



SCAPPOOSE PLANNING COMMISSION

Council Chambers at City Hall
33568 East Columbia Avenue

Thursday, November 9th, 2017 at 7:00 p.m.

1.0 CALL TO ORDER

2.0 ROLL CALL

3.0 APPROVAL OF MINUTES

3.1 October 12th, 2017 meeting minutes

4.0 CITIZEN INPUT

5.0 NEW BUSINESS

5.1 Docket # CU1-17

Chris Iverson has requested approval of an application for a Conditional Use Permit (CU 1-17) to allow for the reconstruction of a non-conforming duplex in the R-4 zoning district after discontinuance of more than one year. The site is located at 52714 NE 2nd Street, southeast of the NE 2nd Street and NE Williams Street intersection, on property described as Columbia County Assessor Map # 3212-AC-01900.

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

5.2 Docket # SB1-16, SLDP2-16, MaV1-16

BMP Design LLC is requesting approval of an application to subdivide Columbia County Assessor Map No. 3211-DA-00300 to create 8 residential lots (SB1-16) in the Low Density Residential (R-1) zoning district. The site is located east of Meacham Lane, between SW JP West Road and SW Keys Crest Drive. The applicant is also requesting approval of a Sensitive Lands Development Permit (SLDP2-16) due to slopes exceeding 20% within the subject property, and a Major Variance (MaV1-16) to allow for reduced setbacks to an existing house on proposed Lot 1.

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

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 PLANNING COMMISSION

Council Chambers at City Hall
33568 East Columbia Avenue

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

1.0 CALL TO ORDER

Vice Chair Jensen called the meeting to order at 7:00pm.

2.0 ROLL CALL

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

Excused; Carmen Kulp Chair
Jim Dahla Commissioner

3.0 APPROVAL OF MINUTES

3.1 September 21st, 2017 meeting minutes

Vice Chair Jensen requested additions to the minutes; on page 15 he would like to add, for clarity, to his comment related to reducing parking requirements that it was to encourage public transportation. And page 20; to add “travel lane widths” to his comment towards the bottom of the page as it only lists the lengths.

Commissioner Blank moved and Commissioner Bernhard seconded the motion to approve the September 21st, 2017 Planning Commission meeting minutes. Motion passed 5-0.

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

NAYS: None.

4.0 CITIZEN INPUT

There were none.

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.

Vice Chair read the docket item above and the format of the hearing then asked City Planner Oliver for her staff report.

City Planner Oliver stated that since this is a continuation, staff already went over the full staff report and the applicant gave their presentation therefore City Planner Oliver will just be going over the additional exhibits; beginning on packet page 25, as a reminder Cascade Concrete has asked to withdraw their annexation request

therefore staff and the applicant have been working together to revise the conditions of approval related to cost and timing of required improvements. Adding that the staff report would be amended prior to the City Council hearing for approval. Also there were a few findings that changed as well; mainly that the city does recognize that it can provide services to the existing known uses. Stating that OMIC has 2 tax lots; tax lot 605 is the one with the building and the 3 smaller lots are the residential uses, leaving 29 acres out of the 40 that will need to address the water and sewer capacity issues.

Going to packet page 26; the Approval Standards and the findings are listed noting that if the loans are not awarded to the City then owners of the tax lots shall be responsible for the design and installation of the water and utility lines. Adding that at the bottom of page 26 are the revised conditions of approval based on the findings. Then asked the commissioners if they had any questions and reminded them that the record is still open so they can request the applicant to come forward.

Vice Chair Jensen asked if condition number 1 should state; “if they wish to connect or are required to connect” in case there could be a scenario where they are required to connect.

City Engineer replied that if they have an on-site sewer system that fails and it’s within 300 feet then they would have to connect to the sewer but outside of that it is only if they elect to connect.

Commissioner Blank stated that it’s optional.

City Engineer Negelspace stated that the consideration of this is if you were going to develop a parcel you would then need to connect.

Vice Chair Jensen asked if there was any room for someone to say that they don’t “wish” to connect so then they don’t need to do that.

City Engineer Negelspace replied that if it were an improvement that didn’t have any substantial sewer flows then we could consider not connecting them but he can’t see that happening.

Vice Chair Jensen asked about item #3; the inflation measure to be used should be listed.

City Planner Oliver asked the City Engineer Negelspace if the Construction Cost Index was standard.

City Engineer Negelspace stated he would need to look, but it could be the same index we use yearly to increase our System Development Charges. Adding that they would apply the same methodology that we apply to our System Development Charge increases. Adding that he believes it’s a regional average for the Northwest and it’s not a Consumer Price Index as this is specifically related to construction.

Vice Chair Jensen asked about item #6, states non-conforming uses abandoned and wanted to know if the definition of ‘abandoned’ was in the land use code.

City Planner Oliver stated that it was, reading the definition; “if a non-conforming use involving a structure or the property is discontinued from active use for a period of 1-year, any subsequent use of the property or structure shall be conforming”.

Vice Chair Jensen asked the applicant to come forward for some questions; (OMIC Applicant Mike Myers came forward). Stating that at the last hearing he had asked if the adjacent mining operation would conflict with the OMIC uses, and the applicant replied that they would get back to the Commission about that but there is nothing in the packet related to the topic.

OMIC Applicant Mike Myers turned to the Property Owner Scott Parker, who then approached the speaker table.

Property Owner Scott Parker stated that there will not be any more mining and the entire parcel is under Federal jurisdiction with the Mining Safety & Health Administration, they have permits to mine the entire site but the

particular parcel they are talking about has been fully reclaimed but has not been fully released for reformation and apologized that his reply did not make it to the packet.

Vice Chair Jensen stated he just wanted to make sure that any vibration does not throw off the advanced machinery being used next door at OMIC.

Property Owner Scott Parker stated staff has questioned him on that as well.

OMIC Applicant Mike Myers thanked City Planner Oliver & City Engineer Negelspace for persevering through the negotiations of changing the conditions of approval to come up with conditions that all the owners feel comfortable with.

Property Owner Scott Parker also thanked staff and said they did a really good job.

Commissioner Blank asked staff if they would be getting to all these.

City Planner Oliver replied yes.

Vice Chair Jensen asked staff if they had anything else they need to cover for this item.

City Planner Oliver stated not unless they had any additional items to bring up, if not then they recommend approval with the changes they recommended to the findings and the conditions.

Commissioner Blank asked the applicant is they had any issues with the conditions of approval.

OMIC applicant Mike Myers came forward to reply that they have no issues with the conditions of approval.

Vice Chair Jensen closed the hearing at 7:20pm for deliberations.

Commissioner Bernhard stated that this has been a long complicated process and just wanted to compliment everyone that has been involved with this process; the staff and the applicant have worked hard to deal with all of the concerns everyone has had with all the complicated issues.

Commissioner Blank stated that it sounds like all the issues have been discussed and resolved.

Vice Chair Jensen stated he is happy with the resolution and thanked staff; then asked for a motion.

Commissioner Shoemaker moved and Commissioner Bernhard seconded the motion to approve the new findings and conditions of approval to recommend to City Council for final approval. Motion passed 0.

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

NAYS: None.

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.

City Planner Oliver stated that the written comments are attached to the the agenda item and staff's response is added as Exhibit 32.

Vice Chair Jensen stated that the record has been closed and we will go to deliberations, but first asked the commissioners for any ex parte conflicts or if any party wanted to challenge any ex parte conflict. Then asked for staff's comments on the new exhibit.

City Planner Oliver stated that the first item on page 30 is OTAK's response to written & spoken comments, followed by property owner Brian Rosenthal's comments on page 35, submitted September 28th. Then on page 37 is Otak's response to Mr. Rosenthal's comments dated Oct. 5th. She then went to exhibit 32, which would be added to the staff report for additional findings. Stating that the first portion is staff's response to Mr. Rosenthal's written comments, the second part is staff's response to OTAK's response to Mr. Rosenthal's comments. Then went over Exhibit 32, Staff's Response to Rosenthal's written comment dated Sept. 28, 2017;

Item 1 related to 5' sidewalks & removal of bike lane on the north.

**If applicant chooses to negotiate privately with Mr. Rosenthal to construct a wider cross-section with a right-of-way width of up to 80' along Mr. Rosenthal's frontage, then staff would not object nor would it have to come back to Planning Commission for approval.*

Item 2 Signalization and northbound turn lane in Phase 1.

Item 3 Land sale/transfer agreement with the developer be conditions upon all intersection improvements of Phase 1.

Item 4 Preserving CZ Trail to remain safe & useable with basic traffic control features.

Staff response to Rosenthal's written comment, dated September 28, 2017:

1. Page 1 concerns regarding the 5' sidewalk and removal of the bike lane on the north side of Crown Zellerbach Road extension:

The City requested a memo from DKS Associates to review and provide a recommendation on the minimum cross section design for this portion of the eastern extension of Crown Zellerbach Road. As noted in the DKS memo, dated September 12, 2017 (Exhibit 14), the cross-section needs for the Crown Zellerbach Road extension were evaluated against the City standards to determine how best to meet the needs of all roadway users with consideration for the existing trail and right-of-way constraints. The new roadway will front industrial zoned lands to the north and the trail to the south, therefore it was determined that on-street parking would not be needed. The collector standard for three-lanes without parking was the starting point for the development of the Crown Zellerbach Road cross-section.

Considerations for the recommended Crown Zellerbach Road cross-section include:

- The new roadway is anticipated to serve a large volume of heavy vehicles due to the surrounding industrial zoned land, therefore the standard 12-foot travel lanes and 14-foot center turn lane should be retained.
- The Crown Zellerbach Trail will provide for two-way bicycle travel and two-way walking trips on the south side of the roadway. The on-street bike lanes and the south side sidewalk should be removed.
- The City standard for multi-use trails (TSP page 46) requires 12-feet wide paved surface in high use areas. The trail should be a minimum of 12-feet wide to serve regional trail demand and be consistent with the existing trail width.

The following minimum cross-section was recommended by DKS:

Crown-Zellerbach Road east of West Lane Road to the project site shall include two lanes (12-feet wide), one center turn lane (14-feet wide), sidewalk (5-feet wide) and curb-tight planter (5.5-feet wide) on north side of street, multi-use path (12-feet wide) and curb-tight planter (5.5 feet wide) on south side of street, drainage, curbs and utility easements within a 67-foot right-of-way. Additionally, an 8 foot PUE would be required abutting the right of way.

The applicant has proposed a 71-foot right-of-way instead, with a 7-foot rather than a 5.5-foot planter on the north side, which is more than what DKS has recommended. Furthermore, the underlined portion of the second bullet point above indicates that DKS recommends that the on-street bike lanes be removed since the Crown Zellerbach Trail will provide for two-way bicycle travel. The City has conditioned the applicant (Condition of Approval #2, Phase 1-Transportation Improvements, A – page 59 of the packet), to construct cross section detail A-A, C-C, and E-E, as shown on **Sheet P2.1 of Exhibit 3D**. If the applicant chooses, through negotiations held privately with Mr. Rosenthal, to construct a wider cross-section with a right-of-way width of up to 80-feet along the Rosenthal frontage, staff would not object to that, nor would it have to come back to Planning Commission for approval, since it would not trigger a major modification of tentative plat approval.

1. Signalization and a northbound right turn lane requested to be installed in Phase 1:

We feel that Lancaster adequately explained during the first hearing the liability that the City would face should it signalize the intersection prior to meeting the signal warrants as outlined in the Uniform Traffic Safety Manual. It is not something that we can consider until signal warrants are met. Additionally, adding a northbound right turn lane prior to expected impacts would violate the requirement for rough proportionality, also opening the City up to liability. The City has added a condition of approval (#16) that allows for subsequent Traffic Impact Studies to be requested prior to the final plat recording of Phase 3 and/or Phase 4. The Planning Commission could request that we add language to the condition to specify that a Traffic Impact Study could also be requested prior to the final plat recording of Phase 2 as well. This could alleviate some of Rosenthal's concerns regarding traffic counts prior to signalization of the intersection.

Additionally, background traffic was included in the Lancaster Traffic Impact Study for approved projects in the vicinity, and the study also took into account the overall growth anticipated in the area by the TSP (see pages 232 and 233 of the packet, within Exhibit 9 – Lancaster Traffic Impact Study).

2. Request to have Planning Commissioner's make a recommendation to Council that any land sale/transfer agreement with the developer be conditioned upon all intersection improvements being completed during Phase 1 of the development:

Again, we feel that this has been adequately covered previously and we do not recommend that the Planning Commission make this recommendation since it would put the City at risk for liability.

3. The notion that if the City does not install the basic traffic control features during Phase 1 then the City has failed the public in preserving the CZ Trail and ensuring that it remains safe and usable.

The City has retained a top quality traffic engineering firm, DKS Associates, who also prepared the City's 2016 Transportation System Plan, to analyze the submitted traffic study for this project and to offer recommendations for this intersection. As shown within the adopted TSP, the eastern extension of Crown Zellerbach Road was anticipated to utilize a portion of the existing trail property in order to allow for the intersection to align properly, after which point the roadway would move to the north of, and be separated from the existing paved trail. The applicant has depicted that on their plan set. Furthermore, as discussed previously, the signalization of the intersection cannot occur until such time that the signal warrants are met. Lastly, the applicant has been conditioned to provide (condition of approval #2, Phase 1-Transportation Improvements, C) a new trailhead parking lot in order to provide an additional amenity to the community allowing for a safe access point to the existing Crown Zellerbach Trail, to include parking, restrooms, lighting and landscaping.

City Planner Oliver went over the below staff response to OTAK'S response to Rosenthal, dated Oct. 5th, 2017. Stating that OTAK has provided a thorough response to Rosenthal's comments. Restating that the city would not be opposed to the full 80' right of way if the parties agreed to that privately.

Staff response to Otak's response letter to Rosenthal, dated October 5, 2017:

Otak has provided a thorough response to Rosenthal's comments. On page 2, Otak states that the applicant is agreeable to providing the full 12-foot shared use path on Rosenthal's frontage in exchange for dedication of the required right-of-way, and then requests that the City add the following condition of approval:

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.

After consulting with legal counsel, the City notified the applicant that the City does not agree to the addition of the above condition of approval, as advised by our attorney. As mentioned previously in this memo, if the applicant chooses, through negotiations held privately with Mr. Rosenthal, to construct a wider cross-section with a right-of-way width of up to 80-feet along the Rosenthal frontage, staff would not object to that, nor would it have to come back to Planning Commission for approval, since it would not trigger a major modification of tentative plat approval.

The applicant concludes their response letter by restating that signal warrants must be met, prior to the installation of a traffic signal, which the City concurs with. Also, the letter correctly states that each parcel proposed for development will be required to apply for Site Development Review – which will trigger the need for a traffic study, which will identify the PM peak hour trips, based on the specific use being proposed. As included in condition of approval #30, if the PM Peak Hour site trip trigger points are hit, as identified in the Phased Development Mitigations Analysis prepared by Lancaster Engineering (**Exhibit 10**), prior to the Phase in which the improvements are identified, the applicant shall design and construct the necessary improvements prior to building permit issuance for any subsequent development.

This condition was included so that if the trip trigger points are hit prior to the phase in which they were identified, no further construction (or addition of site trips) would occur until the transportation improvements identified in the next phase are constructed. Staff feels that there are checks and balances included in the conditions of approval so that traffic concerns can be monitored over the course of the phased subdivision which will adequately ensure a safe transportation system is maintained.

City Planner Oliver went over the Revisions to the exhibits, findings and conditions of approval below;

Revisions to the exhibits, findings, and conditions of approval in the staff report:

On page 9 and 10 of the packet:

The following exhibits will be added to the staff report:

3. DD Crown Zellerbach Trailhead parking lot improvements

13. Preliminary Sanitary and Sewer Report, dated February 7, 2017 and Preliminary Report Supplement, dated September 15, 2017

21. Scappoose Drainage Improvement Company comment, dated September 8, 2017 and West Consultants Review letter, dated September 19, 2017

24. ODOT comments, dated May 1 & 4, 2017, September 8, 2017, September 12, 2017, and ODOT Rail comment, dated September 18, 2017

26. Gail Walker comment, dated September 21, 2017 (received September 20, 2017)

27. Len Waggoner comment, dated September 20, 2017

28. Brian Rosenthal comment, dated September 20, 2017

29. Brian Rosenthal comment, dated September 28, 2017

30. Otak response to public comments received, dated September 28, 2017

31. Otak response to September 28, 2017 Rosenthal comment, dated October 5, 2017

32. Staff response to comments received after the September 21, 2017 hearing

On page 54 of the packet:

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

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

Finding: The applicant has provided a Water Master Plan study with their application (**Exhibit 13**). The proposal used this Water Master Plan, its updates, and the Scappoose UGB Infrastructure Report to design the water provisions and facilities on the site. The Infrastructure Report stressed the future need for water and its storage in the area encumbered by the subject site. The applicant proposes the provision of one municipal well, plus conveyance to the City's water treatment plant. Future development on the site will be required to pay System Development Charges to the City

~~proportionate to their impact on the treatment facility and to build additional water storage. At the time of future development, lot owners will be required to pay System Development Charges pursuant Chapter 13.24 of the Scappoose Development Code.~~ All proposed building lots within the subdivision will be served by water lines which must be designed in accordance with the Public Works Design Standards. The applicant proposes installing a new water line in the proposed street and providing a looped connection north of the airport. The Conditions of Approval require that the applicant demonstrate sufficient domestic and fire flow pressure for all lots prior to acceptance of each phase. The Conditions of Approval require review by the City Engineer of all proposed plans. Section 17.154.105 is satisfied.

This edit is to correct the finding which says that System Development Charges (SDC's) are proportionate to the development, which is an error. SDC's are established pursuant to an adopted methodology as specified in Scappoose Municipal Code 13.24. SDC's would always be required of future development and includes facilities for water storage.

On page 67 of the packet:

COA # 12:

12. That the applicant shall acquire the land, prepare legal descriptions, and dedicate by deed right-of-way for the portion of Crown Zellerbach Road outside the boundaries of the subdivision. Construction of this section of road shall be required as part of Phase 1 of the subdivision. ~~This construction shall also relocate the existing driveway for the property at the southeast corner of the West Lane Road/Crown Zellerbach Road intersection from its current location on Crown Zellerbach Road to West Lane Road. The applicant shall also reconfigure a driveway entrance to Columbia County Assessor's Map No. 3212-AD-02200, moving the driveway entrance from Crown Zellerbach Road to West Lane Road, and shall develop a driveway reconfiguration that is consistent with the access spacing requirements outlined in section 5.0070 of the PWDS in order to provide pedestrian access from the parking area to the building currently utilizing the Crown Zellerbach trail for access.~~

The applicant requested this edit to ensure the requirements of reconstruction were for a reconfiguration of the existing driveway (since the City only permits one driveway per residential property) rather than for the addition of a new driveway. Staff concurs with their request for the clarification.

The following edits were proposed either during the September 21st hearing by one of the Commissioners, or after the hearing by the applicant:

On page 13 of the packet:

However, alterations of wetlands in proximity to the airport require special consideration to ensure that the water bodies do not become ~~bird attractants~~ wildlife attractants that interfere with aviation.

This revision was requested by Commissioner Jensen, to reflect the fact that wildlife is the more appropriate term since it also includes birds.

On page 59 of the packet:

PHASE 1 IMPROVEMENTS

TRANSPORTATION IMPROVEMENTS:

Transportation Improvements:

- A. 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 section is an alternative cross-section to City of Scappoose three-lane collector standard to incorporate the planned extension of the Crown-Zellerbach Road. The cross-section shall include a minimum of; two lanes (12-feet wide), one center turn lane (14-feet wide), sidewalk (5-feet wide) and curb-tight planter (5.5-feet wide) on north side of street, multi-use path (12-feet wide) and curb-tight planter (5.5 feet wide) on south side of street, drainage, curbs and 8-ft public utility easements. The applicant shall ~~acquire~~ provide for the acquisition or dedication to the City of Scappoose the necessary right of way needed from abutting property owners, including the necessary construction, slope and 8-ft public utility easements, and shall reconstruct the west, north, and south legs of the intersection, as needed, to be approved by the City of Scappoose Engineer.

On page 62 of the packet:

PHASE 3 IMPROVEMENTS

TRANSPORTATION IMPROVEMENTS:

Transportation Improvements:

- D. The applicant shall design and construct a northbound right turn lane at the West Lane Road/Crown Zellerbach Road intersection. The applicant shall pay for the full construction of the intersection improvements. The applicant shall ~~acquire~~ provide for the acquisition or dedication to the City of Scappoose any necessary right of way from the abutting property owner(s), including any slope, construction or public utility easements, as required.

On page 64 of the packet:

PHASE 4 IMPROVEMENTS

TRANSPORTATION IMPROVEMENTS:

- D. A traffic signal shall be installed at the West Lane Road/Crown Zellerbach Road intersection, with dedicated left turn lanes for the eastbound and westbound approaches. The applicant shall pay for the full construction of the intersection improvements. The design shall be approved by the City of Scappoose Engineering. The applicant shall ~~acquire~~ provide for the acquisition or dedication to the City of Scappoose any necessary right of way from the abutting property owner(s), including any slope, construction or public utility easements, as required.
- E. The applicant shall pay a proportionate share towards a traffic signal at the East Columbia Avenue/4th Street/West Lane Road intersection. Based on the \$332,000 cost estimate,

the applicant's 55% proportionate share is estimated to be \$182,600. A detailed engineer's cost estimate will be used to determine the cost of the improvements, and the proportional share shall be based on that. The design shall be reviewed and approved by Columbia County and the City of Scappoose Engineer.

The applicant shall ~~acquire~~ provide for the acquisition or dedication to the City of Scappoose any necessary right of way from the abutting property owner(s), including any slope, construction or public utility easements, as required.

- F. A westbound left turn lane shall be installed at the West Lane Road/Honeyman Road intersection. The applicant shall pay for the full construction of the intersection improvements. The design shall be reviewed and approved by Columbia County and the City of Scappoose Engineer. The applicant shall ~~acquire~~ provide for the acquisition or dedication to the City of Scappoose any necessary right of way from the abutting property owner(s), including any slope, construction or public utility easements, as required.

This series of edits was requested by the applicant in order to clarify that the needed right-of-way will be provided for either by acquisition, then dedication to the City, or by direct dedication of right-of-way to the City.

On pages 67-68 of the packet:

16. Due to the longevity of the project and potential changes in the patterns of traffic over the length of the project, the City Engineer and Public Works Director may require updated Traffic Impact Studies be submitted prior to final plat approval of Phase 2, Phase 3 and/or Phase 4, in order to determine if any operational or safety concerns are present. The City Engineer will determine the project study area, intersections for analysis, scenarios to be evaluated and any other pertinent information concerning the study. The applicant shall pay a proportionate share towards mitigation improvements identified by future Traffic Impact Studies.

On page 70 of the packet:

32. That the applicant shall coordinate with the ~~Port of St Helens~~ airport sponsor prior to submitting construction plans to identify alternative design standards for streetlights and street trees within the RPZ.

On page 71 of the packet:

40. That the applicant shall provide an avigation easement to the ~~Port of St. Helens~~ airport sponsor (if required by the ~~Port~~ airport sponsor) and provide a copy of the easement to the City.

City Planner Oliver finished by stating that staff is happy to answer any questions but the hearing is closed so commissioners can go into deliberations.

Commissioner Shoemaker asked if their recommendation is still for approval.

City Planner Oliver replied that staff does recommend approval with the revised conditions.

Commissioner Shoemaker stated his main concern is with traffic and asked if adding a phase 2 condition should be necessary.

Vice Chair Jensen stated there is public concern about the traffic then suggested to staff something short of a traffic

impact study maybe just a traffic count study at Phase 2, then if the numbers are good they don't need to do a full study.

Commissioner Shoemaker & Commissioner Bernhard agreed.

Commissioner Blank asked how they would do it, if there are lines that are driven over.

Vice Chair Jensen replied it is the same way they do the traffic count study, pointing out the circular figures in Lancaster Engineering's Traffic Study (figures 1-3, packet pages 222-224). And comparing those numbers with the new traffic count numbers to see if it would trigger a further discussion with staff. Adding it would be to Condition of approval #16, then asked for any staff comments about adding that condition.

City Engineer repeated Vice Chair Jensen's addition to the Conditions of Approval; if he was asking for a traffic count then if the count is higher than the projected amounts then we would ask for a full traffic study.

Vice Chair Jensen agreed.

Commissioner Shoemaker added that it would save the cost of requiring another full study. Adding that from the public point of view they would see that there were projected numbers that were, or were not met, that did, or did not require another full study.

City Planner Oliver stated for consistency in the language of the conditions, they could just add a traffic study at Phase 2, as Phase 3 and/or Phase 4 are already listed. Stating it could be up to staff to identify what we would like studied. Adding that if they were only interested in traffic counts then it could be narrowed down to just that rather than trying to break up this condition, in case Phase 1 does produce more trips than projected. Therefore condition number 16 would add Phase 2 to the other phases listed.

Vice Chair Jensen thanked staff for that and their usual good job and keeping an eye out for the city's liability issues.

Commissioner Bernhard thanked staff and the applicant for another long process and all those that brought up their concerns.

City Planner Oliver added that she has one correction to make on page 2; staffs response to Rosenthal's comment; striking out "to Council" from the paragraph below item #3 as this will not be going to City Council for approval.

Commissioner Bernard moved and Commissioner Shoemaker seconded the motion to approve with conditions of approval and as amended. Motion passed 5-0.

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

NAYS: None.

6.0 COMMUNICATIONS

6.1 Calendar Check

City Planner Oliver asked if anyone made it to the grand opening of the Rotary fountain, many did, then went over the calendar.

Vice Chair Jensen asked about meetings in December.

City Planner Oliver replied Dec. 14, for the Housing Needs adoption plus the PUD conditional use permit.

Commissioner Bernhard asked if there were any others for December.

City Planner Oliver replied that many of the agenda items are doubled up since we won't be meeting at the end of

November or the end of December.

6.2 Commissioner Comments

None.

6.3 Staff Comments

City Planner Oliver stated she will be gone for her Planning conference Oct. 25-27th, and is grateful to have these 2 applications done tonight.

Commissioner Bernhard thanked staff for all their time as this has been complicated and started back in the 1990's, adding that the traffic will be an on-going issue.

Commissioner Connell thanked staff for making it easy on them.

Commissioner Blank agreed and stated that there will be a lot going on now out there and feels we did well at setting the ground work. Also wanted everyone to keep in mind all the committees are busy and to keep them in mind.

Commissioner Bernhard stated Veteran's Park is being used all the time and very utilized.

City Planner Oliver added that the 2nd meeting in January they will be bringing the Site Development Review application to Planning Commission for Seely Park as the city was awarded a grant.

City Engineer Negelspace added that it was a \$450k grant for Seely Park.

Commissioner Bernhard asked if the neighbors at the dog park were happy with the new fence.

City Planner Oliver stated that it might not be up yet as they are still working on it.

Commissioner Shoemaker stated that it is not up and they are still fundraising; but in general it will add to their privacy.

7.0 ADJOURNMENT

Vice Chair Jensen adjourned the meeting at 7:57 PM.

Scott Jensen, Vice Chair

Attest:

Elizabeth Happala, Office Administrator III

CITY OF SCAPPOOSE STAFF REPORT

- Request: Approval of an application for a Conditional Use Permit (CU 1-17) to allow for the reconstruction of a non-conforming use after discontinuance of more than one year.
- Location: The site is located at 52714 NE 2nd Street, southeast of the NE 2nd Street and NE Williams Street intersection, on property described as Columbia County Assessor Map # 3212-AC-01900. See attached Vicinity Map (**Exhibit 1**).
- Applicant: Chris Iverson
- Owner(s): Chris Iverson

EXHIBITS

1. Vicinity Map
2. Application and narrative
3. Site plan
4. Fire Chief comment, dated October 20, 2017
5. Public Works Director comment, dated October 20, 2017

SUBJECT SITE

- The subject site consists of one lot with an area of 5,000 square feet. The site is located southeast of the NE 2nd Street and NE Williams Street intersection, see **Exhibit 1**. The lot was originally platted as Lot 5, Block 7 Watts Addition as a 50' x 100' lot in 1907.
- The subject site is designated as General Residential (GR) on the Comprehensive Plan Map, and is zoned Moderate Density Residential (R-4). Adjacent zoning is R-4 in all directions.
- The site currently contains a duplex, with one unit on the bottom floor and one unit on the upper floor of the structure. There is also an existing detached carport on the subject site. The duplex has been vacant for over 4 years, and has deteriorated during that time so that it now requires extensive remodeling in order to be habitable again.
- The subject site is not located within the floodplain and does not contain wetlands.

OBSERVATIONS

NONCONFORMING USE & CONDITIONAL USE PERMIT

- In the R-4 zone, duplexes are currently outright permitted on a 7000 square foot lot. Since the subject site is only 5000 square feet, the duplex is considered nonconforming. Section 17.132.050 states that if a nonconforming use involving a structure or property is discontinued from active use for a period of one year or more, any subsequent use of the property or structure shall be conforming, however, the Planning Commission may permit a use for which the structure was originally designed or similar thereto, through the conditional use process. Since the duplex has been vacant for more than a year, the applicant is requesting a conditional use permit to allow for the remodel and continued use of the duplex.
- The site plan and narrative (**Exhibits 2 & 3**) illustrates that the applicant proposes to utilize the same footprint as the existing duplex, which will require an extensive remodel in order to repair the roof, water damage, and dry rot.

LANDSCAPING & STREET TREES

- The applicant is required to plant street trees as part of the development. A street tree planting plan detailing the species, tree planting size, installation methods, irrigation details, etc. is required by the Conditions of Approval.

PUBLIC & PRIVATE AGENCIES AND PUBLIC NOTICE

- The City of Scappoose City Manager, Engineering, Building, Public Works, and Police Departments and Scappoose Rural Fire Protection District have been provided an opportunity to review the proposal.
 - The Public Works Director submitted comments (**Exhibit 5**) stating that; the applicant should video inspect the sanitary sewer laterals to verify conditions of the lines, the ADA ramp at the intersection of NE 2nd Street and NE Williams Street is non-compliant (this ADA ramp predates the requirement to update to current standards however), repairs are needed for the damaged sidewalk panels, and that on-street parking along the NE Williams Street frontage is not appropriate unless improvements are provided. Staff has proposed conditions of approval related to these comments, as appropriate.
 - The Fire Marshall provided comments (**Exhibit 4**) related to the addressing standards which will need to be followed prior to building occupancy.
- Notice of this request was mailed to property owners located within 300 feet of the subject site on October 20, 2017. Notice was also posted on the property on October 25th and published in the local newspaper on October 27th. No comments have been received from the public regarding this application.

FINDINGS OF FACT

The following sections of Title 17 of the Scappoose Municipal Code (Scappoose Development Code) are applicable to this request:

Chapter 17.50 R-4 MODERATE DENSITY RESIDENTIAL

17.50.030 Permitted uses. A. In the R-4 zone outside of the Scappoose Creek Flood Plain, only the following uses and their accessory uses are permitted outright:

[...]

3. Duplex;

[...]

Finding: A duplex is a permitted use in the R-4 zone. Section 17.50.030 is satisfied.

17.50.050 Dimensional requirements. A. The minimum lot area shall be:

[...]

2. Seven thousand square feet for the first two attached units plus an additional two thousand five hundred square feet for each additional dwelling unit for triplex or fourplex when located outside of the Scappoose Creek Flood Plain;

[...]

B. The minimum lot width shall be fifty feet, except the minimum lot width front property line on the arc of an approved full cul-de-sac shall not be less than thirty feet.

C. The minimum setback requirements are as follows:

1. The front yard setback shall be a minimum of fifteen feet;

2. The front of garages or carports shall be located a minimum of twenty feet from the property line where access occurs;

3. Side yard setbacks shall total a minimum of fifteen feet with any street side setback no less than ten feet. Internal lots shall have one side setback no less than ten feet;

4. The rear yard setback shall be a minimum of twenty feet, except the minimum rear yard setback for an accessory building shall be five feet.

Finding: The subject site is 5000 square feet, however, a duplex requires 7000 square feet in the R-4 zone, therefore, the duplex is nonconforming. The subject site is 50 feet wide, which meets the minimum lot width requirement. The duplex meets the current standards for front, side, and rear setbacks in the R-4 zone. The carport, however, is located 14 feet from the property line where access occurs, rather than 20 feet, as required (**Exhibit 3**). The recommended Conditions of Approval require the carport to be removed, or relocated, in order to meet the 20 foot setback requirement. Section 17.50.050 is satisfied.

Chapter 17.104 Street Trees

[...]

17.104.020 Applicability.

[...]

Iverson Duplex non-conforming use

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

[...]

17.104.040 Standards for street trees. A. Street trees shall be selected from the approved street tree list included as Appendix A of the Scappoose Comprehensive Urban Forestry Plan.

B. At the time of planting, street trees shall not be less than ten feet high for deciduous trees and five feet high for evergreen trees.

C. Spacing and minimum planting areas for street trees shall be as follows:

- 1. Street trees under twenty-five feet tall and less than sixteen feet wide at maturity shall be spaced no further than fifteen feet apart in planting areas containing no less than sixteen square feet of porous surface and not less than four feet wide;*
- 2. Street trees under twenty-five feet tall and greater than sixteen feet wide at maturity shall be spaced no further than twenty feet apart in planting areas containing no less than sixteen square feet of porous surface and not less than four feet wide;*
- 3. Street trees between twenty-five feet to forty feet tall and less than twenty-five feet wide at maturity shall be spaced no greater than twenty-five feet apart in planting areas containing no less than twenty-four square feet of porous surface and not less than six feet wide;*
- 4. Street trees between twenty-five feet to forty feet tall and greater than twenty-five feet wide at maturity shall be spaced no greater than thirty feet apart in planting areas containing no less than twenty-four square feet of porous surface and not less than six feet wide;*
- 5. Street trees greater than forty feet tall at maturity shall be spaced no greater than forty feet apart in planting areas containing not less than thirty-six square feet of porous surface and not less than eight feet wide.*

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

E. Street trees shall be planted in accordance with the requirements of Scappoose Municipal Code Section 13.28.010(C).

Finding: The recommended Conditions of Approval require the applicant to plant street trees along the NE Williams Street frontage from the list of approved street trees found in the Scappoose Comprehensive Urban Forestry Plan, meeting the spacing standards above. Section 17.104.020 and Section 17.104.040 are satisfied.

Chapter 17.106 OFF STREET PARKING AND LOADING REQUIREMENTS

17.106.030 Minimum off-street parking requirements.

A. Residential Uses.

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

Iverson Duplex non-conforming use

Finding: The narrative states that the carport provides parking for up to 2 vehicles, and an additional parking space is available adjacent to the carport, for a total of 3 on-site parking spaces. The development code requires 4 parking spaces for a duplex. The recommended Conditions of Approval require the applicant to remove, or relocate, the carport to meet the 20 foot setback requirement. Once the carport has been removed or relocated, the applicant shall demonstrate that adequate parking for 4 vehicles is provided on-site. Section 17.106.030, A is satisfied.

Chapter 17.130 CONDITIONAL USE

17.130.050 Approval standards and conditions. A. The planning commission shall approve, approve with conditions, or deny an application for a conditional use based on findings of fact with respect to each of the following criteria:

- 1. The characteristics of the site are suitable for the proposed use considering size, shape, location, topography and natural features;*
- 2. All required public facilities have adequate capacity to serve the proposal;*
- 3. The applicable requirements of the zoning district are met;*
- 4. The use is compatible with surrounding properties or will be made compatible by imposing conditions.*

Finding: The subject site has been used previously as a duplex, and the applicant has requested to continue using the structure as a duplex. There are existing water and sewer utilities to the site and the City has adequate capacity to serve the site. The proposed remodel of the existing use is compatible with surrounding residential uses. Section 17.130.050(A) is satisfied.

[...]

C. The planning commission may impose conditions on its approval of a conditional use, which it finds are necessary to ensure the use is compatible with other use in the vicinity. These conditions may include, but are not limited to, the following:

- 1. Limiting the hours, days, place and manner of operation;*
- 2. Requiring design features which minimize environmental impacts such as noise, vibration, air pollution, glare, odor and dust;*
- 3. Requiring additional setback areas, lot area, or lot depth or width;*
- 4. Limiting the building height, size or lot coverage, or location on the site;*
- 5. Designating the size, number, location and design of vehicle access points;*
- 6. Requiring street right-of-way to be dedicated and the street to be improved;*
- 7. Requiring landscaping, screening, drainage and surfacing of parking and loading areas;*
- 8. Limiting the number, size, location, height and lighting of signs;*
- 9. Limiting or setting standards for the location and intensity of outdoor lighting;*
- 10. Requiring berming, screening or landscaping and the establishment of standards for their installation and maintenance;*
- 11. Requiring and designating the size, height, location and materials for fences;*
- 12. Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas and drainage areas;*

Iverson Duplex non-conforming use

13. Requiring the dedication of sufficient open land area for a greenway adjoining and within the floodplain when land form alterations and development are allowed within the one hundred-year floodplain.

Finding: Staff has proposed a Condition of Approval requiring removal or relocation of the carport, in order to ensure that the carport meets the required 20 foot setback for the R-4 zone, and to allow for 4 on-site parking spaces. Staff is also proposing a condition of approval requiring the applicant to plant street trees along the NE Williams Street frontage. The Planning Commission may impose conditions of approval that reflect any of the above criteria as well. Section 17.130.150(C) is satisfied.

Chapter 17.132 NONCONFORMING USES

17.132.010 Continuation of nonconforming uses and structures. Except as otherwise provided, the use of a building, structure, premises or land lawfully existing at the time of the effective date of this title or at the of a change in the official zoning maps may be continued and maintained in reasonable repair, although such use does not conform with the provisions of this title.

17.132.050 Discontinuance. If a nonconforming use involving a structure or property is discontinued from active use for a period of one year, any subsequent use of the property or structure shall be a conforming use. The planning commission may, however, permit a use for which the structure was originally designed or similar thereto, through the conditional use process.

17.132.060 Criteria to grant or deny. When reviewing any request to alter or restore a nonconforming use, in addition to the other applicable criteria, it shall be determined that all of the following are found to exist:

- A. The nature and character of the proposed use are substantially the same as that for which the structure was originally design;*
- B. There is no material difference in the quality, character, intensity or degree of use;*
- C. The proposed use will not prove materially adverse to surrounding properties.*

Finding: According to the Columbia County Tax Assessor's records, the original structure was built in 1930 and was later converted into a duplex. The duplex was listed on the City's vacant property list beginning on May 20, 2013. Since the nonconforming duplex has been vacant for more than a year, the applicant has requested a Conditional Use permit to allow for the continued use of the structure as a duplex.

Since the property has previously been used as a duplex, and there is no material difference in the quality, character, intensity or degree of use, the proposed use is not expected to prove materially adverse to surrounding properties. In fact, the remodel of the dilapidated duplex should improve the quality and character of the neighborhood. Section 17.132.050 – 17.132.060 is satisfied.

Chapter 17.154 STREET AND UTILITY IMPROVEMENT STANDARDS

17.154.070 Sidewalks.

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

B. Maintenance of sidewalks and curbs is the continuing obligation of the adjacent property owner.

Finding: There are existing sidewalks along the NE 2nd Street and NE Williams Street frontages. Several of the panels are cracked, uplifted, or contain missing sections of concrete. The recommended Conditions of Approval require the applicant to replace the damaged sections of sidewalk, as determined by the City Engineer, in order to ensure a safe pedestrian path. Section 17.154.070, A – B is satisfied.

Chapter 17.162 PROCEDURES FOR DECISION MAKING—QUASI-JUDICIAL

17.162.090 Approval authority responsibilities. [...]

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

[...]

4. Conditional use pursuant to Chapter 17.130;

Finding: The applicant has submitted a Conditional Use Permit application on forms provided by the City of Scappoose, has paid the applicable land use fees, and the Planning Commission is by the very nature of the public hearing deliberation, following the correct procedures. Based on the submitted materials and the staff report, and as conditioned within this report, the proposed continuance of the subject site as a duplex complies with the City's Comprehensive Plan, and with the requirements of Title 17 of the Scappoose Municipal Code. Section 17.162.090(C) is satisfied.

RECOMMENDATION

Based on the Findings of Fact, the Conclusionary Findings for Approval, and the materials submitted by the applicant, staff recommends that the Planning Commission **APPROVE** CU1-17, subject to the following:

1. That prior to issuance of a final building permit (occupancy), the applicant shall submit for the review and approval of the City Planner revised plans illustrating the following:
 - A. A site plan illustrating the removal or relocation of the existing carport, to ensure that the carport meets the required setbacks, including a setback of 20 feet from the property line where access occurs. In removing or relocating the carport, the applicant

Iverson Duplex non-conforming use

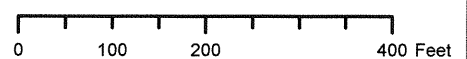
shall also demonstrate that 4 on-site parking spaces are provided. The 4 on-site parking spaces shall be available for use prior to final building permit issuance.

B. A landscape plan illustrating locations, number, and species of proposed street trees along the NE Williams Street frontage, and the proposed method of irrigation. Street tree locations shall maintain visual clearance. The applicant shall install the Street Tree Plan prior to occupancy conforming to the requirements of Chapter 17.104 (Street Trees) of the Scappoose Development Code. All street trees shall have a two-inch minimum caliper and be spaced as appropriate for the selected species, as specified in the Scappoose Comprehensive Urban Forestry Plan. All street trees shall be of good quality and shall conform to the American Standard for Nursery Stock (ANSI Z60.1). The City Planner reserves the right to reject any plant material that does not meet this standard.

2. That prior to occupancy, the applicant shall replace the damaged sections of sidewalk along NE Williams Street and NE 2nd Street, as determined by the City Engineer, in order to ensure a safe pedestrian path.
3. That the applicant shall obtain all necessary building permits from the Building Department and the proposed structure shall meet the Building Code prior to occupancy.

Exhibit 1

The map shows a grid of streets in the NE Williams St area. The 'SITE' is located at the intersection of NE Williams St and NE 2nd St, marked by a hatched rectangle. Surrounding streets include Crown Zellerbach Rd to the north, NE Royal Dr and NE Crown Ct to the northeast, NE Williams St running east-west, NE 1st St, NE 2nd St, NE 3rd St, NE Watts St, NE Laurel St, NE Karen Pl, and NE Sawyer St running north-south. To the west, Columbia River Hwy runs north-south, with NW Laurel St and NW Watts St branching off to the west.



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Applicant

Chris Iverson
Iverson #7 LLC
PO Box 1112
36360 Smith Road
St Helens OR 97051

Property

52714 2nd Street, Scappoose Oregon
Lot 5, Block 7 Watts Addition
Tax lot # 3N2W-12AC-1900

Existing two (2) dwelling unit residential structure, with an existing carport.

Narrative:

This application is for the continued use of an existing non-conforming structure on an existing non-conforming lot.

The lot was originally platted as Lot 5, Block 7 Watts Addition as a 50' x 100' lot (5000 sq. ft.) in 1907. According to the Columbia County Tax Assessor's records the existing primary structure was constructed in 1930. The construction date of the existing carport / storage structure is unknown. At some point the existing structure was modified to allow for two dwelling units, one on the first floor and one on the second floor. The gross square footage of the first floor unit is 1407 sq. ft. The gross square footage of the second floor unit is 1184 sq. ft. That was the configuration of the building when the current owner (Iverson) acquired it. When the current owner acquired the property it had not been lived in for some time, the roof was damaged, and there was significant water damage and dry-rot in the interior.

The owner intends to renovate the building, repair the deficiencies, and use the existing building as it has been used in the past, two dwelling units, one on the first floor and one on the second floor.

The current underlying Zone is designated as R-4 Moderate Density Residential, with the following minimum requirements: a minimum lot area of 6000 sq. ft. for single family residences, 7,000 sq. ft. for two (2) attached units, a minimum lot width (street frontage) of

50', a 15' front yard setback, 20' rear yard setback, and "total" 15' side yard setback with a minimum of 5' on one side (see municipal code section 17.50.050).

Neither the existing lot nor the existing structure conform to the underlying R-4 zone. The existing lot is only 5000 sq. ft. and the existing structures encroach into current building setbacks of the R-4 zone. (See attached site plan) By forcing the property to be in conformance with current code there is no way to conform to the current off street loading & parking requirements which would require four (4) off street parking spaces. The property has two (2) off street parking spaces but there is no room to provide two more.

The property owner wishes to continue to use the existing structure as it is constructed, as a nonconforming use which the Planning Commission is authorized to grant through the Conditional Use process.

Criteria:

Chapter 17.132

NONCONFORMING USES

17.132.010

Continuation of nonconforming uses and structures. Except as otherwise provided, the use of a building, structure, premises or land lawfully existing at the time of the effective date of this title or at the of a change in the official zoning maps may be continued and maintained in reasonable repair, although such use does not conform with the provisions of this title. (Ord. 634 §1 Exh. A (part), 1995)

17.132.020 Vested rights.

Nothing in this title shall require any change in the plans, construction, alteration or designated use of a structure on which construction has physically, lawfully and substantially commenced prior to the adoption of this title, provided the structure is completed within two years from the issuance of the development permit. (Ord. 634 §1 Exh. A (part), 1995)

17.132.030 Alteration of nonconforming use or structure. As used in this section, "alteration" of a nonconforming use or structure including a change in use of structure of no greater adverse impact to the neighborhood.

A. Minor Alteration. A proposal for the alteration of fifteen percent or less of the gross building volume of a nonconforming use or structure may be approved by the city manager and the planner as a minor variance.

B. Major Alteration. A proposal for the alteration greater than fifteen percent of the gross building volume of a nonconforming use may be approved by the planning commission subject to the provisions for conditional use permits. (Ord. 634 §1 Exh. A (part), 1995)

17.132.040 Restoration of nonconforming uses. The planner may approve, as an administrative variance, the restoration, reconstruction or replacement of a nonconforming use which is damaged by fire, flood, wind, earthquake or other calamity or act of God of the public enemy to an extent greater than sixty percent of

the replacement value using new materials, provided that the restoration is commenced within a period of one year and is diligently prosecuted to completion. Single-family residential uses may be rebuilt by right provided such reconstruction is completed within one year of its destruction. (Ord. 634 §1 Exh. A (part), 1995)

17.132.050 Discontinuance.

If a nonconforming use involving a structure or property is discontinued from active use for a period of one year, any subsequent use of the property or structure shall be a conforming use. The planning commission may, however, permit a use for which the structure was originally designed or similar thereto, through the conditional use process. (Ord. 634 §1 Exh. A (part), 1995)

17.132.060 Criteria to grant or deny.

When reviewing any request to alter or restore a nonconforming use, in addition to the other applicable criteria, it shall be determined that all of the following are found to exist:

A. The nature and character of the proposed use are substantially the same as that for which the structure was originally designed;

B. There is no material difference in the quality, character, intensity or degree of use;

C. The proposed use will not prove materially adverse to surrounding properties. (Ord. 634 §1 Exh. A (part), 1995)

17.132.070 Compliance with state and local codes.

The granting of any such approval shall not be deemed as providing any exception to all other state and local codes such as, but not limited to, fire and life safety, building or comprehensive plan implementing ordinances. (Ord. 634 §1 Exh. A (part), 1995)

Response:

The current owner acquired the property from a bank as a distressed property (a victim of the 2007-08 financial crisis.) During the time of the foreclosure and aquisition by the bank the property became vacant and in disrepair. Since the property was vacant for more than one year per 17.132.050 it is required to go through the conditional use process.

The existing structures will be repaired and remodeled on the interior, and the roof structure repaired within the existing footprint. A bay window measuring 1'-6" x 11'-0" will be removed from the structure which is less than 15% of the building volume.

The nature and character of the proposed use is exactly the same as the use that was in existence when the property became vacant. The material difference will be that the renovated structure will be of superior quality and character than the existing dilapidated structure. The intensity of use will be the same as the previous use and will not adversely affect surrounding properties as it will be the same use as many years previous.

Chapter 17.50

R-4 MODERATE DENSITY RESIDENTIAL

17.50.030 Permitted uses. A. In the R-4 zone outside of the Scappoose Creek Flood Plain, only the following uses and their accessory uses are permitted outright:

- 1. Churches previously zoned RC-4;*
- 2. Day care home;*
- 3. Duplex;*
- 4. Home occupation (Type I) subject to Chapter 17.142;*
- 5. Manufactured homes on individual lots subject Section 17.94.030;*
- 6. Multifamily up to four units per lot;*
- 7. Public support facilities;*
- 8. Residential care home;*
- 9. Single-family detached residential dwelling units;*
- 10. Sewage pump station;*
- 11. Public park and recreation areas, provided that all building setbacks shall be a minimum of thirty feet from any property line;*

Response:

The proposed use is an allowed use.

17.50.050 Dimensional requirements.

A. The minimum lot area shall be:

- 1. Six thousand (6,000) square feet for a single-family detached dwelling unit when located outside of the Scappoose Creek Flood Plain;*
- 2. Seven thousand square feet for the first two attached units plus an additional two thousand five hundred square feet for each additional dwelling unit for triplex or fourplex when located outside of the Scappoose Creek Flood Plain;*
- 3. Twenty thousand (20,000) square feet for a single-family detached dwelling unit when located inside the Scappoose Creek Flood Plain. No other residential uses are permitted in the Scappoose Creek Flood Plain.*

B. The minimum lot width shall be fifty feet, except the minimum lot width front property line on the arc of an approved full cul-de-sac shall not be less than thirty feet. Flag lots shall provide a minimum of twenty-five feet of frontage along a public right-of-way.

C. The minimum setback requirements are as follows:

- 1. The front yard setback shall be a minimum of fifteen feet;*
- 2. The front of garages or carports shall be located a minimum of twenty feet from the property line where access occurs;*
- 3. Side yard setbacks shall total a minimum of fifteen feet with one setback not less than ten feet, which shall be on the street side for corner lots. The side setbacks for an accessory building located behind a residence shall be five feet;*
- 4. The rear yard setback shall be a minimum of twenty feet, except the minimum rear yard setback for an accessory building shall be five feet.*

D. No building in an R-4 zoning district shall exceed thirty-five feet in height.

Maximum height for accessory buildings shall be twenty two feet.

E. One principal building per lot.

F. Buildings shall not occupy more than forty percent of the lot area.

G. Additional requirements shall include any applicable section of this title.

Response:

The property was platted in 1907 as a 5000 sq. ft. lot. The width is 50', the depth is 100'. (see site plan). The front setback on 2nd street is 15'. The side yard setbacks are 10' and 13'-9". The existing rear yard setback is 8' for the carport / storage accessory structure. The existing setback of the carport is 14'. The existing residential structure conforms to the setbacks of the code, the existing carport encroaches on the setback for carports & garages by 6'. The existing structure conforms to the height limitations of the code. The existing footprint of all the structures is 1961 sq. ft. which is 39.22% of the lot area.

Chapter 17.106

OFF-STREET PARKING AND LOADING REQUIREMENTS

17.106.010 Purpose. The purpose of these regulations is to establish parking areas that have adequate capacity and are appropriately located and designed to minimize any hazardous conditions on-site and at access points. The parking requirements are intended to provide sufficient parking in close proximity to the various uses for residents, customers and employees, and to establish standards which will maintain the traffic carrying capacity of nearby streets. (Ord. 634 §1 Exh. A (part), 1995)

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

17.106.020 General provisions.

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

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

17.106.030 Minimum off-street parking requirements.

A. Residential Uses.

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

2. Multifamily

a. Studio 1 space for each unit

b. 1-2 bedroom 1.5 spaces for each unit.

c. More than 2 bedrooms - 2 spaces for each unit

Response:

The property is a two (2) unit residential structure. The first floor unit is three bedrooms, the second floor unit is two bedrooms. If it were defined as a duplex then four (4) spaces would be required, if it were defined as Multi-family then the required number of spaces would be 3.5 (1.5 + 2 = 3.5 spaces) or rounded up to (4) four spaces.

The existing carport only has sufficient room for two (2) off street parking spaces. It is not known when the carport was constructed, we can only conclude that when it was constructed it conformed to the city's then zoning ordinances and is now an existing non-conforming use.

The property has frontage on two streets, 2nd Street and William Street. There is more than ample street frontage for four (4) on-street parking spaces directly adjacent to the property, (see site plan). Counting the existing (2) on-site spaces the property has up to six (6) spaces available. The neighborhood is a single family neighborhood, to the applicants knowledge there has not historically been parking problems or disputes about parking in the area. The property will continue to be used exactly as it has in the past and we do not expect that there will be any future parking problems associated with this property.

Chapter 17.130

CONDITIONAL USE

17.130.050 Approval standards and conditions.

A. The planning commission shall approve, approve with conditions, or deny an application for a conditional use based on findings of fact with respect to each of the following criteria:

- 1. The characteristics of the site are suitable for the proposed use considering size, shape, location, topography and natural features;*
- 2. All required public facilities have adequate capacity to serve the proposal;*
- 3. The applicable requirements of the zoning district are met;*
- 4. The use is compatible with surrounding properties or will be made compatible by imposing conditions.*

B. An enlargement or alteration of an existing conditional use shall be subject to the approval standards of this Chapter.

C. The planning commission may impose conditions on its approval of a conditional use, which it finds are necessary to ensure the use is compatible with other use in the vicinity. These conditions may include, but are not limited to, the following:

- 1. Limiting the hours, days, place and manner of operation;*
- 2. Requiring design features which minimize environmental impacts such as noise, vibration, air pollution, glare, odor and dust;*
- 3. Requiring additional setback areas, lot area, or lot depth or width;*
- 4. Limiting the building height, size or lot coverage, or location on the site;*
- 5. Designating the size, number, location and design of vehicle access points;*
- 6. Requiring street right-of-way to be dedicated and the street to be improved;*
- 7. Requiring landscaping, screening, drainage and surfacing of parking and loading areas;*
- 8. Limiting the number, size, location, height and lighting of signs;*
- 9. Limiting or setting standards for the location and intensity of outdoor lighting;*
- 10. Requiring berming, screening or landscaping and the establishment of standards for their installation and maintenance;*
- 11. Requiring and designating the size, height, location and materials for fences;*

- 12. Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas and drainage areas;*
13. Requiring the dedication of sufficient open land area for a greenway adjoining and within the floodplain when land form alterations and development are allowed within the one hundred-year floodplain. (Ord. 828, 2013; Ord. 634 §1 Exh. A (part), 1995)

Response:

As described above the property does not conform to the current R-4 zone so it is a non-conforming use. It was vacant for a period of more than one year so the applicant is required to go through this process to reestablish the use. The applicant is proposing the exact same use for which the property was used for many years (except for the period of time when it was vacant). The use is an allowed use (outright). The only factors that make it non-conforming is the lot size (originally platted in 1907), the lot size for a two dwelling structure. The building conforms to all setbacks except for the setback of the existing carport. There are adequate facilities for the property, the property is already connected to water, sewer, electric, and gas, they have served the property for many years. The property is suitable to the surrounding properties and will be the same as has existed for many years.

The conditions listed that the planning commission can impose are directed at new development and do not apply and are not appropriate to this existing residential structure and residential use.

COLUMBIA County Assessor's Summary Report

Real Property Assessment Report

FOR ASSESSMENT YEAR 2016

September 11, 2017 4:16:10 pm

Account # 3362 Map # 3N2W12-AC-01900 Code - Tax # 0101-3362 Legal Descr WATTS' ADDITION TO SCAPPOOSE Block - 7 Lot - 5 Mailing Name IVERSON NUMBER 7 LLC Agent In Care Of Mailing Address PO BOX 1112 ST HELENS, OR 97051	Tax Status ASSESSABLE Acct Status ACTIVE Subtype NORMAL Deed Reference # 2017-4944 Sales Date/Price 05-26-2017 / \$0.00 Appraiser MIKE SIMPSON
--	---

Prop Class	101	MA	SA	NH	Unit
RMV Class	101	02	28	000	20738-1

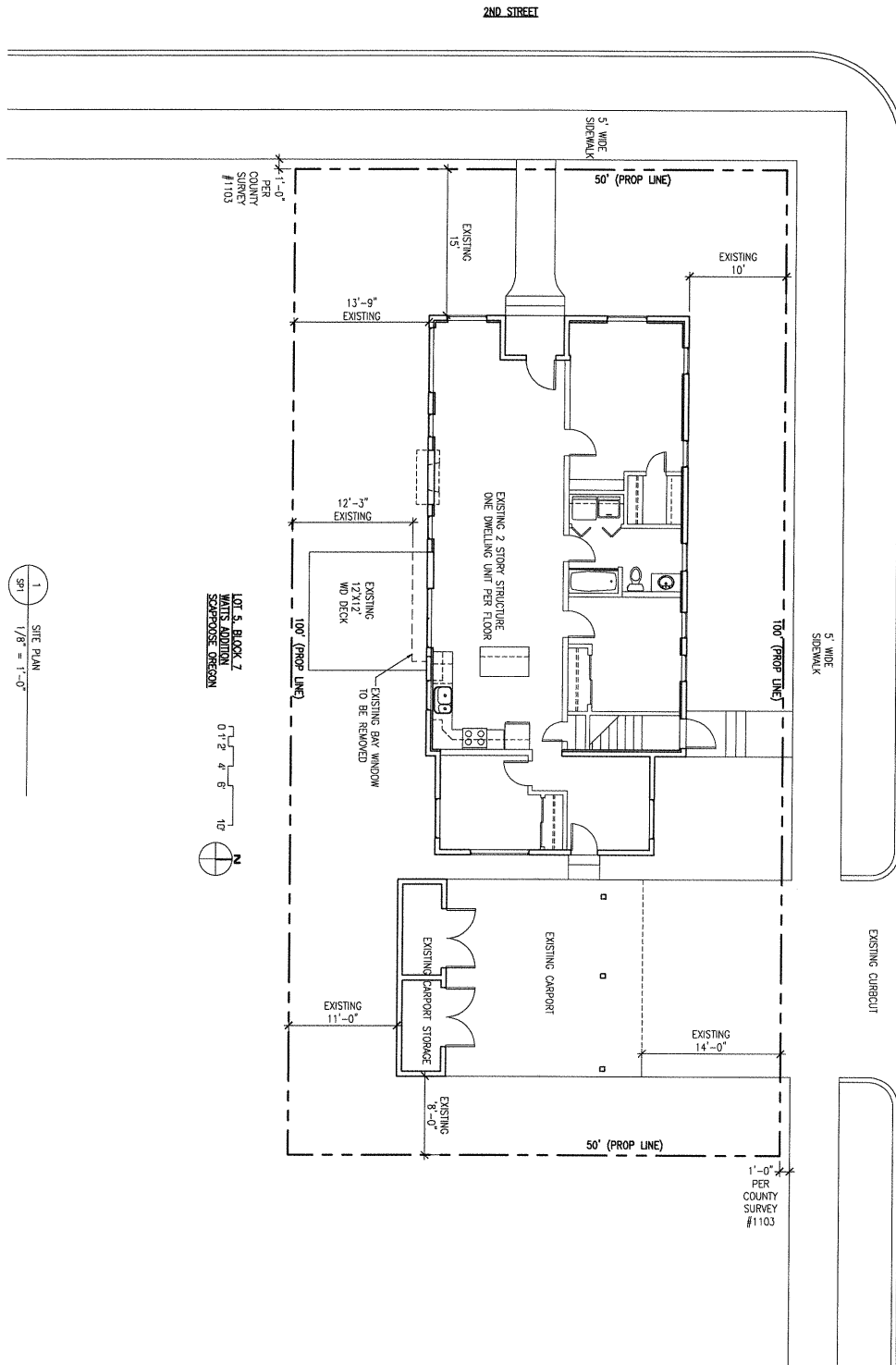
Situs Address(s)	Situs City
ID# 1 52714 NE 2ND ST	SCAPPOOSE
ID# 1 33594 NE WILLIAMS ST	SCAPPOOSE

Value Summary					
Code Area	AV	RMV	MAV	RMV Exception	CPR %
0101 Land		109,990		Land	0
Impr.		54,210		Impr.	0
Code Area Total	152,390	164,200	152,390		0
Grand Total	152,390	164,200	152,390		0

Code Area	ID#	RFD	Ex	Plan Zone	Land Breakdown					Trended RMV	
					Value Source	TD%	LS	Size	Land Class		LUC
0101					OSD - MULTI-FAMILY - DUPLEX	100				35,500	
0101	1	R		SC:R-4	Residential Site	101	S	5,000.00		*	74,490
Grand Total								5,000.00			109,990

Code Area	ID#	Yr Built	Stat Class	Description	Improvement Breakdown		Total Sq. Ft.	Ex% MS Acct #	Trended RMV
						TD%			
0101	1	1930	232	Duplex		79	2,647		54,210
Grand Total							2,647		54,210

Comments: 2014 - Re-Appraisal. ms



Iversen #7 LLC
52714 2nd Street
Scappoose, OR 97056

OWNER:
Iversen #7 LLC
PO Box 1112
5000 South Road
Scappoose, OR 97056
(503) 387-4123

AKAAN
architecture + design llc

101 ST HELENS ST
ST HELENS, OR 97051
T: 503.368.3050 F: 503.368.3055

Planning Commission Packet ~ November 9th, 2017

Page 31 of 164

SP-1

SHEET NO.

SCALE:

DRAWN BY: AS NOTED

CHECKED BY: AP

DATE: 12/29/2017

REVISIONS:

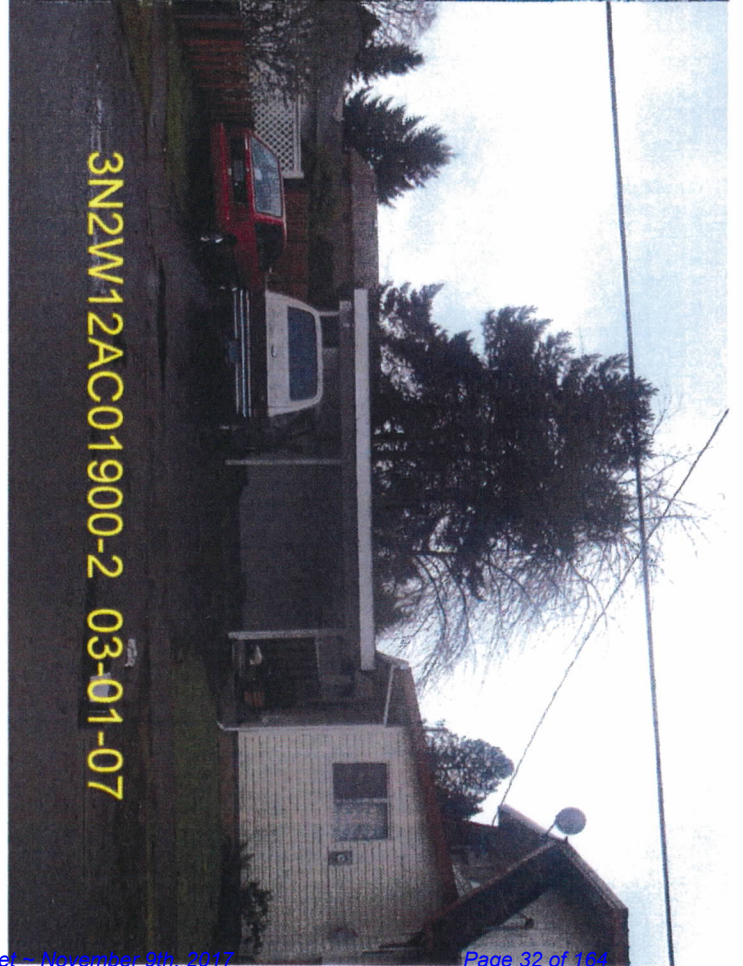
DATE: REVISION:

COMMENTS:

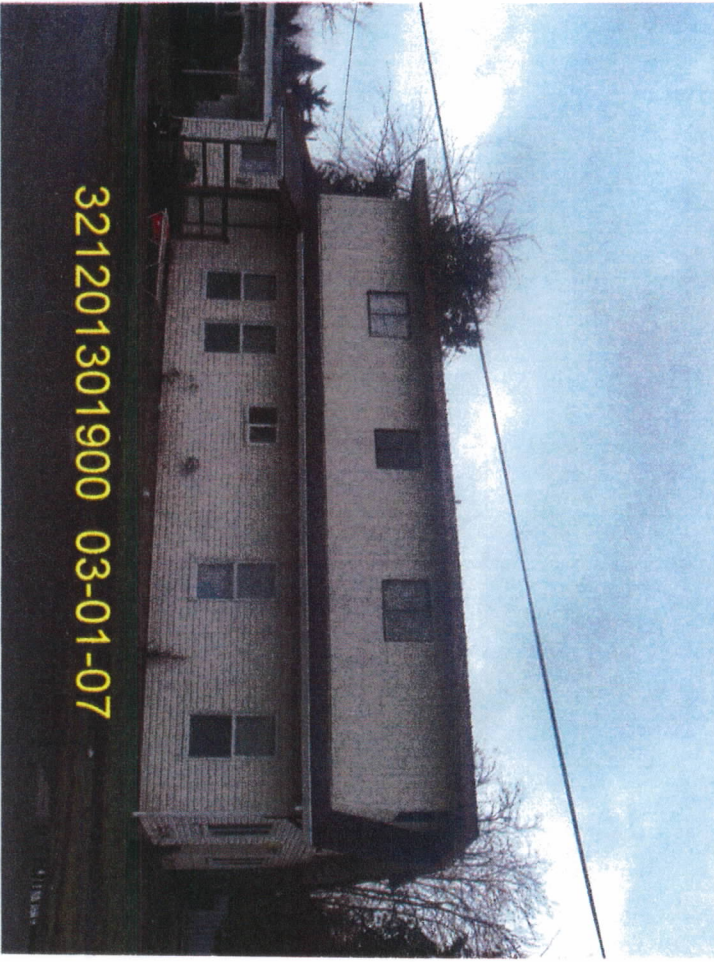
SITE PLAN



321201301900 03-01-07



3N2W12AC01900-2 03-01-07



321201301900 03-01-07

Assessor's Photos 2007



1 SECOND STREET ELEVATION
A2.1 NTS



2 WILLIAMS STREET ELEVATION
A2.1 NTS

OWNER:
IVERSON # 7 LLC
PO Box 1112
36360 Smith Road
St Helens OR 97051
(503) 397-0123

Iverson #7 LLC
52714 2nd Street
Scappoose, OR 97056

SCALE: AS NOTED
DRAWN BY: AP
CHECKED BY: AP
CAD FILE: -
DATE: 17 SEPT 2017

REVISIONS		
△	DATE	DESCRIPTION
-	11/11/17	-
-	11/11/17	-
-	11/11/17	-
-	11/11/17	-

CONTENTS:
PHOTO ELEVATIONS

SHEET NO:

A2.1

Correction / Addendum to Narrative:

Applicant

Chris Iverson
Iverson #7 LLC
PO Box 1112
36360 Smith Road
St Helens OR 97051

Property

52714 2nd Street, Scappoose Oregon
Lot 5, Block 7 Watts Addition
Tax lot # 3N2W-12AC-1900

RE Parking:

The application narrative indicates that there is only sufficient room for two (2) parking spaces on-site. The Columbia County Assessor's photographs [(2007) attached] show that there is sufficient room for three (3) on-site parking spaces. With the four on street parking spaces fronting the property on the two adjacent streets a total of seven (7) spaces are available.



Scappoose Planning Department
33568 E. Columbia Ave. Scappoose, OR 97056
Phone: 503-543-7146 Fax: 503-543-7184
www.ci.scappoose.or.us

CONDITIONAL USE APPLICATION

NOTICE TO APPLICANT: On original application form, please print legibly using black/dark blue ink or type. Applicants are advised to review the list of submittal requirements and recommendations indicated on each land use application form and in the applicable code section prior to submitting an application. **INCOMPLETE APPLICATIONS WILL NOT BE SCHEDULED FOR PUBLIC HEARING OR PROCESSED UNTIL THE PLANNING DEPARTMENT RECEIVES ALL REQUIRED SUBMITTAL MATERIALS.**

Tracking Information (For Office Use Only)

Application Submittal Includes:

☐ 7 Hard Copies Required

☒ Electronic Submittal

☒ Fee

paid

File# CU 1-17 Hearing Date _____

SITE LOCATION & DESCRIPTION

Tax Map #(s) 3N2W-12AC-1900 Tax Lot #(s) _____

Frontage Street or Address 52714 NE 2nd St Scappoose OR

Nearest Cross Street 2nd & Williams

Plan Designation _____ Zoning R4 Site Size 5000 (acres or sq. ft.) Dimensions 50 X 100

SUMMARY OF REQUEST

Proposed Project Name Iverson #7

Project Type/Narrative Summary: (Provide a brief summary including the nature of activities, number of students/participants, hours of operation, and specify project type: Single-family Residential, Multi-family Residential, Institution, Commercial, Industrial, Mixed Use)

Conditional Use - Existing Building - Duplex
Continue As-Is.

Subject to previous Land-use approval? ☐ Yes ☐ No File No. _____ (attach copy of Notice of Decision)

of Buildings 1 # of Parking Spaces 2 # of Accessible Parking Spaces NA % of Landscaping 60%

NOTE: The summary provided above must be part of a more extensive written narrative that describes the project and justifies the requested conditional use based on the approval criteria. For more information read Approval Criteria and Submittal Requirements attached.

see narrative

CONTINUED ON PAGE 2

**CONDITIONAL USE APPLICATION
(CONTINUED)**

DETAILED SITE INFORMATION

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

Flood Plain NA Wetlands NA Significant Natural Resources NA
Cultural Resources NA Airport Noise Contours NA Slopes Greater Than 15% NA
Water Provider: ☒ City of Scappoose ☐ Well ☐ Other: _____

Does the site have access to City street(s) ☒ Yes ☐ No (Please explain) _____

Does the site have access to County road(s) ☐ Yes ☒ No (Please explain) City

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

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

Property Owner(s): Name(s) Chris Iverson

Business Name Iverson Number 7 LLC

Mailing Address PO Box 1112 City St Helens State OR Zip 97051

Phone # 503 396 1199 Fax # _____ Email Address chris.Iverson@haganhamilton.com

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

Property Owner(s) Signature(s) Chris Iverson Date: 10-4-17

(If more than one property owner, please attach additional sheet with names and signatures.)

Applicant: Name Same

Business Name _____

Mailing Address _____

Phone # _____ Fax # _____ Email Address _____

Applicant's Signature _____ Date: _____

Applicant's interest in property _____

CONTINUED ON PAGE 3

**CONDITIONAL USE APPLICATION
(CONTINUED)**

ADDITIONAL PROJECT TEAM MEMBERS

Applicant's Representative: Contact Name _____

BusinessName AKAAN Architecture + Design LLC

Mailing Address 101 St Helens St City St Helens State OR Zip 97051

Phone # 503-366-3050 Fax # _____ Email Address alpetersen@akaan.design.com

Planning Consultant: Contact Name _____

BusinessName _____

Mailing Address _____ City _____ State _____ Zip _____

Phone # _____ Fax # _____ Email Address _____

Additional Personnel:

Role _____ Contact Name _____

BusinessName _____

Mailing Address _____ City _____ State _____ Zip _____

Phone # _____ Fax # _____ Email Address _____

**APPROVAL CRITERIA AND REVIEW STANDARDS
(CONDITIONAL USE)**

The approval criteria and requirements for a **Conditional Use** application are set forth in Section 17.130 of the Scappoose Development Code as follows:

17.130.020 Administration and Approval Process.

A. The applicant of a conditional use proposal shall be the recorded owner of the property or an agent authorized in writing by the owner.

B. Action on the application shall be in accordance with Chapter 17.162.

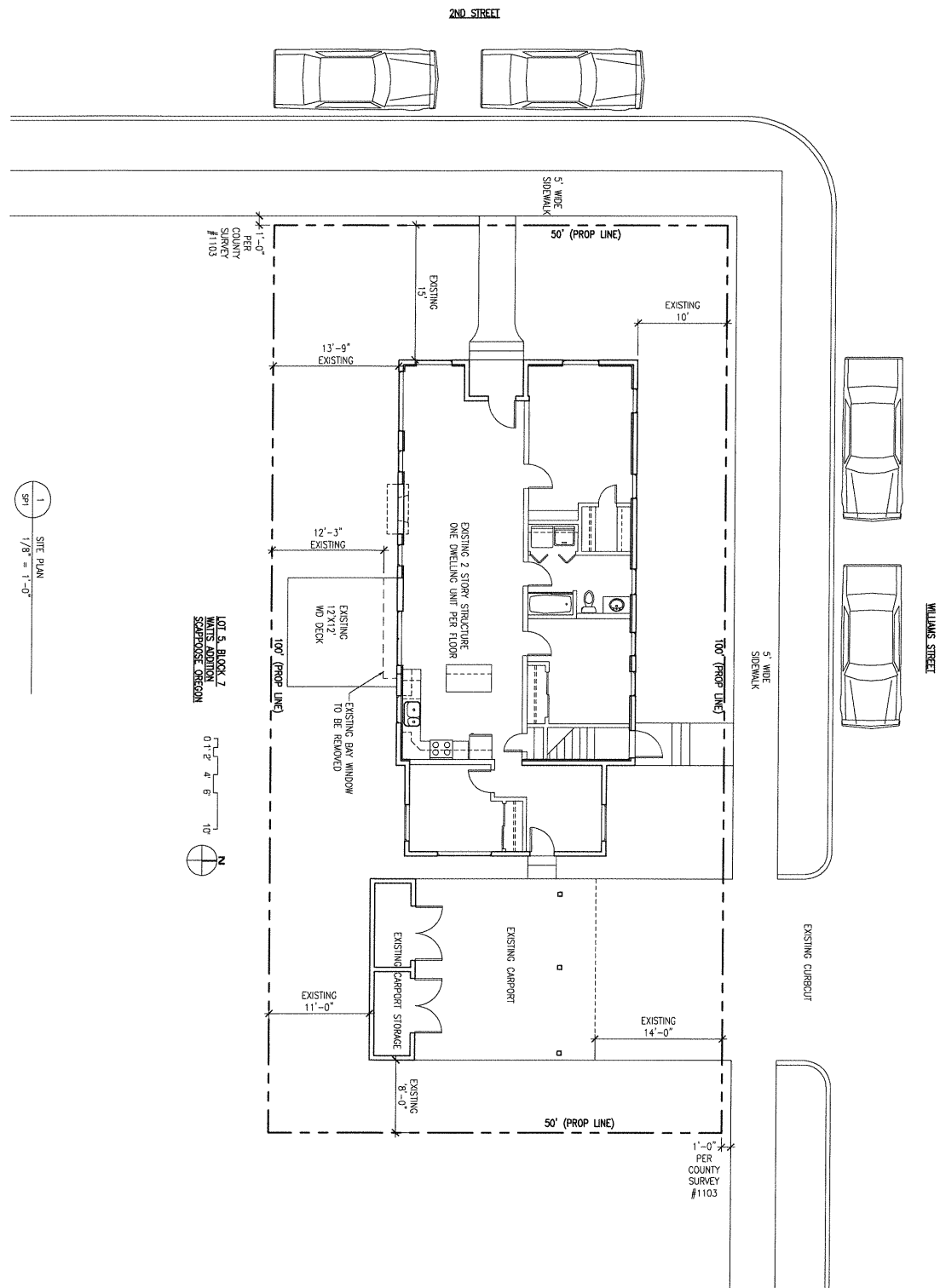
17.130.030 Expiration of Approval.

A. Approval of a conditional use by the planning commission shall be void if:

1. Substantial construction of the approved plan has not been completed within a one-year period; or
2. Construction on the site is a departure from the approved plan.

B. The planner may, upon written request by the applicant and payment of the required fee, grant an extension of the approval period not to exceed one year, provided that:

1. No changes are made on the original conditional use plan as approved by the planning commission;
2. The applicant can show intent of initiating construction on the site within the one year extension period; and
3. There have been no changes to the applicable comprehensive plan policies and ordinance provisions on which the approval was based.



SP-1

Iverson #7 LLC
52714 2nd Street
Scappoose, OR 97056

OWNER:
INERSON #7 LLC
PO Box 1112
36360 Smith Road
St Helens OR 97051
(503) 397-0123

AKAAN
architecture + design llc

101 ST HELENS ST
ST HELENS, OR 97051
T: 503 366 3050 F: 503 366 3055



FIRE MARSHAL

Columbia River Fire & Rescue / Scappoose Fire District



Date: 10/20/2017

Laurie Oliver

RE:

Land Use Action Referral CU1-17

TMN 3N2W-12AC-1900 (52714 2nd Street)

Dear Laurie:

I received the Land Use Action Referral regarding the above referenced project. Based on what was submitted, the fire district has a few comments and findings, but we have no objections.

1. Address numbers meeting the addressing standard in the Scappoose Fire Code Guide that was adopted by Ordinance. For this property the numbers can be no less than 8 inches by 1 inches. We are reducing the number size from 12 inches to 8. We would prefer apartment numbers to not have individual address numbers and have one property address. Apartment numbers shall be 100 for the first floor and 200 numbers for the second floor in accordance with the ordinance.
2. The fire district will also require that the structure fire and life safety features be brought up to the current Oregon Fire Code for smoke detectors and occupant notification.
3. The district is always willing to look at alternatives as long as they are submitted in writing in accordance with what is outlined in the fire code guide.

Should you have any questions about anything else, please do not hesitate to give me a call.

Sincerely,

A handwritten signature in black ink, appearing to be "Jeff Pricher", with a long horizontal line extending from the end of the signature.

Jeff Pricher

Division Chief
Fire Marshal (CRF&R / SRFD)
www.ccfiremarshal.com

CITY OF SCAPPOOSE STAFF REPORT

Request: Approval of an application for Subdivision Tentative Plan Approval (SB1-16) to subdivide Columbia County Assessor Map No. 3211-DA-00300 to create 8 lots in the Low Density Residential (R-1) zoning district. The applicant is also requesting a Sensitive Lands Permit due to slopes exceeding 20% within the subject property (SLDP2-16), and a Major Variance (MaV1-16) to allow for reduced setbacks to an existing house on proposed Lot 1.

Location: The site is located east of Meacham Lane, between SW JP West Road and SW Keys Crest Drive. See attached Vicinity Map (**Exhibit 1**).

Applicant: BMP Design LLC

Owner(s): Victoria M Schmit Decedent's Trust

EXHIBITS

1. Vicinity Map & Columbia County Assessor Map
2. Narrative and Application, dated May 18, 2017 and October 6, 2016
3. Preliminary Subdivision Plans dated May 18, 2017
 - A. Sheet 1 – Cover Sheet, Vicinity Map and Legend
 - B. Sheet 3 – Existing Conditions
 - C. Sheet 4 – Preliminary Plat
 - D. Sheet 5 – Proposed Utility Plan
 - E. Sheet 6 – Proposed Grading Plan
 - F. Sheet 7 – Slope Analysis Plan
 - G. Sheet 8 – Street and Storm Plan and Profile
 - H. Sheet 9 – Storm Outlet Plan and Profile
 - I. Sheet 10 – Circulation Plan
 - J. Sheet L1 – Landscape Plan
 - K. Sheet E1 – JP West Intersection Exhibit
 - L. Lot 1 Setback Exhibit
4. Preliminary Geotech Report (appendix available upon request), dated March 1, 2016
5. Preliminary Storm Report (appendix available upon request), dated September 19, 2017
6. Traffic Impact Letter, dated September 28, 2016
7. Fire Chief Comment, dated October 20, 2017
8. Columbia County Road Department comment, dated October 13, 2017
9. Columbia River PUD comment, dated October 16, 2017
10. Affidavit certifying steep slope
11. Public Works Director comment, dated November 2, 2017

SUBJECT SITE

- The subject site consists of one parcel with a total area of approximately 2.63 acres. Currently, there is an existing home on the northwest portion of the site, which would remain as part of Lot 1 in the subdivision plat.
- The site is designated Suburban Residential (SR) on the Comprehensive Plan Map. The subject site and all surrounding properties are zoned R-1, Low Density Residential. To the west of the site are residences with access off SW Keys Road, SW Meacham Lane and SW JP West Road. To the north are residences along SW JP West Road and Eastview Drive. The eastern edge of the property slopes down dramatically to a line of trees and residents along SW Jobin Lane, and SW Ivy Drive. To the south is the Keys Crest Subdivision.
- The site has a steep west-east slope with grade differences beyond 20% (See Slope Analysis Plan, **Exhibit 3F**). The western edge of the parcel has an elevation of ~186 feet above sea level, before sloping eastward to around 133 feet above sea level. The most dramatic slopes are in the SE portion of the site. Aside from the small stand of trees in the SE corner, the parcel is covered in pasture grass.
- SW Keys Crest Drive terminates at the southern end of the subject site. The applicant proposes to extend the existing street infrastructure at SW Keys Crest Drive north through the development to connect with SW JP West Rd at the northern edge of the property.

OBSERVATIONS

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

- The proposed subdivision would create eight residential lots ranging in size from 8,336 square feet to 14,090 square feet. Lots 2-8 would have frontage on the northern extension of SW Keys Crest Drive, while the existing home on Lot 1 would retain access off of SW Meacham Ln.
- The applicant proposes a street right-of-way width of 50 feet, to match the existing right of way width of SW Keys Crest Drive to the south. All new streets within the subdivision will be improved to meet the City's local street standards, including a 32-foot paved width with curb and gutter on the eastern side and a standard "C" curb on the west side, 5-foot curb-tight sidewalks, and street trees in the furnishing zone behind the sidewalks. The right of way planter will be 3.5-feet rather than the standard 5.5-feet, to correspond to the existing dimensions of SW Keys Crest Drive to the south.
- The proposed extension of SW Keys Crest Drive would be designed to provide a north-south connection between segments of SW Keys Crest Drive, and SW JP West Road in the Keys Crest Subdivision. A Circulation Plan illustrating how the proposed streets will connect to streets on the adjoining property and in the future is included as **Exhibit 3I**.

- Due to the elevation change, a 2 – 4-foot high retaining wall is proposed near the northern connection with SW JP West Road to maintain the existing grading of neighboring properties (See **Exhibit 3E**).

TRAFFIC IMPACT LETTER

- The 8 lot subdivision is projected to produce 66 new trips on SW Keys Crest Drive, but not more than 10 peak hour trips in either the AM or PM. As a result, a full traffic impact study was not required. The applicant did submit the required Traffic Impact Letter to document the expected vehicle trip generation related to the proposal (**Exhibit 6**).

MAJOR VARIANCE AND SENSITIVE LANDS DEVELOPMENT

- As shown on the applicant's Slope Analysis Plan (**Exhibit 3F**), the site has slopes above 20% (the threshold above which Sensitive Lands Development Permits for Slope Hazard are required). While the proposed road improvements are outside the hazard area, the storm water outflow runs directly east along the southern boundary of the site, and over the steepest portion of the property. The applicant proposes for the newly created lots to be used for single family residential dwelling units, of which 5 will potentially be within the slope hazard area, depending on the location of the home within each lot.
- The applicant has submitted a geotechnical report (**Exhibit 4**) which discusses slope stability and states in part "...we are of the opinion that the subject site is generally suitable for the proposed new Victoria Estates residential development and its associated site improvements provided that the recommendations contained within this report are properly incorporated into the design and construction of the project." Additionally, the report recommends that Redmond Geotechnical Services, LLC be retained to provide construction monitoring and testing services during all earthwork operations for the proposed new single-family residential development. The purpose of monitoring services would be to confirm that the site conditions reported within the report are as anticipated, provide field recommendations as required based on the actual conditions encountered, document the activities of the grading contractor and to assess their compliance with the project specifications and recommendations. Of primary importance will be observations made during site preparation, structural fill placement, footing excavations and construction as well as retaining wall backfill. Staff has included a Condition of Approval which requires the applicant to comply with the recommendations within the geotechnical report.
- The applicant will require a major variance because the existing structures on Lot 1 violate the front and side setback requirements for the R-1 zone. Findings related to the major variance can be found in Section 17.134.030.

PUBLIC UTILITY IMPROVEMENTS

Victoria Estates Subdivision

- The proposed water system improvement consists of an eight-inch water main in the new extension of SW Keys Crest Drive which will connect to an existing 6" ductile iron water line at the southern end of the subject site to an 8-inch line within SW JP West Road, which will loop the water line. All lots will be served by laterals coming off the new mainline.
- Public hydrants are present at the north and south end of the property, located 607 feet apart. The Fire Marshall submitted a comment (**Exhibit 7**) stating that the fire hydrant on JP West may need to be relocated and that an additional hydrant will be required within the subdivision.
- The applicant has proposed a sanitary sewer mainline connecting to an 8" stub-out provided at a manhole located near the southern boundary of the property. Lot 1 already has sewer service off SW Meacham Lane, so only Lots 2-8 are proposed to have new laterals installed. Lot 1 may request to connect to the new main line or request an additional sewer lateral to accommodate further development.
- The storm water will be captured, transported and detained via 48" pipes under the proposed road. Due to poor infiltration rates, and excessive slopes on site, the storm water management will not rely on storm water infiltration. The storm water runoff captured by the system will have outlets to the southeast corner of the property, over an area of riprap for energy dissipation, into an unnamed creek.
- A preliminary drainage (stormwater) report is included as **Exhibit 5**. The report includes design assumptions and follows CWS standards as requested by the City Engineer. The report includes preliminary calculations for water quality and quantity controls as well as downstream analysis of the existing and post developed conditions. The tested infiltration rate is listed as .2-inches per hour. The applicant will need to provide a Geotechnical report showing compliance with the infiltration tests per the Public Works Design Standards for City Engineer approval.

STREET TREES

- The Scappoose Development Code requires street trees along all street frontages. The applicant has submitted a preliminary tree planting plan (**Exhibit 3J**) indicating that Columnar Sargent Cherry are proposed to be planted 30-feet apart, however, according to the development code, this species of tree should be spaced no more than 25-feet apart. A Condition of Approval is included to clarify the spacing standards for street trees of this type.

PUBLIC & PRIVATE AGENCIES AND PUBLIC NOTICE

- The City of Scappoose Engineering, Public Works, Police, and Building; Scappoose Rural Fire Protection District; Columbia County Road Department; Century Link; Comcast; Columbia River PUD; the Scappoose School District; and Northwest Natural Gas have been provided an opportunity to review the proposal. Agency comments have been incorporated into this staff report where applicable.

Victoria Estates Subdivision

- A comment submitted by the Public Works Director (**Exhibit 11**) indicated concerns related to drainage which will be addressed during the design phase of the project and which have been addressed in the Conditions of Approval.
- Notice of this request was mailed to property owners located within 300 feet of the subject site on October 19, 2017 and published in the local newspaper on October 27, 2017. Notices were posted on site on October 11, 2017.

FINDINGS OF FACT

1. **The following sections of Title 17 of the Scappoose Municipal Code (Scappoose Development Code) are applicable to this request:**

Chapter 17.44 R-1 LOW DENSITY RESIDENTIAL

17.44.030 Permitted uses. A. In the R-1 zone outside of the Scappoose Creek Flood Plain, only the following uses and their accessory uses are permitted outright:

[...]

6. Single-family detached residential dwelling.

[...]

17.44.050 Dimensional requirements. A. The minimum lot area shall be:

1. Seven thousand five hundred (7,500) square feet outside the Scappoose Creek Flood Plain; [...]

B. The minimum lot width shall not be less than fifty feet, except the minimum lot width at front property line on the arc of an approved full cul-de-sac shall not be less than thirty feet.

C. The minimum setback requirements are as follows:

1. The front yard setback shall be a minimum of twenty feet;

2. The front of garages or carports shall be located a minimum of twenty feet from the property line where access occurs;

3. Side yard setbacks shall total a minimum of fifteen feet with any street side setback no less than ten feet and one internal side setback not less than ten feet;

4. The rear yard setback shall be a minimum of twenty feet, except the minimum rear yard setback for an accessory building shall be five feet;

Finding: The proposed subdivision falls within the R-1 zoning district. The applicant has proposed lot sizes of at least 7,500 square feet. The minimum lot width is at least fifty feet for all lots. When lots 2-8 are developed all structures must meet the setback requirements. Lot 1 requires a major variance as part of this application because the existing structures do not meet front or side setback requirements. Sections 17.44.030 and 17.44.050 are satisfied.

Chapter 17.86 SENSITIVE LANDS--SLOPE HAZARD

*Victoria Estates Subdivision**17.86.020 Applicability of uses.*

C. For the purpose of this chapter, "slope hazard areas" means those areas subject to a severe risk of landslide or erosion. They include any of the following areas:

- 1. Any area containing slopes greater than or equal to fifteen percent and two of the following subsections;*
 - a. Impermeable soils (typically silt and clay) frequently interbedded with granular soils (predominately sand and gravel),*
 - b. Any area located on areas containing soils which, according to the current version of the soil survey of Columbia County, Oregon may experience severe to very severe erosion hazard,*
 - c. Any area located on areas containing soils which, according to the current version of the soil survey of Columbia County, Oregon are poorly drained or subject to rapid runoff,*
 - d. Springs or ground water seepage;*
- 2. Any area potentially unstable as a result of natural drainageways, rapid stream incision, or stream bank erosion;*
- 3. Any area located on an alluvial fan, presently subject to or potentially subject to inundation by debris flows or deposition of stream transported sediments;*
- 4. Any area containing slopes greater than or equal to twenty percent.*

Finding: Portions of Lots 1 and 4 - 8 contain slopes greater than or equal to 20%. See **Exhibit 3F** for the Slope Analysis Plan of the subject site. There is no additional development proposed on Lot 1, and lots 4 - 8 will require a sensitive lands permit when development occurs. Approval of this Sensitive Lands Slope Hazard Permit would allow for the installation of underground utilities, construction of retaining walls on site, and construction of roadway improvements related to the subdivision. Section 17.86.020(C) is satisfied.

17.86.030 Administration and approval process.

[...]

C. The planner shall review all development applications to determine if the mitigation and monitoring plans and bonding measures proposed by the applicant are sufficient to protect the public health, safety and welfare consistent with the goals, purposes, objectives and requirements of this chapter.

D. The applicant shall submit an affidavit which:

- 1. Declares that the applicant has no knowledge that sensitive areas on the development proposal site have been illegally altered, and that the applicant previously has not been found in violation of sensitive areas regulations for any property in Columbia County;*
- 2. Demonstrates that any development proposal submitted conforms to the purposes, standards and protection mechanisms of this chapter;*
- 3. If required, prepare a special sensitive areas study in accordance with Section 17.86.070;*

E. Approval of a development proposal pursuant to the provisions of this chapter does not discharge the obligation of the applicant to comply with the provisions of this chapter.

Victoria Estates Subdivision

F. The provisions of this chapter shall apply to all forest practices over which the city has jurisdiction, and to all property which has been cleared and/or graded without an approved state and local permit.

Finding: Based on a review of the application, City staff recommends Conditions of Approval requiring a geotechnical engineer to observe excavation and structural fill, consistent with the recommendations in **Exhibit 4**. Furthermore, residences on the individual lots would be required to obtain Sensitive Lands Development Permits since no specific house designs have been proposed as part of this permit. These conditions ensure adequate protection and preservation of health, safety, and welfare. Section 17.86.030(C) is satisfied. The applicant has submitted the affidavit (**Exhibit 10**) referenced by Section 17.86.030(D). The recommended Conditions of Approval require the applicant's geotechnical engineer to implement a slope stabilization strategy in conformance with the sensitive land regulations and geotechnical recommendations. Sections 17.86.030(E) and (F) are satisfied.

17.86.060 Expiration of approval. A. Approval of a development permit shall be void if:
 1. Substantial construction of the approved plan has not completed within a one-year period; or
 2. Construction on the site is a departure from the approved plan.

Finding: This permit is valid for a period of one year. Section 17.86.060(A) is satisfied.

17.86.070 Approval standards. A. The planner or the planning commission may approve or approve with conditions or deny an application request within the slope area based upon following findings:

1. Land form alterations shall preserve or enhance slope stability;
2. The proposed land form alteration or development will not result in erosion, stream sedimentation, ground instability, or other adverse on-site and off-site effects or hazards to life or property;
3. Land form alterations or developments address stormwater runoff, maintenance of natural drainageways, and reduction of flow intensity by the use of retention areas;
4. The structures are appropriately sited and designed to ensure structural stability and proper drainage of foundation and crawl space areas for development with any of the following soil conditions: wet/high water table; high shrink-swell capability; compressible/organic; and shallow depth-to-bedrock;
5. Where natural vegetation has been removed due to land form alteration or development, the areas not covered by structures or impervious surfaces will be replanted to prevent erosion in accordance with Chapter 17.100;
6. The water flow capacity of the drainageway is not decreased or the drainageway will be replaced by a public facility of adequate size to accommodate maximum flow;
7. The necessary U.S. Army Corps of Engineers and state of Oregon Land Board, Division of State Lands and Department of Environmental Quality approvals shall be obtained;
8. No development, building, construction or grading permit may be issued on lands in the slope hazard area until the public works director approves:

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- a. An engineering geotechnical study and supporting data demonstrating that the site is stable for the proposed use and development,*
- b. The study shall include at a minimum geologic conditions, soil types and nature, soil strength, water table, history of area, slopes, slope stability, erosion, affects of proposed construction, and recommendations. This study shall be completed by a registered geotechnical engineer in the state of Oregon. The plans and specifications shall be based on the study recommendations shall be prepared and signed by a professional civil engineer registered in the state of Oregon,*
- c. A stabilization program for an identified hazardous condition based on established and proven engineering techniques that ensure protection of public and private property,*
- d. A plan showing that the strategically important vegetative cover shall be maintained or established for stability and erosion control purposes,*
- e. A plan showing the proposed stormwater system. Said system will not divert stormwater into slope hazard areas.*

Finding: The purpose of the Sensitive Lands Development Permit is to regulate development to avoid catastrophic losses due to erosion, landslide, earthquake, soil subsidence, or slope failure. Slope areas have been discussed by the geotechnical engineer (**Exhibit 4**) and can be determined from the Slopes Analysis Plan (**Exhibit 3F**).

The geotechnical report has recommended general construction practices to maintain stability in slope areas (**Exhibit 4**). The report further states that the area is generally suited for the proposed residential development provided the builder adheres to their recommendations. The preliminary grading plan in **Exhibit 3E** demonstrates conceptual grading feasibility by illustrating generalized lot cross-sections and typical grading limits as well as potential retaining wall locations and heights. The applicant would need to provide additional site plans and details as part of the engineering review prior to City issuance of a grading permit. Future building permits for residential structures would require the submission of a new application for a Sensitive Lands Development Permit for Lots 4 - 8. Section 17.86.070(A)(1) is satisfied.

An erosion and sedimentation control plan will be required to be submitted with the engineering plans and individual house permits to minimize the potential for future ground instability. The recommended Conditions of Approval require submission of this material. Section 17.86.070(A)(2) is satisfied.

A preliminary stormwater report is included as **Exhibit 5**. Surface drainage and groundwater issues were discussed in the geotechnical report, **Exhibit 4**. The applicant's proposed storm system includes a 48-inch detention system within the new Keys Crest Drive right-of-way with sufficient capacity to reduce the post developed 2-yr runoff to ½ pre-developed runoff in excess of the PWDS requirements. The outfall at the southeast corner of Lot 4 will include energy dissipation in accordance with the PWDS to minimize erosion into the unnamed creek. The applicant will be required to submit final plans and analysis for the proposed design and existing downstream system showing compliance

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with the PWDS conveyance and water quality requirements. Runoff from future houses are proposed to be conveyed to the new storm system or may be discharged onsite meeting the requirements of the Oregon Plumbing Specialty Code (see **Exhibit 3H**). The recommended Conditions of Approval require submission of a final storm water report to demonstrate compliance with the Public Works Design Standards. Section 17.86.070(A)(3) is satisfied.

The geotechnical report includes recommendations for foundation design for future structures. At the time of a building permit application, the applicant would need to submit information demonstrating that the final foundation design is consistent with the geotechnical recommendations. Section 17.86.070(A)(4) is satisfied.

The geotechnical report anticipates that clearing and stripping will occur to a depth of 12-18 inches where new development occurs. The Conditions of Approval require an erosion control plan and vegetation to prevent further erosion. Section 17.86.070(A)(5) is satisfied.

The storm water management of the site will not include infiltration. The developers propose a system under the road that will catch the water and detain it until it is directed toward an outflow on the south east corner of the property and into an unnamed creek. The Conditions of Approval require submittal of a final stormwater report demonstrating compliance with the Public Works Design Standards. Section 17.86.070(A)(6) is satisfied.

If the disturbed area exceeds 1 acre, the applicant is required by state law to obtain a stormwater permit (1200-C permit) from the Oregon Department of Environmental Quality. Since no wetland or in-water work is anticipated, the City does not anticipate the need for Army Corps of Engineers and Department of State Lands permits. Section 17.86.070(A)(7) is satisfied.

The City Engineer would require the final construction drawings to be consistent with the geotechnical engineer's recommendations and will require the grading to be overseen by a qualified engineer. Section 17.86.070(A)(8) is satisfied.

Chapter 17.104 STREET TREES

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

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

[...]

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17.104.040 Standards for street trees. A. Street trees shall be selected from the approved street tree list included as Appendix A of the Scappoose Comprehensive Urban Forestry Plan.

B. At the time of planting, street trees shall not be less than ten feet high for deciduous trees and five feet high for evergreen trees.

C. Spacing and minimum planting areas for street trees shall be as follows:

1. Street trees under twenty-five feet tall and less than sixteen feet wide at maturity shall be spaced no further than fifteen feet apart in planting areas containing no less than sixteen square feet of porous surface and not less than four feet wide;

2. Street trees under twenty-five feet tall and greater than sixteen feet wide at maturity shall be spaced no further than twenty feet apart in planting areas containing no less than sixteen square feet of porous surface and not less than four feet wide;

3. Street trees between twenty-five feet to forty feet tall and less than twenty-five feet wide at maturity shall be spaced no greater than twenty-five feet apart in planting areas containing no less than twenty-four square feet of porous surface and not less than six feet wide;

4. Street trees between twenty-five feet to forty feet tall and greater than twenty-five feet wide at maturity shall be spaced no greater than thirty feet apart in planting areas containing no less than twenty-four square feet of porous surface and not less than six feet wide;

5. Street trees greater than forty feet tall at maturity shall be spaced no greater than forty feet apart in planting areas containing not less than thirty-six square feet of porous surface and not less than eight feet wide.

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

E. Street trees shall be planted in accordance with the requirements of Scappoose Municipal Code Section 13.28.010(C).

Finding: Exhibit 3J illustrates the proposed type, size, and locations of required street trees. The applicant has proposed planting Columnar Sargent Cherry trees roughly 30 feet apart, depending on location of driveways. Columnar Sargent Cherry is listed in the City's approved street tree list, however the spacing should be no more than 25' apart rather than 30' apart. The applicant has included planting details listed as notes on Sheet L1, included in **Exhibit 3J**, which indicate conformance with the requirements of Scappoose Municipal Code Section 13.28.010(C), however, there is no detail regarding the required root guards which will be required at the back of sidewalk. The Conditions of Approval reflect these requirements. Sections 17.104.020 and 17.104.040 are satisfied.

Chapter 17.134 VARIANCE

17.134.010 Purpose. The purpose of this chapter is to provide standards for the granting of variances from the applicable zoning requirements of this title where it can be shown that, owing to special and unusual circumstances related to a specific piece of the land, the literal interpretation of the provisions of the applicable zone would cause an undue or unnecessary hardship, except that no use variances shall be granted.

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Finding: The applicant is requesting a major variance, in reference to Section 17.44.050. The variance is briefly summarized below and addressed within the Findings for the approval criteria.

The requested major variance is associated with Section 17.44.050(C)(1) and (4) which requires a 20-foot front setback, 20-foot rear setback, and a total of 15-feet for side setbacks (with one side being not less than 10-feet, and the other being 5-feet). The required side and rear setbacks for accessory buildings are 5-feet. Currently, the existing house on Lot 1 takes access off of Meacham Lane, therefore, the front lot line would be considered the northern property line. In evaluating the setbacks with the northern property line being the front of the lot, the existing front setback is ~ 10.7-feet rather than 20-feet, and the side setback to the accessory building in the southwest corner of the property is 2-feet rather than the required 5-feet. Section 17.134.010 is satisfied.

17.134.030 Criteria for granting a variance. The planning commission or planner shall approve, approve with conditions, or deny an application for a variance based on finding that the following criteria are satisfied. Minor variances shall satisfy criteria (A) through (C) and major variances shall satisfy criteria (A) through (E):

A. The proposed variance will not be materially detrimental to the purposes of this title, be in conflict with the policies of the comprehensive plan, to any other applicable policies and standards, and to other properties in the same zoning district or vicinity;

Finding: It is not anticipated that the major variance would be materially detrimental to the purposes of the Comprehensive Plan, the Scappoose Development Code, or any other applicable policies and standards. Approval of this variance is necessary to allow the current homeowner to retain their home and divide the remaining property in accordance with the Comprehensive Plan. This is a “major” variance request because the location of the existing house creates a setback that deviates from the standard by more than 10%. Additionally, it is not expected that this variance will be materially detrimental to other properties in the same zoning district since future development of adjacent parcels can meet the proper setbacks at the time that they develop which will ensure adequate separation. Section 17.134.030(A) is satisfied.

B. The use proposed will be the same as permitted under this title and city standards will be maintained to the greatest extent that is reasonably possible while permitting some economic use of the land;

Finding: The existing permitted residential use will remain the same. No alternations to the existing structure are proposed with this application. Section 17.134.030(B) is satisfied.

C. Existing physical and natural systems, such as but not limited to traffic, drainage, dramatic land forms, or parks will not be adversely affected any more than would occur if the development were located as specified in the title; and

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Finding: Since the use will remain the same, it is not anticipated that any physical or natural systems (such as but not limited to traffic, drainage, dramatic land forms, or parks) would be adversely affected by the requested variances. Section 17.134.030(C) is satisfied.

D. Exceptional or extraordinary conditions apply to the property that do not apply generally to other properties in the same zone or vicinity, which conditions are a result of the lot size, shape or topography or other circumstances over which the applicant has no control; and

Finding: The exceptional or extraordinary conditions that apply to the property are due to the existing conditions on site, namely, the house and accessory buildings' existing location within proposed Lot 1. Permitting the setback deviations would help maintain the viability of the project, and allow for the SW Keys Crest Drive connection with SW JP West Road. Section 17.134.030(D) is satisfied

E. The hardship is not self-imposed and the variance requested is the minimum variance which would alleviate the hardship.

Finding:

The hardship is imposed by the existing location of the house and accessory building on Lot 1. The proposed variances allowing reduced front and side setbacks, are the minimum necessary to alleviate the hardship. Section 17.134.030(E) is satisfied.

CHAPTER 17.150 - LAND DIVISION: SUBDIVISION*17.150.020. General Provisions.*

[...]

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

Finding:

As proposed (see **Exhibit 3C**), none of the lots would be of sufficient size to further partition or subdivide under the existing standards in the R-1 zone. Section 17.150.020(C) is satisfied.

[...]

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

Finding: Proposed public utilities are shown in **Exhibit 3D**. This exhibit illustrates the extent of all proposed new water, sanitary, and storm sewer utilities on site. The

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applicant will be required to construct all utilities to the City's Public Works Design Standards and Specifications. Section 17.150.020(E) is satisfied.

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

Finding: **Exhibit 3E** shows the applicant's proposed preliminary grading plan and **Exhibit 3G and 3H** shows the proposed storm water facilities on site. The preliminary plans demonstrate that the site will drain to an unnamed creek off the eastern edge of Lot 4.

A storm water drainage report is included as **Exhibit 5**. The report includes design assumptions and follows CWS standards as requested by the City Engineer. The report includes preliminary calculations for water quality as well as downstream analysis of the existing and post developed conditions. The applicant is proposing to convey all design storms in accordance with the PWDS for the 2 – 100-yr events to prevent downstream flooding. The system shall accommodate all run-off from upstream tributary areas whether or not such areas are within the proposed development, and will further be required to meet all velocity, culvert and hydraulic grade line standards outlined in section 2.0013 and 2.0014 prior to final City Engineer approval. Section 17.150.020(F) is satisfied.

[.....]

H. All subdivision proposals shall include neighborhood circulation plans that conceptualize future street plans and lot patterns to parcels within five hundred feet of the subject site. Circulation plans address future vehicular/bicycle/pedestrian transportation systems including bike lanes, sidewalks, bicycle/pedestrian paths, and destination points. A circulation plan is conceptual in that its adoption does not establish a precise alignment. An applicant for a subdivision is required to submit a circulation plan unless the applicant demonstrates to the planning services manager one of the following:

- 1. An existing street or proposed new street need not continue beyond land to be divided in order to complete or extend an appropriate street system or to provide access to adjacent parcels within five hundred feet of the proposed development; or*
- 2. The proposed street layout is consistent with a street pattern adopted as part of the city's transportation system plan, or a previously adopted circulation plan.*

Finding: The neighborhood circulation plan submitted by the applicant is attached as **Exhibit 3I**. The plan demonstrates that the site can be developed in a logical pattern that takes into account existing and future development on neighboring properties. The future street pattern for the site has been largely established by existing developments north, west, and south of the site, and the steep slope area to the east of the site. The proposed road provides an important north/south connection of SW Keys Crest Drive.

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Tax lots 400, 500 and 900 to the west have the potential for future urbanization. The circulation plan shows how these parcels can reasonably develop with access off SW JP West Road. Section 17.150.020(H) is satisfied.

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

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

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

The applicant has proposed "Victoria Estates" as the name for this development. Prior to recording, the applicant would need to confirm with the County Surveyor's office that the subdivision name is acceptable. Section 17.150.060(A)(2) is satisfied.

The proposed plan does not comply with the TSP's Local Street standards because the applicant is matching the existing street to the south, as well as the existing access easement to the north. The paved road width will match the 32-foot requirement for a local street as specified in the TSP, and the City Engineer has determined the deviation from the TSP standard is acceptable. Section 17.150.060(A)(3) is satisfied.

The applicant's narrative and preliminary plans (**Exhibits 2 & 3**) sufficiently describe all required public improvements. Section 17.150.060(A)(4) is satisfied.

Chapter 17.154 STREET AND UTILITY IMPROVEMENT STANDARDS

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

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

[...]

Finding: The proposed public street system illustrated on the submitted drawings will be dedicated and improved in accordance with the Public Works Design Standards and Specifications. Lots 2-8 will have access off the proposed extension of SW Keys Crest Drive, and Lot 1 will continue to access the property off SW Meacham Lane via a road easement through Tax Lot 301 (as described in Columbia County deed book 257, page 891, see **Exhibit 2**). Alternatively, Lot 1 could be provided with access to SW Keys Crest Drive in the future, if needed.

The proposed extension of SW Keys Crest Drive will maintain the 32 foot paved width and 50 foot right of way consistent with the subdivision to the south. To accommodate the smaller right of way dedication recorded as part of Keys Crest Subdivision to the south, the street planters will be reduced from the standard width of 5.5 feet to 3.5 feet. Section 17.154.030(A) is satisfied.

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

[...]

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

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

[...]

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

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

[...]

Finding: The proposed public rights of way will be dedicated by the approval of the Final Subdivision Plat and will be designed to provide adequate street widths and grades to

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comply with the City's Public Works Design Standards. With the exception of the street right of way width, the proposed streets will conform to all of the applicable City of Scappoose standards and specifications. The connection of SW Keys Crest Drive to SW JP West Road will allow pedestrians and cyclists easier access to the Scappoose City Center and surrounding neighborhoods. Sections 17.154.030(B) and (D) are satisfied.

The submitted drawings propose 50-foot rights-of-way for the local streets to match the existing right-of-way on Keys Crest Drive to the south. The City Engineer has allowed the applicant to apply the same width for the proposed development, as allowed by the PWDS for development within areas of Sensitive Lands steep slope areas. The proposed 50-ft right of way will still contain all of the required standards of the full 54-ft right of way local street including a paved width of 32 feet, curb, gutter, 5-ft sidewalks, and street trees located behind the sidewalks with the exception of the planter area which will be 3.5 feet wide rather than 5.5 feet width required with detached sidewalks. In addition, an eight (8) foot public utility easement (PUE) will be required along all rights-of-way for public franchise utilities per Columbia River PUD standards. The Conditions of Approval will show compliance with the Local Street section in accordance with the PWDS. Section 17.154.030(E) is satisfied.

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

Finding: The applicant proposes to extend SW Keys Crest Drive and utilize the same name. Section 17.154.030(G) is satisfied.

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

Finding: As depicted within the applicant's narrative (**Exhibit 2**), the applicant proposes to provide new driveway approaches to the two corner properties at the northern terminus of SW Keys Crest Drive and SW JP West Road. The Conditions of Approval require the applicant to coordinate with property owners of those tax lots (Tax Lots 3211-DA-00301 & 3211-DA-00200) to provide driveway approach's meeting the City's Public Works Design Standards and Standard Specifications. The Conditions of Approval require all streets to be constructed to the standards detailed within the City's Public Works Design Standards and Standard Specifications. This application will adhere to all requirements except required planter widths. Section 17.154.030(H) is satisfied.

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

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

1. Joint mailbox structures shall be placed adjacent to roadway curbs;

2. Proposed locations of joint mailboxes shall be designated on a copy of the tentative plan, and shall be approved by the U.S. Post Office prior to plan approval; and

3. Plans for the joint mailbox structures to be used shall be submitted for approval by the planner prior to final approval.

[...]

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

S. Street names are subject to the approval of the Scappoose rural fire district and street name signs shall be required as specified in the city's public works design standards.

Finding: The developer will incur the costs of all traffic control devices and street signs within the subdivision. Mailbox facilities will be provided by the applicant in coordination with the Scappoose Post Office. Street lights will be installed in accordance with the City's Public Works Design Standards and in coordination with the Columbia River PUD. No new street names are necessary for this project. Street name signs shall meet the applicable Public Works Design Standards. Section 17.154.030(O), (P, 1-3), and (R-S) are satisfied.

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

B. A property owner proposing a development shall make arrangements with the city, the applicable district and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development.

[...]

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

[...]

Finding: The applicant is required to illustrate all existing and proposed easements on the Final Plat and to provide an 8-foot public utility and street tree easement adjacent to all right-of-way. In addition to the 50 foot right of way dedication and two 8-foot public utility easements, a 15-foot storm easement is proposed on the southern boundary of Lot 4.

Sidewalks and public utility easements are required within the development per the Conditions of Approval, and appear on the proposed drawings submitted as part of the application. Sections 17.154.050 and 17.154.070 are satisfied.

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

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

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

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

Finding: The applicant proposes to connect a new sewer mainline within the extension of SW Keys Crest Drive to the existing public sewer mainline at the southern edge of the subject site where the existing SW Keys Crest Drive terminates. (**Exhibit 3D**). The applicant will connect the new sewer line beneath the road to sanitary sewer laterals to serve lots 2-8. Lot 1 is currently served by the City's sewer system. The City's current sanitary sewer master plan accounts for infill development and has adequate capacity to serve the proposed development. Section 17.154.090 is satisfied.

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

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

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

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

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

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

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

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

D. Where it is anticipated by the public works director that the additional runoff resulting from the development will overload an existing drainage facility, the planner and engineer shall withhold approval of the development until provisions have been made for

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

Finding: A preliminary storm drainage report is attached as **Exhibit 5**. The proposed drainage system is separate from the sanitary sewer system. As illustrated on **Exhibit 3H**, stormwater will be collected from public streets and piped to an outfall at the SE corner of the site on Lot 4. Inlets are required to be located to prevent storm runoff from being carried across the intersections. Stormwater from the site must be managed in compliance with the Public Works Design Standards and state and federal regulations.

The applicant must submit a final hydraulic analysis and drainage report demonstrating the ability to install a storm drainage system that would prevent flooding. Furthermore, the applicant must demonstrate that the stormwater facilities have adequate capacity to accommodate storm flow from this site.

The storm report indicates that the proposed system has been sized sufficiently to handle the upstream basin. To accommodate potential runoff, the applicant has proposed to provide a 12-inch storm line between lots 2 and 3 within a 15-ft easement.

Since it has been anticipated that runoff resulting from the development may overload an existing drainage channel and culverts downstream of the proposed development due to the unknown condition of the private storm system, the City Engineer will require the applicant to verify the condition of the system by camera inspection and require upgrades to the channel, culverts, pipes and outfall as needed to meet the PWDS. Final storm drainage report with analysis of existing stormwater management system will be required as part of engineering review. Section 17.154.100 is satisfied.

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

A. Any water system extension shall be designed in compliance with the comprehensive plan existing water system plans.

B. Extensions shall be made in such a manner as to provide for adequate flow and gridding of the system.

C. The public works director shall approve all water system construction materials.

Finding: All proposed building lots within the subdivision will be served by water lines which must be designed in accordance with the Public Works Design Standards. The applicant proposes installing 8-inch water lines beneath the new extension of SW Keys Crest Drive, with laterals extending to all 8 lots. The Conditions of Approval require that the applicant demonstrate sufficient domestic and fire flow pressure for all lots. The City Engineer will review and approve all proposed plans. Section 17.154.105 is satisfied.

17.154.107 Erosion controls. *A. Any time the natural soils are disturbed and the potential for erosion exists, measures shall be taken to prevent the movement of any soils off site.*

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The public works director shall determine if the potential for erosion exists and appropriate control measures.

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

Finding: The applicant will conduct erosion control measures as required by the Department of Environmental Quality (DEQ) and in accordance with the City's Public Works Design Standards. Erosion control Best Management Practices, such as construction entrances, siltation fences, and other appropriate measures as determined by the City and applicant during final engineering will be implemented in accordance with City standards. The Conditions of Approval require review by the City Engineer of all proposed plans. Section 17.154.107 is satisfied.

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

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

Finding: All new utility lines shall be placed underground. All private utilities will be underground in an 8-foot Public Utilities Easement (PUE) behind the right-of-way line, as required by the Conditions of Approval.

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

Chapter 17.162 PROCEDURES FOR DECISION MAKING—QUASI-JUDICIAL

17.162.090 Approval authority responsibilities. [...]

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

[...]

5. Major variance pursuant to Chapter 17.134;

6. Sensitive land permits and variances pursuant to Chapter 17.84, Chapter 17.85, and Chapter 17.86 for applications requiring planning commission action;

[...]

17.162.140 Decision process.

A. The decision shall be based on:

1. Proof by the applicant that the application fully complies with:

a. Applicable policies of the city comprehensive plan; and

b. The relevant approval standards found in the applicable chapter(s) of this title, the

public works design standards, and other applicable implementing ordinances.

B. Consideration may also be given to:

1. Proof of a substantial change in circumstances or a mistake in the comprehensive plan or zoning map as it relates to the property which is the subject of the development application; and

2. Factual oral testimony or written statements from the parties, other persons and other governmental agencies relevant to the existing conditions, other applicable standards and criteria, possible negative or positive attributes of the proposal or factors in subsections (A) or (B) (1) of this section.

Finding: The applicant has submitted an application for the Sensitive Lands Development permit and Major Variance on forms provided by the City of Scappoose, has paid the applicable land use fees, and the Planning Commission is by the very nature of the public hearing and quasi-judicial land use decision deliberation, following the correct procedures. Section 17.162.090 and 17.162.140 is satisfied.

Chapter 17.164 PROCEDURES FOR DECISION MAKING—LIMITED LAND USE DECISIONS

[...]

17.164.025 Consolidation of proceedings. *A. Except as provided in subsection C of this section, whenever an applicant requests more than one approval and more than one approval authority is required to decide the applications, the proceedings shall be consolidated so that one approval authority shall decide all applications in one proceeding.*

17.164.110 Approval authority responsibilities. [...]

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

1. Subdivisions pursuant to Chapter 17.150;

[...]

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

[...]

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

1. The city comprehensive plan; and

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

Finding: The applicant has submitted a Tentative Subdivision application on forms provided by the City of Scappoose, has paid the applicable land use fees, and the Planning Commission is by the very nature of the public hearing and limited land use decision deliberation, following the correct procedures. The applications have been consolidated into one proceeding. Based on the submitted materials and the staff report, and as conditioned within this report, the proposed Tentative Plan complies with the City's Comprehensive Plan and with the requirements of Title 17 of the Scappoose

Victoria Estates Subdivision

Municipal Code. Sections 17.164.025, 17.164.110(B) and (C) and 17.164.150(1) and (2) are satisfied.

DECISION

Based on the Findings of Fact and the materials submitted by the applicant, staff recommends that the Planning Commission **APPROVE** Docket #**SB1-16, SLDP2-16** and **MaV1-16** subject to the following:

CONDITIONS OF APPROVAL**GENERAL**

1. This approval authorizes the subdivision of Columbia County Assessor Map # 3211-DA-00300 into 8 lots.
2. This approval grants a Major Variance to the front and side setbacks for the existing structures on Lot 1, as detailed within the findings in Section 17.134.
3. This approval grants a Sensitive Lands Development Permit – Slope Hazards, to allow for the installation of underground utilities, construction of retaining walls on site, and construction of roadway improvements related to the subdivision.
4. This approval shall expire twelve (12) months after the date of the notice of decision.

PUBLIC UTILITIES/INFRASTRUCTURE

5. That all streets, utilities, and other public infrastructure improvements shall be in accordance with the City of Scappoose Public Works Design Standards.
6. That prior to approval of final subdivision construction plans, detailed storm drainage, sanitary sewage collection, and water distribution plans, which incorporate the requirements of the City of Scappoose Municipal Code and the Public Works Design Standards and Standard Specifications shall be submitted to, and approved by, the City Engineer. Following construction and paving, sanitary sewer manholes and lines shall be tested in accordance with the Public Works Design Standards. Water lines shall be tested in accordance with the AWWA and the City of Scappoose Public Works Design Standards. In addition, the following shall occur:
 - a. Provide erosion control measures meeting the requirements of the City of Scappoose Public Works Design Standards, Section 2.0051 and 1200-C NPDES permit from the Department of Environmental Quality, as required, prior to any earthwork. A copy of the approved NPDES permit shall be submitted to the City Engineer prior to approval of the subdivision design for construction.
 - b. Provide stormwater quality treatment meeting the requirements of the City of Scappoose Public Works Design Standards.

Victoria Estates Subdivision

- c. Provide storm drainage meeting the City of Scappoose Storm Water Master Plan and Public Works Design Standards. Provide calculations demonstrating that the capacity of the proposed and existing storm system is adequate. The applicant shall verify the condition of the system by camera inspection and the City Engineer shall require upgrades to the channel, culverts, pipes and outfall as needed to meet the PWDS.
 - d. Obtain approval by the City Engineer for all stormwater treatment systems.
 - e. Construct 8-inch minimum water mains to serve the subdivision. Provide looped connection from SW Keys Crest Drive to SW JP West Road. Install air relief valves, if needed, in accordance with AWWA and Public Works Design Standards.
 - f. Provide computations to the City Engineer and Fire Chief demonstrating adequate domestic and fire flow for the subdivision, if requested.
 - g. Provide sanitary sewers meeting the requirements of the City of Scappoose Public Works Design Standards.
 - h. Comply with the City of Scappoose Public Works Standards for all construction in the public right-of-way.
7. That easements and maintenance agreements as may be required by the City Engineer for the provision, extension, and maintenance of utilities shall be submitted to the City Engineer for review and approval prior to filing of the Final Plat. All public utilities that run across private property shall be within an exclusive public easement, which shall be a minimum of 15 feet wide, but in all cases shall be wide enough to allow construction and/or maintenance work to proceed within the easement limits as required by the Public Works Design Standards.
 8. Combined utility easements shall only be allowed with the consent of the City Engineer, and only when they are of sufficient width to allow work on any utility contained within the easement to be conducted within the easement limits. All required easements, including those for natural gas, cable, electric, and telephone shall be shown on the face of the Final Plat. All required public utilities shall be installed or a performance bond provided prior to the final approval of the plat for recording.
 9. That all public utility services shall be extended to and through the property to points where a future extension may reasonably be expected prior to the issuance of building permits for individual residences (Public Works Design Standards Sections 3.0010 & 4.0010).
 10. That the applicant shall provide a storm sewer stub to the west in a minimum 15-ft easement to convey runoff from future development in the upstream basin in compliance with the Public Works Design Standards.
 11. That eight-foot wide Public Utility and Street Tree easements shall be located along the frontage of the proposed street rights-of-way, and be recorded as such on the Final Plat.

12. That prior to Final Plat approval, a hydraulic analysis and storm drainage report shall be submitted which demonstrates to the satisfaction of the City Engineer that the site will not flood nor will it cause increased flooding of adjacent properties either upstream or downstream. The report shall include design parameters for inclusion on the final plans in compliance with the Public Works Design Standards.

STREET SYSTEM

13. That the paved width of on-site streets shall be 32 feet in a 50' right-of-way.
14. That the applicant shall provide curb & gutter and 5-foot sidewalks along all on-site streets.
15. That all street improvements shall meet City of Scappoose Public Works Design Standards, Section 5.0000.
16. That following construction and paving, the existing sanitary sewer manholes and lines shall be mandrel, camera inspected, and vacuum tested in accordance with the Public Works Design Standards.
17. That the applicant shall install all required signage in accordance with the current Manual on Uniform Traffic Control Devices and the Public Works Design Standards. This includes all ADA markings, Stop, Yield signs, cross walks, stop bars and any additional signing and striping as reviewed and approved by the City Engineer during final engineering.

FIRE AND LIFE SAFETY

18. That prior to Final Plat approval, the developer shall submit street names for the proposed local streets for the review and approval of the Scappoose Rural Fire District Chief and City Engineer.
19. That the applicant shall provide fire hydrants as required by the Scappoose Rural Fire Department:
 - One new fire hydrant will be required to be located in the area of the center of Lot 1 near the sidewalk, or across the street between Lots 6 & 7. All fire hydrants shall have Stortz style caps on the steamer port.
 - The existing fire hydrant on SW JP West Road may need to be relocated and will need to be upgraded to the current fire hydrant standard found in the fire code guide.
 - Address numbers meeting the addressing standard in the Scappoose Fire Guide will be required.

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- The hydrant system shall be designed to meet flow requirements of the International Fire Code. All hydrant locations shall be approved by the Fire Department prior to installation.

STEEP SLOPE ISSUES

20. The applicant shall implement the recommendations and guidelines identified in the geotechnical report prepared by Redmond Geotechnical Services, dated March 1, 2016. The recommendations shall be reflected on the required plans. The applicant shall submit proof in the form of a memo, letter or report from the geotechnical engineer that the recommendations of the report have been satisfied.
21. Prior to development of Lots 4 - 8, a Sensitive Lands Development Permit shall be required. The applicant shall submit all required illustrations and plans prior to the issuance of building permits for the individual lots. The building permit application shall include a foundation plan designed or reviewed by a registered professional engineer that conforms to the recommendations and guidelines listed in the geotechnical report and supporting site-specific recommendations.
22. A registered geotechnical engineer shall observe excavation for all footings or foundation pier holes prior to concrete placement. The geotechnical engineer shall submit a memo, letter, or report to the City stating that the excavation complies with the geotechnical recommendations.
23. A registered structural engineer shall inspect and approve the placement of rebar in any foundation pier holes prior to concrete placement and shall submit a memo, letter, or report to the City stating that the rebar is adequate for the design loads.
24. The applicant shall install subsurface drains around foundations and retaining walls at the time of individual house construction in accordance with the geotechnical report recommendations and requirements of the Oregon Specialty Plumbing Code. The applicant shall connect drains to the proposed public storm drainage system in SW Keys Crest Drive, if possible.
25. The applicant shall submit a grading and drainage plan that includes the location and extent to which grading has been completed or will take place indicating contour lines, slope ratios, slope stabilization proposals, location and size of drain lines, location of stormwater discharge and details for energy dissipation.
26. The applicant shall submit an erosion and sedimentation control plan. Erosion control fencing and groundcover shall be required until the establishment of a permanent vegetative cover. Strategically important vegetative cover shall be retained for slope stability and erosion control purposes.

STREET TREES

27. That the sidewalk shall be immediately adjacent to the curb, with street trees located behind the sidewalk, and that root barriers shall be installed for all street trees.
28. That street trees shall be provided along all street frontages in the subdivision.
29. That prior to the issuance of final building permits (occupancy), the applicant shall be responsible for the installation of all street trees in conformance with the requirements of Chapter 17.104 (Street Trees) of the Scappoose Development Code, or post security equal to 120 percent of the cost of installing the required street trees with the City. The amount and form of such security shall be as required by the City Planner. The applicant shall provide a street tree plan for the review and approval of the City Planner. All street trees shall have a two-inch minimum caliper, exhibit size and growing characteristics appropriate for the particular planting strip, and be spaced as appropriate for the selected species and as may be required for the location of above ground utility vaults, transformers, light poles, and hydrants. In addition, street trees shall not be planted within 25 feet of street intersections or within 10 feet of hydrants. All street trees shall be of good quality and shall conform to American Standard for Nursery Stock (ANSI Z60.1). Street trees located under or within ten feet of overhead utility lines shall be less than twenty-five feet tall at maturity. The City Planner reserves the right to reject any plant material that does not meet this standard.

MISCELLANEOUS

30. That the applicant shall submit a copy of the Codes, Covenants and Restrictions (CC&R's) for the subdivision for the review and approval by the City Planner, if required by the developer.
31. That the applicant shall provide driveway access off of the extension of SW Keys Crest Drive for Tax Lot 3211-DA-00301 (32958 SW JP West Road) meeting the City's Public Works Design Standards and Standard Specifications and shall close the current access off SW JP West Road, in conformance with the Fire Marshall's letter, dated October 20, 2017 (**Exhibit 7**). Re-addressing of Tax Lot 3211-DA-00301 may be required as well.
32. That the applicant shall provide driveway access off of the extension of SW Keys Crest Drive for Tax Lot 3211-DA-00200 meeting the City's Public Works Design Standards and Standard Specifications.
33. That the applicant shall apply for an access permit from the Columbia County Road Department for the new public road access onto SW JP West Road, in conformance with the letter from Columbia County Road Department, dated October 13, 2017 (**Exhibit 8**).

Victoria Estates Subdivision

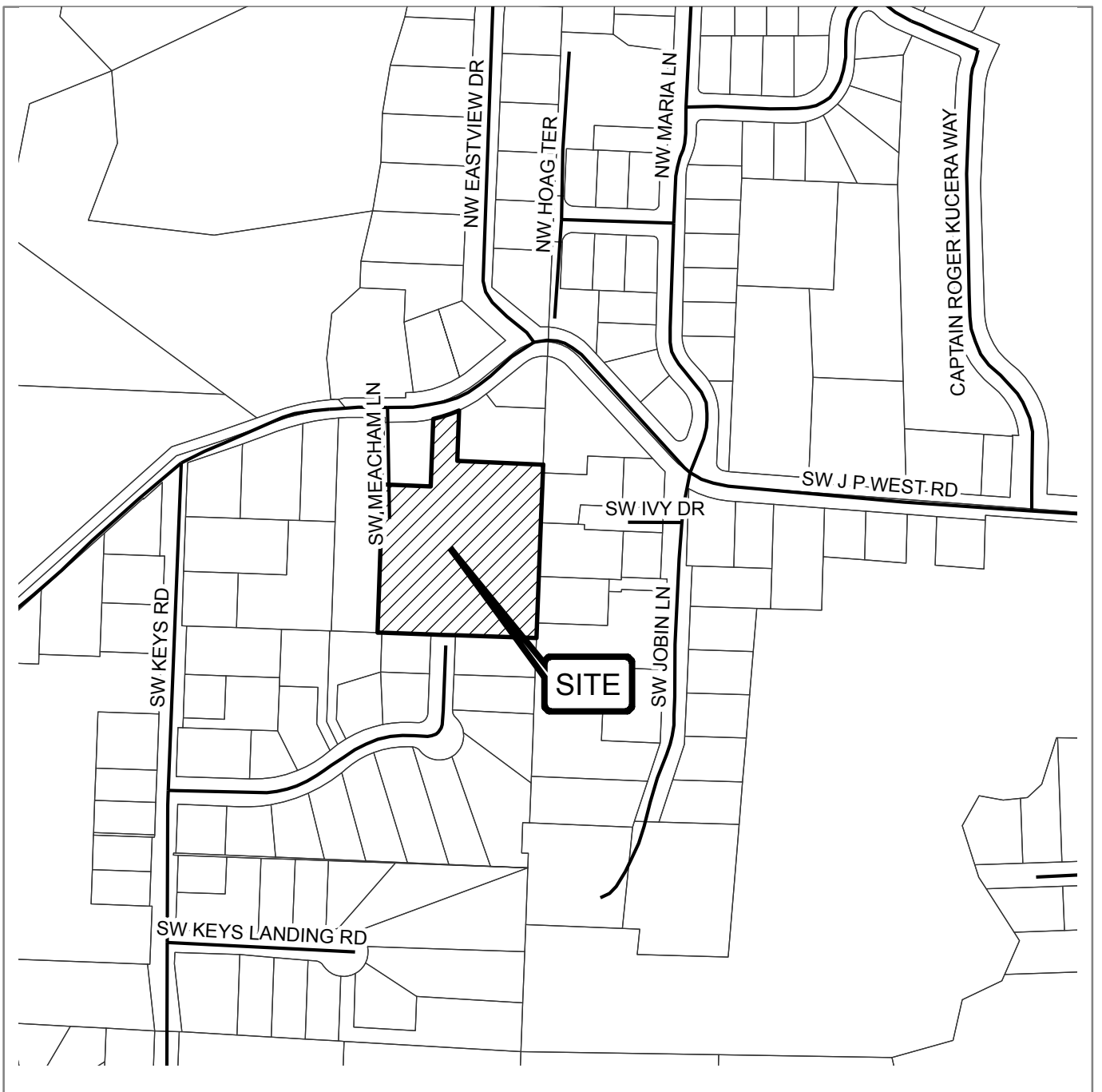
34. That the applicant shall relocate the utility pole, as needed to accommodate the new street and sidewalk connection to J.P. West. The applicant is required to coordinate with the City and Columbia River PUD.
35. That the developer and project engineer shall schedule a pre-design conference with the City Engineer and Building Official.
36. That subdivision plans shall be submitted to and approved by the City Engineer prior to the commencement of construction. An engineering design report shall be provided as required in City of Scappoose Public Works Design Standards, Section 1.2040. Final drawings shall meet the requirements of the City of Scappoose Public Works Design Standards, Sections 1.2020 and 1.2032.
37. That the applicant shall follow all requirements of the City of Scappoose Public Works Design Standards.
38. That the developer shall be responsible for the installation of all street lights, street name signs, stop signs, and any parking restriction signs or curb painting delineating parking restriction, per the requirements of the Scappoose Public Works Design Standards and Specifications.
39. That joint mailbox facilities shall be provided in all residential developments, with each joint mailbox serving at least two dwelling units, located adjacent to roadway curbs, and shall be approved by the U.S. Post Office and the City Planner prior to Final Plat approval.
40. That the developer shall obtain a fill and grading permit for lot fill and grading from the Columbia County and the City of Scappoose, including the installation of any necessary erosion control measures, per the standards set forth in the Scappoose Public Works Design Standards and Specifications. Erosion control measures shall be reviewed and approved by the City Engineer and the Oregon Department of Environmental Quality as part of an Erosion Control Plan. The applicant shall submit an acceptable Erosion Control Plan meeting DEQ requirements and City of Scappoose Public Works Design Standards (Section 2.0051). The City shall withhold the Notice to Proceed until the applicant provides an approved DEQ 1200C permit.
41. That the developer shall enter into an improvement agreement with the City of Scappoose for all public improvements. A performance bond of 110% of the Public Works Construction costs shall be provided prior to the commencement of work.
42. That all existing and proposed easements shall be illustrated on the Final Plat.
43. That the Final Plat shall conform to the requirements of ORS Chapter 92 (Subdivisions and Partitions).

Victoria Estates Subdivision

44. That the applicant shall furnish a full-size copy of the Final Subdivision Plat to the City of Scappoose after the Plat has been recorded with Columbia County.



SB1-16--SLDP2-16--MaV1-16 - Victoria Estates Subdivision Vicinity Map

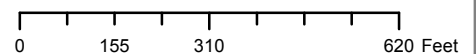
Columbia County Assessor's Map Number 3211-DA-00300



Scappoose GIS

Legend

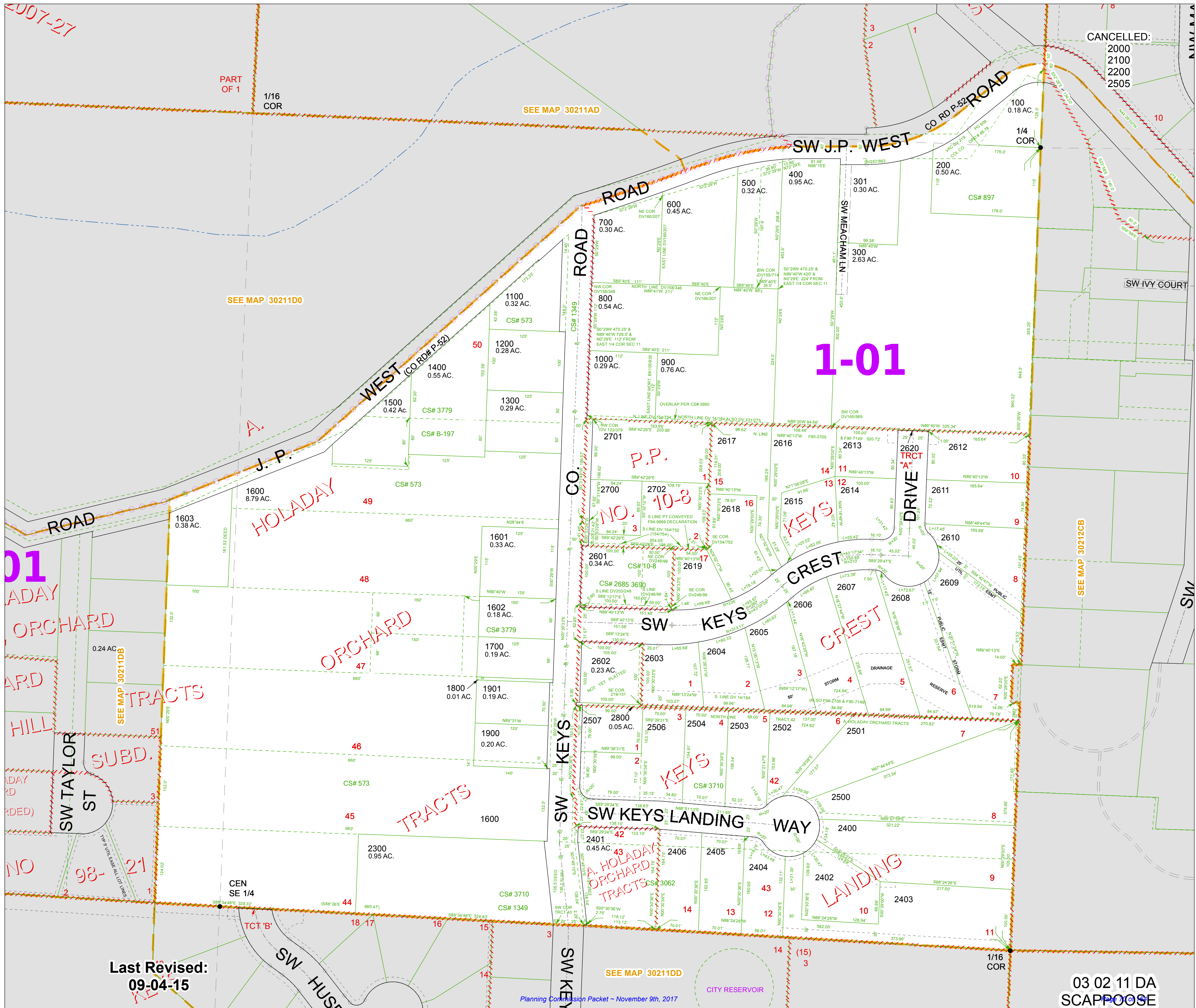
-  Streets
-  Taxlots Boundary



0 25 50 100 Feet

1" = 100'

03 02 11 DA
SCAPPOOSE



NARRATIVE FOR: VICTORIA ESTATES SUBDIVISION

Date: 5/18/2017

Prepared for:

Robert Schmit

8 lot subdivision
Scappoose Oregon

Prepared by:

BMP Design, LLC.

Contact: Bogdan Popescu, PE, PLS

12214 SE Mill Plain Blvd., Suite 203

Vancouver, WA 98684

360-936-8426

Project Location:

52460 Meacham Lane, Scappoose OR 97056

Tax Lot: 3N2W11DA 300

Bmp Design LLC Project #15116

Project Overview

Site Location: The subject site is located at 52460 Meacham Lane, Scappoose OR 97056 and identified as: Tax Lot: 3N2W11DA 300

Total Site Area Analyzed: 2.63 acres

The site is currently used by a residence with a one story house, a covered parking structure, and two outbuildings. Existing utilities consist in a septic system, water well pump, electric service and gas. The proposed conditions is an 8 lot subdivision with public streets and public utilities.

Existing Conditions

The site is located north of the ending of SW Keys Crest Drive and will extend this street to connect to SW JP West Road. It is covered by mature trees and grasses, with one existing house and garage. The type of soils as described in the attached Soils Report prepared by Redmond Geotechnical Services on March 1st, 2016 (attached), are sandy, clayey silt with organics at the top and weathered fractured basalt bedrock below. Ground water was not encountered during the six test pits performed by the Geotechnical Engineer at the test depth of 6 feet.

The slopes across the site have a gradient of 10% to 40% and the general gradient is inclined toward East, toward SW Jobin Lane. The steeper slope is located at the southeast corner of the property, towards an unnamed creek.

Proposed Conditions

The proposed subdivision will develop eight single-family lots, aligned along the proposed SW Keys Crest Drive extension that will connect into SW JP West Road. The proposed new SW Keys Crest Drive will be developed in a slanted section of 3% due to the slope of the road, and will be mostly straight, with two 3.3 degree bends. The proposed cross section is 32' of roadway with curb and gutter on the east (lower) side and standard "C" curb on the west (higher) side. Behind the curbs there will be a 5' sidewalk.

The new development will include a 50' wide ROW for the extension of SW Keys Crest Drive. This project will include 22127 SF of new ROW dedication including the existing access and utility easement (0.508 acres).

The development will also include curb returns connecting the street improvements to SW JP West Road. The proposed development will cross an existing culvert at that location that is part of an existing driveway. This culvert will be extended to cross the new proposed road cross-section at that location.

The north section of the proposed SW Keys Crest Drive extension will pass through a 50' wide access and utility easement provided to the subject property from the property to the north. Due to the elevation changes across the width of the easement in its existing conditions, a 2-4-foot-

high and 125' long retaining wall will be needed on the east side to keep grading activities within the existing easement/ROW footprint. We have been informed by the City that the neighbor to the east may intend to build an access-way to SW Keys Crest Drive, but we have not been contacted by the landowner nor do we have permission to place grading fill on his land.

As the proposed road passes by the existing house, it cuts through an area of fill that was created as a part of the existing house's patio. Due to the sharp elevation changes coming into and out of this area, we are proposing a retaining wall on the lot that will contain the existing grading, with a height of up to 4' and a length of up to 60'.

Each proposed lot will have an individual connection to the proposed public sewer line and public water line. The water line is suggested as C900 8" line but will be connecting to an existing 6" ductile iron water line at the south end via a reducer / expander. The connection at the north end will provide the water line with looping, and a full 8" access. The proposed sanitary sewer will be connecting to an 8" stub-out provided at the manhole at the south extent of the property, in SW Keys Crest Drive. This sanitary line will be extended at 0.5% and will provide approximately 6-foot cover to the end of the line.

Driveway curb cuts are proposed at up to 32' wide, at the request of the land owner. This is intended for triple wide driveways.

Public Fire Hydrants are already present on the north and south of the property, and are 607 feet apart. The existing fire hydrant to the north will either need to be relocated to be behind the sidewalk, or the sidewalk will need to provide 5' clearance behind the hydrant. The City has indicated that the hydrant may also need to be replaced.

Storm water will be captured, transported, and detained via 48" pipes under the proposed road. The new public street infrastructure will drain toward proposed catch basins and from here the storm water will be directed to the detention systems. Proposed houses were assumed to be up to 3000 SF footprints, and the roofs will drain to the proposed storm laterals and into the detention system

The storm water management will not include infiltration, due to poor infiltration and high slopes across the site. Infiltration was tested to be 0.20 in/hr.

The detention system proposed consists of 400 LF of 48" corrugated HDPE pipe, flowing at 0.3% slope to a 60" flow control manhole. The system is sized to have 2-year storm events detained to half the outflow of original conditions, and less than the original outflow for events between 5 and 25 years. The detention system outlets to the southeast corner of the property, over an area of riprap for energy dissipation, and flows to an unnamed creek. The eastern section of the property will remain undisturbed, and will continue to discharge towards the east in its natural condition.

The runoff shall be transported via newly created curbs gutters and shall be captured into catch basins then routed to the storm water facilities. The pipes were calculated to carry a minimum 25-year storm event with no surcharging. Water quality will be provided by a series of sumps in the catch basins, manholes, and the flow control manhole. These stormwater structures are being proposed per City of Scappoose standard details, with some modification of the detention system.

Applicable Code Criteria & Responses

City of Scappoose Municipal Code Title 17 – Land Use and Development

Chapter 17.44 R-1 LOW DENSITY RESIDENTIAL

17.44.030 Permitted uses.

A. In the R-1 zone outside of the Scappoose Creek Flood Plain, only the following uses and their accessory uses are permitted outright:

- 1. Day care home;*
- 2. Home occupation (Type I) subject to Chapter 17.142;*
- 3. Manufactured homes on individual lots subject to Section 17.94.030;*
- 4. Public support facilities;*
- 5. Residential care home;*
- 6. Single-family detached residential dwelling;*
- 7. Sewage pump station;*
- 8. Public park and recreation areas, provided that all building setbacks shall be a minimum of thirty feet from any property line.*

Response: The applicant is proposing to subdivide the project site into 8 residential lots. Per subsection 6 above, single-family detached residential dwellings are permitted outright in the R-1 zone. The criterion is met.

B. In the R-1 zone outside of the Scappoose Creek Flood Plain, only the following uses and their accessory uses are permitted outright:

Response: The subject site is not within the Scappoose Creek Floodplain. The criterion does not apply.

17.44.050 Dimensional requirements.

A. The minimum lot area shall be:

- 1. Seven thousand five hundred (7,500) square feet outside the Scappoose Creek Flood Plain;*
- 2. Twenty thousand (20,000) square feet when a structure is located in the Scappoose Creek Flood Plain.*

Response: The subject site is not within the Scappoose Creek Flood Plain. As proposed, the 8 lots will range in size from 7,500 to 14,090 square feet. All 8 lots will exceed the 7,500 square foot minimum area in the R-1 zone. The criterion is met.

B. The minimum lot width shall not be less than fifty feet, except the minimum lot width at front property line on the arc of an approved full cul-de-sac shall not be less than thirty feet. Flag lots shall provide a minimum of twenty-five feet of frontage along a public right-of-way.

Response: All of the 8 lots proposed in this subdivision satisfy the minimum lot width in the R-1 District. The criteria are met.

C. The minimum setback requirements are as follows:

- 1. The front yard setback shall be a minimum of twenty feet;*
- 2. The front of garages or carports shall be located a minimum of twenty feet from the property line where access occurs;*
- 3. Side yard setbacks shall total a minimum of fifteen feet with one setback not less than ten feet, which shall be on the street side for corner lots. The side setbacks for an accessory building located behind a residence shall be five feet each;*
- 4. The rear yard setback shall be a minimum of twenty feet, except the minimum rear yard setback for an accessory building shall be five feet;*

Response: Lots 2-8 meet all minimum setback requirements. Lot 1 contains existing structures to remain. The existing structures do not meet some of the setback requirements and will require a variance. The criteria can be met.

D. No building in an R-1 zoning district shall exceed thirty-five feet in height. Maximum height for accessory buildings shall be twenty-two feet;

Response: While the creation of these lots is intended to serve future single-family residential dwellings, the Applicant is not proposing such structures with this application. At the time of building permit submittal, the City will ensure that proposed buildings on these lots do not exceed 35 feet in height and that proposed accessory structures do not exceed 22 feet in height. The criterion can be met.

E. One principal building per lot.

F. Buildings shall not occupy more than thirty-five percent of the lot area;

G. Additional requirements shall include any applicable section of this title.

Response: While the creation of these lots is intended to serve future single-family residential dwellings, the Applicant is not proposing such structures with this application. At the time of building permit submittal, the City will ensure that lots contain only one principal building, that buildings do not occupy more than 35% of the lot area, and that all other building-related standards are met. The criterion can be met.

Chapter 17.86 SENSITIVE LANDS--SLOPE HAZARD

17.86.020 Applicability of uses.

A. Except as provided by this section, the following uses are permitted uses:

- 1. Accessory uses such as lawns, gardens or play areas, except in wetlands;*
- 2. Agricultural uses conducted without locating a structure or altering landforms;*
- 3. Public and private conservation areas for water, soil, open space, forest and wildlife resources;*
- 4. Removal of poison oak, tansy ragwort, blackberry or other noxious vegetation;*

5. *Fences.*

B. Separate permits shall be obtained from the appropriate state, county or city jurisdiction for the following:

- 1. Installation of underground utilities and construction of roadway improvements including sidewalks, curbs, streetlights and driveway aprons;*
- 2. Minimal ground disturbance(s) but no landform alterations.*

C. For the purpose of this chapter, "slope hazard areas" means those areas subject to a severe risk of landslide or erosion. They include any of the following areas:

- 1. Any area containing slopes greater than or equal to fifteen percent and two of the following subsections;*
 - a. Impermeable soils (typically silt and clay) frequently interbedded with granular soils (predominately sand and gravel),*
 - b. Any area located on areas containing soils which, according to the current version of the soil survey of Columbia County, Oregon may experience severe to very severe erosion hazard,*
 - c. Any area located on areas containing soils which, according to the current version of the soil survey of Columbia County, Oregon are poorly drained or subject to rapid runoff,*
 - d. Springs or ground water seepage;*
- 2. Any area potentially unstable as a result of natural drainageways, rapid stream incision, or stream bank erosion;*
- 3. Any area located on an alluvial fan, presently subject to or potentially subject to inundation by debris flows or deposition of stream transported sediments;*
- 4. Any area containing slopes greater than or equal to twenty percent.*

Response: Lots 4-8 contain slopes greater than or equal to twenty percent. The new roads and most other improvements associated with platting will be located outside slope hazard areas. While the creation of these lots is intended to serve future single-family residential dwellings, the Applicant is not proposing such structures with this application. At the time of building permit submittal, the City will ensure that structures within slope hazard areas meet all requirements of this chapter, and that all other building-related standards are met. The criteria can be met.

D. Landform alterations or developments within slope hazard areas that meet the jurisdictional requirements and permit criteria of the U. S. Army Corps of Engineers, Division of State Lands, and/or other federal, state or regional agencies do not require duplicate analysis or local permits. The city may require additional information not addressed above. When any provision of any other chapter of this title conflicts with this chapter, the regulations that provides more protection to the sensitive areas shall apply unless specifically provided otherwise in this chapter; provided, such exceptions shall not conflict with any federal, state or local regulation.

- E. A development permit shall be obtained before construction or development begins within any area of slope hazard as identified in subsection C of this section. The permit shall apply to all structures including manufactured homes.*

Response: The applicant or contractor will obtain a development permit before working within any slope hazard area. The criterion can be met

- F. Except as explicitly authorized by other provisions of this chapter, all other uses are prohibited on steep slope areas.*
- G. A use established prior to the adoption of this title, which would be prohibited by this chapter or which would be subject to the limitations and controls imposed by this chapter, shall be considered a nonconforming use. Nonconforming uses shall be subject to the provisions of Chapter 17.132.*
- H. The planner shall determine if a slope hazard applies based upon one or any combination described in subsection C of this section.*

17.86.030 Administration and approval process.

- A. The applicant for a development permit shall be the recorded owner of the property or an agent authorized in writing by the owner.*
- B. If uncertainty exists in regards to the location or configuration of slope hazard areas, the planner shall make an on-site inspection prior to an application being initiated to determine the nature and extent of the resource. If necessary, assistance from state and federal agencies shall be sought to provide the applicant additional information.*
- C. The planner shall review all development applications to determine if the mitigation and monitoring plans and bonding measures proposed by the applicant are sufficient to protect the public health, safety and welfare consistent with the goals, purposes, objectives and requirements of this chapter.*
- D. The applicant shall submit an affidavit which:*
- 1. Declares that the applicant has no knowledge that sensitive areas on the development proposal site have been illegally altered, and that the applicant previously has not been found in violation of sensitive areas regulations for any property in Columbia County;*
 - 2. Demonstrates that any development proposal submitted conforms to the purposes, standards and protection mechanisms of this chapter;*
 - 3. If required, prepare a special sensitive areas study in accordance with Section 17.86.070;*
- E. Approval of a development proposal pursuant to the provisions of this chapter does not discharge the obligation of the applicant to comply with the provisions of this chapter.*
- F. The provisions of this chapter shall apply to all forest practices over which the city has jurisdiction, and to all property which has been cleared and/or graded without an approved state and local permit.*
- G. The application shall be processed in accordance with Chapter 17.162. (Ord. 634 §1 Exh. A (part), 1995)*

Response: Lots 4-8 contain slopes greater than or equal to twenty percent. The new roads and most other improvements associated with platting will be located outside of steep slope areas. While the creation of these lots is intended to serve future single-family residential dwellings, the Applicant is not proposing such structures with this application. At the time of building permit submittal, the City will ensure that structures within slope hazard areas meet all requirements of this chapter, and that all other building-related standards are met. Construction within the slope hazard areas may require studies, mitigation measures, construction methods, and/or recommendations by a geotechnical or structural engineer. The criteria can be met.

17.86.050 General provisions for slope areas.

- A. Slope hazard regulations apply to those areas meeting the federal, state or local definition of "slope hazard" as identified in Section 17.86.020(c) and areas of land adjacent to and within one hundred feet of areas identified as slope hazards.*
- B. Slope locations may include but are not limited to those areas identified as slope hazards in the Scappoose comprehensive plan.*
- C. Precise boundaries may vary from those shown on maps; specific delineation of slope hazards boundaries may be necessary. Slope hazard delineation will be done by qualified professionals at the applicant's expense. (Ord. 634 §1 Exh. A (part), 1995)*

Response: The project engineer will delineate slope hazard boundaries on the grading plan. The criteria can be met.

17.86.070 Approval standards.

- A. The planner or the planning commission may approve or approve with conditions or deny an application request within the slope area based upon following findings:*
 - 1. Land form alterations shall preserve or enhance slope stability;*
 - 2. The proposed land form alteration or development will not result in erosion, stream sedimentation, ground instability, or other adverse on-site and off-site effects or hazards to life or property;*
 - 3. Land form alterations or developments address stormwater runoff, maintenance of natural drainageways, and reduction of flow intensity by the use of retention areas;*
 - 4. The structures are appropriately sited and designed to ensure structural stability and proper drainage of foundation and crawl space areas for development with any of the following soil conditions: wet/high water table; high shrink-swell capability; compressible/organic; and shallow depth-to-bedrock;*
 - 5. Where natural vegetation has been removed due to land form alteration or development, the areas not covered by structures or impervious surfaces will be replanted to prevent erosion in accordance with Chapter 17.100;*
 - 6. The water flow capacity of the drainageway is not decreased or the drainageway will be replaced by a public facility of adequate size to accommodate maximum flow;*

7. *The necessary U.S. Army Corps of Engineers and state of Oregon Land Board, Division of State Lands and Department of Environmental Quality approvals shall be obtained;*
8. *No development, building, construction or grading permit may be issued on lands in the slope hazard area until the public works director approves:*
 - a. *An engineering geotechnical study and supporting data demonstrating that the site is stable for the proposed use and development,*
 - b. *The study shall include at a minimum geologic conditions, soil types and nature, soil strength, water table, history of area, slopes, slope stability, erosion, affects of proposed construction, and recommendations. This study shall be completed by a registered geotechnical engineer in the state of Oregon. The plans and specifications shall be based on the study recommendations shall be prepared and signed by a professional civil engineer registered in the state of Oregon,*
 - c. *A stabilization program for an identified hazardous condition based on established and proven engineering techniques that ensure protection of public and private property,*
 - d. *A plan showing that the strategically important vegetative cover shall be maintained or established for stability and erosion control purposes,*
 - e. *A plan showing the proposed stormwater system. Said system will not divert stormwater into slope hazard areas.*

Response: The project geotechnical engineer has completed a geotechnical study to demonstrate that development can take place while still meeting the criteria above. The project civil engineer will implement the geotechnical engineer's recommendations on an erosion control and slope stabilization plan. The criteria can be met.

- B. *Where landform alterations and/or development are allowed within and adjacent to the one hundred-year floodplain, the requirements of Chapter 17.84 shall be met.*
- C. *Where landform alterations and/or development are allowed within and adjacent to wetlands, the requirements of Chapter 17.85 shall be met. (Ord. 634 §1 Exh. A (part), 1995)*

Response: The project is not adjacent to a floodplain or wetland. These criteria do not apply.

Chapter 17.104 STREET TREES

17.104.020 Applicability.

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

Response: Chapter 17.26 of the Scappoose Municipal Code defines development as, "any activity that makes a material change in the use or appearance of a

structure or land, including partitions and subdivisions as provided in Oregon Revised Statutes 92 and 227.215.” The Applicant’s proposal to create 8 single-family residential lots through the subdivision process constitutes development and is therefore subject to the applicable standards of this Section.

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

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

Response: Sheet L1 illustrates the proposed types, sizes, and locations of required street trees, pursuant to this Chapter. As shown on Sheet L1, all street trees will be located within the proposed public rights-of-way for all newly created streets. Additionally, the Applicant is not proposing to remove any existing street trees or other trees on public lands. The criteria are met.

17.104.040 Standards for street trees.

A. Street trees shall be selected from the approved street tree list included as Appendix A of the Scappoose Comprehensive Urban Forestry Plan.

B. At the time of planting, street trees shall not be less than ten feet high for deciduous trees and five feet high for evergreen trees.

Response: Sheet L1 illustrates the proposed types, sizes, and locations of required street trees, pursuant this Chapter. As shown on Sheet L1, proposed street trees will be of the Columnar Sargent Cherry varieties, which are listed in the City’s approved street tree list. The criteria are met.

C. Spacing and minimum planting areas for street trees shall be as follows:

- 1. Street trees under twenty-five feet tall and less than sixteen feet wide at maturity shall be spaced no further than fifteen feet apart in planting areas containing no less than sixteen square feet of porous surface and not less than four feet wide;*
- 2. Street trees under twenty-five feet tall and greater than sixteen feet wide at maturity shall be spaced no further than twenty feet apart in planting areas containing no less than sixteen square feet of porous surface and not less than four feet wide;*
- 3. Street trees between twenty-five feet to forty feet tall and less than twenty-five feet wide at maturity shall be spaced no greater than twenty-five feet apart in planting areas containing no less than twenty-four square feet of porous surface and not less than six feet wide;*
- 4. Street trees between twenty-five feet to forty feet tall and greater than twenty-five feet wide at maturity shall be spaced no greater than thirty feet apart in planting areas containing no less than twenty-four square feet of porous surface and not less than six feet wide;*

5. *Street trees greater than forty feet tall at maturity shall be spaced no greater than forty feet apart in planting areas containing not less than thirty-six square feet of porous surface and not less than eight feet wide.*

Response: Sheet L1 illustrates the proposed types, sizes, and locations of required street trees, pursuant this Chapter. As shown on Sheet L1, Columnar Sargent Cherry will generally be spaced 25 feet apart. The criteria are met.

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

Response: All new utilities, including electrical service, will be located underground, either in public rights-of-way or within an 8-foot wide public utility easement at the frontage of each lot. The criterion does not apply.

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

13.28.020 Public Tree Standards.

...

C. *Planting of Public Trees and Street Trees.*

1. *Plant materials shall conform to the latest version of the American Standard for Nursery Stock (ANSI Z60.1-1990). Plant materials shall be of standard quality or better, true to name and type of their species or cultivar.*
2. *Plants shall have normal, well-developed branches and root systems. They shall be healthy, vigorous plants free from decay, defects, sunscald injuries, abrasions of the bark, insect pests and all forms of infestations or objectionable disfigurements.*
3. *Balled and burlapped plants shall have solid balls of size at least meeting the American standard, the balls securely wrapped with burlap or canvas, tightly bound with rope or twine. Plastic twine or wrapping material is not permitted.*
4. *A minimum of two inches caliper measured six inches above ground is required of all stock planted.*
5. *The city manager shall be notified and have the right to inspect any trees or shrubs before they are planted on public property. The city reserves the right to reject any materials at any time.*
6. *All street trees shall be of an approved species and variety identified in the approved street tree list included as Appendix A of the Scappoose Comprehensive Urban Forestry Plan. Street tree spacing must conform to the minimum street tree planting distances based on mature heights indicated in Scappoose Municipal Code Section 17.104.040(C) except in special plantings designed or approved by a landscape architect or urban forester and approved by the Scappoose planning commission, or when retention of significant trees has been approved to satisfy the requirement for street trees.*
7. *Plant materials pruned at, or directly before, the time of planting shall be rejected.*

8. *All planting work shall be performed using sound horticultural practices approved by the National Arborist Association and/or the International Society of Arboriculture.*
9. *Plants shall be set plumb. All plants shall be set so that, after settlement, they are at the same level as when growing in the nursery. Plants shall be watered at the time of planting to eliminate air pockets. Excess soil shall be removed.*
10. *Balled and burlapped plants may be placed with the wrapping in place if all materials are untreated and biodegradable. When burlap is left around plants, any string shall be removed and the burlap folded down from the top half of the root ball.*
11. *No plant pit shall be dug or approved until all underground utilities have been marked.*
12. *Every planting pit shall be at least fifty percent wider and at least the depth of the soil ball or the full extent of the root system of bare-rooted trees. In the process of digging the hole, "glazing" of the sides of the hole will not be acceptable.*
13. *Excavated plant pits that will be left open when work is not in progress (nights, holidays and weekends) or which pose hazards at any time to pedestrians or vehicles shall be adequately marked with qualified warning devices in accordance with Oregon Department of Transportation and Oregon OSHA standards.*
14. *A watering berm shall be constructed around every tree.*
15. *Root barriers approved by the public works director are required for all street trees.*
16. *Planting sites will be mulched with neither more nor less than four inches of wood chips, fibrous bark or composted wood debris after planting is completed. The mulch will be extended beyond the drip zone of the tree and cover an area no less than the width of the planting hole.*
17. *No public tree or street tree shall be planted within twenty-five feet of any street corner, measured from the curb return. No public tree or street tree shall be planted within ten feet of any fireplug.*

...

Response: The planting details listed in Subsections C.1-17 above are included as notes on Sheet L1. These details will be included in the Applicant's subdivision construction documents that will be submitted for City Engineering review following approval of this subdivision request. The criteria are met.

17.104.060 Maintenance of street trees.

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

- B. All street trees shall be controlled by pruning to National Arborist Association Pruning Standards for Shade Trees included as Appendix B of the Scappoose Comprehensive Urban Forestry Plan.*
- C. Every owner of any tree overhanging any street or right-of-way within the city shall prune the branches so that such branches shall not severely obstruct the light from any street lamp or obstruct the view of any street intersection and so that there shall be a clear space of thirteen feet above street surface or eight feet above the sidewalk surface. Such owners shall remove all dead, diseased or dangerous trees, or broken or decayed limbs which constitute a menace to the safety of the public. The city shall have the right to prune any tree or shrub on private property when it interferes with the proper spread of light along the street from a street light, or interferes with visibility of any traffic-control device or sign or sight triangle at intersections as defined in Scappoose Municipal Code 12.10, Visual Clearance Areas. Tree limbs that grow near high voltage electrical conductors shall be maintained clear of such conductors by the electric utility company in compliance with any applicable franchise agreements.*
- D. The city shall have the right to plant, prune, and otherwise maintain trees, plants and shrubs within the lines of all streets, alleys, avenues, lanes, as may be necessary to insure public safety or to preserve or enhance the symmetry and beauty of such public grounds.*
- E. It is unlawful as a normal practice for any person, firm or city department to top any street tree. Topping is defined as the severe cutting back of limbs within the tree's crown to such a degree so as to remove the normal canopy and disfigure the tree. Trees severely damaged by storms or other causes, or certain trees under utility wires or other obstructions where other pruning practices are impractical may be exempted from this chapter at the determination of the city manager after consultation with a registered arborist or certified forester.*

Response: The Applicant is aware of the ongoing street tree maintenance responsibilities of adjacent homeowners. The Applicant also understands that the City reserves the right to plant and maintain trees as necessary to ensure public safety and aesthetics. The criteria can be met.

17.104.070 Excavation approval required. Written approval of the city manager is required prior to any excavation within the dripline of a street tree.

17.104.080 Penalties for damage or removal of street trees. Any activity that results in injury, mutilation or death of a street tree is prohibited. If such injury, mutilation or death of a street tree shall occur, the cost of the repair or replacement shall be borne by the party performing the activity. The replacement value of street trees shall be determined in accordance with the latest revision of the Council of Tree and Landscape Appraisers evaluation method.

Response: The Applicant is not proposing the removal of existing street trees. The criteria do not apply.

*Chapter 17.150 LAND DIVISION--SUBDIVISION**17.150.020 General provisions.*

A. An application for a subdivision shall be processed through a two-step process, the tentative plan and the final plat:

- 1. The tentative plan shall be approved by the planning commission before the final plat can be submitted for approval consideration; and*
- 2. The final plat shall reflect all conditions of approval of the tentative plan.*

Response: Through this application, the Applicant is requesting approval of a tentative subdivision plan. Upon approval of this application by the Planning Commission, the Applicant will submit a request for final subdivision plan approval. The criteria are met.

B. All subdivision proposals shall be in conformity with all state regulations set forth in ORS Chapter 92, Subdivisions and Partitions.

Response: Chapter 17 of the Scappoose Municipal Code implements the applicable tentative plan provisions of ORS Chapter 92. As demonstrated herein, the Applicant's proposal satisfies all applicable City of Scappoose requirements and, therefore, all ORS Chapter 92 requirements. The criterion is met.

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

Response: None of the lots in this subdivision would be of sufficient size to legally partition or subdivide under the existing standards in the R-1 District. The criterion does not apply.

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

Response: The site is not adjacent to or within a 100-year floodplain. The criterion does not apply.

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

Response: Proposed public utilities are shown on engineering plans. These plans illustrate the extent of all proposed new water, sanitary, and storm sewer utilities on site. All utilities will be constructed to the City's Public Works Design Standards and Specifications. These details will be included on the construction plans submitted to the City following the approval of this tentative subdivision plan request. The criteria can be met.

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

Response: The engineering plans show the Applicant's proposed preliminary grading plan and proposed stormwater facilities on site. The preliminary plans demonstrate that the site will provide drainage in accordance with City requirements. The Preliminary Stormwater Report confirms that this facility has been designed to accommodate all anticipated design storm events. The criterion is met.

G. Where base flood elevation has not been provided or is not available from another authoritative source, it shall be generated by the developer.

Response: The City's adopted Floodplain Map shows that this property lies outside of the 100-year floodplain. The criterion is met.

H. All subdivision proposals shall include neighborhood circulation plans that conceptualize future street plans and lot patterns to parcels within five hundred feet of the subject site. Circulation plans address future vehicular/bicycle/pedestrian transportation systems including bike lanes, sidewalks, bicycle/pedestrian paths, and destination points. A circulation plan is conceptual in that its adoption does not establish a precise alignment. An applicant for a subdivision is required to submit a circulation plan unless the applicant demonstrates to the planner one of the following:

- 1. An existing street or proposed new street need not continue beyond the land to be divided in order to complete or extend an appropriate street system or to provide access to adjacent parcels within five hundred feet of the proposed development; or*
- 2. The proposed street layout is consistent with a street pattern adopted as part of the city's transportation system plan, or a previously adopted circulation plan.*

Response: The preliminary plans illustrate a conceptual neighborhood circulation plan inclusive of future streets and lot patterns. As illustrated, the pattern of existing development significantly dictates the location and configuration of future streets. The Applicant's proposed site layout bridges an important gap in the network of area streets. As proposed, the Applicant will create a continuous north/south connection between SW Keys Crest Drive and SW JP West Road. The criteria are met.

17.150.050 Phased development.

A. The planning commission may approve a time schedule for developing a subdivision in phases, but in no case shall the actual construction time period for any phase be greater than two years without submitting a final plat for each completed phase. In no case shall the total time for construction of the development exceed five years. The planning commission may require a new application for a tentative plan for subsequent phases following the final plat approval.

B. The following criteria shall be satisfied in order to approve a phased subdivision proposal:

- 1. All underground utilities shall be scheduled to be constructed in conjunction with or prior to each phase to ensure provision of public facilities prior to building occupancy;*

2. *The development and occupancy of any phase shall not be dependent on the use of temporary public facilities. A temporary public facility is an interim facility not constructed to the applicable city or district standard; and*
3. *The phased development shall not result in requiring the city or other property owners to construct public facilities that were required as a part of the approval of the tentative plan.*

C. *The application for phased development approval shall be heard concurrently with the tentative plan application and the decision may be appealed in the same manner as the tentative plan.*

Response: The Applicant is proposing to complete all work within a single development phase and is not requesting approval of a phased development plan. The criteria do not apply.

17.150.060 Approval standards--Tentative plan.

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

1. *The proposed tentative plan shall comply with the city's comprehensive plan, the applicable chapters of this title, the public works design standards, and other applicable ordinances and regulations;*

Response: As demonstrated in this narrative, the proposed tentative subdivision plan complies with all State and local ordinances and regulations. Further, following approval of this request, the Applicant will be required to submit separate requests to the City for final plat approval, public improvement construction approval, and building permit approval. At each of these subsequent phases of development, the City will ensure that all applicable local and State regulations are incorporated into the final construction of the Applicant's subdivision. The criterion is met.

2. *The proposed plat name is not duplicative and otherwise satisfies the provisions of ORS Chapter 92.090(1);*

Response: The Applicant is not aware of another subdivision plat by the name of Victoria Estates in the City of Scappoose. The criterion is met.

3. *The streets and roads are laid out so as to conform to the plats of subdivisions and maps of major partitions already approved for adjoining property as to width, general direction and in all other respects, including conformance with neighborhood circulation plans, unless the city determines it is in the public interest to modify the street or road pattern; and*

4. *An explanation has been provided for all public improvements.*

Response: As shown on the preliminary plat, the proposed new street has been laid out to become a continuation of the subdivision to the south of the site.

B. *The planning commission may attach such conditions as are necessary to carry out the comprehensive plan and other applicable ordinances and regulations and may require reserve strips be granted to the city for the purpose of controlling access to adjoining undeveloped properties.*

Response: The Applicant is aware of the Planning Commission's authority to attach reasonable conditions that may be necessary to implement clear and objective standards.

Chapter 17.154 STREET AND UTILITY IMPROVEMENT STANDARDS

17.154.020 General provisions.

- A. The standard specifications for construction, reconstruction or repair of streets, sidewalks, curbs and other public improvements within the city shall occur in accordance with the standards of this title, the public works design standards, and in accordance with county or state standards where appropriate.*
- B. The public works director may require changes or supplements to the standard specifications consistent with the application of engineering principles.*
- C. Subject to approval of the planner and the public works director, street sections may be modified administratively based on geographical constraints of steep slopes, wetlands, floodplains, and constraints imposed by existing structures. Modifications may include, but are not limited to, reduced paving widths, elimination of on-street parking and eliminating sidewalks on one side of the street.*

Response: This project is proposing to extend SW Keys Crest Drive through the site with a 32-foot paved width within a 50-foot right-of-way. The standard right-of-way width for a local residential street is 54 feet. The applicant is asking for a deviation from the required right-of-way width because SW Keys Crest Drive to the south has a 50-foot right-of-way, and the access flag connecting the development to SW JP West Road is 50 feet wide. Extending the street at a 50-foot right-of-way width matches the constraints to the north and south and maintains continuity with existing development. The criteria can be met.

17.154.030 Streets.

- A. No development shall occur unless the development has frontage or approved access to a public street:*
 - 1. Streets within a development and streets adjacent to a development shall be improved in accordance with this title and the public works design standards and specifications.*

Response: This development proposes street improvements that are consistent with the City's adopted cross-section for Local street facilities except in right-of-way width. The proposed cross-sections for SW Keys Crest Drivew will generally include a 50-foot wide right-of-way consisting of a 3.5-foot wide landscape strip, a 5-foot wide sidewalk, a 6-inch curb, and a 16-foot travel lane on either side of the street centerline. Parking will be limited to one side of each of these proposed streets. The Applicant is requesting a modification to the adopted cross-section in the form of reducing the right-of-way from 54 feet to 50 feet. The criteria can be met.

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

Response: The Applicant proposes to dedicate all proposed rights-of-way for SW Keys Crest Drive to the City of Scappoose. The criteria can be met.

3. *Subject to approval of the public works director and the planner, the planner may accept and record a non-remonstrance agreement in lieu of street improvements if one or more of the following conditions exist:*
- a. A partial improvement is not feasible due to the inability to achieve a cohesive design for the overall street;*
 - b. A partial improvement may create a potential safety hazard to motorists or pedestrians;*
 - c. Due to the nature of existing development on adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide a significant improvement to street safety or capacity;*
 - d. The improvement would be in conflict with an adopted capital improvement plan;*
 - e. The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets; or*
 - f. Additional planning work is required to define the appropriate design standards for the street and the application is for a project which would contribute only a minor portion of the anticipated future traffic on the street.*

Response: The Applicant is not seeking a non-remonstrance agreement in lieu of the required street improvements. The criterion does not apply.

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

- 1. The council may approve the creation of a street by deed of dedication without full compliance with the regulations applicable to subdivisions or major partitions if any one or more of the following conditions are found by the council to be present:*
 - a. Establishment of a street is initiated by the council and is found to be essential for the purpose of general traffic circulation, and partitioning of subdivision of land has an incidental effect rather than being the primary objective in establishing the road or street for public use; and*
 - b. The tract in which the road or street is to be dedicated is an isolated ownership of one acre or less and such dedication is recommended by the commission to the council based on a finding that the proposal is not an attempt to evade the provisions of this title governing the control of subdivisions or major partitions.*

Response: The Applicant proposes to create new rights-of-way for streets. The criterion does not apply.

2. *With each application for approval of a road or street right-of-way not in full compliance with the regulations applicable to the standards, the proposed dedication shall be made a condition of subdivision and major partition approval:*
 - a. *The applicant shall submit such additional information and justification as may be necessary to enable the commission in its review to determine whether or not a recommendation for approval by the council shall be made;*
 - b. *The recommendation, if any, shall be based upon a finding that the proposal is not in conflict with the purpose of this title or the city's public works design standards relating to street standards and street acceptance policies;*
 - c. *The commission, in submitting the proposal with a recommendation to the council, may attach conditions which are necessary to preserve the standards of this title;*
 - d. *All deeds of dedication shall be in a form prescribed by the city and shall name "the city of Scappoose, Oregon" or "the public," whichever the city may require, as grantee;*
 - e. *All instruments dedicating land to public use shall bear the approval by the city manager accepting the dedication prior to recording.*

Response: The proposed street improvements are in compliance with applicable standards. The criterion does not apply.

3. *No person shall create a street or road for the purpose of partitioning an area or tract of land without the approval of the city.*

Response: The Applicant seeks approval for the lawful creation of 8 single-family residential lots through the City's tentative subdivision platting process. The criterion does not apply.

- C. *The planning commission may approve an access easement established by deed without full compliance with this title provided such an easement is the only reasonable method by which a lot large enough to develop can develop:*
 1. *Access easements which exceed one hundred fifty feet shall be improved in accordance with the Uniform Fire Code.*
 2. *Access shall be in accordance with the public works design standards.*
 3. *All access ways shall be improved in accordance with the public works design standards, and shall be a minimum of twenty feet in width with a paved width of eighteen feet.*

Response: All of the proposed lots in this subdivision will take access from a public street. The criteria do not apply.

- D. *The location, width and grade of all streets shall conform to an approved street plan and shall be considered in their relation to existing and planned streets, to*

topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such streets:

1. *Street grades shall be approved by the public works director in accordance with the city's public works design standards; and*
2. *Where the location of a street is not shown in an approved street plan, the arrangement of streets in a development shall either:*
 - a. *Provide for the continuation or appropriate projection of existing streets in the surrounding areas, or*
 - b. *Conform to a plan adopted by the council, if it is impractical to conform to existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety.*
3. *New streets shall be laid out to provide reasonably direct and convenient routes for walking and cycling within neighborhoods and accessing adjacent development.*

Response: SW Keys Crest Drive will be extended through the site in an appropriate continuation of the existing road and connected to SW JP West Road to provide cross-circulation. The criteria are met.

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

Response: SW Keys Crest Drive will meet the minimum paved width of 32 feet, but not the minimum right-of-way width of 54 feet. The project is proposing a deviation from the right-of-way width in order to match existing access widths to the north and south of the site. The criterion can be met.

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

Response: The extension of SW Keys Crest Drive to SW JP West Road completes a connection and no further extension or barricade for future development is necessary. The criteria do not apply.

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

Response: The final names of all streets will be proposed at the time of final plat review and approval. It is likely that SW Keys Crest Drive will remain, as this proposed connection is an extension of existing street by the same name. The Applicant will ensure that all new street names are not duplicative of, nor

could be confused with, the names of existing streets in the City of Scappoose. The criterion can be met.

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

Response: Driveway approaches are not shown as the location of new homes on each of the proposed lots remains unknown at this time. These details will be included with the construction plans that will be submitted as part of the public improvement phase of work for this subdivision. At the time of public improvement and building permit submittal, the Applicant will ensure, and the City will confirm, that all applicable construction standards are met. The criterion can be met.

- I. Wherever the proposed development contains or is adjacent to a railroad right-of-way, provision shall be made for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land, and the distance shall be determined with due consideration at cross streets or the minimum distance required for approach grades and to provide sufficient depth to allow screen planting along the railroad right-of-way in nonindustrial areas.*

Response: The Applicant's site does not contain, nor is it adjacent to, a railroad right-of-way. The criterion does not apply.

- J. Where a development abuts or is traversed by an existing or proposed arterial street, the development design shall provide adequate protection for residential properties and shall separate residential access and through traffic, or if separation is not feasible, the design shall minimize the traffic conflicts. The design requirements shall include any of the following:*

- 1. A parallel access street along the arterial;*
- 2. Lots of suitable depth abutting the arterial to provide adequate buffering with frontage along another street;*
- 3. Screen planting at the rear or side property line to be contained in a nonaccess reservation along the arterial; or*
- 4. Other treatment suitable to meet the objectives of this subsection.*

Response: SW JP West Road is adequately buffered from the new development by the existing flag access to the site. The criteria do not apply.

- K. Upon completion of a street improvement and prior to acceptance by the city, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the city that all boundary and interior monuments shall be established or re-established, protected and recorded.*

Response: Upon completion of all public improvements, the Applicant will ensure, and the City will confirm, that all boundary and interior monuments are established / re-established and recorded. The criterion can be met.

- L. Private streets are permitted within manufactured home parks, and the city shall require legal assurances for the continued maintenance of private streets, such as:*
- 1. A bonded maintenance agreement; and*
 - 2. The creation of a homeowners association;*

Response: The Applicant is proposing an 8-lot subdivision that is intended for single-family detached residential dwellings accessed by a public street. The criterion does not apply.

- M. Where an adjacent development results in a need to install or improve a railroad crossing, the cost for such improvements may be a condition of development approval, or another equitable means of cost distribution shall be determined by the public works director and approved by the commission.*

Response: The nearest railroad crossing is over ½ mile away from the site. The criterion does not apply.

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

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

- 1. Joint mailbox structures shall be placed adjacent to roadway curbs and shall comply with provisions of the Americans with Disabilities Act and implementing federal and state regulations;*
- 2. Proposed locations of joint mailboxes shall be designated on a copy of the tentative plan, and shall be approved by the U.S. Post Office prior to plan approval; and*
- 3. Plans for the joint mailbox structures to be used shall be submitted for approval by the planner prior to final approval.*

- P. The location of traffic signals shall be noted on approved street plans, and where a proposed street intersection will result in an immediate need for a traffic signal, a city-approved signal shall be installed. The cost shall be included as a condition of development.*

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

Response: Prior to occupancy, the Applicant will install street signs, mailboxes, and street lights in accordance with the City's Public Works Design Standards. New traffic signals are not warranted anywhere in the proposed subdivision. The criteria can be met.

17.154.040 Blocks.

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

Response: This street connection will ensure that pedestrian and vehicular access and circulation are as safe and convenient as possible, given the pattern of existing development. The criterion is met.

- B. Except for arterial streets, no block face shall be more than six hundred feet in length between street corner lines and no block perimeter formed by the intersection of pedestrian accessways and local, collector and arterial streets shall be more than one thousand six hundred feet in length. The recommended minimum length of blocks along an arterial street is one thousand eight hundred feet. A block shall have sufficient width to provide for two tiers of building sites. Reverse frontage on arterial streets may be required by the planning commission.

Response: The new block created as part of the Applicant's proposal will have a perimeter length of approximately 2,500 feet. The criterion is not met, but the block lengths and perimeter have been imposed by pre-existing development and factors outside the Applicant's control. This project is making circulation as good as possible by completing the final leg in the block.

- C. Exemptions from requirement of subsection B of this section may be allowed, upon approval by the planner and the public works director, for the following two conditions:
1. *Where topography and/or other natural conditions, such as wetlands or stream corridors, preclude a local street connection consistent with the stated block length standards. When such conditions exist, a pedestrian accessway shall be required in lieu of a public street connection if the accessway is necessary to provide safe, direct and convenient circulation and access to nearby destinations such as schools, parks, stores, etc.*
 2. *Where access management standards along an arterial street preclude a full local street connection. The recommended minimum block along an arterial is one thousand eight hundred feet which conflicts with the street connectivity requirements. Where such conditions exist, and in order to provide for adequate connectivity and respect the needs for access management, the approval authority shall require either a right-in/right-out public street connection or public accessway connection to the arterial in lieu of a full public street connection. Where a right-in/right-out street connection is provided, turning movements shall be defined and limited by raised medians to preclude inappropriate turning movements.*

Response: The Applicant is requesting an exception to the block length requirements in this Section because the location of existing homes on surrounding properties and/or existing slope hazard areas preclude shorter blocks.

17.154.050 Easements.

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

- B. A property owner proposing a development shall make arrangements with the city, the applicable district and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development.

Response: Generally, public utilities that will serve the proposed subdivision will be contained within street rights-of-way that will be dedicated to the City with the recordation of the final subdivision plat. The applicant is proposing an 8-foot wide public utility easement along the frontages of all proposed lots to serve future franchise utilities. A 15-foot storm easement is proposed on the south side of Lot 4. The criteria are met.

17.154.070 Sidewalks.

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

Response: Proposed plans illustrate the Applicant's proposal to construct sidewalks on both sides of all streets in the proposed subdivision. Per the City's Public Works Design Standards, all sidewalks will be 5 feet wide. The criterion is met.

- B. Maintenance of sidewalks and curbs is the continuing obligation of the adjacent property owner.

Response: The Applicant is aware of the ongoing obligation for adjacent homeowners to maintain curbs and sidewalks. The criterion can be met.

- C. Subject to approval by the public works director and planner, planner may accept and record a nonremonstrance agreement for the required sidewalks from the applicant for a building permit for a single-family residence when the public works director determines the construction of the sidewalk is impractical for one or more of the following reasons:

- 1. The residence is an in-fill property in an existing neighborhood and adjacent residences do not have sidewalks;*
- 2. Sidewalk grades have not and will not be established for the property in question within a one-year period;*
- 3. Topography or elevation of the sidewalk base area makes construction of a sidewalk impractical.*

Response: The Applicant is not requesting to defer sidewalk construction. The criterion does not apply.

- D. In the event one or more of the following situations are found by the council to exist, the council may adopt a resolution to initiate construction of a sidewalk in accordance with city ordinances:

- 1. A safety hazard exists for children walking to or from school and sidewalks are necessary to eliminate the hazard;*
- 2. A safety hazard exists for pedestrians walking to or from a public building, commercial area, place of assembly or other general pedestrian traffic, and sidewalks are necessary to eliminate the hazard;*

3. *Fifty percent or more of the area in a given block has been improved by the construction of dwellings, multiple dwellings, commercial buildings or public buildings and/or parks.*

Response: The Applicant is proposing to construct sidewalks consistent with adopted City standards along all proposed streets. The criterion does not apply.

17.154.080 Public use areas.

- A. Where a proposed park, playground or other public use shown in a development plan adopted by the city is located in whole or in part in a subdivision, the commission may require the dedication or reservation of such area within the subdivision.

Response: The City's Parks Master Plan does not identify the Applicant's property as the site of a future park or public open space. The criterion does not apply.

- B. Where considered desirable by the commission in accordance with adopted comprehensive plan policies, and where a development plan of the city does not indicate proposed public use areas, the commission may require the dedication or reservation of areas within the subdivision or sites of a character, extent and location suitable for the development of parks and other public use.

Response: The City's decision to annex the Applicant's site into the City of Scappoose's corporate boundary (Ordinance No. 835, adopted July 21, 2014) and assign a residential zoning designation was based on the anticipated need for additional housing units at the R-1 density. Per ORS 197.307, the City may only apply clear and objective standards to decisions regarding needed housing types. Jurisdictions must provide an opportunity for all needed housing to be developed based on clear and objective approval standards that do not have the effect, either in themselves or cumulatively, of discouraging needed housing through unreasonable cost or delay. For this reason, the City may not deny the Applicant's proposed subdivision request based on the discretionary criterion ("Where considered desirable by the commission in accordance with adopted comprehensive plan policies...") in Subsection B. above. Therefore, the criterion does not apply.

- C. If the declarant is required to reserve land area for a park, playground or other public use, such land shall be acquired by the appropriate public agency within eighteen months following plat approval, at a price agreed upon prior to approval of the plat, or such reservation shall be released to the declarant.

Response: As mentioned above, the City's Comprehensive Plan and its supporting documents do not show a planned park, playground, or other public use on the Applicant's site. Further, the City's decision to approve, approve with conditions, or deny the Applicant's request must be based on clear and objective standards and may not be determined based on the desires of any members of the Planning Commission. The criterion does not apply.

17.154.090 Sanitary sewers.

- A. Sanitary sewers shall be installed to serve each new development and to connect developments to existing mains in accordance with the provisions set forth by the

city's public works design standards and the adopted policies of the comprehensive plan.

Response: As shown plans, the Applicant is proposing to install a new sanitary sewer main, as well as sanitary sewer laterals to serve all proposed lots. The criterion is met.

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

Response: All public improvements will be reviewed by the City's Public Works Director through the public improvement permitting process. The criteria can be met.

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

Response: As mentioned above, the Applicant's sanitary sewer system will tie into an existing sanitary main south of the site. All utility facilities, including sanitary sewer, have been designed in accordance with the City's Public Works Design Standards. The criterion is met.

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

Response: The City Engineer confirmed that adequate sanitary sewer capacity was available to serve the proposed development at the project's pre-application conference. The criterion is met.

17.154.100 Storm drainage.

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

- 1. The stormwater drainage system shall be separate and independent of any sanitary sewerage system.*
- 2. Where possible, inlets shall be provided so surface water is not carried across any intersection or allowed to flood any street.*
- 3. Surface water drainage patterns shall be shown on every development proposal plan.*
- 4. All stormwater analysis and calculations shall be submitted with proposed plans for public works directors review and approval.*
- 5. All stormwater construction materials shall be subject to approval of the public works director.*

Response: The Applicant's Preliminary Stormwater Report demonstrates that adequate provisions for stormwater and floodwater runoff will be made, pursuant to the City's Public Works Design Standards. Additionally, the proposed stormwater

system will be independent of the proposed sanitary sewer system. The criteria are met.

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

Response: The Applicant's site is not traversed by a watercourse, drainageway, channel, or stream. The criterion does not apply.

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

Response: The Applicant is proposing a stormwater facility that has been designed to accommodate potential runoff from a 25-year storm event. The proposed stormwater facility will also include an emergency overflow that will drain to the drainageway east of the site if the stormwater facility malfunctions or if the storm event is greater than the design event. The criterion is met.

- D. Where it is anticipated by the public works director that the additional runoff resulting from the development will overload an existing drainage facility, the planner and engineer shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development.

Response: As mentioned above, the Applicant is proposing to install an emergency stormwater overflow system into the stormwater facility that would manage stormwater overflow in the event that the facility malfunctions or the runoff exceeds the design event. In case of such emergency, stormwater runoff will drain to the drainageway east of the Applicant's site. The criterion is met.

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

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

Response: Existing water lines are through the site with the extension of SW Keys Crest Drive. The criteria are met.

17.154.107 Erosion controls.

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

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

Response: The Applicant's Erosion Control Plan is included in the proposed plans. The Preliminary Grading, Erosion, and Sediment Control Plan was developed in consultation with the City Public Works Design Standards and illustrates the extent of various erosion control techniques that will be employed on site throughout construction. The criteria are met.

17.154.110 Bikeways.

- A. Developments adjoining proposed bikeways shall include provisions for the future extension of such bikeways through the dedication of easements or rights-of-way.
- B. Where possible, bikeways should be separated from other modes of travel including pedestrians.
- C. Minimum width for bikeways is four paved feet per travel lane.

Response: The City of Scappoose TSP (p. 65) indicates that, "... a bikeway network providing a higher level of service for bicyclists should be implemented along all designated arterial and collector streets to encourage bicycle use." None of the streets abutting the Applicant's site are classified as Collectors or Arterials except for SW JP West Road, which has very little project frontage. That project frontage will be constructed in accordance with all code requirements. The criteria is met.

17.154.120 Utilities.

- A. All utility lines including, but not limited to those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at fifty thousand volts or above, and:
- 1. The applicant shall make all necessary arrangements with the serving utility to provide the underground services;*
 - 2. The city reserves the right to approve location of all surface mounted facilities;*
 - 3. All underground utilities, including sanitary sewers, water lines, and storm drains installed in streets by the applicant, shall be constructed prior to the surfacing of the streets; and*
 - 4. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.*

Response: The Applicant is proposing to install all franchise utilities underground and within an 8-foot wide public utility easement located along the frontages of all 8 proposed lots. Additionally, water, sanitary sewer, and storm sewer lines are proposed to be installed within new street rights-of-way prior to the final surfacing of these streets. Stubs for service connections will terminate approximately 10-feet behind the front property line of each of the proposed

lots and will eliminate the need to disturb street improvements when service connections are made. The criteria are met.

- B. The applicant for a subdivision shall show on the development plan or in the explanatory information, easements for all underground utility facilities, and:
1. *Plans showing the location of all underground facilities as described herein shall be submitted to the public works director for review and approval; and*
 2. *Above ground equipment shall not obstruct visual clearance areas for vehicular traffic.*

Response: All proposed utility easements include an 8-foot wide public utility easement along the frontages of all 8 lots, a 15-foot wide sanitary sewer easement along the south boundary of Lot 4. The Applicant is not proposing any above ground equipment. The criteria are met.

17.154.130 Cash or bond required.

- A. All improvements installed by the applicant shall be guaranteed as to workmanship and material for a period of one year following acceptance by the city council.
- B. Such guarantee shall be secured by cash deposit or bond for one hundred ten percent of the actual cost of the value of the improvements as set by the public works director.
- C. The cash or bond shall comply with the terms and conditions of Section 17.150.180.

Response: The Applicant is aware of the requirement to guarantee all workmanship and materials for a period of one year through a cash deposit or bond. The Applicant will formalize this guarantee at the time the public improvement permit is reviewed. The criteria can be met.

17.154.140 Monuments. Any monuments that are disturbed before all improvements are completed by the applicant shall be replaced and recorded prior to final acceptance of the improvements.

17.154.150 Installation/permit fee.

- A. No land division improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting or other requirements shall be undertaken except after the plans have been approved by the city, and all applicable fees paid.

17.154.160 Installation--Conformation required. In addition to other requirements, improvements installed by the land divider either as a requirement of these regulations or at the developers own option, shall conform to the requirements of this chapter and to improvement standards and specifications followed by the city.

17.154.170 Plan checking required.

- A. Work shall not begin until construction plans and a construction estimate have been submitted and checked for adequacy and approved by the city in writing. Three sets of plans shall be submitted for review.
- B. Three sets of revised plans (as approved) shall be provided.

- C. All such plans shall be prepared in accordance with requirements of the city's public works design standards.

17.154.180 Notice to city required.

- A. Work shall not begin until the city has been notified in advance.
- B. If work is discontinued for any reason, it shall not be resumed until the city is notified. If work is discontinued, the site shall be protected from erosion.

17.154.190 City inspection required. Improvements shall be constructed under the inspection and to the satisfaction of the city. The city may require changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest.

17.154.200 Engineer's certification required. The land divider's engineer shall provide written certification that all improvements, workmanship and materials are in accord with current and standard engineering and construction practices, and are of high grade and that improvements were built according to plans and specifications, prior to city acceptance of the subdivision's improvements or any portion thereof for operation and maintenance.

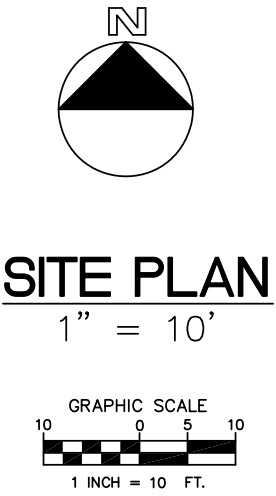
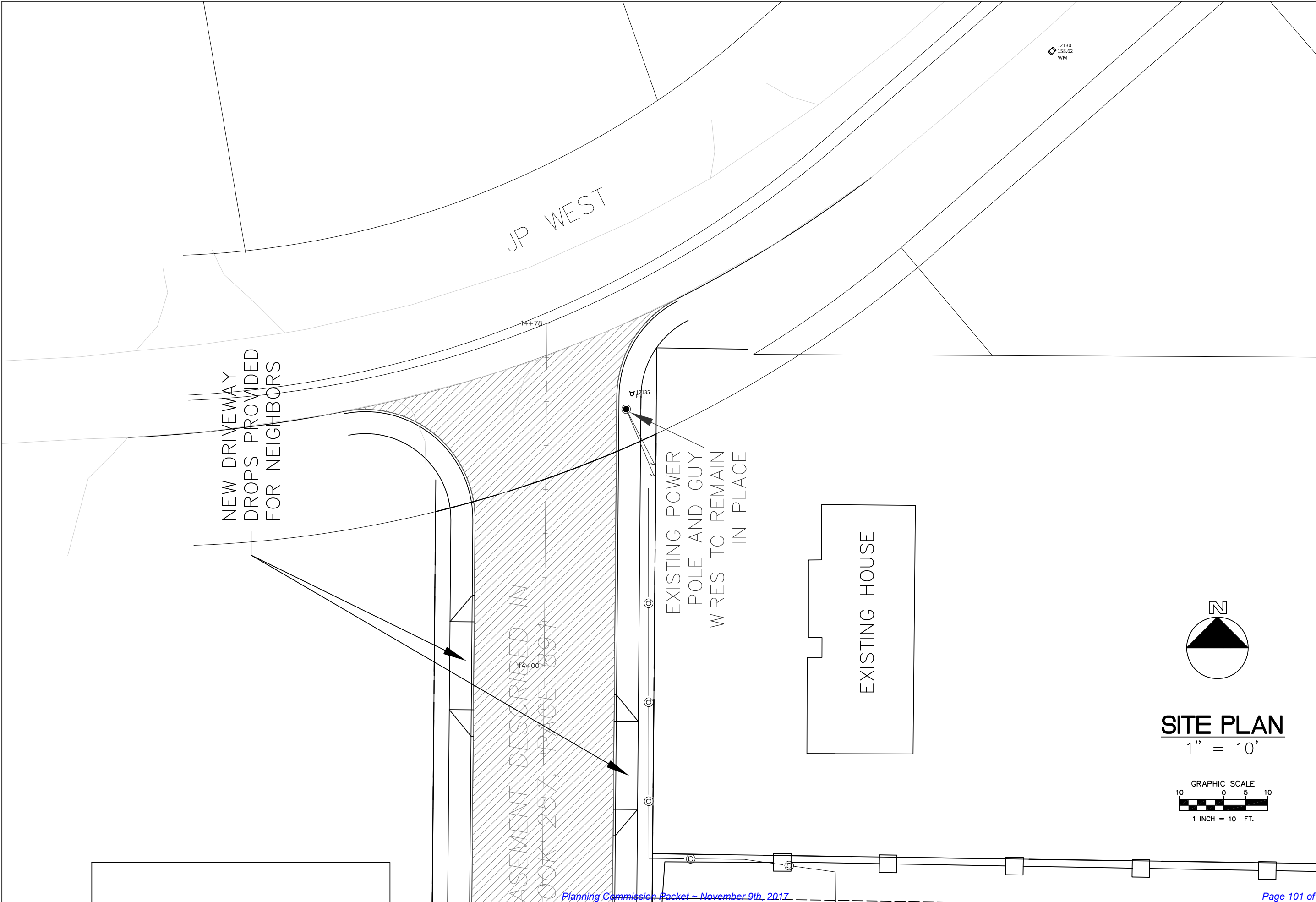
Response: The Applicant is aware of the procedural requirements listed in Sections 17.154.140 through 17.154.200 and will ensure compliance with them throughout the development of the subdivision. The criteria can be met.

17.162 Procedures for Decisions Making – Quasi-judicial (Sensitive Lands Permit)

Response: The Applicant has had a preapplication conference is working their way through the remaining processes outlined in Chapter 17.162. The criteria can be met.

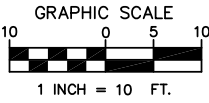
17.164 Procedures for Decisions Making – Limited Land Use (Subdivision)

Response: The Applicant has had a preapplication conference is working their way through the remaining processes outlined in Chapter 17.164. The criteria can be met.



SITE PLAN

1" = 10'



THESE DRAWINGS ARE THE PROPERTY OF BMP DESIGN, LLC. NO REPRODUCTION IS ALLOWED IN ANY MANNER EXCEPT WITH THE WRITTEN PERMISSION OF BMP DESIGN, LLC.

BMP DESIGN LLC
 Civil Engineering / Land Surveying
 12214 S MILL PLAIN BLVD, STE. 303, WAUKESHA, WI 53186
 PH: 262.336.8426, FAX: 262.336.0054
 www.bmpdesign.us

PROJECT NAME: VICTORIA ESTATES SUBDIVISION

NEIGHBORING PROPERTY

52460 MEACHAM LN, SCAPPOOSE OR

REVISION/DATE	DESCRIPTION	DRAFT BY:	DESIGN BY:	CHECK BY:
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

VARIANCE NARRATIVE FOR: VICTORIA ESTATES SUBDIVISION

Date: 9/19/2017

Prepared for:

Robert Schmit

8 lot subdivision
Scappoose Oregon

Prepared by:

BMP Design, LLC.
Contact: Bogdan Popescu, PE, PLS
12214 SE Mill Plain Blvd., Suite 203
Vancouver, WA 98684
360-936-8426

Project Location:

52460 Meacham Lane, Scappoose OR 97056
Tax Lot: 3N2W11DA 300

Bmp Design LLC Project #15116

Variance Overview

The applicant for the Victoria Estates Subdivision project is proposing to divide 2.6 acres (parcel 3N2W11DA 300) into 8 lots. They are requesting a variance to the 20-foot yard setback requirement for Lot 1. The parent parcel contains an existing house and outbuildings that are proposed to remain on Lot 1. The locations of the existing road stub for SW Keys Crest Drive, the existing flag connection to SW JP West Road, and the existing topography all necessitate the proposed location for the extension of SW Keys Crest Drive. This creates a setback deficiency between the existing house and the proposed new right-of-way for SW Keys Crest Drive. Approval of this variance is necessary to allow the current homeowner to retain their home and divide the remaining property in accordance with the comprehensive plan. This is a “major” variance request because the location of the existing house creates a setback that deviates from the standard by more than 10%. Please refer to the attached exhibit for dimensions between the house corners and the proposed right-of-way.

Applicable Code Criteria & Responses

City of Scappoose Municipal Code Title 17.134.030 – Criteria for Granting a Variance.

- A. The proposed variance will not be materially detrimental to the purpose of this title, be in conflict with the policies of the comprehensive plan, to any other applicable policies and standards, and to other properties in the same zoning district or vicinity;*
- B. The use proposed will be the same as permitted under this title and city standards will be maintained to the greatest extent that is reasonably possible while permitting some economic use of the land;*
- C. Existing physical and natural systems, such as but not limited to traffic, drainage, dramatic land forms, or parks will not be adversely affected any more than would occur if the development were located as specified in this title; and*
- D. Exceptional or extraordinary conditions apply to the property that do not apply generally to other properties in the same zone or vicinity, which conditions are a result of the lot size, shape or topography or other circumstances over which the applicant has no control; and*
- E. The hardship is not self-imposed and the variance requested is the minimum variance which would alleviate the hardship.*

Response:

- A. The reduced setback would not be materially detrimental to or create any conflict with: the code, the comprehensive plan, any other policy or standard, or any other property within the zoning district. The only property affected by this variance is the lot for which the variance is being requested.
- B. The variance will simply retain the existing house, which is consistent with the allowed uses for this zone and the comprehensive plan. This allows the current

homeowner to retain their home and develop the remaining property, which provides a reasonable economic use of the land.

- C. This request has no effect on physical and natural systems on or surrounding the project site than would occur if the development were located as specified in this title.
- D. The locations of the existing road stub for SW Keys Crest Drive, the existing flag connection to SW JP West Road, and the existing topography all necessitate the proposed location for the extension of SW Keys Crest Drive. These existing constraints are outside the applicant's control, have caused this condition to occur, and represent an exceptional or extraordinary condition.
- E. This hardship was created by existing conditions and was not self-imposed. The variance requested is the minimum variance which would alleviate the hardship.

Thank you for your consideration of this request.

To : Laurie Oliver

Re: Victoria Estates Subdivision SB1-16 Tax lots 32211-DA-00300

#4 of request of information (documentation of partitioned property, 32958 SW JP West Rd and 52460 SW Meacham Lane).

1-1-74

BARGAIN AND SALE DEED



KNOW ALL MEN BY THESE PRESENTS, That HENRY J. SCHMIT and VICTORIA M. SCHMIT

, hereinafter called grantor,
for the consideration hereinafter stated, does hereby grant, bargain, sell and convey unto
GARY A. TRTEK and NATALIE M. TRTEK, husband and wife

hereinafter called grantee, and unto grantee's heirs, successors and assigns all of that certain real property with the
tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, situated in the County
of Columbia, State of Oregon, described as follows, to-wit:

Beginning at a point which is South 0°29' West 470.25 feet and North 89°40' West 325.34 feet from the East quarter corner of Section 11, Township 3 North, Range 2 West, Willamette Meridian, Columbia County, Oregon; said point being the Southwest corner of the Henry J. Schmit tract as recorded in Deed Book 135 at page 569; thence North 0°29' East 302.00 feet to the true point of beginning of the parcel herein described; thence North 0°29' East a distance of 140 feet, more or less, to the Southerly right of way line of J.P. West County Road; thence following said right of way Easterly to a point which is 50.00 feet distant from (when measured at right angles to) the West line of the John A. Kennedy tract as recorded in Deed Book 120 at page 285; thence South 0°29' West parallel to said Kennedy tract and its' extension Southerly to a point which is South 89°40' East from the true point of beginning; thence North 89°40' West a distance of 99.38 feet to the true point of beginning. EXCEPTING THEREFROM that parcel conveyed to the City of Scappoose by deed recorded 7-16, 1985, in Deed Book 257, Page 893. RESERVING unto the grantors, their heirs and assigns a road easement over the Westerly 13.00 feet thereof.

TOGETHER WITH a non-exclusive easement for ingress, egress and utilities over the following described tract:

Beginning at a point which is South 0°29' West 470.25 feet and North 89°40' West 325.34 feet from the East quarter corner of Section 11, Township 3 North, Range 2 West, Willamette Meridian, Columbia County, Oregon; said point being the Southwest corner of the Henry J. Schmit tract as recorded in Deed Book 135 page 569; thence North 0°29' East 302.00 feet; thence South 89°40' East 99.38 feet to the TRUE POINT OF BEGINNING of the
(continued on reverse side hereof)

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

The true and actual consideration paid for this transfer, stated in terms of dollars, is \$ NONE

~~However, the actual consideration consists of or includes other property or value given or promised which is the whole part of the consideration (indicate which) (The sentence between the symbols @, if not applicable, should be deleted. See ORS 93.030.)~~

In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

In Witness Whereof, the grantor has executed this instrument this 12 day of JULY, 1985; if a corporate grantor, it has caused its name to be signed and seal affixed by its officers, duly authorized thereto by order of its board of directors.

(If executed by a corporation,
affix corporate seal)

(If the signer of the above is a corporation,
use the form of acknowledgment opposite.)

(ORS 194.570)

STATE OF OREGON,

County of COLUMBIA

} ss.

The foregoing instrument was acknowledged before
me this JULY 12, 1985, by

HENRY J. SCHMIT AND
VICTORIA M. SCHMIT

Patricia K. Fial
Notary Public for Oregon

(SEAL)

My commission expires: 6-1-86

STATE OF OREGON, County of _____) ss.

The foregoing instrument was acknowledged before me this

_____, 19____, by

_____, president, and by

_____, secretary of

a _____ corporation, on behalf of the corporation.

Notary Public for Oregon

My commission expires:

(SEAL)

(continued on reverse side hereof)

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

The true and actual consideration paid for this transfer, stated in terms of dollars, is \$ NONE

~~However, the actual consideration consists of or includes other property or value given or promised which is the whole consideration (indicate which) (The sentence between the symbols @, if not applicable, should be deleted. See ORS 93.030.)~~

In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

In Witness Whereof, the grantor has executed this instrument this 12 day of JULY, 1985; if a corporate grantor, it has caused its name to be signed and seal affixed by its officers duly authorized thereto by order of its board of directors.

(If executed by a corporation, affix corporate seal)

(If the signer of the above is a corporation, use the form of acknowledgment opposite.)

STATE OF OREGON,

County of COLUMBIA

} ss.

The foregoing instrument was acknowledged before me this JULY 12, 1985, by

HENRY V. SCHMIT AND

VICTORIA M. SCHMIT

Patricia K. Fial
Notary Public for Oregon

(SEAL)

My commission expires: 6-1-86

(ORS 194.570)

STATE OF OREGON, County of _____) ss.

The foregoing instrument was acknowledged before me this

_____, 19____, by

_____, president, and by

_____, secretary of

a _____ corporation, on behalf of the corporation.

Notary Public for Oregon

My commission expires:

(SEAL)

Henry Schmit

GRANTOR'S NAME AND ADDRESS

GRANTEE'S NAME AND ADDRESS

After recording return to:

Henry V. Schmit
5246 S.W. Meacham Ln.
Scappoose, Ore. 97056
NAME, ADDRESS, ZIP

Until a change is requested all tax statements shall be sent to the following address.

NAME, ADDRESS, ZIP

STATE OF OREGON,

3336

County of Columbia

} ss.

I certify that the within instrument was received for record on the 16th day of July, 1985, at 12:21 o'clock P.M., and recorded in book/reel/volume No. 257 on page 891 or as fee/file/instrument/microfilm/reception No. _____, Record of Deeds of said county.

Witness my hand and seal of County affixed.

John C. KERRY
NAME TITLE
By Columbia County Clerk Deputy

following described tract; thence North 0°29' East along the East line of parcel 1 described above, to the South line of J.P. West County Road; thence following said right of way Easterly to the West line of John A. Kennedy tract as recorded in Deed Book 120, page 285; thence South 0°29' West along the West line of said Kennedy tract and its' extension Southerly to a point which is South 89°40' East from the true point of beginning; thence North 89°40' West a distance of 50.00 feet to the point of beginning.

E 14 SEC. 11 T.3N. R.2W. W.M.

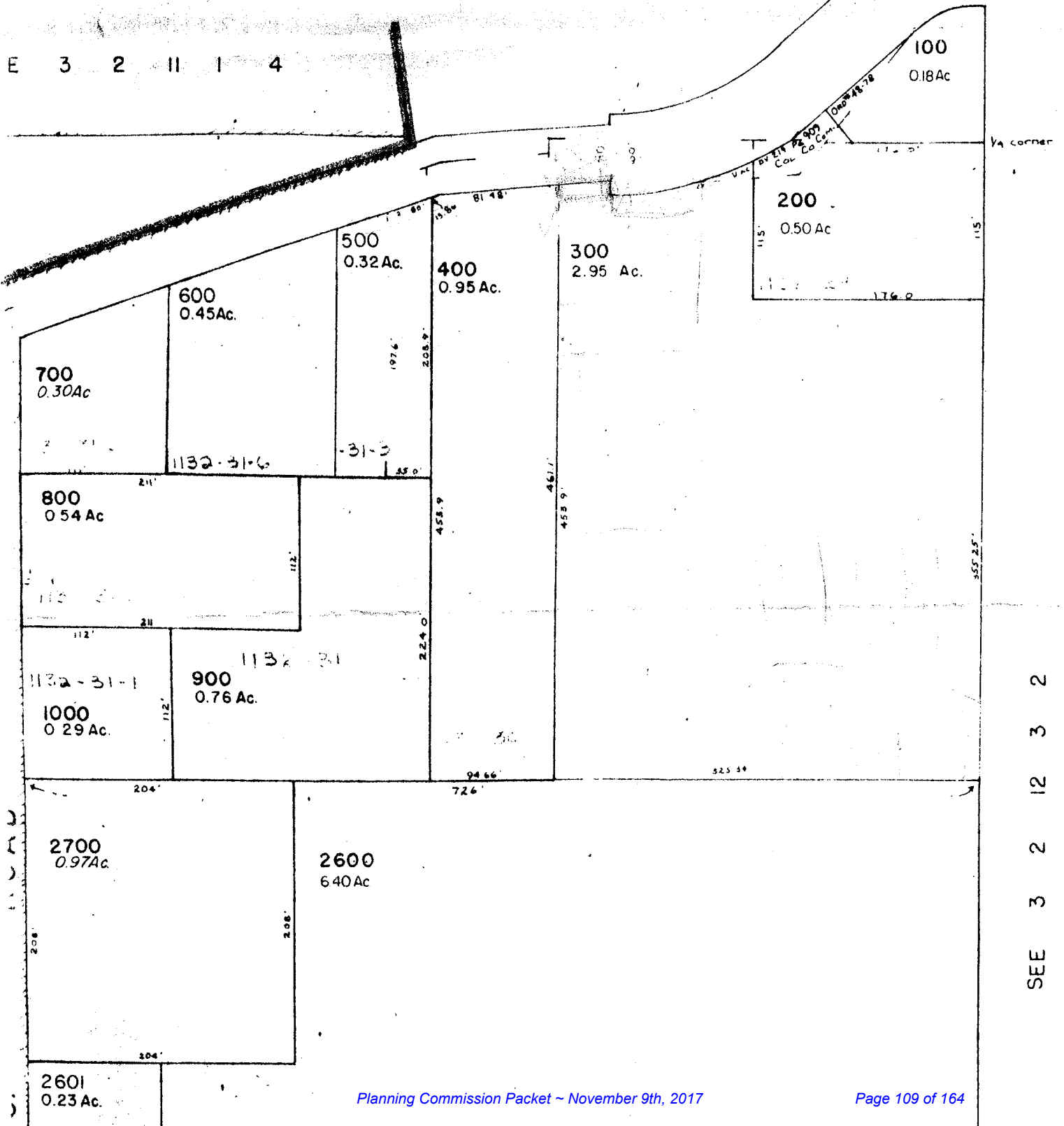
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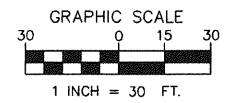
LUMBIA COUNTY

SCALE: 1" = 100'

This information prepared
for assessment purposes only

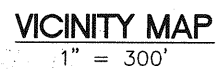
E 3 2 11 1 4





SITE PLAN

1" = 30'



	EXISTING FENCE LINE		PROPOSED STORM DRAIN LINE
	EXISTING GAS LINE		PROPOSED SANITARY LINE
	EXISTING ELECTRIC POLE		PROPOSED WATER LINE
	EXISTING OVERHEAD ELECTRIC		FIRE DEPARTMENT CONNECTION
	EXISTING UNDERGROUND POWER		PROPOSED STORM DRAIN MANHOLE
	EXISTING STORM LINE		PROPOSED SANITARY SEWER MANHOLE
	EXISTING STORM MANHOLE		THRUST BLOCK
	EXISTING SANITARY LINE		PROPOSED GATE VALVE
	EXISTING SANITARY MANHOLE		PROPOSED FIRE HYDRANT
	EXISTING DUCTILE IRON WATERLINE		FLOW DIRECTION (DOWNHILL)
	EXISTING WATER VALVE		PROPOSED ELEVATION CONTOUR (FEET)
	EXISTING F.H. ASSEMBLY		PROPOSED CATCH BASIN
	EXISTING SIGNAL LOOP BOX		INLET SEDIMENT BARRIER
	EXISTING CONTOUR (FEET)		GRAVEL CONSTRUCTION ENTRANCE
	EXISTING CONTOUR MAJOR		SEGMENT FENCE
	EXISTING CENTER LINE		PROPOSED FINISHED GRADE ELEVATION
	EXISTING CURB LINE		FINISHED GROUND ELEVATION
	EXISTING STORM CATCH BASIN		FINISH FLOOR ELEVATION
	EXISTING CLEAN OUT		TOP OF CURB
	EXISTING VEGETATION		GUTTER FLOW LINE
	EXISTING STREET LIGHT		RIM ELEVATION
	EXISTING EDGE OF ASPHALT PAVING		SIDEWALK SPOT ELEVATION
	EXISTING HOSE BIB		DOWNSLOPE
	EXISTING RIGHT-OF-WAY LINE		TOP OF WALL
	PROPOSED RIGHT-OF-WAY LINE		BACK OF SIDEWALK
	EXISTING PROPERTY LINE		ASPHALT CONCRETE ELEVATION
	EXISTING FOG LINE		RIGHT-OF-WAY
	PROPOSED LIGHT		
	PARKING STALLS		
	PROP. BUILDING		
	PROP. CURB		

1	COVER SHEET - VICINITY & LEGEND
2	GENERAL NOTES
3	EXISTING CONDITIONS
4	PRELIMINARY PLAT
5	PROPOSED UTILITY PLAN
6	PROPOSED GRADING PLAN
7	SLOPE ANALYSIS
8	STREET AND STORM PLAN AND PROFILE
9	STORM OUTLET PLAN AND PROFILE
10	CIRCULATION PLAN

VERTICAL DATUM:
ELEVATIONS BASED ON BM 101 BRASS DISC
ON TOP OF NORTH END OF 1ST STEP AT EAST
ENTRANCE OF SCAPOOSE MIDDLE SCHOOL
ELEVATION = 61.443

PROPERTY:
TAX MAP: 3N2W11DA 300
PROJECT AREA: 2.63 ACRES
ZONE: R-1 LOW DENSITY RESIDENTIAL

OWNER:
ROBERT SCHMIT
2006 SW NORTHSTAR WAY
TROUTDALE, OR 97060

CIVIL ENGINEER / SURVEYOR:
BMP Design LLC
12214 SE Mill Plain, Suite 203
Vancouver, WA, 98684
Contact: Bogdan Popescu PE, PLS
c: 360.936.8426
o: 360.433.9860
f: 360.253.6054
E-MAIL: bogdan@bmpdesign.us

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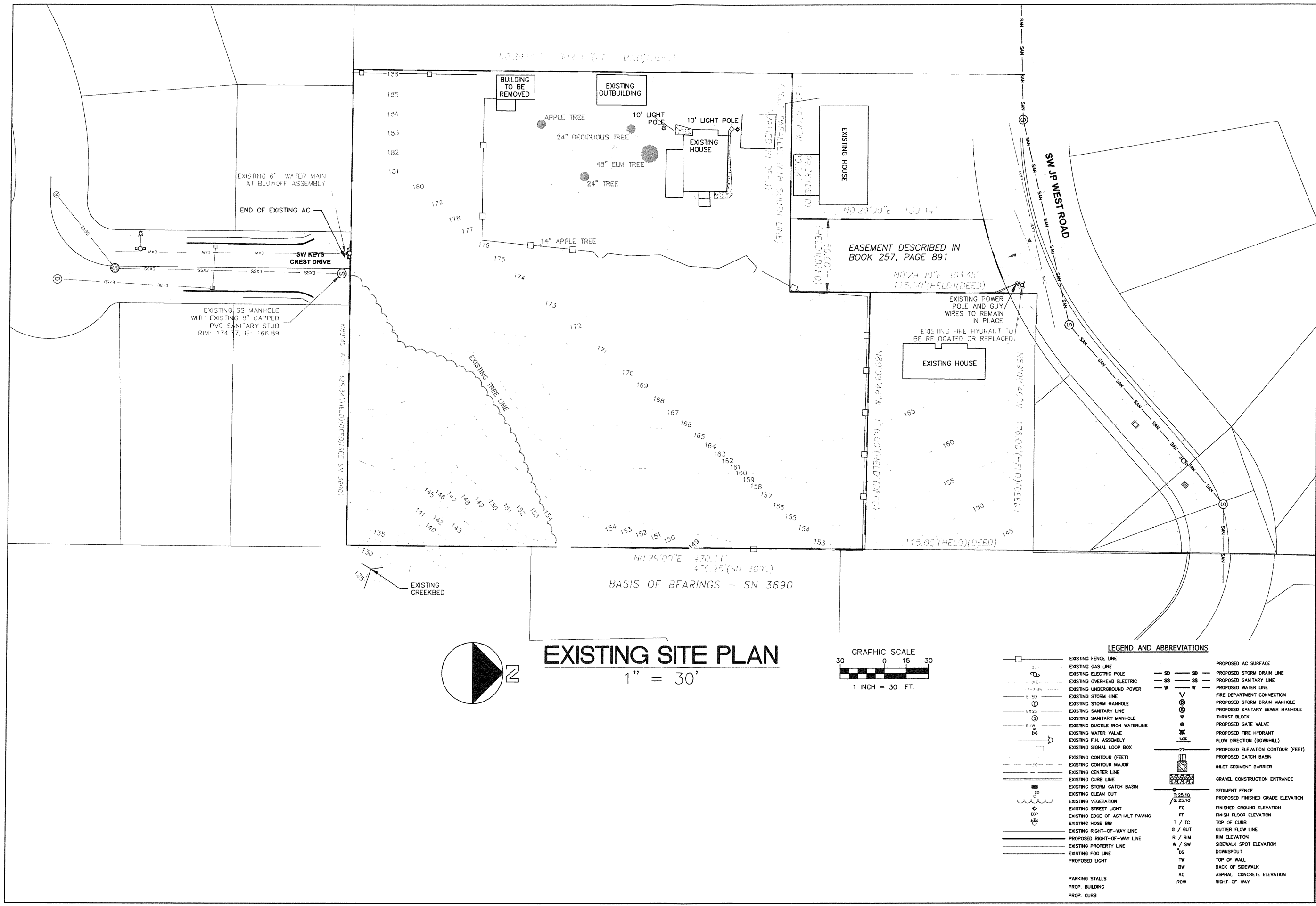
BMP DESIGN LLC
Civil Engineering / Land Surveying
1224 S. MIL PAIN BLVD. STE. 303 WICHITA, KS 67204
PH: 360.336.8426, FAX: 360.263.6054
www.bmpdesign.us

5/18/2017

REGISTERED PROFESSIONAL
SURVEYOR
KANSAS
JAMES M. POPESCO
EXPIRATION DATE 12/31/18

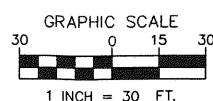
PROJECT NAME: VICTORIA ESTATES SUBDIVISION
EXISTING CONDITIONS
52460 MEACHAM LN, SCAPPOOSE OR

REVISION/DATE	DESCRIPTION	DRAFT	DESIGN	CHECK
3	10			
15116	15116 BASE			

















































EXPIRATION DATE 12/31/18

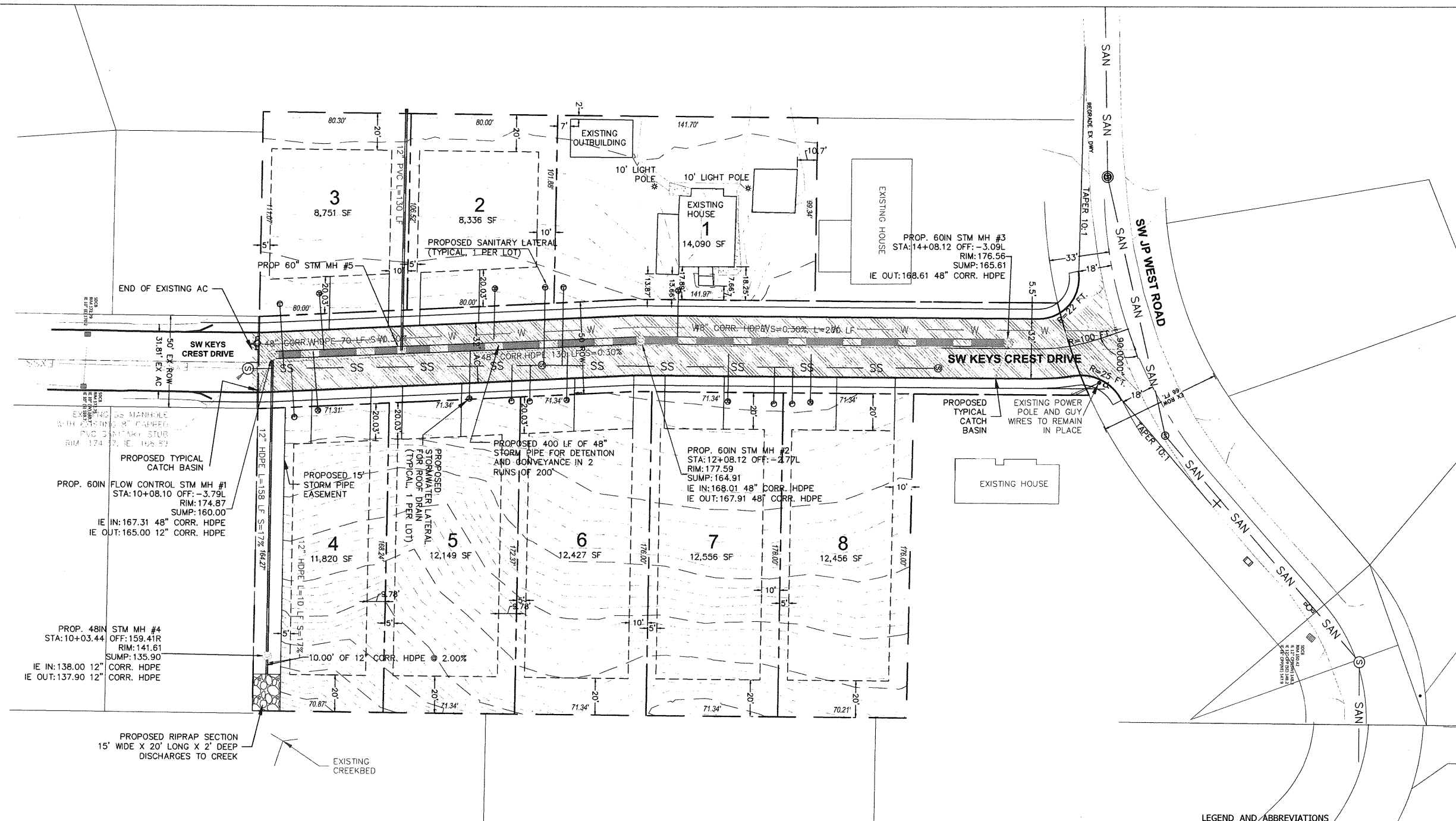
52460 MEACHAM LN, SCAPPOOSE OR



LEGEND AND ABBREVIATIONS

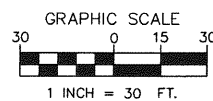
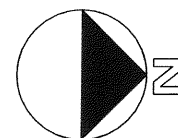
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	EXISTING GAS LINE		PROPOSED STORM DRAIN LINE
	EXISTING ELECTRIC POLE		PROPOSED SANITARY LINE
	EXISTING OVERHEAD ELECTRIC		PROPOSED WATER LINE
	EXISTING UNDERGROUND POWER		FIRE DEPARTMENT CONNECTION
	EXISTING STORM LINE		PROPOSED STORM DRAIN MANHOLE
	EXISTING STORM MANHOLE		PROPOSED SANITARY SEWER MANHOLE
	EXISTING SANITARY LINE		THRUST BLOCK
	EXISTING SANITARY MANHOLE		PROPOSED GATE VALVE
	EXISTING DUCTILE IRON WATERLINE		PROPOSED FIRE HYDRANT
	EXISTING WATER VALVE		FLOW DIRECTION (DOWNHILL)
	EXISTING F.H. ASSEMBLY		PROPOSED ELEVATION CONTOUR (FEET)
	EXISTING SIGNAL LOOP BOX		PROPOSED CATCH BASIN
	EXISTING CONTOUR (FEET)		INLET SEDIMENT BARRIER
	EXISTING CONTOUR MAJOR		GRAVEL CONSTRUCTION ENTRANCE
	EXISTING CENTER LINE		SEDIMENT FENCE
	EXISTING CURB LINE		PROPOSED FINISHED GRADE ELEVATION
	EXISTING STORM CATCH BASIN		FINISHED GROUND ELEVATION
	EXISTING CLEAN OUT		FINISH FLOOR ELEVATION
	EXISTING VEGETATION		TOP OF CURB
	EXISTING STREET LIGHT		GUTTER FLOW LINE
	EXISTING EDGE OF ASPHALT PAVING		RIM ELEVATION
	EXISTING HOSE BIB		SIDEWALK SPOT ELEVATION
	EXISTING RIGHT-OF-WAY LINE		DOWNSPOUT
	PROPOSED RIGHT-OF-WAY LINE		TOP OF WALL
	EXISTING PROPERTY LINE		BACK OF SIDEWALK
	EXISTING FOG LINE		ASPHALT CONCRETE ELEVATION
	PROPOSED LIGHT		RIGHT-OF-WAY
	PARKING STALLS		
	PROP. BUILDING		
	PROP. CURB		

						CHECK
						DESIGN
						DRAFT
						REVISION / DATE DESCRIPTION
SHEET						OF
4						10
15116						
15116 BASE						



PROPOSED UTILITY PLAN

1" = 30'



LEGEND AND ABBREVIATIONS	
	EXISTING FENCE LINE
	EXISTING GAS LINE
	EXISTING ELECTRIC POLE
	EXISTING OVERHEAD ELECTRIC
	EXISTING UNDERGROUND POWER
	EXISTING STORM LINE
	EXISTING STORM MANHOLE
	EXISTING SANITARY LINE
	EXISTING SANITARY MANHOLE
	EXISTING DUCTILE IRON WATERLINE
	EXISTING WATER VALVE
	EXISTING F.H. ASSEMBLY
	EXISTING SIGNAL LOOP BOX
	EXISTING CONTOUR (FEET)
	EXISTING CONTOUR MAJOR
	EXISTING CENTER LINE
	EXISTING CURB LINE
	EXISTING STORM CATCH BASIN
	EXISTING CLEAN OUT
	EXISTING VEGETATION
	EXISTING STREET LIGHT
	EXISTING EDGE OF ASPHALT PAVING
	EXISTING HOSE BIB
	EXISTING RIGHT-OF-WAY LINE
	PROPOSED RIGHT-OF-WAY LINE
	EXISTING PROPERTY LINE
	EXISTING FOG LINE
	PROPOSED LIGHT
	PARKING STALLS
	PROP. BUILDING
	PROP. CURB
	PROPOSED AC SURFACE
	PROPOSED STORM DRAIN LINE
	PROPOSED SANITARY LINE
	PROPOSED WATER LINE
	FIRE DEPARTMENT CONNECTION
	PROPOSED STORM DRAIN MANHOLE
	PROPOSED SANITARY SEWER MANHOLE
	THRUST BLOCK
	PROPOSED GATE VALVE
	PROPOSED FIRE HYDRANT
	FLOW DIRECTION (DOWNHILL)
	PROPOSED ELEVATION CONTOUR (FEET)
	PROPOSED CATCH BASIN
	INLET SEDIMENT BARRIER
	GRAVEL CONSTRUCTION ENTRANCE
	SEDIMENT FENCE
	PROPOSED FINISHED GRADE ELEVATION
	FINISHED GROUND ELEVATION
	FINISH FLOOR ELEVATION
	TOP OF CURB
	GUTTER FLOW LINE
	RLM ELEVATION
	SIDEWALK SPOT ELEVATION
	DOWNSPOUT
	TOP OF WALL
	BACK OF SIDEWALK
	ASPHALT CONCRETE ELEVATION
	RIGHT-OF-WAY

PROJECT NAME: VICTORIA ESTATES SUBDIVISION

PROPOSED UTILITY PLAN

52460 MEACHAM LN, SCAPPOOSE OR

REVISION/DATE DESCRIPTION		DRAFT	DESIGN	CHECK
SHEET	OF			
5	10			
15116		15116 BASE		

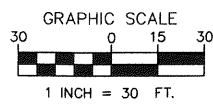
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PH: 360.535.8426, FAX: 360.253.6054
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9/19/2017

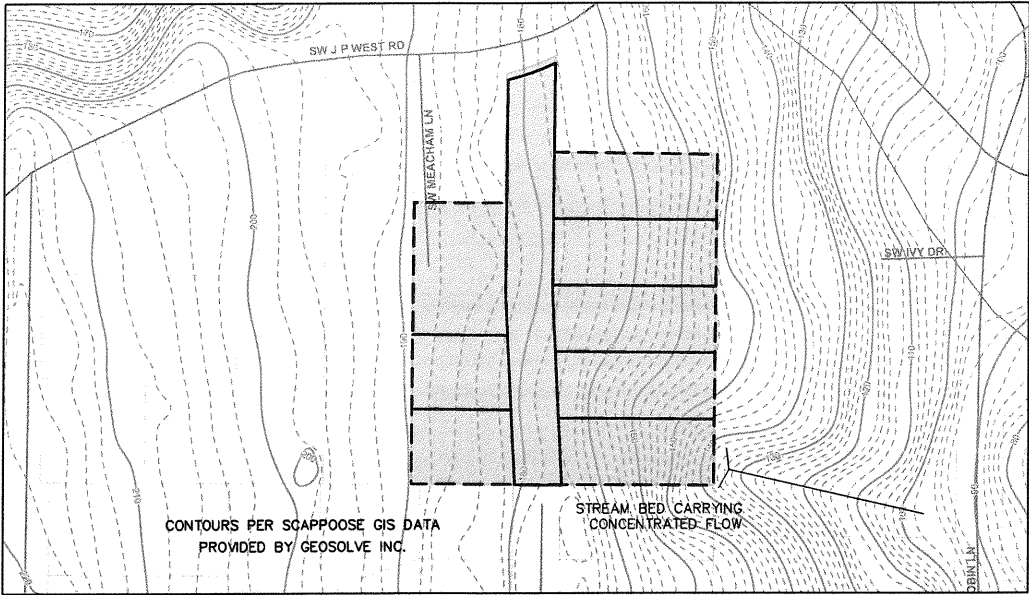
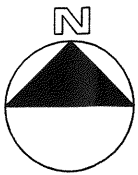
REGISTERED PROFESSIONAL
LAND SURVEYOR
BOB M. FOREST
EXPIRATION DATE 12/31/18

52460 MEACHAM LN, SCAPPOOSE OR


$$1'' = 30'$$


		<u>LEGEND AND ABBREVIATIONS</u>	
	EXISTING FENCE LINE		
	EXISTING GAS LINE		PROPOSED STORM DRAIN LINE
	EXISTING ELECTRIC POLE		PROPOSED SANITARY LINE
	EXISTING OVERHEAD ELECTRIC		PROPOSED WATER LINE
	EXISTING UNDERGROUND POWER		FIRE DEPARTMENT CONNECTION
	EXISTING STORM LINE		PROPOSED STORM DRAIN MANHOLE
	EXISTING STORM MANHOLE		PROPOSED SANITARY SEWER MANHOLE
	EXISTING SANITARY LINE		THRUST BLOCK
	EXISTING SANITARY MANHOLE		PROPOSED GATE VALVE
	EXISTING DUCTILE IRON WATERLINE		PROPOSED FIRE HYDRANT
	EXISTING WATER VALVE		FLOW DIRECTION (DOWNHILL)
	EXISTING F.H. ASSEMBLY		PROPOSED ELEVATION CONTOUR (FEET)
	EXISTING SIGNAL LOOP BOX		PROPOSED CATCH BASIN
	EXISTING CONTOUR (FEET)		INLET SEDIMENT BARRIER
	EXISTING CONTOUR MAJOR		GRAVEL CONSTRUCTION ENTRANCE
	EXISTING CENTER LINE		SEDIMENT FENCE
	EXISTING CURB LINE		PROPOSED FINISHED GRADE ELEVATION
	EXISTING STORM CATCH BASIN		FINISHED GROUND ELEVATION
	EXISTING CLEAN OUT		FINISH FLOOR ELEVATION
	EXISTING VEGETATION		TOP OF CURB
	EXISTING STREET LIGHT		GUTTER FLOOR LINE
	EXISTING GRADE OF ASPHALT PAVING		RL ELEVATION
	EXISTING HOSE BIB		SIDEWALK SPOT ELEVATION
	EXISTING RIGHT-OF-WAY LINE		DOWNSPOUT
	PROPOSED RIGHT-OF-WAY LINE		TOP OF WALL
	EXISTING PROPERTY LINE		BACK OF SIDEWALK
	EXISTING FOG LINE		ASPHALT CONCRETE ELEVATION
	PROPOSED LIGHT		RIGHT-OF-WAY
	PARKING STALLS		
	PROP. BUILDING		
	PROP. GRADE		

VICTORIA ESTATES SUBDIVISION



PROPOSED LOT AREA SUMMARY:
GROSS LOT AREA: 114,754 SF
RIGHT OF WAY: -22,127 SF
EASEMENTS: -02,468 SF
SLOPES > 20%: -17,109 SF
NET AREA: 73,050 SF
*1 ACRE/43560 SF = 1.68 ACRES
8 LOT / 1.67 ACRES = 4.77 LOT / ACRE

PROPOSED DENSITY: 4.8 UNITS / ACRE
R-1 ZONING: (UP TO) 5.8 UNITS / ACRE

Slopes Table				
SLOPE ID #	MIN. SLOPE	MAX. SLOPE	AREA (SF)	COLOR
1	0.00%	15.00%	54,609	
2	15.00%	20.00%	18,439	
3	20.00%	1000.00%	17,109	

LEGEND AND ABBREVIATIONS			
EXISTING FENCE LINE	EXISTING GAS LINE	EXISTING ELECTRIC POLE	EXISTING OVERHEAD ELECTRIC
EXISTING UNDERGROUND POWER	EXISTING STORM LINE	EXISTING STORM MANHOLE	EXISTING SANITARY LINE
EXISTING SANITARY MANHOLE	EXISTING DUCTILE IRON WATERLINE	EXISTING WATER VALVE	EXISTING F.H. ASSEMBLY
EXISTING SIGNAL LOOP BOX	EXISTING CONTOUR (FEET)	EXISTING CONTOUR MAJOR	EXISTING CENTER LINE
EXISTING CURB LINE	EXISTING STORM CATCH BASIN	EXISTING CLEAN OUT	EXISTING VEGETATION
EXISTING STREET LIGHT	EXISTING EDGE OF ASPHALT PAVING	EXISTING HOSE BIB	EXISTING RIGHT-OF-WAY LINE
PROPOSED RIGHT-OF-WAY LINE	EXISTING PROPERTY LINE	EXISTING FOG LINE	PROPOSED LIGHT
PARKING STALLS	PROP. BUILDING	PROP. CURB	
PROPOSED AC SURFACE	PROPOSED STORM DRAIN LINE	PROPOSED SANITARY LINE	PROPOSED WATER LINE
FIRE DEPARTMENT CONNECTION	PROPOSED STORM DRAIN MANHOLE	PROPOSED SANITARY SEWER MANHOLE	THRUST BLOCK
PROPOSED GATE VALVE	PROPOSED FIRE HYDRANT	FLOW DIRECTION (DOWNHILL)	PROPOSED ELEVATION CONTOUR (FEET)
PROPOSED CATCH BASIN	INLET SEDIMENT BARRIER	GRAVEL CONSTRUCTION ENTRANCE	SEDIMENT FENCE
PROPOSED FINISHED GRADE ELEVATION	FINISHED GROUND ELEVATION	TOP OF CURB	OUTTER FLOW LINE
RM ELEVATION	SIDEWALK SPOT ELEVATION	DOWNSPOUT	TOP OF WALL
BACK OF SIDEWALK	ASPHALT CONCRETE ELEVATION	RIGHT-OF-WAY	

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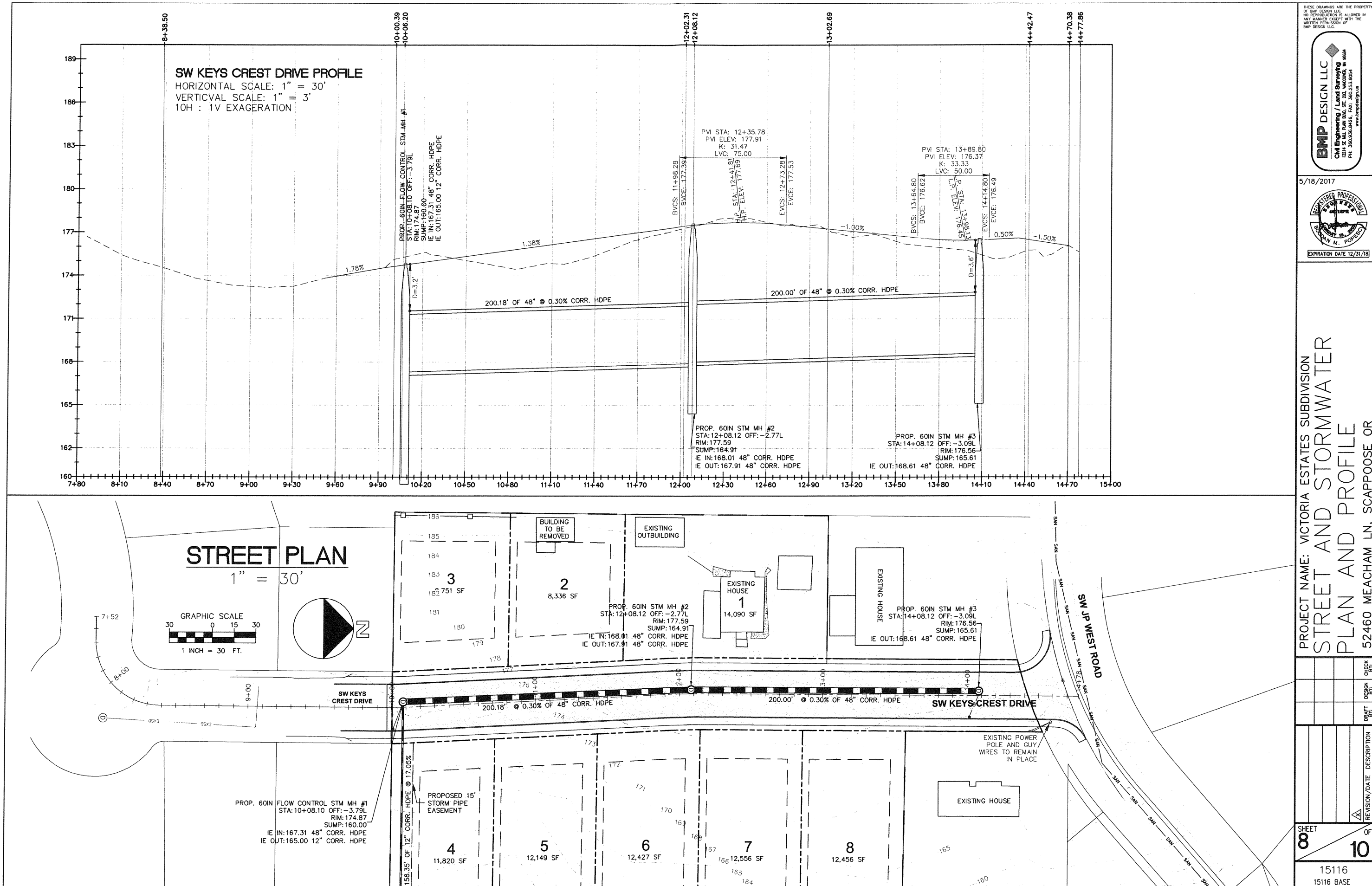
REGISTERED PROFESSIONAL
LAND SURVEYOR
BRIAN M. POPELKO
EXPIRATION DATE 12/31/18

PROJECT NAME: VICTORIA ESTATES SUBDIVISION

SLOPES ANALYSIS PLAN

52460 MEACHAM LN, SCAPPOOSE OR

REVISION/DATE	DESCRIPTION	BY	CHECK
7	15116		
10	15116 BASE		



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PH: 360.536.8426, FAX: 360.533.6054
www.bmpdesign.com

5/18/2017

REGISTERED PROFESSIONAL
LAND SURVEYOR
STATE OF WYOMING
JAN M. PORESA
EXPIRATION DATE 12/31/18

PROJECT NAME: VICTORIA ESTATES SUBDIVISION
**STREET AND STORMWATER
PLAN AND PROFILE**
52460 MEACHAM LN, SCAPPOOSE OR

REVISION/DATE	DESCRIPTION	DRAFT BY	DESIGN BY	CHECK BY
8	15116			
10	15116 BASE			

STORMWATER OUTLET ROUTE
 HORIZONTAL SCALE: 1" = 30'
 VERTICAL SCALE: 1" = 3'
 10H : 1V EXAGGERATION

ELEVATION

STATION

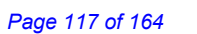
PROP. 60IN FLOW CONTROL STM MH #1
 STA: 0+08.10 OFF: -3.79
 RM: 174.87
 SUMP: 160.00
 IE IN: 167.31 48" CORR. HDPE
 IE OUT: 165.00 12" CORR. HDPE

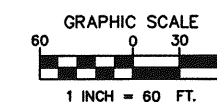
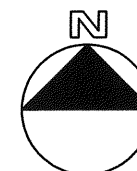
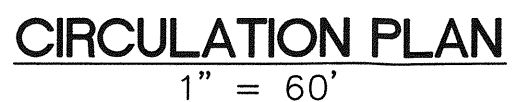
8" SS IE: 166.92
 D=1.5'

158.35' OF 12" @ 17.05% CORR. HDPE

PROP. 48IN STM MH #4
 STA: 1+03.44 OFF: 159.41R
 RM: 141.6
 RIM IS 6" ABOVE FG WITH LOCKING LID
 SUMP: 135.90
 IE IN: 138.00 12" CORR. HDPE
 IE OUT: 137.90 12" CORR. HDPE

PIPE DAYLIGHTS TO RIPRAP SECTION
 10.00' OF 12" @ 2.00%
 CORR. HDPE



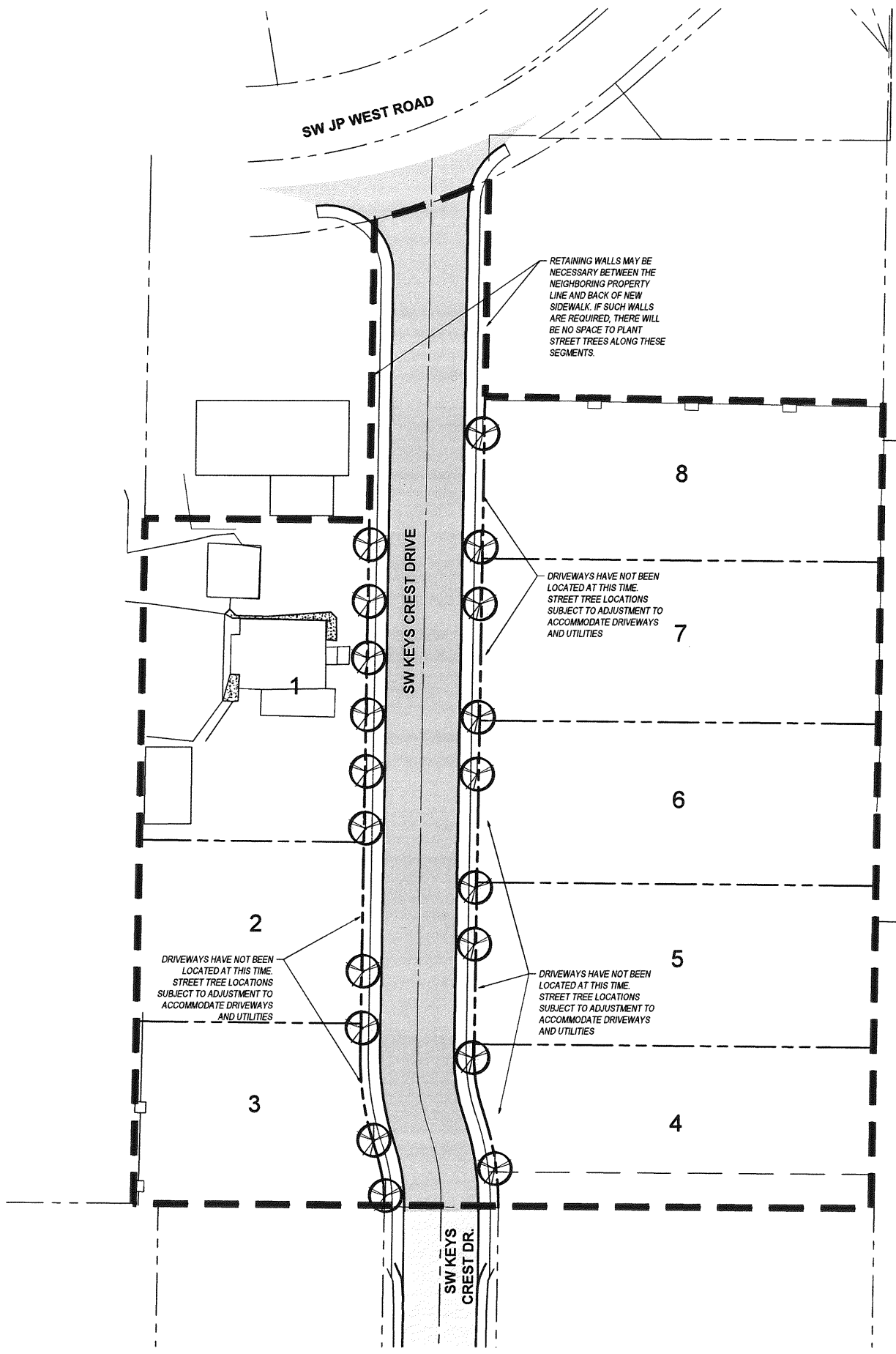


CIRCULATION PLAN

52460 MEACHAM LN, SCAPPOOSE OR

								CHECK BY:
								DESIGN BY:
								DRAFT BY:
							REVISION / DATE	DESCRIPTION
							△	
SHEET 10 OF								10
15116 15116 BASE								

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PLANT SCHEDULE

STREET TREES	BOTANICAL NAME / COMMON NAME	CONTAINER	SIZE	SPACING	QTY
	Prunus sargentii 'Columnaris' / Columnar Sargent Cherry	B & B	2" cal	30' o.c.	19

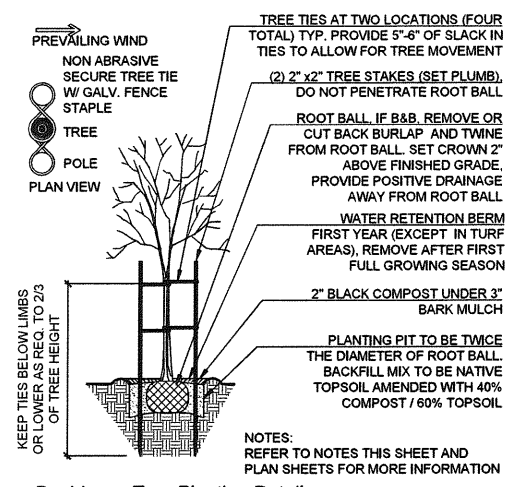
CONSULTANT LANDSCAPE NOTES

1. CONTRACTOR SHALL VERIFY PLANT QUANTITIES. IF THERE IS A DISCREPANCY BETWEEN THE QUANTITIES LISTED IN THE PLANT LEGEND AND THE QUANTITIES SHOWN ON THE PLAN, THE PLAN SHALL PREVAIL.
2. STAKE ALL PROPOSED TREE LOCATIONS FOR REVIEW AND APPROVAL BY OWNER'S REPRESENTATIVE PRIOR TO DIGGING TREE PITS. THE OWNER RESERVES THE RIGHT TO ADJUST LOCATION AND SPACING OF PLANTS.
3. PLANT SUBSTITUTIONS PROPOSED BY THE CONTRACTOR SHALL BE SIMILAR IN SIZE, SHAPE, AND FOLIAGE TYPE TO THE PLANT BEING REPLACED AND MUST BE APPROVED BY THE OWNER'S REPRESENTATIVE. TREE SUBSTITUTIONS SHALL BE APPROVED BY THE CITY FORESTER.
4. ALL PLANTS SHALL MEET OR EXCEED ANSI Z60.102014 FOR SIZE AND QUALITY. SUBSTANDARD PLANT MATERIAL WILL BE REJECTED BY THE OWNER'S REPRESENTATIVE.
5. THE LOWER BRANCHES OF TREES ADJACENT TO ROADS, PARKING AREAS, AND WALKWAYS SHALL BE PRUNED UP TO AVOID INTERFERENCE WITH PEDESTRIANS AND VEHICLES.
6. TREES WITHIN SIGHT DISTANCE & VISION CLEARANCE TRIANGLES SHALL BE LIMBED UP TO A HEIGHT OF 10 FEET CONSISTENT WITH ANSI A300.
7. REPLACE AND RESTORE DISTURBED AREAS TO THEIR ORIGINAL CONDITION OR TO THE OWNER'S SATISFACTION.
8. VERIFY BELOW GRADE CONDITIONS AND UTILITY LOCATIONS (EXISTING AND PROPOSED) PRIOR TO DIGGING.
9. COORDINATE ALL PLANTINGS WITH LOCATIONS OF UTILITY POLES, STORM WATER STRUCTURES, CLEANOUTS, ELECTRICAL TRANSFORMERS, WATER METERS, FIRE HYDRANTS, AND ANY OTHER ABOVE OR BELOW GROUND UTILITIES AND STRUCTURES. CONTRACTOR MAY FIELD ADJUST OR ELIMINATE PLANTS THAT CONFLICT WITH UTILITIES WITH THE APPROVAL OF THE OWNER'S REPRESENTATIVE. LOCAL CODE REQUIREMENTS AND BEST INDUSTRY PRACTICES SHALL GOVERN THE DISTANCE BETWEEN PLANTINGS AND VARIOUS UTILITIES.
10. ALL PLANTINGS SHALL BE IRRIGATED BY HOSE BIBS LOCATED WITHIN 50 FEET OF ALL PLANTS OR A PERMANENT AUTOMATIC UNDERGROUND SYSTEM.
11. FOUR SHOVEL SCOOPS OF COMPOST SHALL BE MIXED INTO THE BACKFILL FOR EACH TREE PLANTING PIT.
12. THE LANDSCAPE PLANTING PLANS HAVE BEEN DESIGNED TO MEET THE INTENT OF LOCAL CODES.
13. IF THE CONTRACTOR PROPOSES ANY DEVIATIONS FROM THE PLANTING PLANS, THOSE DEVIATIONS SHALL NOT CAUSE THE PLAN TO FALL BELOW MINIMUM CODE REQUIREMENTS.

13.28.020 PUBLIC TREE STANDARDS

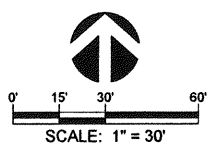
C. PLANTING OF PUBLIC TREES AND STREET TREES

1. Plant materials shall conform to the latest version of the American Standard for Nursery Stock (ANSI Z60.1-1990). Plant materials shall be of standard quality or better, true to name and type of their species or cultivar.
2. Plants shall have normal, well-developed branches and root systems. They shall be healthy, vigorous plants free from decay, defects, unsound injuries, abrasions of the bark, insect pests and all forms of infestations or objectionable disfigurements.
3. Balled and burlapped plants shall have solid balls of size at least meeting the American standard, the balls securely wrapped with burlap or canvas, tightly bound with rope or twine. Plastic twine or wrapping material is not permitted.
4. A minimum of two inches caliper measured six inches above ground is required of all stock planted.
5. The city manager shall be notified and have the right to inspect any trees or shrubs before they are planted on public property. The city reserves the right to reject any materials at any time.
6. All street trees shall be of an approved species and variety identified in the approved street tree list included as Appendix A of the Scappoose Comprehensive Urban Forestry Plan. Street tree spacing must conform to the minimum street tree planting distances based on mature heights indicated in Scappoose Municipal Code Section 17.104.040(C) except in special plantings designed or approved by a landscape architect or urban forester and approved by the Scappoose planning commission, or when retention of significant trees has been approved to satisfy the requirement for street trees.
7. Plant materials pruned at, or directly before, the time of planting shall be rejected.
8. All planting work shall be performed using sound horticultural practices approved by the National Arborist Association and/or the International Society of Arboriculture.
9. Plants shall be set plumb. All plants shall be set so that, after settlement, they are at the same level as when growing in the nursery. Plants shall be watered at the time of planting to eliminate air pockets. Excess soil shall be removed.
10. Balled and burlapped plants may be placed with the wrapping in place if all materials are untreated and biodegradable. When burlap is left around plants, any string shall be removed and the burlap folded down from the top half of the root ball.
11. No plant pit shall be dug or approved until all underground utilities have been marked.
12. Every planting pit shall be at least fifty percent wider and at least the depth of the soil ball or the full extent of the root system of bare-rooted trees. In the process of digging the hole, "glazing" of the sides of the hole will not be acceptable.
13. Excavated plant pits that will be left open when work is not in progress (nights, holidays and weekends) or which pose hazards at any time to pedestrians or vehicles shall be adequately marked with qualified warning devices in accordance with Oregon Department of Transportation and Oregon OSHA standards.
14. A watering berm shall be constructed around every tree.
15. Root barriers approved by the public works director are required for all street trees.
16. Planting sites will be mulched with neither more nor less than four inches of wood chips, fibrous bark or composted wood debris after planting is completed. The mulch will be extended beyond the drip zone of the tree and cover an area no less than the width of the planting hole.
17. No public tree or street tree shall be planted within twenty-five feet of any street corner, measured from the curb return. No public tree or street tree shall be planted within ten feet of any fireplug.



1 Deciduous Tree Planting Details
NO SCALE

PRELIMINARY
SUBJECT TO REVIEWS AND REVISIONS
NOT FOR CONSTRUCTION



JAMES A. CLARK
LICENSE NO. 778
EXPIRES ON 05-30-2018



Victoria Estates Subdivision

Tax Lot No: 3N2W11DA 300
Scappoose, Oregon

SHEET TITLE
LANDSCAPE PLAN

REUSE OF DOCUMENTS
This document, and the ideas and designs incorporated, as an instrument of professional service is the property of Clark Land Design, PLLC and is not to be used, in whole or in part, for any reason without the written authorization of Clark Land Design, PLLC.

DATE
02.08.2017

ISSUE
PRELIM

REVISION

DRAWN BY
JAC

CHECKED BY
JAC

JOB #:
1.15.025

SCALE:
1" = 30'-0"

SHEET NUMBER
L1

THESE DRAWINGS ARE THE PROPERTY
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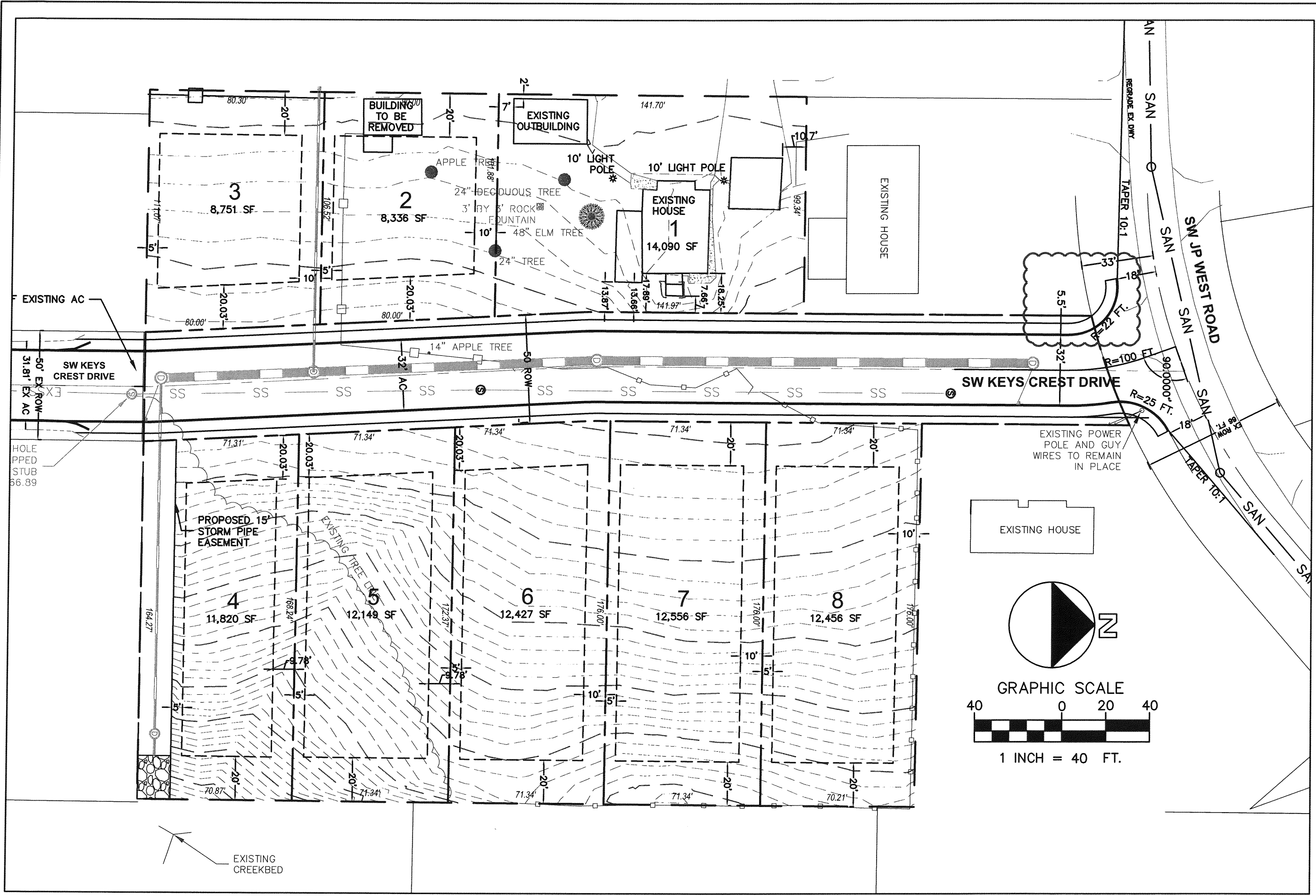


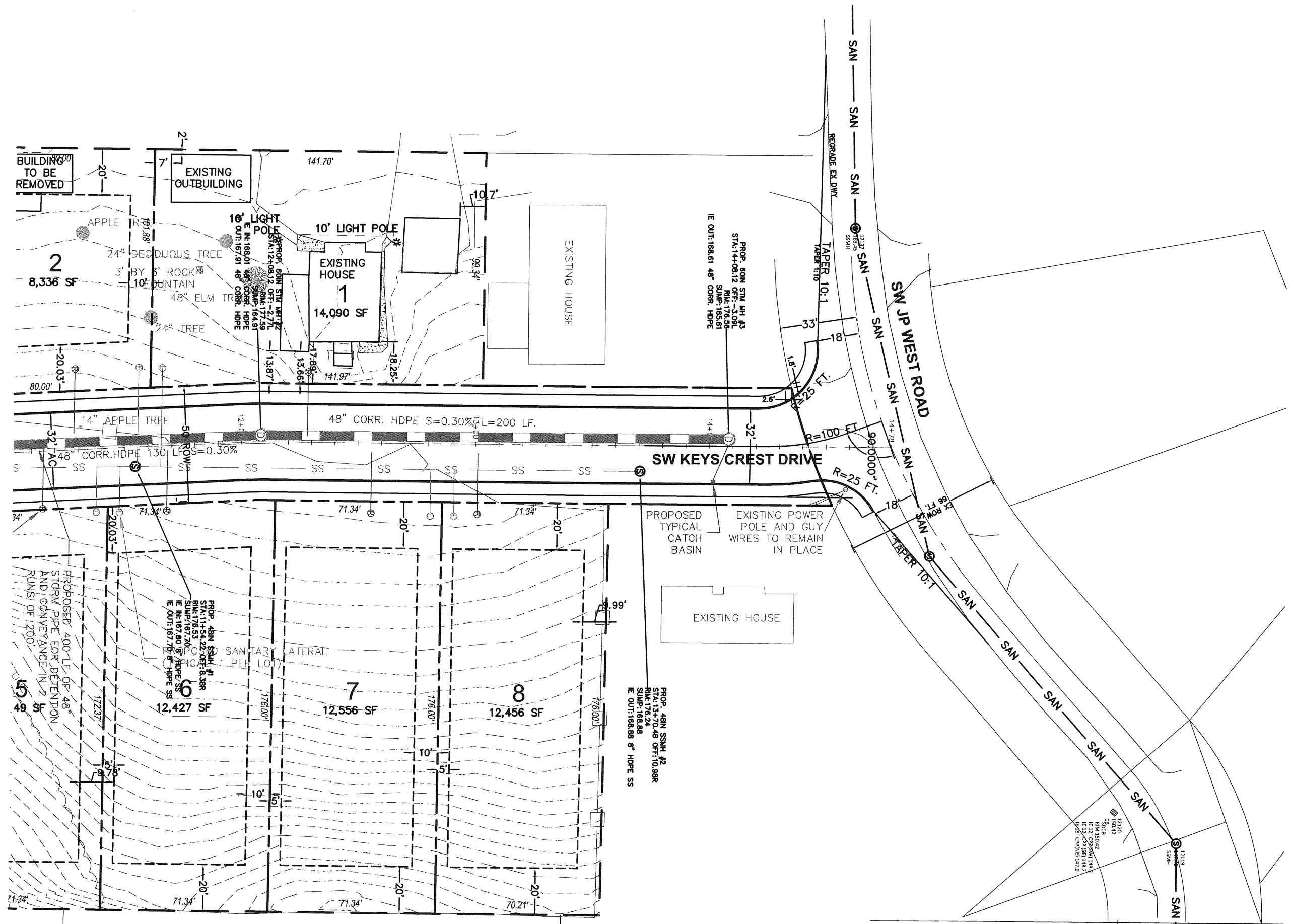
VICTORIA ESTATES

Setbacks and Intersection Detail

[illegible]

PRELIMINARY, SUBJECT TO REVIEWS AND REVISIONS, NOT FOR CONSTRUCTION







REDMOND GEOTECHNICAL SERVICES

Geotechnical Investigation and Geologic Hazards Study

Proposed Victoria Estates Residential Subdivision Site

Tax Lot No. 300

52460 SW Meachum Lane

Scappoose (Columbia County), Oregon

for

BMP Design, LLC

**Project No. 1080.002.G
March 1, 2016**

March 1, 2016

Mr. Bogdan Popescu
BMP Design, LLC
12214 NE Mill Plain Blvd, # 203
Vancouver, Washington 98684

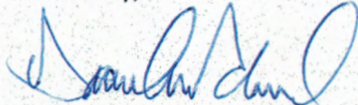
Dear Mr. Popescu:

**Re: Geotechnical Investigation and Geologic Hazards Study, Proposed Victoria Estates
Residential Development Site, Tax Lot No. 300, 52460 SW Meachum Lane
Scappoose (Columbia County), Oregon**

Submitted herewith is our report entitled "Geotechnical Investigation and Geologic Hazard Study, Proposed Victoria Estates Residential Development Site, Tax Lot No. 300, 52460 SW Meachum Lane, Scappoose (Columbia County), Oregon". The scope of our services was outlined in our formal proposal to Mr. Bogdan Popescu of BMP Design, LLC dated July 3, 2015. Written authorization of our services was provided by Mr. Bogdan Popescu of BMP Design, LLC on December 8, 2015.

During the course of our investigation, we have kept you and/or others advised of our schedule and preliminary findings. We appreciate the opportunity to assist you with this phase of the project. Should you have any questions regarding this report, please do not hesitate to call.

Sincerely,



Daniel M. Redmond, P.E., G.E.
President/Principal Engineer

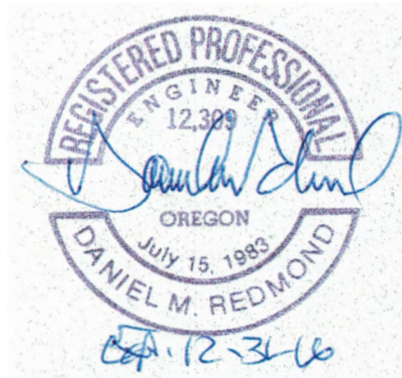


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**GEOTECHNICAL INVESTIGATION
AND
GEOLOGIC HAZARD STUDY
PROPOSED VICTORIA ESTATES RESIDENTIAL DEVELOPMENT SITE
TAX LOT NO. 300
52460 SW MEACHUM LANE
SCAPPOOSE (COLUMBIA COUNTY), OREGON**

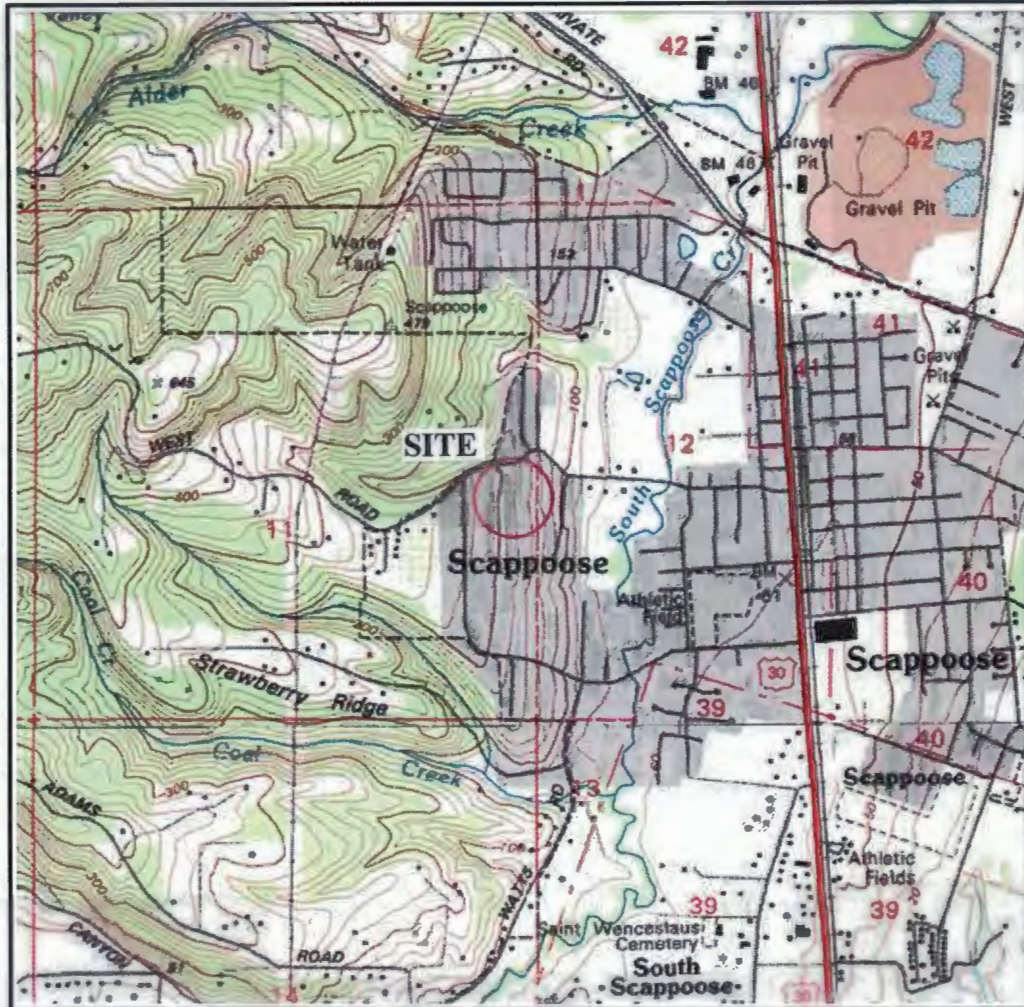
INTRODUCTION

Redmond Geotechnical Services, LLC is please to submit to you the results of our Geotechnical Investigation and Geologic Hazard Study at the site of the proposed new Victoria Estates residential development site located to the southeast of the intersection of SW Meachum Lane and SW JP West Road in Scappoose (Columbia County), Oregon. The general location of the subject site is shown on the Site Vicinity Map, Figure No. 1.

The purpose of our geotechnical investigation and geologic hazard services at this time was to explore the existing subsurface soil and/or groundwater conditions across the subject site and to and to evaluate any potential concerns with regard to potential slope failure at the site as well as to develop and/or provide appropriate geotechnical design and construction recommendations for the proposed new residential development project.

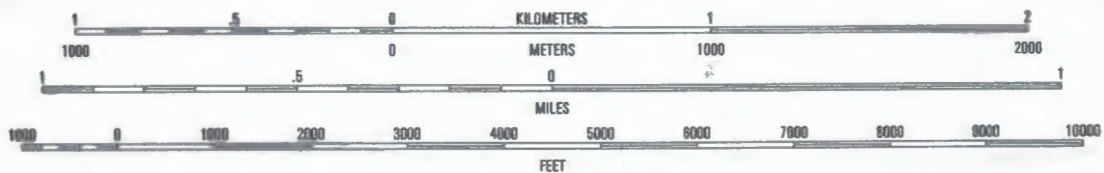
PROJECT DESCRIPTION

We understand that present plans are to develop the subject site into eight (8) new single-family residential home sites (lots). Based on a review of the proposed site development plan(s) prepared by Clark Land Design and/or BMP Design, we understand that the proposed new residential development will consist of three (3) single-family residential homes sites across the upper westerly portion of the property which will range in size: from about 7,947 to 14,090 square feet as well as five (5) single-family residential home sites across the lower easterly portion of the site ranging in size from about 12,090 to 12,556 square feet in size. Reportedly, the new single-family residential homes along the lower easterly and upper westerly portion(s) of the site will be single- and/or two-story wood-frame structures supported by conventional continuous (strip) and/or individual (spread) column-type footings, respectively. Additionally, due to the sloping site grades, we anticipate that the single-family residential structures across the lower easterly portion of the site may be constructed with partial below grade and/or daylight basement levels. As such, we envision that some of the new single-family residential structures may also include below grade retaining walls as well as concrete slab-on-grade floor systems.



**SAINT HELENS QUADRANGLE
OREGON-WASHINGTON
7.5-MINUTE SERIES (TOPOGRAPHIC)**

SCALE 1:24 000



**CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929**

SITE VICINITY MAP

Project No. 1080.002.G

VICTORIA ESTATES SUBDIVISION

Figure No. 1

Support of the new single-family residential structures is anticipated to include both conventional shallow strip (continuous) footings as well as individual (spread) column footings. Structural loading information for the residential project is presently unavailable. However, based on our past experience with similar types of single-family residential projects, we anticipate that maximum dead plus live continuous (strip) and individual (column) footing loads will be on the order of about 1.5 to 2.5 kips per lineal foot (klf) and 15 to 25 kips, respectively.

A review of the proposed site development plan for the project indicate that access to the residential home sites will be via the construction of a new paved access road (SW Keys Crest Drive). Additionally, some cuts and/or possible fills will be required to bring the site and/or building area(s) to final (finish) design grades. Specifically, we anticipate that cuts on the order of about two (2) to five (5) feet are likely within the proposed building sites and/or across the proposed paved access drive areas. Further, the use of structural fills may also be implemented across the lower easterly home sites. As such, we envision that below grade retaining walls may be constructed at the site in order to support portions of the planned new residential structures.

Other associated site improvements for the project will include new underground utility services as well as new paved improvements to SW Keys Crest Drive. Additionally, we understand that the project may include storm water detention and/or infiltration.

SCOPE OF WORK

The purpose of our geotechnical studies was to evaluate the overall site subsurface soil and/or groundwater conditions underlying the site with regard to the proposed new single-family residential construction at the site and any associated impacts or concerns with respect to the new single-family residential structures as well as provide appropriate geotechnical design and construction recommendations for the project. Specifically, our geotechnical investigation and geologic hazard study included the following scope of work items:

1. Review of available and relevant geologic maps and/or geotechnical investigation reports for the subject site and/or area.
2. A detailed field reconnaissance and subsurface exploration program of the soil and ground water conditions underlying the site by means of six (6) exploratory test pit excavations. The exploratory test pits were excavated to depths ranging from about five (5) to six (6) feet beneath existing site grades at the approximate locations as shown on the Site Exploration Plan, Figure No. 2.
3. Laboratory testing to evaluate and identify pertinent physical and engineering properties of the subsurface soils encountered relative to the planned site development and construction at the site. The laboratory testing program included tests to help evaluate the natural (field) moisture content and dry density, maximum dry density and optimum moisture content, gradational characteristics, Atterberg Limits and direct shear strength tests as well as "R"-value testing.

4. A literature review and engineering evaluation and assessment of the regional seismicity to evaluate the potential ground motion hazard(s) at the subject site. The evaluation and assessment included a review of the regional earthquake history and sources such as potential seismic sources, maximum credible earthquakes, and reoccurrence intervals as well as a discussion of the possible ground response to the selected design earthquake(s), fault rupture, landsliding, liquefaction, and tsunami and seiche flooding.
5. Engineering analyses utilizing the field and laboratory data as a basis for furnishing recommendations for foundation support of the proposed new single-family residential structures. Recommendations include maximum design allowable contact bearing pressure(s), depth of footing embedment, estimates of foundation settlement, lateral soil resistance, and foundation subgrade preparation. Additionally, construction and/or permanent subsurface water drainage considerations have also been prepared. Further, our report includes recommendations regarding site preparation, placement and compaction of structural fill materials, suitability of the on-site soils for use as structural fill, criteria for import fill materials, and preparation of foundation, pavement and/or floor slab subgrades.
6. Development of various flexible pavement design sections for the paved access drive area improvements.

SITE CONDITIONS

Site Geology

Available geologic mapping of the area and/or subject site indicates that the near surface soils consist of Sentinel Bluffs (Tgsb) volcanic and related rocks of the Columbia River Basalt Group of Miocene age. Characteristics include two or more flows characterized by intermediate to high MgO contents (3.9 to 4.9 wt percent) and normal magnetic polarity. Underlies most of northwestern part of map area as well as the topography complex area between the Lewis and Lake Rivers in Washington. Contains scarce plagioclase phenocrysts and glomerocrysts of plagioclase and olivine as large as 1 cm across in microphyric, intersertal to intergranular groundmass; minor olivine commonly present in groundmass. As much as 90 meters or more in thickness. Chemistry, petrography, and remnant magnetization direction (J.T. Hagstrum, written communication, 1999) indicate equivalence with Sentinel Bluffs unit of Reidel and others (1989; Beeson and others; 1989; Wells and others. 1989), which is within the N₂ magnetostratigraphic unit of Swanson and others (1979) and was emplaced at 15.6 Ma (Long and Duncan, 1983).

Surface Conditions

The subject proposed new Victoria Estates residential development property is generally rectangular in shape and encompasses a total area of approximately 2.63 acres. The proposed single-family residential development property is roughly bounded to the north by existing residential property and SW JP West Road and to the south, east and west by existing single-family residential properties.

The subject proposed single-family residential development site is presently improved and contains an existing single-family residential home and two (2) detached outbuildings within the northwesterly portion of the site while the remainder of the site is generally void of any existing structures and/or site improvements. Surface vegetation across the site generally consists of a moderate to heavy growth of ground cover consisting of grass, weeds and brush as well as an numerous small to large sized trees.

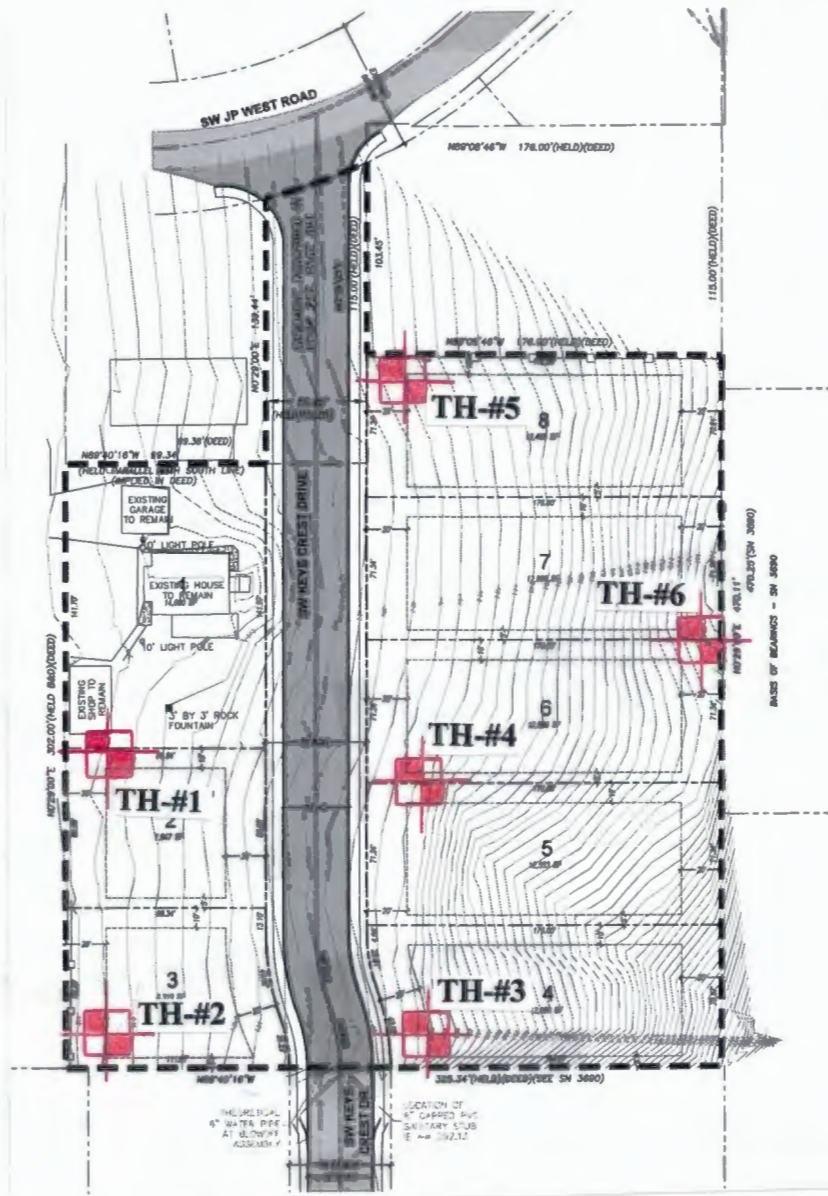
Topographically, the site is characterized as gently to moderately sloping terrain (i.e., 20 to 50 percent) descending downward towards the east with overall topographic relief estimated at about fifty-five (55) feet and ranges from a low about Elevation 256 feet near the southeasterly site boundary and to a high of about Elevation 311 feet near the southwesterly portion of the subject site.

Subsurface Soil Conditions

Our understanding of the subsurface soil conditions underlying the site was developed by means of six (6) exploratory test pits excavated to depths ranging from about five (5) to six (6) feet beneath existing site grades on January 04, 2016 with portable excavating equipment. The location of the exploratory test pits were located in the field by marking off distances from existing and/or known site features and are shown in relation to the proposed new single-family residential home sites and/or existing site topographic features on the Site Exploration Plan, Figure No. 2. Detailed logs of the test pit explorations, presenting conditions encountered at each location explored, are presented in the Appendix, Figure No's. A-4 through A-6.

The exploratory test pit excavations and test borings were observed by staff from Redmond Geotechnical Services, LLC who logged each of the test pit explorations and obtained representative samples of the subsurface soils encountered across the site. Additionally, the elevation of the exploratory test pit excavations were referenced from the proposed Site Development Plan prepared by Clark Land Design and/or BMP Design and may be considered as approximate. All subsurface soils encountered at the site and/or within the exploratory test pit excavations were logged and classified in general conformance with the Unified Soil Classification System (USCS) which is outlined on Figure No. A-3.

The test pit excavations revealed that the subject site is underlain by native soil deposits. Specifically, the native soil and/or bedrock deposits were comprised of an upper layer of topsoil materials comprised of dark brown, very moist to wet, soft, organic to highly organic, sandy, clayey silt which extends to a depth of approximately 12 to 18 inches. These topsoil materials were in turn underlain by medium to reddish-brown, very moist, medium stiff to stiff becoming stiff to very stiff at depth, sandy, clayey silt subgrade soils with fragments of highly weathered Basalt bedrock materials to the maximum depth explored of six (6) feet beneath the existing site and/or surface grades. These sandy, clayey silt subgrade soil materials and/or highly weathered Basalt bedrock deposits possess low expansion potential and are best characterized by relatively low to moderate strength and moderate compressibility.



LEGEND
TH-#6 Indicates approximate location
of exploratory test hole



SITE EXPLORATION PLAN

Project No. 1080.002.G

VICTORIA ESTATES SUBDIVISION

Figure No. 2

Groundwater

Groundwater was not encountered within any of the exploratory test pit excavations (TH-#1 through TH-#6) at the time of the field work to depths of up to six (6) feet beneath existing site grades. However, the subject property is characterized as gently to moderately sloping terrain. In this regard, groundwater elevations at the site are expected to fluctuate seasonally in accordance with rainfall conditions and/or site utilization and may approach to near surface elevations during periods of heavy and/or prolonged rainfall.

INFILTRATION TESTING

We performed one (1) field infiltration test at the site on January 4, 2016. The infiltration test was performed in test hole TH-#3 at a depth of between two (2) and three (3) feet beneath the existing site and/or d= surface grades. The subgrade soils consisted of medium stiff to stiff, sandy, clayey silt (ML/MH). The field infiltration test was performed in general conformance with current EPA and/or the Columbia County open pit falling head test methods which consisted of driving a 6-inch diameter PVC pipe approximately 6 inches into the exposed soil horizon. Using a steady water flow, water was discharged into the pipe and allowed to penetrate and saturate the subgrade soils. The water level was adjusted over an approximate two (2) hour period and allowed to achieve a saturated subgrade soil condition consistent with the bottom elevation of the surrounding test hole excavation.

Following the required saturation period, water was again added into the pipe and the time and/or rate at which the water level dropped was monitored and recorded. Each measurable drop in the water level was recorded until a consistent infiltration rate was observed and/or repeated.

Based on the results of the field infiltration testing, we have found that the sandy, clayey silt subgrade soil deposits possess an ultimate infiltration rate of 0.20 inches per hour (in/hr0).

LABORATORY TESTING

Representative samples of the on-site subsurface soils were collected at selected depths and intervals from various test pit excavations and returned to our laboratory for further examination and testing and/or to aid in the classification of the subsurface soils as well as to help evaluate and identify their engineering strength and compressibility characteristics. The laboratory testing consisted of visual and textural sample inspection, moisture content and dry density determinations, maximum dry density and optimum moisture content, gradation analyses and Atterberg Limits tests as well as direct shear strength and "R"-value tests. Results of the various laboratory tests are presented in the Appendix, Figure No's. A-7 through A-11.

SEISMICITY AND EARTHQUAKE SOURCES

The seismicity of the southwest Washington and northwest Oregon area, and hence the potential for ground shaking, is controlled by three separate fault mechanisms. These include the Cascadia Subduction Zone (CSZ), the mid-depth intraplate zone, and the relatively shallow crustal zone. Descriptions of these potential earthquake sources are presented below. The CSZ is located offshore and extends from northern California to British Columbia. Within this zone, the oceanic Juan de Fuca Plate is being subducted beneath the continental North American Plate to the east. The interface between these two plates is located at a depth of approximately 15 to 20 kilometers (km). The seismicity of the CSZ is subject to several uncertainties, including the maximum earthquake magnitude and the recurrence intervals associated with various magnitude earthquakes.

Anecdotal evidence of previous CSZ earthquakes has been observed within coastal marshes along the Washington and Oregon coastlines. Sequences of interlayered peat and sands have been interpreted to be the result of large Subduction zone earthquakes occurring at intervals on the order of 300 to 500 years, with the most recent event taking place approximately 300 years ago. A recent study by Geomatrix (1995) suggests that the maximum earthquake associated with the CSZ is moment magnitude (Mw) 8 to 9. This is based on an empirical expression relating moment magnitude to the area of fault rupture derived from earthquakes that have occurred within Subduction zones in other parts of the world. An Mw 9 earthquake would involve a rupture of the entire CSZ. As discussed by Geomatrix (1995) this has not occurred in other subduction zones that have exhibited much higher levels of historical seismicity than the CSZ, and is considered unlikely. For the purpose of this study an earthquake of Mw 8.5 was assumed to occur within the CSZ.

The intraplate zone encompasses the portion of the subducting Juan de Fuca Plate located at a depth of approximately 30 to 50 km below western Washington and western Oregon. Very low levels of seismicity have been observed within the intraplate zone in western Oregon and western Washington. However, much higher levels of seismicity within this zone have been recorded in Washington and California. Several reasons for this seismic quiescence were suggested in the Geomatrix (1995) study and include changes in the direction of Subduction between Oregon, Washington, and British Columbia as well as the effects of volcanic activity along the Cascade Range. Historical activity associated with the intraplate zone includes the 1949 Olympia magnitude 7.1 and the 1965 Puget Sound magnitude 6.5 earthquakes. Based on the data presented within the Geomatrix (1995) report, an earthquake of magnitude 7.25 has been chosen to represent the seismic potential of the intraplate zone.

The third source of seismicity that can result in ground shaking within the Vancouver and southwest Washington area is near-surface crustal earthquakes occurring within the North American Plate. The historical seismicity of crustal earthquakes in this area is higher than the seismicity associated with the CSZ and the intraplate zone. The 1993 Scotts Mills (magnitude 5.6) and Klamath Falls (magnitude 6.0), Oregon earthquakes were crustal earthquakes.

Liquefaction

Seismic induced soil liquefaction is a phenomenon in which loose, granular soils and some silty soils, located below the water table, develop high pore water pressures and lose strength due to ground vibrations induced by earthquakes. Soil liquefaction can result in lateral flow of material into river channels, ground settlements and increased lateral and uplift pressures on underground structures. Buildings supported on soils that have liquefied often settle and tilt and may displace laterally. Soils located above the ground water table cannot liquefy, but granular soils located above the water table may settle during the earthquake shaking.

Our review of the subsurface soil test pit logs from our exploratory field explorations (TH-#1 through TH-#6) and laboratory test results indicates that the site is generally underlain by medium stiff to very stiff, sandy, clayey silt and/or highly weathered Basalt bedrock deposits to depths of at least 6.0 feet beneath existing site grades. Additionally, groundwater was not encountered at the site during our field exploration work to depths of up to six (6) feet beneath existing site grades. As such, due to the medium stiff to very stiff and cohesive nature of the subgrade sandy, clayey silt soils and/or highly weathered characteristics of the bedrock deposits beneath the site, it is our opinion that the native sandy, clayey silt to highly weathered bedrock deposits do not have the potential for liquefaction during the design earthquake motions previously described.

Landslides

No ancient and/or active landslides were observed or are known to be present on the subject site. However, due to the moderately sloping nature of the subject site, the risk of seismic induced slope instability at the site resulting in landslides and/or lateral earth movements should be considered for the project.

Surface Rupture

Although the site is generally located within a region of the country known for seismic activity, no known faults exist on and/or immediately adjacent to the subject site. The closest known active and/or inactive fault is located 10 miles to the northeast of the subject site. As such, the risk of surface rupture due to faulting is considered negligible.

Tsunami and Seiche

A tsunami, or seismic sea wave, is produced when a major fault under the ocean floor moves vertically and shifts the water column above it. A seiche is a periodic oscillation of a body of water resulting in changing water levels, sometimes caused by an earthquake. Tsunami and seiche are not considered a potential hazard at this site because the site is not near to the coast and/or there are no adjacent significant bodies of water.

Flooding and Erosion

Stream flooding is a potential hazard that should be considered in lowland areas of Columbia County and Scappoose. The FEMA (Federal Emergency Management Agency) flood maps should be reviewed as part of the design for the proposed new Victoria Estates residential development and its associated site improvements. Elevations of structures on the site should be designed based upon consultants reports, FEMA (Federal Emergency Management Agency), and Columbia County requirements for the 100-year flood levels of any nearby creeks and/or streams.

CONCLUSIONS AND RECOMMENDATIONS

General

Based on the results of our field explorations, laboratory testing, and engineering analyses, it is our opinion that the site is presently stable and is not located within an active and/or inactive (ancient landslide). As such, we are of the opinion that the subject site is generally suitable for the proposed new Victoria Estates residential development and its associated site improvements provided that the recommendations contained within this report are properly incorporated into the design and construction of the project.

The primary features of concern at the site are 1) the presence of an organic (topsoil) layer across the site, 2) the moderately steep sloping site grades, and 3) the moisture sensitivity of the native sandy, clayey silt subgrade soils.

With regard to the organic layer of topsoil materials across the site, we anticipate that clearing and stripping depths of about 12 to 18 inches should be anticipated in areas of the proposed new site improvements (i.e., residential structures and private access drive). However, deeper stripping and clearing depths may be required where tree stumps are present in order to properly prepare the native subgrade soils to receive new structural fill materials and/or site improvements.

In regards to the moderately steep sloping site gradients, we are generally of the opinion that permanent cut slopes up to about eight (8) feet in height may be constructed at a finish slope gradient of about 1.5H:1V. However, structural fill slopes (if required) of up to eight (8) feet in height can be made at a finish slope gradient (inclination) no steeper than about 2H:1V. Additionally, where structural fills are required, proper benching and keying of the structural fills will also be required. Further, we understand that access to the upper residential lots will be via the construction of a new paved public street. In this regard, where permanent cut slopes are planned to exceed about 1.5H:1V, we envision that some form of retaining wall system may be required in order to support the planned new paved public street. As such, the use of a conventional structural retaining wall (i.e., poured in-place concrete and/or masonry block) as well as an Ultra Block™ and/or MSE retaining wall system may be suitable to help support an elevated street grade. However, we point out that the existing natural slope is moderately steep (i.e., 25 to 30 percent).

In this regard, in order to avoid overloading and/or possibly destabilizing the existing easterly moderately steep slope with the placement of a large retaining wall and the loads associated with the structural backfill, we are generally of the opinion that any retaining wall system in this area of the site should be less than eight (8) feet in height unless approved by the Geotechnical Engineer.

With regard to the moisture sensitive sandy, clayey silt subgrade soils, we are generally of the opinion that all site grading and earthwork operations would benefit if scheduled for the drier summer months which is typically June through September. Additionally, the native clayey silt subgrade soils possess low plasticity and expansion potential. In this regard, structures which are sensitive to deformation such as concrete sidewalks and/or floor slabs, should be supported by non-expansive subgrade soils and/or structural fill materials.

The following sections of this report provide specific recommendations regarding subgrade preparation and grading as well as foundation and floor slab design and construction for the new single-family residential development project.

Site Preparation

As an initial step in site preparation, we recommend that the proposed new single-family residential development area(s) and/or its associated structural and/or site improvement area(s) be stripped and cleared of any existing improvements, any existing undocumented fill materials, surface debris, existing vegetation, topsoil materials, and/or any other deleterious materials present at the time of construction. In general, we envision that the site stripping to remove existing vegetation and topsoil materials will generally be about 12 to 18 inches. However, localized areas requiring deeper removals, such as any existing undocumented fill materials and/or tree stumps, may be encountered and should be evaluated at the time of construction by the Geotechnical Engineer. The stripped and cleared materials should be properly disposed of as they are generally considered unsuitable for use/reuse as fill materials.

Following the completion of the site stripping and clearing work and prior to the placement of any required structural fill materials and/or structural improvements, the exposed subgrade soils within the planned structural improvement area(s) should be inspected and approved by the Geotechnical Engineer and possibly proof-rolled with a half and/or fully loaded dump truck. Areas found to be soft or otherwise unsuitable should be over-excavated and removed or scarified and recompacted as structural fill. During wet and/or inclement weather conditions, proof rolling and/or scarification and recompaction as noted above may not be appropriate.

The on-site native sandy, clayey silt subgrade soil materials are generally considered suitable for use/reuse as structural fill materials provided that they are free of organic materials, debris, and rock fragments in excess of about 6 inches in dimension. However, if site grading is performed during wet or inclement weather conditions, the use of the on-site native soil materials which contain significant silt and clay sized particles will be difficult at best. Additionally, the existing native clayey silt subgrade soil materials possess moderate plasticity and expansion potential.

As such, we do not recommend the use of the native clayey silt subgrade soils directly beneath any deformation sensitive improvements such as concrete sidewalks and floor slabs. In this regard, during wet or inclement weather conditions and/or beneath deformation sensitive structures, we recommend that an import structural fill material be utilized which should consist of a free-draining (clean) granular fill (sand & gravel) containing no more than about 5 percent fines. Representative samples of the materials which are to be used as structural fill materials should be submitted to the Geotechnical Engineer and/or laboratory for approval and determination of the maximum dry density and optimum moisture content for compaction.

In general, all site earthwork and grading activities should be scheduled for the drier summer months (late June through September) if possible. However, if wet weather site preparation and grading is required, it is generally recommended that the stripping of topsoil materials be accomplished with a tracked excavator utilizing a large smooth-toothed bucket working from areas yet to be excavated. Additionally, the loading of strippings into trucks and/or protection of moisture sensitive subgrade soils will also be required during wet weather grading and construction. In this regard, we recommend that areas in which construction equipment will be traveling be protected by covering the exposed subgrade soils with a geotextile fabric such as Mirafi 140N followed by at least 12 inches or more of crushed aggregate base rock. Further, the geotextile fabric should have a minimum Mullen burst strength of at least 250 pounds per square inch for puncture resistance and an apparent opening size (AOS) between the U.S. Standard No. 70 and No. 100 sieves.

All structural fill materials placed within the new single-family residential structures and/or pavement areas should be moistened or dried as necessary to near (within 3 percent) optimum moisture conditions and compacted by mechanical means to a minimum of 92 percent of the maximum dry density as determined by the ASTM D-1557 (AASHTO T-180) test procedures. Structural fill materials should be placed in lifts (layers) such that when compacted do not exceed about 8 inches. Additionally, all fill materials placed within five (5) lineal feet of the perimeter (limits) of the proposed residential structure and/or pavements should be considered structural fill. Further, structural fills placed on sloping ground which exceeds a gradient of about 20 percent (i.e., 1V:5H) should be properly benched and keyed. A typical key and bench fill slope detail can be provided upon request. All aspects of the site grading and earthwork associated with the proposed new single-family residential development project should be monitored and approved by a representative of Redmond Geotechnical Services, LLC.

Foundation Support

Based on the results of our investigation, it is our opinion that the site of the proposed new single-family residential development is generally suitable for support of the single- and/or two-story wood-frame structures provided that the following foundation design recommendations are followed. Specifically, all building and/or foundation loads associated with the planned new single-family residential structures should be supported by approved native subgrade bearing soils and/or properly placed and compacted structural fill materials.

The following sections of this report present specific foundation design and construction recommendations for the planned new single-family residential structures.

Shallow Foundations

In general, lightly loaded conventional shallow continuous (strip) footings and individual (spread) column footings for the proposed two- and/or three-story single-family residential structures may be supported by approved native (untreated) medium stiff, clayey silt subgrade soil materials based on an allowable contact bearing pressure of about 2,000 pounds per square foot (psf). However, where higher allowable contact bearing pressures are desired and/or required, an allowable contact bearing pressure of up to 2,500 psf may be used for design where the foundation is supported by an approved stiff to very stiff (native) highly weathered bedrock deposit and/or by at least 12 inches or more of properly compacted structural fill material placed above an approved native subgrade soil. These recommended allowable contact bearing pressures are intended for dead loads and sustained live loads and may be increased by one-third ($1/3$) for the total of all loads including short-term wind or seismic loads. In general, continuous strip footings should have a minimum width of at least 16 inches and be embedded at least 18 inches below the lowest adjacent finish grade (includes frost protection). Individual column footings (where required) should be embedded at least 18 inches below grade and have a minimum width of at least 24 inches. Additionally, all down slope footings should be located and/or embedded such that they are at least eight (8) feet horizontally (laterally) from the existing and/or finish slope face.

Total and differential settlements of foundations constructed as recommended above and supported by approved native subgrade soils or by properly compacted structural fill materials are expected to be well within the tolerable limits for this type of wood-frame residential structure and should generally be less than about 1-inch and 1/2-inch, respectively.

Allowable lateral frictional resistance between the base of the footing element and the supporting subgrade bearing soil can be expressed as the applied vertical load multiplied by a coefficient of friction of 0.25, 0.30 and 0.45 for native clayey silt subgrade soils, the native stiff to very stiff highly weathered bedrock deposits and/or import gravel fill materials, respectively. In addition, lateral loads may be resisted by passive earth pressures on footings poured "neat" against in-situ (native) subgrade soils or properly backfilled with structural fill materials based on an equivalent fluid density of 250 pounds per cubic foot (pcf). This recommended value includes a factor of safety of approximately 1.5 which is appropriate due to the amount of movement required to develop full passive resistance.

Floor Slab Support

In order to provide uniform subgrade reaction beneath concrete slab-on-grade floors, we recommend that the floor slab area be underlain by a minimum of 6 inches of free-draining (less than 5 percent passing the No. 200 sieve), well-graded, crushed rock. The crushed rock should help provide a capillary break to prevent migration of moisture through the slab.

Additional moisture protection, where needed, can be provided by using a 10-mil polyolefin geomembrane sheeting such as StegoWrap. However, as previously noted, we do not recommend that concrete floor slabs be underlain by the existing clayey silt to subgrade soils.

The base course materials should be compacted to at least 95 percent of the maximum dry density as determined by the ASTM D-1557 (AASHTO T-180) test procedures. Where floor slab subgrade materials are undisturbed, firm and stable and where the underslab aggregate base rock section has been prepared and compacted as recommended above, we recommend that a modulus of subgrade reaction of 200 pci be used for design.

Retaining/Below Grade Walls

Retaining and/or below grade walls should be designed to resist lateral earth pressures imposed by native soils or granular backfill materials as well as any adjacent surcharge loads. For walls which are unrestrained at the top and free to rotate about their base, we recommend that active earth pressures be computed on the basis of the following equivalent fluid densities:

Non-Restrained Retaining Wall Pressure Design Recommendations

Slope Backfill (Horizontal/Vertical)	Equivalent Fluid Density/Sand (pcf)	Equivalent Fluid Density/Gravel (pcf)
Level	35	30
3H:1V	60	50
2H:1V	90	80

For walls which are fully restrained at the top and prevented from rotation about their base, we recommend that at-rest earth pressures be computed on the basis of the following equivalent fluid densities:

Restrained Retaining Wall Pressure Design Recommendations

Slope Backfill (Horizontal/Vertical)	Equivalent Fluid Density/Sand (pcf)	Equivalent Fluid Density/Gravel (pcf)
Level	45	35
3H:1V	65	60
2H:1V	95	90

The above recommended values assume that the walls will be adequately drained to prevent the buildup of hydrostatic pressures. Where wall drainage will not be present and/or if adjacent surcharge loading is present, the above recommended values will be significantly higher.

Backfill materials behind walls should be compacted to 90 percent of the maximum dry density as determined by the ASTM D-1557 (AASHTO T-180) test procedures.

Special care should be taken to avoid over-compaction near the walls which could result in higher lateral earth pressures than those indicated herein. In areas within three (3) to five (5) feet behind walls, we recommend the use of hand-operated compaction equipment.

Pavements

Flexible pavement design for this project was determined on the basis of projected traffic volume and loading conditions relative to laboratory subgrade soil strength characteristics. Based on a subgrade "R"-value of 22 (Resilient Modulus = 5,000 to 10,000) and utilizing the Asphalt Institute Flexible Pavement Design Procedures and/or the American Association of State Highway and Transportation Officials (AASHTO) 1993 "Design of Pavement Structures" manual, we have developed the following flexible pavement section for the paved public street.

SW Keys Crest Drive

	<u>Asphaltic Concrete Thickness (inches)</u>	<u>Crushed Base Rock Thickness (inches)</u>
Automobile Drive Areas	4.0	12.0

Note: Where wet and/or inclement weather is anticipated during construction of the public street improvement area, we recommend that the base rock section be increased by adding an additional 4.0 inches of aggregate base rock over an approved woven geotextile fabric. Additionally, the above recommended flexible pavement section assumes a design life of 25 years. However, where a design life of up to 50 years is required, we anticipate that the top two (2) to four (4) inches of the asphaltic concrete wearing surface will need to be ground and overlaid with new HMA.

Pavement Subgrade, Base Course & Asphalt Materials

The above recommended pavement section(s) were based on the design assumptions listed herein and on the assumption that construction of the road section will be completed during an extended period of reasonably dry weather. However, if construction of the public street improvement area is performed during wet and/or inclement weather conditions, we recommend that the aggregate base rock section be increased by at least 4 inches.

All thicknesses given are intended to be the minimum acceptable. Increased base rock sections and the use of geotextile fabric may be required during wet and/or inclement weather conditions and/or in order to adequately support construction traffic and protect the subgrade during construction. Additionally, the above recommended pavement section(s) assume that the subgrade will be prepared as recommended herein, that the exposed subgrade soils will be properly protected from rain and construction traffic, and that the subgrade is firm and unyielding at the time of paving.

Further, it assumes that the subgrade is graded to prevent any ponding of water which may tend to accumulate in the base course.

Pavement base course materials should consist of well-graded 1-1/2 inch and/or 3/4-inch minus crushed base rock having less than 5 percent fine materials passing the No. 200 sieve. The base course and asphaltic concrete materials should conform to the requirements set forth in the latest edition of the Oregon Department of Transportation, Standard Specifications for Highway Construction. The base course materials should be compacted to at least 95 percent of the maximum dry density as determined by the ASTM D-1557 (AASHTO T-180) test procedures. The asphaltic concrete paving materials should be compacted to at least 92 percent of the theoretical maximum density as determined by the ASTM D-2041 (Rice Gravity) test method.

Excavation/Slopes

Temporary excavations of up to about four (4) feet in depth may be constructed with near vertical inclinations. Temporary excavations greater than about four (4) feet but less than eight (8) feet should be excavated with inclinations of at least 1 to 1 (horizontal to vertical) or properly braced/shored. Where excavations are planned to exceed about eight (8) feet, this office should be consulted. All shoring systems and/or temporary excavation bracing for the project should be the responsibility of the excavation contractor.

Permanent cut and/or fill slopes should be constructed no steeper than about 1.5H:1V or 2H:1V, respectively. Additionally, permanent cut slopes should be constructed to a maximum height no greater than about eight (8) feet without consultation by the Geotechnical Engineer. Further, fill slopes constructed on existing and/or natural grades steeper than 20 percent (i.e., 1V:5H) should be properly benched and keyed.

Depending on the time of year in which trench excavations occur, trench dewatering may be required in order to maintain dry working conditions if the invert elevations of the proposed utilities are located at and/or below the groundwater level. If groundwater is encountered during utility excavation work, we recommend placing trench stabilization materials along the base of the excavation. Trench stabilization materials should consist of 1-foot of well-graded gravel, crushed gravel, or crushed rock with a maximum particle size of 4 inches and less than 5 percent fines passing the No. 200 sieve. The material should be free of organic matter and other deleterious material and placed in a single lift and compacted until well keyed.

Surface Drainage/Groundwater

We recommend that positive measures be taken to properly finish grade the site so that drainage waters from building and landscaping areas as well as adjacent properties and/or buildings are directed away from the new single-family residential structure(s) foundations and/or floor slabs. All roof drainage should be directed into conduits that carry runoff water away from the residential structure(s) to a suitable outfall. Roof downspouts should not be connected to foundation drains.

A minimum ground slope of about 2 percent is generally recommended in unpaved areas around the residential structures.

Groundwater was not encountered at the site within any the exploratory test pits (TP-#1 through TP-#6) at the time of excavation to depths of up to eight (8) feet beneath existing site grades. However, groundwater elevations in the area may fluctuate seasonally and may temporarily pond/perch near the ground surface during periods of prolonged rainfall. Additionally, based on our current understanding of the project as well as the reported site grading required to bring the subject site and/or building to finish design and/or floor grades, we are of the opinion that an underslab drainage system should be considered for portions of the proposed single-family residential structures. Further, we are generally of the opinion that a footing/foundation drainage system should also be utilized around the perimeter of the proposed new single-family residential structures as well as for any below grade and/or retaining wall(s). A typical recommended perimeter footing and/or retaining wall footing drain detail is shown on Figure No. 3.

Seismic Design Considerations

Structures at the site should be designed to resist earthquake loading in accordance with the methodology described in the latest edition of the State of Oregon Structural Specialty Code (OSSC) and/or Amendments to the 2012 International Building Code (IBC). The maximum considered earthquake ground motion for short period and 1.0 period spectral response may be determined from the Oregon Structural Specialty Code and/or Figures 1613 (1) and 1613 (2) of the 2009 National Earthquake Hazard Reduction Program (NEHRP) "Recommended Provisions for Seismic Regulations for New Buildings and Other Structures" published by the Building Seismic Safety Council. We recommend Site Class "C" be used for design per Table 1613.5.2.

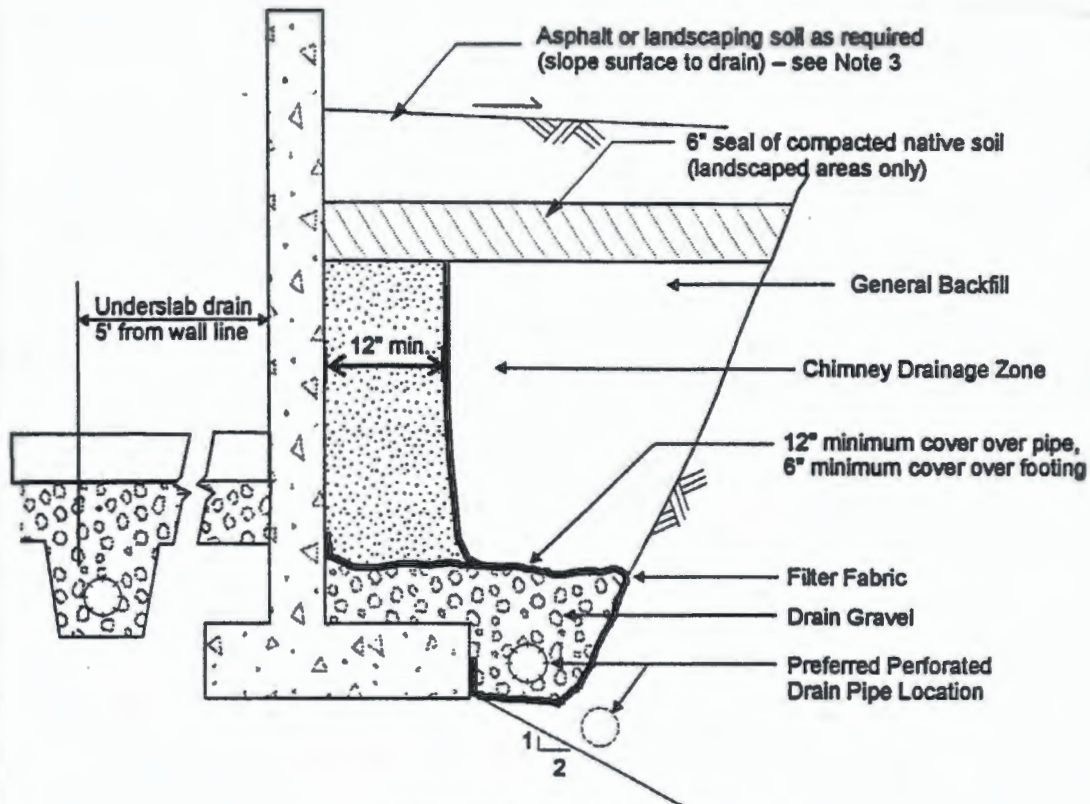
Using this information, the structural engineer can select the appropriate site coefficient values (F_a and F_v) from Tables 1613.5.3 (1) and 1613.5.3 (2) of the 2012 IBC to determine the maximum considered earthquake spectral response acceleration for the project. However, we have assumed the following response spectrum for the project:

Table 1. IBC Seismic Design Parameters

Site Class	S_s	S_1	F_a	F_v	S_{ms}	S_{m1}	S_{Ds}	S_{D1}
C	0.968	0.437	1.013	1.363	0.980	0.595	0.654	0.397

Notes: 1. S_s and S_1 were established based on the USGS 2012 mapped maximum considered earthquake spectral acceleration maps for 2% probability of exceedence in 50 years.

2. F_a and F_v were established based on IBC tables 1613.5.3 (1) and 1613.5.3 (2) using the selected S_s and S_1 values.



SCHEMATIC - NOT TO SCALE

NOTES:

1. Filter Fabric to be non-woven geotextile (Amoco 4545, Mirafi 140N, or equivalent)
2. Lay perforated drain pipe on minimum 0.5% gradient, widening excavation as required. Maintain pipe above 2:1 slope, as shown.
3. All-granular backfill is recommended for support of slabs, pavements, etc. (see text for structural fill).
4. Drain gravel to be clean, washed $\frac{3}{4}$ " to $1\frac{1}{2}$ " gravel.
5. General backfill to be on-site gravels, or $\frac{3}{4}$ "-0 or $1\frac{1}{2}$ "-0 crushed rock compacted to 92% Modified Proctor (AASHTO T-180).
6. Chimney drainage zone to be 12" wide (minimum) zone of clean washed, medium to coarse sand or drain gravel if protected with filter fabric. Alternatively, prefabricated drainage structures (Miradrain 6000 or similar) may be used.

PERIMETER FOOTING/RETAINING WALL DRAIN DETAIL

Project No. 1080.002.G

VICTORIA ESTATES SUBDIVISION

Figure No. 3

EROSION CONTROL

During our field exploration program, we did not observe soil types that would generally be considered highly susceptible to erosion. In our opinion, the primary concern regarding erosion potential will occur during construction, in areas that have recently been stripped and cleared of surface vegetation and recently constructed cut and fill slopes. Erosion at the site during and immediately following construction can be minimized by implementing a project erosion control plan which should include the judicious use of straw bales and silt fences. If used, these erosion control devices should be in-place and remain in-place throughout all of the site grading and construction operations.

Erosion and sedimentation of exposed subgrade soils can also be maintained by quickly re-vegetating exposed areas of soil and by staging construction such that large areas of the subject site are not denuded and exposed at the same time. Areas of exposed soil requiring immediate and/or temporary protection against exposure should be covered with either mulch or erosion control netting/blankets. Areas of exposed soil requiring permanent stabilization, such as cut and fill slopes, should be seeded immediately following grading with an approved grass seed mixture or hydroseeded with an approved seed-mulch-fertilizer mixture.

CONSTRUCTION MONITORING AND TESTING

We recommend that **Redmond Geotechnical Services, LLC** be retained to provide construction monitoring and testing services during all earthwork operations for the proposed new single-family residential development. The purpose of our monitoring services would be to confirm that the site conditions reported herein are as anticipated, provide field recommendations as required based on the actual conditions encountered, document the activities of the grading contractor and assess his/her compliance with the project specifications and recommendations. It is important that our representative meet with the contractor prior to grading to help establish a plan that will minimize costly overexcavation and site preparation work. Of primary importance will be observations made during site preparation, structural fill placement, footing excavations and construction as well as retaining wall backfill.

CLOSURE AND LIMITATIONS

This report is intended for the exclusive use of the addressee and/or their representative(s) to use to design and construct the proposed new single-family residential structures and the associated site improvements described herein as well as to prepare any related construction documents. The conclusions and recommendations contained in this report are based on site conditions as they presently exist and assume that the explorations are representative of the subsurface conditions between the explorations and/or across the study area. The data, analyses, and recommendations herein may not be appropriate for other structures and/or purposes. We recommend that parties contemplating other structures and/or purposes contact our office. In the absence of our written approval, we make no representation and assume no responsibility to other parties regarding this report.

Additionally, the above recommendations are contingent on Redmond Geotechnical Services, LLC being retained to provide all site inspections and construction monitoring services associated with all earthwork and foundation preparation for the new single-family residential project. Redmond Geotechnical Services, LLC will not assume any responsibility and/or liability for any engineering judgment, inspection and/or testing services performed by others.

It is the owners/developers responsibility for insuring that the project designers and/or contractors involved with this project implement our recommendations into the final design plans, specifications and/or construction activities for the project. Further, in order to avoid delays during construction, we recommend that the final design plans and specifications for the project be reviewed by our office to evaluate as to whether our recommendations have been properly interpreted and incorporated into the project.

If during any future site grading and construction, subsurface conditions different from those encountered in the explorations are observed or appear to be present beneath excavations, we should be advised immediately so that we may review these conditions and evaluate whether modifications of the design criteria are required. We also should be advised if significant modifications of the proposed site development are anticipated so that we may review our conclusions and recommendations.

LEVEL OF CARE

The services performed by the Geotechnical Engineer for this project have been conducted with that level of care and skill ordinarily exercised by members of the profession currently practicing in the area under similar budget and time restraints. No warranty or other conditions, either expressed or implied, is made.

STORM WATER REPORT FOR: VICTORIA ESTATES SUBDIVISION

Date: 9/19/2017

Prepared for:

Robert Schmit

8 lots subdivision
Scappoose Oregon



9/19/2017

Prepared by:

BMP Design, LLC.

Contact: Bogdan Popescu, PE, PLS

12214 SE Mill Plain Blvd., Suite 203

Vancouver, WA 98684

360-936-8426

Project Location:

52460 Meacham Lane, Scappoose OR 97056

Tax Lot: 3N2W11DA 300

County File Docket: N/A

Bmp Design LLC Project #15116

Project Overview

Site Location: The subject site is located at 52460 Meacham Lane, Scappoose OR 97056 and identified as: Tax Lot: 3N2W11DA 300

Total Site Area Analyzed: 2.63 acres

The site is currently used by a residence with a one story house, a covered parking structure, and two outbuildings. Existing utilities consist in a septic system, water well pump, electric service and gas.

We are proposing an 8 lot subdivision with public streets and public utilities.

Existing Conditions

The site is located north of the ending of SW Keys Crest Drive and will extend this street to connect to SW JP West Road. It is covered by mature trees and grasses, with one existing house and garage. The type of soils as described in the attached Soils Report prepared by Redmond Geotechnical Services on March 1st, 2016 (attached), are sandy, clayey silt with organics at the top and weathered fractured basalt bedrock below. Ground water was not encountered during the six test pits performed by the Geotechnical Engineer at the test depth of 6 feet.

The slopes across the site have a gradient of 10% to 40% and the general gradient is inclined toward East, toward SW Jobin Lane. The steeper slope is located at the southeast corner of the property, towards the unnamed creek.

Proposed Conditions

The proposed subdivision will develop eight lots, single family type aligned along a proposed extended SW Keys Crest Drive that will connect into SW JP West Road.

The proposed new SW Keys Crest Drive will be developed in a slanted section of 3% due to the slope of the road, and will be mostly straight, with two 3.3 degree bends. The development will also include curb returns connecting the street improvements to SW JP West Road.

Each proposed lot will have an individual connection to the proposed public sewer line and public water line.

Public Fire Hydrants are already present on the north and south of the property, and are 607 feet apart.

Storm water will be captured, transported, and detained via 48" pipes under the proposed road. The new public street infrastructure will drain toward proposed catch basins and from here the storm water will be directed to the detention systems.

The storm water management will not include infiltration, due to poor infiltration and high slopes across the site. Infiltration was tested to be 0.20 in/hr.

The detention system proposed consists of 400 LF of 48" corrugated HDPE pipe, flowing at 0.3% slope to a 72" flow control manhole. The system is sized to have 2 year storm events detained to half the outflow of original conditions

The runoff shall be transported via newly created curbs gutters and shall be captured into catch basins then routed to the storm water facilities. The pipes were calculated to carry a minimum 25 year storm event with no surcharging.

Pipe Flows:

PIPE FLOW WORKSHEET VICTORIA ESTATES SUBDIVISION

Basin	From	To	Peak Flow Q (cfs)	Summation Peak Flow Q (cfs)	Pipe Diam. (in.)	Slope (ft./ft.)	Manning "n"	Full Velocity (fps)	Full Capacity Q	Length (ft.)	Time of Flow (min.)
PIPE 1	MH 3	MH 2	4.92	4.92	48	0.0030	0.013	6.26	78.68	200	0.53
PIPE 2	MH 2	MH 5	4.92	4.92	48	0.0030	0.013	6.26	78.68	130	0.35
PIPE 3	MH 5	MH 1	4.92	4.92	48	0.0030	0.013	6.26	78.68	70	0.19
PIPE 4	MH 1	MH 4	4.92	4.92	12	0.1700	0.013	18.70	14.68	158	0.14
PIPE 5-CLVRT	DITCH INLET	OUTLET	5.50	5.50	12	0.1200	0.013	15.71	12.34	129	0.14
PIPE 6-CLVRT	INLET	OUTLET	5.50	5.50	10	0.0890	0.013	11.98	6.53	19	0.03
PIPE 7-CLVRT	INLET	OUTLET	5.50	5.50	12	0.1237	0.013	15.95	12.52	194	0.20

Design Storm Frequency 25 Yr.
Duration 24 Hr.
Precipitation 3.8 in.

In accordance with PWDS we evaluated the 2 yr. - 25 yr. and 100 yr. storm events and matched the pre-existing flows. In addition, we verified the downstream culverts (3 EA.) and verified the 25 year flow for all three of them.

Attached are the calculations summary:

See attached Off Site Plans: Plan and Profile and Sections.

Culvert 1 (pipe 5)

IE up: 107.30

IE down: 91.80

L=129 FT.

S=12%

Q max=12.34 CFS

Culvert 2 (pipe 6)

IE up: 89.40

IE down: 87.70

L=19 FT.

S=8.9 %

Q max=11.98 CFSCulvert 3 (pipe 7)

IE up: 85.40

IE down: 61.40

L=194 ft.

S=12.37 %

Q max= 15.95 CFS

We highlighted the maximum flow through Culvert #2 (11.98 CFS) as it appears that is the one controlling.

The total area contributing to MH #1 (East property line, proposed discharge point) is 6.78 AC and the 25 YR Q=3.28 CFS < 11.98 CFS

In addition, we analyzed the cross sections of the alignment drawn through the natural discharge ditch and approximated a two foot depth flow in the ditch.

The smaller cross section in the channel is at Sta. 1+10 (see attached drawings)

Total Q channel at STA 1+10. Manning n=0.07

$$Q = (1.49/n) \times A \times R^{(2/3)} \times s^{(1/2)}$$

n= 0.07

A = 4.56 SF

P = 6.15 FT

R = 0.74 FT

S = 3.36 %

Q channel D=2 FT= 43.42 CF

V = 43.42 CFS / 4.56 SF = 9.52 FT/SEC

The analysis shows that the existing culverts and existing channel have sufficient capacity with no surcharge.



H. Lee & Associates

Traffic Engineering, Transportation Planning, and Planning

MEMORANDUM

To: City of Scappoose Staff

From: Hann Lee, P.E.

Date: September 28, 2016

Subject: Victoria Estates Subdivision Traffic Impact Letter



P.O. Box 1849
Vancouver, WA 98668
Phone: (360) 567-3002
Fax: (360) 567-3005

Page 1 of 4

INTRODUCTION

The proposed Victoria Estates Subdivision development is located south of SW JP West Road, north of SW Keys Crest Drive, west of SW Jobin Lane and east of SW Meachan Lane in Scappoose, Oregon. The project site address is 52418 SW Meachan Lane and the site is approximately 2.63 acres. One single-family home exists on-site. The development proposal is to construct seven (7) new single family homes and retain the existing single family home on-site. Access to the site will be provided onto SW JP West Road to the north, and connect to SW Keys Crest Drive to the south of the project site. Figure 1 shows the proposed site plan.

ACCIDENT ANALYSIS

Accident data was obtained from ODOT's (Oregon Department of Transportation) crash data system website for the four-year period from January 1, 2011 to December 31, 2015. The accident data summaries for SW JP West Road and SW Keys Road can be referenced in Appendix A.

It should be noted that H. Lee & Associates, PLLC did not find any recorded accidents at any of the study area intersections or study area mid-blocks.

TRIP GENERATION

Estimates of daily, A.M. peak hour, and P.M. peak hour trip generation were developed from rates published in "Trip Generation, 9th Edition" (Institute of Transportation Engineers, 2012).

The proposed project is expected to generate 66 net new daily, 5 net new A.M. peak hour (2 in, 3 out), and 7 P.M. peak hour (4 in, 3 out) trips. The trip generation for the proposed Victoria Estates Subdivision is summarized in Table 1.

Since the proposed project generates less than 10 peak hour trips in either the A.M. or P.M. peak hour, a transportation impact study is not required, per City of Scappoose Transportation Impact Study Guidelines. Only a Traffic Impact Letter is required.

Table 1. Trip Generation for Victoria Estates Subdivision

	Average Daily	A.M. Peak			P.M. Peak		
		In	Out	Total	In	Out	Total
Single Family Homes (ITE Code 230)							
Rate per Unit	9.52	0.19	0.56	0.75	0.63	0.37	1.00
Total Proposed Lots: 8 units	76	2	4	6	4	3	7
Existing Lots: 1 unit	(10)	(0)	(1)	(1)	(1)	(0)	(1)
Net Total	66	2	3	5	4	3	7

SIGHT DISTANCE ANALYSIS

The minimum corner sight distance was analyzed for the proposed Victoria Estates Subdivision development. The minimum corner sight distance required for the proposed Victoria Estates Subdivision access at the proposed SW JP West Road/SW Keys Crest Drive (Project Access) intersection is based on the City of Scappoose Engineering Standards. Per the City of Scappoose Engineering Standards, public and private streets must comply with the sight distance requirements contained in the current “A Policy on Geometric Design on Highways and Streets,” as published by AASHTO (American Association of State Highway and Transportation Officials.” The most recent edition of this reference is the 2011 – 6th Edition.

From AASHTO, the following intersection sight distances are relevant to the project’s site access intersection:

- Case B1 – left turn from minor road
- Case B2 – right turn from minor road

The required sight distance for Case B1 based on a posted speed limit of 25 mph along SW JP West Road is 280 feet. This requirement can be found in Table 9-6 of the “A Policy on Geometric Design on Highways and Streets,” page 9-38.

The required sight distance for Case B2 based on a posted speed limit of 25 mph along SW JP West Road is 240 feet. This requirement can be found in Table 9-8 of the “A Policy on Geometric Design on Highways and Streets,” page 9-41.

The corner sight distance at the proposed SW JP West Road/SW Keys Crest Drive (Project Access) intersection was field measured and compared to the minimum acceptable AASHTO standards described above. Based on field measurements conducted by H. Lee & Associates, PLLC all of the AASHTO sight distance requirements to the west can be met at the proposed SW JP West Road/SW Keys Crest Drive (Project Access) intersection as long as the vegetation within the sight distance triangles is properly maintained and no obstructions that obscure the driver’s sight distance are located within the sight distance triangles. To the east of the proposed SW JP West

Road/SW Keys Crest Drive (Project Access) intersection, the sight distance requirement of 280 feet can be met as long as the vegetation (within public right-of-way) is trimmed and/or removed and the sight distance triangles are properly maintained and no obstructions that obscure the driver's sight distance are located within the sight distance triangles. Since the intersection is not yet built, at the final engineering stage of the project, the intersection corner sight distance should be re-verified.

Corner sight distance was also field measured at the SW Keys Road/SW Keys Crest Drive intersection since the proposed development will be connecting SW Keys Crest Drive to SW JP West Road.

The required sight distance for Case B1 based on a posted speed limit of 25 mph along SW Keys Road/SW Keys Crest Drive is 280 feet. This requirement can be found in Table 9-6 of the "A Policy on Geometric Design on Highways and Streets," page 9-38.

The required sight distance for Case B2 based on a posted speed limit of 25 mph along SW Keys Road/SW Keys Crest Drive is 240 feet. This requirement can be found in Table 9-8 of the "A Policy on Geometric Design on Highways and Streets," page 9-41.

Based on field measurements conducted by H. Lee & Associates, PLLC all of the AASHTO sight distance requirements can be met at the SW Keys Road/SW Keys Crest Drive intersection as long as the vegetation within the sight distance triangles is properly maintained and no obstructions that obscure the driver's sight distance are located within the sight distance triangles. As of August 29, 2016, the sight distance triangles have not been properly maintained. At the northeast corner of the SW Keys Road/SW Keys Crest Drive intersection, an unmaintained tree needs to be trimmed to meet corner sight distance requirements. At the southeast corner of SW Keys Road/SW Keys Crest Drive, a dumpster needs to be moved, and the hedge along the back of sidewalk of SW Keys Roads must be trimmed to meet corner sight distance.

ACCESS SPACING STANDARDS ANALYSIS

Per City of Scappoose Engineering Standards Section 5.0014, the spacing standard between residential intersections is 100 feet from centerline to centerline. Approximately 114 feet is provided between the proposed SW JP West Road/SW Keys Crest Drive (Project Access) intersection and the SW JP West Road/SW Meacham Lane intersection therefore this standard can be met.

Per City of Scappoose Engineering Standards Table 5-2, the minimum driveway spacing between the proposed SW JP West Road/SW Keys Crest Drive (Project Access) intersection and the adjacent single-family home driveway to the east cannot be met. The standard driveway spacing is 45 feet and the spacing proposed is immediately adjacent. The existing conditions preclude any change in location of the proposed SW JP West Road/SW Keys Crest Drive (Project Access) intersection alignment. Since the conflict is only with a single-family home driveway, the non-standard spacing between the proposed intersection and the existing driveway should be acceptable.

LIGHTING ANALYSIS

A street light exists at the corner of the proposed SW JP West Road/SW Keys Crest Drive (Project Access) intersection and should be adequate for the low traffic volume/speed limit roadways existing within ¼ mile of the project frontage.

HORIZONTAL/VERTICAL CURVE ANALYSIS

Within the ¼ mile radius of the project frontage several horizontal and vertical curves exist. SW JP West Road from west to east, follows a sinuous path, is downhill, and has grades ranging from one (1) to twelve (12) percent. SW Keys Road is straight with a gentle grade between one (1) and three (3) percent within the ¼ mile radius of the project frontage. See Figure 3 for the map of the ¼ mile radius from the project site.

ON-SITE/LOCAL CIRCULATION ANALYSIS

Per City of Scappoose staff, SW Keys Crest Drive is proposed to be extended from the existing subdivision to the south to SW JP West Road to the north. Since the project is located in and surrounded by R-1 low residential zoning and the surrounding properties are built out to the lot size standards, future street connections to adjacent properties are implausible.

PEDESTRIAN/BICYCLE FACILITIES ANALYSIS

Intermittent sidewalks exist along SW JP West Road and SW Keys Road within ¼ mile of the project frontage. No bike lanes exist in the project vicinity. Sidewalks exist along both sides of SW Keys Crest Drive, which the proposed project will connect to.

No safe walking route exist between the proposed development and local schools. School bus service is provided to SW JP West Road, both east and west of the proposed project frontage.

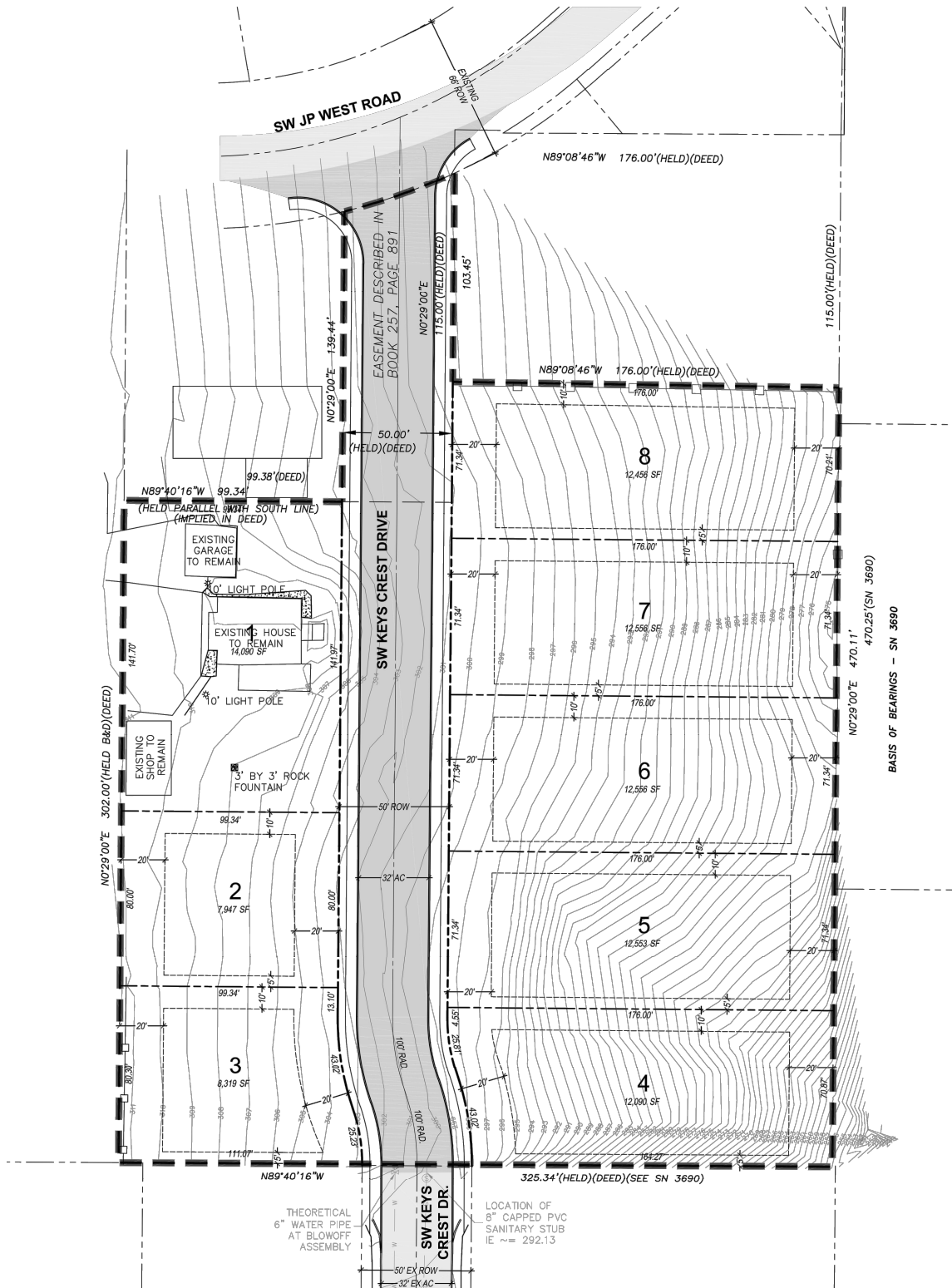


FIGURE 1
Site Plan

NOT TO SCALE



FIGURE 2
Driveway Spacing



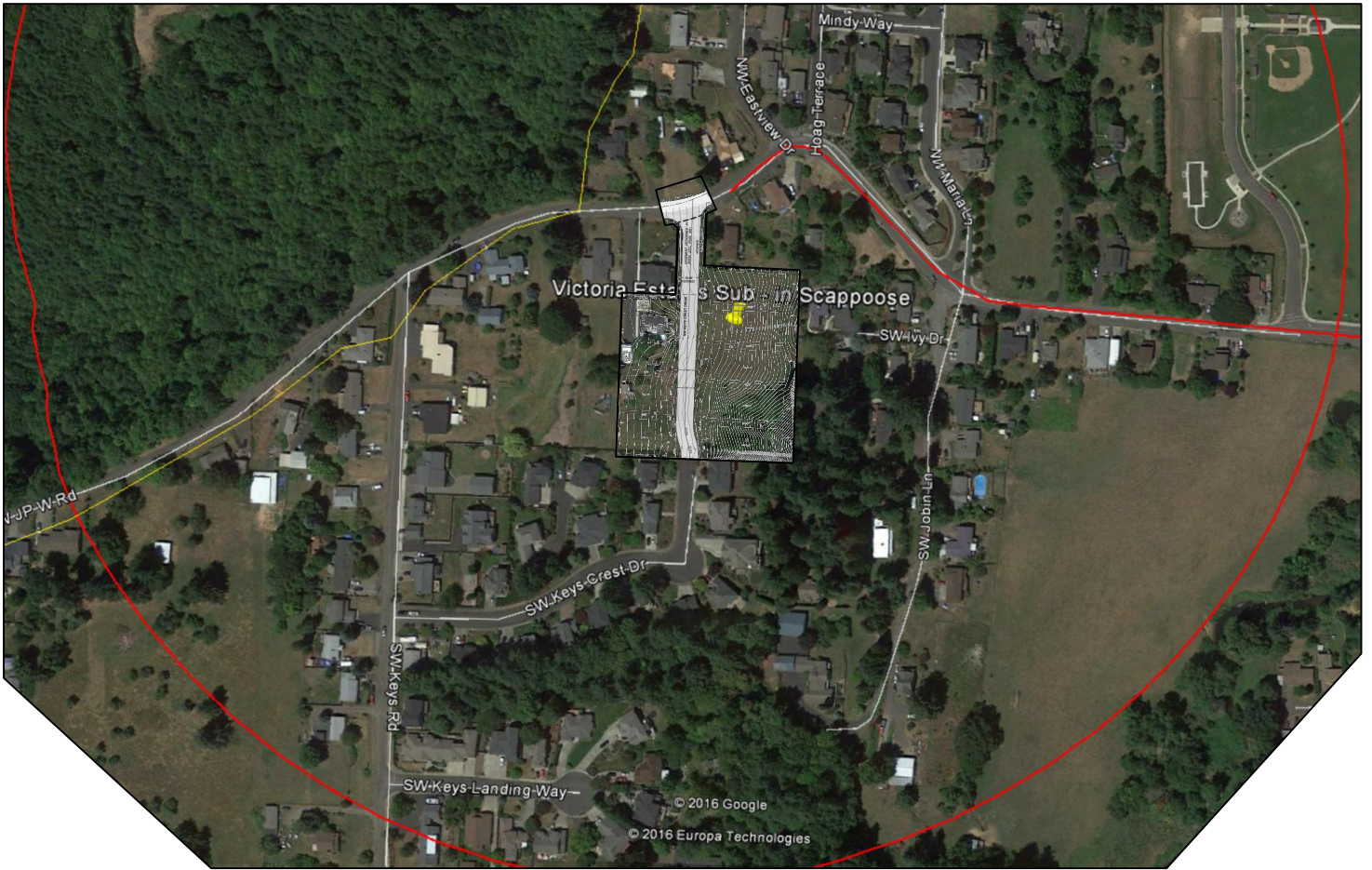


FIGURE 3
 $\frac{1}{4}$ Mile Radius



NOT TO SCALE

APPENDIX A
ACCIDENT DATA

CITY OF SCAPPOOSE, COLUMBIA COUNTY

J.P. WEST RD and Intersectional Crashes at J.P. WEST RD, City of Scappoose, Columbia County, 01/01/2011 to 12/31/2015

Total crash records: 6

S D		INT-TYPE										SPCL USE										
P R S W																						
E A U C O DATE		CLASS	CITY STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR	QTY	MOVE	A S									
SER#	E L G H R DAY	DIST	FIRST STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G E	LICNS	PED						
INVEST	D C S L K TIME	FROM	SECOND STREET	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E X	RES	LOC	ERROR	ACT	EVENT	CAUSE
00315 NO RPT	N N N	10/02/2011	07	J.P. WEST RD	STRGHT	N	Y	RAIN	OVERTURN	01	NONE	0	STRGHT								003	27
	SU			00000	UN	(NONE)	N	WET	NCOL		PRVTE	E -W								000	00	
	4P			00			N	DAY	PDO		PSNGR	CAR	01	DRVR	NONE	39	M	OR-Y	016,080,081	038	003	27
(02)																						OR<25
00437 NONE	N N N	12/10/2014	02	LOWER COL RIVER HY	INTER	3-LEG	N	RAIN	S-1STOP	01	NONE	0	STRGHT								29	
	WE			SW J.P. WEST RD	N	TRF SIGNAL	N	WET	REAR		PRVTE	N -S								000	00	
	8A			06	0		N	DAY	PDO		PSNGR	CAR	01	DRVR	NONE	97	M	OR-Y	026	000	29	
																						OR<25
										02	NONE	0	STOP								011	00
											PRVTE	N -S								000	00	
											PSNGR	CAR	01	DRVR	NONE	00	M	UNK	000	000	00	00
																						OR<25
00285 STATE	N N N N N	09/08/2011	02	LOWER COL RIVER HY	INTER	3-LEG	N	CLR	S-1STOP	01	NONE	0	STRGHT								092	07,27
	TH			SW J.P. WEST RD	CN	STOP SIGN	N	DRY	REAR		PRVTE	S -N								000	00	
	5P			04	0		N	DAY	INJ		PSNGR	CAR	01	DRVR	NONE	42	F	OR-Y	043,016	038	07,27	
																						OR<25
										02	NONE	0	STOP								011	092
											PRVTE	S -N								000	000	00
											PSNGR	CAR	01	DRVR	INJC	25	F	OR-Y	000	000	00	00
																						OR<25
00290 CITY	N N N N N	09/10/2011	02	LOWER COL RIVER HY	INTER	3-LEG	N	CLR	O-1 L-TURN	01	NONE	0	TURN-L								02	
	SA			SW J.P. WEST RD	CN	STOP SIGN	N	DRY	TURN		PRVTE	S -W								000	00	
	11A			01	0		N	DAY	PDO		PSNGR	CAR	01	DRVR	NONE	49	M	OR-Y	028	000	02	
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										02	NONE	0	STRGHT								000	00
											PRVTE	N -S								000	000	00
											PSNGR	CAR	01	DRVR	NONE	46	F	OR-Y	000	000	00	00
																						OR<25
00238 CITY	N N N N N	07/09/2013	02	LOWER COL RIVER HY	INTER	3-LEG	N	CLR	ANGL-OTH	01	NONE	0	STRGHT								32	
	TU			SW J.P. WEST RD	CN	STOP SIGN	N	DRY	TURN		PRVTE	N -S								000	00	
	10A			03	0		N	DAY	PDO		PSNGR	CAR	01	DRVR	NONE	55	M	OR-Y	052	000	32	
																						OR<25
										02	NONE	0	TURN-L								015	00
											PRVTE	W -N								000	000	00
											PSNGR	CAR	01	DRVR	NONE	17	M	OR-Y	000	000	00	00
																						OR<25
00146 NONE	N N N	04/28/2011	07	SW J.P. WEST RD	CURVE	N	Y	CLD	ANIMAL	01	NONE	0	STRGHT								035,062,079	12
	TH		80	LOWER COL RIVER HY	W	(NONE)	N	WET	OTH		PRVTE	E -W								000	035,062,079	00
	11A			07			N	DAY	PDO		PSNGR	CAR	01	DRVR	NONE	37	F	OR-Y	000	000	12	12
(02)																						OR<25

CITY OF SCAPPOOSE, COLUMBIA COUNTY

KEYS RD and Intersectional Crashes at KEYS RD, City of Scappoose, Columbia County, 01/01/2011 to 12/31/2015

No Rows to Display

	S	D																		
	P	R	S	W																
	E	A	U	C	O	DATE	CLASS	CITY STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE		A	S	
SER#	E	L	G	H	R	DAY	DIST	FIRST STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM		PRTC	INJ	G E LICNS PED
INVEST	D	C	S	L	K	TIME	FROM	SECOND STREET	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V# TYPE	TO		P# TYPE	SVRTY	E X RES LOC ERROR ACT EVENT CAUSE



FIRE MARSHAL

Columbia River Fire & Rescue / Scappoose Fire District



Date: 10/20/2017

Laurie Oliver

RE:

Land Use Action Referral SB1-16, SLDP1-16, MaV1-16

TMN 3211-DA-00300 (Victoria Estates Subdivision)

Dear Laurie:

I received the Land Use Action Referral regarding the above referenced project. Based on what was submitted, the fire district has a few comments and findings, but we have no objections.

1. Address numbers meeting the addressing standard in the Scappoose Fire Code Guide that was adopted by Ordinance will be required.
2. The fire Hydrant on JP West may need to be relocated and will need to be upgraded to the current fire hydrant standard found in the fire code guide. An additional fire hydrant will be required to be located in the area of the center of lot one near the sidewalk or across the street between lots 6 and 7. All fire hydrants shall have Storz style caps on the steamer port.
3. The existing home addressed off of JP West at 32958 will need to be re-addressed and be accessed off of the new road Keys Crest. The existing driveway will be too close to the new entrance.
4. The district is always willing to look at alternatives as long as they are submitted in writing in accordance with what is outlined in the fire code guide.

Should you have any questions about anything else, please do not hesitate to give me a call.

Sincerely,

Jeff Pricher

Division Chief
Fire Marshal (CRF&R / SRFD)
www.ccfiremarshal.com

Laurie Oliver

From: Welter, Lonny <lonny.welter@co.columbia.or.us>
Sent: Friday, October 13, 2017 9:28 AM
To: Laurie Oliver
Cc: Chris Negelspach
Subject: Referral SB1-16, SLDP1-16, MaV1-16

Regarding referral SB1-16, SLDP1-16, MaV1-16, we have reviewed the enclosed application and have no objection to its approval as submitted.

We do want to comment that this development will require an access permit for a new public road access onto JP West Road, and as it is within the City, will be required to be constructed to Scappoose City Standards.

Sincerely,

Lonny Welter
Transportation Planner
Columbia County Road Department

CITY OF SCAPPOOSE

33568 E. COLUMBIA AVE.
SCAPPOOSE, OREGON 97056
(503) 543-7184
FAX: (503) 543-5679

LAND USE ACTION REFERRAL (SB1-16, SLDP1-16, MaV1-16)

Victoria Estates - Subdivision

October 10, 2017

RETURN TO: Laurie Oliver, City Planner, City of Scappoose, 33568 East Columbia Ave, Scappoose, OR, 97056 (FAX 503-543-5679) by Friday, October 20, 2017.

REGARDING: Attached map and preliminary drawings to subdivide Columbia County Assessor Map No. 3211-DA-00300 to create 8 lots, ranging in size from 8,336 sf to 14,090 sf. The applicant also requests approval of a Sensitive Lands Development Permit for the steep slopes on site (SLDP1-16), as well as a Major Variance to the rear setback for the existing home on proposed Lot 1. The property is zoned Low Density Residential (R-1). The site is located east of SW Keys Road and in-between SW JP West Road and SW Key Crest Drive. See attached Vicinity Map. If you have any questions, or require additional information, please contact Laurie Oliver, City Planner, at 503-543-7184. Please indicate below:

1. _____ We have reviewed the enclosed application and have no objection to its approval as submitted.
2. X Please see either our comments (below) or attached letter.
3. _____ We are considering the proposal further, and will have comments to you by _____.
4. _____ Our board must meet to consider this; we will return their comments to you by _____.
5. _____ Please contact our office so we may discuss this.
6. _____ We recommend denial of the application. Please see either our comments (below) or attached letter:

COMMENTS: Utility pole on drawings may need to be relocated for
ADA compliance.

Signed: Blank

Title: Engineering supervisor

Date: 10/16/17

AFFIDAVIT CERTIFYING STEEP SLOPE

Pursuant to Scappoose Municipal Code 17.86.030, this affidavit declares that the applicant has no knowledge that sensitive areas on the development proposal site have been illegally altered, and that the applicant previously has not been found in violation of sensitive area regulations for any property in Columbia County.

DATED this 24 day of Oct., 2017

Applicant: Ann Andreotti

STATE OF OREGON) Dated: 10.24.17

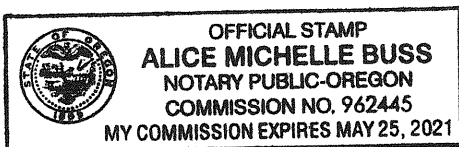
) ss

COUNTY OF Columbia)

Personally appeared the above named Ann Andreotti
and acknowledged the foregoing instrument to be their voluntary act.

Before me:

Alice Michelle Buss
Notary Public for Oregon



My Commission expires: May 25, 2021



11/2/17

Laurie Oliver
City Planner
Scappoose, OR

Dear Laurie,

After reviewing the Proposal for the Victoria Estates Subdivision and meeting with Chris Negelsbach, I wanted to make note of a few items of concern regarding Public Works. I understand that these are preliminary drawings for land use approval and will likely change. The following bulleted items are my general concerns for this design.

- Storm and Sanitary pipe IE's appear to be on conflict
- Incorrect type of pipes being used
- Possible insufficient street drainage
- Concern of Storm runoff onto neighboring properties
- No Storm Water Quality System
- Updated drawings may not be in this packet

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Sukau", written over a horizontal line.

Dave Sukau
Public Works Director