areas from view. These design features may include the use of landscaped berms, decorative walls, and raised planters. Landscape planters may be used to define or screen the appearance of off-street parking areas from the public right-of-way. Materials to be installed shall achieve a balance between low lying and vertical shrubbery and trees.

COMMENT:

Since the proposed off-street parking spaces are located behind the cottage units and are not sited adjacent to SE Maple Street, the above screening provisions do not apply.

- B. Loading areas and outside storage shall be screened from public view from public streets and adjacent properties by means of sight-obscuring landscaping, fences, walls or other means. The screen shall have a minimum height of six feet and the planning commission may require a taller screen depending on the location and height of the loading or storage area.

COMMENT:

As indicated by the attached Preliminary Site Plan, the proposed waste and recycling storage area within Tract 'B' will be screened by a 6-ft. high solid wood fence. There are no other loading or storage areas proposed with this cottage housing development.

- C. Except for one-family and two-family dwellings, any refuse container or disposal area and service facilities such as gas meters and air conditioners which would otherwise be visible from a public street, customer or resident parking area, any public facility or any residential area, shall be screened from view by placement of a solid wood fence, masonry wall or evergreen hedge between five and eight feet in height. All refuse materials shall be contained within the screened area.

COMMENT:

As mentioned above, the applicant is proposing to provide a 6-ft. high solid wood fence enclosure within Tract 'B' for the storage of waste and recycling materials. As required, all other service facilities will also be screened in accordance with the above standards.

Section 17.100.110: Fences or Walls.

- A. Fences, walls or combinations of earthen berms and fences or walls up to four feet in height may be constructed in required front yards. Rear and side yard fences, or berm/fence combinations behind the required front yard setback may be up to six feet in height without any additional permits. Any proposed fence or fence/berm combination higher than six feet shall require a building permit. Any fence or fence/berm combination greater than eight feet in height shall require planning commission approval in addition to a building permit.
- B. The prescribed heights of required fences, walls or landscaping shall be measured from the lowest of the adjoining levels of finished grade.
- C. Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls such as wood or brick, or otherwise acceptable by the planner. Corrugated metal is not considered to be acceptable fencing material. Fences and walls shall be in compliance with other city regulations.

COMMENT:

The attached Preliminary Landscape Plan indicates that a 6-ft. high wood sight-obscuring fence will be installed around the perimeter of the subject site, except within required 15-ft. front yard setback areas.

Section 17.100.140: Re-Vegetation.

- A. Upon completion of construction activities, where

natural vegetation or topsoil has been removed in areas not affected by the landscaping requirements and that are not to be occupied by structures, such areas are to be replanted as set forth in this section to prevent erosion.

COMMENT:

As demonstrated by the attached Preliminary Landscape Plan, disturbed areas not affected by perimeter landscaping requirements will be re-vegetated in accordance with the above standards (see Exhibit 4). Street side yards and other areas adjacent to the building footprints will be hydroseeded and watered by individual homeowners until the lawn areas are established.

- B. Preparation for Re-vegetation. Topsoil removed from the surface is to be stored on or near the sites and protected from erosion while construction activities are underway; and**
 - 1. Such storage may not be located where it would cause suffocation of root systems of trees intended to be preserved; and
 - 2. After completion of such activities, the topsoil is to be restored to exposed cut and fill embankments or building pads to provide a suitable base for seeding and planting.

COMMENT:

As required, topsoil from the site will be stored and restored on site in accordance with the above standards.

- C. Methods of Re-vegetation.**
 - 1. Acceptable methods of re-vegetation include hydromulching or the planting of rye grass, barley or other seed with equivalent germination rates, and where lawn or turf grass is to be established, lawn grass seed or other appropriate landscape cover is to be sown at not less than four pounds to each one thousand square feet of land area.
 - 2. Other re-vegetation methods offering equivalent protection may be approved by the approval authority.
 - 3. Plant materials are to be watered at intervals sufficient to ensure survival and growth.
 - 4. The use of native plant materials is encouraged to reduce irrigation and maintenance demands.

COMMENT:

As demonstrated by the attached Preliminary Landscape Plan, the subject site will be revegetated using appropriate ground cover methods (see Exhibit 4).

Chapter 17.104: Street Trees

Section 17.104.030: Approval process.

- A. The applicant shall submit two copies of a site plan, drawn to an acceptable scale, which includes:
1. North arrow and map scale;
 2. Name and phone number of contact person;
 3. Location of all permanent structures including signs;
 4. Location of right-of-way and all utilities including underground and aboveground;
 5. Location, type, size and species of proposed street trees.

COMMENT:

The applicant submitted the required number of copies of the Preliminary Site Plan. The plan includes all of the street tree information listed above (see Exhibit 4).

- D. If the project requires other approvals, the following shall apply:
1. Approval of the plan required by this section shall be consolidated with all other required approvals and shall be processed pursuant to the requirements of the other approvals; and
 2. One percent of the total fee for all other approvals shall be placed in a dedicated fund for the planting and maintenance of street trees; and
 3. All required information may be combined with plans required by other approvals.

COMMENT:

The applicant's is requesting preliminary plan approval of a Subdivision application, therefore the required street tree information has been included on the attached Preliminary Site Plan (see Exhibit 4).

- E. **Certificates of occupancy shall not be issued unless the street tree requirements have been met or a bond has been posted with the city to insure the plantings.**

COMMENT:

As required, the proposed street trees will be planted prior to occupancy of the single-family dwellings.

Section 17.104.040: Standards for Street Trees.

- A. **Street trees shall be selected from the approved street tree list included as Appendix A of the Scappoose Comprehensive Urban Forestry Plan.**
- B. **At the time of planting, street trees shall not be less than ten feet high for deciduous trees and five feet high for evergreen trees.**

COMMENT:

The attached Preliminary Site Plan demonstrates that the selected deciduous street tree is from the City's approved tree list, and the proposed tree meets the height requirements of this section (see Exhibit 4).

- C. **Spacing and minimum planting areas for street trees shall be as follows:**
 - 2. **Street trees under twenty-five feet tall and greater than sixteen feet wide at maturity shall be spaced no further than twenty feet apart in planting areas containing no less than sixteen square feet of porous surface and not less than four feet wide;**

COMMENT:

The attached Preliminary Site Plan indicates that the applicant is proposing to plant 2" caliper Blireiana Plum street trees, while will provide a mature height under 25-ft. tall. The trees will be installed within a 5-ft. wide planting area with a minimum of 16 sq. ft. of porous surface (see Exhibit 4). As required, the proposed street trees will be spaced a maximum of 15-ft. within the planting areas.

- D. **Street trees located under or within ten feet of overhead utility lines shall be less than twenty-five feet tall at maturity.**

COMMENT:

The applicant's is proposing to underground all utility lines with the extension of SE Maple Street, therefore this standard does not apply.

- E. Street trees shall be planted in accordance with the requirements of Scappoose Municipal Code Section 13.28.020(C).

COMMENT:

As required, the proposed street trees will be installed in accordance with the above standards.

Section 17.104.060: Maintenance of Street Trees.

- A. The adjacent owner, tenant, and their agent, if any, shall be jointly and severally responsible for the maintenance of all street trees which shall be maintained in good condition so as to present a healthy, neat and orderly appearance and tree wells shall be kept free from refuse and debris.

COMMENT:

As required, future owners within the subdivision will be responsible for the on-going maintenance of street trees adjacent to their property.

Chapter 17.106: Off-Street Parking and Loading Requirements

Section 17.106.015: Applicability of Provisions.

- A. The provisions of this chapter shall apply to all development including the construction of new structures, major modification of existing structures as defined in Chapter 17.120, and to any application which increases the on-site parking or loading requirements or which changes the access requirements.

COMMENT:

The applicant is only requesting preliminary plat approval for the proposed 12-lot subdivision at this time. Prior to construction of the cottage housing, the developer will provide detailed building plans which demonstrate compliance with the on-site parking standards.

- C. The applicant shall submit a site plan which includes:
 - 1. The location of the structures on the property and on the adjoining property;

2. The delineation of individual parking and loading spaces and their dimensions;
3. The location and dimension of the circulation area necessary to serve the spaces;
4. The location and dimension of the access point(s) to streets, to accessways and to properties to be served;
5. The location of curb cuts;
6. The location and dimensions of all landscaping, including the type and size of plant material to be used, as well as any other landscape material incorporated into the overall plan;
7. The proposed grading and drainage plans; and
8. Specifications as to signs and bumper guards.

COMMENT:

The submitted Preliminary Site Plan identifies all of the applicable information listed above, including the location of curb cuts for the access drives, the location of proposed structures, the delineation of parking spaces and their dimensions, and the location and dimensions of circulation areas for off-street parking spaces (see Exhibit 4). The location and dimensions of all parking lot landscaping is provided on the attached Preliminary Landscape Plan. The applicant has also submitted a Preliminary Grading Plan and Preliminary Storm Plan to demonstrate that adequate drainage will be provided for the proposed parking areas (see Exhibit 4).

Section 17.106.020: General Provisions.

- A. The dimensions for parking spaces are subject to the requirements in Section 17.106.050, and as follows:
 1. Nine feet wide and eighteen feet long for a standard space;
 2. Eight and one-half feet wide and fifteen feet long for a compact space; and
 3. In accordance with the applicable state and federal standards, at least twelve feet wide and eighteen feet long for designated handicapped parking spaces.

COMMENT:

Each of the cottage housing units requires a minimum of 2 off-street parking spaces. The attached Preliminary Site Plan indicates the parking area serving the 4 cottages on the north side of SE Maple Street includes 8 standard 9-ft. x 18-ft. stalls and 1 ADA stall with an 8-ft. wide aisle. On the south side of Maple Street the 8 cottage units are served by 15 standard 9-ft. x 18-ft. stalls, 1 compact 9-ft. x 15-ft. stall, and an additional 1 ADA stall with an 8-ft. wide aisle.

- B. The provision and maintenance of off-street and loading spaces are the continuing obligations of the property owner:**
 - 1. No building or other permit shall be issued until plans are presented to the planner to show that property is and will remain available for exclusive use as off-street parking and loading space; and**
 - 2. The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this title.**

COMMENT:

As required, Tracts 'A' and 'B' will provide and maintain required off-street parking spaces in accordance with the standards listed above.

- D. At the time of erection of a new structure or at the time of enlargement or change in occupancy as defined by the Uniform Building Code, off-street parking spaces shall be as provided in accordance with Section 17.106.030;**

COMMENT:

In accordance with the table provided with this Code section, the applicant is proposing to develop 2 off-street parking spaces for each cottage housing unit. At this time, the applicant is only requesting preliminary plat approval of the proposed subdivision. Compliance with parking standards will be verified by the City when detailed plans are submitted during building permit review.

- H. Location of Required Parking. Vehicle parking is allowed only on improved parking shoulders that meet City standards for public streets, within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this code.**
 - 1. Off-street parking spaces for single-family, duplex dwellings and single-family attached dwellings shall be located on the same lot with the dwelling.**

COMMENT:

As permitted under the cottage housing development standards of Chapter 17.58, the applicant is proposing to locate the required parking within several tracts that will be commonly maintained by a homeowners association. The attached Preliminary Site Plan indicates that Tract 'A' will include a parking lot with 8 standard and 1 ADA parking stalls, while Tract 'B' will contain a parking lot with 15 standard, 1 compact, and 1 ADA parking stall.

K. Required parking spaces shall:

1. Be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only;
2. Not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use; and
3. Not be rented, leased or assigned to any other person or organization unless the required number of spaces are maintained.

COMMENT:

As required, parking spaces will only be available for residents of the cottage housing development and will not be used for the storage of materials.

M. Parking lots shall be landscaped in accordance with the requirements in Section 17.100.100.

COMMENT:

The attached Preliminary Landscape Plan illustrates that the proposed parking lots will be landscaped in accordance with Section 17.100.100.

N. All parking areas which contain over five required spaces shall be provided with one handicapped parking space. All parking provisions required by the ADA shall be met.

COMMENT:

The submitted Preliminary Site Plan demonstrates that each proposed parking lot is provided with 1 ADA compliant parking space (see Exhibit 4).

P. Bicycle Parking.

3. Exemptions. This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The planning commission may exempt other uses upon finding

that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.

COMMENT:

Since the applicant is proposing single-family housing, bicycle parking is not required for this development.

- Q. Any lights provided to illuminate any public or private parking area or vehicle sales area shall be so arranged as to reflect the light away from any abutting or adjacent residential district.**

COMMENT:

The attached Preliminary Site Plan indicates that the proposed parking lot lighting includes 90 degree cutoff fixtures so that the light is not directed towards adjacent residential uses (see Exhibit 4).

- R. Required parking spaces shall be completely improved to city standards and available for use at the time of the final building inspection.**
- S. A plan drawn to scale, indicating how the off-street parking and loading requirement is to be fulfilled, shall accompany the request for a building permit or development application.**

COMMENT:

As required, the proposed parking spaces will be installed prior to final building inspection. The developer will submitted detailed plans with a future request for building permits to demonstrate how the off-street parking requirement will be fulfilled.

- W. Parking spaces in the public street or alley shall not be eligible as fulfilling any part of the parking requirement.**

COMMENT:

The attached Preliminary Site Plan illustrates that the cottage housing parking requirements will be met by the proposed off-street parking spaces within Tracts 'A' and 'B'.

- X. Off street parking of any vehicle or recreational vehicle, watercraft, or parts designed to be affixed thereto, which obstructs the visual clearance area or creates a potential safety hazard shall not be allowed in required yard.**

COMMENT:

The applicant is not proposing to establish parking areas for recreational vehicle or watercraft with this application.

Section 17.106.030: Minimum off-street parking requirements.

A. Residential Uses.

- 1. Single-family 2 spaces for each dwelling unit residence or duplex.**

COMMENT:

The attached Preliminary Site Plan indicates that a parking area serving 4 cottages on the north side of SE Maple Street includes 8 standard 9-ft. x 18-ft. stalls and 1 ADA stall with an 8-ft. wide aisle. On the south side of Maple Street, 8 cottage units are served by 15 standard 9-ft. x 18-ft. stalls, 1 compact 9-ft. x 15-ft. stall, and an additional 1 ADA stall with an 8-ft. wide aisle. Compliance with the parking space requirements will be verified by the City when detailed plans are submitted for building permit review.

Section 17.106.050: Parking dimension standards.

- A. Each parking space shall be accessible from a street or other right-of-way.**

COMMENT:

The submitted Preliminary Site Plan indicates that both parking lots are accessible through 24-ft. wide driveways which connect to SE Maple Street (see Exhibit 4).

- B. Minimum standards for a standard parking stall's length and width, aisle width, and maneuvering space shall be determined from the following table. Dimensions for designated compact spaces are noted in parentheses:**

COMMENT:

The attached Preliminary Site Plan demonstrates that the proposed standard and compact stalls meet the dimensional standards of this Code section (see Exhibit 4).

- C. Excluding single-family and duplex residences, groups of more than two parking spaces shall be served by a service drive so that no backing movements or other maneuvering within a street or other public right-of-way would be required. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site.**

COMMENT:

The submitted Preliminary Site Plan demonstrates that the proposed parking spaces do not require backing movements into a street.

- D. Each parking or loading space shall be accessible from a street and the access shall be of a width and location as described in the public works design standards.

COMMENT:

As demonstrated by the attached Preliminary Site Plan, the applicant is proposing to develop parking stalls and an access drive which meets Public Works design standards.

- E. Except for single-family and two-family residences, any area intended to be used to meet the off-street parking requirements as contained in this chapter shall have all parking spaces clearly marked using a permanent paint. All interior drives and access aisles shall be clearly marked and signed to show direction of flow and maintain vehicular and pedestrian safety.

COMMENT:

As required, the proposed parking spaces will be marked with permanent paint and the interior drive will be marked to show the direction of traffic flow.

- F. All areas used for the parking or maneuvering of any concrete surfaces except for surplus parking or vehicular storage parking areas which may be gravel if gravel will not create adverse conditions affecting safe ingress and egress when combined with other uses of the property and all areas within public right-of-way shall be paved.

COMMENT:

The attached Preliminary Site Plan demonstrates that the applicant is proposing to install an asphalt surface within the required parking areas.

- G. Access Drives.
 - 1. Access drives from the street to off-street parking or loading areas shall be designed and constructed to facilitate the flow of traffic and provide maximum safety for pedestrian and vehicular traffic on the site.
 - 2. The number and size of access drives shall be in accordance with the requirements of public works

design standards.

3. Access drives shall be clearly and permanently marked and defined through use of rails, fences, walls or other barriers or markers on frontage not occupied by service drives.
4. Access drives shall maintain visual clearance areas as provided in Chapter 12.10.

COMMENT:

The submitted Preliminary Site Plan indicates that consolidated access drives will serve the proposed cottage units on the south and north side of SE Maple Street. The proposed 24-ft. wide access drives will be clearly delineated by the proposed curbs and will provide access to the proposed parking lots. The plan demonstrates that separate pedestrian access will be provided with internal walkways that lead from the parking lot to the sidewalks along Maple Street.

- H. Parking spaces along the boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop at least four inches high located three feet back from the front of the parking stall. The front three feet of the parking stall may be concrete, asphalt or low lying landscape material that does not exceed the height of the wheel stop. This area cannot be calculated to meet landscaping or sidewalk requirements.

COMMENT:

As required, the attached Preliminary Site Plan indicates that the proposed parking spaces include 4-in. high wheel stops that are located 3-ft. from the curb (see Exhibit 4).

- I. Except for single-family and two-family residences, off-street parking and loading facilities shall be drained to avoid flow of water across public sidewalks in accordance with specifications approved by the public works director to ensure that ponding does not occur.

COMMENT:

The attached Preliminary Grading Plan and Preliminary Storm Plan indicate that the proposed access drives and parking lots have been designed in accordance with Public Works standards.

- J. Artificial lighting on all off-street parking facilities shall be designed to deflect all light away from surrounding residences and so as not to create a hazard to the public use road or street and shall not exceed intensities for adjacent streets as included in public works design standards

COMMENT:

The attached Preliminary Site Plan indicates that the parking facilities are provided with lighting that will not create hazardous driving conditions on SE Maple Street in accordance with Public Works standards (see Exhibit 4).

Chapter 17.120: Site Development Review

Section 17.120.020: Applicability of Provisions.

Site development review shall be applicable to all new developments and major modification of existing developments, as provided in Section 17.120.070 except it shall not apply to:

- A. Single-family detached dwellings;

COMMENT:

Since the applicant is intending to develop single-family detached dwellings (cottages) under a future building permit process, concurrent site development review is not required with this Subdivision application.

Chapter 17.136: Annexations

Section 17.136.020: Policy. Annexations shall be considered on a case-by-case basis, taking into account the goals and policies in the Scappoose comprehensive plan, long range costs and benefits of annexation, statewide planning goals, this title and other ordinances of the city and the policies and regulations of affected agencies' jurisdictions and special districts.

- A. It is the city's policy to encourage and support annexation where:
 - 1. The annexation complies with the provisions of the Scappoose comprehensive plan;

COMMENT:

The applicant has addressed how the proposed annexation is consistent with applicable goals and policies of the Comprehensive Plan in the narrative provided above.

- 2. The annexation would provide a logical service area, straighten boundaries, eliminate or preclude islands of unincorporated property, and contribute to a clear identification of the city;

COMMENT:

The attached Existing/Proposed City Limits and Zoning Map illustrates that the proposed annexation helps provide a logical service area for R-4 zoned properties on the east side of Scappoose, between E Columbia Avenue and SE Elm Street (see Exhibit 4). The map demonstrates that the annexation will not create an island of unincorporated property and will contribute to creating a clear identification of the City boundary.

3. **The annexation would benefit the city by addition to its revenues of an amount that would be at least equal to the cost of providing services to the area;**

COMMENT:

The proposed cottage housing development will create 12 taxable single-family lots and a compact urban form that will ensure efficient delivery of services.

4. **The annexation would be clearly to the city's advantage in controlling the growth and development plans for the area.**

COMMENT:

The proposed annexation and cottage housing development helps address a demand for smaller single-family lots with Scappoose, as identified by the 2017 City's Housing Needs Analysis. The proposed R-4 zoning and compact housing will control growth by reducing the need to develop the remaining residential land supply.

- B. **It is the city's policy to discourage and deny annexation where:**
 1. **The annexation is inconsistent with the provisions of the Scappoose comprehensive plan;**

COMMENT:

As demonstrated by the narrative provided above, the proposed annexation is consistent with the Scappoose Comprehensive Plan.

2. **The annexation would cause an unreasonable disruption or distortion of the current city boundary or service area;**

COMMENT:

The attached Existing/Proposed City Limits and Zoning Map demonstrates that the proposed annexation will provide a logical extension of City services (see Exhibit 4)

3. The annexation would severely decrease the ability of the city to provide services to an area either inside or outside of the city;

COMMENT:

The submitted Preliminary Storm Plan, Preliminary Sewer and Water Plan, and Transportation Impact Study Report indicate that existing facilities have the capacity to serve the proposed development (see Exhibits 4 and 8).

4. Full urban services could not be made available within a reasonable time.

COMMENT:

The submitted Preliminary Development Plans, Transportation Impact Study Report, and Service Provider Letters demonstrate that full urban services can be provided to the site when it is developed (see Exhibits 4, 8, and 9).

Section 17.136.030: Administration and approval process.

- A. The approval process for annexations to the city shall be as provided in ORS 222.
- B. The application for an annexation required by this chapter shall be filed with the city, including required fees, on forms provided by the city. Upon receipt of a completed request for annexation, the planner shall prepare a staff report and recommendation describing compliance with the policies and criteria required by this and other relevant ordinances. The planning commission shall hold a public hearing in accordance with the provisions of Chapter 17.162 and shall make a recommendation to the city council. The city council shall hold a public hearing in accordance with the provisions of Chapter 17.162. Following the public hearing, the council shall make a final decision on the annexation request. The final action on a proposed annexation may be approval, approval with modification, or denial.

COMMENT:

As required, the applicant has followed applicable State provisions and has submitted required Annexation application forms to the City. The City is considering this application through the public hearing process described above.

Section 17.136.040: Approval standards.

- A. The decision to approve, approve with modification or

deny, shall be based on the following criteria:

1. All services and facilities are available to the area and have sufficient capacity to provide service for the proposed annexation area;

COMMENT:

The applicant's Preliminary Storm Plan, Preliminary Sewer and Water Plan, and Transportation Impact Study Report indicate that existing facilities have the capacity to serve the proposed development (see Exhibits 4 and 8). The applicant has also submitted Service Provider Letters which demonstrate that the proposed annexation area will be provided necessary services (see Exhibit 9).

2. The impact upon public services which include but are not limited to police and fire protection, schools and public transportation to the extent that they shall not be unduly compromised;

COMMENT:

The subject site is currently served by the Scappoose Rural Fire Protection District and the Scappoose School District. With annexation and development of the site, additional property taxes will be distributed to these districts and the City of Scappoose to pay for required public services. In addition, Transportation System Development Charges will be collected by the City when building permits are issued to ensure that transportation system costs are paid for.

3. The need for housing, employment opportunities and livability in the city and surrounding areas;

COMMENT:

As mentioned previously, the City's 2017 Housing Needs Analysis indicates that an additional 1,229 new dwelling units are required in Scappoose to meet 2018-2038 housing needs. The report indicates that there are several demographic changes created by aging Baby Boomers, the Millennial generation, and growing Hispanic and Latino populations. The City's analysis concluded that Scappoose needs to plan for an increased demand for moderate density housing. The applicant's proposal to change the site's zoning to R-4 is consistent with the Housing Needs Analysis findings, since a wider range of housing types and more affordable and compact urban form can be achieved under the proposed moderate density residential zoning than the existing low density residential zone. The attached Preliminary Site Plan indicates that the applicant is proposing to utilize the City's newly adopted cottage housing standards when developing the site with small lot single-family dwellings.

4. The location of the site in relation to efficient provision of public facilities, services, transportation, energy conservation, urbanization and social impacts.

COMMENT:

The attached Existing Conditions Plan, Existing/Proposed City Limits and Zoning Map, and Transportation Impact Study Report illustrate that existing public facilities are located adjacent to the subject site. As a result, the proposed annexation and development of the site will facilitate energy conservation and the efficient extension of these facilities. The submitted Preliminary Site Plan demonstrates that the proposed development, which utilizes a compact urban form and common open spaces areas, encourages social interaction among its residents (see Exhibit 4).

Section 17.136.050: Application submission requirements.

- A. All applications shall be made on forms provided by the planner and shall be accompanied by:**
 - 1. Copies of the annexation area, conceptual development plan(s) and necessary data or narrative (number to be determined at the pre application conference), which explains how the annexation conforms to the standards:**
 - a. Sheet size for an annexation area, conceptual development plan and required drawings shall not exceed eighteen inches by twenty-four inches, and**
 - b. The scale of the required drawings shall be an engineering scale.**

COMMENT:

As required, the applicant has submitted the requested number of scaled 18" x 24" sheets and other application materials as requested by City staff.

- 2. A list of the names and addresses of all who are property owners of record and whose property is within two hundred feet of the site;**

COMMENT:

The City will be identifying property owners within 200-ft. of the site when mailing a public notice for the application.

- B. The required information may be combined and does not have to be placed on separate maps.**

COMMENT:

The required information for this Annexation application has been provided on the attached Cover Sheet, Existing Conditions Plan, and Existing/Proposed City Limits and Zoning Map (see Exhibit 4).

C. The annexation area plan, data and narrative shall include the following:

1. A map to an engineering scale of the area to be annexed which includes the surrounding area;
2. A map of the area to be annexed including adjacent city territory as shown on the Columbia County assessor map;

COMMENT:

The attached Existing Conditions Plan and Existing/Proposed City Limits and Zoning Map include all of the information listed above (see Exhibit 4).

3. A legal description of the annexation area including a map;

COMMENT:

The attached property deed includes a legal description for the proposed annexation area (see Exhibit 2).

4. A statement of the availability, capacity and status of existing water, sewer, drainage, transportation, park, police and fire service, and school facilities;
5. A statement of the increased demand for such facilities to be generated by any proposed development within the annexation area; and

COMMENT:

Public Water: SE Maple Street

- Existing 8-in. PVC main line is currently stubbed to the west boundary of site and has capacity to serve the proposed cottage housing development.
- 8-in. PVC main line will be extended and stubbed to the site's east boundary with the proposed right-of-way improvements.
- Individual water meters will be installed to serve 12 proposed single-family dwelling units.
- No negative impact to the public system.

Public Sanitary Sewer: SE Maple Street

- Existing 8-in. concrete main line is currently stubbed to the west boundary of site and has capacity to serve the proposed cottage housing development.
- 8-in. concrete main line will be extended and stubbed to the site's east boundary with the proposed right-of-way improvements.
- 8-in. distribution line will be installed to serve 4 proposed single-family dwelling units on north side of SE Maple Street, and 8-in. distribution main will be installed to serve the 8

- proposed single-family dwellings units on south side of street.
- Individual laterals will connect to the distribution line to serve the proposed cottage units.
- No negative impact to the public system.

Public Storm Drainage: SE Maple Street

- Public system in the vicinity of the site consists of drywells.
- Stormwater from public street will be collected by proposed catch basins and drainage will be directed to a new drywell within the right-of-way.
- Stormwater from 12 single-family detached dwellings and on-site paved surfaces will be collected by downspouts and catch basins.
- Collected on-site stormwater will be directed to drywells under the parking areas.
- No negative impact to the public system.

Transportation: SE Maple Street

- Extension of stubbed street requires 60-ft. right-of-way dedication.
- Improvements for proposed street extension require 36-ft. of asphalt pavement, 6-in. curbs, 5-ft. planter strips with street trees, and 6-ft. sidewalks.
- Proposed street improvements will facilitate pedestrian, bicycle, and vehicle modes of travel.
- 113 additional ADT's and 12 PM Peak Hour Trips will be generated onto transportation system from the proposed 12 unit cottage housing development.
- Traffic analysis has determined that there are no significant impacts to the existing transportation system.

Parks: City of Scappoose

- Heritage Park is located approximately a quarter-mile to the west of the site.
- Existing park system has the capacity to accommodate the proposed 12 unit cottage housing development.

Police Protection: City of Scappoose

- With annexation, police service will be available to the site.
- Existing City staff has the capacity to serve the proposed 12 unit cottage housing development.

Fire Protection: Scappoose Rural Fire Protection District

- Service is currently available to the site.
- Existing hydrant is located 166-ft. west of the site, across from the intersection of SE Cypress Court and SE Maple Street.
- 4 proposed cottage dwellings on the north side of SE Maple Street can be served from the street or proposed driveway that is less than 150-ft. in length.
- Proposed hammerhead turnaround provided within parking lot on south side of SE Maple Street to serve 8 additional cottage dwellings.
- Existing District staff has the capacity to serve the proposed 12 unit cottage housing development.

Schools: Scappoose School District

- Service is currently available for the site.
- Existing District staff has the capacity to serve the proposed 12 unit cottage housing development.

6. A conceptual development plan which includes:

- a. The type of intensities (density) of the proposed land use, b. Transportation corridors,
- c. Significant natural features, and
- d. Adjoining land uses.

COMMENT:

The attached Existing Conditions Plan, Aerial Photograph/Future Streets Plan, and Preliminary Plat provide all of the information listed above (see Exhibit 4).

Section 17.136.070: Zoning upon annexation. Upon annexation, the area annexed shall be automatically zoned to the corresponding land use zoning classification as shown in the table below. The zoning designation shown on the table below is the city's zoning district which most closely implements the city's comprehensive plan map designation.

COMMENT:

The subject site is currently designated Suburban Residential on the Scappoose Comprehensive Plan Map, therefore it will automatically be zoned R-1 when annexed into the City limits. Per the Comprehensive Plan, R-4 zoning may also be assigned to Suburban Residential designated properties. Therefore, the proposed concurrent annexation and zone change to R-4 is consistent with the existing Comprehensive Plan Map designation.

Chapter 17.150: Land Division--Subdivision

Section 17.150.020: General provisions.

- A. An application for a subdivision shall be processed through a two-step process, the tentative plan and the final plat:
 1. The tentative plan shall be approved by the planning commission before the final plat can be submitted for approval consideration; and
 2. The final plat shall reflect all conditions of approval

of the tentative plan.

COMMENT:

The applicant is requesting preliminary plat approval with this Subdivision application and is applying Cottage Housing Development standards from Chapter 17.58. As required, the planning commission will review and provide a decision for this tentative plan. The applicant will then address all applicable conditions of approval prior to submittal of a final plat application.

- B. All subdivision proposals shall be in conformity with all state regulations set forth in ORS Chapter 92, Subdivisions and Partitions.**

COMMENT:

As demonstrated by this applicant's statement and the attached exhibits, this subdivision conforms to all state regulations set forth in ORS Chapter 92.

- C. When subdividing tracts into large lots, the planning commission shall require that the lots be of such size and shape as to facilitate future re-division in accordance with the requirements of the zoning district and this title.**

COMMENT:

As demonstrated by the attached Preliminary Plat and Draft CC&Rs and HOA Documents, the applicant is not proposing to subdivide the site into large lots that could be re-divided in the future (see Exhibits 4 and 10).

- D. Where landfill and/or development is allowed within and adjacent to the one hundred-year floodplain, the city may require the dedication of sufficient open land area for a greenway adjoining and within the floodplain. This area shall include portions at a suitable elevation for the construction of a pedestrian/bicycle pathway within**

COMMENT:

The subject site is not located within or adjacent to the 100-year floodplain, therefore these standards do not apply.

- E. All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical and water systems located to minimize flood damage and constructed according to public works design standards and specifications.**

COMMENT:

The attached Preliminary Plans demonstrate that the proposed utility facilities will be installed underground, are located to minimize flood damage, and have been designed to Public Works standards (see Exhibit 4).

- F. All subdivision proposals shall have adequate drainage provided to reduce exposure to flood damage.

COMMENT:

The applicant's Preliminary Storm Plan and Preliminary Stormwater Report demonstrate that drainage will be designed to reduce exposure to flood damage (see Exhibits 4 and 5).

- G. Where base flood elevation has not been provided or is not available from another authoritative source, it shall be generated by the developer.

COMMENT:

As mentioned above, the subject site is not located within the 100-year floodplain. Therefore, base flood elevations and the standards of Chapter 17.84 do not apply to this application.

- H. All subdivision proposals shall include neighborhood circulation plans that conceptualize future street plans and lot patterns to parcels within five hundred feet of the subject site. Circulation plans address future vehicular/bicycle/pedestrian transportation systems including bike lanes, sidewalks, bicycle/pedestrian paths, and destination points and must meet the criteria in 17.120(Q). A circulation plan is conceptual in that its adoption does not establish a precise alignment.

COMMENT:

The applicant has submitted an Aerial Photograph/Circulation Plan that conceptualizes future street and lot patterns within 500-ft. of the subject site (see Exhibit 4). The potential streets demonstrate that vehicle, bicycle, and pedestrian modes of travel can be provided between the proposed development and adjacent parcels.

Section 17.150.050: Phased Development.

- A. The planning commission may approve a time schedule for developing a subdivision in phases, but in no case shall the actual construction time period for any phase be greater than two years without submitting a final plat for each completed phase. In no case shall the total time for construction of the development exceed five years. The planning commission may require a new application for a tentative plan for subsequent phases following the

final plat approval.

COMMENT:

The applicant is not proposing a phased development with this Subdivision application. Therefore, these standards do not apply.

Section 17.150.060: Approval Standards--Tentative plan.

- A. The planning commission may approve, approve with conditions or deny a tentative plan based on the following approval criteria:
1. The proposed tentative plan shall comply with the city's comprehensive plan, the applicable chapters of this title, the public works design standards, and other applicable ordinances and regulations;

COMMENT:

This Applicant's Statement and the attached exhibits demonstrate how the proposed tentative plan addresses applicable provisions of the Comprehensive Plan, chapters of this title, Public Works design standards, and other applicable ordinances and regulations.

2. The proposed plat name is not duplicative and otherwise satisfies the provisions of ORS Chapter 92.090(1);

COMMENT:

As required, the proposed plat name will not be duplicative and will comply with ORS Chapter 92.090(1).

3. The streets and roads are laid out so as to conform to the plats of subdivisions and maps of major partitions already approved for adjoining property as to width, general direction and in all other respects, including conformance with neighborhood circulation plans, unless the city determines it is in the public interest to modify the street or road pattern; and

COMMENT:

The attached Aerial Photograph/Circulation Plan demonstrates that the proposed on-site street and lot pattern conforms to the surrounding existing street pattern (see Exhibit 4). A potential off-site street and lot pattern has also been included with the exhibit to demonstrate how neighborhood circulation can be enhanced with the proposed development.

4. An explanation has been provided for all public improvements.

COMMENT:

The Applicant's Statement includes an explanation of all proposed public improvements under the response to Chapter 17.154.

- B. The planning commission may attach such conditions as are necessary to carry out the comprehensive plan and other applicable ordinances and regulations and may require reserve strips be granted to the city for the purpose of controlling access to adjoining undeveloped properties.

COMMENT:

The attached Preliminary Plat indicates that the extension of SE Maple Street will stub to the site's east property line (see Exhibit 4). As required, a reserve strip will be granted to the City to control access for the adjoining property.

Section 17.150.070: Application submission requirements-- Tentative plan.

- A. All applications shall be made on forms provided by the planner and shall be accompanied by:
 - 1. Seven copies of the tentative plan map and required data or narrative. A reproducible copy of the tentative plan and required data or narrative may be substituted for the seven required copies; and
 - 2. The required fee.

COMMENT:

As required, the applicant has submitted the requested number of tentative plan copies and the application fee to the City.

- B. The tentative plan map and data or narrative shall include the following:
 - 1. Sheet size for the tentative plan shall preferably not exceed eighteen inches by twenty-four inches;
 - 2. The scale shall be an engineering scale, and limited to one phase per sheet;
 - 3. Vicinity map showing the general location of the subject property in relationship to arterial and collector streets;

4. Names, addresses and telephone numbers of the owner, developer, engineer, surveyor and designer, as applicable;
5. The date of application;

COMMENT:

The applicant has submitted the required number of Preliminary Development Plan copies on 18"x24" sheets with this application package. As required, the full-size plans include all of the information listed above.

6. The assessor's map and tax lot number and a legal description sufficient to define the location and boundaries of the proposed subdivision;
7. The boundary lines of the tract to be subdivided;
8. The names of adjacent subdivisions or the names of recorded owners of adjoining parcels of unsubdivided land;
9. Contour lines related to a city established benchmark at two-foot intervals for grades zero to ten percent and five-foot intervals for grades over ten percent;

COMMENT:

The attached Preliminary Development Plans include assessor map/tax lot information and identify contours lines, boundary lines, and property owners which are adjacent to the subject site (see Exhibit 4).

10. The purpose, location, type and size of all the following (within and adjacent to the proposed subdivision) existing and proposed:
 - a. Public and private rights-of-way and easements,
 - b. Public and private sanitary and storm sewer lines, domestic water mains including fire hydrants, gas mains, major power (fifty thousand volts or better), telephone transmission lines, and watercourses, and
 - c. Deed reservations for parks, open spaces, path ways and any other land encumbrances;

COMMENT:

To provide access and utility services for the proposed development, the applicant is proposing to extend SE Maple Street with this subdivision. The attached Preliminary Development Plans identify the location, type, and size of existing and proposed utilities (see Exhibit 4). The attached Preliminary Plat indicates that the applicant is proposing to dedicate an 8-ft. public utility easement adjacent to SE Maple Street. The plans indicate that the applicant is proposing to establish Tracts 'A' and 'B' for the proposed common open space areas and shared amenities for the proposed cottage housing development. In addition, the applicant is proposing to establish several private easements for utility services to the lots. As required, the applicant will record deed restrictions for all proposed open spaces, pathways, and other land encumbrances.

- 11. Approximate plan and profiles of proposed sanitary and storm sewers with grades and pipe sizes indicated and plans of the proposed water distribution system, showing pipe sizes and the location of valves and fire hydrants;**

COMMENT:

The attached Preliminary Grading Plan, Preliminary Storm Plan, and Preliminary Water and Sewer Plan include proposed locations, sizes, and profiles for the utility improvements (see Exhibit 4).

- 12. Approximate centerline profiles showing the finished grade of all streets including street extensions for a reasonable distance beyond the limits of the proposed subdivision;**
- 13. Scaled cross-sections of proposed street rights-of-way;**

COMMENT:

As required, the attached Preliminary Plans include centerline profiles and cross sections for the proposed streets (see Exhibit 4).

- 14. The location of all areas subject to inundation or stormwater overflow, and the location, width and direction of flow of all watercourses and drainageways;**

COMMENT:

The submitted Preliminary Storm Plan and Preliminary Stormwater Report demonstrate that no portion of the site will be subject to inundation or stormwater overflow (see Exhibits 4 and 6). The attached Existing Conditions Plan demonstrates that there are no watercourses or drainageways on the subject site.

- 15. The proposed lot configurations, approximate lot dimensions and lot numbers. Where lots are to be used for purposes other than residential, it shall be indicated upon such lots. Each lot shall abut upon a public street;**

COMMENT:

The attached Preliminary Plat provides all of the required lot information listed above (see Exhibit 4).

16. The location of all trees with a diameter six inches or greater measured at four feet above ground level (if any), and the location of proposed tree plantings, and a designation of trees to be removed and those that will remain;

COMMENT:

The attached Existing Conditions Plan identifies the location of all 6-in. DBH or greater trees on the subject site. The plan also identifies which trees will be retained and which will be removed with the proposed subdivision (see Exhibit 4).

17. The existing use of the property, including location of all structures and present use of the structures, and a statement of which structures are to remain after platting;

COMMENT:

As demonstrated by the attached Existing Conditions Plan, the subject site is currently vacant and does not contain any existing structures (see Exhibit 4).

18. Supplemental information including proposed deed restrictions, if any, proof of property ownership, and a proposed plan for provision of subdivision improvements;

COMMENT:

As required, a property deed for the subject site has been submitted with this application (see Exhibit 2). The applicant intends to install of the required public improvements prior to the recording of the final plat. Once the land division process is complete, the developer will submit detailed plans for building permit review.

19. Existing natural features including rock outcroppings, wetlands and marsh areas;

COMMENT:

The attached Existing Conditions Plan indicates that there are no rock outcroppings, wetlands, marsh areas, or other natural features on the subject site (see Exhibit 4).

20. Unless specifically exempted by the planner, a neighborhood circulation plan that conceptualizes future street plans and lot patterns to parcels within five

hundred feet of the subject site. Circulation plans address future vehicular/bicycle/pedestrian transportation systems including bike lanes, sidewalks, bicycle/pedestrian paths, and destination points.

COMMENT:

As required, the applicant has submitted an Aerial Photograph/Circulation Plan that conceptualizes future streets and lot patterns within 500-ft. of the subject site (see Exhibit 4). The potential streets demonstrate that vehicle, bicycle, and pedestrian modes of travel can be provided between the proposed subdivision and adjacent parcels.

- C. If any of the foregoing information cannot practicably be shown on the tentative plan, it shall be incorporated into a narrative and submitted with the application.

COMMENT:

As permitted, the applicant's Preliminary Plans, narrative, and attached exhibits provide all of the information required by this section.

Chapter 17.154: Street and Utility Improvement Standards

Section 17.154.030: Streets.

- A. No development shall occur unless the development has frontage or approved access to a public street:
 - 1. Streets within a development and streets adjacent to a development shall be improved in accordance with this title and the public works design standards and specifications.
 - 2. Any new street or additional street width planned as a portion of an approved street plan shall be dedicated and improved in accordance with this title and the public works design standards and specifications.

COMMENT:

The attached Preliminary Site Plan indicates that the applicant is proposing to install improvements with the proposed SE Maple Street extension in accordance with Public Works standards (see Exhibit 4). The submitted Preliminary Site Plan indicates that the applicant is proposing to reduce the oversized width of SE Maple Street as it enters the site to provide a 36-ft. pavement width, 6" curbs, 5-ft. planter strips, and 6-ft. sidewalks on both sides of the street frontage (see Exhibit 4).

- B. Rights-of-way shall be created through the approval of a final subdivision plat or major partition; however, the

council may approve the creation of a street by acceptance of a deed, provided that such street is deemed essential by the council for the purpose of general traffic circulation:

2. With each application for approval of a road or street right-of-way not in full compliance with the regulations applicable to the standards, the proposed dedication shall be made a condition of subdivision and major partition approval:
 - a. The applicant shall submit such additional information and justification as may be necessary to enable the commission in its review to determine whether or not a recommendation for approval by the council shall be made;

COMMENT:

The submitted Preliminary Plat indicates that the applicant is proposing to dedicate 60-ft. of right-of-way with the extension of SE Maple Street through the site (see Exhibit 4).

- C. The planning commission may approve an access easement established by deed without full compliance with this title provided such an easement is the only reasonable method by which a lot large enough to develop can develop:

COMMENT:

The applicant is not proposing to establish an access easement with the proposed development, therefore these standards do not apply.

- D. The location, width and grade of all streets shall conform to an approved street plan and shall be considered in their relation to existing and planned streets, to topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such streets:
 1. Street grades shall be approved by the public works director in accordance with the city's public works design standards; and
 2. Where the location of a street is not shown in an approved street plan, the arrangement of streets in a development shall either:
 - a. Provide for the continuation or appropriate

projection of existing streets in the surrounding areas, or

- b. Conform to a plan adopted by the council, if it is impractical to conform to existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety.

- 3. New streets shall be laid out to provide reasonably direct and convenient routes for walking and cycling within neighborhoods and accessing adjacent development.

COMMENT:

As required, the submitted street plan, profiles, and details include proposed street grades for review and approval by the Public Works Director. The proposed Maple Street extension is not a previously approved street plan. However, the attached Aerial Photograph/Circulation Plan demonstrates that the proposed street extension will facilitate connectivity with existing and potential future streets in the surrounding area. The circulation plan also illustrates how the proposed streets will enhance vehicle, bicycle, and pedestrian connectivity in the neighborhood (see Exhibit 4).

- E. The street right-of-way and roadway widths shall not be less than the minimum widths described in the city's public works design standards.

COMMENT:

With the proposed right-of-way dedication and installation of street improvements, SE Maple Street will meet Neighborhood Route standards along the site's road frontage.

- F. Where necessary to give access or permit a satisfactory future division of adjoining land, streets shall be extended to the boundary lines of the tract to be developed. A reserve strip across the end of a dedicated street shall be deeded to the city; and a barricade shall be constructed at the end of the street by the property owners which shall not be removed until authorized by the public works director, the cost of which shall be included in the street construction cost.

COMMENT:

The attached Preliminary Plans indicate that the applicant is proposing to stub SE Maple Street to the east boundary of the site (see Exhibit 4). As required, a barricade will be installed at the end of the stubbed street. In addition, a reserve strip will be dedicated to the City to prevent access to the undeveloped parcel east of the site.

- G. No street name shall be used which will duplicate or be confused with the names of existing streets within the city's urban growth boundary, except for extensions of existing streets. Street names and numbers are subject to review and approval the Scappoose rural fire district.

COMMENT:

The applicant is not creating a new street, therefore this standard does not apply.

- H. Concrete vertical curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in accordance with standards specified in this chapter and the city's public works design standards. Concrete curbs and driveway approaches are required and shall be built to the city's configuration standards.

COMMENT:

The attached Preliminary Site Plan includes the location of proposed concrete curbs, ADA ramps, and driveway curb cuts. As required, these concrete features will be constructed in accordance with City Public Works standards.

- I. Wherever the proposed development contains or is adjacent to a railroad right-of-way, provision shall be made for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land, and the distance shall be determined with due consideration at cross streets or the minimum distance required for approach grades and to provide sufficient depth to allow screen planting along the railroad right-of-way in nonindustrial areas.

COMMENT:

The subject site is not located within the vicinity of a railroad right-of-way, therefore these standards do not apply.

- J. Where a development abuts or is traversed by an existing or proposed arterial street, the development design shall provide adequate protection for residential properties and shall separate residential access and through traffic, or if separation is not feasible, the design

shall minimize the traffic conflicts. The design requirements shall include any of the following:

COMMENT:

The City's Transportation System Plan identifies SE Maple Street as a Neighborhood Route. Since there are no arterial streets within the vicinity of the site, these standards do not apply.

- K. Upon completion of a street improvement and prior to acceptance by the city, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the city that all boundary and interior monuments shall be established or re-established, protected and recorded.

COMMENT:

As required, the developer will provide certification from a professional land surveyor and all boundary and interior monuments will be properly established, protected and recorded.

- L. Private streets are permitted within manufactured home parks, and the city shall require legal assurances for the continued maintenance of private streets, such as:

COMMENT:

The applicant is not proposing private streets or a manufactured home park, therefore these standards do not apply.

- M. Where an adjacent development results in a need to install or improve a railroad crossing, the cost for such improvements may be a condition of development approval, or another equitable means of cost distribution shall be determined by the public works director and approved by the commission.

COMMENT:

The subject site is not located within the vicinity of a railroad right-of-way, therefore these standards do not apply.

- O. The developer shall install all street signs, relative to traffic control and street names, as specified by the public works director for any development. The cost of signs shall be the responsibility of the developer.

COMMENT:

As required, the developer will install needed street signs prior to recording of the final plat.

- P. **Joint mailbox facilities shall be provided in all residential developments, with each joint mailbox serving at least two dwelling units.**
 - 1. **Joint mailbox structures shall be placed adjacent to roadway curbs and shall comply with provisions of the Americans with Disabilities Act and implementing federal and state regulations;**
 - 2. **Proposed locations of joint mailboxes shall be designated on a copy of the tentative plan, and shall be approved by the U.S. Post Office prior to plan approval; and**
 - 3. **Plans for the joint mailbox structures to be used shall be submitted for approval by the planner prior to final approval.**

COMMENT:

The attached Preliminary Site Plan illustrates the proposed location of joint mailbox facilities on the north and south side of SE Maple Street. As required, plans for the joint mailbox structures will be approved by the U.S. Post Office and City planner prior to final plat approval.

- Q. **The location of traffic signals shall be noted on approved street plans, and where a proposed street intersection will result in an immediate need for a traffic signal, a city-approved signal shall be installed. The cost shall be included as a condition of development.**

COMMENT:

A traffic signal is not required or proposed with this Subdivision application, therefore these standards do not apply.

- R. **Street lights shall be installed in accordance with the city's public works design standards.**

COMMENT:

The attached Preliminary Site Plan identifies the location of a proposed street light (see Exhibit 4). As required, the street light will be installed in accordance with City standards.

- S. **A Transportation Impact Study (TIS) must be submitted with a land use application if the conditions in (1) or (2) apply in order to determine whether conditions are needed to protect and minimize impacts to transportation facilities, consistent with Section 660-012-0045(2)(b) and (e) of the State Transportation Planning Rule.**

2. **Applicability – TIS report.** A TIS report shall be required to be submitted with a land use application if the proposal is expected to involve one or more of the following:
 - a. The proposed development would generate more than 10 peak hour trips or more than 100 daily trips.
 - b. The proposal is immediately adjacent to an intersection that is functioning at a poor level of service, as determined by the city engineer.
 - c. A new direct approach to US 30 is proposed.
 - d. A proposed development or land use action that the road authority states may contribute to operational or safety concerns on its facility(ies).
 - e. An amendment to the Scappoose Comprehensive Plan or Zoning Map is proposed.

COMMENT:

The proposed 12-lot subdivision will generate 12 PM Peak Hour Trips and 113 Average Daily Trips. As required, the attached Traffic Impact Statement Report conforms to the above standards (see Exhibit 8).

3. **Consistent with the city's Traffic Impact Study (TIS) Guidelines,** the city engineer will determine the project study area, intersections for analysis, scenarios to be evaluated and any other pertinent information concerning the study and what must be addressed in either a TIS letter or a TIS report.

COMMENT:

As required, the applicant's Traffic Impact Study Report has been prepared under the guidance of the City engineer.

4. **Approval Criteria.** When a TIS Letter or Report is required, a proposal is subject to the following criteria:
 - a. The TIS addresses the applicable elements identified by the city engineer, consistent with the Traffic Impact Study Guidelines;

COMMENT:

The attached TIS Report was prepared under the direction of the City engineer and is consistent with the City's Traffic Impact Statement Guidelines (see Exhibit 8).

- b. The TIS demonstrates that adequate transportation facilities exist to serve the proposed development or, in the case of a TIS report, identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the city engineer and, when state highway facilities are affected, to ODOT;
- c. For affected non-highway facilities, the TIS report establishes that mobility standards adopted by the city have been met; and

COMMENT:

The attached TIS Report demonstrates that it meets all of the requirements listed above (see Exhibit 8).

- d. Proposed public improvements are designed and will be constructed consistent with Public Works Design Standards and access standards in the Transportation System Plan.

COMMENT:

The submitted Preliminary Development Plans demonstrate that the proposed transportation improvements are designed and will be constructed consistent with Public Works Design Standards and access standards in the City's TSP (see Exhibit 4).

Section 17.154.040: Blocks.

- A. The length width, and shape of blocks shall be designed with regard to providing adequate building sites for the use contemplated, consideration of needs for safe and convenient pedestrian and vehicular access and circulation and recognition of limitations and opportunities of topography.

COMMENT:

The submitted Existing Conditions Plan illustrates that SE Maple Street currently stubs to the west boundary of the subject property. The attached Preliminary Plat indicates that the applicant is proposing to extend this right-of-way and stub it to the site's east property line. With this improvement to the transportation system, the proposed block length from SE Cyrus Court to the terminus of SE Maple Street is approximately 280 feet (see Exhibit 4). To the west of the site, the block length along 4th Street, from SE Elm Street to SE Maple Street, is approximately 510 feet. In addition, the block length along 4th Street, from SE Maple Street to SE Oak Street, is approximately 270 feet.

County tax maps indicate that an unimproved segment of SE 6th Street right-of-way is stubbed to the southeast corner of the site. The right-of-way intersects with SE Elm Street south of the site, however this segment of SE 6th Street is only offset 65-ft. west of the developed portion of SE 6th Street. Since unsafe conditions would be created and minimum intersection spacing standards would not be met with the development of this portion of SE 6th Street, the applicant is not proposing to extend the right-of-way through the site (see Exhibit 4). The attached Aerial Photograph/Circulation Plan demonstrates that the proposed blocks provide adequate building sites and convenience pedestrian, bicycle, and vehicular access both within the subject site and to the adjacent transportation system (see Exhibit 4).

- B. Except for arterial streets, no block face shall be more than five hundred and thirty (530) feet in length between street corner lines and no block perimeter formed by the intersection of pedestrian access ways and local, collector and arterial streets shall be more than one thousand five hundred feet in length. If the maximum block size is exceeded, mid-block pedestrian and bicycle access ways should be provided at spacing no more than 330 feet, unless one or all of the conditions in Subsection C can be met. Minimum access spacing along an arterial street must meet the standards in the city's adopted Transportation System Plan. A block shall have sufficient width to provide for two tiers of building sites. Reverse frontage on arterial streets may be required by the planning commission.**

COMMENT:

As discussed above, the proposed blocks are less than 530-ft. in length.

- C. Exemptions from requirement of Subsection B of this section may be allowed, upon approval by the planner and the city engineer, where one or all of the following conditions apply:**

COMMENT:

The applicant is not requesting an exception from Section 17.154.040.B, therefore these standards do not apply.

Section 17.154.050: Easements.

- A. Easements for sewers, drainage, water mains, electric lines or other public utilities shall be either dedicated or provided for in the deed restrictions, and where a subdivision is traversed by a watercourse, drainageway, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance.
- B. A property owner proposing a development 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.

COMMENT:

To provide utility services for the proposed subdivision, the submitted Preliminary Plat indicates that an 8-ft. Public Utility Easement (P.U.E.) will be dedicated along all street frontages (see Exhibit 4). In addition, the plan indicates that the applicant is proposing to establish several private utility easements with the proposed development.

Section 17.154.070: Sidewalks.

- A. Sidewalks are required and shall be constructed, replaced or repaired in accordance with the city's public works design standards.
- B. Maintenance of sidewalks and curbs is the continuing obligation of the adjacent property owner.

COMMENT:

The attached Preliminary Development Plans indicate that proposed sidewalks will be constructed in accordance with Public Works standards. As required, on-going maintenance of the sidewalks will be the responsibility of future property owners within the subdivision.

- C. Subject to approval by the public works director and planner, planner may accept and record a nonremonstrance agreement for the required sidewalks from the applicant for a building permit for a single-family residence when the public works director determines the construction of the sidewalk is impractical for one or more of the following reasons:

COMMENT:

The applicant is not requesting approval of a nonremonstrance agreement for the required sidewalks, therefore these standards do not apply.

Section 17.154.080: Public Use Areas.

- A. Where a proposed park, playground or other public use shown in a development plan adopted by the city is located in whole or in part in a subdivision, the commission may require the dedication or reservation of such area within the subdivision.

COMMENT:

The subject site is not identified by the City for the development of a park, playground, or other public use. As a result, these standards do not apply to the application.

Section 17.154.090: Sanitary Sewers.

- A. Sanitary sewers shall be installed to serve each new development and to connect developments to existing mains in accordance with the provisions set forth by the city's public works design standards and the adopted policies of the comprehensive plan.
- B. The public works director shall approve all sanitary sewer plans and proposed systems prior to issuance of development permits involving sewer service.
- C. Proposed sewer systems shall include consideration of additional development within the area as projected by the comprehensive plan and the wastewater treatment facility plan and potential flow upstream in the sewer sub-basin.
- D. Applications shall be denied by the approval authority where a deficiency exists in the existing sewer system or portion thereof which cannot be rectified within the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of the sewage treatment system.

COMMENT:

The attached Preliminary Water and Sewer Plan has been coordinated with the City's Sanitary Sewer Master Plan. The submitted plan has been prepared by a registered civil engineer and facilities have been designed to meet Public Works standards and accommodate the proposed development (see Exhibit 4). As required, the proposed extension of the public system has been designed to accommodate potential flow upstream in the sewer sub-basin.

Section 17.154.100: Storm Drainage.

- A. The planner and public works director shall issue permits only where adequate provisions for stormwater and floodwater runoff have been made, and:**
 - 1. The stormwater drainage system shall be separate and independent of any sanitary sewerage system.**
 - 2. Where possible, inlets shall be provided so surface water is not carried across any intersection or allowed to flood any street.**
 - 3. Surface water drainage patterns shall be shown on every development proposal plan.**
 - 4. All stormwater analysis and calculations shall be submitted with proposed plans for public works directors review and approval.**
 - 5. All stormwater construction materials shall be subject to approval of the public works director.**

COMMENT:

The attached Preliminary Storm Plan and Preliminary Stormwater Report have been prepared by a registered civil engineer in accordance with City standards (see Exhibits 4 and 5). The plan indicates that the storm system will be independent of the sanitary sewer system. The proposed system design demonstrates that stormwater runoff from impervious surfaces will be managed without impacting street intersections. The submitted report includes required calculations and the plans include details demonstrating that construction materials meet Public Works standards.

- B. Where a subdivision is traversed by a watercourse, drainageway, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance.**

COMMENT:

The applicant's Existing Conditions Plan indicates that the subject site is not traversed by a watercourse, drainageway, channel, or stream (see Exhibit 4). Therefore, these standards do not apply.

- C. A culvert or other drainage facility shall, and in each case be, large enough to accommodate potential runoff from its entire upstream drainage area, whether inside or outside the development. The public works director shall determine the necessary size of the facility.

COMMENT:

The submitted Preliminary Stormwater Report has calculated the necessary size of drainage facilities to serve the proposed development (see Exhibit 5). The calculations have been included with the report for review by the Public Works Director.

- D. Where it is anticipated by the public works director that the additional runoff resulting from the development will overload an existing drainage facility, the planner and engineer shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development.

COMMENT:

The applicant's Preliminary Stormwater Report demonstrates that the proposed drywells are sufficiently sized to accommodate the proposed development (see Exhibit 5). The report includes calculations for review by the Public Work Director.

Section 17.154.105: Water System.

The planner and public works director shall issue permits only where provisions for municipal water system extensions have been made, and:

- A. Any water system extension shall be designed in compliance with the comprehensive plan existing water system plans.
- B. Extensions shall be made in such a manner as to provide for adequate flow and gridding of the system.
- C. The public works director shall approve all water system construction materials.

COMMENT:

The attached Preliminary Water and Sewer Plan has been coordinated with the City's Water Master Plan. The submitted plan has been prepared by a registered civil engineer and facilities have been designed to meet Public Works standards (see Exhibit 4). As required, the proposed extension of the water facilities has been designed to provide adequate flow and gridding of the public system. Details which include proposed water system construction materials have been submitted for Public Works Director review.

Section 17.154.107: Erosion Controls.

- A. Any time the natural soils are disturbed and the potential for erosion exists, measures shall be taken to prevent the movement of any soils off site. The public works director shall determine if the potential for erosion exists and appropriate control measures.
- B. The city shall use the city's public works design standards as the guidelines for erosion control.

COMMENT:

As required, erosion control measures will be used during site development activities. Detailed plans will be prepared prior to recording of the final plat to demonstrate how the erosion control measures meet Public Works design standards.

Section 17.154.110: Bikeways.

- A. Developments adjoining proposed bikeways shall include provisions for the future extension of such bikeways through the dedication of easements or rights-of-way.

COMMENT:

The subject site does not adjoin a proposed bikeway, therefore these standards do not apply.

Section 17.154.120: Utilities.

- A. All utility lines including, but not limited to those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at fifty thousand volts or above, and:
 - 1. The applicant shall make all necessary arrangements with the serving utility to provide

- the underground services;
- 2. The city reserves the right to approve location of all surface mounted facilities;
- 3. All underground utilities, including sanitary sewers, water lines, and storm drains installed in streets by the applicant, shall be constructed prior to the surfacing of the streets; and
- 4. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.

COMMENT:

As required, all utility lines within the subdivision will be placed underground prior to surfacing of the proposed street extension. Arrangements will be made between the developer and utility service providers to provide services. In addition, surface mounted facilities will be coordinated with the City, and stubs for service connections will be long enough to avoid the future disturbance of street improvements.

- B. The applicant for a subdivision shall show on the development plan or in the explanatory information, easements for all underground utility facilities, and:
 - 1. Plans showing the location of all underground facilities as described herein shall be submitted to the public works director for review and approval; and
 - 2. Above ground equipment shall not obstruct visual clearance areas for vehicular traffic.

COMMENT:

The submitted Preliminary Plat indicates that an 8-ft. public utility easement will be provided along all street frontages within the subdivision. The placement of underground utilities will be coordinated with the Public Works Director. As required, all above ground equipment will be located outside of visual clearance areas for vehicular traffic.

Section 17.154.130: Cash or Bond Required.

- A. All improvements installed by the applicant shall be guaranteed as to workmanship and material for a period of one year following acceptance by the city council.
- B. Such guarantee shall be secured by cash deposit or bond for one hundred ten percent of the actual cost of the value of the improvements as set by the public works

director.

- C. The cash or bond shall comply with the terms and conditions of Section 17.150.180.

COMMENT:

In accordance with the above standards, the developer will furnish cash or a bond to guarantee the workmanship and materials of the required public improvements.

Section 17.154.140: Monuments.

Any monuments that are disturbed before all improvements are completed by the applicant shall be replaced and recorded prior to final acceptance of the improvements.

COMMENT:

As required, any monuments disturbed during construction activities will be replaced and recorded prior to City acceptance of the public improvements.

Section 17.154.150: Installation/Permit Fee.

- A. No land division improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting or other requirements shall be undertaken except after the plans have been approved by the city, and all applicable fees paid.

COMMENT:

As required, all necessary fees will be submitted to the City prior to installation of the required public improvements.

Chapter 17.162: Procedures for Decision Making--Quasi-Judicial

Section 17.162.020: Application Process.

- A. The applicant shall be required to meet with the planner for a pre-application conference. Such a requirement may be waived in writing by the applicant.
- B. The planner will invite city staff from other departments to provide technical expertise applicable to the proposal, as necessary, as well as other public agency staff.
- C. At such conference, the planner shall:
 - 1. Cite the applicable comprehensive plan policies

- and map designation;
- 2. Cite the applicable substantive and procedural ordinance provisions;
- 3. Provide available technical data and assistance which will aid the applicant as provided by the public works director;
- 4. Identify other policies and regulations that relate to the application; and
- 5. Identify other opportunities or constraints that relate to the application.

COMMENT:

The applicant attended a pre-application conference with City of Scappoose staff to discuss the proposed project on December 11, 2018. As required, the above items were discussed and a copy of the City's meeting notes have been attached (see Exhibit 3).

- F. Applications for approval required under this title may be initiated by:
 - 5. Application of a record owner of property or contract purchaser.

COMMENT:

The applicant and property owner of the subject site, OHM Equity Group, has initiated the concurrent Annexation, Zone Change, and Subdivision application.

- G. Any persons authorized by this title to submit an application for approval may be represented by an agent authorized in writing to make the application.

COMMENT:

Cascadia Planning + Development Services is serving as the applicant's representative during the review of this land use application.

- H. The application shall be made on forms provided by the planner.
- I. The application shall:
 - 1. Include the information requested on the application form;
 - 2. Address appropriate criteria in sufficient detail for

review and action; and

3. Be accompanied by the required fee.

COMMENT:

As required, the applicant has submitted required forms for this Annexation, Zone Change, and Subdivision application. The application submittal included all the requested application form information, City fee, and a narrative that addresses application approval criteria.

Section 17.162.021: Consolidation of Proceedings.

- A. Except as provided in subsection C of this section, whenever an applicant requests more than one approval and more than one approval authority is required to decide the applications, the proceedings shall be consolidated so that one approval authority shall decide all applications in one proceeding.
- B. In such cases as stated in subsection A of this section, the hearings shall be held by the approval authority having original jurisdiction over one of the applications under Section 17.164.110, in the following order of preference: the council, the commission, or the planner.

COMMENT:

As required, the consolidated applications will be reviewed by the Planning Commission so that a recommendation can be provided to the City Council. The City Council will consider the Commission's recommendation and make a decision regarding the submitted applications.

- C. Where there is a consolidation of proceedings:
 1. The notice shall identify each action to be taken;
 2. The decision on a plan map amendment shall precede the decision on the proposed zone change and other actions. Plan map amendments are not subject to the one hundred twenty-day decision making period prescribed by state law and such amendments may involve complex issues. Therefore, the planner shall not be required to consolidate a plan map amendment and a zone change or other permit applications requested unless the applicant requests the proceedings be consolidated and signs a waiver of the one hundred twenty-day time limit prescribed by state law for zone change and permit applications; and
 3. Separate actions shall be taken on each

application.

COMMENT:

No Comprehensive Plan Map amendments are proposed with this application. As required, City staff will issue a public notice in accordance with the above standards and separate actions will be taken by the hearing bodies regarding the Annexation, Zone Change, and Subdivision applications.

D. Consolidated Permit Procedure.

1. Use of the consolidated permit procedures described in this section shall be at the election of the applicant.
2. When the consolidated procedure is elected, application and fee requirements shall remain as provided by resolution approved by the council. If more than one permit is required by this title or other ordinance to be heard by the planning commission or city council, each such hearing shall be combined with any other permit also requiring such hearing. The standards applicable to each permits by this or any other ordinance shall be applied in the consolidated procedures to each application.
3. In a consolidated proceeding, the staff report and recommendation provided by the planner shall be consolidated into a single report.
4. All rules and ordinances of the city not in conflict with this section shall apply in a consolidated permit procedure.

COMMENT:

The applicant is requesting concurrent review of the submitted Annexation, Zone Change, and Subdivision applications. Therefore, City staff will follow the above procedures.

Chapter 17.164: Procedures For Decision Making--Limited

- A. A limited land use decision is a final decision or determination made by the planning commission pertaining to a site within the urban growth boundary which concerns: (a) the approval or denial of a subdivision or partition; or (b) the approval or denial of an application based on discretionary standards designed to regulate the physical characteristics of a use permitted outright, including but not limited to site development review.

- B. A limited land use decision shall be consistent with applicable provisions of the comprehensive plan and this title consistent with ORS 197.195(1).
- C. Such decisions may include conditions authorized by law.
- E. A limited land use decision is not subject to the requirements of Chapter 17.162.
- F. Approval or denial of a limited land use decision shall be based upon and accompanied by a brief statement that explains the criteria and standards considered relevant to the decision, states the facts relied upon in rendering the decision and explains the justification for the decision based on the criteria, standards and facts set forth.

COMMENT:

As indicated above, the submitted Subdivision application requires a limited land use decision. This Applicant's Statement addresses how the proposed land division complies with applicable criteria and standards relevant to the decision.

Section 17.164.025: Consolidation of Proceedings.

- A. Except as provided in subsection C of this section, whenever an applicant requests more than one approval and more than one approval authority is required to decide the applications, the proceedings shall be consolidated so that one approval authority shall decide all applications in one proceeding.
- B. In such cases as stated in subsection A of this section, the hearings shall be held by the approval authority having original jurisdiction over one of the applications under Section 17.164.110 in the following order of preference: the council, the commission or the planner.

COMMENT:

As mentioned above, the consolidated Annexation, Zone Change, and Subdivision application will be reviewed by the Planning Commission so that a recommendation can be provided to the City Council. The City Council will consider the Commission's recommendation and make a decision regarding the submitted applications.

- C. Where there is a consolidation of proceedings:
 - 1. The notice shall identify each action to be taken;
 - 2. The decision on a plan map amendment shall precede the decision on the proposed zone change and other actions. Plan map amendments are not

subject to the one hundred twenty-day decision making period prescribed by state law and such amendments may involve complex issues. Therefore, the planner shall not be required to consolidate a plan map amendment and a zone change or other permit applications requested unless the applicant requests the proceedings be consolidated and signs a waiver of the one hundred twenty-day time limit prescribed by state law for zone change and permit applications; and

3. Separate actions shall be taken on each application.

COMMENT:

As discussed above, no Comprehensive Plan Map amendments are proposed with this application. As required, City staff will issue a public notice in accordance with the above standards and separate actions will be taken by the hearing bodies on the Annexation, Zone Change, and Subdivision applications.

D. Consolidated Permit Procedure.

1. Use of the consolidated permit procedures described in this section shall be at the election of the applicant.
2. When the consolidated procedure is elected, application and fee requirements shall remain as provided by resolution approved by the council. If more than one permit is required by this title or other ordinance to be heard by the planning commission or city council, each such hearing shall be combined with any other permit also requiring such hearing. The standards applicable to each permits by this or any other ordinance shall be applied in the consolidated procedures to each application.
3. In a consolidated proceeding, the staff report and recommendation provided by the planner shall be consolidated into a single report.
4. All rules and ordinances of the city not in conflict with this section shall apply in a consolidated permit procedure.

COMMENT:

The applicant is requesting concurrent review of the submitted Annexation, Zone Change, and Subdivision applications. Therefore, City staff will follow the above procedures.

Section 17.164.030: Application Process.

- A. The applicant shall be required to meet with the planner for a pre-application conference. Such a requirement may be waived in writing by the applicant.
- B. At the pre-application conference if conducted, the planner shall:
 - 1. Cite the applicable comprehensive plan policies and map designation;
 - 2. Cite the applicable substantive and procedural ordinance provisions;
 - 3. Provide available technical data and assistance which will aid the applicant as provided by the public works director;
 - 4. Identify other policies and regulations that relate to the application; and
 - 5. Identify other opportunities or constraints that relate to the application.

COMMENT:

The applicant attended a pre-application conference with City of Scappoose staff to discuss the proposed project on December 11, 2018. As required, the above items were discussed and a copy of the City's meeting notes have been attached (see Exhibit 3).

- C. Another preapplication conference is required if an application is submitted six months after the preapplication conference.

COMMENT:

This application has been submitted prior to expiration of the attached Pre-Application Conference Notes, dated December 11, 2018 (see Exhibit 3).

- D. Failure of the planner to provide any of the information required by this chapter shall not constitute a waiver of the standards, criteria or requirements of the applications. Neither the city nor the planner shall be liable for any incorrect information provided in the

preapplication conferences.

COMMENT:

The applicant determined that City staff provided all required information at the pre-application conference.

- E. Applications for approval required under this title may be initiated by application of a record owner of property or contract purchaser.

COMMENT:

As demonstrated by the attached Application Form and Property Deed and Legal Description, the applicant/property owner has initiated this land use application (see Exhibits 1 and 2).

- F. Any persons authorized by this title to submit an application for approval may be represented by an agent authorized in writing to make the application.

COMMENT:

As indicated on the submitted materials, Cascadia Planning + Development Services is representing the applicant during the submittal and review of this land use application.

- G. The application shall be made on forms provided by the planner.

COMMENT:

The applicant has submitted Annexation and Subdivision application forms in accordance with this section (see Exhibit 1).

- H. The application shall:
 - 1. Include the information requested on the application form;
 - 2. Address appropriate criteria in sufficient detail for review and action; and
 - 3. Be accompanied by the required fee.

COMMENT:

As required, the submitted Annexation, Zone Change, and Subdivision application submittal includes all the information requested on the forms and the appropriate fee was submitted to the City. This Applicant Statement has addressed how the submitted applications meet the land use approval criteria.

Section 17.164.150: Decision Process.

- A. The decision shall be based on proof by the applicant that the application fully complies with:
 - 1. The city comprehensive plan; and
 - 2. The relevant approval standards found in the applicable chapter(s) of this title and other applicable implementing ordinances;

COMMENT:

As required, the applicant has addressed applicable goals and policies of the Comprehensive Plan and applicable chapters of the Scappoose Land Use and Development Code in the narrative provided above.

- B. Consideration may also be given to:
 - 1. Proof of a substantial change in circumstances; and
 - 2. Factual written statements from the parties, other persons and other governmental agencies relevant to the existing conditions, other applicable standards and criteria, possible negative or positive attributes of the proposal or factors in subsections (A) or (B) (1) of this section.

COMMENT:

This Applicant's Statement has addressed how demographic changes in the community have created a substantial change in circumstances and initiated the applicant's zone change request.

V. SUMMARY AND CONCLUSIONS

Based upon the findings of this Applicant's Statement and the submitted exhibits, the applicant has demonstrated compliance with relevant sections of the Scappoose Comprehensive Plan and Scappoose Land Use and Development Code. Therefore, the applicant requests that the submitted application be approved.

VI. EXHIBITS

1. **Application Forms**
2. **Property Deed and Legal Description**
3. **City Pre-Application Conference Notes**
4. **Preliminary Development Plans**
 - Sheet P-1: **Cover Sheet**
 - Sheet P-2: **Existing Conditions Plan**
 - Sheet P-3: **Existing/Proposed City Limits and Zoning Map**
 - Sheet P-4: **Aerial Photograph / Circulation Plan**
 - Sheet P-5: **Preliminary Plat**
 - Sheet P-6: **Preliminary Site Plan**
 - Sheet P-7: **Preliminary Grading Plan**
 - Sheet P-8: **Preliminary Maple Street/Utility Profile**
 - Sheet P-9: **Preliminary Section Views**
 - Sheet P-10: **Preliminary Storm Plan**
 - Sheet P-11: **Preliminary Storm Profile**
 - Sheet P-12: **Preliminary Sewer and Water Plan**
 - Sheet P-13: **Preliminary Sewer Profile**
 - Sheet P-14: **Preliminary Landscape Plan**
 - Sheet P-15: **Preliminary Irrigation Plan**
 - Sheet P-16: **Preliminary Franchise Utilities Plan**
5. **Preliminary Cottage Plans and Elevations**
6. **Preliminary Stormwater Report**
7. **Geotechnical Investigation Report**
8. **Transportation Impact Study Report**
9. **Service Provider Letters**
10. **Draft CC&Rs and HOA Documents**
11. **Parking Lot Auto-Turn Diagram**

Exhibit 4

EXHIBIT A
BOUNDARY LEGAL DESCRIPTION
LOCATED IN THE SE 1/4 OF
SECTION 12, T3N, R2W, WM,
COLUMBIA COUNTY, OREGON
APRIL 18, 2020

A TRACT OF LAND LOCATED IN THE SE 1/4 OF SECTION 12, T3N, R2W, WILLAMETTE MERIDIAN, COLUMBIA COUNTY, OREGON, BEING THE LAND DESCRIBED IN DEED BOOK 245, PAGE 818 (1983), COLUMBIA COUNTY DEED RECORDS, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 5/8" IRON REBAR AT THE SE CORNER OF THE LAND DESCRIBED IN DEED INSTRUMENT NO. 2015-003988, COLUMBIA COUNTY DEED RECORDS, SAID POINT OF BEGINNING IS ALSO ON THE WEST LINE OF THE LAND DESCRIBED IN DEED BOOK 213, PAGE 628, (1977), COLUMBIA COUNTY DEED RECORDS; THENCE S03°33'54"E ALONG SAID WEST LINE, 398.78 FEET TO A POINT ON THE NORTH LINE OF PARTITION PLAT NO. 1998-24, COLUMBIA COUNTY PLAT RECORDS, SAID POINT IS S86°48'40"W, 0.37 FEET FROM A 5/8" IRON REBAR WITH YELLOW PLASTIC CAP INSCRIBED "MARTINEZ PLS 2536"; THENCE S86°48'40"W ALONG SAID NORTH LINE OF PARTITION PLAT NO. 1998-24, 174.30 FEET TO THE EAST LINE OF "STONEGATE", COLUMBIA COUNTY PLAT RECORDS, SAID POINT IS S86°48'40"W, 0.36 FEET FROM A 1/2" IRON PIPE; THENCE N03°34'29"W ALONG SAID EAST LINE OF "STONEGATE", THE EAST LINE OF SE MAPLE STREET, AND THE EAST LINE OF THE LAND DESCRIBED IN DEED INSTRUMENT NO. 2012-002750, COLUMBIA COUNTY DEED RECORDS, 397.61 FEET TO A POINT AT THE SW CORNER OF THE LAND DESCRIBED IN DEED INSTRUMENT NO. 2015-003988, COLUMBIA COUNTY DEED RECORDS, SAID POINT IS S03°34'08"E, 32.58 FEET FROM A 5/8" IRON REBAR; THENCE N86°25'31"E ALONG THE SOUTH LINE OF THE LANDS DESCRIBED IN SAID DEED INSTRUMENT NO. 2015-003988, 174.36 FEET TO THE POINT OF BEGINNING.

THE LAND DESCRIBED ABOVE CONTAINS 1.59 ACRES, MORE OR LESS, AND IS SUBJECT TO AND TOGETHER WITH ALL EASEMENTS AND RESERVATIONS OF RECORD.

REGISTERED
PROFESSIONAL
LAND SURVEYOR



OREGON
JULY 25, 1995
ROBERT ALAN JOHNSON
#2725

EXPIRES 6/30/21



JOHNSON LAND SURVEYING, INC.

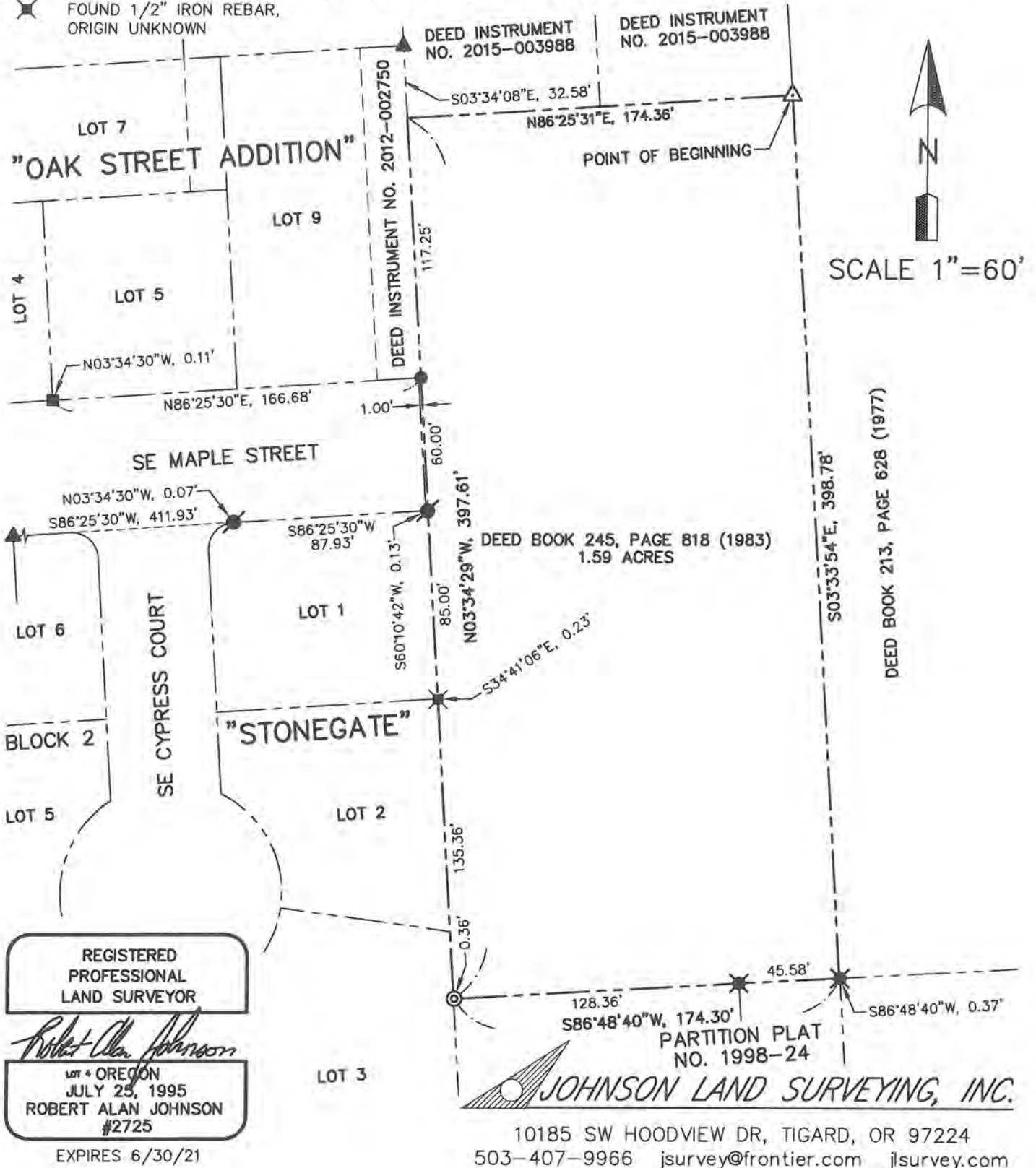
10185 SW HOODVIEW DR, TIGARD, OR 97224
503-407-9966 jsurvey@frontier.com jlsurvey.com

LEGEND

- FOUND 5/8" IRON REBAR, SET IN "STONEGATE"
- FOUND 1/2" IRON REBAR, SET IN "STONEGATE"
- FOUND 5/8" IRON REBAR, SET IN SN L-939
- FOUND 3/4" IRON BOLT, SET IN SN L-939
- FOUND 1/2" IRON REBAR, ORIGIN UNKNOWN
- FOUND 5/8" IRON REBAR WITH YELLOW PLASTIC CAP INSCRIBED "MARTINEZ PLS 2536", SET IN PARTITION PLAT NO. 1998-24
- FOUND 5/8" IRON REBAR, SET IN SN L-1638
- FOUND 1/2" IRON PIPE, ORIGIN UNKNOWN
- SURVEYED LINE NOT TO SCALE

EXHIBIT B BOUNDARY MAP

LOCATED IN THE SE 1/4 OF SECTION 12, T3N, R2W, WM, COLUMBIA COUNTY, OREGON
APRIL 18, 2020



REGISTERED PROFESSIONAL LAND SURVEYOR

Robert Alan Johnson

LOT 4 OREGON
JULY 25, 1995
ROBERT ALAN JOHNSON
#2725

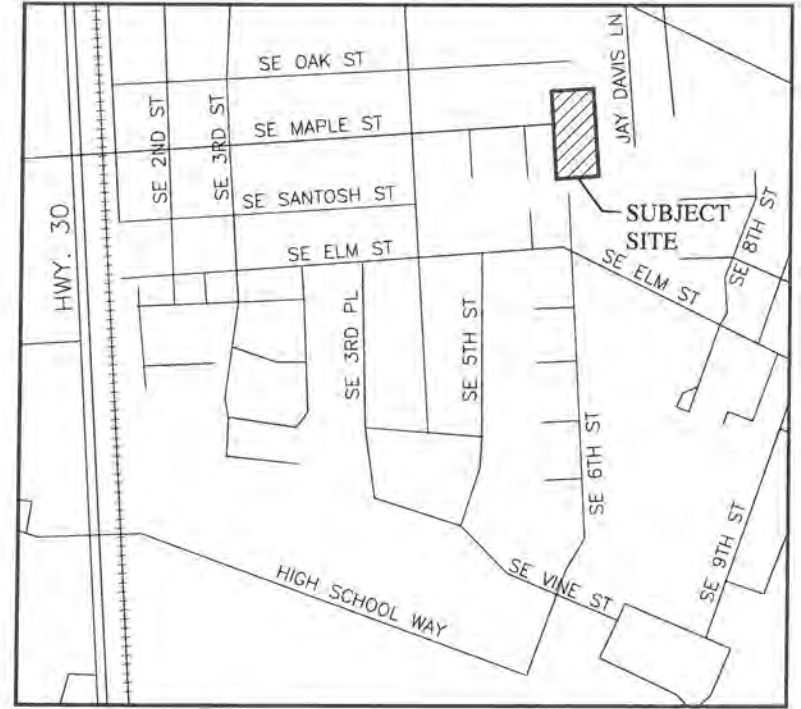
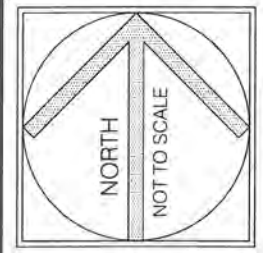
JOHNSON LAND SURVEYING, INC.

10185 SW HOODVIEW DR, TIGARD, OR 97224
503-407-9966 jsurvey@frontier.com jlsurvey.com

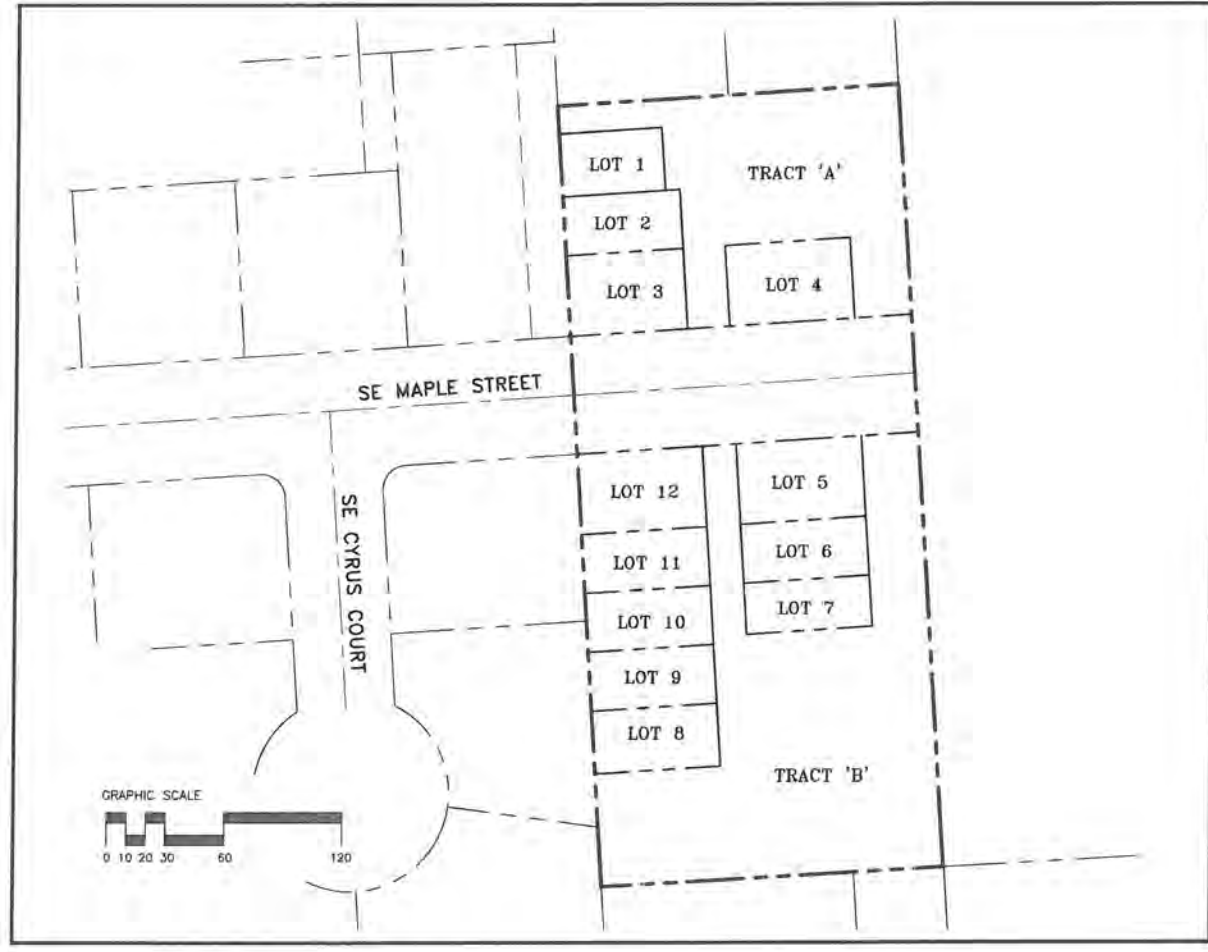
MAPLE STREET COTTAGES

SCAPPOOSE, ORE.

Cascadia
 Planning + Development Services
 PO Box 1920
 Silverton, Oregon 97381
 503-804-1089
 steve@cascadiapd.com
 www.cascadiapd.com



VICINITY MAP



SITE MAP

INDEX OF DRAWINGS

- P-1 COVER SHEET
- P-2 EXISTING CONDITIONS PLAN
- P-3 EXISTING/PROPOSED CITY LIMITS AND ZONING MAP
- P-4 AERIAL PHOTOGRAPH / FUTURE STREETS PLAN
- P-5 PRELIMINARY PLAT
- P-6 PRELIMINARY SITE PLAN
- P-7 PRELIMINARY GRADING PLAN
- P-8 PRELIMINARY MAPLE ST/UTILITY PROFILE
- P-9 PRELIMINARY SECTION VIEWS
- P-10 PRELIMINARY STORM PLAN
- P-11 PRELIMINARY STORM PROFILE
- P-12 PRELIMINARY SEWER & WATER PLAN
- P-13 PRELIMINARY SEWER PROFILE
- P-14 PRELIMINARY LANDSCAPE PLAN
- P-15 PRELIMINARY IRRIGATION PLAN
- P-16 PRELIMINARY FRANCHISE UTILITIES PLAN

APPLICANT / PROPERTY OWNER

OHM EQUITY PARTNERS
 33470 CHINOOK PLAZA, SUITE 213
 SCAPPOOSE, OR 97056
 503-410-5621
 CONTACT: JOE KESSI

APPLICANT'S REPRESENTATIVE

CASCADIA PLANNING + DEVELOPMENT SERVICES
 PO BOX 1920
 SILVERTON, OR 97038
 503-804-9294
 CONTACT: STEVE KAY, AICP

LANDSCAPE ARCHITECT

ANDERSON ASSOCIATES
 1317SE 18TH STREET, SUITE 5
 VANCOUVER, WA 98683
 503-318-0549
 CONTACT: DAVE ANDERSON, PLA

LAND SURVEYOR

JOHNSON LAND SURVEYING
 10185 SW HOODVIEW DRIVE
 TIGARD, OR 97224
 503-407-9966
 CONTACT: ROBERT JOHNSON, PLS

CIVIL ENGINEER

DL DESIGN DEVELOPMENT
 500 WEST 8TH STREET, SUITE 205
 VANCOUVER, WA 98660
 503-644-4628
 CONTACT: GARY DARLING, PE

BUILDING DESIGNER

WAVRA DESIGN CO.
 PO BOX 641
 SILVERTON, OR 97381
 503-932-4134
 CONTACT: ALYSSA WAVRA

CITY OF SCAPPOOSE LAND USE APPLICATION:

MAPLE STREET COTTAGES

TAX LOT 4400 OF TAX MAP 3N2W12DA
 COLUMBIA COUNTY, OREGON

SE MAPLE STREET
 SCAPPOOSE, OR 97056

COVER SHEET

FEBRUARY 10, 2020

REVISIONS



P-1

SHEET 1 OF 16

VERTICAL DATUM NOTES:
 1) ELEVATIONS ARE BASED ON OREGON STATE HIGHWAY DIVISION SURVEY BENCH MARK X 101 (ELEVATION 61.443' NGVD 29/47), REFERENCED BY A STANDARD OSHD DISC INSCRIBED "61 X 101 1933". DIRECTIONS TO MONUMENT: IN SCAPPOOSE ON HIGHWAY 30, AT THE EAST ENTRANCE TO THE SCAPPOOSE MIDDLE SCHOOL, IN THE TOP OF THE NORTH END OF THE FIRST STEP, 135 FEET WEST OF THE HIGHWAY CENTERLINE.



- LEGEND**
- ELEV ELEVATION
 - HT HUB AND TACK
 - IE INVERT ELEVATION
 - MN MAG NAIL
 - OU ORIGIN UNKNOWN
 - SN SURVEY NUMBER, COLUMBIA COUNTY SURVEY RECORDS
 - ASPHALT
 - CATCH BASIN
 - CURB DROP
 - FIRE HYDRANT
 - SANITARY SEWER MANHOLE
 - SEWER PIPE
 - STORM SEWER DRY WELL MANHOLE
 - WATER VALVE
 - DECIDUOUS TREE W/DIAMETER AND CANOPY
 - EVERGREEN TREE W/DIAMETER AND CANOPY
 - CONCRETE
 - CHAIN-LINK FENCE
 - WIRE FENCE
 - WOOD FENCE
 - ADJACENT BOUNDARY LINE
 - SUBJECT PROPERTY BOUNDARY LINE
 - 1' CONTOUR

UTILITY DATA

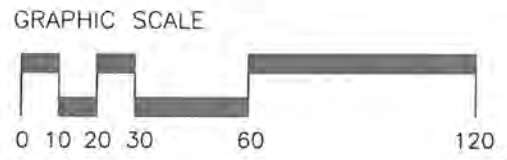
MH-1 SANITARY
 CENTER N RIM ELEV 35.26'
 8"+/- IN N, IE 26.8'+/-
 8"+/- IN E, IE 26.8'+/-
 8"+/- OUT W, IE 26.8'+/-

MH-2 STORM
 CENTER SE RIM ELEV 34.73'
 10"+/- IN NE, IE 30.8'+/-
 TOP OF ROCK ELEV 24.5'

CB-1
 GRATE 1.5' x 1.83'
 CENTER GRATE ELEV 34.08'
 8"+/- OUT S, IE 32.5'+/-
 SUMP ELEV 31.3'+/-

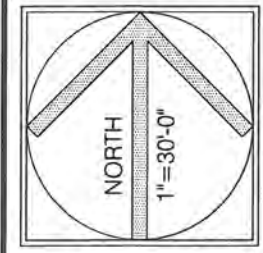
CB-2
 GRATE 1.5' x 1.83'
 CENTER GRATE ELEV 34.00'
 8"+/- IN N, IE 32.0'+/-
 8"+/- OUT S, IE 32.1'+/-
 SUMP ELEV 31.6'

NOTE:
 SUBJECT SITE PROPERTY DEED REFERENCES PUBLIC EASEMENT WITHIN EXISTING 6TH STREET R.O.W.



JOHNSON LAND SURVEYING, INC.
 10185 SW HOODVIEW DR, TIGARD, OR 97224
 503-407-9966 jsurvey@frontier.com jsurvey.com

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 steve@cascadiapd.com
 www.cascadiapd.com

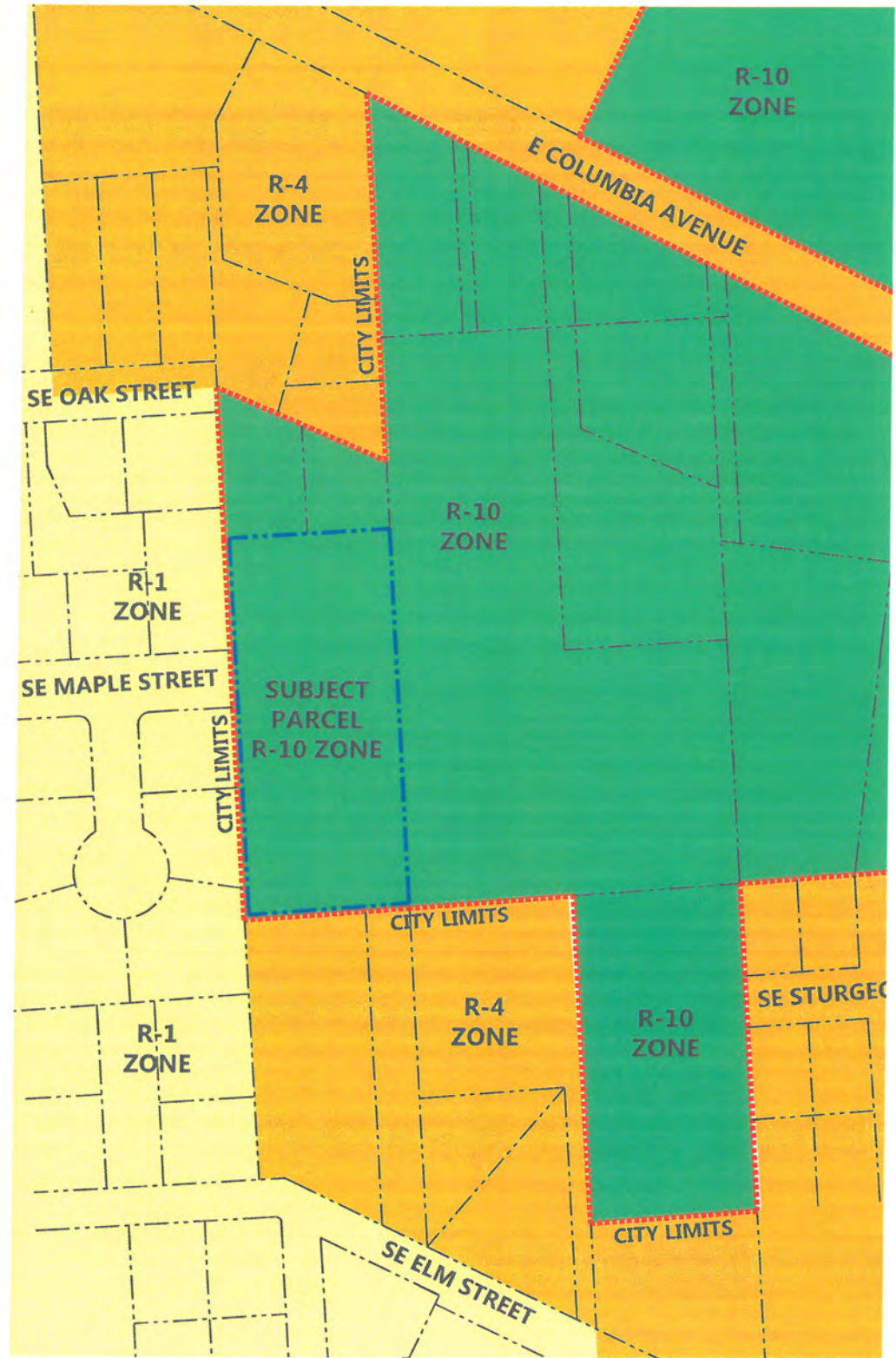


CITY OF SCAPPOOSE LAND USE APPLICATION:
MAPLE STREET COTTAGES
 TAX LOT 4400 OF TAX MAP 3N2W12DA
 COLUMBIA COUNTY, OREGON

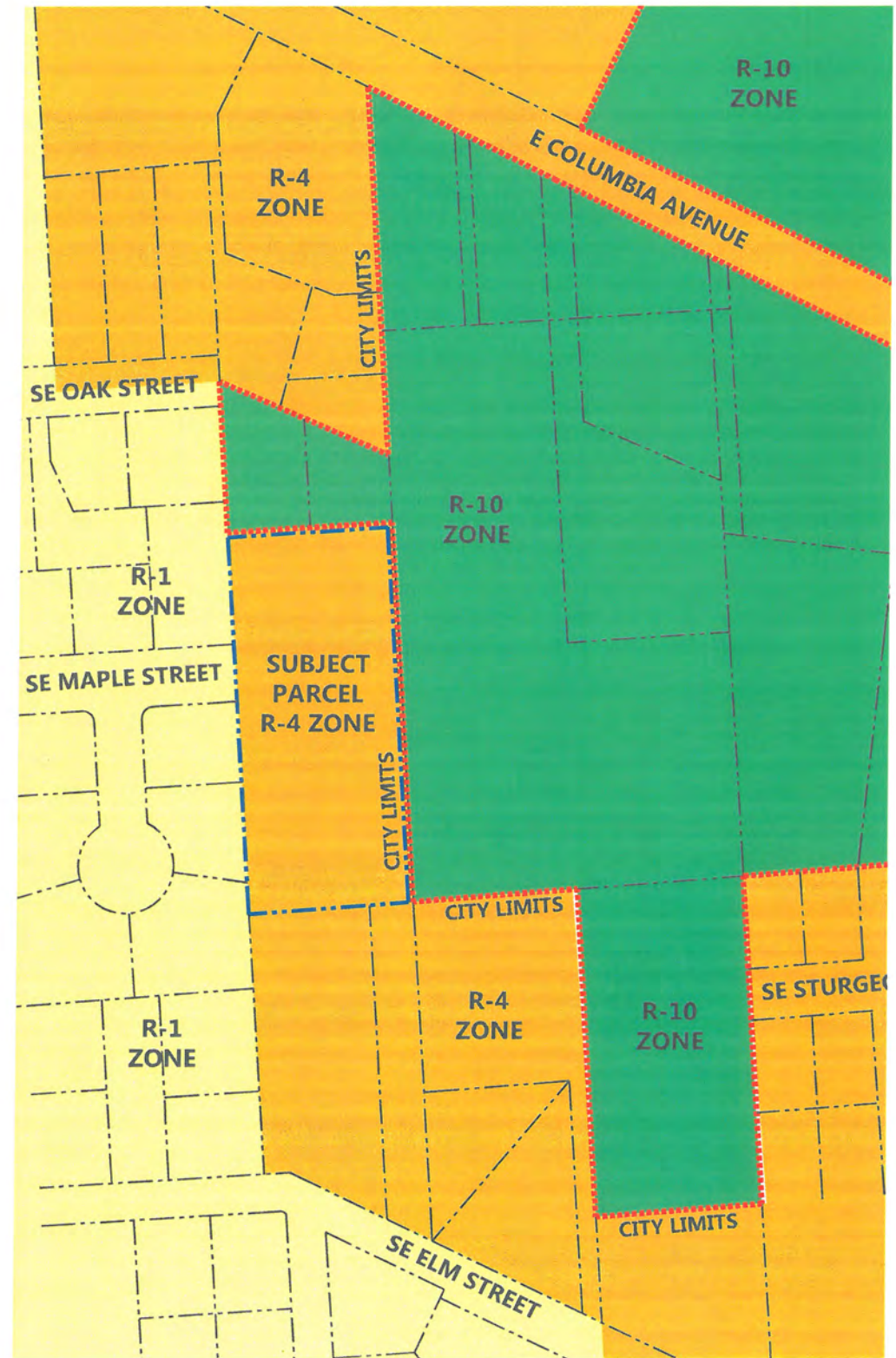
EXISTING CONDITIONS PLAN
 MARCH 10, 2020

REVISIONS

P-2
 SHEET 2 OF 16

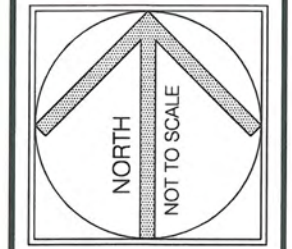


EXISTING CITY LIMITS AND ZONING MAP



PROPOSED CITY LIMITS AND ZONING MAP

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 Planning + Development Services
 PO Box 1920
 Silverton, Oregon 97381
 503-804-1089
 steve@cascadiapd.com
 www.cascadiapd.com

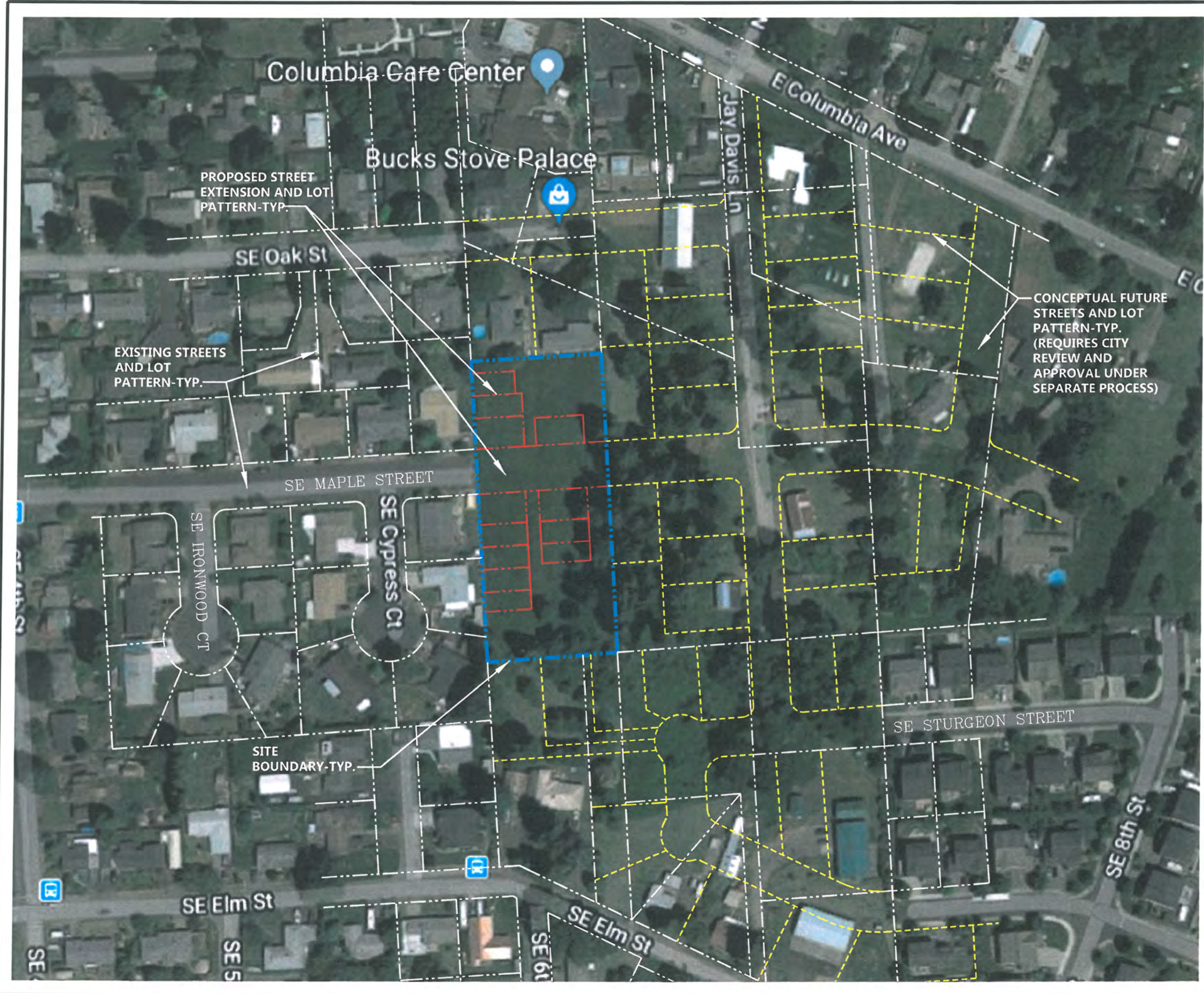


CITY OF SCAPOOSE LAND USE APPLICATION:
MAPLE STREET COTTAGES
 SE MAPLE STREET
 SCAPOOSE, OR 97056
 TAX LOT 4400 OF TAX MAP 3N2W12DA
 COLUMBIA COUNTY, OREGON

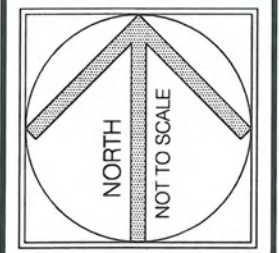
PROPOSED
 CITY LIMITS AND
 ZONING MAP
 FEBRUARY 10, 2020

REVISIONS
 △
 △

P-3
 SHEET 3 OF 16



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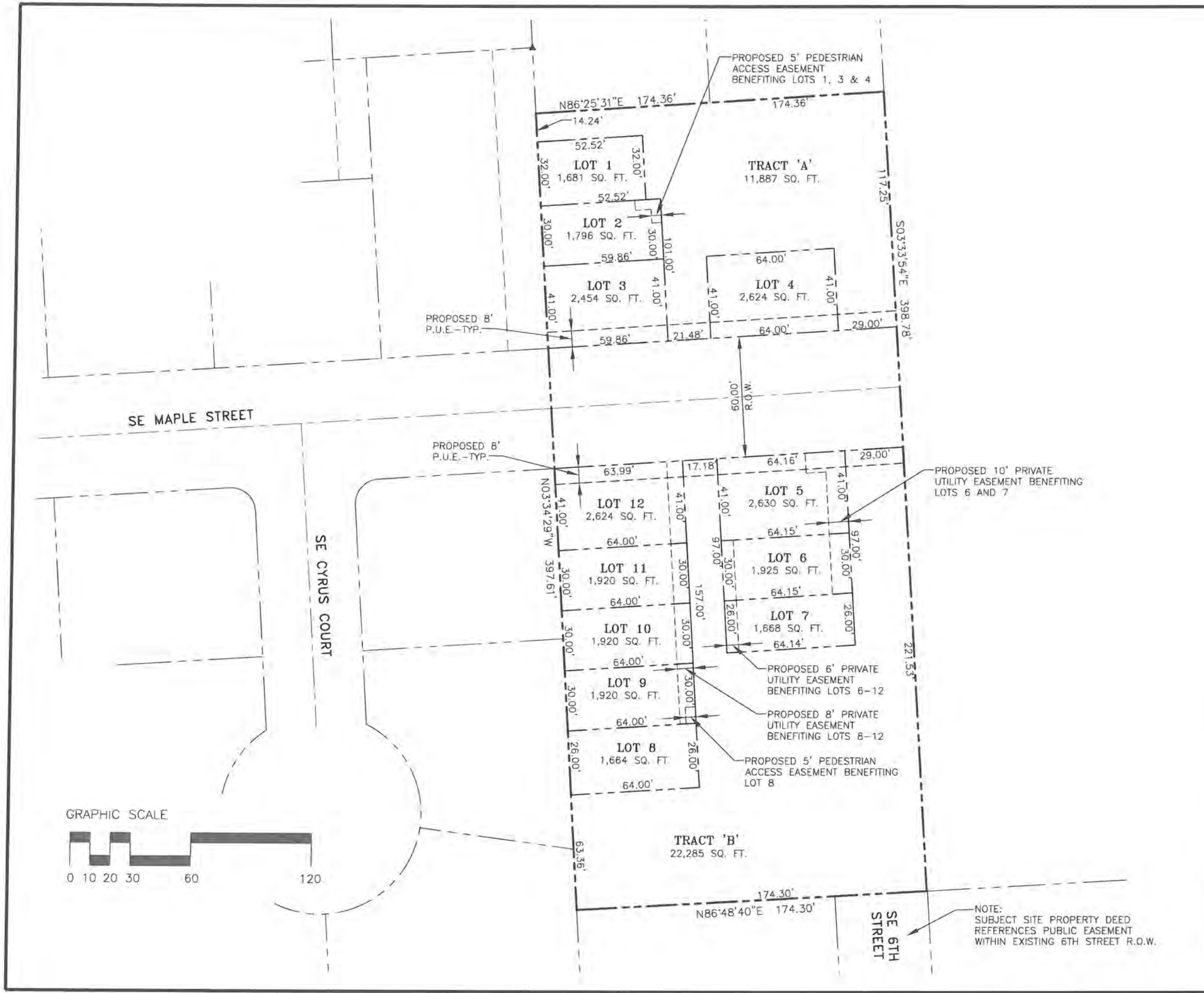


CITY OF SCAPPOOSE LAND USE APPLICATION:
MAPLE STREET COTTAGES
 SE MAPLE STREET
 SCAPPOOSE, OR 97056
 TAX LOT 4400 OF TAX MAP 3N2W12DA
 COLUMBIA COUNTY, OREGON

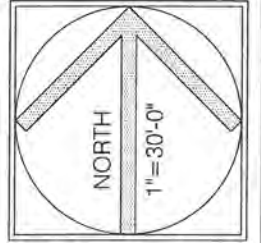
AERIAL PHOTO/
 FUTURE STREETS
 PLAN
 FEBRUARY 10, 2020

REVISIONS
 ▲
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P-4
 SHEET 4 OF 16

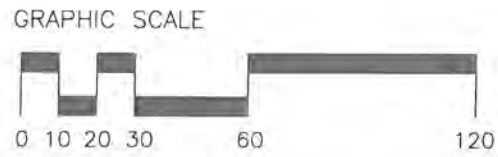
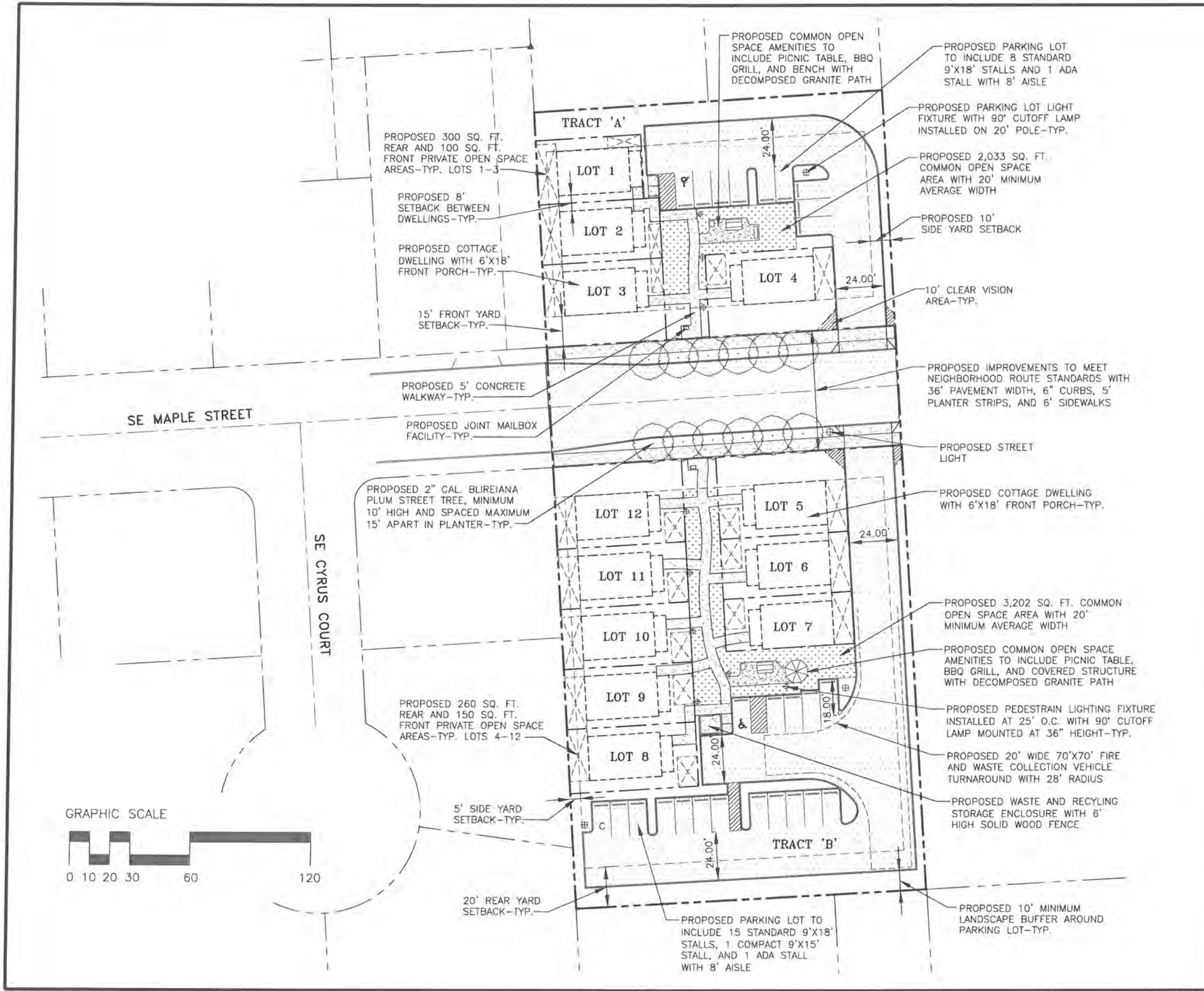


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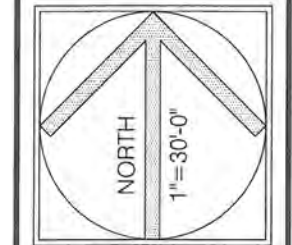


CITY OF SCAPPOOSE LAND USE APPLICATION:
MAPLE STREET COTTAGES
 SE MAPLE STREET
 SCAPPOOSE, OR 97056
 TAX LOT 4400 OF TAX MAP 3N2W12DA
 COLUMBIA COUNTY, OREGON

PRELIMINARY PLAT
 MARCH 10, 2020
 REVISIONS
 P-5
 SHEET 5 OF 16



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CITY OF SCAPPOOSE LAND USE APPLICATION:
MAPLE STREET COTTAGES
 SE MAPLE STREET
 SCAPPOOSE, OR 97056
 TAX LOT 4400 OF TAX MAP 3N2W12DA
 COLUMBIA COUNTY, OREGON

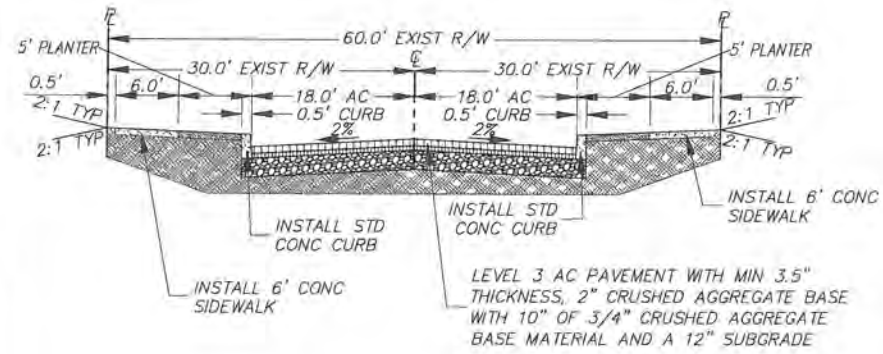
PRELIMINARY
 SITE PLAN

MARCH 10, 2020

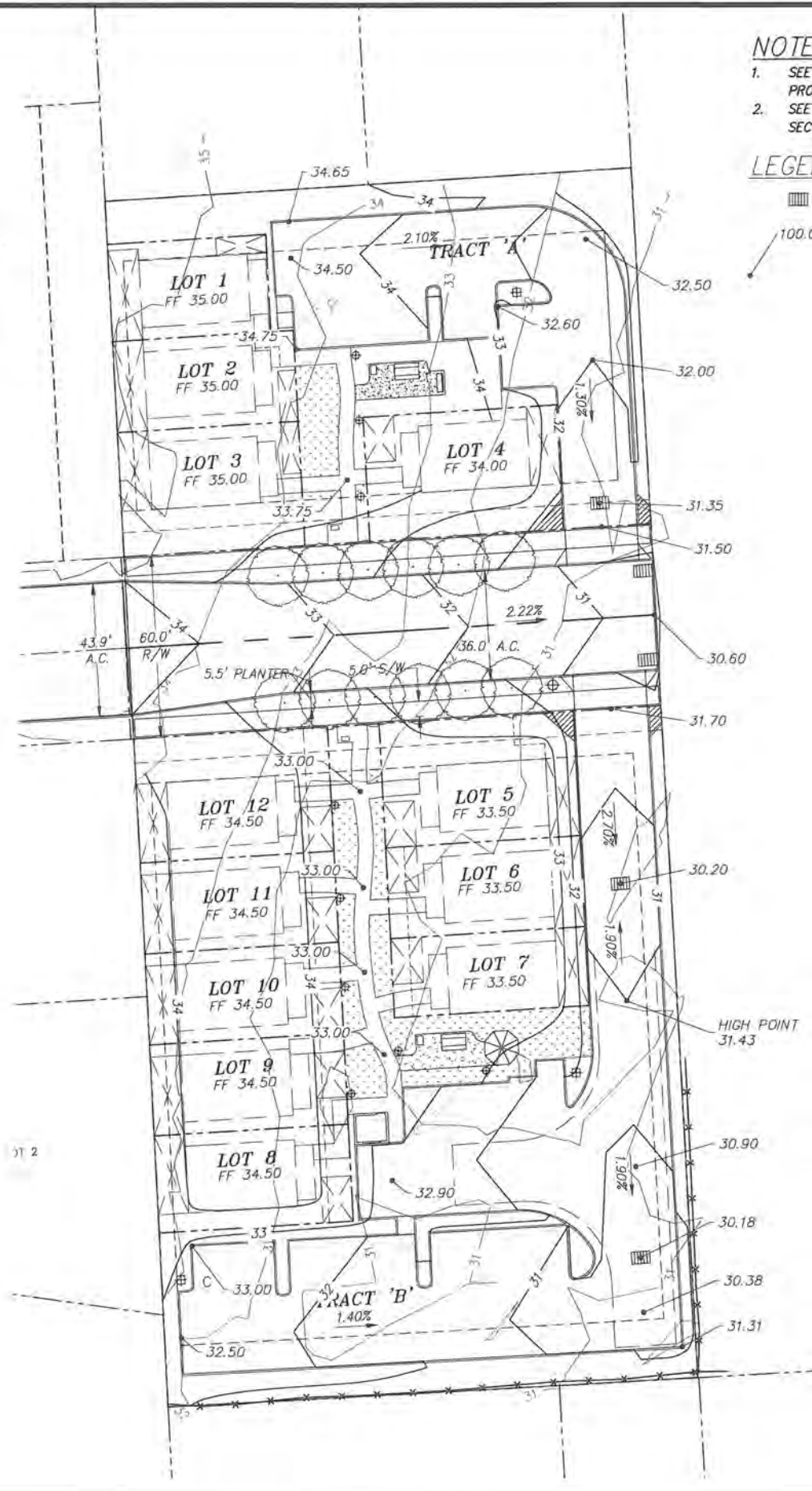
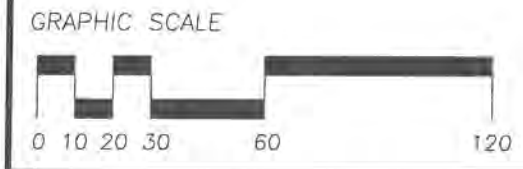
REVISIONS
 ▲
 ▲

P-6

SHEET 6 OF 16



1 SE MAPLE STREET SECTION
P-7 N.T.S.



NOTES

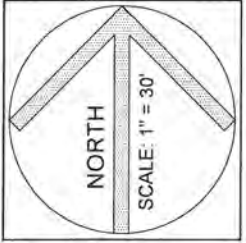
1. SEE SHEET P-8 FOR MAPLE STREET PROFILE
2. SEE SHEET P-9 FOR MAPLE STREET SECTION VIEWS

LEGEND

- CATCH BASIN
- SPOT ELEVATION



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CITY OF SCAPPOOSE LAND USE APPLICATION:
MAPLE STREET COTTAGES

TAX LOT 4400 OF TAX MAP 3N2W12DA
COLUMBIA COUNTY, OREGON

SE MAPLE STREET
SCAPPOOSE, OR 97056

PRELIMINARY GRADING PLAN

JUNE 19, 2019

REVISIONS	
1	11/18/19
2	02/07/20

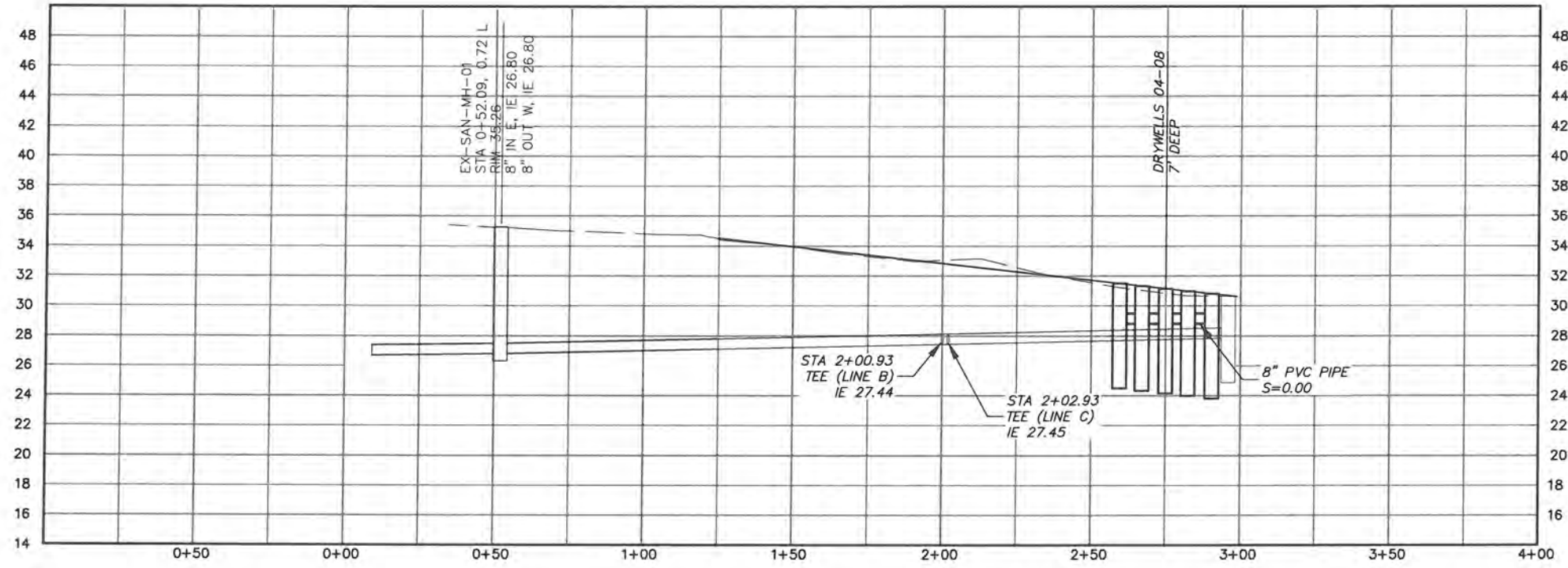
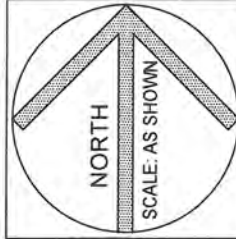
P-7

SHEET 7 OF 16

03/11/20



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Vancouver, WA 98660
(503) 644-4628



SCALE: HOR 1"=30", VERT 1"=6'

CITY OF SCAPPOOSE LAND USE APPLICATION:
MAPLE STREET COTTAGES
SE MAPLE STREET
SCAPPOOSE, OR 97056
TAX LOT 4400 OF TAX MAP 3N2W12DA
COLUMBIA COUNTY, OREGON

PRELIMINARY
MAPLE STREET
AND STORM
PROFILE
APRIL 12, 2019

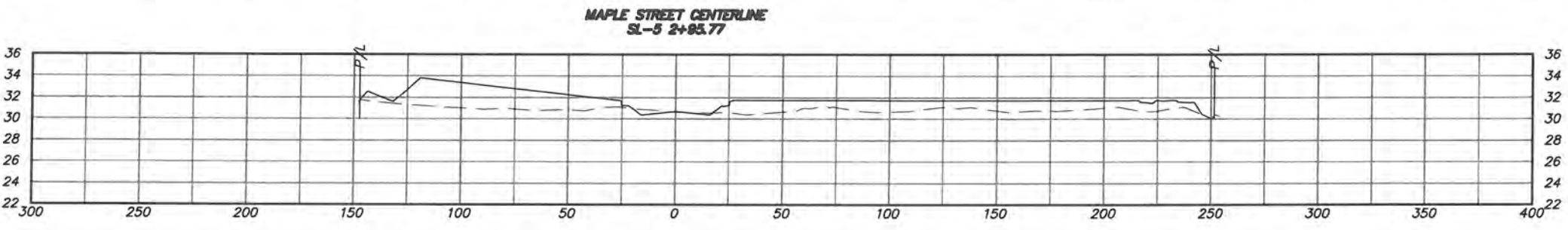
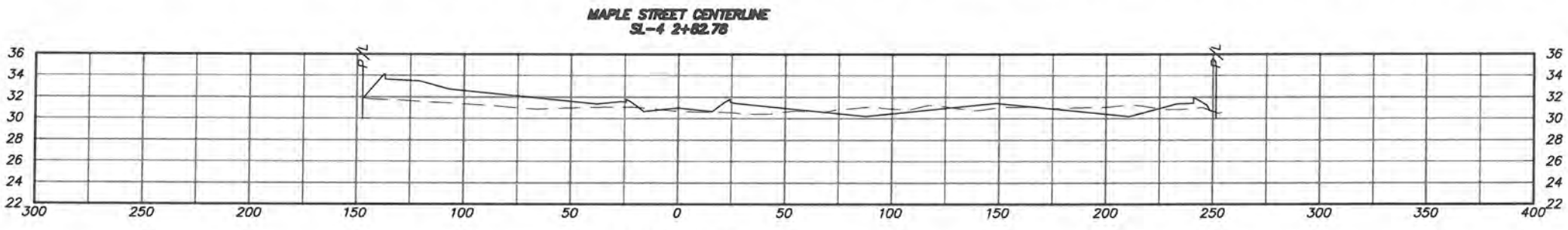
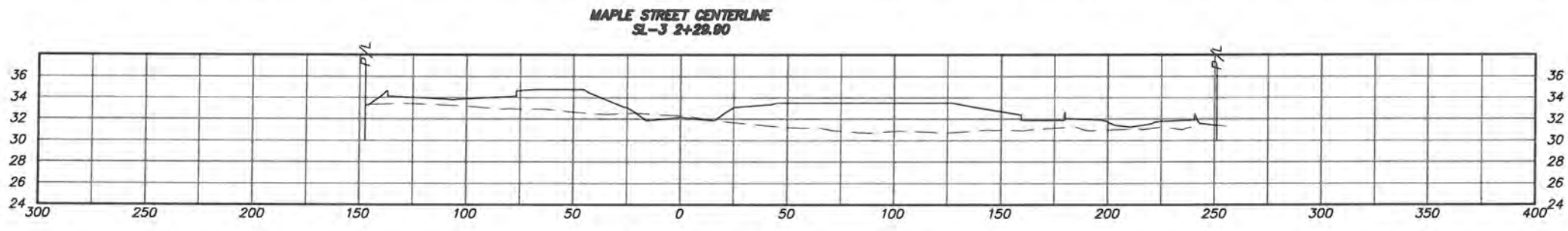
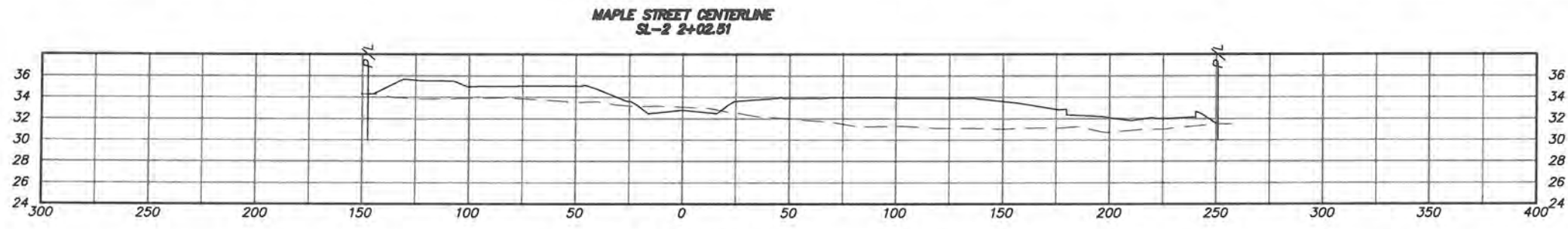
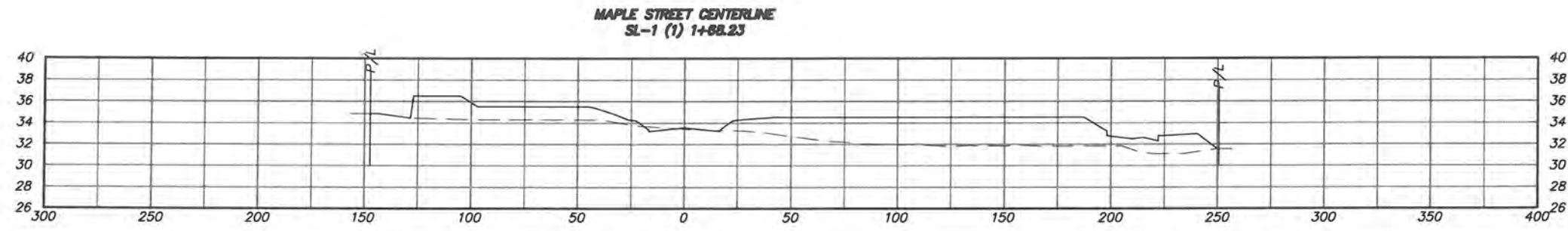
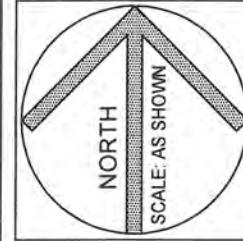
REVISIONS
11/18/19

P-8
SHEET 8 OF 16



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(503) 644-4628



SCALE: HOR 1"=40", VERT 1"=8'

CITY OF SCAPPOOSE LAND USE APPLICATION:
MAPLE STREET COTTAGES

TAX LOT 4400 OF TAX MAP 3N2W12DA
COLUMBIA COUNTY, OREGON

SE MAPLE STREET
SCAPPOOSE, OR 97056

PRELIMINARY
SECTION VIEWS

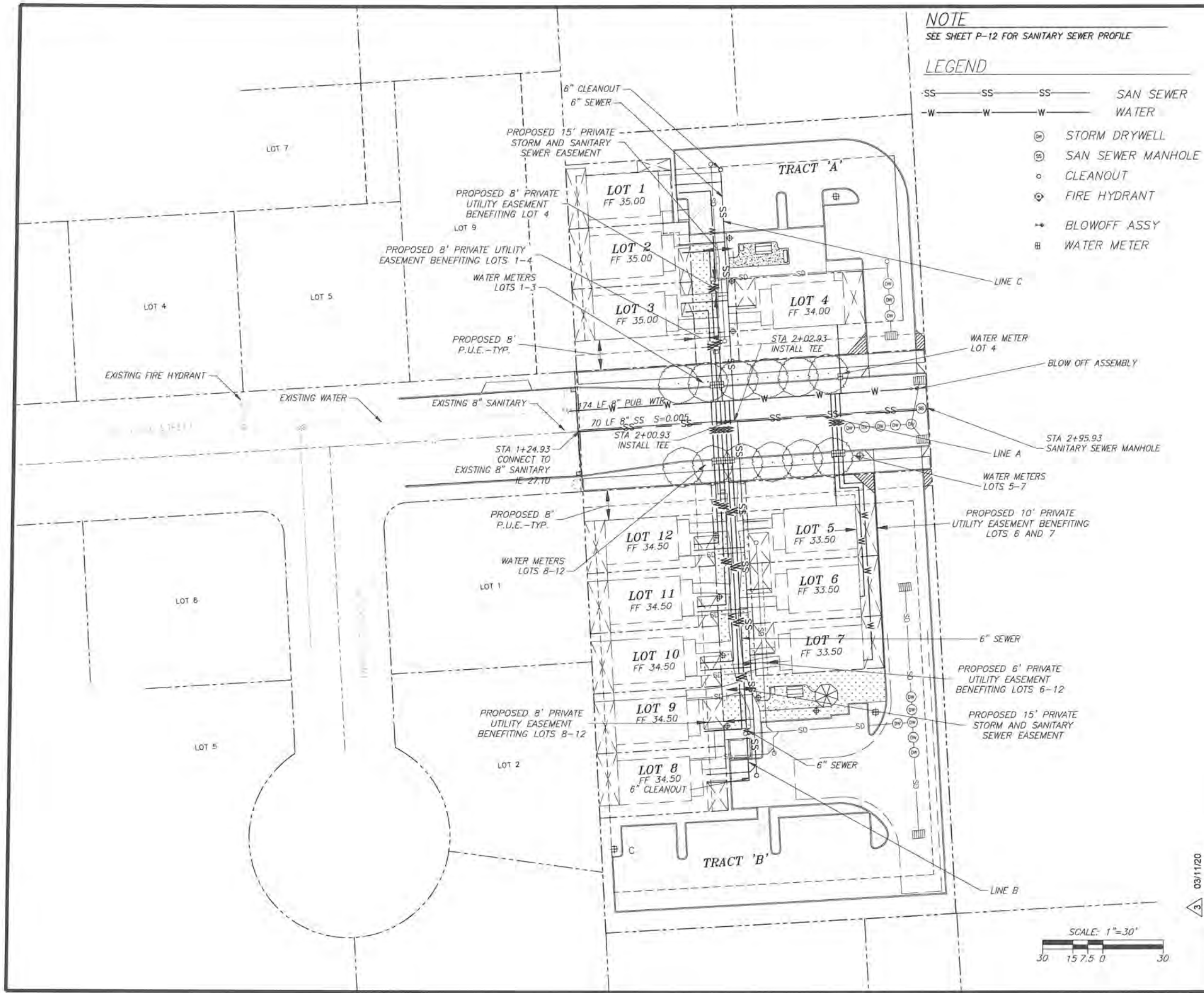
APRIL 12, 2019

REVISIONS



P-9

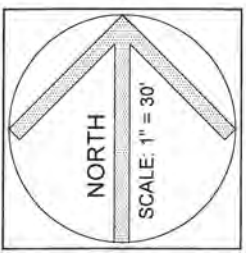
SHEET 9 OF 16



NOTE
SEE SHEET P-12 FOR SANITARY SEWER PROFILE

- LEGEND**
- SS — SS — SS — SAN SEWER
 - W — W — W — WATER
 - ⊙ STORM DRYWELL
 - ⊕ SAN SEWER MANHOLE
 - CLEANOUT
 - ⊕ FIRE HYDRANT
 - BLOWOFF ASSY
 - ⊕ WATER METER

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CITY OF SCAPPOOSE LAND USE APPLICATION:
MAPLE STREET COTTAGES
TAX LOT 4400 OF TAX MAP 3N2W12DA
COLUMBIA COUNTY, OREGON

SE MAPLE STREET
SCAPPOOSE, OR 97056

PRELIMINARY
SEWER & WATER

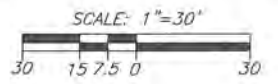
APRIL 12, 2019

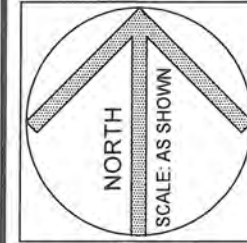
REVISIONS

1	11/18/19
2	02/07/19

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SHEET 12 OF 16





CITY OF SCAPPOOSE LAND USE APPLICATION:
MAPLE STREET COTTAGES

TAX LOT 4400 OF TAX MAP 3N2W12DA
COLUMBIA COUNTY, OREGON

SE MAPLE STREET
SCAPPOOSE, OR 97056

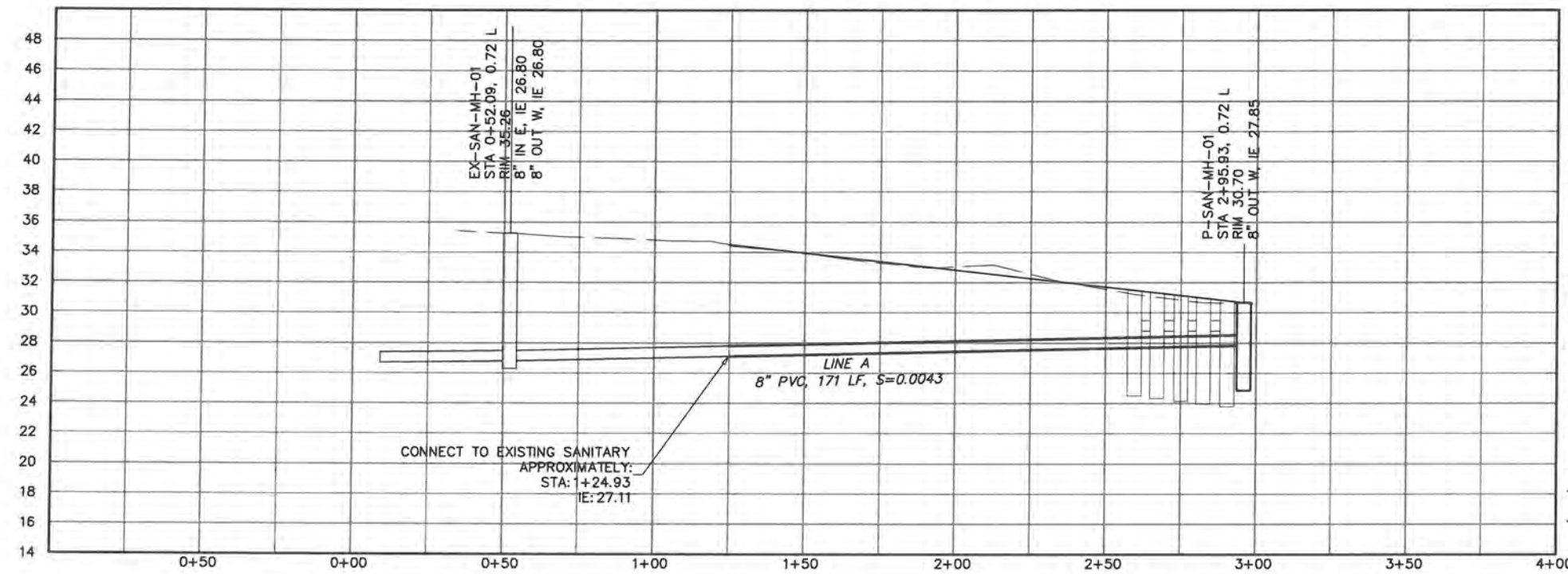
**PRELIMINARY
SEWER PROFILE**

APRIL 12, 2019

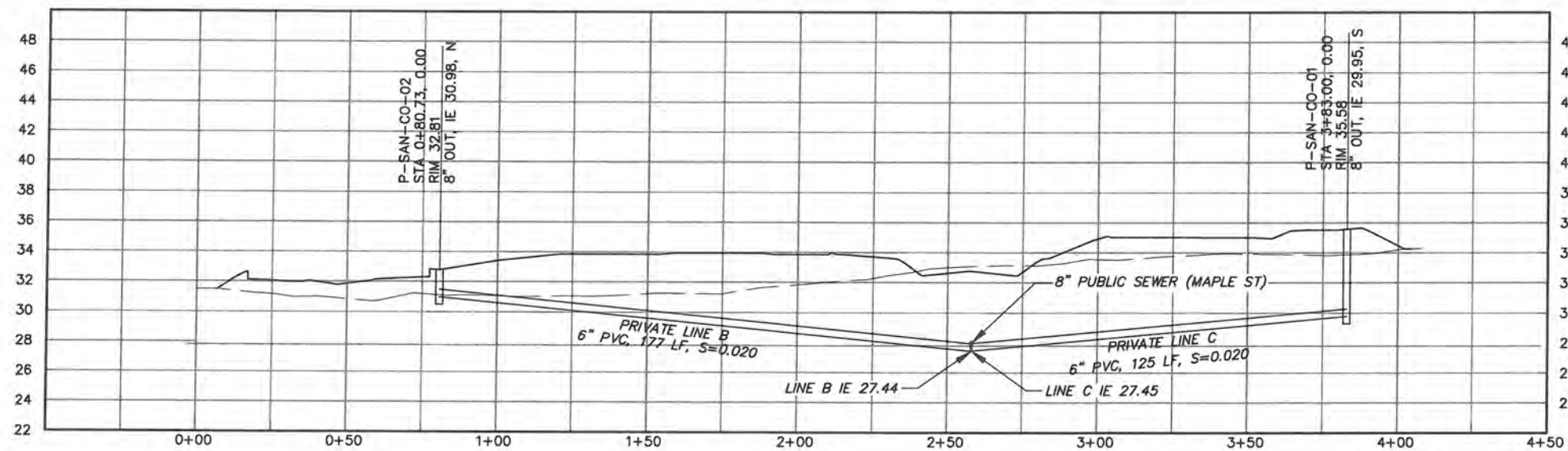
REVISIONS	
1	11/18/19
2	02/07/20

P-13

SHEET 13 OF 16

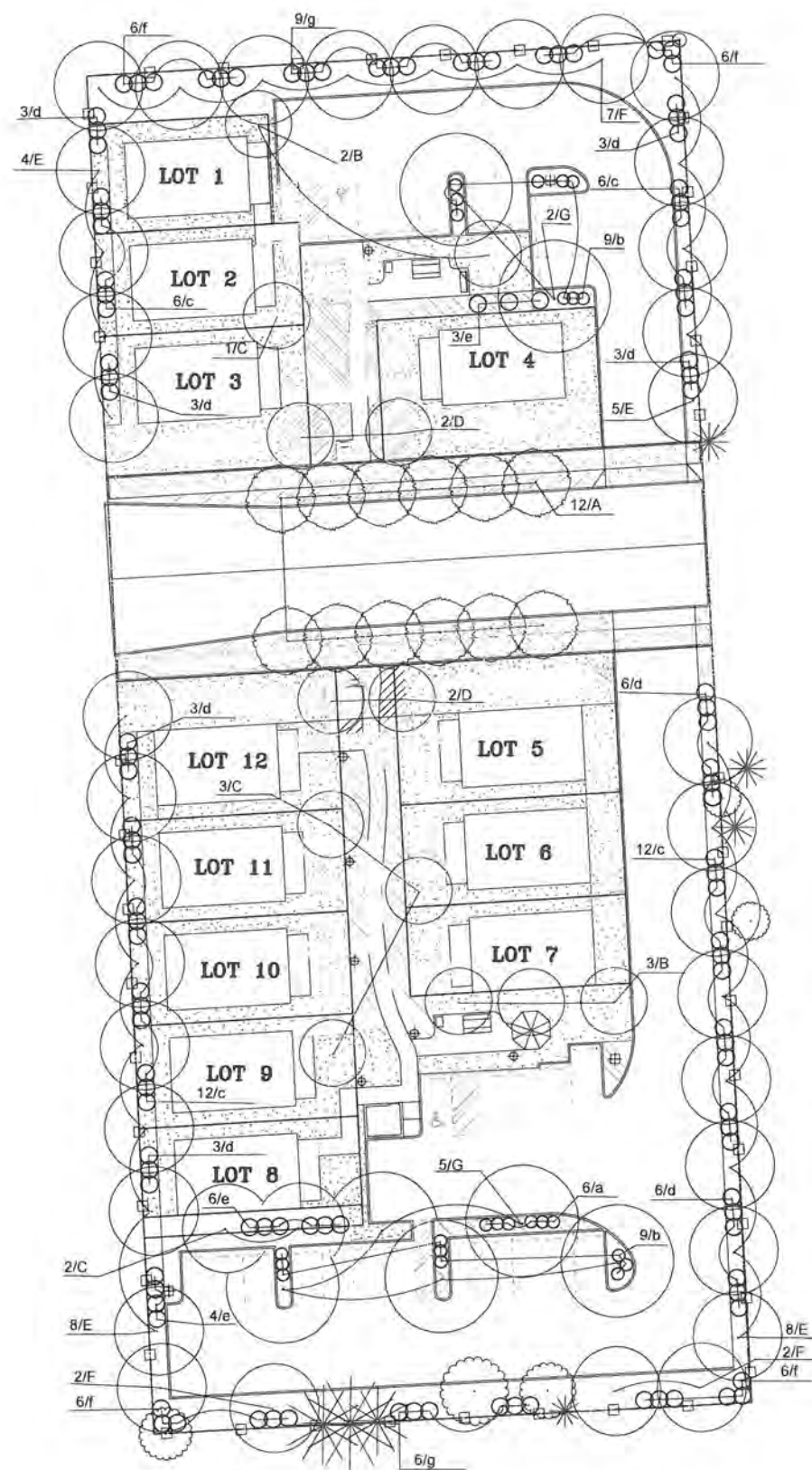


1 SANITARY LINE PROFILE - LINE "A"
P-7 SCALE: 1" = 30' HORIZ, 1" = 6' VERT



1 SANITARY LINE PROFILE - LINES "B" AND "C"
P-7 SCALE: 1" = 30' HORIZ, 1" = 6' VERT

SCALE: HOR 1"=30", VERT 1"=6'



PRELIMINARY PLANT LIST

SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE
STREET TREE			
A	Bilireana Plum	Prunus x bilireana	2" Cal.
SMALL UPRIGHT TREE			
B	Columnar Beech	Fagus sylvatica 'Fastigiata' ('Dawyck')	1.5" cal.
C	Columnar Eastern White Pine	Pinus strobus 'Fastigiata'	5-6'
D	Crimson Sentry Maple	Acer platanoides 'Crimson Sentry'	1.5" cal.
MEDIUM DECIDUOUS TREE - LANDSCAPE BUFFERS			
E	Eastern Redbud	Cercis canadensis	1.5" cal (Min. 10' High)
F	Pacific Sunset Maple	Acer x 'Warrenred'	1.5" cal (Min. 10' High)
SHADE TREE			
G	Afgterburner Tupelo	Nyssa sylvatica 'David Odom'	1.5" cal (Min. 10' High)
H	October Glory Red Maple	Acer rubrum 'October Glory'	1.5" cal (Min. 10' High)
SHRUBS			
a	David Viburnum	Viburnum davidii	3 gal
b	Gulf Stream Nandina	Nandina domestica 'Gulf Stream'	3 gal
c	Indian Princess Hawthorne	Rhaphiolepis indica 'Indian Princess'	5 gal
d	Bow Bells Rhododendron	Rhodo. 'Bow Bells'	24-30"
e	Compact Burning Bush	Euonymus alata 'Compacta'	5 gal
f	Spring Bouquet Viburnum	Viburnum tinus 'Spring Bouquet'	5 gal
g	Variegated Dogwood	Cornus alba 'Elegantissima'	5 gal
GROUND COVER			
SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE, SPACING
	Kinnickinnick	Arctostaphylos uva ursi 'Mass.'	4" Pot, 3' o.c.
	Vinca	Vinca minor	4" Pot, 3' o.c.

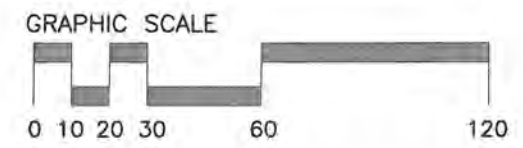
Lawn: Lawn in common areas to be watered with in-ground irrigation system.
Hydroseed: Lawn areas within individual lots to be watered by home owners.

LEGEND

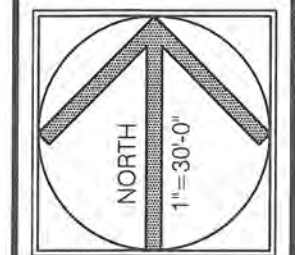
SYMBOL	DESCRIPTION
	Existing Trees to Remain
	See sheet P-2, Existing Conditions Plan for trees to remain and trees to be Preserved
	6' Site Obscuring Wood Fence

LANDSCAPE NOTES

- SEE SHEET P-11 FOR PRELIMINARY IRRIGATION PLAN.
- PROPERTY TO BE SURROUNDED WITH A 6' SITE OBSCURING WOOD FENCE, EXCEPT FOR THE 15' FRONT YARD SETBACKS.
- RE-VEGETATION WITHIN INDIVIDUAL LOTS TO INCLUDE HYDROSEEDING OF AREAS AROUND BUILDING PADS. WATERING OF HYDROSEEDING AREAS TO BE THE RESPONSIBILITY OF THE HOME OWNERS.



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CITY OF SCAPPOOSE LAND USE APPLICATION:

MAPLE STREET COTTAGES

SE MAPLE STREET
SCAPPOOSE, OR 97056

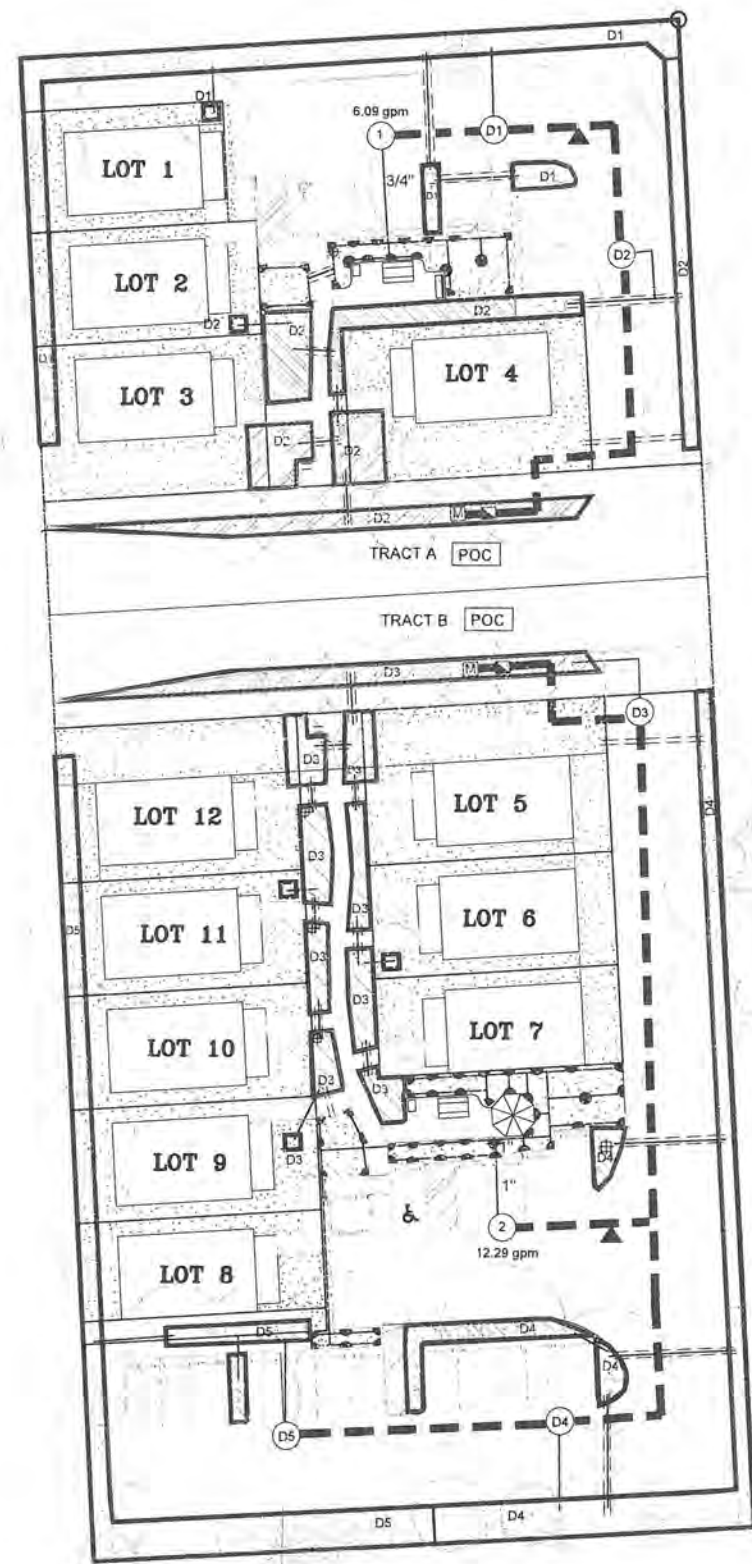
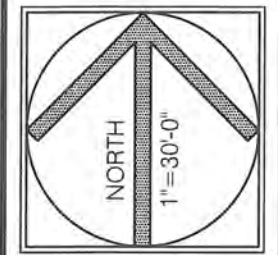
TAX LOT 4400 OF TAX MAP 3N2W12DA
COLUMBIA COUNTY, OREGON

PRELIMINARY LANDSCAPE PLAN
March 13, 2020

REVISIONS

P-14

SHEET 14 OF 15



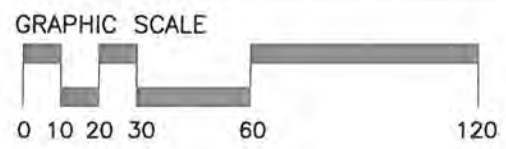
IRRIGATION LEGEND

SYMBOL	DESCRIPTION
—	LATERAL LINE: Class 200 PVC, 3/4" unless otherwise noted.
—	MAIN LINE: Class 200 PVC, 1" unless otherwise noted
①	AUTOMATIC CONTROL VALVES: Hunter ICV Series (with Filter Sentry) Zone 1: 11.13 gpm, Zone 2: 17.43 gpm.
Ⓛ	DRIP CONTROL ZONE KITS: Hunter ICZ-101-40
▲	BACKFLOW PREVENTION DEVICE: Febco 1" Double-check valve Connect backflow prevention device downstream, adjacent to Meter.
—	SLEEVES: 4" Schedule 40 PVC, unless otherwise noted
ⓐ	CONTROLLER: Hunter ICC Series Irrigation control panel location - Coordinate location with owner.
▲	QUICK COUPLERS: Hunter HQ-44-LRC-R
—	UNCONNECTED WATER LINES
Ⓛ	DRIP IRRIGATION ZONE
ⓐ	POINT OF CONNECTION: Verify location with general contractor.
Ⓜ	METER: 1"

IRRIGATION HEAD LEGEND

SYMBOL	DESCRIPTION	GPM	PSI	RADIUS
HUNTER MP800 SERIES - 8' to 15' Radius				
◼	Q	.17	30	6' - 16'
◐	H	.33	30	6' - 16'
◑	3/4	.50	30	6' - 16'
●	F	.66	30	6' - 16'

- IRRIGATION NOTES**
- TURF IRRIGATION SYSTEMS ARE TO UTILIZE POP-UP STYLE SPRINKLERS WITH MATCHED PRECIPITATION RATE NOZZLES.
 - ALL NEW SHRUB BED PLANTINGS ARE TO RECEIVE DRIP IRRIGATION AND UTILIZE PRESSURE COMPENSATING DRIP EMITTERS.
TREES - USE 3, 1 GPH EMITTERS. SHRUBS - USE 2, 1 GPH EMITTERS. GROUND COVER/PERENNIALS USE 1, 1 GPH EMITTER OR EQUAL.
 - THE IRRIGATION SYSTEM WILL BE AUTOMATED AND UTILIZE A MULTI-PROGRAM CONTROLLER.
 - THE IRRIGATION SYSTEM WILL BE WINTERIZED USING AN AIR COMPRESSOR NOT TO EXCEED 60 PSI.
 - IRRIGATION LINES AND EQUIPMENT SHOWN IN PAVED AREAS (EXCEPT WHERE CROSSING) ARE FOR GRAPHIC CLARITY ONLY.
 - INSTALL MANUAL DRAIN VALVES AS NEEDED TO ALLOW FOR GRAVITY DRAINAGE OF ENTIRE SYSTEM. SLOPE PIPING AT .5% MINIMUM TO DRAIN.
 - THERE ARE 2 SPRAY ZONES, 5 DRIP IRRIGATION ZONES, AND 2 QUICK COUPLING VALVES.
 - DEPTH OF LATERAL AND MAIN LINES PER LOCAL CODE REQUIREMENTS.
 - WARRANTY: THE SYSTEM SHALL BE WARRANTED FOR ALL LABOR AND MATERIAL FOR A PERIOD OF ONE YEAR. DURING THE WARRANTY PERIOD THE CONTRACTOR WILL CHECK, CLEAN AND ADJUST THE SPRINKLER HEADS AND ENSURE ADEQUATE OPERATION OF THE SYSTEM. THE CONTRACTOR WILL WORK TOGETHER WITH THE OWNER THE PERMANENT SETTING FOR THE AUTOMATIC CONTROLLER.
 - MAINTENANCE: DURING THE FIRST YEAR WARRANTY PERIOD, SHUT DOWN AND WINTERIZE THE SYSTEM NO LATER THAN NOVEMBER 1ST. ACTIVATE SYSTEM IN SPRING, NO LATER THAN APRIL 1ST, AND BALANCE FOR COVERAGE. PROVIDE OWNER BEFORE FINAL PAYMENT WITH "RECORD DRAWINGS" OF IRRIGATION SYSTEM SHOWING DRAIN VALVE LOCATIONS AND OTHER REVISIONS, INCLUDING PRODUCT INFORMATION ON ALL MATERIALS USED.



CITY OF SCAPPOOSE LAND USE APPLICATION:
MAPLE STREET COTTAGES
 SE MAPLE STREET
 SCAPPOOSE, OR 97056
 TAX LOT 4400 OF TAX MAP 3N2W12DA
 COLUMBIA COUNTY, OREGON

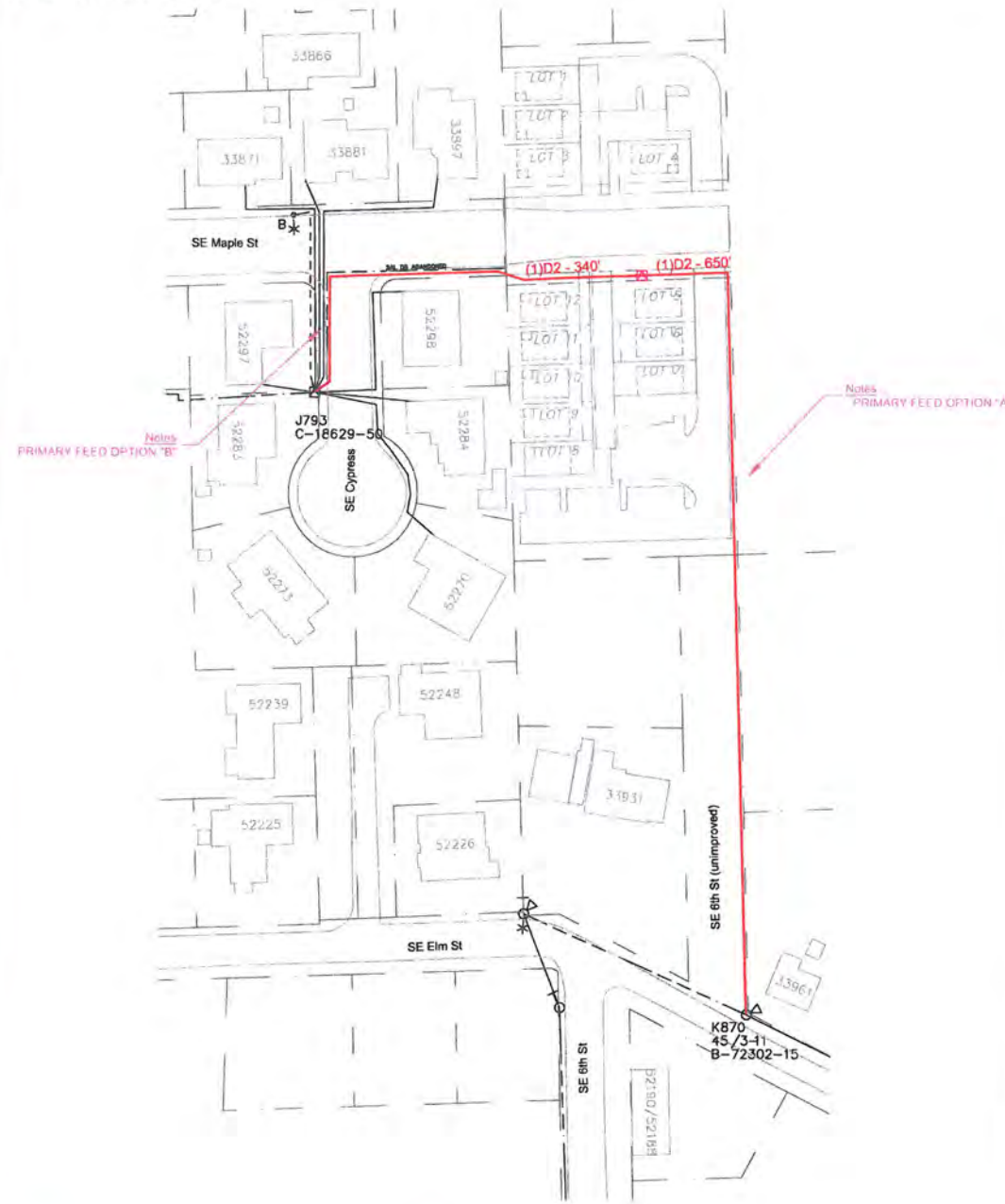
PRELIMINARY IRRIGATION PLAN

March 13, 2020
 REVISIONS

P-15
 SHEET 15 OF 15

PRELIMINARY - NOT FOR CONSTRUCTION

COLUMBIA PUD CONTACT INFORMATION
 KARL WEBSTER
 PO BOX 1193
 ST HELENS, OR 97051
 (503) 397-1844
 KWEBSTER@CRPU.ORG



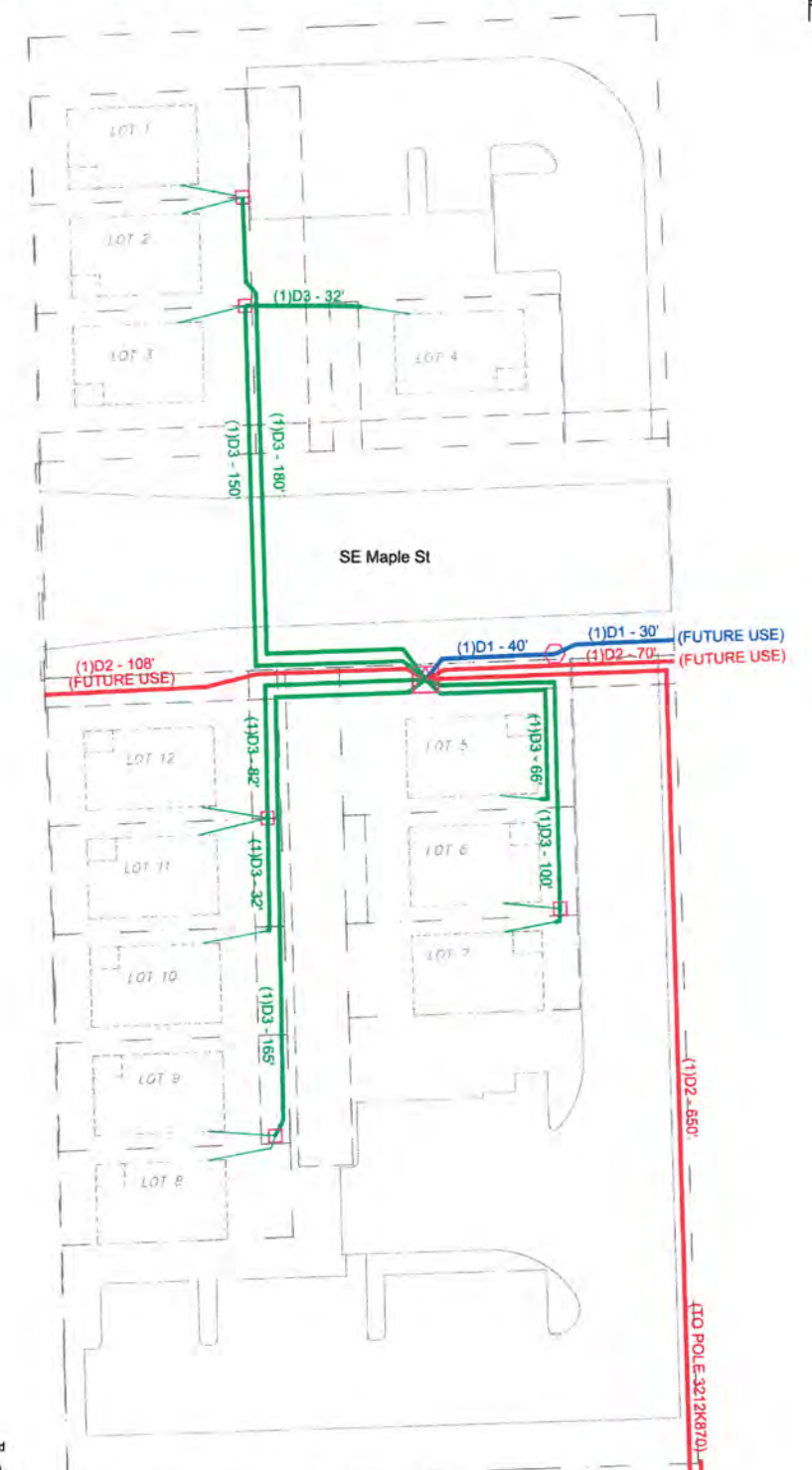
D2 - 2" PVC Duct
 [Symbol] - Transformer Vault, Parallel Lid
 (See Contractor Material List)

PRIMARY FEED OPTIONS

PLEASE NOTE THAT FACILITIES SHOWN OUTSIDE OF THE PUE IS DUE TO SCALING ON THE DRAWING. ALL PUE FACILITIES ARE TO BE WITHIN THE DEDICATED PUE.

COLUMBIA RIVER PUD	MAP #:	3212	SCALE:	1"=80'	DATE:	09/24/19
TAX CODE:	DES. BY:	KAW	AUTH:	W.O. #:	19-15643	
CONTRACTOR DRAWING			FINAL INSPECTION BY:			
MAPLE STREET COTTAGES			DWG. #:			
			1915643CD2			

PRELIMINARY - NOT FOR CONSTRUCTION



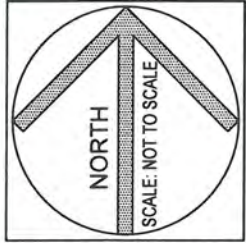
Legend
 D1 - 1" PVC Duct
 D2 - 2" PVC Duct
 D3 - 3" PVC Duct
 [Symbol] - Transformer Vault, Parallel Lid
 (See Contractor Material List)
 [Symbol] - Precast Concrete Street Light Base
 (See Contractor Material List)
 [Symbol] - Secondary Pedestal
 (See Contractor Material List)

OPTION "A" PRIMARY FEED SHOWN

PLEASE NOTE THAT FACILITIES SHOWN OUTSIDE OF THE PUE IS DUE TO SCALING ON THE DRAWING. ALL PUE FACILITIES ARE TO BE WITHIN THE DEDICATED PUE.

COLUMBIA RIVER PUD	MAP #:	3212	SCALE:	1"=30'	DATE:	09/24/19
TAX CODE:	DES. BY:	KAW	AUTH:	W.O. #:	19-15643	
CONTRACTOR DRAWING			FINAL INSPECTION BY:			
MAPLE STREET COTTAGES			DWG. #:			
			1915643CD			

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 500 W. 8th Street
 Suite 205
 Vancouver, WA 98660
 (503) 644-4628



CITY OF SCAPPOOSE LAND USE APPLICATION:
MAPLE STREET COTTAGES
 SE MAPLE STREET
 SCAPPOOSE, OR 97056
 TAX LOT 4400 OF TAX MAP 3N2W12DA
 COLUMBIA COUNTY, OREGON

PRELIMINARY
 FRANCHISE
 UTILITIES PLAN
 JUNE 19, 2019

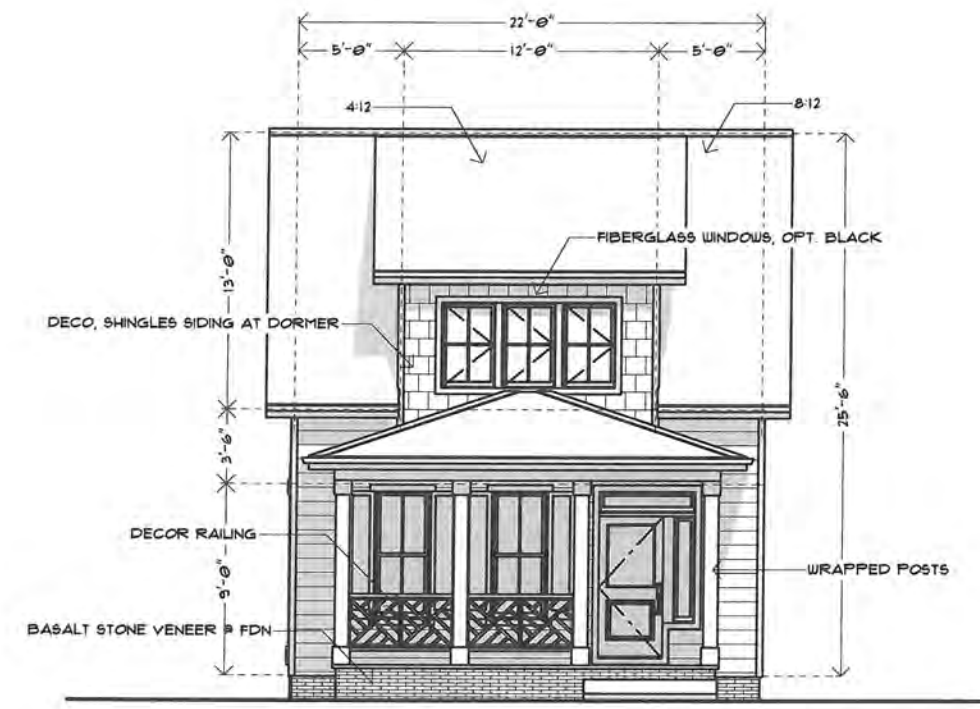
REVISIONS
 [Symbol] [Symbol]

P-16
 SHEET 16 OF 16

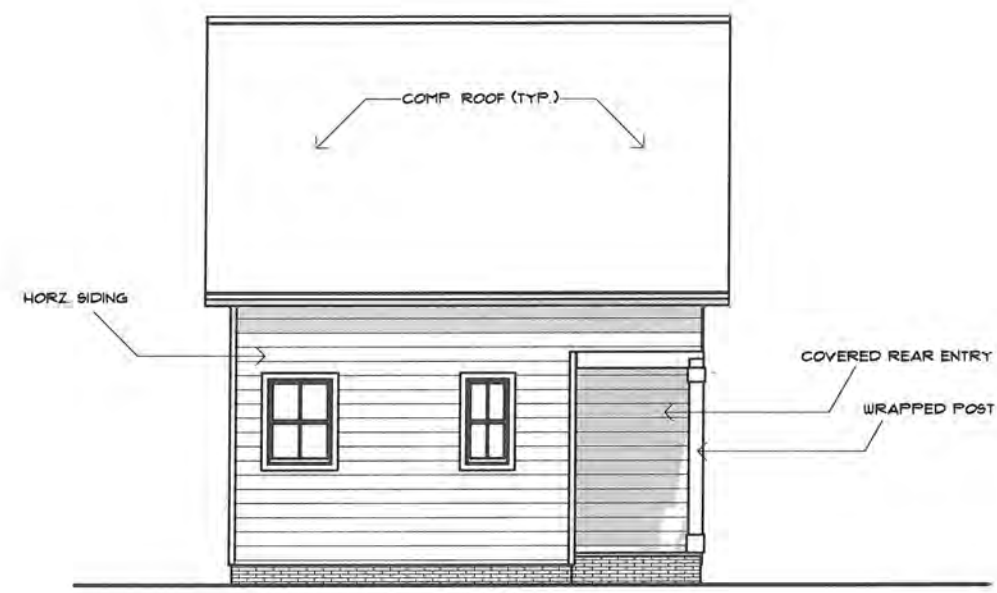


{DRAFTING BY}

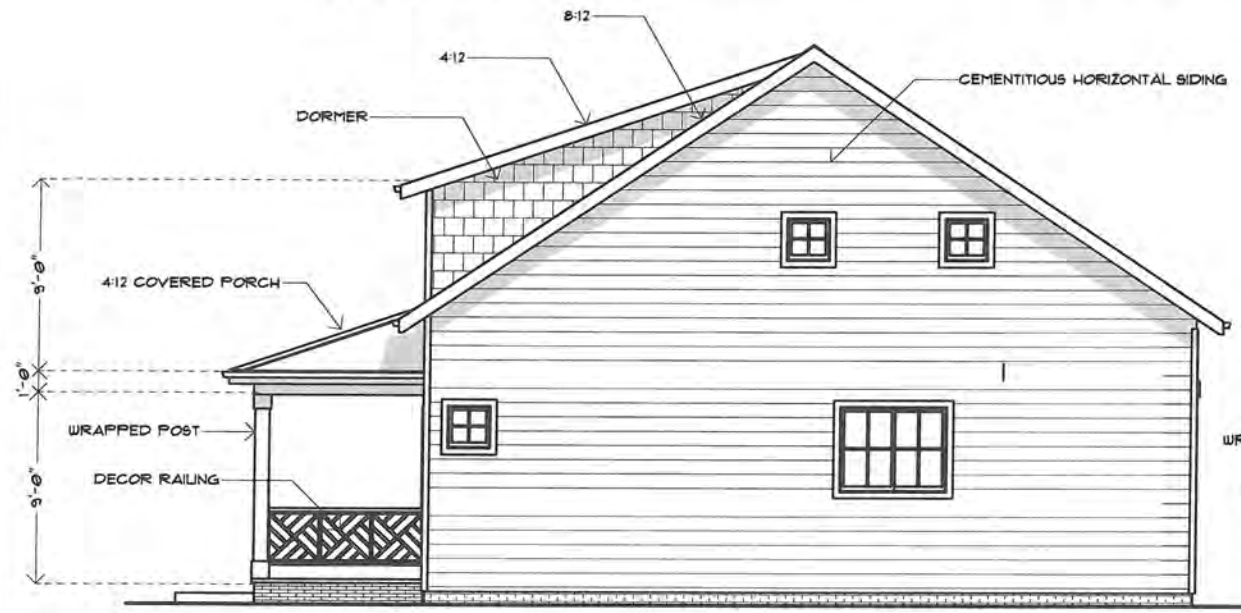
ALYSSA WAVRA, DRAFTSMAN
111 S. FIRST STREET
(P.O. BOX 641)
SILVERTON, OREGON 97381
503.932.4134
WAVRADESIGNCO@GMAIL.COM



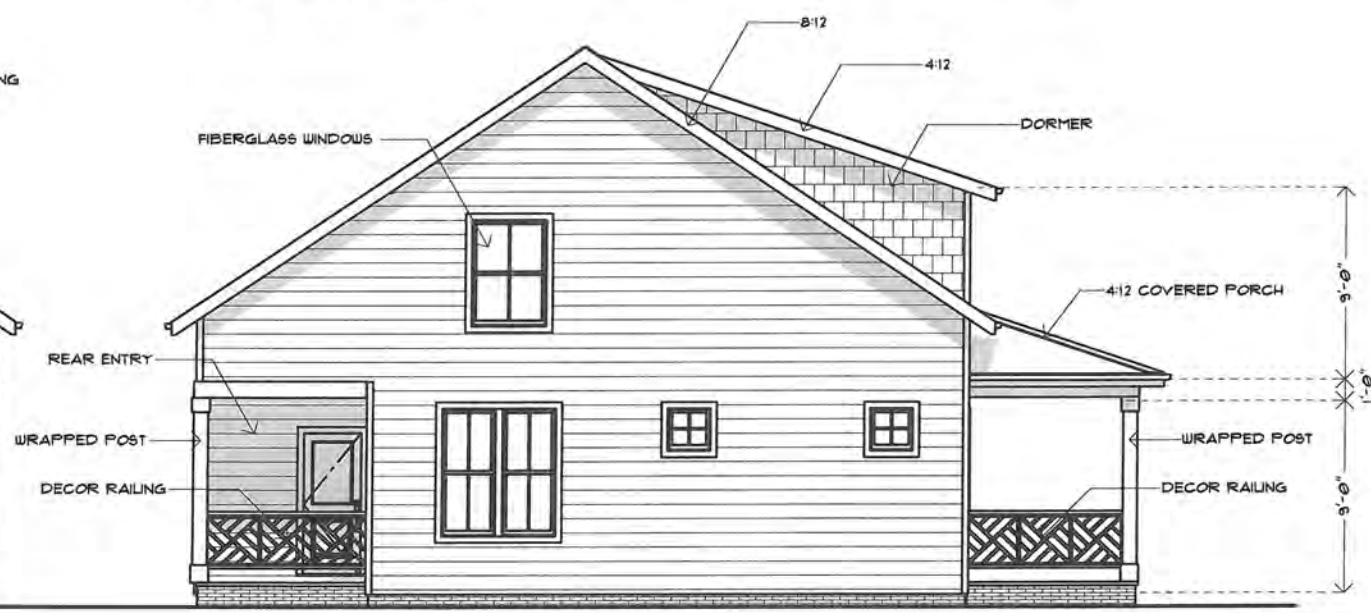
FRONT ELEVATION
SCALE 1/4" = 1'0"



REAR ELEVATION
SCALE 1/4" = 1'0"



RIGHT ELEVATION
SCALE 1/8" = 1'0"



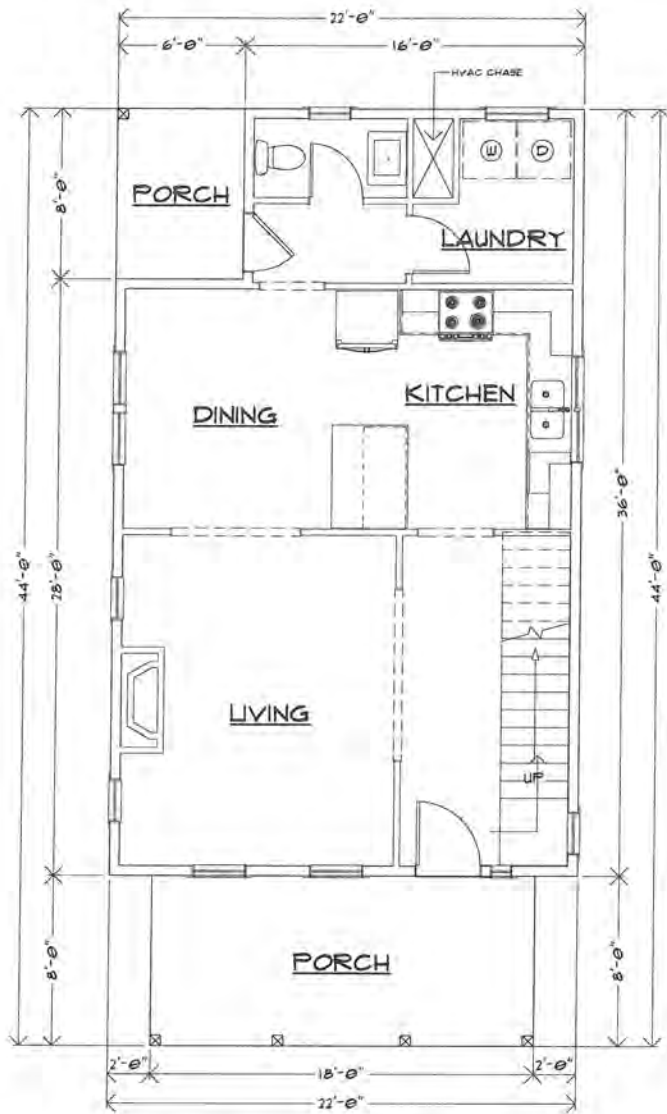
LEFT ELEVATION
SCALE 1/8" = 1'0"

MAPLE STREET COTTAGES
ASSURANCE DEVELOPMENT
CONTACT: JOE KESSI
SCAPPOOSE, OREGON
JOEK@ASSURANCEDEVELOPMENT.COM
503-310-1921

APRIL 2019

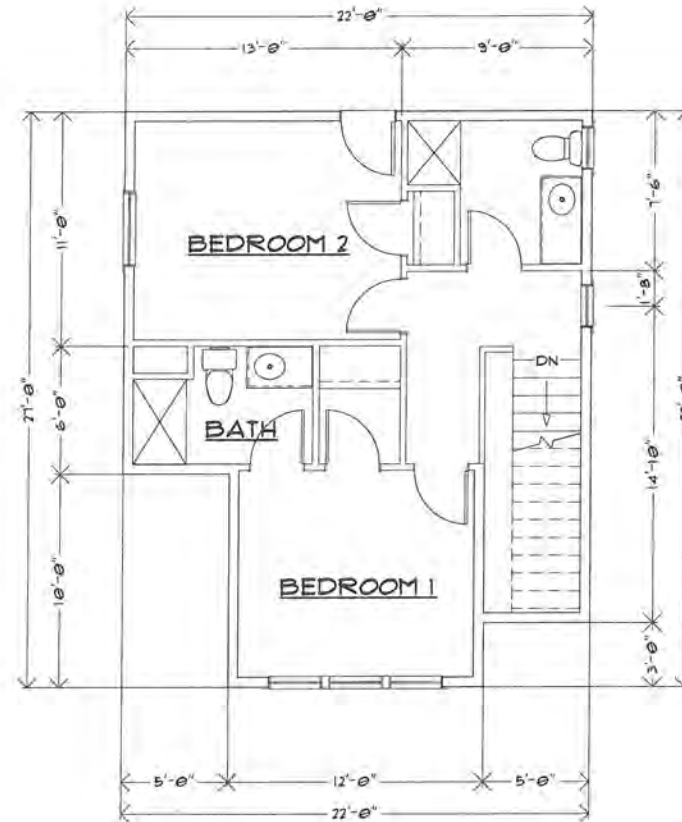
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1 | 2



MAIN FLOOR PLAN

SCALE 1/4" = 1'-0"



SECOND FLOOR PLAN

SCALE 1/4" = 1'-0"

BUILDING DATA:

FLOOR ONE 740 SF CONDITIONED SPACE
 192 SF COVERED PORCH/DECK
 9'-0" STUD @ 16" O/C
 1-1/8" DECK'G

FLOOR TWO 460 SF CONDITIONED SPACE
 9'-0" STUD @ 16" O/C
 2X12 FLOOR JOISTS, ATTIC TRUSSES
 3/4" DECK'G

TOTAL CONDITIONED SQUARE FEET: 1,200 SF

THESE DRAWINGS ARE INTENDED FOR ARCHITECTURAL REFERENCE ONLY. DRAFTSMAN IS NOT AN ARCHITECT OR ENGINEER. ALL FEDERAL, STATE AND LOCAL CODES, ORDINANCES, REGULATIONS ETC. SHALL BE CONSIDERED AS PART OF SPECIFICATIONS FOR THIS BUILDING AND SHALL TAKE PREFERENCE OVER ANYTHING SHOWN, DESCRIBED OR IMPLIED IN THESE PLANS. COORDINATE ALL APPLICABLE MODIFICATIONS TO THESE DRAWINGS AS REQUIRED. WAYRA DESIGN CO. IS IN NO WAY RESPONSIBLE FOR THIS BUILDING NOT COMPLYING WITH APPROPRIATE BUILDING CODES OR STANDARDS AND ASSUMES NO LIABILITY FOR THE PLANS IN PART OR WHOLE AND/OR THE CONSTRUCTION OF THE WORK CONTAINED HERE IN. A QUALIFIED PROFESSIONAL SHOULD REVIEW PLANS FOR ERRORS AND OMISSIONS.



{DRAFTING BY}

ALYSSA WAYRA, DRAFTSMAN
 111 S. FIRST STREET
 (P.O. BOX 641)
 SILVERTON, OREGON 97131
 503 932 4134
 WAYRADESIGNCO@GMAIL.COM

MAPLE STREET COTTAGES

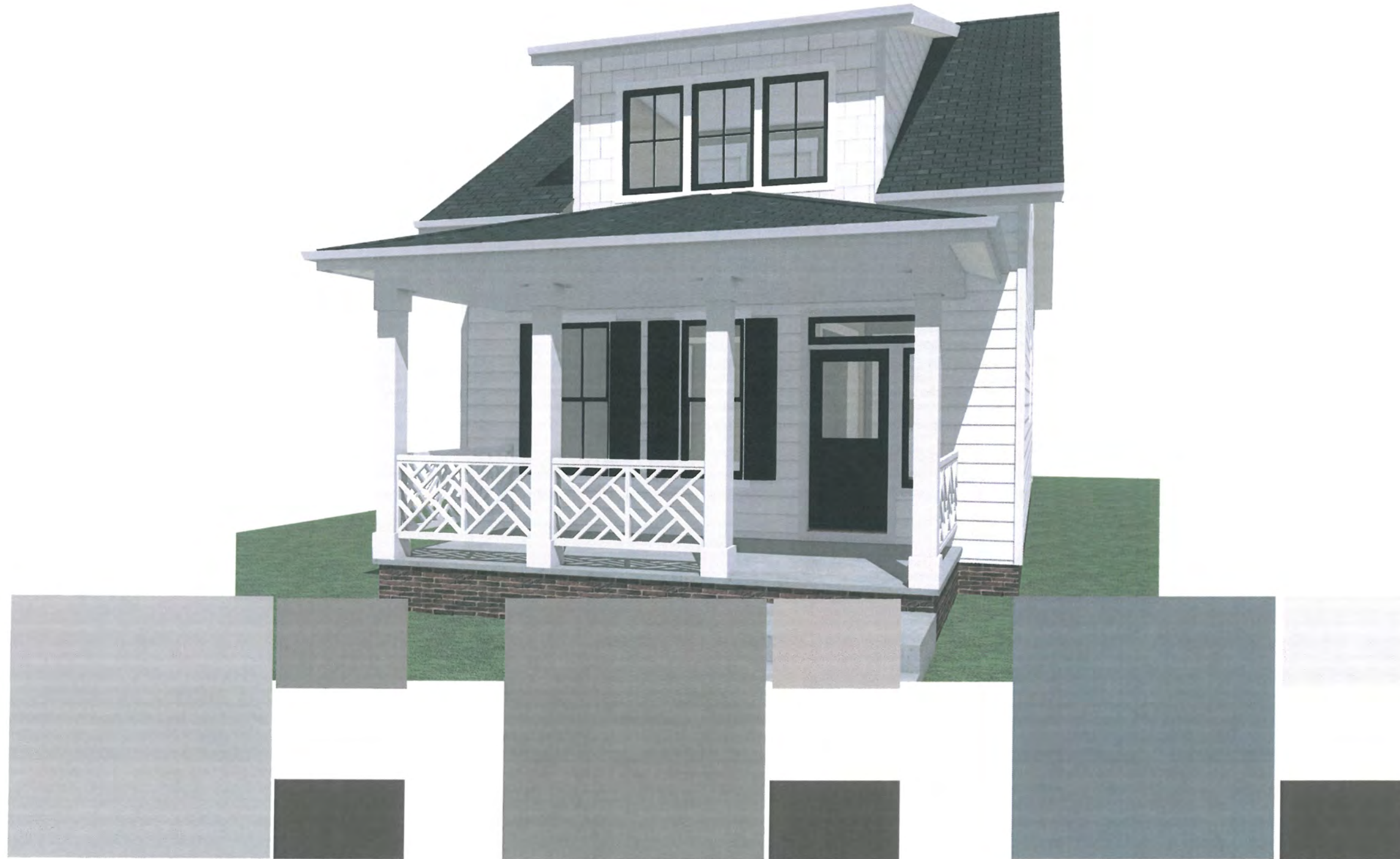
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 CONTACT: JOE KESSI
 SCAPPOOSE, OREGON

JOEK@ASSURANCEDEVELOPMENT.COM
 503-310-1921

APRIL 2019

PAGE (NO.)

2 2



MAIN BODY COLOR: "DORIAN GRAY" SW1017
 ACCENT COLOR: "ANONYMOUS" SW1046
 TRIM: "PURE WHITE" SW1005
 ARCHITECTURAL ACCENTS (WOOD STAIN)

MAIN BODY COLOR: "ANONYMOUS" SW1046
 ACCENT COLOR: "INTELLECTUAL GRAY" SW1045
 TRIM: "PURE WHITE" SW1005
 ARCHITECTURAL ACCENTS (WOOD STAIN)

MAIN BODY COLOR: "CITYSCAPE" SW 1061
 ACCENT COLOR: "CONSERVATIVE GRAY" SW6183
 TRIM: "PURE WHITE" SW1005
 ARCHITECTURAL ACCENTS (WOOD STAIN)

MAPLE STREET COTTAGES

ASSURANCE DEVELOPMENT
 CONTACT: JOE KESSI
 SCAPPOOSE, OREGON

JOEK@ASSURANCEDEVELOPMENT.COM
 503-310-1921



Scappoose Planning Department
 33568 E. Columbia Ave. Scappoose, OR 97056
 Phone: 503-543-7146 Fax: 503-543-7182
www.ci.scappoose.or.us

RESIDENTIAL DENSITY CALCULATION WORKSHEET

To monitor compliance with State regulations, the City must track the net densities of new residential developments in the City. This worksheet must be completed by the applicant and submitted with the preliminary application for any residential or mixed-use subdivision, planned unit development, partition, or development review approval.

Project Name MAPLE STREET COTTAGES
 Developer / Applicant OHM EQUITY PARTNERS LLC
 Project Site Address UNASSIGNED ADDRESS (EAST TERMINUS OF SE MAPLE STREET)
 Tax Map #(s) 3N2W12DA Tax Lot #(s) 4400
 Plan Designation SUBURBAN RESIDENTIAL Zoning PROPOSED R-4

Net residential density is calculated on net acreage, the area on a site which is eligible for development. Net acreage is calculated by subtracting undevelopable land from gross acreage.

Residential Density Calculations: Fill in the blanks below to calculate the net residential density.

Total Gross Area of Subject Site (1 acre = 43,560 sq. ft.):		<u>69,260</u> square feet
Less "undevelopable land":	Public street right-of-way dedication	<u>10,460</u>
(as applicable)	Public or private access easements	_____
	Public or private access easements	_____
	Private street tracts	_____
	Required internal fire access drive areas	<u>6,262</u>
	Storm water treatment and detention areas	_____
	Wetlands and required CWS vegetated corridors	_____
	Areas with 20% or greater slopes	_____
	Areas within the 100-year floodplain	_____
	Land dedicated to the City for parks or greenways	_____
	Maneuvering area for truck loading docks	_____
	Electrical transformer platforms, industrial chemical and/or gas storage areas, or other hazardous area where occupancy is Not Permitted for safety reasons	_____

SUBDIVISION PRELIMINARY PLAT

(CONTINUED)

Total Net Area (total gross area minus undevelopable land):

52,538 square feet

Net Acreage of Subject Site (total net area divided by 43,560):

1.21 acres

Total Number of Residential Units Proposed:

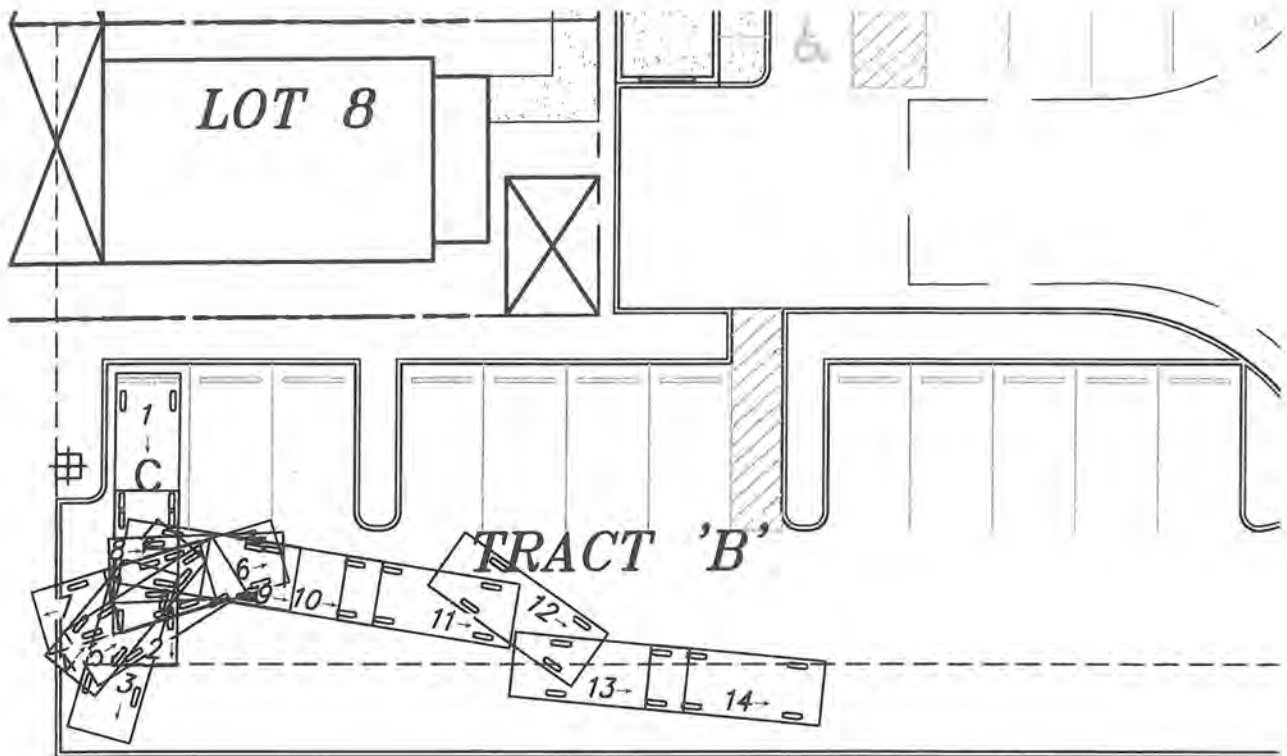
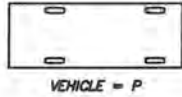
12 units

Net Residential Density (proposed units divided by net acreage):

9.92 units per net acre

TURN SEQUENCE

- 1-2. REVERSE
- 2-3. REVERSE LEFT
- 3-4. FORWARD RIGHT
- 4-5. FORWARD RIGHT
- 5-6. FORWARD RIGHT
- 6-7. REVERSE
- 7-8. FORWARD RIGHT
- 8-9. FORWARD
- 9-10. FORWARD
- 10-11. FORWARD
- 11-12. FORWARD RIGHT
- 12-13. FORWARD LEFT.
- 13-14. FORWARD



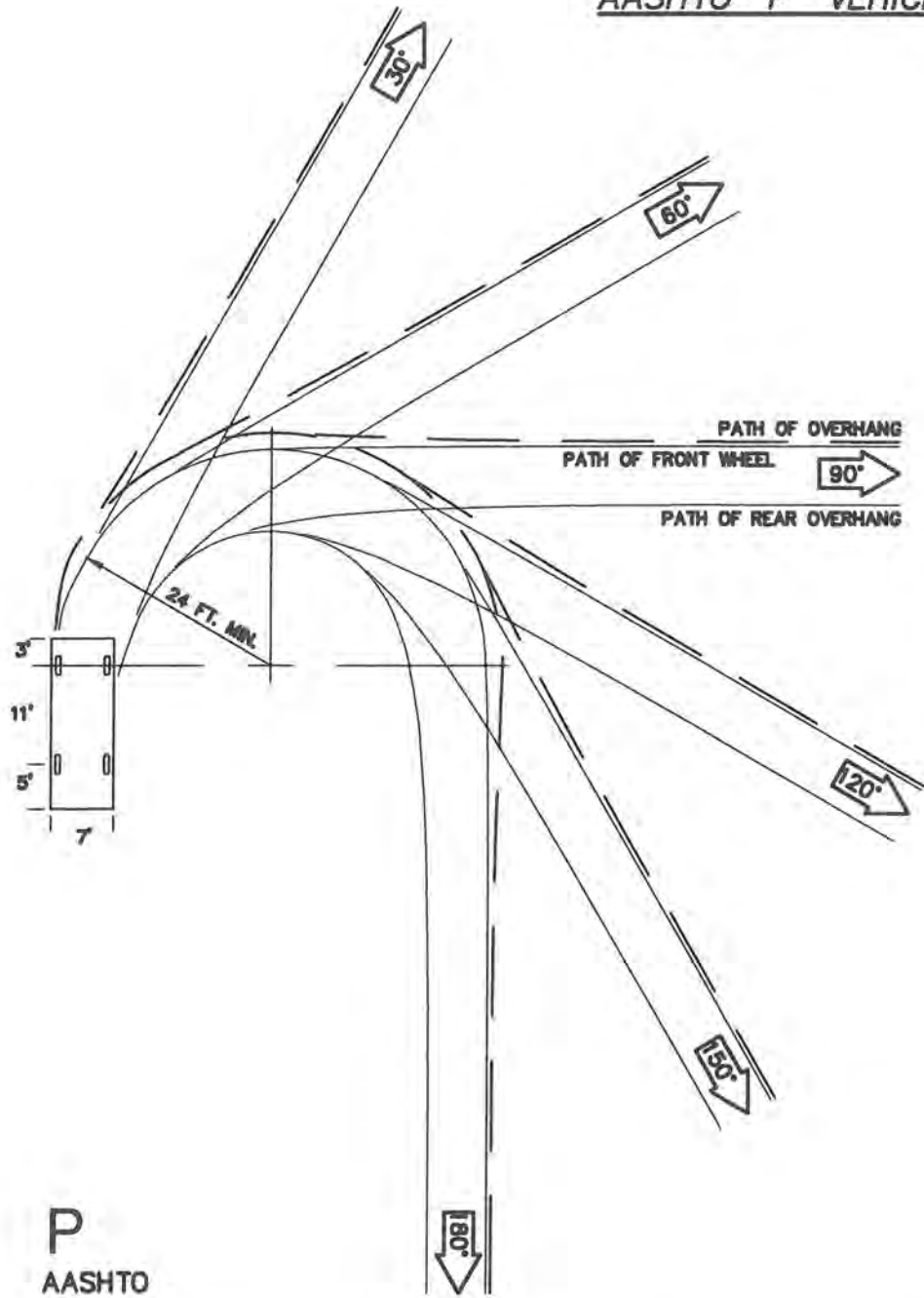
DL
 DESIGN GROUP INC.
 500 West 8th Street
 Suite 205
 Vancouver, WA 98660
 (503) 644-4628



REGISTERED PROFESSIONAL
 ENGINEER
 18100
 OREGON
 JULY 15, 1997
 GARY L. DARLING
 EXPIRES 12-31-19

**MAPLE STREET COTTAGES
 SCAPPOOSE, OREGON
 AUTOTURN EXHIBIT - TRACT B STANDARD PARKING**

Project No. OHM001	Date: 11/15/19	1 of 4
Scale: 1" = 20'	Drawn By: SAD	

AASHTO "P" VEHICLE



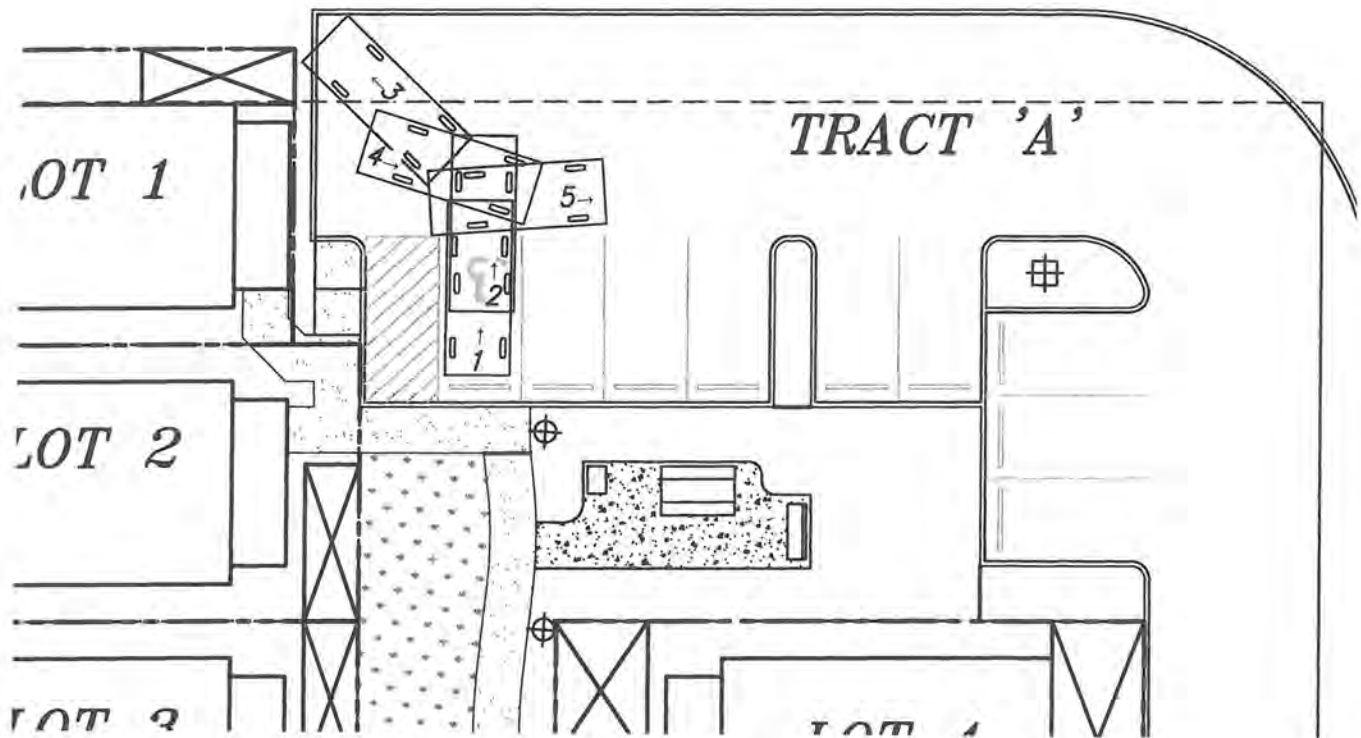
 500 West 8th Street Suite 205 Vancouver, WA 98660 (503) 644-4628	 EXPIRES 12-31-10	MAPLE STREET COTTAGES SCAPPOOSE, OREGON AUTOTURN EXHIBIT - TURNING PATH DIAGRAM		
		Project No. OHM001	Date: 11/15/19	2 of 4
Scale: 1" = 20'		Drawn By: SAD		

TURN SEQUENCE

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- 2-3. REVERSE RIGHT
- 3-4. FORWARD RIGHT
- 4-5. FORWARD LEFT



VEHICLE = P



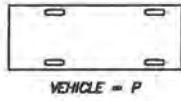
DL
DESIGN GROUP INC.
 500 West 8th Street
 Suite 205
 Vancouver, WA 98660
 (503) 644-4628

REGISTERED PROFESSIONAL ENGINEER
 10100
 GARY I. DARLING
 JULY 15, 1997
 EXPIRES 12-31-19

**MAPLE STREET COTTAGES
 SCAPPOOSE, OREGON
 AUTOTURN EXHIBIT - TRACT A ADA PARKING**

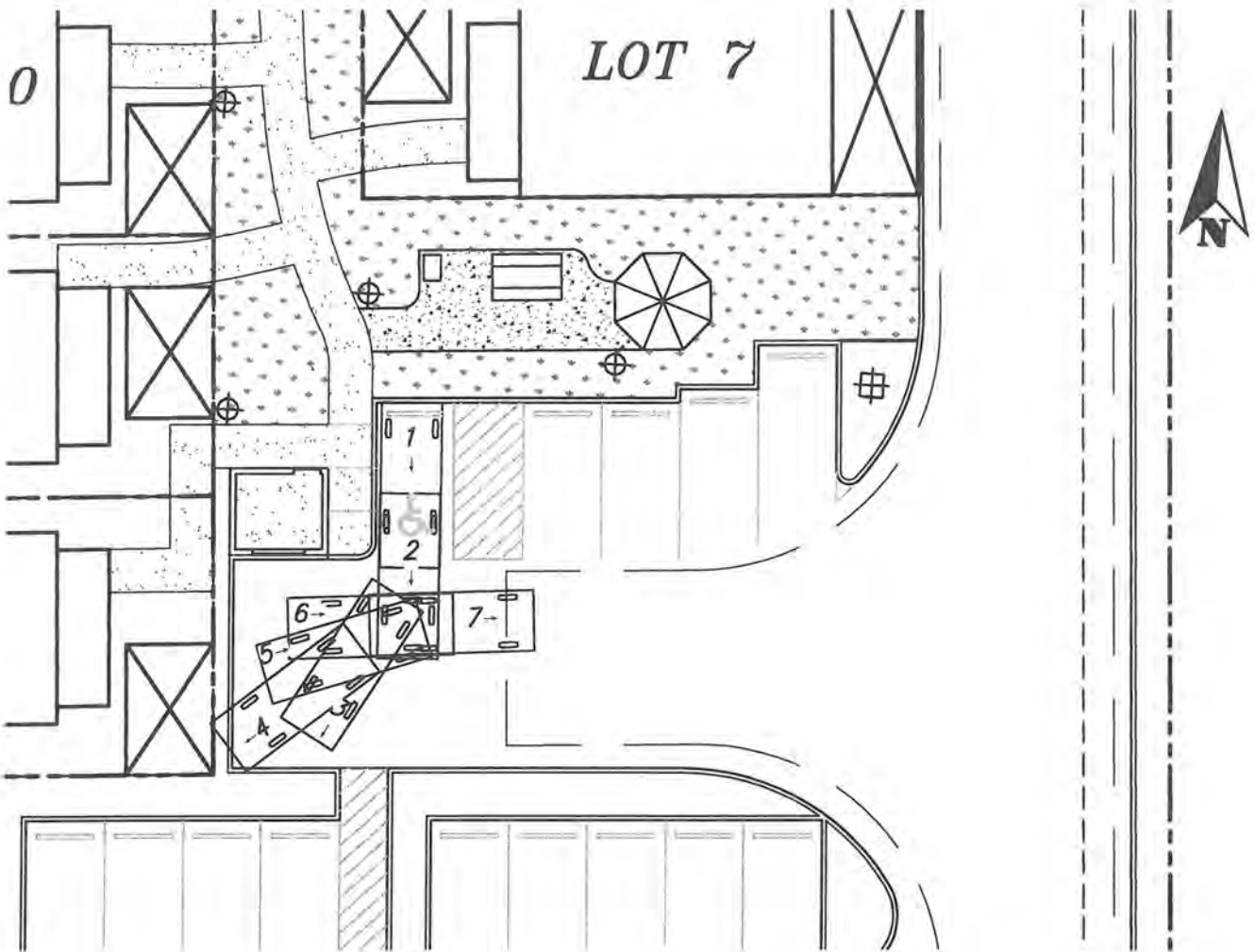
Project No.	OHM001	Date:	11/15/19
Scale:	1" - 20'	Drawn By:	SAD

3 of **4**



TURN SEQUENCE

- 1-2 REVERSE
- 2-3 REVERSE LEFT
- 3-4 REVERSE LEFT
- 4-5 FORWARD RIGHT
- 5-6 FORWARD RIGHT
- 6-7 FORWARD



DL
DESIGN GROUP INC.
 500 West 8th Street
 Suite 205
 Vancouver, WA 98660
 (503) 644-4628

REGISTERED PROFESSIONAL ENGINEER
 10100
 GARY L. DARLING
 JULY 15, 1997
 EXPIRES 12-31-19

**MAPLE STREET COTTAGES
 SCAPPOOSE, OREGON
 AUTOTURN EXHIBIT - TRACT B ADA PARKING**

Project No.	OHM001	Date:	11/15/19	4 of 4
Scale:	1" - 20'	Drawn By:	SAD	



Stormwater Report
Maple Street Cottages
Scappoose, Oregon

Prepared for:
OHM Equity Partners
33470 Chinook Plaza
Scappoose, OR 97056

Prepared By:
Gary I. Darling, PE
DL Design Group, Inc.
500 West 8th Street, Suite 205
Vancouver, WA 98660



EXPIRES 12-31-18

Revised November 18, 2019

April 18, 2019

Project No: OHM001

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Methodology	3
Engineering Conclusions	3
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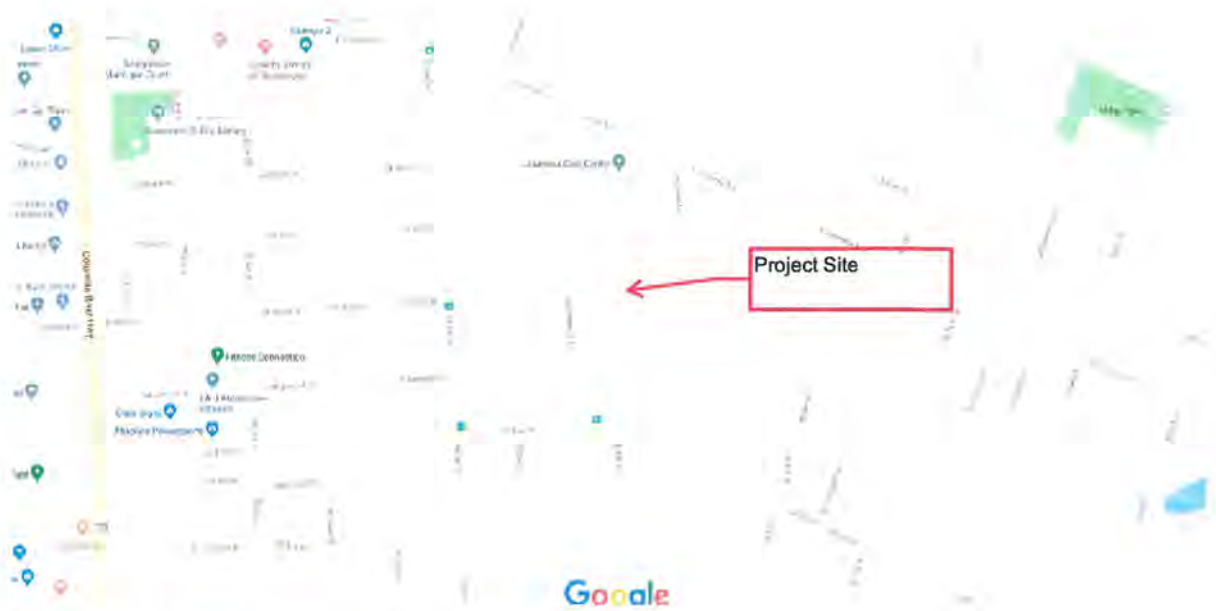


Figure 1: Vicinity map.

Update: August 16th, 2019

Calculations run with factor of safety of 4 – Drywell design meets criteria.

Project Overview and Description

The project proposes a 12-lot cottage subdivision with two parking lots, on the north and south sides of Maple Street in Scappoose, Oregon. The project is located at the easterly terminus of Maple Street on Tax Lot 4400, SE ¼ of Section 12, T3N, R2W, WM.

The existing parcel is vacant land with some trees and is 1.59 acres in size. The site generally slopes from west to east, with the highest point located in the NW corner of the site and the southerly portion of the site being somewhat flat.

The native soil is Latourell Silt Loam (Figure 4). This soil belongs to Hydrologic Soil Group B and is “well drained” (Figure 5). Infiltration testing found rates of 35 in/hr and 80 in/hr (Figure 6).

The proposed project will consist of 12 new cottages, parking and landscaping, and the extension of Maple Street to the east property line of the parcel. Four of the cottages will be located north of the proposed public road, and 8 of the cottages will be located south of the Maple Street extension.

Due to the lack of available municipal storm sewers in the area, runoff from the development will drain into drywells. Catch basins with sumps will collect the runoff and provide pretreatment before infiltration. Since the development is divided by the extension of Maple Street, 3 drainage basins are proposed: Lots 1-4 (North Basin), the Maple Street Extension (Public Road), and Lots 5-12 (South Basin).

Table 1: Proposed Impervious Surface Areas.

Surface	Surface Type	Area (sf)	Infiltration Rate (in/hr)
North (Lots 1-4)	Impervious	9,869 SF	80
Public Street + Sidewalk	Impervious	8,054 SF	35
South (Lots 5-12)	Impervious	22,712 SF	80

Methodology

The drywell depths and quantities were sized based on the areas of each basin, rainfall (100-year storm), and the groundwater depth. Groundwater was found to be around 12 feet deep in this area. Per the recommendation of the Geotechnical Engineer, the drywells will only be 7 feet deep to provide 5 feet of vertical clearance from the groundwater table. Per Standard Detail 605, the drywells will provide 3 feet of freeboard (Figure 10). Thus, only the bottom 4 feet will consist of the perforated chamber. Surrounding the perforated chambers will be 1.5 feet of drain rock. Infiltration was only modeled through wetted surface of the facilities' sidewalls.

The drywells are sized accordingly for each basin:

North Basin 3 - 7-foot-deep drywells

Public Road 5 - 7-foot-deep drywells

South Basin 6 - 7-foot-deep drywells

Engineering Conclusions

All stormwater will be completely infiltrated onsite. The drywells meet the design criteria by completely infiltrating the 100-year storm event. All facilities will have a drawdown time of less than 30 hours.

Per City of Portland standards, the private drywells were modeled with a maximum infiltration rate of 20 in/hr. Thus, these facilities were designed with a factor of safety of 4. For consistency, the public facilities were also modeled with a factor of safety of 4 or 8.75 in/hr.

Appendix

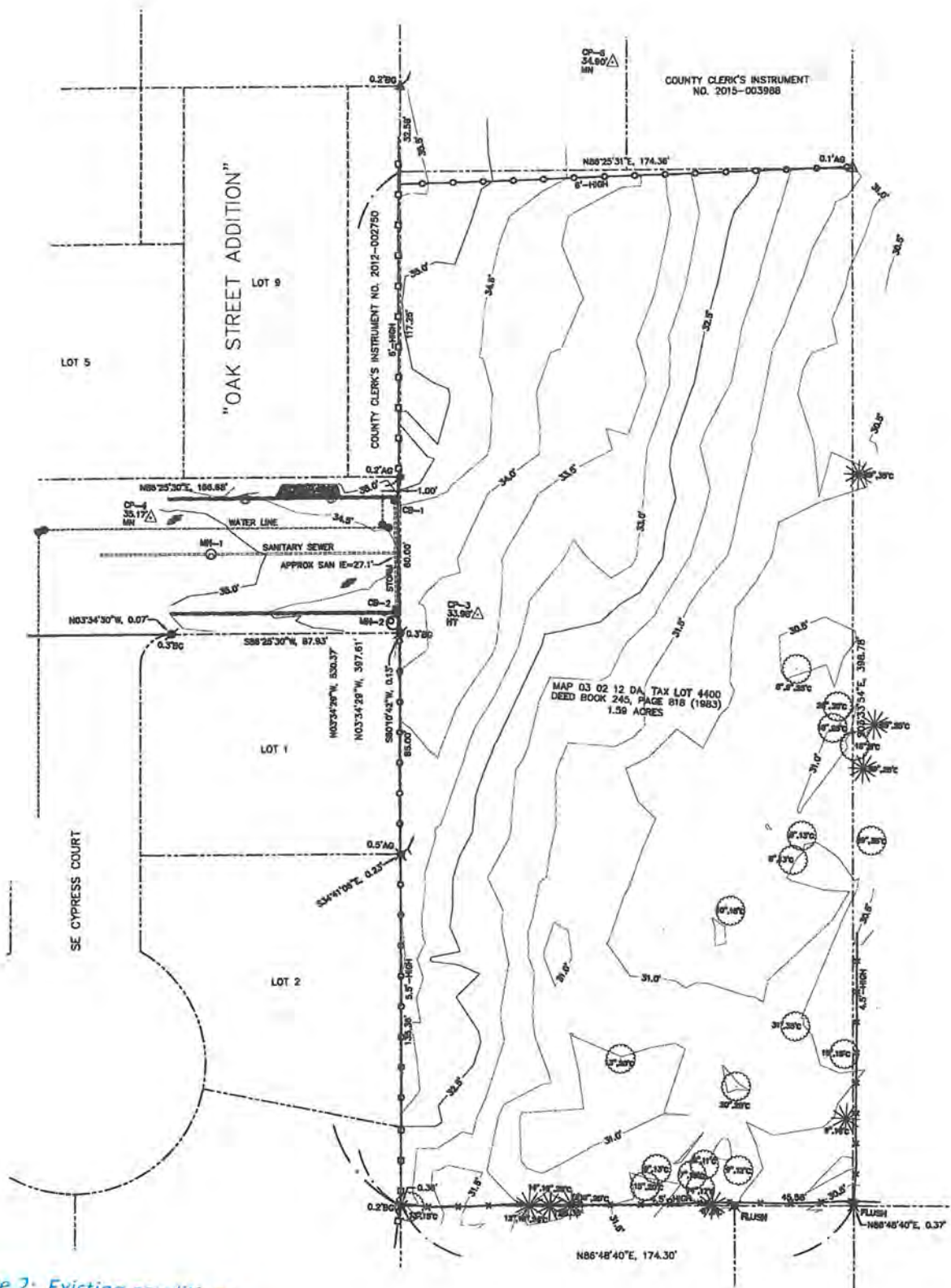


Figure 2: Existing conditions.

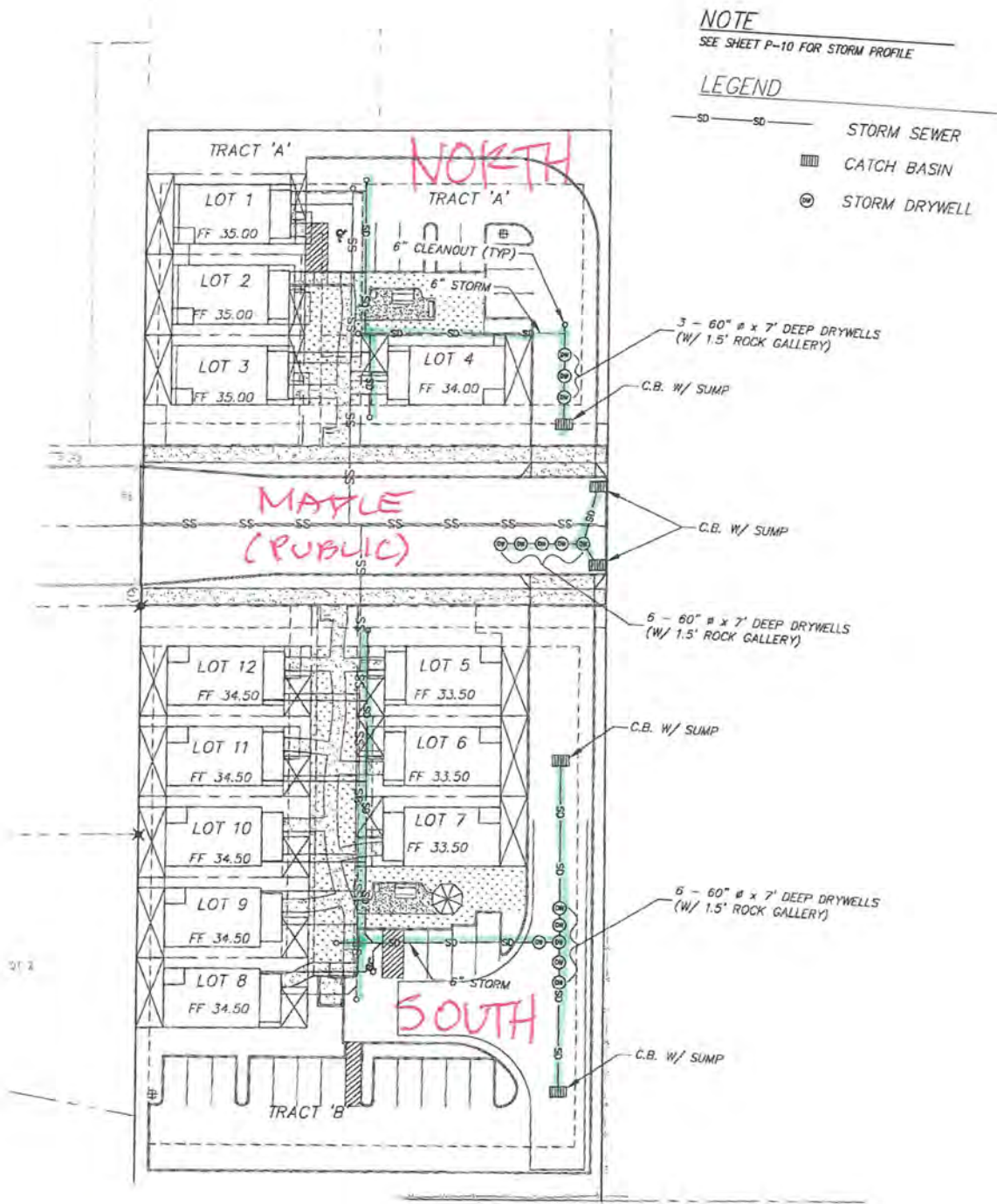


Figure 3: Drainage plan.



Figure 4: NRCS web soil survey map.

27A-Latourell silt loam, 0 to 3 percent slopes. This deep, well drained soil is on broad valley terraces. It formed in alluvium. The vegetation in areas not cultivated is mainly Oregon white oak, Douglas-fir, bigleaf maple, western hazel, common snowberry, grasses, and forbs. Elevation is 100 to 300 feet. The average annual precipitation is about 40 to 50 inches, the average annual air temperature is 52 to 54 degrees F, and the average frost-free period is 165 to 210 days. Typically, the surface layer is dark brown silt loam about 9 inches thick. The upper 22 inches of the subsoil is dark brown and brown silt loam, and the lower 29 inches is dark yellowish brown and dark brown loam.

Depth to bedrock is 60 inches or more. Included in this unit are small areas of Aloha, Multnomah, and Quatama soils and Xerochrepts, steep. Included areas make up about 10 percent of the total acreage. Permeability of this Latourell soil is moderate. Available water capacity is about 8 to 12 inches. Effective rooting depth is 60 inches or more. Runoff is slow, and the hazard of water erosion is slight. This unit is used mainly for crops and as homesites. It is also used for wildlife habitat and recreation. If this unit is used for crops, it has few limitations. In summer, irrigation is required for maximum production of most crops. Sprinkler irrigation is a suitable method of applying water. Applications of irrigation water should be adjusted to the available water capacity, the water intake rate, and the crop needs to avoid overirrigating and leaching of plant nutrients. Excessive cultivation can result in the formation of a tillage pan. This pan can be broken by subsoiling when the soil is dry. Returning all crop residue to the soil and using a cropping system that includes grasses, legumes, or grass-legume mixtures help to maintain fertility and tilth. Grazing when the soil is wet results in compaction of the surface layer, poor tilth, and excessive runoff. Grain and grasses respond to nitrogen; legumes respond to phosphorus, boron, sulfur, and lime; and vegetables respond to nitrogen, phosphorus, and potassium.

If this unit is used as homesites, it has few limitations. Preserving the existing plant cover during construction helps to control erosion. Topsoil can be stockpiled and used to reclaim areas disturbed by cutting and filling. In summer, irrigation is required for lawn grasses, shrubs, vines, shade trees, and ornamental trees. If this unit is used for recreation, it has few limitations. Cuts and fills should be seeded or mulched. Erosion and sedimentation can be controlled and the beauty of the area enhanced by maintaining adequate plant cover. Plant cover can be maintained by controlling traffic. This map unit is in capability class I.

Figure 5: Soil 27A description.

5.3 Groundwater and Soil Moisture

On March 20, 2019, the observed soil moisture conditions were generally very moist becoming wet near a depth of 12 feet bgs. Light groundwater seepage was observed within our subsurface explorations at an approximate depth of 12 to 13 feet bgs. Based upon review of available well logs obtained from the State of Oregon Water Resources Department Well Log Query Report, static groundwater is commonly encountered at depths of 10 to 20 feet bgs in the vicinity of the subject site. Review of our internal record of subsurface explorations, static groundwater was encountered within excavator test pits conducted at a site located approximately 1,000 feet to the north at a depth of approximately 13 feet bgs. Perched groundwater may be encountered in localized areas. Seeps and springs may exist in areas not explored and may become evident during site grading.



5.4 Infiltration Testing

Due to the presence of cobble-sized aggregate encountered within the test pits, we utilized the open-pit method within test pit TP-1, in accordance with the methodology of the 2016 City of Portland Stormwater Management Manual. We also referenced the 2015 City of Scappoose Public Works and Design Standards. The approximate locations of the subsurface explorations are indicated on Figures 2 and 3. Infiltration testing was conducted at areas which may be proposed for installation of stormwater infiltration systems. The test locations were pre-saturated prior to testing. During testing the water level was measured to the nearest 0.01 foot (1/8 inch) from a fixed point, and the change in water level was recorded at regular intervals until three successive measurements showing a consistent infiltration rate were achieved.

Table 1 summarizes the results of the infiltration testing. Infiltration rates have been reported without applying a factor of safety. Soils at the test locations were observed and sampled in order to characterize the subsurface profile. Tested native soils classified as Poorly Graded Sand and GRAVEL (GP). Light groundwater seepage was encountered at the bottom of within our explorations which extended to a maximum depth approximately 12 feet bgs. Based upon review of available well logs obtained from the State of Oregon Water Resources Department Well Log Query Report, static groundwater is commonly encountered at depths of 10 to 20 feet bgs in the vicinity of the subject site. Review of our internal record of subsurface explorations, static groundwater was encountered within excavator test pits conducted at a site located approximately 1,000 feet to the north at a depth of approximately 13 feet bgs. Infiltration testing data tables are presented in the appendix of this report.

Table 1: Summary of Infiltration Test Results

Test Location	Test Designation	Depth (feet)	Soil Type	Infiltration Rate (inches/hr)	Hydraulic Head Range (inches)	Depth to Groundwater (Feet)
TP-1	IT-1	7.5	GP	80	0-12	Est 12-13
TP-2	IT-2	8	GP	35	0-12	Est 12-13
TP-3	IT-3	12	GP	80	0-12	Est 12-13

Moderate to rapid infiltration was observed at the locations and depths tested. Based upon our observations of the subsurface soil profile and results of infiltration measurements, it is our opinion that stormwater infiltration systems are geotechnically feasible at a depth of 8 feet bgs across the site. However, due to the presence of groundwater at depths of 12 to 13 feet, care should be taken to maintain adequate separation from the groundwater table. Infiltration test methods and procedures attempt to simulate the as-built conditions of the planned disposal systems. However, due to natural variations in soil properties, actual infiltration rates may vary from the measured and/or recommended design rates. All stormwater disposal systems should be constructed to include an emergency overflow, such that potential overflow is discharged in a controlled manner away from structures, and all systems should include an adequate factor of safety determined in accordance with the City of Scappoose Public Works and Design Standards. Infiltration rates presented in this report should not be applied to inappropriate or complex hydrological models such as a closed basin without extensive further studies. Evaluating environmental implications of stormwater disposal at this site are beyond the scope of this study.



Figure 6: Excerpts from geotechnical report.

OHM001

Type IA 24-hr 30.00 hrs 100-Year Rainfall=4.70"

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Printed 11/15/2019

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Page 1

Summary for Pond 2P: Drywells

Inflow Area = 0.227 ac, 100.00% Impervious, Inflow Depth > 4.46" for 100-Year event
 Inflow = 0.18 cfs @ 10.08 hrs, Volume= 0.084 af
 Outflow = 0.13 cfs @ 10.57 hrs, Volume= 0.083 af, Atten= 28%, Lag= 29.4 min
 Discarded = 0.13 cfs @ 10.57 hrs, Volume= 0.083 af

Routing by Stor-Ind method, Time Span= 0.00-30.00 hrs, dt= 0.50 hrs
 Peak Elev= 27.32' @ 10.57 hrs Surf.Area= 0.004 ac Storage= 0.008 af

Plug-Flow detention time= 42.4 min calculated for 0.082 af (97% of inflow)
 Center-of-Mass det. time= 31.1 min (863.0 - 831.9)

3 DRYWELLS

Volume	Invert	Avail. Storage	Storage Description
#1	24.00'	0.009 af	9.00'D x 4.00'H Vertical Cone/Cylinder x 3 0.018 af Overall x 53.0% Voids

Device	Routing	Invert	Outlet Devices
#1	Discarded	24.00'	20.000 in/hr Exfiltration over Wetted area above 24.00' Excluded Wetted area = 0.004 ac

Discarded OutFlow Max=0.13 cfs @ 10.57 hrs HW=27.25' (Free Discharge)
 1=Exfiltration (Exfiltration Controls 0.13 cfs)

Pond 2P: Drywells

Hydrograph

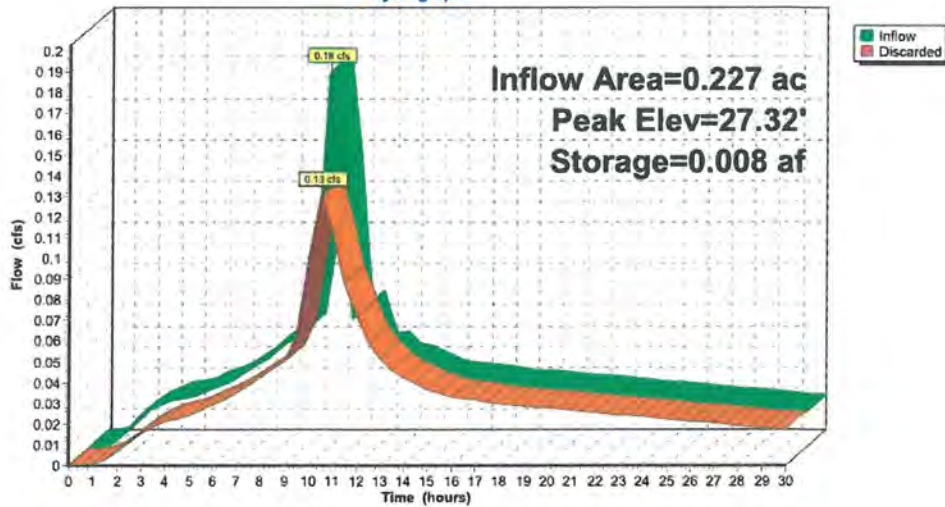


Figure 7: HydroCAD report for private drywells – North Basin.

OHM001

Type IA 24-hr 30.00 hrs 100-Year Rainfall=4.70"

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Page 2

Hydrograph for Pond 2P: Drywells

Time (hours)	Inflow (cfs)	Storage (acre-feet)	Elevation (feet)	Discarded (cfs)
0.00	0.00	0.000	24.00	0.00
0.50	0.00	0.000	24.00	0.00
1.00	0.00	0.000	24.01	0.00
1.50	0.01	0.000	24.06	0.00
2.00	0.01	0.000	24.17	0.01
2.50	0.02	0.001	24.29	0.01
3.00	0.02	0.001	24.39	0.02
3.50	0.02	0.001	24.47	0.02
4.00	0.02	0.001	24.53	0.02
4.50	0.02	0.001	24.57	0.02
5.00	0.03	0.001	24.62	0.02
5.50	0.03	0.002	24.68	0.03
6.00	0.03	0.002	24.74	0.03
6.50	0.04	0.002	24.80	0.03
7.00	0.04	0.002	24.89	0.03
7.50	0.04	0.002	24.98	0.04
8.00	0.05	0.003	25.08	0.04
8.50	0.05	0.003	25.19	0.05
9.00	0.06	0.003	25.29	0.05
9.50	0.09	0.004	25.61	0.06
10.00	0.18	0.006	26.57	0.10
10.50	0.13	0.008	27.31	0.13
11.00	0.06	0.007	26.89	0.11
11.50	0.07	0.005	26.24	0.09
12.00	0.05	0.004	25.83	0.07
12.50	0.05	0.003	25.51	0.06
13.00	0.04	0.003	25.31	0.05
13.50	0.04	0.003	25.17	0.05
14.00	0.04	0.003	25.08	0.04
14.50	0.04	0.002	25.01	0.04
15.00	0.03	0.002	24.93	0.04
15.50	0.03	0.002	24.88	0.03
16.00	0.03	0.002	24.85	0.03
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18.50	0.03	0.002	24.74	0.03
19.00	0.03	0.002	24.73	0.03
19.50	0.03	0.002	24.72	0.03
20.00	0.03	0.002	24.70	0.03
20.50	0.03	0.002	24.69	0.03
21.00	0.03	0.002	24.68	0.03
21.50	0.03	0.002	24.66	0.03
22.00	0.02	0.002	24.65	0.03
22.50	0.02	0.001	24.64	0.03
23.00	0.02	0.001	24.62	0.02
23.50	0.02	0.001	24.61	0.02
24.00	0.02	0.001	24.60	0.02
24.50	0.02	0.001	24.59	0.02
25.00	0.02	0.001	24.57	0.02
25.50	0.02	0.001	24.56	0.02

OHM001

Type IA 24-hr 30.00 hrs 100-Year Rainfall=4.70"

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Hydrograph for Pond 2P: Drywells (continued)

Time (hours)	Inflow (cfs)	Storage (acre-feet)	Elevation (feet)	Discarded (cfs)
26.00	0.02	0.001	24.55	0.02
26.50	0.02	0.001	24.53	0.02
27.00	0.02	0.001	24.52	0.02
27.50	0.02	0.001	24.51	0.02
28.00	0.02	0.001	24.49	0.02
28.50	0.02	0.001	24.48	0.02
29.00	0.02	0.001	24.47	0.02
29.50	0.02	0.001	24.45	0.02
30.00	0.02	0.001	24.44	0.02

OHM001

Type IA 24-hr 30.00 hrs 100-Year Rainfall=4.70"

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Page 1

Summary for Pond 5P: Drywells

Inflow Area = 0.521 ac, 100.00% Impervious, Inflow Depth > 4.46" for 100-Year event
 Inflow = 0.42 cfs @ 10.08 hrs, Volume= 0.194 af
 Outflow = 0.30 cfs @ 10.57 hrs, Volume= 0.191 af, Atten= 28%, Lag= 29.4 min
 Discarded = 0.30 cfs @ 10.57 hrs, Volume= 0.191 af

Routing by Stor-Ind method, Time Span= 0.00-30.00 hrs, dt= 0.50 hrs
 Peak Elev= 27.81' @ 10.57 hrs Surf.Area= 0.009 ac Storage= 0.018 af

Plug-Flow detention time= 42.4 min calculated for 0.188 af (97% of inflow)
 Center-of-Mass det. time= 31.1 min (863.0 - 831.9)

6 DRYWELLS

Volume	Invert	Avail.Storage	Storage Description
#1	24.00'	0.019 af	9.00'D x 4.00'H Vertical Cone/Cylinder x 6 0.035 af Overall x 53.0% Voids

Device	Routing	Invert	Outlet Devices
#1	Discarded	24.00'	20.000 in/hr Exfiltration over Wetted area above 24.00' Excluded Wetted area = 0.009 ac

Discarded OutFlow Max=0.29 cfs @ 10.57 hrs HW=27.73' (Free Discharge)
 1=Exfiltration (Exfiltration Controls 0.29 cfs)

Pond 5P: Drywells

Hydrograph

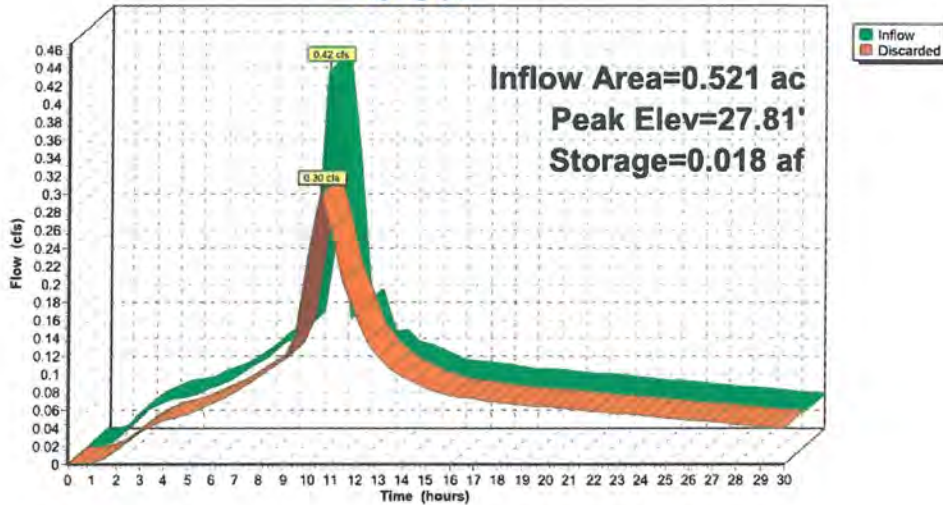


Figure 8: HydroCAD report for private drywells – South Basin.

OHM001

Type IA 24-hr 30.00 hrs 100-Year Rainfall=4.70"

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Hydrograph for Pond 5P: Drywells

Time (hours)	Inflow (cfs)	Storage (acre-feet)	Elevation (feet)	Discarded (cfs)
0.00	0.00	0.000	24.00	0.00
0.50	0.00	0.000	24.00	0.00
1.00	0.00	0.000	24.01	0.00
1.50	0.02	0.000	24.07	0.01
2.00	0.03	0.001	24.19	0.02
2.50	0.04	0.002	24.33	0.03
3.00	0.05	0.002	24.45	0.04
3.50	0.05	0.003	24.54	0.04
4.00	0.05	0.003	24.61	0.05
4.50	0.06	0.003	24.66	0.05
5.00	0.06	0.003	24.72	0.06
5.50	0.07	0.004	24.78	0.06
6.00	0.07	0.004	24.85	0.07
6.50	0.08	0.004	24.92	0.07
7.00	0.09	0.005	25.02	0.08
7.50	0.10	0.005	25.12	0.09
8.00	0.11	0.006	25.24	0.10
8.50	0.12	0.006	25.37	0.11
9.00	0.13	0.007	25.48	0.12
9.50	0.21	0.009	25.84	0.14
10.00	0.41	0.014	26.95	0.23
10.50	0.31	0.018	27.80	0.30
11.00	0.14	0.015	27.31	0.26
11.50	0.15	0.012	26.57	0.20
12.00	0.11	0.010	26.10	0.17
12.50	0.11	0.008	25.73	0.14
13.00	0.10	0.007	25.51	0.12
13.50	0.09	0.006	25.35	0.11
14.00	0.09	0.006	25.24	0.10
14.50	0.08	0.005	25.16	0.09
15.00	0.08	0.005	25.07	0.08
15.50	0.07	0.005	25.01	0.08
16.00	0.07	0.005	24.97	0.08
16.50	0.07	0.004	24.95	0.07
17.00	0.07	0.004	24.92	0.07
17.50	0.07	0.004	24.90	0.07
18.00	0.07	0.004	24.87	0.07
18.50	0.07	0.004	24.85	0.07
19.00	0.06	0.004	24.84	0.07
19.50	0.06	0.004	24.82	0.06
20.00	0.06	0.004	24.81	0.06
20.50	0.06	0.004	24.79	0.06
21.00	0.06	0.004	24.78	0.06
21.50	0.06	0.004	24.76	0.06
22.00	0.06	0.003	24.75	0.06
22.50	0.06	0.003	24.73	0.06
23.00	0.05	0.003	24.72	0.06
23.50	0.05	0.003	24.70	0.06
24.00	0.05	0.003	24.69	0.05
24.50	0.05	0.003	24.67	0.05
25.00	0.05	0.003	24.66	0.05
25.50	0.05	0.003	24.64	0.05

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Hydrograph for Pond 5P: Drywells (continued)

Time (hours)	Inflow (cfs)	Storage (acre-feet)	Elevation (feet)	Discarded (cfs)
26.00	0.05	0.003	24.63	0.05
26.50	0.05	0.003	24.61	0.05
27.00	0.05	0.003	24.60	0.05
27.50	0.04	0.003	24.58	0.05
28.00	0.04	0.003	24.56	0.04
28.50	0.04	0.003	24.55	0.04
29.00	0.04	0.002	24.53	0.04
29.50	0.04	0.002	24.52	0.04
30.00	0.04	0.002	24.50	0.04

Summary for Pond 2P: Drywells

Inflow Area = 0.185 ac, 100.00% Impervious, Inflow Depth = 4.47" for 100-Year event
 Inflow = 0.17 cfs @ 8.13 hrs, Volume= 0.069 af
 Outflow = 0.09 cfs @ 8.85 hrs, Volume= 0.069 af, Atten= 48%, Lag= 43.6 min
 Discarded = 0.09 cfs @ 8.85 hrs, Volume= 0.069 af

Routing by Stor-Ind method, Time Span= 0.00-30.00 hrs, dt= 0.50 hrs
 Peak Elev= 27.17' @ 8.85 hrs Surf.Area= 0.007 ac Storage= 0.012 af

Plug-Flow detention time= 98.4 min calculated for 0.069 af (100% of inflow)
 Center-of-Mass det. time= 97.0 min (768.4 - 671.4)

5 DRYWELLS

Volume	Invert	Avail.Storage	Storage Description
#1	24.00'	0.015 af	9.00'D x 4.00'H Vertical Cone/Cylinder x 5 0.029 af Overall x 53.0% Voids

Device	Routing	Invert	Outlet Devices
#1	Discarded	24.00'	8.750 in/hr Exfiltration over Wetted area above 24.00' Excluded Wetted area = 0.007 ac

Discarded OutFlow Max=0.09 cfs @ 8.85 hrs HW=27.13' (Free Discharge)
 1=Exfiltration (Exfiltration Controls 0.09 cfs)

Pond 2P: Drywells

Hydrograph

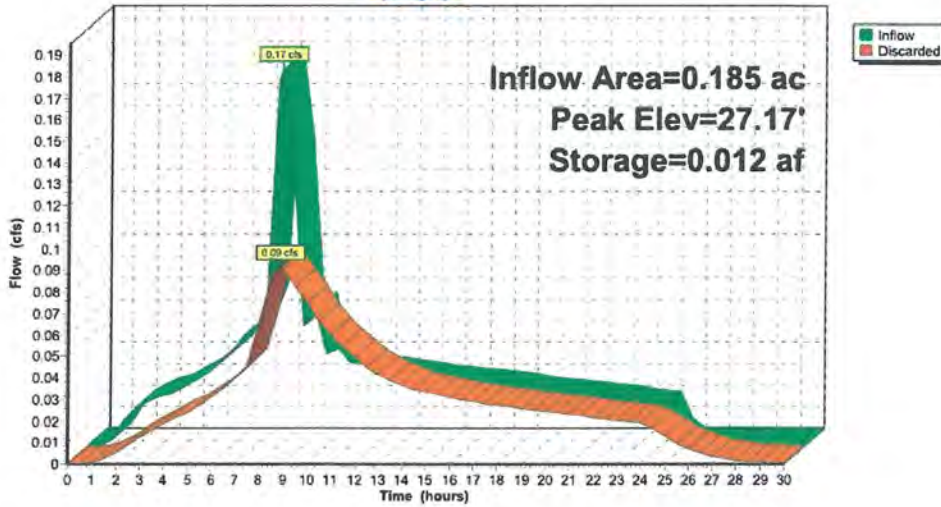


Figure 9: HydroCAD report for public drywells – Public Road.

OHM001-PUBLIC

Type IA 24-hr 100-Year Rainfall=4.70"

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Page 2

Hydrograph for Pond 2P: Drywells

Time (hours)	Inflow (cfs)	Storage (acre-feet)	Elevation (feet)	Discarded (cfs)
0.00	0.00	0.000	24.00	0.00
0.50	0.00	0.000	24.00	0.00
1.00	0.00	0.000	24.01	0.00
1.50	0.01	0.000	24.08	0.00
2.00	0.02	0.001	24.19	0.01
2.50	0.02	0.001	24.32	0.01
3.00	0.02	0.002	24.44	0.01
3.50	0.02	0.002	24.55	0.02
4.00	0.03	0.002	24.64	0.02
4.50	0.03	0.003	24.74	0.02
5.00	0.03	0.003	24.84	0.02
5.50	0.04	0.004	24.96	0.03
6.00	0.04	0.004	25.09	0.03
6.50	0.05	0.005	25.24	0.04
7.00	0.05	0.005	25.39	0.04
7.50	0.07	0.006	25.58	0.05
8.00	0.17	0.009	26.26	0.06
8.50	0.14	0.012	27.08	0.09
9.00	0.06	0.012	27.15	0.09
9.50	0.06	0.011	26.87	0.08
10.00	0.04	0.010	26.60	0.07
10.50	0.05	0.009	26.32	0.07
11.00	0.04	0.008	26.09	0.06
11.50	0.04	0.007	25.90	0.05
12.00	0.03	0.007	25.72	0.05
12.50	0.03	0.006	25.57	0.05
13.00	0.03	0.006	25.46	0.04
13.50	0.03	0.005	25.36	0.04
14.00	0.03	0.005	25.29	0.04
14.50	0.03	0.005	25.22	0.03
15.00	0.03	0.005	25.17	0.03
15.50	0.03	0.004	25.12	0.03
16.00	0.03	0.004	25.08	0.03
16.50	0.03	0.004	25.05	0.03
17.00	0.03	0.004	25.01	0.03
17.50	0.03	0.004	24.99	0.03
18.00	0.02	0.004	24.96	0.03
18.50	0.02	0.004	24.93	0.03
19.00	0.02	0.004	24.90	0.03
19.50	0.02	0.003	24.88	0.03
20.00	0.02	0.003	24.86	0.02
20.50	0.02	0.003	24.83	0.02
21.00	0.02	0.003	24.81	0.02
21.50	0.02	0.003	24.78	0.02
22.00	0.02	0.003	24.76	0.02
22.50	0.02	0.003	24.74	0.02
23.00	0.02	0.003	24.71	0.02
23.50	0.02	0.003	24.69	0.02
24.00	0.02	0.003	24.67	0.02
24.50	0.00	0.002	24.59	0.02
25.00	0.00	0.002	24.45	0.01
25.50	0.00	0.001	24.33	0.01

OHM001-PUBLIC

Type IA 24-hr 100-Year Rainfall=4.70"

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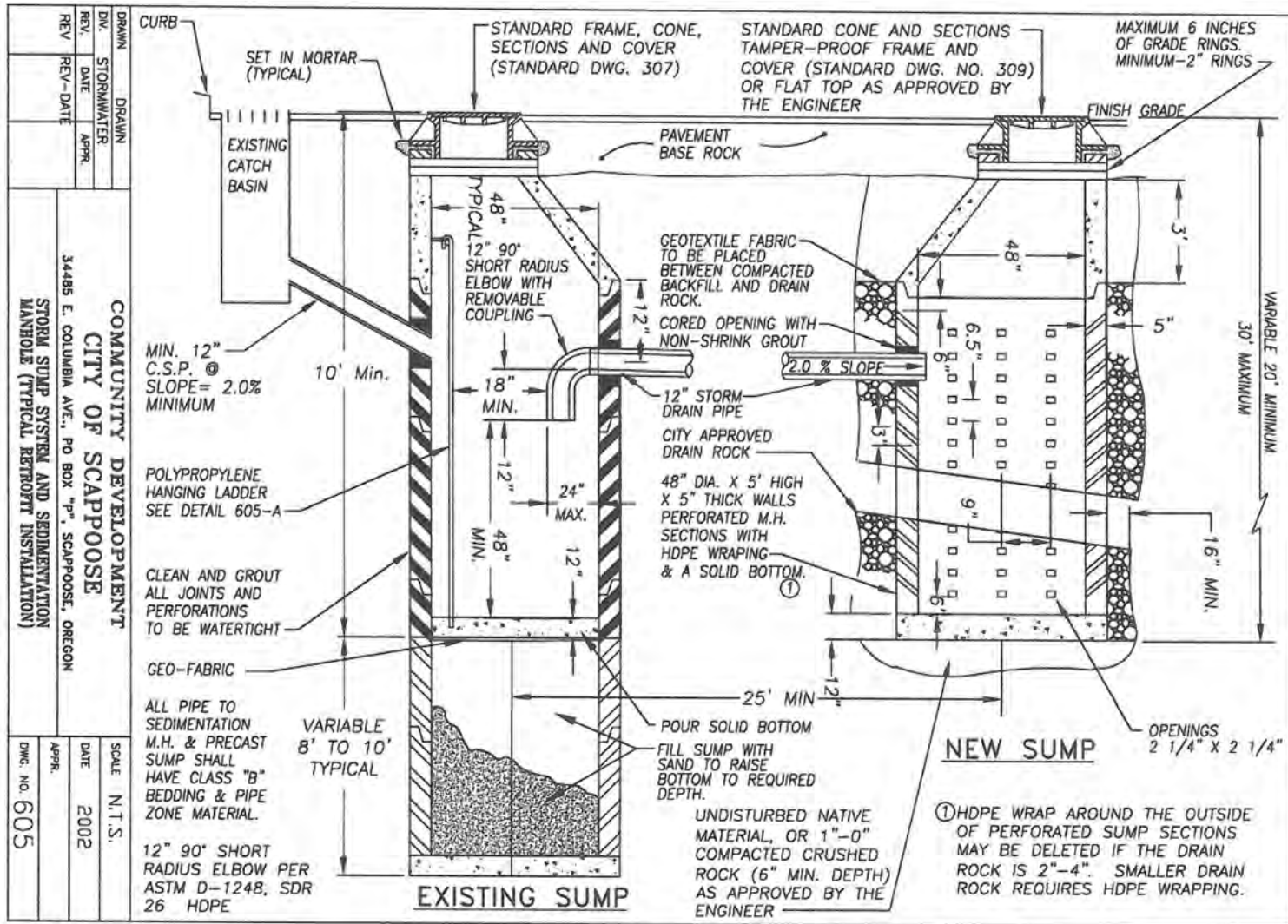
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Hydrograph for Pond 2P: Drywells (continued)

Time (hours)	Inflow (cfs)	Storage (acre-feet)	Elevation (feet)	Discarded (cfs)
26.00	0.00	0.001	24.24	0.01
26.50	0.00	0.001	24.18	0.01
27.00	0.00	0.001	24.13	0.00
27.50	0.00	0.000	24.10	0.00
28.00	0.00	0.000	24.07	0.00
28.50	0.00	0.000	24.05	0.00
29.00	0.00	0.000	24.04	0.00
29.50	0.00	0.000	24.03	0.00
30.00	0.00	0.000	24.02	0.00

Figure 10: City of Scappoose Standard Detail 605.





Geotechnical Engineering Report

Maple Street Cottages
SE Maple St & SE Cypress Ct
Scappoose, Oregon 97056

GeoPacific Engineering, Inc. Job No. 19-5167
March 27, 2019



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**Real-World Geotechnical Solutions
Investigation • Design • Construction Support**

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- 4 Typical Perimeter Footing Drain Detail



Real-World Geotechnical Solutions
Investigation • Design • Construction Support

March 27, 2019
Project No. 19-5167

Mr. Joe Kessi
OHM Equity Partners
33470 Chinook Plaza, Suite 213
Scappoose, Oregon 97056
Phone: (503) 310-7921
Email: Joek@assuracedevelopment.com

**SUBJECT: GEOTECHNICAL ENGINEERING REPORT
MAPLE STREET COTTAGES
SE MAPLE ST & SE CYPRESS CT
SCAPPOOSE, OREGON 97056**

1.0 PROJECT INFORMATION

This report presents the results of a geotechnical engineering study conducted by GeoPacific Engineering, Inc. (GeoPacific) for the above-referenced project. The purpose of our investigation was to evaluate subsurface conditions at the site, and to provide geotechnical recommendations for site development. This geotechnical study was performed in accordance with GeoPacific Proposal No. P-6903, dated February 28, 2019, and your subsequent authorization of our proposal and *General Conditions for Geotechnical Services*.

Site Location: East of the intersection of SE Maple St & SE Cypress Ct
Scappoose, Oregon 97056
Columbia County Tax lot 4400 on tax map 3N2W12DA4400
(see Figures 1 through 3)

Developer: OHM Equity Partners
33470 Chinook Plaza, Suite 213
Scappoose, Oregon 97056
Phone: (503) 310-7921

Jurisdictional Agency: City of Scappoose, Oregon

Geotechnical Engineer: GeoPacific Engineering, Inc
14835 SW 72nd Avenue
Portland, Oregon 97224
Tel (503) 598-8445
Fax (503) 941-9281

2.0 SITE AND PROJECT DESCRIPTION

As indicated on Figures 1 through 3, the subject site is located east of the intersection of SE Maple Street and SE Cypress Court in Scappoose, Oregon. The site consists of Columbia County Tax Lot 4400 on tax map 3N2W12DA4400, totaling approximately 1.59-acres in size. The site latitude and longitude are 45.754734, -122.869005, and the legal description is the NE ¼ SE ¼ of Section 12, T3N, R2W, Willamette Meridian. The site is bordered by SE Maple Street to the west, and by existing residential properties on all sides. Vegetation at the site primarily consists of grasses, weeds, blackberries, and other brush, with sparse trees on the margins. Based on review of available historical aerial photography it appears that the property has been regularly plowed and farmed since at least 1990. Topography at the site is relatively level to gently sloping to the east with site elevations ranging from approximately 31 to 35 feet above mean sea level (amsl).

Based upon communication with the client and review of a conceptual site plan prepared by Cascadia Planning and Development Services, GeoPacific understands that the proposed development at the site will consist of construction of twelve, one to two-story townhomes, a public street extension of SE Maple Street, construction of private drive aisles and parking lots, stormwater infiltration systems, and associated underground utility improvements. We anticipate that the homes will be constructed with typical spread foundations and wood framing, with maximum structural loading on column footings and continuous strip footings on the order of 10 to 35 kips, and 2 to 6 kips respectively. A grading plan has not been reviewed at this time, however we anticipate cuts and fills on the order of three feet or less.

3.0 REGIONAL GEOLOGIC SETTING

Regionally, the subject site lies within the Willamette Valley/Puget Sound lowland, a broad structural depression situated between the Coast Range on the west and the Cascade Range on the east. A series of discontinuous faults subdivide the Willamette Valley into a mosaic of fault-bounded, structural blocks (Yeats et al., 1996). Uplifted structural blocks form bedrock highlands, while down-warped structural blocks form sedimentary basins.

According to the *Geologic Map of the Saint Helens Quadrangle, Columbia County, Oregon, and Cowlitz and Clark Counties, Washington* (U.S. Department of the Interior, U.S. Geological Survey, *Evarts, C. Russell, 2004*), the site is underlain by Pleistocene and Pliocene-aged, basin-fill deposits consisting of clast-supported, pebble to cobble conglomerate (QTc). The conglomerate is commonly poorly to moderately well sorted, imbricated and crossbedded, and can contain minor lenses of basaltic or quartzose sand. The unit is overlaid by finer grained Holocene sediments in the flood plain to the east of the site.

The *Web Soil Survey* (United States Department of Agriculture, Natural Resource Conservation Service (USDA NRCS 2019 Website), indicates that near-surface soils consist of the Latourell Silt Loam soil series. Latourell series soils generally consist of deep, well-drained soils that formed in stratified glacio-lacustrine deposits.

4.0 REGIONAL SEISMIC SETTING

At least three major fault zones capable of generating damaging earthquakes are thought to exist in the vicinity of the subject site. These include the Portland Hills Fault Zone, the Gales Creek-Newberg-Mt. Angel Structural Zone, and the Cascadia Subduction Zone.

4.1 Portland Hills Fault Zone

The Portland Hills Fault Zone is a series of NW-trending faults that include the central Portland Hills Fault, the western Oatfield Fault, and the eastern East Bank Fault. These faults occur in a northwest-trending zone that varies in width between 3.5 and 5.0 miles. The combined three faults reportedly vertically displace the Columbia River Basalt by 1,130 feet and appear to control thickness changes in late Pleistocene (approx. 780,000 years) sediment (Madin, 1990). The Portland Hills Fault occurs along the Willamette River at the base of the Portland Hills and is located approximately 4 miles south-southwest of the site. The Oatfield Fault occurs along the western side of the Portland Hills and is located approximately 13 miles southeast of the site. The East Bank Fault occurs along the eastern margin of the Willamette River, and is located approximately 9.5 miles southeast of the site. The accuracy of the fault mapping is stated to be within 500 meters (Wong, et al., 2000).

According to the USGS Earthquake Hazards Program, the fault was originally mapped as a down-to-the-northeast normal fault but has also been mapped as part of a regional-scale zone of right-lateral, oblique slip faults, and as a steep escarpment caused by asymmetrical folding above a south-west dipping, blind thrust fault. The Portland Hills fault offsets Miocene Columbia River Basalts, and Miocene to Pliocene sedimentary rocks of the Troutdale Formation. No fault scarps on surficial Quaternary deposits have been described along the fault trace, and the fault is mapped as buried by the Pleistocene aged Missoula flood deposits. No historical seismicity is correlated with the mapped portion of the Portland Hills Fault Zone, but in 1991 a M3.5 earthquake occurred on a NW-trending shear plane located 1.3 miles east of the fault (Yelin, 1992). Although there is no definitive evidence of recent activity, the Portland Hills Fault Zone is assumed to be potentially active (Geomatrix Consultants, 1995).

4.2 Gales Creek-Newberg-Mt. Angel Structural Zone

The Gales Creek-Newberg-Mt. Angel Structural Zone is a 50-mile-long zone of discontinuous, NW-trending faults that lies about 20 miles southwest of the subject site. These faults are recognized in the subsurface by vertical separation of the Columbia River Basalt and offset seismic reflectors in the overlying basin sediment (Yeats et al., 1996; Werner et al., 1992). A geologic reconnaissance and photogeologic analysis study conducted for the Scoggins Dam site in the Tualatin Basin revealed no evidence of deformed geomorphic surfaces along the structural zone (Unruh et al., 1994). No seismicity has been recorded on the Gales Creek Fault or Newberg Fault (the fault closest to the subject site); however, these faults are considered to be potentially active because they may connect with the seismically active Mount Angel Fault and the rupture plane of the 1993 M5.6 Scotts Mills earthquake (Werner et al. 1992; Geomatrix Consultants, 1995).

According to the USGS Earthquake Hazards Program, the Mount Angel fault is mapped as a high-angle, reverse-oblique fault, which offsets Miocene rocks of the Columbia River Basalts, and Miocene and Pliocene sedimentary rocks. The fault appears to have controlled emplacement of

the Frenchman Spring Member of the Wanapum Basalts, and thus must have a history that predates the Miocene age of these rocks. No unequivocal evidence of deformation of Quaternary deposits has been described, but a thick sequence of sediments deposited by the Missoula floods covers much of the southern part of the fault trace.

4.3 Cascadia Subduction Zone

The Cascadia Subduction Zone is a 680-mile-long zone of active tectonic convergence where oceanic crust of the Juan de Fuca Plate is subducting beneath the North American continent at a rate of 4 cm per year (Goldfinger et al., 1996). A growing body of geologic evidence suggests that prehistoric subduction zone earthquakes have occurred (Atwater, 1992; Carver, 1992; Peterson et al., 1993; Geomatrix Consultants, 1995). This evidence includes: (1) buried tidal marshes recording episodic, sudden subsidence along the coast of northern California, Oregon, and Washington, (2) burial of subsided tidal marshes by tsunami wave deposits, (3) paleoliquefaction features, and (4) geodetic uplift patterns on the Oregon coast. Radiocarbon dates on buried tidal marshes indicate a recurrence interval for major subduction zone earthquakes of 250 to 650 years with the last event occurring 300 years ago (Atwater, 1992; Carver, 1992; Peterson et al., 1993; Geomatrix Consultants, 1995). The inferred seismogenic portion of the plate interface lies approximately along the Oregon Coast at depths of between 20 and 40 kilometers below the surface.

5.0 FIELD EXPLORATION AND SUBSURFACE CONDITIONS

Our subsurface explorations for this report were conducted on March 20, 2019. Three exploratory test pits (TP-1 through TP-3) were excavated at the site using a track-mounted excavator provided by the client to a maximum depth of approximately 13 feet bgs. Explorations were conducted under the full-time observation of a GeoPacific geologist. During the explorations, pertinent information including soil sample depths, stratigraphy, soil engineering characteristics, and groundwater occurrence were recorded. Soils were classified in accordance with the Unified Soil Classification System (USCS). Soil samples obtained from the explorations were placed in relatively air-tight plastic bags. The test pits were loosely backfilled with onsite soils. Infiltration testing was conducted within all three test pits at various depths to determine hydraulic conductivity values for use in design of potential stormwater infiltration systems. The approximate locations of the explorations are indicated on Figures 2 and 3. It should be noted that exploration locations were located in the field by pacing or taping distances from apparent property corners and other site features shown on the plans provided. As such, the locations of the explorations should be considered approximate. Summary exploration logs are attached. The stratigraphic contacts shown on the individual test pit logs represent the approximate boundaries between soil types. The actual transitions may be more gradual. The soil and groundwater conditions depicted are only for the specific dates and locations reported, and therefore, are not necessarily representative of other locations and times. Soil and groundwater conditions encountered in the explorations are summarized below.

5.1 Soil Descriptions

Topsoil: At the locations of our test pits, the ground surface was generally vegetated by grass and weeds. The top soil horizon was primarily observed to consist of dark brown, very moist, organic SILT (OL-ML), with roots extending to approximately 8 inches bgs.

SILT (ML): Underlying the topsoil within our explorations, soils were observed to consist primarily of brown, soft, very moist, low plasticity, SILT (ML), containing trace gravel. The soil type was observed to extend to an approximate depth of 3 feet bgs within our explorations. Soil strength was observed to slightly increase near the base of the layer.

Silty GRAVEL (GM): Underlying the soft SILT soil type within our explorations, soils were observed to transition to a brown, medium dense, very moist, non-plastic to low-plasticity, Silty GRAVEL (GM), containing subrounded gravel to cobble-sized aggregate. The soil type was observed to extend to an approximate depths of 6 feet bgs within our explorations.

Poorly Graded Sand and GRAVEL (GP): Underlying the Silty GRAVEL soil type within our explorations, soils were observed to transition to a gray, medium dense, very moist, non-plastic Poorly Graded Sand and GRAVEL (GP), containing subrounded gravel to cobble-sized aggregate. The soil type was observed to extend to the maximum depth of exploration within our test pits. Review of available well logs from the vicinity of the site indicate that the gravel deposits may extend to depths greater than 30 feet bgs.

5.2 Shrink-Swell Potential

Fine-grained SILT displaying low-plasticity characteristics was encountered in the upper three feet of the ground surface within our subsurface explorations. Below the noted depth soils were non-plastic. The shrink-swell potential of near surface soils are considered to be low and is not anticipated to require special design measures where structures are proposed.

5.3 Groundwater and Soil Moisture

On March 20, 2019, the observed soil moisture conditions were generally very moist becoming wet near a depth of 12 feet bgs. Light groundwater seepage was observed within our subsurface explorations at an approximate depth of 12 to 13 feet bgs. Based upon review of available well logs obtained from the State of Oregon Water Resources Department Well Log Query Report, static groundwater is commonly encountered at depths of 10 to 20 feet bgs in the vicinity of the subject site. Review of our internal record of subsurface explorations, static groundwater was encountered within excavator test pits conducted at a site located approximately 1,000 feet to the north at a depth of approximately 13 feet bgs. Perched groundwater may be encountered in localized areas. Seeps and springs may exist in areas not explored and may become evident during site grading.

5.4 Infiltration Testing

Due to the presence of cobble-sized aggregate encountered within the test pits, we utilized the open-pit method within test pit TP-1, in accordance with the methodology of the 2016 City of Portland Stormwater Management Manual. We also referenced the 2015 City of Scappoose Public Works and Design Standards. The approximate locations of the subsurface explorations are indicated on Figures 2 and 3. Infiltration testing was conducted at areas which may be proposed for installation of stormwater infiltration systems. The test locations were pre-saturated prior to testing. During testing the water level was measured to the nearest 0.01 foot (1/8 inch) from a fixed point, and the change in water level was recorded at regular intervals until three successive measurements showing a consistent infiltration rate were achieved.

Table 1 summarizes the results of the infiltration testing. Infiltration rates have been reported without applying a factor of safety. Soils at the test locations were observed and sampled in order to characterize the subsurface profile. Tested native soils classified as Poorly Graded Sand and GRAVEL (GP). Light groundwater seepage was encountered at the bottom of within our explorations which extended to a maximum depth approximately 12 feet bgs. Based upon review of available well logs obtained from the State of Oregon Water Resources Department Well Log Query Report, static groundwater is commonly encountered at depths of 10 to 20 feet bgs in the vicinity of the subject site. Review of our internal record of subsurface explorations, static groundwater was encountered within excavator test pits conducted at a site located approximately 1,000 feet to the north at a depth of approximately 13 feet bgs. Infiltration testing data tables are presented in the appendix of this report.

Table 1: Summary of Infiltration Test Results

Test Location	Test Designation	Depth (feet)	Soil Type	Infiltration Rate (inches/hr)	Hydraulic Head Range (inches)	Depth to Groundwater (Feet)
TP-1	IT-1	7.5	GP	80	0-12	Est 12-13
TP-2	IT-2	8	GP	35	0-12	Est 12-13
TP-3	IT-3	12	GP	80	0-12	Est 12-13

Moderate to rapid infiltration was observed at the locations and depths tested. Based upon our observations of the subsurface soil profile and results of infiltration measurements, it is our opinion that stormwater infiltration systems are geotechnically feasible at a depth of 8 feet bgs across the site. However, due to the presence of groundwater at depths of 12 to 13 feet, care should be taken to maintain adequate separation from the groundwater table. Infiltration test methods and procedures attempt to simulate the as-built conditions of the planned disposal systems. However, due to natural variations in soil properties, actual infiltration rates may vary from the measured and/or recommended design rates. All stormwater disposal systems should be constructed to include an emergency overflow, such that potential overflow is discharged in a controlled manner away from structures, and all systems should include an adequate factor of safety determined in accordance with the City of Scappoose Public Works and Design Standards. Infiltration rates presented in this report should not be applied to inappropriate or complex hydrological models such as a closed basin without extensive further studies. Evaluating environmental implications of stormwater disposal at this site are beyond the scope of this study.

6.0 CONCLUSIONS AND RECOMMENDATIONS

Our site investigation indicates that the proposed construction appears to be geotechnically feasible, provided that the recommendations of this report are incorporated into the design and construction phases of the project. The primary geotechnical concern associated with development at this site is the presence of soft soil conditions in the upper three feet of the ground surface. Soft soil conditions will require remediation where structures and pavement sections are proposed.

6.1 Site Preparation Recommendations

Areas of proposed construction and areas to receive fill should be cleared of any organic and inorganic debris, and loose stockpiled soils. Inorganic debris and organic materials from clearing should be removed from the site. Organic-rich soils and root zones should then be stripped from construction areas of the site or where engineered fill is to be placed. Depth of stripping of existing organic topsoil is estimated to be approximately 6 to 8 inches across the majority of the site, however depth of organic soil layers may increase in areas where trees and vegetation are present.

As previously noted, the upper 3 feet of the ground surface was observed to be soft SILT. We anticipate that improvements to the subgrade soils may be accomplished during the dry summer months by aerating, scarifying, and re-compacting the upper 3 feet. Development conducted during wet winter months will likely require cement treatment, or over-excavation and replacement with crushed aggregate in areas where structures and pavement sections are proposed.

The final depth of soil removal should be determined by the geotechnical engineer or designated representative during site inspection while stripping/excavation is being performed. Stripped topsoil should be removed from areas proposed for placement of engineered fill. Any remaining topsoil should be stockpiled only in designated areas and stripping operations should be observed and documented by the geotechnical engineer or his representative.

If encountered, undocumented fills and any subsurface structures (dry wells, basements, driveway and landscaping fill, old utility lines, septic leach fields, etc.) should be completely removed and the excavations backfilled with engineered fill. Understanding of the extent and types of undocumented fill is based on the observed conditions within our subsurface explorations. Experience has shown that soil conditions can change greatly over short distances. It is possible fill exists in areas and extents other than those identified in our subsurface explorations.

Site earthwork may be impacted by wet weather conditions. Stabilization of subgrade soils may require aeration and recompaction. If subgrade soils are found to be difficult to stabilize, over-excavation, placement of granular soils, or cement treatment of subgrade soils may be feasible options. GeoPacific should be onsite to observe preparation of subgrade soil conditions prior to placement of engineered fill.

6.2 Engineered Fill

All grading for the proposed construction should be performed as engineered grading in accordance with the applicable building code at the time of construction with the exceptions and additions noted herein. Site grading should be conducted in accordance with the requirements outlined in the 2015 International Building Code (IBC), Chapter 18 and Appendix J. Areas proposed for fill placement should be prepared as described in Section 6.1, *Site Preparation Recommendations*. Surface soils should then be scarified and recompacted prior to placement of structural fill. Site preparation, soil stripping, and grading activities should be observed and documented by a geotechnical engineer or his representative. Proper test frequency and earthwork documentation usually requires daily observation and testing during stripping, rough grading, and placement of engineered fill.

Onsite native soils consisting of SILT (ML), Silty GRAVEL (GM), and Poorly Graded Sand and GRAVEL (GP) appear to be suitable for use as engineered fill. Soils containing greater than 5 percent organic content should not be used as structural fill. Imported fill material must be approved by the geotechnical engineer prior to being imported to the site. Oversize material greater than 6 inches in size should not be used within 3 feet of foundation footings, and material greater than 12 inches in diameter should not be used in engineered fill.

Engineered fill should be compacted in horizontal lifts not exceeding 12 inches using standard compaction equipment. We recommend that engineered fill be compacted to at least 95 percent of the maximum dry density determined by ASTM D698 (Standard Proctor) or equivalent. Field density testing should conform to ASTM D2922 and D3017, or D1556. All engineered fill should be observed and tested by the project geotechnical engineer or his representative. Typically, one density test is performed for at least every 2 vertical feet of fill placed or every 500 yd³, whichever requires more testing. Because testing is performed on an on-call basis, we recommend that the earthwork contractor be held contractually responsible for test scheduling and frequency.

Site earthwork may be impacted by shallow groundwater, soil moisture and wet weather conditions. Earthwork in wet weather would likely require extensive use of additional crushed aggregate, cement or lime treatment, or other special measures, at considerable additional cost compared to earthwork performed under dry-weather conditions.

6.3 Excavating Conditions and Utility Trench Backfill

We anticipate that onsite soils can generally be excavated using conventional heavy equipment. Bedrock was not encountered within our subsurface explorations which extended to a maximum depth of 13 feet bgs, however we encountered cobble-sized rock. Maintenance of safe working conditions, including temporary excavation stability, is the responsibility of the contractor. Actual slope inclinations at the time of construction should be determined based on safety requirements and actual soil and groundwater conditions. All temporary cuts in excess of 4 feet in height should be sloped in accordance with U.S. Occupational Safety and Health Administration (OSHA) regulations (29 CFR Part 1926) or be shored. The existing native soils classify as Type C Soil and temporary excavation side slope inclinations as steep as 1.5H:1V may be assumed for planning purposes. These cut slope inclinations are applicable to excavations above the water table only.

Shallow, perched groundwater may be encountered at the site and should be anticipated in excavations and utility trenches. Vibrations created by traffic and construction equipment may cause some caving and raveling of excavation walls. In such an event, lateral support for the excavation walls should be provided by the contractor to prevent loss of ground support and possible distress to existing or previously constructed structural improvements.

Underground utility pipes should be installed in accordance with the procedures specified in ASTM D2321 and City of Scappoose standards. We recommend that structural trench backfill be compacted to at least 95 percent of the maximum dry density obtained by the Standard Proctor (ASTM D698) or equivalent. Initial backfill lift thicknesses for a ¾"-0 crushed aggregate base may need to be as great as 4 feet to reduce the risk of flattening underlying flexible pipe. Subsequent lift thickness should not exceed 1 foot. If imported granular fill material is used, then the lifts for large vibrating plate-compaction equipment (e.g. hoe compactor attachments) may be up to 2 feet, provided that proper compaction is being achieved and each lift is tested. Use of large vibrating compaction equipment should be carefully monitored near existing structures and improvements due to the potential for vibration-induced damage.

Adequate density testing should be performed during construction to verify that the recommended relative compaction is achieved. Typically, at least one density test is taken for every 4 vertical feet of backfill on each 100-lineal-foot section of trench.

6.4 Erosion Control Considerations

During our field exploration program, we did not observe soil conditions that may be considered highly susceptible to erosion. In our opinion, the primary concern regarding erosion potential will occur during construction in areas that have been stripped of vegetation. Erosion at the site during construction can be minimized by implementing the project erosion control plan, which should include judicious use of straw wattles, fiber rolls, and silt fences. If used, these erosion control devices should remain in place throughout site preparation and construction.

Erosion and sedimentation of exposed soils can also be minimized by quickly re-vegetating exposed areas of soil, and by staging construction such that large areas of the project site are not denuded and exposed at the same time. Areas of exposed soil requiring immediate and/or temporary protection against exposure should be covered with either mulch or erosion control netting/blankets. Areas of exposed soil requiring permanent stabilization should be seeded with an approved grass seed mixture, or hydroseeded with an approved seed-mulch-fertilizer mixture.

6.5 Wet Weather Earthwork

Soils underlying the site are likely to be moisture sensitive and will be difficult to handle or traverse with construction equipment during periods of wet weather. Earthwork is typically most economical when performed under dry weather conditions. Earthwork performed during the wet-weather season will require expensive measures such as cement treatment or imported granular material to compact areas where fill may be proposed to the recommended engineering specifications. If earthwork is to be performed or fill is to be placed in wet weather or under wet conditions when soil moisture content is difficult to control, the following recommendations should be incorporated into the contract specifications.

- Earthwork should be performed in small areas to minimize exposure to wet weather. Excavation or the removal of unsuitable soils should be followed promptly by the placement and compaction of clean engineered fill. The size and type of construction equipment used may have to be limited to prevent soil disturbance. Under some circumstances, it may be necessary to excavate soils with a backhoe to minimize subgrade disturbance caused by equipment traffic;
- The ground surface within the construction area should be graded to promote run-off of surface water and to prevent the ponding of water;
- Material used as engineered fill should consist of clean, granular soil containing less than 5 percent passing the No. 200 sieve. The fines should be non-plastic. Alternatively, cement treatment of on-site soils may be performed to facilitate wet weather placement;
- The ground surface within the construction area should be sealed by a smooth drum vibratory roller, or equivalent, and under no circumstances should be left uncompacted and exposed to moisture. Soils which become too wet for compaction should be removed and replaced with clean granular materials;
- Excavation and placement of fill should be observed by the geotechnical engineer to verify that all unsuitable materials are removed and suitable compaction and site drainage is achieved; and
- Geotextile silt fences, straw wattles, and fiber rolls should be strategically located to control erosion.

If cement or lime treatment is used to facilitate wet weather construction, GeoPacific should be contacted to provide additional recommendations and field monitoring.

6.6 Spread Foundations

As indicated on Figure 3, GeoPacific understands that the proposed development at the site will consist of construction of twelve, one to two-story townhomes. We anticipate that the homes will be constructed with typical spread foundations and wood framing, with maximum structural loading on column footings and continuous strip footings on the order of 10 to 35 kips, and 2 to 6 kips respectively. A grading plan has not been reviewed at this time, however we anticipate cuts and fills on the order of three feet or less.

As noted above, and as indicated on the attached test pit logs, soft SILT was encountered across the site extending to depths up to 3 feet below the existing ground surface. Soft soil conditions will require remediation where structures and pavement sections are proposed. Areas proposed for foundations should either be scarified, aerated, and recompacted; or foundations should extend to depths necessary to reach soils which will provide adequate bearing support for the proposed loads. We anticipate that improvements to the subgrade soils may be accomplished during the dry summer months by aerating, scarifying, and re-compacting the upper 3 feet. Development conducted during wet winter months will likely require cement treatment, or over-excavation and replacement with crushed aggregate in areas where structures and pavement sections are proposed.

Foundation design, construction, and setback requirements should conform to the applicable building code at the time of construction. For maximization of bearing strength and protection

against frost heave, spread footings should be embedded at a minimum depth of 12 inches below exterior grade. Foundations should be designed by a licensed structural engineer.

The anticipated allowable soil bearing pressure is 1,500 lbs/ft² for footings bearing on competent, native soil and/or engineered fill, adequately prepared as described above. If over-excavation is needed, it should be conducted under the direction and supervision of the geotechnical engineer or designated representative. The recommended maximum allowable bearing pressure may be increased by 1/3 for short-term transient conditions such as wind and seismic loading. For heavier loads, the geotechnical engineer should be consulted. The coefficient of friction between on-site soil and poured-in-place concrete may be taken as 0.42, which includes no factor of safety. The maximum anticipated total and differential footing movements (generally from soil expansion and/or settlement) are 1 inch and ¾ inch over a span of 20 feet, respectively. We anticipate that the majority of the estimated settlement will occur during construction, as loads are applied. Excavations near structural footings should not extend within a 1H:1V plane projected downward from the bottom edge of footings.

Footing excavations should penetrate through topsoil and any disturbed soil to competent subgrade that is suitable for bearing support. All footing excavations should be trimmed neat, and all loose or softened soil should be removed from the excavation bottom prior to placing reinforcing steel bars. Due to the moisture sensitivity of on-site native soils, foundations constructed during the wet weather season may require over-excavation of footings and backfill with compacted, crushed aggregate.

Our recommendations are for residential construction incorporating raised wood floors and conventional spread footing foundations. After site development, a Final Soil Engineer's Report should either confirm or modify the above recommendations.

6.7 Concrete Slabs-on-Grade

Preparation of areas beneath concrete slab-on-grade floors should be performed as described in Section 6.1, *Site Preparation Recommendations* and Section 6.6, *Spread Foundations*. Care should be taken during excavation for foundations and floor slabs, to avoid disturbing subgrade soils. If subgrade soils have been adversely impacted by wet weather or otherwise disturbed, the surficial soils should be scarified to a minimum depth of 8 inches, moisture conditioned to within about 3 percent of optimum moisture content and compacted to engineered fill specifications. Alternatively, disturbed soils may be removed and the removal zone backfilled with additional crushed rock.

For evaluation of the concrete slab-on-grade floors using the beam on elastic foundation method, a modulus of subgrade reaction of 150 kcf (87 pci) should be assumed for the medium dense, fine to coarse-grained soils anticipated to be present at foundation subgrade elevation following adequate site preparation as described above. This value assumes the concrete slab system is designed and constructed as recommended herein, with a minimum thickness of 8 inches of 1½"-0 crushed aggregate beneath the slab. The total thickness of crushed aggregate will be dependent on the subgrade conditions at the time of construction and should be verified visually by proof-rolling. Under-slab aggregate should be compacted to at least 95 percent of its maximum dry density as determined by ASTM D1557 (Modified Proctor) or equivalent.

In areas where moisture will be detrimental to floor coverings or equipment inside the proposed structure, appropriate vapor barrier and damp-proofing measures should be implemented. A commonly applied vapor barrier system consists of a 10-mil polyethylene vapor barrier placed directly over the capillary break material. Other damp/vapor barrier systems may also be feasible. Appropriate design professionals should be consulted regarding vapor barrier and damp proofing systems, ventilation, building material selection and mold prevention issues, which are outside GeoPacific's area of expertise.

6.8 Footing and Roof Drains

Construction should include typical measures for controlling subsurface water beneath the structures, including positive crawlspace drainage to an adequate low-point drain exiting the foundation, visqueen covering the exposed ground in the crawlspace, and crawlspace ventilation (foundation vents). The client should be informed and educated that some slow flowing water in the crawlspaces is considered normal and not necessarily detrimental to the structures given these other design elements incorporated into construction. Appropriate design professionals should be consulted regarding crawlspace ventilation, building material selection and mold prevention issues, which are outside GeoPacific's area of expertise.

Down spouts and roof drains should collect roof water in a system separate from the footing drains to reduce the potential for clogging. Roof drain water should be directed to an appropriate discharge point and storm system well away from structural foundations. Grades should be sloped downward and away from buildings to reduce the potential for ponded water near structures.

Perimeter footing drains are considered necessary for this building. Perimeter footing drains should consist of 3 or 4-inch diameter, perforated plastic pipe embedded in a minimum of 1 ft³ per lineal foot of clean, free-draining drain rock. The drain pipe and surrounding drain rock should be wrapped in non-woven geotextile (Mirafi 140N, or approved equivalent) to minimize the potential for clogging and/or ground loss due to piping. A minimum 0.5 percent fall should be maintained throughout the drain and non-perforated pipe outlet. Figure 4 presents a typical perimeter footing drain detail. In our opinion, footing drains may outlet at the curb, or on the back sides of lots where sufficient fall is not available to allow drainage to meet the street. In no case shall collected stormwater be allowed to flow freely over slope faces.

6.9 Permanent Below-Grade Walls

Lateral earth pressures against below-grade retaining walls will depend upon the inclination of any adjacent slopes, type of backfill, degree of wall restraint, method of backfill placement, degree of backfill compaction, drainage provisions, and magnitude and location of any adjacent surcharge loads. At-rest soil pressure is exerted on a retaining wall when it is restrained against rotation. In contrast, active soil pressure will be exerted on a wall if its top is allowed to rotate or yield a distance of roughly 0.001 times its height or greater.

If the subject retaining walls will be free to rotate at the top, they should be designed for an active earth pressure equivalent to that generated by a fluid weighing 35 pcf for level backfill against the wall. For restrained wall, an at-rest equivalent fluid pressure of 55 pcf should be used in design, again assuming level backfill against the wall. These values assume that the recommended

drainage provisions are incorporated, and hydrostatic pressures are not allowed to develop against the wall.

During a seismic event, lateral earth pressures acting on below-grade structural walls will increase by an incremental amount that corresponds to the earthquake loading. Based on the Mononobe-Okabe equation and peak horizontal accelerations appropriate for the site location, seismic loading should be modeled using the active or at-rest earth pressures recommended above, plus an incremental rectangular-shaped seismic load of magnitude $6.5H$, where H is the total height of the wall.

We assume relatively level ground surface below the base of the walls. As such, we recommend passive earth pressure of 320 pcf for use in design, assuming wall footings are cast against competent native soils or engineered fill. If the ground surface slopes down and away from the base of any of the walls, a lower passive earth pressure should be used and GeoPacific should be contacted for additional recommendations.

A coefficient of friction of 0.42 may be assumed along the interface between the base of the wall footing and subgrade soils. The recommended coefficient of friction and passive earth pressure values do not include a safety factor, and an appropriate safety factor should be included in design. The upper 12 inches of soil should be neglected in passive pressure computations unless it is protected by pavement or slabs on grade.

The above recommendations for lateral earth pressures assume that the backfill behind the subsurface walls will consist of properly compacted structural fill, and no adjacent surcharge loading. If the walls will be subjected to the influence of surcharge loading within a horizontal distance equal to or less than the height of the wall, the walls should be designed for the additional horizontal pressure. For uniform surcharge pressures, a uniformly distributed lateral pressure of 0.3 times the surcharge pressure should be added. Traffic surcharges may be estimated using an additional vertical load of 250 psf (2 feet of additional fill), in accordance with local practice.

The recommended equivalent fluid densities assume a free-draining condition behind the walls so that hydrostatic pressures do not build-up. This can be accomplished by placing a 12 to 18-inch wide zone of sand and gravel containing less than 5 percent passing the No. 200 sieve against the walls. A 3-inch minimum diameter perforated, plastic drain pipe should be installed at the base of the walls and connected to a suitable discharge point to remove water in this zone of sand and gravel. The drain pipe should be wrapped in filter fabric (Mirafi 140N or other as approved by the geotechnical engineer) to minimize clogging.

Wall drains are recommended to prevent detrimental effects of surface water runoff on foundations – not to dewater groundwater. Drains should not be expected to eliminate all potential sources of water entering a basement or beneath a slab-on-grade. An adequate grade to a low point outlet drain in the crawlspace is required by code. Underslab drains are sometimes added beneath the slab when placed over soils of low permeability and shallow, perched groundwater.

Water collected from the wall drains should be directed into the local storm drain system or other suitable outlet. A minimum 0.5 percent fall should be maintained throughout the drain and non-perforated pipe outlet. Down spouts and roof drains should not be connected to the wall

drains in order to reduce the potential for clogging. The drains should include clean-outs to allow periodic maintenance and inspection. Grades around the proposed structure should be sloped such that surface water drains away from the building.

GeoPacific should be contacted during construction to verify subgrade strength in wall keyway excavations, to verify that backslope soils are in accordance with our assumptions, and to take density tests on the wall backfill materials.

Structures should be located a horizontal distance of at least 1.5H away from the back of the retaining wall, where H is the total height of the wall. GeoPacific should be contacted for additional foundation recommendations where structures are located closer than 1.5H to the top of any wall.

6.10 Flexible Pavement Design: Public Street Extension (SE Maple Street)

As indicated on Figure 3, we understand new public street construction will consist of extension of SE Maple Street through the site. Maple Street is designated as a *Local* street. In order to obtain strength measurements of the soil subgrade for the proposed roadway, we performed in-place field testing of native subgrade soil strength within excavator test pits. Based on the results of our testing and evaluation of the upper four feet of the ground surface, we estimate that the native subgrade underlying the proposed roadway exhibited a resilient modulus of 4,500 to 6,000 psi. For analysis and design purposes, we conservatively assume that the native subgrade soils will exhibit a resilient modulus of 4,500 psi under saturated conditions, which correlates to a CBR value of 3.

We assume that interior streets will be subjected to vehicle traffic primarily consisting of light duty passenger vehicles from the 12 proposed homes, weekly trash trucks, and occasional fire trucks weighing up to 75,000 lbs. Based upon the anticipated traffic, we calculated an anticipated 18-kip ESAL count of approximately 52,281 over 50 years per City of Scappoose, Oregon design standards. Table 2 presents our flexible pavement design input parameters and required structural number based on the anticipated traffic impacts to the roadways over a 50-year period. Table 3 presents our recommended minimum dry-weather pavement section for interior streets supporting 50 years of vehicle traffic per City of Scappoose standards. Pavement design calculations are attached to this report.

Table 2: Flexible Pavement Section Design Input Parameters for Public Street

Input Parameter	Design Value
18-kip ESAL Initial Performance Period (20 Years)	52,281
Initial Serviceability	4.2
Terminal Serviceability	2.5
Reliability Level	90 Percent
Overall Standard Deviation	0.5
Roadbed Soil Resilient Modulus (PSI)	4,500
Structural Number	2.66

Table 3: Recommended Minimum Dry-Weather Pavement Section: Public Street

Material Layer	Section Thickness (in.)	Structural Coefficient	Compaction Standard
Asphaltic Concrete (AC)	3.5 in.	.42	91%/ 92% of Rice Density AASHTO T-209
Crushed Aggregate Base ¾"-0 (leveling course)	2 in.	.10	95% of Modified Proctor AASHTO T-180
Crushed Aggregate Base 1½"-0	10 in.	.10	95% of Modified Proctor AASHTO T-180
Subgrade	12 in.	4,500 PSI	95% of Standard Proctor AASHTO T-99 or equivalent
Total Calculated Structural Number		2.67	

6.11 Flexible Pavement Design: Private Parking and Drive Areas

As indicated on Figure 3, we understand private parking areas and drive aisles will be constructed. In order to obtain strength measurements of the soil subgrade for the proposed pavement areas, we performed in-place field testing of native subgrade soil strength within excavator test pits. Based on the results of our testing and evaluation of the upper four feet of the ground surface, we estimate that the native subgrade underlying the proposed roadway exhibited a resilient modulus of 4,500 to 6,000 psi. For analysis and design purposes, we conservatively assume that the native subgrade soils will exhibit a resilient modulus of 4,500 psi under saturated conditions, which correlates to a CBR value of 3.

We assume that interior streets will be subjected to vehicle traffic primarily consisting of light duty passenger vehicles from the 12 proposed homes, weekly trash trucks, and occasional fire trucks weighing up to 75,000 lbs. Based upon the anticipated traffic, we calculated an anticipated 18-kip ESAL count of approximately 45,000 over 20 years. Table 4 presents our flexible pavement design input parameters and required structural number based on the anticipated traffic impacts to the roadways over a 20-year period. Table 5 presents our recommended minimum dry-weather pavement section for interior streets supporting 20 years of vehicle traffic. Pavement design calculations are attached to this report.

Table 4: Flexible Pavement Section Design Input Parameters for Private Parking and Drive Areas

Input Parameter	Design Value
18-kip ESAL Initial Performance Period (20 Years)	45,000
Initial Serviceability	4.2
Terminal Serviceability	2.2
Reliability Level	85 Percent
Overall Standard Deviation	0.5
Roadbed Soil Resilient Modulus (PSI)	4,500
Structural Number	2.44

Table 5: Recommended Minimum Dry-Weather Pavement Section: Private Parking and Drive Areas

Material Layer	Section Thickness (in.)	Structural Coefficient	Compaction Standard
Asphaltic Concrete (AC)	3 in.	.42	91%/ 92% of Rice Density AASHTO T-209
Crushed Aggregate Base ¾"-0 (leveling course)	2 in.	.10	95% of Modified Proctor AASHTO T-180
Crushed Aggregate Base 1½"-0	10 in.	.10	95% of Modified Proctor AASHTO T-180
Subgrade	12 in.	4,500 PSI	95% of Standard Proctor AASHTO T-99 or equivalent
Total Calculated Structural Number		2.46	

6.12 Subgrade Preparation

Roadway subgrade soils should be compacted and inspected by GeoPacific prior to the placement of crushed aggregate base for pavement. Typically, a proofroll with a fully loaded water or haul truck is conducted by travelling slowly across the grade and observing the subgrade for rutting, deflection, or movement. Any pockets of organic debris or loose fill encountered during ripping or tilling should be removed and replaced with engineered fill (see Section 6.1, *Site Preparation Recommendations*). In order to verify subgrade strength, we recommend proof-rolling directly on subgrade with a loaded dump truck during dry weather and on top of base course in wet weather. Soft areas that pump, rut, or weave should be stabilized prior to paving.

If pavement areas are to be constructed during wet weather, the subgrade and construction plan should be reviewed by the project geotechnical engineer at the time of construction so that condition specific recommendations can be provided. The moisture sensitive subgrade soils make the site a difficult wet weather construction project. General recommendations for wet weather pavement sections are provided below.

During placement of pavement section materials, density testing should be performed to verify compliance with project specifications. Generally, one subgrade, one base course, and one asphalt compaction test is performed for every 100 to 200 linear feet of paving.

6.13 Wet Weather Construction Pavement Section

This section presents our recommendations for wet weather pavement sections and construction for new pavement sections at the project. These wet weather pavement section recommendations are intended for use in situations where it is not feasible to compact the subgrade soils to project requirements, due to wet subgrade soil conditions, and/or construction during wet weather. Based on our site review, we recommend a wet weather section with a minimum subgrade deepening of 6 to 12 inches to accommodate a working subbase of additional 1½"-0 crushed rock. Geotextile fabric, Mirafi 500x or equivalent, should be placed on subgrade soils prior to placement of base rock.

In some instances, it may be preferable to use a subbase material in combination with over-excavation and increasing the thickness of the rock section. GeoPacific should be consulted for additional recommendations regarding use of additional subbase in wet weather pavement sections if it is desired to pursue this alternative. Cement treatment of the subgrade may also be

considered instead of over-excavation. For planning purposes, we anticipate that treatment of the onsite soils would involve mixing cement powder to approximately 6 percent cement content and a mixing depth on the order of 12 to 18 inches.

With implementation of the above recommendations, it is our opinion that the resulting pavement section will provide equivalent or greater structural strength than the dry weather pavement section currently planned. However, it should be noted that construction in wet weather is risky and the performance of pavement subgrades depend on a number of factors including the weather conditions, the contractor's methods, and the amount of traffic the road is subjected to. There is a potential that soft spots may develop even with implementation of the wet weather provisions recommended in this report. If soft spots in the subgrade are identified during roadway excavation, or develop prior to paving, the soft spots should be over-excavated and backfilled with additional crushed rock.

During subgrade excavation, care should be taken to avoid disturbing the subgrade soils. Removals should be performed using an excavator with a smooth-bladed bucket. Truck traffic should be limited until an adequate working surface has been established. We suggest that the crushed rock be spread using bulldozer equipment rather than dump trucks, to reduce the amount of traffic and potential disturbance of subgrade soils. Care should be taken to avoid over-compaction of the base course materials, which could create pumping, unstable subgrade soil conditions. Heavy and/or vibratory compaction efforts should be applied with caution. Following placement and compaction of the crushed rock to project specifications (95 percent of Modified Proctor), a finish proof-roll should be performed before paving.

The above recommendations are subject to field verification. GeoPacific should be on-site during construction to verify subgrade strength and to take density tests on the engineered fill, base rock and asphaltic pavement materials.

7.0 SEISMIC DESIGN

The Oregon Department of Geology and Mineral Industries (DOGAMI), Oregon HazVu: 2019 Statewide GeoHazards Viewer indicates that the site is in an area where *strong* ground shaking is anticipated during an earthquake. Structures should be designed to resist earthquake loading in accordance with the methodology described in the 2015 International Building Code (IBC) with applicable Oregon Structural Specialty Code (OSSC) revisions (current 2014). We recommend Site Class C be used for design per the OSSC, Table 1613.5.2 and as defined in ASCE 7-10, Chapter 20, Table 20.3-1. Design values determined for the site using the ATC Hazards by Location 2019 Seismic Design Maps Summary Report are summarized in Table 6 and are based upon observed existing soil conditions.

Table 6: Recommended Earthquake Ground Motion Parameters (USGS 2018)

Parameter	Value
Location (Lat, Long), degrees	45.423, -122.496
Probabilistic Ground Motion Values, 2% Probability of Exceedance in 50 yrs	
Peak Ground Acceleration PGA_M	0.396 g
Short Period, S_s	0.911 g
1.0 Sec Period, S_1	0.387 g
Soil Factors for Site Class D:	
F_a	1.036
F_v	1.413
$SD_s = 2/3 \times F_a \times S_s$	0.629 g
$SD_1 = 2/3 \times F_v \times S_1$	0.365 g
Seismic Design Category	D

7.1 Soil Liquefaction

The Oregon Department of Geology and Mineral Industries (DOGAMI), Oregon HazVu: 2019 Statewide GeoHazards Viewer indicates that the site is in an area considered to be at *low* risk for soil liquefaction during an earthquake. Soil liquefaction is a phenomenon wherein saturated soil deposits temporarily lose strength and behave as a liquid in response to ground shaking caused by strong earthquakes. Soil liquefaction is generally limited to loose, sands and granular soils located below the water table, and fine-grained soils with a plasticity index less than 15. The upper 13 feet of the site was observed to be underlain by soft SILT, underlain by medium dense, coarse-grained granular deposits located above the static water table. Based upon review of available well logs obtained from the State of Oregon Water Resources Department Well Log Query Report, static groundwater is commonly encountered at depths of 10 to 20 feet bgs in the vicinity of the subject site. Review of our internal record of subsurface explorations, static groundwater was encountered within excavator test pits conducted at a site located approximately 1,000 feet to the north at a depth of approximately 13 feet bgs. However, review of available well logs from the vicinity of the site indicate that the gravel deposits may extend to depths greater than 30 feet bgs. Based upon the results of our study, it is our opinion that the risk of soil liquefaction at the site during a seismic event at the subject site should be considered to be low.

8.0 UNCERTAINTIES AND LIMITATIONS

We have prepared this report for the owner and their consultants for use in design of this project only. This report should be provided in its entirety to prospective contractors for bidding and estimating purposes; however, the conclusions and interpretations presented in this report should not be construed as a warranty of the subsurface conditions. Experience has shown that soil and groundwater conditions can vary significantly over small distances. Inconsistent conditions can occur between explorations that may not be detected by a geotechnical study. If, during future site operations, subsurface conditions are encountered which vary appreciably from those described herein, GeoPacific should be notified for review of the recommendations of this report, and revision of such if necessary.

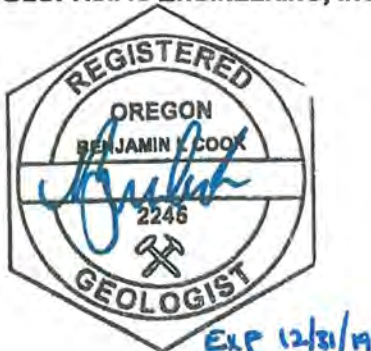
Sufficient geotechnical monitoring, testing and consultation should be provided during construction to confirm that the conditions encountered are consistent with those indicated by explorations. The checklist attached to this report outlines recommended geotechnical observations and testing for the project. Recommendations for design changes will be provided should conditions revealed during construction differ from those anticipated, and to verify that the geotechnical aspects of construction comply with the contract plans and specifications.

Within the limitations of scope, schedule and budget, GeoPacific attempted to execute these services in accordance with generally accepted professional principles and practices in the fields of geotechnical engineering and engineering geology at the time the report was prepared. No warranty, expressed or implied, is made. The scope of our work did not include environmental assessments or evaluations regarding the presence or absence of wetlands or hazardous or toxic substances in the soil, surface water, or groundwater at this site.

We appreciate this opportunity to be of service.

Sincerely,

GEOPACIFIC ENGINEERING, INC.



Benjamin L. Cook, R.G.
Senior Geologist



James D. Imbrie, P.E.
Principal Geotechnical Engineer

Exhibit 11

TRAFFIC ANALYSIS REPORT

FOR

MAPLE STREET COTTAGES

MAPLE STREET

CITY OF SCAPPOOSE

SUBMITTED BY



**CHARBONNEAU
ENGINEERING LLC**

April 2019

Project 19-11

TRAFFIC ANALYSIS REPORT

FOR

MAPLE STREET COTTAGES

MAPLE STREET

CITY OF SCAPPOOSE

Prepared By

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April 2019

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INTRODUCTION

This traffic study has been prepared to evaluate and document the operations and safety conditions for the Maple Street Cottages development being planned in Scappoose, Oregon. The development will build a subdivision totaling 12 housing units. The project site is located at the current SE Maple Street terminus east of Cypress Court in an area surrounded with residential properties. For traffic flow purposes the property will be served by extending SE Maple Street approximately 200 to the east. Figure 'a' in the appendix is a vicinity map highlighting the project location.

In accordance with the City's requirements the study area was defined as the surrounding neighborhood including the adjacent streets and several intersections, listed as follows.

- SE Maple Street at 3rd Street
- SE Maple Street at 4th Street
- SE Maple Street at Highway 30
- Columbia Avenue at 4th Street/West Lane Road
- Elm Street at 6th Street

Development of the 1.59 acre property will require a zone change from the R-10 (single-family housing, permitting 6 units) in Columbia County to R-4 (moderate density residential) when annexed into the City limits. Under the City's cottage housing development standards up to 18 housing units are permitted for the R-4 zoning, however the Maple Street Cottages development proposes a total of 12 homes. In compliance with the Transportation Planning Rule (TPR) the traffic study would normally include analysis of the reasonable worst case scenarios under the existing and proposed zoning through the year 2035 forecast year. Since the traffic analysis has determined that for the R-4 zoning with 12 housing units and with 18 housing units no transportation mitigation is required it was not necessary to assess the impacts under the existing zoning with only six housing units.

TRAFFIC ANALYSIS CONSIDERATIONS

In the project scope established with City of Scappoose staff a number of important elements were identified and considered in this study.

- Inventory and record pertinent information such as traffic control devices, circulation patterns, lane conditions, pedestrian & bicycle facilities, transit zones, parking, and street characteristics.
- Record data on typical weekdays during the AM and PM peak traffic hours.
- Obtain traffic count data for the intersections on Maple Street at 3rd Street, 4th Street, and Highway 30 and Columbia Avenue at 4th Street/West Lane Road and Elm Street at 6th Street.
- The project buildout is estimated to occur by year 2021. In-Process traffic for Columbia Airpark East, Pioneer 2 Subdivision, and Urie Subdivision was applied to

establish the year 2021 background volumes. Additionally, traffic growth at 2%/year was applied to account for the year 2021 and 2035 horizon year conditions.

- Determination of the development's trip generation based on the ITE Trip Generation manual for six homes (worst case R-10 zoning), 12 homes (proposed development R-4 zoning), and 18 homes (worst case development R-4 zoning).
- Level of service (LOS) analysis of the study intersections to measure the approach delays & v/c ratios for comparison to City standards.
- Provide traffic control and lane configuration details at the study intersections.
- Document the intersection sight distance standard for the proposed accesses (extension of Maple Street to project site location).
- Determination of vehicular queuing at the study intersections and comparison of the demand queues to the available storage lengths.
- Preparation of the peak hour signal warrant for the study intersections.
- Review traffic accident data furnished by ODOT. Determine the intersection crash rates at the study intersections on Maple Street, Columbia Avenue, and Elm Street.
- Address the development's pedestrian mobility/connectivity to existing streets.
- Document local street improvement projects noted in the City's TSP.
- The property will be rezoned from R-10 to R-4. As a result a long range horizon year analysis for year 2035 was addressed for the worst case buildout scenario for both 12 housing units and 18 housing units.

SITE DESCRIPTION, STREETS, ACCESS, AND CRITICAL INTERSECTIONS

Development of the Maple Street Cottages will include construction of 12 single-family homes. The site currently consists of vacant property. It will be necessary to extend Maple Street easterly from its current terminus east of Cypress Court to provide vehicular access to the project site. Several housing units will then be constructed on each side of Maple Street as shown on the project site plan (Figure 'b').

The intersection of **East Columbia Avenue at 4th Street/West Lane Road** is configured as a four-way stop controlled design. There are no separate turn lanes at this location. Pedestrian crosswalks are marked on the north, west, and south legs.

The intersection of **Elm Street at 6th Street** is currently controlled by stop signing on each approach and is configured as a three-way design. There are no turn lanes at this location. No pedestrian crosswalks are present.

East Maple Street at Highway 30 (Lower Columbia River Highway) is a signalized intersection positioned on the west side of the railroad line. The intersection provides two through travel lanes on the highway with separate northbound and southbound left turn lanes. The Maple Street approaches include a combination left/through lane and separate right turn lane on each side of the highway. There are pedestrian crosswalks on all intersection legs.

Maple Street at 3rd Street is a four-way design with stop control on the 3rd Street approaches. There are no separate turn lanes at this location. No crosswalks are marked.

Maple Street at 4th Street is a four-way design with stop control on the Maple Street approaches. There are no separate turn lanes at this location. No crosswalks are marked.

The existing and proposed lane configurations and traffic control are presented in Figure 'c',

Maple Street is classified as a Neighborhood route and operates with two travel lanes without pavement markings. The travel speed is not posted and therefore by statute is 25 MPH. There is sidewalk along the south side of the street between Highway 30 and 3rd Street. East of 3rd Street pedestrians have to use the widened shoulder area consisting of combination pavement and dirt/grass segments. Maple Street currently dead-ends approximately 120 feet east of Cypress Court.

TRAFFIC OPERATIONAL ANALYSIS

In order to evaluate traffic flow and delay the study intersections were analyzed for level of service (LOS) conditions, delays, and safety. The intersections evaluated included Maple Street at 3rd Street, 4th Street, and Highway 30 and Columbia Avenue at 4th Street/West Lane Road and Elm Street at 6th Street. LOS analyses were completed within the AM & PM peak hour periods for the following scenarios.

- Year 2019 Existing Traffic - AM & PM Peak Hours
- Year 2019 Existing plus Site Traffic - AM & PM Peak Hours
- 2021 Background Traffic (existing plus growth traffic plus in-process traffic) - PM
- 2021 Total Traffic - PM Peak Hour
- Year 2035 Horizon Year Traffic - PM Peak Hour

In order to perform the LOS analysis at the critical intersections video traffic count data was obtained for the AM & PM peak traffic hours. Figure 1 illustrates the volume data for the weekday peak hours.

To account for the background traffic volumes in-process traffic data was applied for development projects furnished by the City. The associated trip information is depicted on Figure 2. The in-process development projects included the Urie Subdivision, Columbia Airpark East, and Pioneer 2 Subdivision.

Figures 5 & 5a represent the existing traffic plus the site generated traffic produced for two housing scenarios under the R-4 zoning. Figure 5 includes the site traffic for 18 housing units and Figure 5a includes the site traffic for 12 housing units as proposed by the Maple Street Cottages subdivision.

Figure 6 depicts the year 2021 background traffic consisting of the sum of existing traffic, in-process traffic, and traffic growth based on a rate of 2%/year as recommended by City staff.

The year 2021 total traffic represents the summation of the background volumes and the site generated traffic for two housing scenarios under the R-4 zoning. Figure 7 includes the site traffic for 18 housing units and Figure 7a includes the site traffic for 12 housing units as proposed by the Maple Street Cottages subdivision.

The year 2035 (horizon year) traffic represents the summation of the background volumes and the site generated traffic for two housing scenarios under the R-4 zoning. Figure 8 includes the site traffic for 18 housing units and Figure 8a includes the site traffic for 12 housing units as proposed by the Maple Street Cottages subdivision.

It is noted that the City's 2016 TSP identifies an intersection improvement project for Columbia Avenue at 4th Street/West Lane Road. The improvement (#I13) is planned to be a traffic signal or roundabout design.

VEHICULAR TRIP GENERATION

Trip rates presented in the Institute of Transportation Engineers (ITE) Trip Generation manual were utilized to estimate the site's trip generation. The trip generation is summarized in Tables 1, 2 & 3. ITE code #210 (Single-Family housing, 10th edition, year 2017) was applied to calculate the trip generation.

Table 1 Trip Generation Summary - R-10 Existing Zoning

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	6							
Generation Rate ¹		9.44	0.74	25%	75%	0.99	63%	37%
Site Trips		57	4	1	3	6	4	2

¹ Source: Trip Generation, 10th Edition, ITE, 2017, average rates.

Table 2 Trip Generation Summary - R-4 Proposed Zoning for 12 Homes

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	12							
Generation Rate ¹		9.44	0.74	25%	75%	0.99	63%	37%
Site Trips		113	9	2	7	12	8	4

¹ Source: Trip Generation, 10th Edition, ITE, 2017, average rates.

Table 3 Trip Generation Summary - R-4 Proposed Zoning for 18 Homes

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	18							
Generation Rate ¹		9.44	0.74	25%	75%	0.99	63%	37%
Site Trips		170	13	3	10	18	11	7

¹ Source: Trip Generation, 10th Edition, ITE, 2017, average rates.

If the property was not rezoned a maximum of six single-family homes could be on the site. The resulting trip generation would equate to 57 trips per day with four trips in the AM peak hour and six trips in the PM peak hour. Reference Table 1.

The Maple Street Cottages' development plan proposed a total of 12 housing units under the R-4 zoning. For 12 housing units the trip generating would equate to 113 daily trips, 9 AM peak hour trips, and 12 PM peak hour trips. Reference Table 2.

With 18 homes or the maximum number permitted within the R-4 zoning an ADT of 170 trips per day would be generated with 13 trips in the AM peak hour and 18 trips in the PM peak hour. This scenario is not proposed in conjunction with the proposed development. Reference Table 3.

Trip distribution is based on the traffic counts, historical traffic studies, and engineering judgment. Figure 3 presents the distribution. The corresponding peak hour trip assignments are presented in Figures 4 & 4a for the perspective 18-homes and 12-homes scenarios, respectively.

CAPACITY ANALYSIS

Capacity analyses were performed to determine the levels of service for the weekday AM and PM peak hours. Synchro v9.1 was used to determine the approach delays and level of service for the study intersections. The program is based on the 10th edition Highway Capacity Manual methodology. Tables 4a, 4b, 5a, & 5b summarize the analysis results. Copies of the capacity analysis summaries are included in the appendix.

Tables 4a & 4b present the LOS results based on the existing traffic, year 2021 traffic, and horizon year 2035 conditions for the proposed development with 12 housing units under the R-4 zoning.

Tables 5a & 5b present the LOS results based on the existing traffic, year 2021 traffic, and horizon year 2035 conditions for the worst case scenario with 18 housing units under the R-4 zoning.

Table 4a LOS Summary - Existing Traffic & Existing Traffic + Site Traffic w/12 Housing Units

Intersection	Type of Control	Peak Hour	Traffic Scenario							
			2019 Existing				2019 Existing + Site			
			Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c
Columbia Avenue and 4th Street	All-way Stop	AM	-	A	9.2	0.21	-	A	9.2	0.21
		PM	-	A	8.7	0.18	-	A	8.7	0.18
Lower Columbia River Highway (Hwy 30) and Maple Street	Signal	AM	-	B	13.0	0.47	-	B	13.2	0.47
		PM	-	B	15.7	0.59	-	B	15.8	0.59
3rd Street and Maple Street	Two-way Stop	AM	NB	B	14.3	0.35	NB	B	14.4	0.35
		PM	NB	B	10.4	0.10	NB	B	10.4	0.10
4th Street and Maple Street	Two-way Stop	AM	WB	B	13.2	0.02	WB	B	12.6	0.04
		PM	WB	B	10.1	0.01	WB	B	10.1	0.02
6th Street and Elm Street	All-way Stop	AM	-	A	7.5	0.09	-	A	7.5	0.09
		PM	-	A	7.6	0.08	-	A	7.6	0.08

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9. NB - Northbound, WB - Westbound, Crit. Mov't - Critical movement or critical approach.

Table 4b LOS Summary - Yr 2021 Background, Yr 2021 Total, & Yr 2035 Horizon w/12 Housing Units

Intersection	Type of Control	Peak Hour	Traffic Scenario											
			2019 Existing + Site + Growth (2021 Background)				2021 Total				2035 Horizon			
			Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c
Columbia Avenue and 4th Street	All-way Stop	PM	-	E	42.9	0.76	-	E	43.2	0.77	-	F	78.5	0.98
Lwr Col. River Hwy (#30) and Maple Street	Signal	PM	-	D	37.2	0.74	-	D	37.8	0.74	-	F	110.4	0.93
3rd Street and Maple Street	Two-way Stop	PM	NB	B	12.3	0.14	NB	B	12.4	0.14	NB	B	13.5	0.19
4th Street and Maple Street	Two-way Stop	PM	EB	C	18.1	0.28	EB	C	18.8	0.30	EB	C	22.1	0.38
6th Street and Elm Street	All-way Stop	PM	-	A	9.7	0.26	-	A	9.7	0.26	-	B	10.3	0.30

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9. NB - Northbound, EB - Eastbound, Crit. Mov't - Critical movement or critical approach.

Table 5a LOS Summary - Exist Traffic & Exist Traffic + Site Traffic w/18 Housing Units

Intersection	Type of Control	Peak Hour	Traffic Scenario							
			2019 Existing				2019 Existing + Site			
			Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c
Columbia Street and 4th Street	All-way Stop	AM	-	A	9.2	0.21	-	A	9.2	0.21
		PM	-	A	8.7	0.18	-	A	8.8	0.18
Lower Columbia River Highway (Hwy 30) and Maple Street	Signal	AM	-	B	13.0	0.47	-	B	13.4	0.57
		PM	-	B	15.7	0.59	-	B	15.9	0.59
3rd Street and Maple Street	Two-way Stop	AM	NB	B	14.3	0.35	NB	B	14.5	0.35
		PM	NB	B	10.4	0.10	NB	B	10.4	0.10
4th Street and Maple Street	Two-way Stop	AM	WB	B	13.2	0.02	WB	B	12.5	0.05
		PM	WB	B	10.1	0.01	EB	B	10.2	0.08
6th Street and Elm Street	All-way Stop	AM	-	A	7.5	0.09	-	A	7.5	0.09
		PM	-	A	7.6	0.08	-	A	7.6	0.08

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9. NB - Northbound, WB - Westbound, Crit. Mov't - Critical movement or critical approach.

Table 5b LOS Summary - Yr 2021 Background, Yr 2021 Total, & Yr 2035 Horizon w/18 Housing Units

Intersection	Type of Control	Peak Hour	Traffic Scenario											
			2019 Existing + Site + Growth (2021 Background)				2021 Total				2035 Horizon			
			Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c
Columbia Street and 4th Street	All-way Stop	PM	-	E	42.9	0.76	-	E	43.8	0.77	-	F	79.5	0.98
Lwr Col. River Hwy (#30) and Maple Street ¹	Signal	PM	-	D	37.2	0.74	-	D	38.2	0.74	-	F	110.5	0.93
3rd Street and Maple Street	Two-way Stop	PM	NB	B	12.3	0.14	NB	B	12.4	0.14	NB	B	13.6	0.19
4th Street and Maple Street	Two-way Stop	PM	EB	C	18.1	0.28	EB	C	19.2	0.31	EB	C	22.5	0.39
6th Street and Elm Street	All-way Stop	PM	-	A	9.7	0.26	-	A	9.7	0.26	-	B	10.3	0.30

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9. NB - Northbound, EB - Eastbound, Crit. Mov't - Critical movement or critical approach.

The analysis indicates that the stop controlled study intersections on Maple Street at 3rd and 4th Streets and the intersection at Elm Street and 6th Street will operate at LOS 'C' or better with volume to capacity (v/c) ratios less than 0.39 through the year 2035 period for both the 12 units & 18 units housing scenarios. This intersection operation meets or exceeds the City of Scappoose's mobility standards. Therefore, no intersection improvements are necessary at these locations.

The intersection of Columbia Avenue at 4th Street/West Lane Road will operate at LOS 'E' or better with a v/c of less than 0.78 through the year 2021 total traffic period for both the 12 units & 18 units housing scenarios. This intersection operation meets or exceeds the City of Scappoose's mobility standards. For the horizon year 2035 the intersection will experience failing conditions (LOS 'F', v/c = 0.98) for both the 12 units & 18 units scenarios unless mitigated. The City's 2016 TSP has identified a future intersection improvement at this location (#113) that includes construction of a traffic signal or roundabout. Therefore, no mitigation is necessary at this location in conjunction with the proposed development.

The signalized intersection of Highway 30 at Maple Street will operate at LOS 'D' or better with a v/c of less than 0.75 through the year 2021 total traffic period for both the 12 units and 18 units housing scenarios. This intersection operation meets or exceeds the City of Scappoose's mobility standards for signalized intersections (LOS 'D', v/c = 0.90). For the horizon year 2035 the intersection will experience failing conditions (LOS 'F', v/c = 0.93) for both the 12 units and 18 units housing scenarios. Mitigation is not identified in the TSP. Adding another northbound through lane on Highway 30 would mitigate the failing conditions in year 2035, however due to the presence of the railroad adjacent to the highway it would not be practical to widen the road. It should be noted that the proposed development will distribute only seven trips in the AM peak hour and in the PM peak hour to this location, representing an insignificant impact of 0.27% and 0.21%, respectively compared to the existing traffic volume conditions. Therefore, no intersection improvements are recommended in conjunction with the housing development.

Generally, LOS 'A', 'B', 'C', and 'D' are desirable service levels ranging from no vehicle delays to average or longer than average delays in the peak hours. Level 'E' represents long delays indicating signalization warrants need to be reviewed and signals considered only if warrants are met. Level 'F' indicates that intersection improvements, such as widening and signalization or signal modification, may be required. According to the Highway Capacity Manual (HCM), the following delay times are associated with the LOS at stop controlled unsignalized and signalized intersections.

Level of Service criteria defined in <u>Highway Capacity Manual</u>		
Level of Service (LOS)	Unsignalized Control Stopped Delay (sec/veh)	Signalized Control Stopped Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

QUEUING ANALYSIS

The queue length demand on the study intersections was evaluated in the capacity analyses for the existing, existing plus site traffic, year 2021 background, and year 2021 total traffic scenarios. The analysis results are based on the 95th percentile queue values.

At the stop controlled intersections on Maple Street at 3rd and 4th Streets and at Elm Street and 6th Street the vehicle stacking on the stop approaches will not exceed one to two cars in the peak hours. At the four-way stop intersection of Columbia Avenue at 4th Street the queues will range from four to six vehicles on the east, west, and south approaches. The north approach will experience a queue of 14 vehicles in the PM peak hour for the year 2021 total traffic scenario (no site trips are added to this approach when the project is completed).

For the signalized intersection of Highway 30 at Maple Street the queuing analysis produced the following results.

<u>Street Approach</u>	<u>Available Storage Distance</u>	<u>Projected Queue</u>
NB Left	100'	25'
SB Left	100'	50'
WB Through/Left	225'	200'
WB Right	100'	25'
EB Through/Left	50'	325'
EB Right	50'	50'

The east leg on Maple Street at Highway 30 is crossed by the railroad tracks approximately 50 feet east of the highway. The tracks are protected by a railroad signal that includes drop-arm gates and signing stating 'Do Not Stop On Tracks'. No changes to the existing traffic control is recommended.

SIGHT DISTANCE

Intersection sight distance at the development's access on Maple Street is subject to the City's engineering standards (AASHTO). By statute Maple Street has a legal speed of 25 MPH requiring a sight distance of 280 feet in both directions. Currently the street alignment is tangent and provides over 300 feet of sightline at the existing intersections and the standard is met. Intersection sight distance at the future access points on Maple Street will need to meet the required standard of 280 feet and must be maintained in conjunction with the project. Potential obstructions related to future buildings, landscaping, fencing, parking, signing, above ground utilities, or other objects must be avoided for safety reasons.

LEFT TURN LANE REQUIREMENTS

Currently there are no left turn lanes on Maple Street at 3rd and 4th Streets. A review of the left turn lane warrant confirmed that left turn lanes are not required at these intersections or the site access points.

TRAFFIC SIGNAL WARRANTS

No new traffic signals are proposed in conjunction with the development. The peak hour signal is included in the appendix. The intersections on Maple Street at 3rd and 4th Streets and at Elm Street and 6th Street did not meet the volume threshold.

The four-way stop controlled intersection at Columbia Avenue and 4th Street/West Lane Road met the peak hour signal warrant for the year 2021 background traffic scenario. Since this location is identified for a future signal or roundabout design on the City's TSP listing and will operate at acceptable LOS through the year 2021 total traffic scenario no mitigation is proposed in conjunction with the proposed development.

ACCIDENT HISTORY

Accident data for the study intersections on Maple Street, Columbia Avenue, and on Elm Street was obtained from ODOT staff and reviewed to help identify traffic safety conditions. The crash data listing covered a five-year period (20013-2017).

The accident rates presented in Table 4 below are based on the number of accidents per million entering vehicles (MEV) per year. Typically, an intersection is not considered unsafe unless the crash rate exceeds the threshold value of 1.0 accidents per MEV.

Table 4 Crash Rate Results

Intersection	Crash History (Years)	Number of Crashes	Crashes per year	Annual Traffic Entering (veh/yr)	Crash rate per M.E.V.*
Columbia Street and 4th Street	5	1	0.2	1829852	0.11
Lower Columbia River Hwy (#30) and Maple Street	5	14	2.8	11979872	0.23
3rd Street and Maple Street	5	1	0.2	810833	0.25
4th Street and Maple Street	5	1	0.2	909448	0.22
6th Street and Elm Street	5	0	0.0	668389	0.00

* M.E.V. - million entering vehicles.

None of the intersections experience crash rates above 0.25 accidents per MEV/year indicating safety mitigation is not necessary.

PEDESTRIANS, BICYCLES, & BUSES

Currently there are sidewalks on Maple Street west of 3rd Street. Sidewalk will be constructed along the development's property frontage on Maple Street for the length of the property.

Bike lanes are not present on Maple Street and will not be added with the project.

Tri-Met does not provide transit service in Scappoose.

TRANSPORTATION PLANNING RULE (TPR) FINDINGS

The trip generation for both the existing and proposed zoning conditions has been determined for the Maple Street Cottages subdivision development. As part of the TPR (Oregon Administrative Rules 660-060) it is necessary to compare the reasonable worst case scenario under the existing zoning to the reasonable worst case scenario for the proposed zoning in the forecast horizon year. In this case the horizon year was determined to be year 2035.

The site development involves a property rezone from the current R10 zone (single-family housing permitting six dwelling units) to the proposed R-4 zone (moderate density residential permitting 18 dwelling units). The Maple Street Cottages project is being planned for 12 housing units. The worst case development for the existing and proposed zoning is a difference of 12 housing units. The traffic analysis has confirmed that no improvements are necessary to the transportation system through the horizon year 2035 period.

Shown below are the trip generation comparisons for the existing and proposed zoning and associated housing scenarios.

Zone	#Units	<u>Zoning & Trip Generation Comparison</u>		
		Scenario	Trip	Generation
		ADT	AM Pk Hr	PM Pk Hr
Existing R-10	6	57	4	6
Proposed R-4	12	113	9	12
Proposed R-4	18	170	13	18

Given that the maximum number of housing units possible under the existing and proposed zoning designations is 12 units (18 units - 6 units = 12 units) the trip generation difference equates to nine trips (13 trips - 4 trips = 9 trips) in the AM peak hour and 12 trips (18 trips - 6 trips = 12 trips) in the PM peak hour. As no mitigation is necessary under the maximum buildout scenario with 18 homes the proposed zone change will not cause a "significant effect", as defined by the Transportation Planning Rule.

SUMMARY AND RECOMMENDATIONS

The traffic study for the Maple Street Cottages development has been prepared to determine the potential impacts at the study intersections on Maple Street at Highway 30, 3rd Street, and 4th Street and 4th Street at Columbia Avenue and Elm Street at 6th Street. Development of the site includes building 12 homes and is projected to generate 113 daily trips, nine AM peak hour trips, and 12 PM peak hour trips.

Intersection sight distance at the development's access on Maple Street is subject to the City's engineering standards (AASHTO). By statute Maple Street has a legal speed of 25 MPH requiring a sight distance of 280 feet in both directions. Currently the street alignment is tangent and provides over 300 feet of sightline at the existing intersections and the standard is met. Intersection sight distance at the future access points on Maple Street will need to meet the required standard of 280 feet and must be maintained in conjunction with the project. Potential obstructions related to future buildings, landscaping, fencing, parking, signing, above ground utilities, or other objects must be avoided for safety reasons.

The capacity analysis indicates that the stop controlled study intersections on Maple Street at 3rd and 4th Streets and the intersection at Elm Street and 6th Street will operate at LOS 'C' or better with volume to capacity (v/c) ratios less than 0.39 through the year 2035 scenario. This intersection operation meets the City's mobility standards.

The intersection of Columbia Avenue at 4th Street/West Lane Road will operate at LOS 'E' or better with a v/c of less than 0.77 through the year 2021 total traffic scenario. This intersection operation meets the City's mobility standards. For the horizon year 2035 the intersection will experience failing conditions unless mitigated. The City's 2016 TSP has identified a future intersection improvement at this location (#I13) that includes construction

of a traffic signal or roundabout. Therefore, no mitigation is necessary at this location in conjunction with the proposed development.

The signalized intersection of Highway 30 at Maple Street will operate at LOS 'D' or better with a v/c of less than 0.75 through the year 2021 total traffic scenario. This intersection operation meets the City's mobility standards for signalized intersections. For the horizon year 2035 the intersection will experience failing conditions. Mitigation is not identified in the TSP. Adding another northbound through lane on Highway 30 would mitigate the failing conditions in year 2035, however due to the presence of the railroad tracks adjacent to the highway it would not be practical to widen the road. It should be noted that the proposed development will distribute only seven trips in the AM peak hour and seven trips in the PM peak hour to this location, representing an insignificant impact of 0.27% in the AM peak hour and 0.21 in the PM peak hour compared to the existing traffic volume conditions. Therefore, no intersection improvements are recommended in conjunction with the housing development.

Crash history data for the study intersections was obtained from ODOT staff and reviewed to help identify any traffic safety problems. The crash data listing covered a five-year period (20013-2017). None of the intersections experience crash rates above 0.25 accidents per MEV/year indicating safety mitigation is not necessary.

Based on the traffic analysis results it is recommended that the City of Scappoose support the development as proposed for 12 housing units under the R-4 zoning without any transportation mitigation.



10211 SW Barbur Boulevard, Suite 210A, Portland, OR 97219
Phone (503) 293-1118

MEMORANDUM

DATE November 7, 2019

TO Steve Kay, AICP
Cascadia, Planning & Development Services
P. O. Box 1920
Silverton, OR 97381

FROM Mary Kate Otto, EIT & Frank Charbonneau, PE, PTOE

SUBJECT **Maple Street Cottages** FL19113
Completeness Review Response

This memorandum has been prepared in response to the June 13, 2019 Completeness Review comments expressed by City of Scappoose staff in which requests confirmation that the Maple Street and Hwy 30 intersection will meet the ODOT alternative mobility targets (with the addition of the site's traffic) and requests a trip generation analysis of the site under its current zoning (R-10), annexed zoning (R-1), and proposed zoning (R-4). The associated documentation provides a supplementary analysis of the Maple Street and Highway 30 intersection in order to confirm that, with the addition of the site's traffic, the Maple Street and Highway 30 intersection will meet the ODOT mobility targets.

This memorandum serves as a supplementary document and update to the Maple Street Cottages Traffic Analysis Report, dated April 5th, 2019.

During preparation of this completeness review response, Charbonneau Engineering staff identified that the capacity analysis in the original traffic report omitted the existing northbound right turn lane on Highway 30 at Maple Street. The updated capacity analysis results for the Maple Street and Highway 30 intersection are presented below for the 12-home and 18-home scenarios; these analysis scenarios were included in the original traffic analysis report. In addition, Charbonneau Engineering staff has identified that in the original traffic report, the *2019 Existing + Site + Growth* analysis scenario was incorrectly labeled as 2021 Background Traffic.

The Maple Street and Highway 30 revised level of service calculation results are presented in the table below. In addition to the scenarios considered in the original traffic report, at the request of City staff, results for the *2035 horizon year without the site* scenario have been included. Copies of the corrected Maple Street and Highway 30 capacity analysis worksheets are attached.

Table 1. LOS Summary - Existing Traffic & Background Traffic.

Intersection	Type of Control	Peak Hour	Traffic Scenario					
			2019 Existing			2021 Background ¹		
			LOS	Delay	v/c	LOS	Delay	v/c
Lower Columbia River Highway (Hwy 30) and Maple Street	Signal	AM	B	12.8	0.40	-	-	-
		PM	B	13.8	0.50	C	27.3	0.63

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9.

¹ 2021 Background Traffic = 2019 Existing Traffic + growth (2%/yr for two years) + In-process Traffic.

Table 2a. LOS Summary - Existing + Site, Existing + Site + Growth, & Year 2021 Total - 12 homes.

Intersection	Type of Control	Peak Hour	Traffic Scenario								
			2019 Existing + Site (12 homes)			2019 Existing + Site (12 homes) + Growth			2021 Total ² (12 homes)		
			LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
Lwr Col. River Hwy (#30) and Maple Street	Signal	AM	B	13.0	0.40	-	-	-	-	-	-
		PM	B	13.8	0.50	B	15.0	0.52	C	27.5	0.63

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9.

² 2021 Total Traffic = 2019 Existing Traffic + growth (2%/yr for 2 years) + In-process Traffic + Site Traffic (12 homes).

Table 2b. LOS Summary - Existing + Site, Existing + Site + Growth, & Year 2021 Total - 18 homes.

Intersection	Type of Control	Peak Hour	Traffic Scenario								
			2019 Existing + Site (18 homes)			2019 Existing + Site (18 homes) + Growth			2021 Total ² (18 homes)		
			LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
Lwr Col. River Hwy (#30) and Maple Street	Signal	AM	B	13.1	0.41	-	-	-	-	-	-
		PM	B	13.9	0.50	B	15.0	0.52	C	27.6	0.64

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9.

² 2021 Total Traffic = 2019 Existing Traffic + growth (2%/yr for 2 years) + In-process Traffic + Site Traffic (18 homes).

Table 3. LOS Summary - 2035 Horizon (No Site, With Site (12 homes), & With Site (18 homes).

Intersection	Type of Control	Peak Hour	Traffic Scenario								
			2035 Horizon ³ - Without Site -			2035 Horizon - With Site - (12 homes)			2035 Horizon - With Site - (18 homes)		
			LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
Lwr Col. River Hwy (#30) and Maple Street	Signal	PM	F	85.2	0.79	F	85.4	0.80	F	85.5	0.80

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9.

³ 2035 Horizon Traffic (Without Site) = 2019 Existing Traffic + growth (2%/yr for 16 years) + In-process Traffic.

In both of the site development scenarios (12 units and 18 units) considered, the signalized intersection of Highway 30 at Maple Street will operate at LOS 'C' with a v/c of less than 0.65 through the year 2021 total traffic period. This intersection operation exceeds the City of Scappoose's mobility standards for signalized intersections (LOS 'D', $v/c \leq 0.90$). For the horizon year 2035 the intersection is expected to operate at LOS 'F' with a $v/c = 0.80$ for both the 12 units and 18 units housing scenarios. Mitigation is not identified in the TSP. Adding another northbound through lane on Highway 30 would mitigate the failing conditions in year 2035, however due to the presence of the railroad adjacent to the highway it is not practical to widen the road. It should be noted that the proposed development (in the 18 homes scenario) will distribute only seven trips in the AM peak hour and in the PM peak hour to this location, representing an insignificant impact of 0.27% and 0.21%, respectively compared to the existing traffic volume conditions. Therefore, no intersection improvements are recommended in conjunction with the housing development.

ODOT Mobility Standards and Alternative Mobility Targets

Based on operational deficiencies identified in the Scappoose transportation system over the 20-year planning horizon and the financial and other constraints at several intersections along Highway 30, alternative mobility targets have been established to adjust roadway performance expectations to match with realistic expectations.

The DKS Associates' Alternative Mobility Targets technical memorandum identifies the process in which an intersection should be evaluated if it is found to not meet Oregon Highway Plan (OHP) mobility targets. The memorandum specifies for the Maple Street and Highway 30 intersection, in order for the alternative mobility target to be met the intersection must not exceed capacity for more than five consecutive hours.

The Maple Street and Highway 30 intersection is anticipated to operate at LOS 'F' and $v/c = 0.79$ during the PM peak hour in the 2035 horizon year regardless of the site's development. The capacity analysis for the next consecutive hour (estimated with existing traffic data) identifies that the Maple Street and Highway 30 intersection operation at LOS 'E' (delay = 68.0 seconds) and with a $v/c = 0.76$. Based on these findings the intersection's operation is improving. The intersection operation (measured by its v/c and LOS) is expected to continue to improve during the proceeding consecutive hours and, thus the alternate mobility target will be met for the Maple Street and Highway 30 intersection.

Parcel Zoning and Levels of Development

Current Conditions

The 1.59-acre site, located in Columbia County on tax lot 4400 (3N2W12DA), is currently zoned R-10 (Single-Family Residential). Under the R-10 zoning designation, one single-family home can be built (1 home/acre). Based on this level of development and ITE Single-Family Residential (Land Use #210) trip rates, the site would be expected to generate nine (9) daily trips, one (1) AM peak hour trip, and one (1) PM peak hour trip.

Annexed Conditions

Once the site annexed, the parcel zoning would be designated R-1(Low Density Residential). Under the R-1 zoning designation and after right-of-way dedication (10,460 sq. ft.), nine (9) single-family homes can be built (1 home/6,000 sq. ft.). Based on this level of development, the site would be expected to generate 85 daily trips, five (7) AM peak hour trips, and seven (9) PM peak hour trips.

Proposed Conditions

The site's proposed development includes a zone change to R-4 (Moderate Density Residential). Under the R-4 zoning designation, the maximum number of dwelling units that could be developed has been identified as five (5) quad-plexes (1 quad-plex/11,000 sq. ft.). Based on this level of development and ITE Low-Rise Housing (Land Use #220) trip rates, the site would be expected to generate 146 daily trips, nine (9) AM peak hour trips, and 11 PM peak hour trips.

Current Proposal

Considering the proposed R-4 zoning, the Scappoose Municipal Code (Section 17.58.030) allows up to 1.5 cottage units per regular dwelling unit (with no more than 15 cottages per acre). Under the R-4 zoning designation, no more than 12 single-family dwelling units can be built (1 unit/5,000 sq. ft.). Based on these development guidelines the April 2019 traffic analysis report considered the impacts of 12 cottages and 18 cottages. Based on these levels of development and Single-Family Residential trip rates, the 12-home site would be expected to generate 113 daily trips, nine (9) AM peak hour trips, and 12 PM peak hour trips. With 18 homes, the site would generate 170 daily trips, 13 AM peak hour trips, and 18 PM peak hour trips.

Considering these trip generation comparisons, the capacity analysis with 12 single-family homes and 18 single-family homes considers the greatest impact.

Based on the traffic analysis results it is recommended that the City of Scappoose support the development as proposed for 12 housing units under the R-4 zoning without any transportation mitigation.

Please contact Mary Kate Otto or Frank Charbonneau if you have any questions or comments.



TO BE NAMED

Protective Covenants, Conditions and Restrictions

THIS DECLARATION is applicable to all lots within To Be Named development located within the City of Scappoose.

To Be Named is a subdivision located within the city limits of Scappoose, Oregon. It is accessed by Maple Street.

WHEREAS, OHM Equity Partners, LLC, hereinafter referred to as Declarant, is owner of the above described real property located in the County of Columbia, State of Oregon, known as To Be Named, a duly recorded plat, and

WHEREAS, the Declarant desires to declare of public record its intention to create protective covenants, conditions and restrictions in order to effectuate a general scheme of development creating benefits and obligations for the owner of said property.

NOW THEREFORE, Declarant hereby declares that all of the property described above shall be held, sold and conveyed subject to the following easements, restrictions, covenants and conditions which are for the purpose of protecting the value and desirability of, and which shall run with, the real property and be binding on all parties having any right, title or interest in the described properties or any parts thereof, their heirs, successors and assign, and shall insure to the benefit of each owner thereof.

ARTICLE 1

RESIDENTIAL COVENANTS

1. HOME OWNERS ASSOCIATION

Owning property within To Be Named the legal property owner will automatically become a member of the To Be Named Home owners association until the property is no longer owned by them. This entitles the property owner to all rights, privileges and responsibilities of the To Be Named home owner association.

2. STORMWATER TRACTS

Storm water TBD (drainage facilities) are reserved as shown on the recorded plat of the subdivision. Within these tracts, no structure, impervious surface, planting or other material shall be placed or permitted to remain which may damage or interfere with the operation and maintenance of the storm water tract. The storm water tracts are the responsibility of and are to be maintained by the To Be Named home owners association. They are to be maintained and kept in good working order at all times by the residents and homeowners.

3. EASEMENTS-TYPICAL EASEMENTS

Easements for access, installation and maintenance of utilities and drainage facilities are reserved as shown on the recorded plat of the subdivision. Within these easements, no

structure, shall be placed or permitted to remain which may damage or interfere with the installations and maintenance of utilities, or which may change the direction of flow of drainage channels in the easements, or which may obstruct or retard the flow of water through drainage channels in the easements. The easement area of each affected lot and all improvements in it shall be maintained continuously by the current owner of the lot, except for those improvements for which a public authority or utility company is responsible.

4. OFFENSIVE ACTIVITIES

No noxious or offensive activity shall be carried out on any lot, nor shall anything be done or placed upon any lot which interferes with or jeopardizes enjoyment of other lots within this subdivision.

5. ANIMALS

No Animal, livestock, or poultry of any kind shall be raised, bred or kept on any lot, except that a reasonable number (not to exceed 2) of dogs, cats, or other household pets may be kept provided that they are not kept, bred, or maintained for commercial purposes and are reasonably controlled so as to not be a nuisance.

6. PARKING

Parking of boats, trailers, motorcycles, trucks, truck-campers, and like equipment shall not be allowed on any part of the property nor on public streets adjacent thereto excepting only within the confines of a permanent building enclosure sides and top made of like materials of the homes.

7. TV RECEPTION

Satellite dishes to be shielded from plain sight.

8. SIGNS

No sign shall be erected or maintained on any lot except that not more than on "For Sale" or "For Rent" sign be placed by the owners, Declarant or by licensed real estate agent.

9. VEHICLES IN DESREPAIR

No lot shall permit any vehicle, which is in an extreme state of disrepair to be abandoned or to remain parked upon any lot, parking lot, or on any street for a period in excess of forty-eight (48) hours. A vehicle shall be deemed to be in an "extreme state of disrepair" when due to its continued inoperability or significant damage if it offends the occupants of the neighborhood. NO automobiles or other vehicles shall remain in disrepair, or dismantled on the lots, the parking lot or in the street.

10. RUBBISH AND TRASH

No lot shall be used as a dumping ground for trash or rubbish of any kind. All garbage and other waste shall be kept in appropriate sanitary containers for property disposal and out of public view. Yard rakings and dirt resulting from landscaping work shall not be dumped onto streets or any lots.

11. MOTORHOMES AND TRAILERS

Motorhomes and trailers must be stored in a permanent building enclosure sides and top made of like materials of the homes .

12. TEMPORARY STRUCTURES

No structures of a temporary character, trailer, tent, shack, metal building, tarp building, barn or other outbuilding shall be used on any lot at any time as a residence whether temporarily or permanently.

13. LANDSCAPING POLICY

- A. Landscaping Design – The front yard of all lots shall be landscaped in a manner that is harmonious and compatible with the overall landscaping of the other homes. No garbage, no debris, no stacking of items, no storage of items, will be allowed in plain site of other homes, parking lots, or common areas.
- B. Landscaping Maintenance – All front yard landscaping will be maintained by a landscaping contractor contracted with the HOA to maintain front yards and all public areas of the property.
- C. Fencing – All fencing must follow the rules of the city ordinance. All fencing must be made of wood (cedar or outdoor wood) or vinyl. No cyclone fencing is allowed.

ARTICLE 2
ARCHITECTURAL CONTROL COMMITTEE
DESIGN GUIDLINE

1. Additional Outbuildings:

All addon's, lean-to's must share material characteristics of original homestead on same lot.

2. Exterior Lighting:

Exterior lighting must be designed to eliminate glare and annoyance to adjacent property owners and passersby.

ARTICLE 3
GENERAL PROVISIONS

1. MAINTENANCE OF TRACTS TBD, Landscaping, and Garbage

Maintenance of tracts TBD are the responsibility of the HOA. Expenses shall be divided equally among the twelve homeowners.

2. HOA Dues and Collection

An initial amount of \$1000.00 shall be collected from each homeowner at the time of closing on their new home and put into to an HOA maintenance account. In addition, 2 months HOA dues will be collected at the time of closing. No homeowner shall have any right to the money once collected other than to pay for maintenance expenses for tracts A and B, Landscaping, and HOA operation. Each time a home is sold in To Be Named a \$1000.00 HOA fee will be collected at closing and deposited with the HOA.

HOA dues are considered past due if not paid by the 10th of every month. Payments by the homeowners to the HOA can only be paid via electronic means and only setup for automatic payment. Failure to pay the current HOA dues will result in a default by the homeowner and a onetime penalty equal to one month's dues for each month in arrears. Each homeowner is responsible for one twelfth share of the expenses of the HOA. No exceptions. These expenses will be paid monthly and be 30 days in arrears.

3. HOA Voting Rights

Each home owner has one vote and all homeowners must vote on issues brought to them by the HOA board. The board will be elected by the homeowners and will consist of a President, Secretary and Treasurer.

4. Enforcement

In the event of any violation of any of the provisions of this Declaration, the Declarant or any other person or persons owning real property within the plat may, at their option, exercise the right to enforce these covenants by prosecuting any proceeding at law or in equity necessary to prevent the violation or to recover damages sustained by reason of such violation. Failure by any party to enforce any covenant or restriction herein contained shall in no event be deemed a waiver of the right to do so thereafter. In any action successfully prosecuted to abate or recover damages for violation of the provisions of this Declaration, the prevailing party shall be entitled to recover all costs, including reasonable attorney fees incurred in such enforcement.

1. SEVERABILITY

Invalidation of any one of these covenants by judgment or court order shall in no way affect any of the other provision, which shall remain in full force and effect.

2. LIMITATION OF LIABILITY

These Covenants, Conditions and Restrictions are designed to be enforceable by the Owners of a Lot or Lots in the subdivision and the intent is not for the Developer to be the enforcer or have any liability at all. Any lot owner may seek enforcement of these Covenants, Conditions and Restriction. Enforcement shall be by proceedings at law or in equity and may be brought against any person or persons violating or attempting to violate any Covenant, Condition or Restriction stated herein.

A contract purchaser shall be deemed a lot owner for purposes of the Covenants, Conditions, and Restrictions.

IN WITNESS WHEREOF, the undersigned have caused this instrument to be executed this _____ day of _____, 20____.

OHM Equity Partners, LLC

By: _____

STATE OF OREGON }
 }SS
County of Columbia }

BE IT REMEMBERED, that on this _____ day of _____, 20____, before, A Notary Public in and for said County and State, Personally appeared the managing member of OHM Equity Partners LLC , and Oregon Limited Liability Company, and that said instrument was signed and sealed on behalf and said Company, and does acknowledge said instrument to be in voluntary act and deed.

Notary Public for Oregon
My commission expires _____



64001 Columbia River Highway
Deer Island, OR 97054

Post Office Box 1193
St. Helens, OR 97051

(503) 397-1844 Phone
(503) 397-5215 Fax

www.crpud.net
facebook.com/crpud
twitter.com/crpudUtility

April 9, 2019

Cascadia Planning & Development Services
Attn: Steve Kay
PO Box 1920
Silverton, OR 97381
steve@cascadiapd.com

Re: Maple Street Cottages

Dear Steve

The Maple Street Cottages located at tax lot 4400 of tax map 3N2W12DA on SE Maple St in Scappoose, OR is within the boundaries established for Columbia River People's Utility District (PUD). The PUD will provide electric service in accordance with our General Terms, Conditions, Rules and Regulations for Electric Service.

If you have any questions, please contact our Engineering Department at (503) 397-0760.

Thank you,

Branden Staehely
Engineering Supervisor

Board of Directors
Jake Carter
Rob Mathers
Craig Melton
Harry Price
Debbie Reed
General Manager
John Nguyen



Can I Get Gas?

1 2 3 Results 4 Next Steps & Special Offers >>

I am building a single family residence in a new subdivision.

Good news. While it appears that gas service may not be immediately nearby, accessible for this property.

33897 SE Maple St, Scappoose, OR 97056, USA

What will gas service cost?

For Oregon and Washington Properties

Your gas availability search resulted in an answer of **Likely**.

Depending on the location of your house or structure, pricing may vary. For some installations, a site visit pricing. Please contact a NW Natural Representative for more details.

Note: Final costs will be determined at the time you place your order and extraordinary construction cond costs.

Your situation

[View](#)

Your property is eligible for service because the following appears to be true:

You are using approved conduit to provide the pathway for service on the property per tariff requirements.

There may be a standard gas main that is accessible for your property, but it may not be immediately nearby your property.

There may be other site conditions which may add complexity to your installation.

How long will it take?

[View Answer](#)

Each order is unique, so timing can vary. However, you can expect the timing for service install to fall within these general guidelines.

Depending on where your property is located, installation may require a permit from your city or county. This can add to the installation time. Installation timing can also be affected by extraordinary construction conditions such as nearby railroads, easements, creek crossings, or rocky terrain.

If no permit is required, installation should occur no later than seven business days from the date the order, after final costs have been determined, and the site is ready for the installation of the service line.

If an extension of our gas main is required to reach your property, installation times may take upwards of several weeks.

How do I purchase and install my gas equipment?

[View Answer](#)

What do I need to get started?

Steve Kay

From: Ries, Nicholas <nries@wm.com>
Sent: Friday, April 12, 2019 6:37 AM
To: steve@cascadiapd.com
Cc: PNW Dispatch - Resi/Comm; Johnson, Greg
Subject: RE: Scappoose Web Request

Hello Steve,

At the moment I don't see any issues with servicing this location. Waste Management will service this property based on the preliminary plans provided to us in the email below. As things progress I would love to be a part of the discussion to allow the best and safest service for this site. Below are the basic guidelines to build an enclosure:

1. Thirty feet of overhead clearance is needed to allow for dumping of containers. This permits dumping without hazard of striking overhead wires, limbs, or structures.
2. Enclosure must be built on a flat and level concrete pad, which extends out in front of the enclosure by approximately 5 feet from gate. This allows container to be turned for dumping if needed. Asphalt is not suitable.
3. Enclosure should measure at least three feet longer than the longest container.
4. Enclosure must be at least 12 ½ feet wide to allow 2 ½ feet clearance
5. on either side of container to enclosure wall.
6. Gates may either swing out or slide, and need securing mechanisms (gate pegs) for both the open and closed positions.
7. Gates must swivel at least 180 degrees, or slide at least as wide as the gate supports, which need to be a minimum of 12 ½ feet apart.
8. Enclosure must be accessible directly by a truck, to drive directly to the enclosure, allowing dumping. There also must be enough room for the truck to turn around after dumping, avoiding the driver to back onto a major road or intersection.
9. Enclosure should not be placed where container must be rolled down a narrow alley or sidewalk, or where damage and injury may occur. (i.e. sharp inclines, near exposed sprinkler heads, cars, etc.)

All enclosure must have 24 hour access, especially schools in order to pickup the material before children are in the area.

Please feel free to reach out to me if you have any questions.

Thanks,
Nick Ries
Route Manager- Combo All LOBS
WM of Pacific Northwest
nries@wm.com

Waste Management
34240 Johnson Landing Rd
Scappoose, OR 97056
Phone: 503-680-4239

From: PNW Dispatch - Resi/Comm
Sent: Thursday, April 11, 2019 5:32 AM
To: Ries, Nicholas <nries@wm.com>; Johnson, Greg <gjohns232@wm.com>
Subject: FW: [EXTERNAL] Scappoose Web Request

Please see below.

Thanks,

Matt Ryberg
Lead Dispatcher
mryberg@wm.com

Waste Management
7227 NE 55th Ave, Portland, Oregon
(503) 331-2220

From: Steve Kay <steve@cascadiapd.com>
Sent: Wednesday, April 10, 2019 3:50 PM
To: PNW Dispatch - Resi/Comm <PNWDispatch-Resicomm@wm.com>
Subject: [EXTERNAL] Scappoose Web Request

I'm current working on a subdivision application and the City of Scappoose suggested that I reach out to you for input when evaluating how waste management will occur. The attached plans show the extension of SE Maple Street and development of a proposed cottage housing project. A proposed waste and recycling storage enclosure on the south side of Maple Street will provide consolidated service for Lots 5-12. The site plan indicates that this enclosure can be accessed through a 24' wide driveway which terminates with a turnaround. To serve units on the north side of Maple Street, the developer is proposing curbside waste and recycling pickup for Lots 1-4.

Are there any concerns with proposed waste management services for this development? Could you email me standards/plan details that we could refer to when finalizing the design?

Thanks,

Steve Kay, AICP



Planning + Development Services
PO Box 1920
Silverton, OR 97381
503-804-1089
steve@cascadiapd.com



SCAPPOOSE *Oregon*

3/30/2020

Laurie Oliver
City Planner
Scappoose, OR

Dear Laurie,

I have reviewed the Land Use Action Referral (ANX1/ZC1-1/SB1-19) and find no concerns with the proposed use or zoning changes. However, I do see a couple items regarding the design of the public works infrastructure that will need to be addressed in final design.

The first item of concern is the public stormwater system. I would prefer a UIC design that utilizes horizontal infiltration rather than vertical that the series of drywells creates. I believe that the use of a perforated pipe would be a less invasive and more cost effective design.

My second concern is the number of water services in such a tight space. I propose that the developer/designer work with the City to design a larger pipe "stub" toward the properties and then branch off to the meters.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Sukau', written in a cursive style.

Dave Sukau
Public Works Director

CITY OF SCAPPOOSE

33568 E. COLUMBIA AVE.
SCAPPOOSE, OREGON 97056
(503) 543-7184

LAND USE ACTION REFERRAL (ANX1-19/ZC1-19/SB1-19)

March 30, 2020

RETURN TO: Laurie Oliver, City Planner, City of Scappoose, 33568 East Columbia Ave, Scappoose, OR, 97056 or email loliver@cityofscappoose.org by April 10, 2020.

REGARDING: An application submitted by OHM Equity Partners LLC for the proposed Annexation (ANX1-19), Zone Change (ZC1-19) and Subdivision (SB1-19) approval for approximately 1.59 acres described as Columbia County Assessor Map Number: 3212-DA-04400. The site is located at the eastern terminus of SE Maple Street. Based on the requirements of the Scappoose Development Code, if this property is annexed it would automatically receive Low Density Residential (R-1) zoning since the site has a "Suburban Residential" Comprehensive Plan Map designation; however, the applicant proposes to rezone the property to Moderate Density Residential (R-4) and requests approval of a Cottage Housing Development subdivision, to include a total of 12 lots.

- 1. We have reviewed the enclosed application and have no objection to its approval as submitted.
- 2. Please see either our comments (below) or attached letter.
- 3. We are considering the proposal further and will have comments to you by _____.
- 4. Our board must meet to consider this; we will return their comments to you by _____.
- 5. Please contact our office so we may discuss this.
- 6. We recommend denial of the application. Please see either our comments (below) or attached letter:

COMMENTS: _____

Signed: Tim Porter

Title: Superintendent

Date: 03-30-2020

CITY OF SCAPPOOSE

33568 E. COLUMBIA AVE.
SCAPPOOSE, OREGON 97056
(503) 543-7184

LAND USE ACTION REFERRAL (ANX1-19/ZC1-19/SB1-19)

March 30, 2020

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COMMENTS: Columbia County Planning has no objection to the proposed annexation and development proposal. Please note: the property must be annexed into the city to achieve the subdivision and cottages as proposed since this would not be allowed in the current R-10 zone.

Signed: 

Title: Planning Manger

Date: March 31, 2020



Oregon

Kate Brown, Governor

Department of Land Conservation and Development

Metro Regional Solutions Center

1600 SW Fourth Avenue, Suite 109

Portland, OR 97201

www.oregon.gov/LCD



Exhibit 18

April 1, 2020

Laurie Oliver
City of Scappoose, City Planner
33568 E. Columbia Ave.
Scappoose, Oregon 97056

Sent via Email

Re: Notice of Plan Amendment (ANX1-19-ZC1-19-SB1-19): Annexation, Zone Change and Subdivision; DLCD No. 01-20

Ms. Oliver,

Thank you for the notice of a proposed plan amendment for the annexation, rezone, and subdivision application for a 12 lot cottage housing development. The department is pleased to see such an amendment to rezone residential land for additional housing and particularly a wider range of housing, including smaller homes.

We are also very interested in the implementation of the city's new cottage housing development code and look forward to hearing more about what you learn from the process. The city is a leader in adopting such a code and the code could become a model for jurisdictions around the state.

Thank you for your proactive approach to provide more housing choice to accommodate housing needs in your community.

Regards,

Anne Debbaut
DLCD, Regional Representative

cc via e-mail:
DLCD (Howard, Debbaut)

CITY OF SCAPPOOSE

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COMMENTS: The PUD has no objections with the request as presented and recognizes the City's request to not utilize the unimproved portion of 6th Street to the east of the project. We will proceed with Option "B" as shown on PUD Drawing 1915643CD2.

Signed: 

Title: Engineering manager

Date: 04/09/2020



FIRE MARSHAL

Columbia River Fire & Rescue / Scappoose Fire District



Date: 04/20/2020

Laurie Oliver

RE:

LAND USE ACTION REFERRAL (ANX1-19/ZC1-19/SB1-19)

PHK Development

Property Description: 3212-DA-04400

Dear Laurie:

I received the Land Use Action Referral regarding the above referenced project. Based on what was submitted, the fire district has a few comments and findings, but we have no objections.

- I. All items that are identified in the Fire code Guide (Adopted by ordinance) need to be adhered to and completed by final occupancy and inspection of the building.
 - i. A Map/directory of the cottages shall be posted on each side of the road to identify the location of all the units (OFC 505)
 - ii. All units facing a road or parking area must have address or unit number visible. Example, a structure on the corner will require the unit number or address on both sides of the corner.
 - iii. 2 fire hydrants may be required based upon spacing and location from the existing hydrant on Maple street. In lieu of fire hydrants (If the developer does not want to install the fire hydrants, sprinklers are an acceptable alternative).
 - iv. Some or all of the cottages may be required to have a residential sprinkler system meeting the requirements of NFPA 13R. This is in part due to access to the the building and common access for fire vehicles. Specifically, access for lot 1 and 2 do not have a turn around and are more than 150 feet off of Maple.

Should you have any questions about anything else, please do not hesitate to give me a call.

Sincerely,

Jeff Pricher

Division Chief

Fire Marshal (CRF&R / SRFD)

Columbia River Fire and Rescue / Scappoose Rural Fire District
270 Columbia Blvd. St Helens, OR 97051 / 52751 Columbia River Hwy (P.O.BOX 625) Scappoose OR, 97056
(503) 397-2990 / (503) 543-5026

CITY OF SCAPPOOSE

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COMMENTS: *On April 2, 2020 Chris explained to Geoff that design details will change, but concept will not and the City does not think those changes should concern SDIC. On March 31, 2020, Geoff Wenker spoke to Chris Negelspach, who said current stormwater system designed with 14 dry wells to infiltrate a 100 year storm with a safety factor of 4 will be revised. Chris stated the current safety factor of 4 may be reduced, since 1.5 to 2 is normal. Geoff stated SDIC hopes the continue using 100 year storm and high safety factor, because we are concerned with the cumulative effect of development in Scappoose. Please provide revised final stormwater design once available.*

Signed: *Geoff Wenker*

Title: SDIC Board President

Date: *April 1, 2020, revised April 10, 2020*

Laurie Oliver

From: Vicki Mason <vlmason1060@gmail.com>
Sent: Thursday, May 07, 2020 12:24 PM
To: Laurie Oliver
Subject: Docket #ANX1-19/ZC1-19/SB1-19

Hi,

My name is Vicki Mason, I live on 52297 SE Cypress Ct. off of Maple. I know progress is coming but I have a few concerns about the project.

1. On the corner of 4th and Maple there is a stop sign on Maple, but there needs to be a stop sign on 4th, during the days schools is in session the intersection is very busy when school starts and ends, it is a school bus route to the Grade school. You add construction vehicles to the mix it is a accident waiting to happen. Also the big hedge does not help on corner of 4th and Maple.
2. Have you been down Maple towards the project, it is full of cracks and weeds, since this project has only one exit, with all the extra traffic and construction vehicles it will be destroyed!
3. I was sad to see that all the "cottages" were two story. I am a senior citizen and when we were looking for a home we did not want steps. Also if you had a disability it would be easier with a one story.

Thanks for your time;

Larry and Vicki Mason

Laurie Oliver

From: Joe K <joek@assurancedevelopment.com>
Sent: Tuesday, May 12, 2020 2:55 PM
To: Laurie Oliver
Subject: Traffic Engineer Comments

Lauri,
I have had a response from the traffic engineer in regard to the public comment submitted by Vicki Mason, please see his bellow.

frank@charbonneauengineer.com

to me

Joe – Thanks for sending the neighbor comment regarding the intersection of 4th Street at Maple Street. Here is my response.

- The intersection was analyzed in the April 2019 TIA with the results establishing that it meets acceptable operational standards at LOS `C` in the AM & PM peak hours with stop sign control on the minor street (Maple Street). Retaining the current stop control on Maple Street is the preferred option as Maple Street carries the lower volume in both peak hours. Despite higher volumes on 4th Street as documented in the study the situation does not result in excessive delays on the stop approaches, as confirmed in the level of service results. Additionally the crash history confirmed there was only one reported crash in the five year data period according to the accident listing provided by ODOT indicating the intersection is operating safely. A review of the March 2019 turning movement counts established that the intersection's total entering volumes in the peak hours was less than 345 vehicles and is considered very low in terms of the operational capacity for stop controlled location (again LOS `C` conditions is acceptable operational level). Based on the findings of the traffic study it is recommended that no traffic control changes be implemented. In regards to the vegetation near the intersection potentially causing a sightline issue it is recommended that the City's public works department be contacted to investigate the matter as this is an existing condition not attributed in any way to the proposed development.

Frank Charbonneau, PE, PTOE

Charbonneau Engineering

503.293.1118

I am grateful,
Joe

**Snail Mail: 33470 Chinook Plaza 213
Scappoose OR 97056**

Laurie Oliver

From: Dave Sukau
Sent: Friday, May 8, 2020 3:00 PM
To: Laurie Oliver; Chris Negelspach
Cc: Elizabeth Happala
Subject: RE: Docket #ANX1-19/ZC1-19/SB1-19

Hi Laurie,

I will have to look at the current condition of that portion of Maple. We have been working from highest volume streets to lowest in priority of crack sealing. I will have to get back to you on exactly when it will be sealed. I do agree that is not the developer's responsibility.

Thanks,

Dave



Memorandum

Date: May 12, 2020
To: Laurie Oliver, CFM | City Planner & Planning Department Supervisor
From: Chris Negelspach, P.E., City Engineer
Subject: Maple Street Cottages – Annexation Zone Change
Project: ANX1-19—ZC1—SB1-19

I have reviewed the comment from Vicki Mason who lives at 52297 SE Cypress Ct. off of Maple Street regarding her concern of the need for a stop sign at SE 4th and Maple. I contacted Lisa Kelley of the Durham Bus Services who coordinates the school buses for the Scappoose School District and confirmed that they have several routes which run south down SE 4th in the morning and then north away from the elementary schools in the afternoon. She confirmed that there are no turning movements or stops at the intersection with 4th Street.

I also reviewed the condition of the site distance issue noted in Vickie's email which is located on the NW corner of the intersection at 33771 SE Maple. There is a site obscuring hedge over 8-ft high located within the visual clearance triangle and the right of way. The hedge exceeds the 3-ft maximum height within the visual clearance area per SMC 1210.030, and is also not an allowed street tree for use in the right of way per our current ordinance. We have informed her to file a complaint with the Scappoose Police department for follow up by the Traffic Safety Committee.

We will request that the consultant for the maple street cottages review the warrants for the all stop condition and information to assess the site distance issue for our follow up notice to the homeowner. The safety concerns regarding construction traffic will be addressed with the general contractor at our preconstruction meeting prior to issuing our Notice to Proceed.

Let me know if you have any follow up questions.

Laurie Oliver

From: Noparat Davis <thainoy66@gmail.com>
Sent: Wednesday, May 13, 2020 3:37 PM
To: Laurie Oliver
Subject: May 14 Meeting

We would like the phone number to call for the planning meeting. It would be nice if they could all be one level homes. Our main concern is trespassing onto our private property. Will their proposed perimeter fence prevent that? And will someone ensure they will build it and maintain it?

Thank you,
Robert & Noparat Davis
~~88888888~~

Laurie Oliver

From: Noparat Davis <thainoy66@gmail.com>
Sent: Wednesday, May 13, 2020 5:02 PM
To: Laurie Oliver
Subject: Re: May 14 Meeting

Our number is [REDACTED] We would like to request that the proposed perimeter fence be continuous so no one could get around the barricade into our property. At this time I am unsure if I will need to speak about this.

Thank you.

Robert & Noparat Davis

~~916-936-6688~~

Sent from my iPad

> On May 13, 2020, at 3:59 PM, Laurie Oliver <loliver@cityofscappoose.org> wrote:

- >
- > Noparat-
- >
- > I am happy to supply you with the phone number so that you can listen to the hearing via telephone, but I will need the phone number you will be calling from so that we can accept your call when we see if come through our Microsoft Teams Meeting app.
- >
- > The number to call will be: 1-971-337-3491, then enter the conference
- > ID: 376 734 702#
- >
- > The city cannot stipulate what type of home they build, as far as it being one or two story. I believe since the lots are small there was little ability for them to build one story homes.
- >
- > The applicant is required by the recommended conditions of approval to fence the entire perimeter of the project, with the exception of the front yard along the Maple Street frontage. There will be a barricade at the end of the new extension of SE Maple Street, so it is possible that people could get around the barricade. Trespassing onto private property is illegal, so if that became an issue, you could report it to the sheriff's department.
- >
- > The fence is required to be installed prior to each cottage clusters first home receiving its final occupancy permit approval. In other words, prior to anyone moving into any of the homes in either the cottage cluster north of Maple Street or the cottage cluster south of Maple Street, City staff will verify that the fence has been installed. This is something that the homeowner's association would maintain.
- >
- > Please follow up with the phone number you will be calling from. Also, do you plan to provide verbal testimony during the hearing?
- >
- > Thank you very much for reaching out.
- >
- > Best-
- >
- > Laurie Oliver, CFM | City Planner & Planning Department Supervisor
- > City of Scappoose
- > 33568 E Columbia Ave. | Scappoose, OR 97056 | tel: 503-543-7184
- > email: loliver@cityofscappoose.org