



SCAPPOOSE PLANNING COMMISSION

Council Chambers at City Hall
33568 East Columbia Avenue

Thursday, October 12th, 2017 at 7:00 p.m.

1.0 CALL TO ORDER

2.0 ROLL CALL

3.0 APPROVAL OF MINUTES

3.1 September 21st, 2017 meeting minutes

4.0 CITIZEN INPUT

5.0 NEW BUSINESS

5.1 CONTINUATION DOCKET # ANX1-17/ ZC1-17

Oregon Institute of Technology has requested approval for the proposed Annexation (ANX1-17) and Zone Change (ZC1-17) of approximately 40.6 acres described as Columbia County Assessor Map Number: 3201-D0- with tax lot numbers; -00800, -01000, -01100, -00602, -00603, -00604, -00605, and -00606. The site is located directly west of West Lane Road, east of Columbia River Hwy, and north of Crown Zellerbach Road. Based on the requirements of the Scappoose Development Code, if this property is annexed it would automatically receive Light Industrial zoning since the site has an "Industrial" Comprehensive Plan Map designation.

Format: Quasi-Judicial Public Hearing (both verbal and written testimony may be provided during the hearing.

5.2 CONTINUATION DOCKET # SB1-17, SLDP1-17

Airpark Development has requested approval for Tentative Subdivision Plat Approval (SB1-17) to subdivide Columbia County Assessor Map Number 3106-00; tax lot numbers 00200, 00504, and 00103 to create 17 lots in the Public Use Airport (PUA) and East Airport Employment (EAE) Overlay zoning districts. The applicant also requests a Sensitive Lands Development Permit (SLDP1-17) to allow for the alteration of a wetland for road purposes.

Format: This is a continuation and the record is closed to verbal testimony. Written comments were due by September 28th and the applicant's written rebuttal was due by October 5th.

6.0 COMMUNICATIONS

6.1 Calendar Check

6.2 Commissioner Comments

6.3 Staff Comments

7.0 ADJOURNMENT

This is an open meeting and the public is welcome. The City of Scappoose does not discriminate on the basis of handicap status in its programs and activities. If special accommodations are required, please contact Susan M.

Reeves, MMC, City Recorder, in advance, at 543-7146, ext. 224. TTY 1-503-378-5938

Meeting Packet items listed above can be viewed on City's website via the calendar links.

www.ci.scappoose.or.us



SCAPPOOSE *Oregon*

SCAPPOOSE PLANNING COMMISSION

Council Chambers at City Hall
33568 East Columbia Avenue

PLANNING COMMISSION MINUTES

Thursday, September 21st, 2017 at 7:00 p.m.

1.0 CALL TO ORDER

2.0 ROLL CALL

Carmen Kulp	Chair	Laurie Oliver	City Planner
Scott Jensen	Vice Chair	Chris Negelspach	City Engineer
Bill Blank	Commissioner	Elizabeth Happala	Office Administrator III
Bruce Shoemaker	Commissioner		
Jim Dahla	Commissioner		
Rita Bernhard	Commissioner		
Tim Connell	Commissioner		

3.0 APPROVAL OF MINUTES

3.1 August 31st, 2017 meeting minutes

Vice Chair Jensen moved and Commissioner Bernhard seconded the motion to approve the August 31, 2017 Planning Commission meeting minutes. Motion passed 7-0.

AYES: Chair Kulp, Vice Chair Jensen, Commissioner Blank, Commissioner Shoemaker, Commissioner Dahla, Commissioner Bernhard and Commissioner Connell.

NAYS: None.

4.0 CITIZEN INPUT

There was none.

5.0 NEW BUSINESS

5.1 DOCKET # SB1-17, SLDP1-17

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Chair Kulp read the docket and the format and order of the hearing. She also asked if any commissioner wanted to declare an ex parte contacts or conflicts; none were declared and no one challenged.

City Planner Oliver went over the staff report and discussed the additions to the exhibits as well as the changes to the staff report within the packets delivered to the commissioners last week.

Commissioner Blank asked if there were any revisions;

City Planner Oliver replied that the Highway 30 & Johnson's Landing intersection improvements are not within our

jurisdiction since it is outside of our UGB, plus it was not an identified improvement in the City's TSP or the Columbia County TSP; our traffic consultant did not feel comfortable having us include that in the requirement. Adding that it does show up in the applicant's TIS.

Commissioner Blank added that the county report recommended something of that nature.

City Planner Oliver replied that our traffic consultant felt it was a grey area; adding that it is addressed in the street section of the conditions of approval.

Commissioner Bernhard asked if there was a possibility in the future, that if a problem arose, it could be addressed.

City Planner Oliver replied yes, stating that it was addressed on Condition of Approval #17 on page 68; reading the full condition which states the applicant shall work with the City of Scappoose and ODOT for acceptable mitigation to be constructed concurrent with any phase of development with sufficient impacts... adding that the city will keep an eye on it and there is a condition that allows us to subsequently look at this as trips may increase on that route.

Commissioner Dahla asked if Columbia County Road Dept. should be included in Condition #17 since they must be consulted with for Condition #18.

City Planner Oliver replied that they could be but it is an ODOT facility and they have absolute control over that intersection; there were also conditions to pay for a portion of the study.

Commissioner Blank referenced page 314; the letter from the Columbia County Road Dept., which stated the mitigation cost of Hwy. 30 intersection improvements could be applied to the alternative route concept.

City Planner Oliver found the phasing language on page 61; Phase 3 Transportation Improvement item C. Which states that the applicant shall pay a proportional share towards a transportation corridor study of Dike Rd. and Johnson's Landing Rd. and work with the County Road Dept. to determine the cost.

Commissioner Blank agreed that the city can't do it by themselves and the State can't do it by themselves; so this helps all the jurisdictions.

City Planner Oliver agreed plus it is in 4 phases so it does give us an opportunity prior to final plat to request additional traffic studies if needed.

Vice Chair Jensen suggests that on page 13; in the first paragraph that the special considerations should state "wildlife attractants" not just "bird attractants". Also wondering about Condition 16 related to the highway improvements since it states that the applicant shall be responsible for their proportionate share but if ODOT doesn't have the funds to do the improvements then who would pay for these improvements if the state or county doesn't have the funds.

City Planner Oliver replied that the city would contribute a portion and those improvements are identified in later phases; and all the Transportation SDC's that the city collects throughout this development will be put into a separate line item in our budget which, could be a substantial amount, and would be held for contributing to our share of those improvements.

Vice Chair Jensen asked about Condition 16, page 67-68, is it was one study at either Phase 3 or 4 or is it one study at each phase.

City Planner Oliver replied "and/or".

Vice Chair Jensen asked if we needed to add any language for any improvements identified there, that they would also be subject to proportionate share.

City Planner Oliver stated that she feels it is implied but if he would feel more comfortable then they can add it.

Vice Chair Jensen agreed that it is implied but would like certainty and clarity.

Chair Kulp asked if they were looking at 5 years to completion.

City Planner Oliver replied yes, but stated that for subsequent phases that have not been built within 5 years then the applicant would have to come back for preliminary plat approval of the remaining phases. Adding that they have proposed that they would have it done in 5 years and that is how we are processing it. Stating that it is likely that they would need to come back for preliminary plat approval for later phases if it's not constructed within 5 years.

Chair Kulp asked about the traffic study if they needed to come back.

City Planner Oliver replied that any additional plat approval would require a new traffic impact study and we could review known trips associated with the prior recorded phases which would give us a better look at what is actually happening.

Commissioner Blank asked about a light on Westlane Rd. to keep traffic flowing.

City Planner Oliver was not sure but he could ask the applicant.

Chair Kulp asked for further questions for staff; as there were none the applicants approached the speaker desk;

Applicant Glen Bolen from OTAK and Mike Ard from Lancaster Engineering came forward.

The following PowerPoint items were presented by the applicants;

Columbia Airpark East

Industrial Subdivision

Sensitive Lands

Development Permit

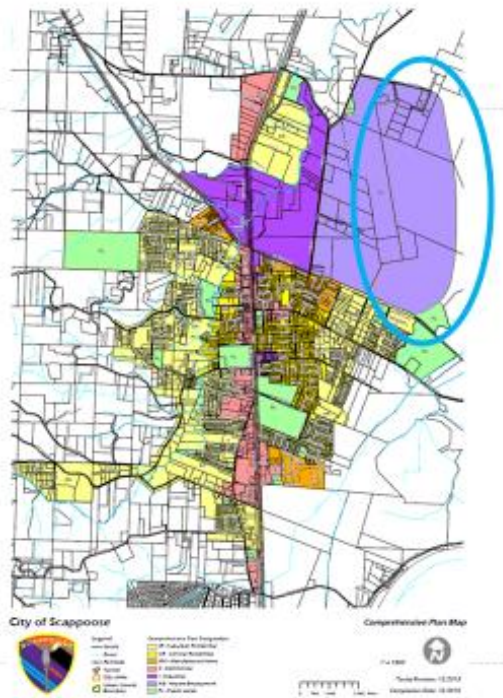
- ▶ **334Acres**
- ▶ **16 Industrial Lots**
- ▶ **1 Park Site**
- ▶ **Extension of Crown Zellerbach Rd.**
- ▶ **New Parking Area at CZ Trail**
- ▶ **Numerous Infrastructure Improvements**



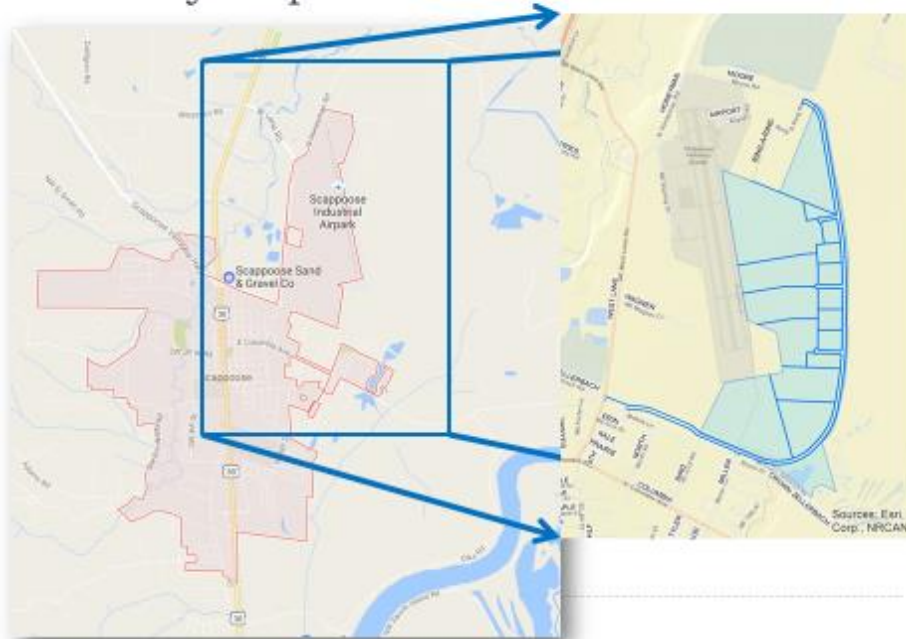
Comprehensive
Plan

Airport
Employment

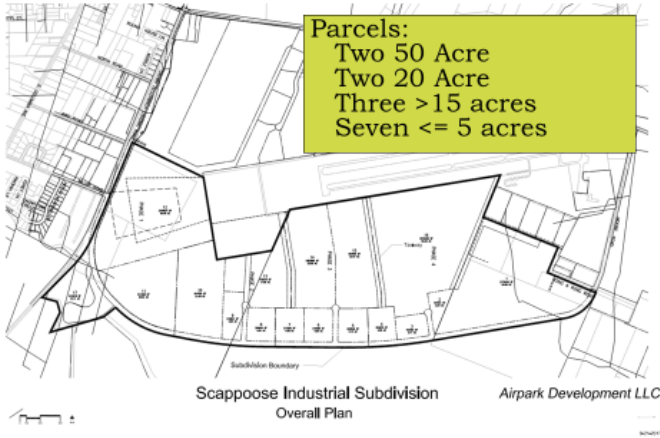
Public Lands
Recreation



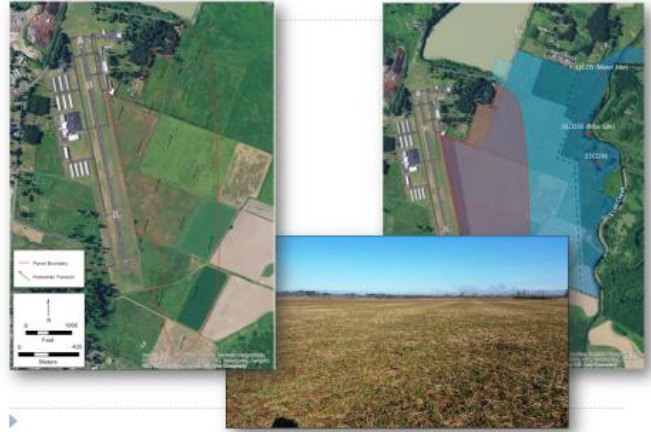
Vicinity Map



Columbia Airpark East Master Plan



Screened Site for Archaeology



Limited Floodplain at Southeast District Protected by Levees



Stormwater

- ▶ Tested Infiltration
- ▶ Located Groundwater
- ▶ Met with Drainage District

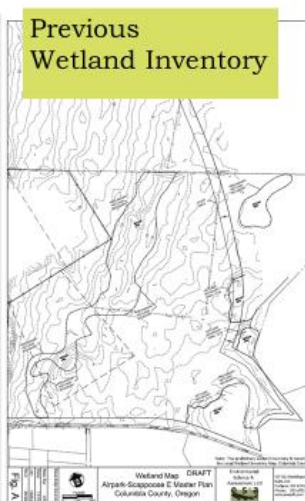


Stormwater

- ▶ 3 Treatment Facilities
- ▶ Water Moved Away From Runway
- ▶ North: Infiltration
- ▶ Southeast: Treat and Detain
- ▶ Southwest: Infiltration
- ▶ Western CZ Road: Infiltration



Previous Wetland Inventory



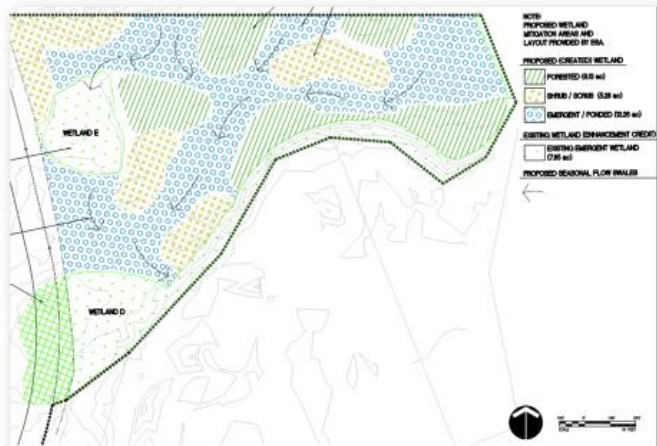
Airpark LLC Wetland Inventory



Mitigate for Road and Future Campus Working with: State, Corps and County on Permits



Mitigation Area: Road, Buildings, Stormwater



Transportation

- ▶ Onsite:
 - ▶ Extended CZ Road
 - ▶ Miller Emergency Connection
 - ▶ Local Access Streets
 - ▶ Taxiways
- ▶ Offsite Improvements:
 - ▶ West Lane at CZ Road
 - ▶ West Lane at HWY 30
 - ▶ Columbia at West Lane
 - ▶ Moore Road



Crown Zellerbach Extension



Crown Zellerbach Extension

- ▶ Trail on South
- ▶ Sidewalk on North
- ▶ New Turn Lanes
- ▶ Future Signal
- ▶ Cross-Walks to Future Trail at Parker Pit



Crown Zellerbach Trail Access

- ▶ New Parking Area (22 Spaces, 2 Bathrooms)
- ▶ Emergency Access

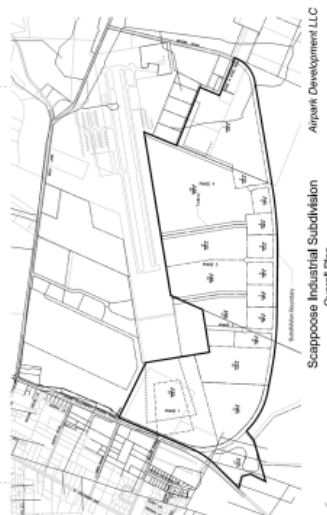


Phasing

- ▶ Four Phases
- ▶ Starting in the South
- ▶ Each Includes Specific Improvements
- ▶ Include System Development Charges

Transport SDCs by Phase

Phase	SDC Subtotal
1	\$1,737,794
2	\$1,048,990
3	\$1,322,643
4	\$2,615,913
Total	\$6,725,340

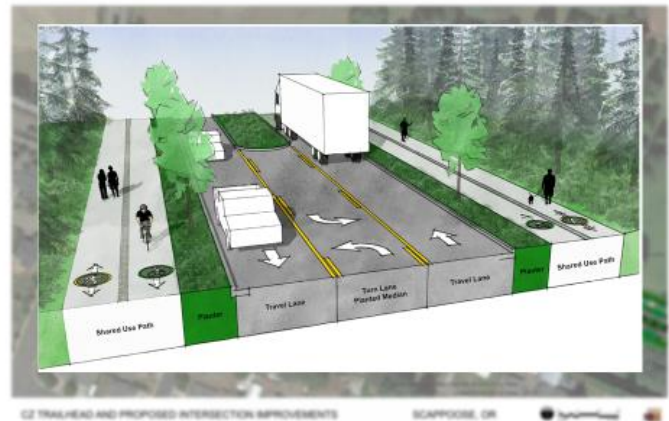


Phasing Phase 2

- ▶ Extend Water Line
- ▶ Extend Sewer and Lift Station
- ▶ Extend CZ Roadway
- ▶ Build Local Street A



Crown Zellerbach Road Design



Phasing Phase 1

- ▶ Install Well and Pump
- ▶ Construct E. Columbia Sewer
- ▶ Sewer Pump Station
- ▶ West and SE Storm Ponds
- ▶ Eastern Leg of CZ Extension
- ▶ West Lane / CZ Intersection
- ▶ Construct Trailhead
- ▶ Rebuild Neighbor's Driveway



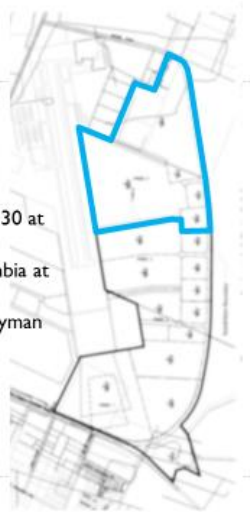
Phasing Phase 3

- ▶ Extend Water Line
- ▶ Extend Sewer and Lift Station
- ▶ Extend CZ Roadway
- ▶ Construct Northern Storm Facility
- ▶ Build Local Street B
- ▶ Contribute to East Corridor Study
- ▶ Build West Lane Right Turn Lane
- ▶ Contribute – Signal West Land @ HWY 30
- ▶ Study Miller Connection



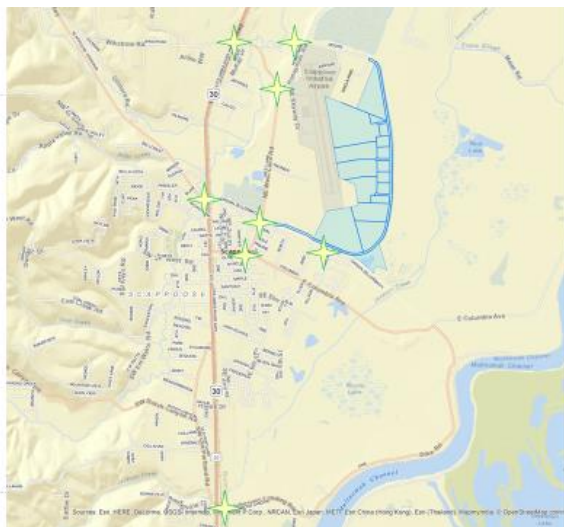
Phasing Phase 4

- ▶ Extend and Loop Water Line
- ▶ Extend Sewer and Lift Station
- ▶ Extend CZ Roadway
- ▶ Build Local Street C
- ▶ Contribute to Improvements for HWY 30 at Crown Zellerbach Rd.
- ▶ Contribute to Improvements for Columbia at West Lane
- ▶ Install Turn Lane for West Lane at Honeyman Rd.
- ▶ Improve Moore Road



Next Steps Pending Approval

- ▶ Final Plats For Each Phase
 - ▶ Construct Road
 - ▶ Construct Well, Pumps, and Replace City Sewer in E. Columbia
 - ▶ Construct stormwater facilities
 - ▶ Improve Intersections
- ▶ Site Development Review for Each Site
 - ▶ Required for any building that gets proposed
 - ▶ Includes Traffic Analysis



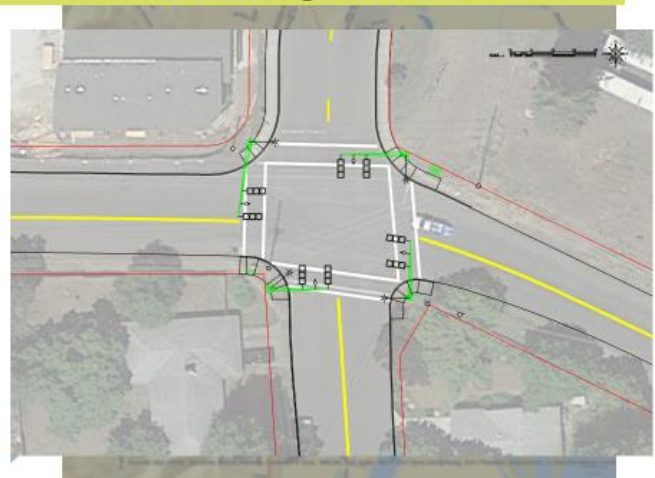
West Lane @ Crown Zellerbach



HWY 30 @ Crown Zellerbach



Columbia @ West Lane



HWY 30 @ West Lane



HWY 30 @ Havlik and Corridor



Honeyman Rd @ Moore Rd



Honeyman Rd @ Moore Rd



Commissioner Blank stated that he read a report that the state may consider an additional signal on Hwy. 30.

Applicant/Presenter Mike Ard agreed but stated that the first time he asked the state about an additional signal he received a very strong no. Adding that all other communications since then they seem to have softened in that position so they might be open to considering an additional signal.

Commissioner Blank stated that further development might change their opinion once they see more activity there.

Chair Kulp asked if the purpose of the road was for commercial vehicles.

Applicant/Presenter Mike Ard replied that it is to serve all traffic within the development, but most of it would be commercial and there would also be school traffic as part of phase I.

Applicant/Presenter Glen Bolen added that width sensitivity is there for the large number of people accessing the trail.

Chair Kulp asked why they wouldn't utilize the trail for the bikes and walkers instead of taking over most of it to turn it into a road and just allowing the trail to remain then using Miller Rd. as the entrance.

Applicant/Presenter replied that the intersection of Crown Zellerbach & Westlane Rd. needed to align so that the east leg of Crown Zellerbach would align with the west leg.

Chair Kulp understood and that the city requires sidewalks but maybe we could make an exception so instead of having sidewalks and bike lanes there at that portion, the bikers and walkers could just utilize the trail at that portion instead of turning the trail into a road, sidewalk & bike lane.

Applicant/Presenter Glen Bolen pointed out the design of the roadway mentioning that the 12' wide sidewalk on the north side will be mimicked on the south side as well; the spacing has more to do with how the pedestrians will get to the other segment. Adding that once Parker's Pit is developed the sidewalk on the north side of the Crown Zellerbach will be the official trail then they will need to cross the road to connect to the existing trail.

Chair Kulp replied that she understands that section of the trail but is wondering about the section that would be 50', asking if that was for more commercial use.

Applicant/Presenter Glen Bolen stated that as the road goes further east it will come closer to the trail but there will be a large separator and the pedestrian and bike traffic would use the trail on the south side and there will be a north side shared path; adding that once they make the turn toward the north then they would put a shared use path on both sides of the roadway.

Applicant/Presenter Mike Ard stated that there are legal issues as to why they are not trying to do all of the improvements up front since any requirements for mitigation must be proportionate to the impacts of the proposed development. Adding that if they are built up front then it could put you in a situation where the mitigation may not be proportionate to the impact.

Applicant/Presenter Mike Ard also responded to a few requests;

- ~ Rosenthal's request for a right turn lane to head north off the new portion of Crown Zellerbach Road; he did not find that to be necessary and is reluctant to widen the road and increase the pedestrian crossing distance. Adding, without the operational need he could not justify the potential safety impact.

- ~ ODOT comment and Vice Chair Jensen's comment related to ODOT not having the funds to support new development; as he read it, ODOT does not earmark funds to accommodate new development, pointing out how it specifies new development and that his interpretation was that ODOT was not going to pay their share of the improvement. City Planner Oliver added that there could be grant money involved. He does imagine that there would be ODOT contributions to Hwy. 30 corridor improvements.

- ~ Commissioner Blank asked about a flashing light at Crown Zellerbach intersection; asked for more clarification as the flashing lights could either be yellow or alternating yellow and red or just red; stated that they are really meant to just reinforce the stop signs at the intersections. Stating that it is really a question of what type of controls, 2 way-stop control which allows one to be free flowing or an all-way-stop control, or a full traffic signal. Stating at the completion of the project they have identified that a full traffic signal would be needed, but it needs to be installed when it is warranted. Adding that when you install the signal prior to it being warranted it could open the city up for liability for not following the guidelines of the Manual on Traffic Control Devices so he doesn't recommend installing signals if the warrants haven't been met, but there will be opportunities to look at what the actual traffic volume and patterns are. Adding that the traffic signal warrants are based on the 8th highest hour, not during the peak hours.

Commissioner Blank stated that it seems like an easy way to ease them into the changes.

Applicant/Presenter Mike Ard stated if they are considering 2-way vs. 4-way stop control; he is aware that a 4-way stop installed in unwarranted locations could cause safety problems even though it would seem as if it would be safer since everyone is stopping but if there is an intersection where there aren't constant conflicts on the side streets, then there are people that would come up to a 4-way without any additional traffic and would eventually begin to treat the 4-way stop as not necessary. Adding that pedestrians could be in a hazardous situation when a driver might not stop due to no additional traffic, although under the right circumstances a 4-way stop is best where traffic volumes are high. Which is expected to happen at this intersection. Adding that everything factors on safety; they feel the appropriate treatment is what they provided in the study.

Commissioner Blank stated that it was just an idea to see if they had considered it, or looked at it as the Traffic Engineer.

Commissioner Dahla asked if there would be signage or flashing trail crossing lights.

Applicant/Presenter Glen Bolen replied that the Conditions of Approval specified that there would be a rectangular rapid-flash beacon or a user activated yellow beacon where they have installed a mid-walk crossing, allowing people to travel from the north side down to the trail.

Commissioner Dahla asked if there would be one at the Crown Zellerbach & Westlane intersection.

Applicant Mike Ard replied that there are some recommendations from the National Cooperative Highway Research Program, he is in favor of the rapid flashing beacon as the wide bars you can see when walking through a crosswalk are less visible to a driver that is 300 feet away.

Vice Chair Jensen asked if there have been any considerations to widen the northern section of sidewalk, instead of crossing at CZ & Westlane they could cross at the mid-block crossing.

Applicant/Presenter Glen Bolen replied that they have had 3-4 different designs on this road and what they are trying to do is minimize the need to use up land from the adjoining neighbor.

Vice Chair Jensen stated that they have 70% going north/south and 30% going to sites within the City; but if they are not going through the north, south or west then you have 30% just going south as it seems too high.

Applicant/Presenter Mike Ard pointed out figure 5 in the Traffic Study (packet page 228); adding that they do show in bubble 12 there is quite a mix of directions. Stating that 16% of those trips are destined for the east side of the highway and 14% are destined for the west side of the highway; so not the full 30% would be heading south on Westlane Rd. And that they prepared 2 different versions of the study based on different assumptions of trip distributions but all of those came from the City's planning model which was provided by the City's consultant DKS. Stating that the initial cut utilized the long range planning horizon distribution and they tried to match that with their expectations of the site; but DKS' feedback was that the traffic might act as it does under existing conditions rather than under the long range planning horizon condition; and under both assumptions they came to similar conclusions on which transportation infrastructure would be needed.

Vice Chair Jensen asked if the 14% going to the west side is included in the intersections of 12, 2, 3 & 4.

Applicant/Presenter Mike Ard agreed.

Vice Chair Jensen asked about the improvements to Moore Rd. in phase 4, would there also be improvements to where Moore Rd. intersects Honeyman Rd. and where Honeyman Rd. intersects Westlane Rd.;

Applicant/Presenter Mike Ard replied that they surprisingly found the intersection of Honeyman Rd. & Westlane Rd. with the current 3-way stop control configuration with the single lanes can handle the traffic they are projecting through the completion of the project. Pointing to their tables on page 27 (packet page). And similarly, at the intersection of Moore Rd. & Honeyman Rd. they are not anticipating the need for lane additions to the existing stop control, but the road will need to be paved.

Vice Chair Jensen asked if they would also need to alter or improve Honeyman Rd.

Applicant/Presenter Mike Ard replied that they do not anticipate any required cross sections changes to Honeyman Rd.

Applicant/Presenter Glen Bolen continued with the presentation; reviewing the phasing slides; 1-4.

Chair Kulp asked what would happen if someone wants to develop in a later phase like phase 4 instead of 1. Applicant/Presenter Glen Bolen stated they would have to wait, or pay for all those improvements.

Chair Kulp asked if this was still a conception plan or how the buildings will actually lay out.

Applicant/Presenter Glen Bolen replied that the building lay out shown is just an illustration as they do not have any building proposals yet. Adding that the official request is to divide the property to create the parcels that can be sold or leased.

Chair Kulp asked if there is a plan to join Johnson Rd. or Dike Rd. into this or just the improvements for traffic coming off the highway.

City Planner Oliver replied that the Corridor Study is just looking at the existing roads to see if they need improvements, adding that the County is looking at an alternative route and asked for funding to help fund that study, however what the applicant is conditioned to contribute is to look at the existing roads as they are now and what might need to be done to those roads.

Applicant/Presenter Glen Bolen showed the Hwy. 30 @ Havlik and Corridor slide that he got from the County's grant application to show an idea of their proposal, adding that what planners do is put in really fat lines if they aren't really sure where things will go but it is too early at this time to determine the route as there are many environmental constraints, although you can get an idea of what they are trying to accomplish.

Commissioner Blank asked about an alternate solution to a light, like the round-a-bout ODOT suggested, but thinks that would be a terrible idea for our highway system.

Applicant/Presenter Mike Ard replied that he specifically responded to ODOT's recommendation of roundabouts by stating that having the railway immediately adjacent to the intersection would mean that any time there is a train crossing the entire circulatory roadway becomes congested with traffic and no one can move out; whereas if there was no roundabout the through traffic on Hwy. 30 could continue on, therefore he did not recommend the installation of roundabouts at Westlane Rd. or Johnson's Landing Rd.

Applicant/Presenter Glen Bolen stated that there are many constraints to roundabouts with the railway, property ownership and character.

Commissioner Shoemaker asked if they wanted to reply to the additional comments received from Waggoner, Walker & Rosenthal.

Applicant/Presenter Glen Bolen stated staff did a great job replying to their comments, adding to each comment received;

~ Waggoner's letter (exhibit 26) stated 700 peak hour trips but those trips are getting split, with 350 going left & 492 going through or right, so it's not all going to one place, plus requesting a signal installed earlier. That is why they discussed warrants & policies earlier. Plus the comment mentioned the intersection of Hwy. 30 & Crown Zellerbach being more congested; adding that signal timing is always being adjusted & reviewed by ODOT as development occurs and when an update is warranted they would take care of their proportionate piece of it.

~ Rosenthal letter (exhibit 28) stated that the city's spacing is 100' from an intersection to a driveway, so there wouldn't be room to move that driveway, but the slide does show that his property would have access onto Crown Zellerbach Rd., adding that they already talked about item 1 related to constructing everything at once but they are not doing that until it is warranted. And about changing the road section; their main goal was to minimize the amount of land that would be needed from his property when it gets developed. Adding that staff already discussed the septic & well systems if they impacted his system they would pay for a hook up and anything further than that would not be needed to facilitate compliance with the criteria, but would supply a stub-out and arrange dedicating that land to the city with that owner.

~ ODOT letter from David Smith (exhibit 24 addition) mentioned extended crossing times for pedestrians and they would pay their proportionate share.

~ Walker letter (exhibit 27) mentioned the intersection of Westlane and the request for full build out, but he believes they already covered many of her concerns related to the warrants at each phase; and she commented on the 5 hour delay on Hwy. 30 stated in another letter that was already identified in the TSP and they cannot control the regional traffic system through town, they can only control the travel to and from their site.

~ Drainage District letter (exhibit 21 addition); they have had several meetings with them and their concern is that they treat the water before it goes in and that they don't change the rate or amount of water that goes in adding that their consultant has agreed that they are complying with their 100 year 24 hour storm event adding that it was a good partnership.

Commissioner Bernhard stated that 5-hour delay on the Hwy. seems huge to her.

City Planner Oliver replied that it is only the PM peak hours, adding that the county incorrectly stated that.

Applicant/Presenter Mike Ard stated that the 5 hours of delay is referring to the intersections along the Hwy. 30 corridor, at worst, could operate with volumes that exceed capacity for 5 hours of the day so it's not that a car could experience 5 hours of delay but rather there are 5 hours of the day that the intersection could be congested. Adding that during the peak hours the intersection would get a growing line of vehicles which is a high tolerance in terms of congestion. Stating the Scappoose is in a unique situation with the Hwy. 30 corridor that runs through town which is a single primary travel thoroughfare which is one of the reasons why the county is so keen on studying this alternative route. Adding that it is a unique situation in the fact that even if you were to put a moratorium on all development in the city, the traffic volumes would still go up regardless of what you are doing within the town, it's an awkward situation but not completely unprecedented as it is similar in Dundee and their solution was the very expensive Newberg/Dundee bi-pass. Adding that ODOT has not ear-marked the kind of funds that would be necessary to make that kind of improvement for this corridor because there is no way for you as a city to plan to meet their mobility standards, so they've allowed their mobility standards to be more flexible but this doesn't give you the dollars needed to fix the congestion problem or the alternative route around the city. Stating that the city's discussions on how to provide an adequate transportation system and how to plan for the long range planning horizon need to be on going.

Commissioner Bernhard stated that there are accidents that happen along Hwy. 30 which push the traffic onto the side streets and she understands why so many people are concerned about the traffic but they still want the development.

Applicant/Presenter Glen Bolen added that another great example is Hwy. 101 on the beach that impacts many cities like Lincoln City for example.

Commissioner Shoemaker understands especially in the summer as it is never relieved.

Applicant/Presenter Mike Ard stated that their study looked at year 2026 conditions with buildout along the Hwy. 30 corridor and there was one intersection that could operate at over capacity, which was the Hwy. 30 & Havlik intersection and the other intersections were marginally within capacity adding that they are not anticipating the 5 hours of delay at full build out, but there will certainly be congestion.

Commissioner Shoemaker stated that the truck traffic would want to escape through Crown Zellerbach but all other traffic might try to escape through all the other roads.

Applicant/Presenter Mike Ard expects the truck traffic will use Westlane & Crown Zellerbach as they won't be able to wind around Dike Rd. since there is the 13' height restriction.

Commissioner Shoemaker stated it is kind of like the school buses that get traffic running through the back roads and the neighborhoods.

Vice Chair Jensen stated that many businesses might shift their work hours for their employees and truck deliveries.

Chair Kulp stated that it would be wise for many of them to encourage their employees to use public transportation.

Vice Chair Jensen stated that we could reduce their parking requirements.

Applicant/Presenter Mike Ard added that is one of the reasons for providing good biking & walking infrastructure, which is going to become increasingly important to your community.

Chair Kulp asked about the road impacts to wetlands mentioned earlier.

Applicant/Presenter Glen Bolen pulled up the slide labeled: Mitigated for Road & Future Campus; looking at how much land they would need by comparing it to the PCC Rock Creek campus size and carefully trimmed back some of the wetlands to make the properties more developable and mitigated for it. Adding that the State could let them do it all on one permit or they might just do the roadway first; using part of the facility now and later they would know the exact square footage that they would need.

Chair Kulp asked about condition of approval item 13 (packet page 67).

City Planner Oliver replied that they covered it a little, but they would need to petition council to pass a resolution in order to use up 50' of that city owned parcel.

Commissioner Blank asked if the changes there would eventually pull the wildlife to that other area or is that a traffic issue there.

Applicant/Presenter Glen Bolen replied that right now it is under agricultural use and there is an existing pond (referring to the same slide) that is getting ducks & geese and some are landing on the field and he has seen some deer. Adding that if they have to detain water then they are going to move it as far away from the runway as possible, plus as he mentioned before, they would utilize a large area vs. 17 little sites to free up the land for more employment uses.

Chair Kulp asked if there are quail around there.

Applicant/Presenter Glen Bolen replied that there could be.

Chair Kulp thanked them for their time and called up any speakers, since it is getting late.

Speaker Mike Sheehan gave his address and stated that one of the comments the city had was that they would not let the development roadway take away the CZ trail but according to packet page 148, near the Runway Protection Zone & Miller Rd. it would.

Chair Kulp explained that the Miller Rd. access would be just for emergency vehicles so there would be a gate there.

Speaker Mike Sheehan stated the second item he would like to ask about is the Runway Protection Zone as the Port is considering extending the runway and if they do then the runway protection zone would be pushed down onto the roadway & CZ trail.

Vice Chair Jensen replied that this is an issue that exists with many small airports and it is normally worked out with the FAA as it is a known issue, but historically they were never concerned about a roadway as an object, although they are considering it now.

Speaker Mike Sheehan stated that this should be a bigger consideration with the substantial amount of truck traffic which might make a bigger problem between the city and the builder with respect to the location of the road and the impact to the CZ trail, adding that if the road has to be pushed this way (south) then it would be pushed more on the trail.

Chair Kulp asked if the City's Transportation System Plan identified this.

City Planner Oliver explained that the TSP stated that the collector road would be north of, and separated from the existing trail, it did not specify the entire parcel that the trail is within. Adding that it only states north of, and separated from, which the City Engineer has looked at the separation and it could be up to 40' of separation from the northern edge of the paved trail to the edge of the new roadway; adding that there is a separation if they do get approval from council to use up to 50' of that parcel right of way.

Commissioner Dahla asked if the runway was extended, then wouldn't that impact phase 1 & 2.

City Planner Oliver replied that they can't build in a Runway Protection Zone anyways and this is showing the ultimate location after the extension of the runway shown on page 148.

Speaker Mike Sheehan stated that it looks like the corner of the Runway Protection Zone is in the roadway.

City Planner Oliver replied that the Port did see this as well as the FAA and ODA; their comments were to look at alternative standards for street trees and street lights within this corner of the Runway Protection Zone.

Speaker Mike Sheehan thanked staff & commissioners.

Speaker Brian Rosenthal came forward and pointing out the revised page 166; pointing out the crosswalk from the north side of Crown Zellerbach and to the south, that the City's transportation consultant DKS made a decision to put a right hand turn there but at that time was there was a plan to put the trail on the other side of the road because that will increase pedestrian foot traffic. Adding that his concern is that this will be the busiest intersection in Columbia County that is not attached to the highway; so when he sees that they don't need a right turn lane it doesn't make any sense as it will be the main access point for their entire development for the first few phases and they will possibly see over 20 cars a minute. Asking if anyone has seen a stop sign that could handle 20 cars a minute; it doesn't add up. Stating that they are trying to preserve the trail but people will be coming across the highway on the north side of Crown Zellerbach Rd. then cross over Westlane and probably head south but they will have all these cars trying to get through this intersection but if there is a semi or one car that wants to turn right with a pedestrian crossing then all the traffic heading westbound will stop. Then asked city staff if DKS was aware they were putting the trail on the north side of the roadway.

City Planner Oliver replied that they have seen everything that was proposed.

Speaker Brian Rosenthal stated that it seems like it is putting both pedestrians and traffic in a hazardous area. Adding the street section is an alternative design and he does support the idea of getting the bicyclists and the pedestrians away from the street, but it does open the question as to what the actual design will be; stating that there is no shoulder on this road design as normally there is a parking lane, a bike lane or a shoulder, so the travel lane is designed to be 12' wide and a semi in Oregon can be 8.5' wide leaving 1.75' on each side from the curb. If the semi is perfectly in the center of the lane, with no shoulder he can't image how that will be safe even though shoulders are not required in the City's Design Standard, but this street design isn't following it anyhow. Stating this goes back to his previous request related to section AA on section EE (packet page 139 & 140 on the street design) adding that they should add a shoulder since it's not safe and it will slow traffic down as the narrower the roadway the slower the traffic will move and there will be a tremendous amount of traffic there. Adding that he heard they want to keep things moving slow but we also want to keep it safe; with the narrower roadway in that section it creates a type of cattle chute that will slow traffic down because it will create a problem.

Speaker Rosenthal also responded to their comment about his driveway location as they stated the setback is 100' and staff mentioned that it was non-conforming, but he thought the setback for residential driveways was 45'.

City Engineer Chris Negelspach responded that it is 100'.

Speaker Brian Rosenthal continued stating that it puts his driveway in his septic field for his property and he can't run a driveway over a septic field but if it's moved back further then the front door would 200' from the driveway, which is an unreasonable burden. Continuing that to be clear, there is a lot of talk about trying to mitigate the impacts of his

property and he did tell the applicant that he was willing to sell him the entire parcel but not below its value. Asking if or when he decides to develop his property in the future, will he be required to widen the sidewalk to 12'.

City Engineer Negelspach replied yes.

Speaker Brian Rosenthal stated that given that, they are not doing anything to increase the savings of his development instead they are just deferring the cost to him

(outburst from Ed Freeman in the audience)

Speaker Brian Rosenthal stated that it is their development not his, he owns an acre and a half while they own 300 plus acres. Adding that this isn't an attempt to save his lot but rather to transfer costs since he will have to add 7' to that path. Stating that since it's an alternative plan it would be better to have the 12' up front instead of trying to do it later and that is why he suggested the AA design. Referring to the original packet page 166, it showed a swerve in that road which took out a part of his back property which would essentially make his property undevelopable, but they did remove it by pushing down on the parking lot area which he agrees 100% with the new parking plan but then they narrowed the roadway. If the rest of the roadway needs to be 80' why would they only need 70/71' here since this will be the busiest part of it, responding that they are trying to defer their expenses to him; but you'll find that if they added a little shoulder to each side and put the path back up to 12' then it would bring it back up to 80' with the original design standard. Adding that was the original plan initially before they found out that he wasn't going to let them take his back property.

Commissioner Bernhard asked if he was still interested in extending this hearing.

Speaker Brian Rosenthal stated that was a good question; after a few moments he replied yes. Adding that he feels like so much new information has come out in the last moment and there needs to be an opportunity to digest it all as he just received the new layout a couple days ago and info was still coming in plus this is a huge decision for Scappoose as it will produce 60% of the average traffic we get on Hwy. 30 right now. Stating that he has always been a proponent of the airport being developed for economic development and he was on the EOA committee that voted for it and actually put up signs for the UGB expansion.

Commissioner Bernhard stated that this does not seem to her to be rushed as we have been dealing with this for months and as far as the city goes, they have followed up on this.

Speaker Brian Rosenthal stated that this isn't about staff as they have been great and have given him the documents as soon as they get them, but things kept on changing.

Chair Kulp agrees with speaker Rosenthal and agrees with Waggoner as well, regarding all the traffic, adding that this will definitely impact the traffic and the training center will have a huge impact on that as well, even though we did have a conversation about it tonight it will definitely impact it, adding that we do need to find alternative routes and we need to find other ways of travel like walking, bike paths and other ways to do it and perhaps this will help force them to start looking at ways to handle this. Stating that she is not thrilled to have a roadway next to the trail and she knows there are several people that feel that way also, but she also knows what is important to Scappoose is growth and that will come with sacrifices. She does appreciate the fact that his property is being economically impacted, but she is unsure if that is something as a planning commission they have any control over.

Speaker Brian Rosenthal stated this development will change Scappoose forever and he suggests that possibly he just ask for a shoulder on both sides of the roadway as he can't imagine a 12' lane without any shoulders or parking lane and stated that he is not trying to hold up development as he is a developer himself, but there is an awful lot here to consider.

Chair Kulp asked the City staff if that was reasonable for that portion of the road.

City Engineer Negelspach replied that it was in the original plan but then through their discussions they decided to modify that so it's no longer in there.

Speaker Brian Rosenthal stated that his biggest issue with the original design was that they curved the roadway onto his property taking out the back half leaving him with a shoestring that would have been undevelopable.

Brian Rosenthal added that they then straightened it, which he likes since it makes his property developable again, but they simultaneously shrunk the mixed use trail; which staff just told us that he would be responsible for anyhow plus they removed the shoulder. Adding that if they could resolve the shoulder then we can resolve the width of the trail on his side and he would be happy to not request additional testimony but if it can't be resolved then he would like more time to see what he could do since he just received the revised plan (page 166) two days ago.

City Planner Oliver stated that in the TSP the collector standards show 4 different configurations based on the environment;

- 3 lane with parking shows an 84' right of way,
- 3 lane without parking shows 72' right of way, (applicant is proposing 71')
- 2 lane with parking shows 72' right of way,
- 2 lane without parking shows 60' right of way.

Adding that there are 4 options ranging from 84' to 60' so there are several options to go with.

Speaker Brian Rosenthal stated that this is a different design entirely as it takes the bicycles off the street, which is a good idea, he is not arguing with that, but those bike lanes also provide for a wider street in case of an emergency when a car breaks down. Without the wider street that car is blocking the street and makes it too tight. Adding that long term if he retains ownership of that property, that possibly later they might determine that they need to move the roadway or path again and doesn't want his property to be a permanent construction site as there will be multiple phases for lights & turns so he doesn't want someone to come and say that they need another foot or two of his land due to accidents or new safety issues. Asking the City Engineer, if taking the bicycle lane off the roadway conforms to any city standard.

City Engineer Negelspach replied that it doesn't conform exactly to the section in the design standard but has the same operational characteristics, and they did consult with the contract traffic engineers DKS; stating that it still had the minimum section of 67'.

Speaker Brian Rosenthal asked if there were any discussions on not having anything other than a termination of a lane; adding that on a busy road you would have a parking lane, bike lane or something to create a little bit of separation from the pedestrian areas and the actual traffic, and there is only 5' or 7' planter strip, asking staff for clarification.

City Planner Oliver replied it's a 7' planter strip.

City Engineer Negelspach stated that they are requesting a wider planter strip but it's 7' now.

Speaker Brian Rosenthal replied that the 7' planter strip is nice as it gets it a little further back; but the truck will be running in the gutter so anything in that gutter will end up on that bike path, all this while you are trying to preserve a trail. Adding that there will be spray issues from the trucks and issues with safety adding the applicant is trying to transfer the cost to him for widening the trail and he is hoping that this can be resolved today otherwise he will need more time to do some research for additional testimony but if it can be resolved then he would be happy to withdraw his request for an extension.

Vice Chair Jensen asked if he would prefer to have the bike lane on the street.

Speaker Rosenthal replied no, as it is not safe with the semis on the street; as it is a good idea to have it off the street but he doesn't want to have to pay for a bike lane in the future to serve the applicants 300 plus acres of development when he only has an acre & a half so they are just trying to transfer the cost to him.

Chair Kulp asked if the applicant was willing to do the shoulders as it would resolve the issue.

Speaker Brian Rosenthal stated that he is down to two issues now and if these two issues could be resolved then he would be satisfied;

~ a small shoulder added to the road and

~ a full 12' bike lane to the north side, like it was in their original plan.

Then he would withdraw his request for an extension.

Vice Chair Jensen asked staff for the collector standards in the TSP, what the width of travel lanes were.

City Planner Oliver replied that the applicant is following the 3-lane without parking, the travel lane is 12' wide and the center turn lane is 14'.

Vice Chair Jensen asked if there were any other widths stated.

City Planner Oliver stated that the bike lane adjacent to each travel lane is 6' wide.

Vice Chair Jensen asked about any of the other widths for the collector types; if the travel lane is always 12'.

City Planner Oliver replied yes, they are always 12'.

Chair Kulp asked if there were other opponents, as there were not she asked if the applicant would like to respond to Rosenthal's request;

Applicant/Presenter Glen Bolen returned to the speaker desk, along with Don Hansen from OTAK.

Applicant Don Hansen stated he wanted to talk specifically about the comments from Brian Rosenthal and the situation with his property and the road they are trying to build through there; stated that they are not trying to save money there, adding that the improvement to the road across the southern edge of his property is going to cost them about \$450k so narrowing a sidewalk from 12' to 6' is not going to be a big deal as they were trying to narrow the improvements up so they would only utilize 9,000 square feet of his property as they thought that was important to him but they are hearing something different tonight. Adding that if he wants to go with a wider section they could do it and are happy to work with him and go through the design issues in detail, stating that they don't do shoulders on a curb street as it will be an urban street design, but if it was a pavement ending then there would be a gravel shoulder, but this will be a curbed street with a planter strip and the pathway beyond that. Adding that the radius at the intersection is designed to accommodate truck movements and no one will be cutting any corners and feels confident the geometry of this design works. And stating that they will be putting in \$12 million worth of infrastructure to hook this site up and even though this is a small issue, it is a key issue to Brian Rosenthal, therefore, it's a key issue to them as well and they want to work with him to resolve it and don't want to be held up over it. And they are hopeful that Brian will see the wisdom in having them spend \$450k in improvements along the southern edge of his property and that he will contribute his 9,000 square feet, and it meets city standards and provides good service to his property when he is ready to develop. Stating that there are some technical aspects to it but that is his simple look at it, adding that if he still wants the 7 days; he is okay with this but if they are going to do the 7-days for further review then they are not trying to rush this, but they also request 7-days past that to be able to respond to his request. And asked the commissioners if that was an acceptable approach.

Chair Kulp agreed that it is acceptable.

Commissioner Blank asked if they could move forward with this with a condition of approval with the negotiations between the parties.

Applicant Don Hansen/OTAK stated that is fine because you don't want to get in the middle of two private parties as he has heard that from our City Manager, he thinks it is up to them and Mr. Rosenthal to work through the issue and just resolve it, but if they get held up over this on price or other conditions that they can't live with, then they will be back. Then asked Chair Kulp beyond the issue with Brian's frontage which they want to get right, if there are other things her or the commissioners feel they need more time to absorb or comment on since it was such a huge staff report. Stating that staff did a brilliant job of putting it together, and asking if they have answered all of their questions.

Chair Kulp and Commissioner Bernard agreed that they have, Chair Kulp added that they could probably sit down and read it more and probably come up with more question if they wanted.

Applicant Don Hansen/OTAK stated that they didn't need to be compelled to do that but he did read it from front to back and it is tight.

Commissioner Blank stated that there still needs to be something worked out with traffic timing and lights.

Applicant Don Hansen/OTAK liked the dialogue between him and Mike Ard advocating a check in for each phase; this is a good way to check the traffic in a per phase basis to see if the traffic goes up, stays the same or down to make sure they got it right. Adding it is the same for the storm drainage like the pond they put in for Cascade Tissue; it's draining like a sieve as they all thought they would have issues with the ducks and geese landing in there.

Chair Kulp stated that the question goes back to Mr. Rosenthal; he approached the speaker desk and sat next to Applicant Don Hansen/OTAK.

Speaker Brian Rosenthal stated he has a couple of questions; they mentioned that not having a shoulder is standard, but his concern is that standard is to have a bike lane or something that creates a degree of separation from the curb face but we are deviating from that, which he supports that, but skipping the word shoulder and adding an extra foot away from the gutters so that when the trucks are going down they don't spray people with as much water.

Applicant Don Hansen/OTAK replied that is called shy space.

Speaker Brian Rosenthal stated that if they could just get a foot on each side then they could run a white line a foot to keep a separation but not within the 12' travel lane as it is barely enough room anyways. Asking the applicant if he would be opposed to that.

Applicant Don Hansen/OTAK stated they would not object to it as long as it was acceptable to the city but the City Engineer would have to agree.

City Engineer Negelspace replied that what he sees is that they would introduce a new section there but perhaps what Brian is suggesting is just keeping section CC width (packet page 139) and following all the way through to the intersection so it's consistent.

Vice Chair Jensen asked what the width of the turn lane was.

Applicant Don Hansen/OTAK replied it is 14'; travel lane 12', turn lane 14' and travel lane 12''.

Vice Chair Jensen asked if they could go 13', 12', 13'?

Commissioner Dahla asked if the City Engineer was familiar with the Bethany/West Union area near Claremont Golf Course; that has 12' wide lanes with sidewalks within the planter strips; is it standard for businesses.

City Planner Oliver explained that he was asking if the 12' wide lanes were standard in the business park.

Commissioner Dahla explained that it is a similar situation where there is no fog line.

City Engineer Negelspach agreed that it is pretty common lane width but they also provide adequate turning radius for the big trucks as they realize the curb is closer.

Applicant Don Hansen/OTAK stated that it is the benefits of a 3-lane section just commonsensically if a truck needs to nose into the left turn lane to make the right turn, it can do it.

Speaker Brian Rosenthal stated that the applicant has a section under P2.1 (packet page 138); showing the road section CC, which shows 2- 14' travel lanes which is mostly what Crown Zellerbach Rd. is but then it has a 12' center.

City Engineer Negelspach replied that the 12' wide travel lane is the City standard.

Speaker Brian Rosenthal stated that maybe the answer is to change section EE to CC that would provide the 12' pathway, 7' landscape, 14' travel lane, 12' turn lane, 14' travel lane and 19' landscape.

Applicant Don Hansen/OTAK replied that it would just increase the width a little bit and take more of your property that you would be willing to donate to the city.

Speaker Brian Rosenthal stated that the city wouldn't purchase it, it would be you.

Applicant Don Hansen/OTAK stated that this is why they need more conversations.

Speaker Brian Rosenthal stated that what he is seeing is this would actually only increase 7' if this goes out to 8' which is 9' more than the current lay out so 7' of that total would only be widening the path that would eventually need to be widened.

Applicant Don Hansen/OTAK replied that the reason they left that part narrow was to preserve space and a lot of times when you develop a project it ruins the sidewalk and it needs to be rebuilt; so their thought was that they build it narrower then he could add the extra width when he defines the development pattern for his property.

Speaker Brian Rosenthal stated that if they go with the CC design then he would withdraw his request for additional testimony.

City Planner Oliver asked if he meant the full width of CC, so they are clear.

Speaker Brian Rosenthal asked if the EE only had a PUE on one side.

City Engineer Negelspach replied yes.

Speaker Brian Rosenthal stated that he would need a PUE on the other side.

Applicant Don Hansen/OTAK agreed with Brian Rosenthal that he would then ask for his other OTAK team for review. (Speaker Brian Rosenthal & Applicant Don Hansen/OTAK clarified some points together at the speaker desk)

Chair Kulp called for a 5 minute break.

(Speaker, applicants and City Engineer discussed the PUE at the speaker desk)

Chair Kulp called the meeting back to order and decided to let them discuss it further so they will need to continue the hearing to a time and date certain.

Applicant Don Hansen/OTAK requested an additional 7 day so they have time to respond to Brian Rosenthal; so a total of 14 days.

City Attorney Shelby Rihala asked for clarification if they were requesting written testimony or to continue the hearing.

Applicant Don Hansen/OTAK stated that they are going to continue their conversation and that Brian Rosenthal would submit something in writing within 7 days and they would like 7 days to respond to that.

Speaker Brian Rosenthal asked if he would then get to respond to them verbally at the meeting.

Vice Chair Jensen replied that the applicant always gets the last say.

City Planner Oliver stated that we would need his written comment within 7-day then meet again on again on Oct. 5 which would be 14 days; asking if the all the commissioners would be available then.

Chair Kulp & Vice Chair Jensen would not be available.

City Planner Oliver asked if they would be available on Oct. 12th.

Chair Kulp will not be available in October.

Vice Chair Jensen stated that he would be available, as staff would still need time to read the applicants proposal.

Applicant Don Hansen/OTAK agreed as they would need staffs concurrence.

Vice Chair Jensen stated that 3 weeks would be the fastest that they could do it.

Applicant Don Hansen/OTAK apologized for interrupting the commissioner's agenda tonight, as they are just working for a solution.

City Planner Oliver wanted to reiterate that it would be a 7 day period that written comments must be submitted on September 28th by 5pm.

Commissioner Dahla asked what would happen if the written comment does not come in by 5pm; will they get notification that no comments came in and they would continue sooner.

City Planner Oliver stated that it has to be date & time certain otherwise they have to re-notice, so the next meeting will be October 12th at 7pm in this room. Asking City Attorney Shelby Rihala if that was correct.

City Attorney Shelby Rihala added that the applicant would then have 7-days to respond to the written testimony. Stating that the applicant would then have 7 days to respond to the comments, and that would be due October 5th @ 5pm.

Commissioner Blank asked what else would be on the Agenda that day.

City Planner Oliver replied that potentially on October 12th would be the OMIC continuation of their annexation hearing, but she would know on Monday for sure. Adding that it is a continuation to consider the revised conditions of approval so that should not be drawn out, but this too should be more to the point as we already discussed most of the meat of the application. Adding that she feels comfortable if both continuations are done on the same night, we should be fine. Reiterating that written comment is due September 28th by 5pm and the applicant can respond by October 5th by 5pm, and the meeting will be held on October 12th at 7pm here. And that no verbal comments will be accepted at the next meeting.

Chair Kulp asked if all the commissioners will be here as she will not be available, they agreed.

Applicant Don Hansen/OTAK stated he would be here and will not say a word.

Chair Kulp thanked everyone.

Vice Chair Jensen asked if they still need to close the meeting but not the hearing.

Chair Kulp agreed.

(Ed Freeman yelled at Brian Rosenthal in the audience that he was not buying his property, inappropriate language)

Chair Kulp reminded Ed Freeman that we were still in a meeting and to please stop.

(Ed Freeman continued with his outburst)

Chair Kulp again asked him to please stop.

(Ed Freeman continued with his outburst)

6.0 COMMUNICATIONS

6.1 Calendar Check

City Planner Oliver stated that it was late and they have the calendar and could read it later.

6.2 Commissioner Comments

Commissioner Dahla asked if they could just cut it off next time they have an issue like that.

City Planner Oliver replied that they could.

Commissioner Shoemaker stated they are not supposed to be involved with the negotiations.

City Engineer Negelspach replied that after you give them time for a short recess and then reconvene right then but if they are still going then you can just end it and move on.

Chair Kulp was hoping they could have resolved it in 5 minutes but they were not able to, so it is what it is.

6.3 Staff Comments

7.0 ADJOURNMENT

Chair Kulp adjourned the meeting at 9:55 PM.

Chair Carmen Kulp

Attest:

Elizabeth Happala, Office Administrator III

AGENDA ITEM

5.1 CONTINUATION DOCKET # ANX1-17/ ZC1-17

Oregon Institute of Technology has requested approval for the proposed Annexation (ANX1-17) and Zone Change (ZC1-17) of approximately 40.6 acres described as Columbia County Assessor Map Number: 3201-D0-with tax lot numbers; -00800, -01000, -01100, -00602, -00603, -00604, -00605, and -00606. The site is located directly west of West Lane Road, east of Columbia River Hwy, and north of Crown Zellerbach Road. Based on the requirements of the Scappoose Development Code, if this property is annexed it would automatically receive Light Industrial zoning since the site has an "Industrial" Comprehensive Plan Map designation.

Format: Quasi-Judicial Public Hearing (both verbal and written testimony may be provided during the hearing).

10/4/17

Scappoose Planning Commissioners:

Docket # ANX1-17/ZC1-17:

As a reminder, Cascade Concrete (Tax Lots 600 & 601) has asked to withdraw their annexation request. The total acreage for annexation is now ~ 40.6 acres, rather than ~52.4. Staff and the applicant have worked together to draft revised conditions of approval that provide more specificity in the requirements for improvements relating to having adequate capacity within our water and sewer systems. The main change is that we will not be requiring a waiver of remonstrance be signed by the property owners for future improvements, instead, the applicants have agreed to pay their proportional share of the water capacity improvements at the time of annexation, or at the time that they desire to connect to City services (e.g., at the time of development). For the sewer pump station, the applicants have agreed to pay for the pump station in full themselves at the time that any of the parcels wish to connect to sanitary sewer, then apply for Advanced Financing Reimbursement. The staff report will be amended prior to the City Council hearing to reflect these changes.

Some of the findings have changed as well, since the City recognizes that we can serve the existing known uses on Tax Lots 605 (OMIC), 800, 1000, and 1100 (these are the three smaller parcels in residential use). That leaves a total of 29 acres out of the 40 acres that we need to address in the conditions of approval related to water and sewer capacity issues.

I have attached to this memo:

1. The revised findings to section 17.136.040, A.
2. The revised conditions of approval.
3. An updated calculation of municipal well gpm and water storage required to serve 29 acres (to be included as an exhibit in the staff report).

Revised findings to the approval criteria for Section 17.136.040, A:

(I have only included the sections that have been added to the findings, all other text within this finding remain the same)

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;

[...]

The State of Oregon appropriated bond money during the 2017 legislative session for the Oregon Institute of Technology's Oregon Manufacturing Innovation Center (OMIC), \$1 million of which will go directly to the City of Scappoose following the bond sale in Spring of 2019, to design and install utility lines in the new street, Charles T. Parker Way, which will serve Tax Lots 602, 603, 604, 605 and 606. As the timing of the bond sale would delay the construction of Charles T. Parker Way, the City is willing to apply for a bridge loan with Business Oregon for \$1 million dollars, in order to complete the project by the summer of 2018. Following the bond sale in the spring of 2019 and the release of funds to the City, the loan amount would be repaid to Business Oregon. Should the loan not be awarded to the City, the owners of Tax Lots 602, 603, 604, 605 and 606 shall be responsible for the design and installation of the water and utility lines. Alternatively, one or more of the owners could pay for the design and installation of the water and utility lines and may apply to the City to use the City's Advance Financing Reimbursement System. (This is not being made a condition of approval since utility line extension is required to be paid for by developers and is not tied to any approval criteria for annexations)

After further discussions, the City recognizes that there is existing municipal water supply and storage capacity to serve the known uses on Tax Lots 605, 800, 1000, and 1100 as part of this annexation, however, Tax Lots 602, 603, 604 and 606 (totaling 29 acres) will be responsible for contributing their proportional cost for the municipal infrastructure needs, including 48 gpm municipal well capacity and 98,078 gallons of municipal water storage capacity.

Revised conditions of approval:

1. The owners of Tax Lots 602, 603, 604, 605 and 606 must install, at their cost, a central pump station that serves the five lots, at the time that any of the owners wish to connect to sanitary sewer services. If less than all of the owners elect to construct and pay the costs of a central pump station that serves the five lots, those paying may apply to the City to use the City's Advance Financing Reimbursement System. Alternative temporary solutions may be considered, subject to approval by the City Engineer and Public Works Director.
2. The City estimates the municipal infrastructure needs to serve Tax Lots 602, 603, 604 and 606 is 48 gpm in municipal well capacity and 98,078 gallons of municipal water

storage capacity. Current year estimates are \$800,000 for design and installation of a 300 gpm municipal well and \$3 per gallon cost for a municipal water storage tank. The schedule of fees are as follows and are apportioned to each Tax Lot based on acreage:

Tax Lot	Area (acres)	Municipal Well Fee (2017 cost)	Municipal Water Storage Fee (2017 cost)	Total Cost (2017 cost)
602	12.07	\$53,398	\$123,578	\$176,976
603	9.23	\$40,684	\$94,155	\$134,839
604	2.98	\$12,714	\$29,423	\$42,137
606	4.78	\$20,342	\$47,077	\$67,419
Total	29.06	\$127,138	\$294,233	\$421,371

*Any future partition of these Tax Lots shall be assessed their proportional share of the well and storage costs, based on acreage.

3. The fees stipulated in Condition 2 above can be paid to the City at the time of annexation, or the fees, adjusted for inflation, can be paid to the City at the time when City utilities are connected to improvements on the property. If the fees are paid after annexation, the Construction Cost Index will be used to escalate the fees due based on the 2017 costs identified in Condition 2 above.
4. If ten years have passed after the annexation ordinance becomes effective and the fees detailed in Condition 2 above have not been paid or waived, the fees will become due and payable to the City at that time, and adjusted per Condition 3.
5. The applicant may solicit the City to pursue grant funding to reduce or eliminate the fees detailed above.
6. The non-conforming uses (Tax Lots 602, 603, 604, 800, 1000, and 1100) shall be allowed to be maintained without the imposition of off-site transportation mitigation measures or the uses being revoked, until such time that the properties are redeveloped or the non-conforming uses are abandoned. Future development must conform to the requirements of the zoning district.
7. These conditions shall be recorded against each annexed parcel in the deed records of Columbia County, Oregon within 45 days of the adoption of the ordinance approving the annexation, but after the LUBA appeal period has expired, and shall run with the land, binding the successors and assigns of the current owners.

Table 1. OMIC Water Infrastructure Demand and Storage Requirements

Parameter	Value	Costs ^{6,7}
Total Area (acres)	29	
Buildable Area (acres) ¹	26	
Water Use (gpd/acre) ²	1,250	
Average Day Demand (gpd)	32,693	
Maximum Day Demand (gpd) ³	68,654	
Well Sizing (gpm) ⁴	48	\$ 127,138
Storage (3 X ADD) (gal) ⁵	98,078	\$ 294,233
Notes: 1. Assumes 90% buildable area. 2. Water use, consistent with sanitary sewer flows estimates, is based on Public Works Design Standards (PWDS). 3. Maximum Day Demand is based on the 2001 Water System Master Plan Update 2.10 MDD/ADD Peaking Factor. 4. Well should be sized to meet Maximum Day Demand, where storage will be use to meet the difference between peak hour demand and maximum day demands. 5. Storage based on the 2001 Water Master Plan Update criteria of 3 * ADD + fire flow. The Low Zone currently has sufficient storage to meet fire flows; therefore, it is recommended that OMIC only contribute based on the operational/equalizing/emergency volume equal to 3*ADD. 6. Well cost based on proportional share of \$800,000 for a 300 GPM well (includes all soft cost, markup and overhead) 7. Cost based on \$3/gal for in-ground tank storage (includes all soft cost, markup and overhead)		

Well cost	\$ 800,000
Storage Costs	\$ 3

AGENDA ITEM

5.2 CONTINUATION DOCKET # SB1-17, SLDP1-17

Airpark Development has requested approval for Tentative Subdivision Plat Approval (SB1-17) to subdivide Columbia County Assessor Map Number 3106-00; tax lot numbers 00200, 00504, and 00103 to create 17 lots in the Public Use Airport (PUA) and East Airport Employment (EAE) Overlay zoning districts. The applicant also requests a Sensitive Lands Development Permit (SLDP1-17) to allow for the alteration of a wetland for road purposes.

Format: This is a continuation and the record is closed to verbal testimony. Written comments were due by September 28th and the applicant's written rebuttal was due by October 5th.



September 28, 2017

Laurie Oliver
City of Scappoose
33568 E Columbia Ave
Scappoose, OR 97056

Re: *Columbia East Airpark Industrial Subdivision—Otak Project No. 17928*

Dear Ms. Oliver:

This letter represents the applicants responses to comments provided to the City of Scappoose in response to SB1-17 and SLDP1-17 on or before September 21, 2017.

Five letters were received by the City. The content is summarized below and accompanied by our response.

Letter: Len Waggoner

Concern – Traffic

Letter states that 700 PM peak trips will exit via one lane to a four way stop.

Response:

The intersection is projected to accommodate 352 vehicles in the left-turn lane and 492 vehicles in the through/right lane, and both lanes will face a traffic signal rather than a stop sign per our recommendations.

With the signal, the intersection is projected to operate at no more than 85 percent of capacity.

Concern – HWY 30 @CZ

Mr. Waggoner also mentions the intersection of Highway 30 at Crown Zellerbach, which is more congested due to the presence of high existing traffic volumes along the highway.

However, he describes it within the context of the current signal timing.

Response:

As traffic volumes and patterns change, ODOT is expected to re-assess timing needs, Our analysis shows the intersection as operating at 97 percent of capacity) during the PM peak hour at full site build-out in year 2026.

Concern: related to Trains causing backup

Response:

The presence of trains crossing on the east side of Highway 30 and obstructing travel for several minutes at a time is something we cannot control. Regardless, since the projected volumes are within capacity, we do expect queue lengths to decrease over time even during the peak hours following such events.

Letter from Brian Rosenthal

Letter makes several points and suggests a series of conditions of approval.
Text below is extracted from the letter

To summarize, below are my requested additional conditions of approval. I would appreciate your consideration of each one individually:

1. Require applicant to construct all improvements to the intersection at Crown Zellerbach Road and West Lane Road, including traffic signals and right turn lane, during the construction of phase one.
2. Require applicant to move my driveway at their expense located at 52770 West Lane North to ensure that it is in compliance with city code, safe, and usable.
3. Require applicant to build road section E-E to the same standards as road section A-A.
4. Alternatively, if number three above is not adopted as a condition of approval:
 - a. require applicant to add a shoulder to the road in section E-E on both sides of the road, while not decreasing the width of the three existing three traffic lanes, which are already minimal in size.
5. Require applicant to hook my property up to the City of Scappoose sanitary sewer system and decommission my existing septic system at their expense.
6. All utilities are to be located in their final location and to be adequate for future development of subdivision and local use. This will prevent me from having to relocate utilities in the future.
7. Require applicant to build a right turn lane from Crown Zellerbach Road heading North bound on West Lane.

Response:

1. The traffic improvements are purposefully phased to coincide with expected traffic growth at each phase. To require improvement prior to impacts would violate the requirement for

rough proportionality. Additionally, at phase 1 there will not be enough traffic to “warrant” a signal. The City would not be able to activate a device until official warrants are met.

2. There is limited distance available for relocating the driveway. City standards are 100 feet from a public intersection. The property is only 105’ long at the section. The applicant’s design includes a driveway on the CZ road for the property instead as that would meet spacing requirements.
3. Segment E-E is narrower to minimize the amount of the owner’s land that needs to be used. The shared use path would need to be added at time of development of the associated parcel.
4. This response is the Same as #3
5. Hooking up to Sewer - This activity is not needed to satisfy subdivision standards.
6. We are proposing for utility location in the long-term location. However, again, this condition is not needed to satisfy subdivision standards.
7. Modelling showed that this lane is not warranted. Only 26 vehicles would be expected to make this turn. Further, adding width would increase pedestrian crossing distance. This intersection will eventually carry walking traffic from the CZ trail south of the Parker Pit to the existing trail, located east of West Lane Rd.

Letter: ODOT Rail, Mr. David Smith

This letter notes that improvements to the HWY 30 at West Lane Road could extend the crossing length for pedestrians and require more advanced control electronics.

Response:

The applicant agrees with the condition of approval that development will cover its proportional share of the needed upgrades, including any new crossing electronics.

Letter: Gail Walker

Concern:

Letter expresses concern related to the corner of West Lane. Requests that full intersection build-out occur at outset of project.

Response:

The traffic improvements are purposefully phased to coincide with expected traffic growth at each phase. To require improvement prior to impacts would violate the requirement for rough

proportionality. Additionally, at phase 1 there will not be enough traffic to “warrant” the larger intersection or a traffic signal. The City would not be able to activate a device until official warrants are met.

Concern:

Mrs. Walker also expressed concern about the length of delay expected along Hwy 30.

Response:

The figures cited are based on the City’s recently adopted Transportation System Plan. The development will fund or build to accommodate its proportional share of traffic, but cannot address the larger concerns of regional through travel along the State’s facility.

Letter: West Consulting (Thomas R. Grindeland)

Mr. Grindeland reviewed Otak’s preliminary drainage report and consulted with Otak Staff. The letter acknowledges that the proposed stormwater management practices comply with the SDIC’s requirement for no new increase in volume of surface water runoff for the 100-year, 24 hour duration storm and that the proposed plan also properly addresses water quality expectations.

Response: The applicant thanks West Consultants and the Drainage District for meeting with the team on multiple occasions and employing objective review to confirm the plan’s projected compliance.

In addition to the written comments above two individuals added verbal comments in the form of testimony at the public hearing.

A Mr. Sheean raised the following points of concern. (Spelling based on author’s interpretation of voiced name at hearing)

1. Stated a concern that the CZ trail, as it passes south of the airport, will become directly adjacent to the new road if the applicant uses the City owned land on which the trail is located.

Response: The City’s parcel is significantly wider than the trail surface. The proposed use of the northern fifty fee of the property provides for a significant separation from the trail.

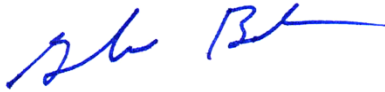
2. Stated that the Runway Protection Zone (RPZ) would, when the airport expands its runway, move southward to cover the proposed road. Asked if the City or Applicant had discussed the project with the Port of St. Helens (The airport’s sponsor).

Response: The applicant has indeed worked with the Port staff. The RPZ boundary shown on the maps was acquired from the Port. It portrays the RPZ, not as it is today, but what it would be if the airport were to expand the runway to the south. The road, and stormwater systems were then designed by the applicant to avoid location where the future RPZ could result in conflict.

A Mr. Rosenthal presented testimony regarding the design of the CZ road, specifically the western approximately 400 feet that would become the southern edge of property he owns. He requested widening of the travel lanes and construction of a 12 foot shared path rather than a sidewalk. The Planning Commission chose to continue the hearing to a later date providing one week for Mr. Rosenthal, as per his request, to submit additional written comment. The applicant will respond to Mr. Rosenthal's written comments.

Sincerely,

Otak, Incorporated

A handwritten signature in blue ink, appearing to read "Glen Bolen".

Glen Bolen, AICP
Senior Planner

GB
1

To: The Scappoose Planning Commission

From: Brian Rosenthal

PO Box 963

Scappoose Oregon, 97056

RE: Airpark Development SB1-17, SLDP1-17

Additional Written Testimony

Thus far, the discussion of the bike lanes for this development has focused on Crown Zellerbach trail access, and not upon bicycle access to the subdivision/new development.

Under the current design, a bicyclist heading west out of the subdivision on the new Crown Zellerbach Road must travel on a mixed-use bike path on the north side of CZ Road that does not continue to West Lane Road, but instead dead ends into a sidewalk not designed for bicycle traffic. So, bicyclists would have to cross busy streets three times without the aid of a traffic signal: at CZ Road at the trail parking facility heading south; at CZ Road again at West Lane Road heading north; and at West Lane Road to continue west on CZ Road. This is because the applicant has removed the mixed-use path on the north side of Crown Zellerbach Road in road section E-E that was in their original application.

This design is unsafe, provides an indirect route, and is in violation of various planning guidelines. It is in violation of Oregon's TSP goal 5, safety and security. It is in violation of Transportation Planning Rule (OAR 660-012) which states transportation facilities should be safe, efficient, cost effective, and designed to reduce reliance on single occupancy vehicles. Finally, where Scappoose's TPR requires off-site improvements as a condition of development approval, the improvements shall include facilities accommodating convenient pedestrian and bicycle travel -- including bicycle ways on arterials and major collectors.

To exacerbate the unsafe crossing issue, the northern bike path also abruptly transitions from a 12-foot width mixed use path to a five-foot width sidewalk over 800 feet before intersecting with West Lane Road. See applicant's replacement page 166 in the staff report. To avoid two unsafe crossings across CZ Road, some bicyclists will continue west on a sidewalk that is only five feet wide and not safe for both pedestrians and bicyclists to use in common. The five-foot sidewalk fails to meet Scappoose's TSP Goal One, Health and Safety as well as Scappoose design standards for a mixed-use path.

If applicant suggests that an eight-foot shared use path would be sufficient it should not be allowed. Eight-foot shared use paths are only allowed in "constrained situations". A "constrained situation" is defined as one with physical limitations such as a steep incline. It does not include situations where the developer does not want to pay for a 12-foot path. Given the massive amount of traffic and employment this subdivision is going to generate, code requires a twelve-foot-wide path or separate bicycle lane and sidewalk in order to make bike travel and Pedestrian travel safe. A similar issue also exists on Crown Zellerbach Road heading west from Highway 30 once the planned mixed-use trail is built next to the old gravel pit and the bike lane is removed from the south side of Crown Zellerbach between highway 30 and West Lane Road. Please see replacement page 166 in the cities staff report.

The current plan is that the applicant will not install street signal lights at the intersection of Crown Zellerbach and West Lane until the car count exceeds 1,288 for this subdivision plus other area traffic during peak pm hour. This is a failed plan because it does not allow for the growth of other traffic producers such as OMIG or Cascade Tissue, and the airport. So, there is no trigger requiring a stop light based upon total car count, but instead the decision upon the car count of the applicant's development only. The idea that up to 1,500 or more cars could pass through the Crown Zellerbach and West Lane intersection in a reasonable manner in just one hour, using just stop signs, goes against common sense. I challenge Lancaster Engineering, the applicant, or DKS to provide information on one four-way intersection in the state of Oregon similar to the planed intersection that has achieved this rate of traffic flow.

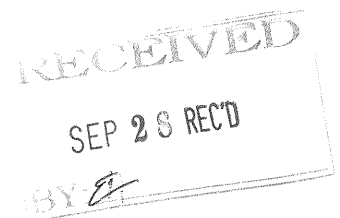
It has been said that requiring a signal light and right-hand turn lane or lanes at the intersection of West Lane and Crown Zellerbach road before there are very high car counts would not be proportional to traffic impact, so the city cannot require these improvements as a condition of approval. That is not exactly true. The city as part of this plan is going transfer Crown Zellerbach trail park land to the developer to build their road. As presented, the developer in return will build a parking lot. The city could as a further condition of handing over this valuable resource require the developer to build a right turn lane and traffic signal during phase one of the construction. It would not be a condition of approval, but instead it would be a condition of the city handing over its property to the developer.

I realize that the planning commission does not have the power to do this, but as part of the planning commission's decision, they could recommend to city council that any land sale/transfer agreement with the developer would be conditioned upon all the Crown Zellerbach and West Lane Road intersection improvements being completed during phase one of the development.

The city told the public of Scappoose that the city would do everything in its power to preserve the CZ trail and make sure it remained safe, and usable. If these basic traffic control features are not included in the design, I fear the city will have failed in its obligation to the people of Scappoose.

Thank you for your consideration,

Brian Rosenthal





October 5, 2017

Laurie Oliver
City of Scappoose
33568 E Columbia Ave
Scappoose, OR 97056

Re: Columbia East Airpark Industrial Subdivision—Otak Project No. 17928.B00

Dear Ms. Oliver:

This letter represents the applicant's response to the comment letter from Brian Rosenthal that was provided to the City of Scappoose in response to SB1-17 and SLDP1-17 on September 28, 2017.

The letter raises the following comments:

1. Bicycle safety for people heading west on the proposed Crown Zellerbach Road extension
2. Conflicts with the proposed sidewalk and the City's Transportation System Plan (TSP)
3. Timing of the installation of street signal at the intersection of Crown Zellerbach Road and West Lane Road

Following is a summary and response to the items included in the comment letter:

1. Bicycle Safety

The first notation is that cyclists heading west along the north side of Crown Zellerbach Road toward the intersection of West Lane Road will encounter a dead end bike path, forcing them onto a sidewalk not designed for bike traffic, or cross the collector road multiple times at unsignalized locations to complete the west bound trip.

Response:

The section of roadway being discussed is the approximately 400-foot long southern frontage of Taxlot 3N2W 12 AA TL 400, which as per Columbia County's Assessor office appears to be owned by Mr. Rosenthal as part of a trust. (Mr. Rosenthal's letter incorrectly stated this length as 800 feet.) The ultimate build out plan for Crown Zellerbach Road is for two 12-foot wide multi-use paths on both sides of the road along with a 3-lane road section and two planter strips.

The existing Crown Zellerbach trail is the predominant bike/pedestrian facility that will be utilized post-development. The path north of the road is proposed to provide an alternate facility, but it is anticipated that residents will continue to utilize the southern facility both east-bound and west-bound as it provides a longer route beyond the development and has been notably cherished and protected throughout the land use process. The combination of the trail south of the road, with the lack of pedestrian connections heading either west on Crown Zellerbach Road's north side, or north on the east side of West Lane Road will likely result in minimal usage of a shared-use path, or proposed sidewalk in the near term. This is likely to be the case until pedestrian infrastructure is supplied at those two other roads. Those facilities will be built when the adjacent parcels develop, namely the parker pit to the west, and Lot 400's West Lane Road Frontage. In the interim, cyclists travelling from the subdivision will be embarking on a return trip. Having previously navigated to the site, they will be aware of the correct route to take on their return. If some chose to continue on the path, rather than crossing to the southern path, Oregon law allows for cyclists to use a travel lane. Sidewalks can also be utilized provided that speeds are matched to other users.

The applicant, upon advice from its traffic engineer, proposed construction of the 3-lane roadway plus southern landscape strip and the southern multi-use path. That proposal was based on the assumption that when Lot 400 is developed, it would, as is customary, include construction of the improvements along the property frontage. The City's traffic engineer reviewed the street cross section and provided a memorandum with a recommendation to the City for a minimum cross section (*Columbia Airpark East Crown Zellerbach Road Cross-section Recommendations Memorandum*, DKS, September 12, 2017). This section included a separated 5-foot wide sidewalk on the north side of the street and the City's engineer concurred with the finding. As noted above, the applicant believes that the sidewalk will not be needed until future development on adjacent properties, but has incorporated this into the plans.

Mr. Rosenthal's request to widen the cross section further to include the 12-foot path would require a larger portion of Mr. Rosenthal's property for public improvements and would require the applicant to develop infrastructure that the owner of Lot 400 would normally be required to provide. Mr. Rosenthal is effectively requesting that the applicant, Airpark LLC, provide infrastructure that the City's engineer has determined is not necessary to support the Airpark development. The extended Crown Zellerbach Road will add significant value to Lot 400 and at the time it is developed, the shared use path can be extended to the full 12-foot.

While not necessary, the applicant is agreeable to providing the full 12-foot path and planter strip infrastructure to the Rosenthal Trust in exchange for dedication of the requisite portion of Lot 400 either directly to the City of Scappoose, or to Airpark LLC for future dedication to the City for use as public right of way. Absent this exchange, the applicant remains committed to provision of the narrower section as deemed necessary by the City's engineers to provide for safe pedestrian travel. Therefore the applicant suggests the following condition of approval as a new Condition B in the Transportation Improvements of the Phase I Improvements:

The applicant shall negotiate in good faith with the owner of Lot 400 for the dedication of the additional land need for a 12-foot wide multi-use path between the intersection of Crown Zellerbach Road and West Lane Road and the eastern edge of Lot 400. If the owner of Lot 400 dedicates the necessary land for the wider path, the applicant shall develop a three lane roadway with planter strips and 12-foot share-use paths on each side as depicted as section A-A on Sheet P2.1 with the exception of the 8 foot Public Use Easement running congruent with the 12' Pathway. However, if the land is not dedicated, the applicant shall design and construct the new eastern leg of Crown Zellerbach Road as described in the Phase I Improvements, Transportation improvements Condition A.

Phase I Improvements, Transportation improvements Condition A should also be revised with the first sentence modified as follows:

Except as provided in Phase I Improvements, Transportation improvements Condition B, the applicant shall design and construct the new eastern leg of Crown Zellerbach Road, beginning at the Crown Zellerbach and West Lane Road intersection to the subdivision Phase I northern boundary, as shown in the cross section detail A-A, C-C and E-E on Sheet P2.1 of Exhibit 3D.

The author also requests adding a right-turn lane to the intersection of Crown Zellerbach Road and West Lane Road with the first phase of development. Construction of this facility prior to it being required for traffic safety would likely have negative safety consequences. The wider intersection would lengthen pedestrian crossing distances, increasing exposure to vehicle traffic. The wider facility would also increase travel speed. The increase in speed coupled with the longer crossing distance will increase the potential conflict area between pedestrians and vehicles.

2. Sidewalk width compliance with TSP

The letter expresses that the currently proposed 5-foot sidewalk on the southern edge of Lot 400 would not qualify as a mixed-use path according to the City of Scappoose' Transportation System Plan (TSP). Additionally, it predicts the possibility the applicant may propose an 8-foot shared use path along the southern edge of Lot 400.

Response: The applicant has not claimed that the 5-foot sidewalk would qualify as a mixed-use path. As stated above, the sidewalk was included in the proposed subdivision application as requested by the City in order to provide pedestrian passage. Additionally, the applicant has no intention of proposing a substandard 8-foot path. Airpark LLC proposed the concept of a 3 lane road with 12-foot shared use paths as a signature design element for Columbia Airpark East. This parkway style road will act as both a visual gateway and provide an inviting, comfortable and safe travel experience for users of all travel modes.

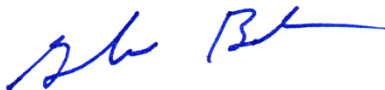
3. Timing of intersection improvements for Crown Zellerbach at West Lane

The discussion in the letter is a continuation of both earlier written comment and verbal testimony. The author is requesting that all of the new turn lanes and traffic signals are supplied with the first phase of development at Columbia Airpark East.

Response: As stated previously, the traffic improvements are purposefully phased to coincide with expected traffic growth at each phase. Additionally, each parcel proposed for development will be required to apply for a site development permit with the City of Scappoose. At which time, if the proposed development would generate trips to the level of requiring an upgrade prior to its expected phase timing, the City has the authority to require such upgrades. Accordingly, if the intersection of Crown Zellerbach Road at West Lane Road accommodates, or is projected to accommodate more traffic than expected by the traffic report accompanying this proposed subdivision, improvements should and will be made earlier than anticipated to ensure that the intersection perform within the City's adopted mobility standards. To require improvement prior to expected impacts would violate the requirement for rough proportionality. Further, until traffic reaches a level to warrant a signal, the City would not likely be able to activate it even if it were installed.

Sincerely,

Otak, Incorporated

A handwritten signature in blue ink, appearing to read "Glen Bolen", with a stylized flourish at the end.

Glen Bolen, AICP

Senior Planner

GB;ks

October 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 Work Session 6:00pm City Council 7pm	3	4	5	6	7
8	9	10	11	12 Planning Commission 7pm	13	14
15	16 Work Session 6:00pm City Council 7pm	17	18	19 Economic Development Noon Parks & Rec 6pm	20	21
22	23	24	25	26	27	28
29	30	31 Happy  Halloween				

November 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6 Work Session 6pm (ParkRec interviews) City Council 7pm	7	8	9	10 City offices closed observe Veteran' Day 	11 Veteran's Day
12	13	14	15	16	17	18
19	20 City Council 7pm	21	22	23 City Offices closed <i>Happy Thanksgiving</i> 	24 City Offices closed	25
26	27 Watts House Lighting 6pm	28	29	30		