



## SCAPPOOSE PLANNING COMMISSION

Council Chambers at City Hall  
33568 East Columbia Avenue

**Thursday, October 8<sup>th</sup>, 2020 at 7:00 p.m.**

### **1.0 CALL TO ORDER**

### **2.0 ROLL CALL**

### **3.0 APPROVAL OF MINUTES**

#### **3.1 September 10, 2020 meeting minutes**

### **4.0 CITIZEN INPUT**

### **5.0 NEW BUSINESS**

#### **5.1 DOCKET # MoA1-20**

Airpark Development LLC has requested to amend the conditions of approval related to the water infrastructure phasing required for all four phases of the Columbia Airpark East Subdivision. The site is located south and east of the Scappoose Industrial Airport on land described as Columbia County Assessor Map Numbers 3106-00-00200, 3106-00-00504, and 3107-00-00103.

***Format:** Limited Land Use Decision; does not allow verbal testimony during the hearing. Written comments can be accepted if submitted by 5:00 p.m., Wednesday, October 07, 2020.*

### **6.0 COMMUNICATIONS**

#### **6.1 Calendar Check**

#### **6.2 Commissioner Comments**

#### **6.3 Staff Comments**

### **7.0 ADJOURNMENT**

**\*Please note that due to COVID-19 restrictions, this meeting may be held via telephone conference rather than in person. More details will be available one week prior to the hearing date on the City website at <https://www.ci.scappoose.or.us/bc-pc> or by calling City Hall.**

*This is an open meeting and the public is welcome to attend virtually. 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](https://www.ci.scappoose.or.us)**

**SCAPPOOSE PLANNING COMMISSION MINUTES**  
**Thursday, September 10<sup>th</sup>, 2020 at 7:00 p.m.**

Due to COVID-19 Restrictions;

Only a few Planning Commissioners and City staff were in Council Chambers for the meeting to maintain the required social distance.

**1.0 CALL TO ORDER**

Chair Freimuth called the meeting to order at 7:14pm.

*(delayed due to some technical difficulties with the Microsoft Teams Conference Call-in)*

**2.0 ROLL CALL**

Kevin Freimuth	Chair (in-person)	Laurie Oliver	City Planner (in-person)
Scott Jensen	Vice Chair (call-in)	Chris Negelspace	City Engineer (in-person)
Bruce Shoemaker	Commissioner (in-person)	Elizabeth Happala	Office Administrator (in-person)
Rita Bernhard	Commissioner (call-in)		
Reed Kelly	Commissioner (in-person)		
Marisa Jacobs	New Alternate Commissioner (in-person)		
<b>EXCUSED;</b>			
Bill Blank	Commissioner		
Tim Connell	Commissioner		

**AUDIENCE** *(none)*

Applicants: called-into the Microsoft Teams Conference Call Meeting;

Gene Bolante, Studio 3 Architecture

Frank Stock, WDC Construction

**3.0 APPROVAL OF MINUTES**

**3.1 June 11, 2020 meeting minutes**

Chair Freimuth asked for any comments or edits to the minutes, there were none.

**Commissioner Shoemaker moved, and Commissioner Kelly seconded the motion to approve the Planning Commission minutes from June 11, 2020, as presented. Motion Passed 6-0. AYES: Chair Freimuth, Vice Chair Jensen, Commissioner Shoemaker, Commissioner Bernhard, Commissioner Kelly and Alternate Commissioner Jacobs.**

**4.0 CITIZEN INPUT**

*(none)*

**5.0 NEW BUSINESS**

**5.1 2020 PLANNING COMMISSION TEAM AGREEMENT**

Commissioner Shoemaker asked if it changed from last time.

City Planner Oliver replied no.

Chair Freimuth read the Team Agreement, then stated that all the Commissioners will sign the one document.

**5.2 DOCKET # SDR1-20**

S2 PDX LLC has requested approval of an application for Site Development Review to allow for the construction of an 80-unit apartment complex, to be constructed with (2) 40-unit buildings and associated site amenities. The site is located on the west side of SE 2<sup>nd</sup> Street, between Havlik

Drive and SE Frederick Street, on property described as Columbia County Assessor Map # 3213-AC-03500.

***Format:*** *Limited Land Use Decision; does not allow verbal testimony during the hearing. Written comments could be accepted if submitted by 5:00 p.m., Wednesday, September 09, 2020.*

Chair Freimuth read the order of the hearing and asked for any ex-parte contacts or conflicts of interest. Since there were none, he then called for the staff report.

Before beginning with the staff report, City Planner Oliver Joseph checked with Commissioners on the conference line to ensure they could hear her; Commissioners Bernhard & Jensen agreed. She then asked the Chair if he could confirm that the applicants have joined the Microsoft Teams conference call meeting or are waiting to be accepted.

Chair Freimuth replied that it shows the Applicant Gene Bolante has joined the on-line conference call meeting; Gene verified verbally.

City Planner Oliver then introduced and welcomed our new Planning Commissioner Alternate, Marisa Jacobs. She also stated that Commissioner Jacobs would be participating in the voting tonight as we have a couple of excused Commissioners.

City Planner Oliver then went over the staff report, findings, and staff recommendation with the conditions of approval, asking everyone to turn to page 32 of the packet to state that staff does provided a recommendation of approval with 20 conditions of approval, not 26 as the numbering was off. Adding that most of the conditions are boilerplate and similar to our other site development review conditions, while some are specific and based on comments that were submitted. She stated that she is happy to answer any Commissioner questions before we hand it over to the applicant, although first asked if everyone one the conference call could hear her and if applicants were on the conference call.

Commissioner Bernhard said she could.

Applicant Frank Stock confirmed he was present.

Commissioner Kelly asked about the transportation comment related to the intersection of Havlik, being reasonable by the City or ODOT.

City Planner Oliver Joseph stated that it was ODOT's comment, adding that its under ODOT's jurisdiction. Stating that when the Transportation System Plan (TSP) was adopted, the only way to accommodate the traffic through town and meet ODOT's adopted mobility targets was to widen the highway, more that it has been already. Due to the constraints of the railroad on one said and historic buildings on the other side (and the public not wanting to widen the Hwy which would require removing businesses on the west side of the Hwy), it was determined that the City could not meet ODOT's mobility targets, so the TSP recommended that new alternative mobility targets be established on Hwy 30 throughout Scappoose, which was completed by ODOT this year.

Since there were no other Commissioner questions Chair Freimuth asked if the applicants if they would like to begin their presentation.

Applicant Gene Bolante, with Studio 3, stated that he is speaking on behalf of the developer, who is excited about the project and providing the City with more housing options. He stated they looked at the conditions of approval that staff came up with, and they do not have any issues with any of them, then asked if any Commissioners had any questions for him.

Commissioner Kelly asked about the measures they are thinking of to mitigate the noise from the nearby railroad tracks.

Applicant Gene Bolante with Studio 3 stated that City Planner Oliver Joseph had brought that up and they have been looking at different options that they have done on other projects, like buffering the exterior wall that faces the tracks and will look at some options.

Commissioner Kelly asked if they had retained an acoustical consultant.

Applicant Gene Bolante with Studio 3 replied that he has not, although has worked with one in the past.

Commissioner Kelly stated that it is worrisome as it is an active line that comes through town early in the morning with the requirement of sounding their horn four times as they are coming and going through the intersections. Adding that he has stayed in hotels next to train tracks and lived near one, and that he would like them to pay special attention to it.

Applicant Gene Bolante with Studio 3 agreed.

Chair Freimuth asked Commissioners on the phone if they had any questions.

Commissioner Jensen stated he had the same concerns about the proximity of the railroad, which has been covered. Then he asked if the developer would also be the operator of the site.

Frank Stock, WDC Construction, replied that they would be the property manager also, as they do with their other projects.

Commissioner Bernhard thanked City Planner Oliver Joseph for a great report, that makes their job easier.

Commissioner Shoemaker asked City Planner Oliver Joseph if the comments in the paper were correct about the City being responsible for the maintenance of the Peace Candle, adding that the signage on the candle would be facing the wrong direction since the plans show a 3-story apartment building which would be 33 feet in height and the candle standing 50' the signage would need to be adjusted.

City Planner Oliver Joseph agreed, adding that prior to building finals the City would bring the candle up to a more pleasing look. Adding that the City has budgeted for a new paint job, new signage, new lighting, and new electrical to help bring it up to standards so there would be less maintenance required moving forward. She also stated the applicant has been really good to work with on this matter.

*Hearing closed by Chair Freimuth for Planning Commission discussions.*

Commissioner Shoemaker thanked City Planner Oliver Joseph for the great staff report and knows the City needs the housing, although he forgot to ask the applicant about affordability or rental prices, he assumes it will be market rent.

Chair Freimuth added that he did not see any language about it being low income housing.

Commissioner Bernhard agreed that the City does need the housing and knows we are short on availability here.

Chair Freimuth also agreed, especially for the kids that will be going to the new PCC campus.

Commissioner Shoemaker added that for location wise its excellent and close to all the stores.

Chair Freimuth agreed, then called for a motion.

**Vice Chair Jensen moved, to recommend approval of SDR1-20 with the conditions of approval provided in the staff report. Commissioner Bernard seconded the motion.**

**Motion Passed 6-0. AYES: Chair Freimuth, Vice Chair Jensen, Commissioner Shoemaker, Commissioner Bernhard, Commissioner Kelly and Alternate Commissioner Jacobs.**

**6.0 COMMUNICATIONS**

**6.1 Calendar Check**

Chair Freimuth went over the September and October calendar.

Commissioner Shoemaker added if Commissioner Blank were here, he would mention that the Farmers Market has been extended to the end of September now.

City Planner Oliver Joseph agreed, as she heard that also. Then added that we will have Planning Commission on October 8<sup>th</sup> for a Modification of Approval for the East Airport Subdivision.

**6.2 Commissioner Comments**

Chair Freimuth asked for updates on the apartments on NW 1<sup>st</sup> St.

City Engineer Negelspach replied that he is waiting on updated plans to review.

Chair Freimuth thanked City Planner Oliver Joseph for a great staff report.

**6.3 Staff Comments**

City Planner Oliver Joseph gave updates on current projects; PCC should be done in the next 90 days, Devinaire hangar is under construction, Starbucks should open soon as they just need their final inspection, and she received a new subdivision application for Dutch Canyon Estates Phase 4, with 33 lots, just south of Callahan Rd.

City Engineer Negelspach added that the east airport project is working past the new roadway, although it's not visible yet, and that they just completed the mass grading and have submitted plans for all the utilities for Phases 3 and 4. Then they will start doing all the utility work.

Chair Freimuth asked if Devinaire was the one that had to get creative with their fire suppression.

City Planner Oliver Joseph agreed.

Commissioner Shoemaker asked about any groundbreaking on Maple St. cottages.

City Planner Oliver Joseph stated their construction plans have been submitted and are in review, but no groundbreaking yet.

**7.0 ADJOURNMENT**

Chair Freimuth adjourned the meeting at 7:56 p.m.

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Chair Kevin Freimuth

Attest:

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Elizabeth Happala, Office Administrator

October 1, 2020

MoA1-20 (SB1-17)*Columbia Airpark East Subdivision (SB1-17) – Modification of Approval***CITY OF SCAPPOOSE STAFF REPORT**

- Request:** Approval of an application for Modification of Approval for Columbia Airpark East Subdivision (SB1-17), approved by the Planning Commission on October 12, 2017.
- Location:** The site is located south and east of the Scappoose Industrial Airport on property described as Columbia County Assessor Map Numbers: 3106-00-00200, 3106-00-00504, and 3107-00-00103. See attached Vicinity Map (**Exhibit 1**).
- Applicant:** Otak, Inc.
- Owner(s):** Airpark Development, LLC

**EXHIBITS**

1. Vicinity Map (pg. 20)
2. Application and Narrative (pg. 21)
3. Proposed Revised Conditions of Approval (pg. 50)
4. Email from Keith Buisman, Otak, regarding calculation of net developable acreage in Phases 1 and 2, dated September 24, 2020 (pg. 54)
5. Phasing Exhibit and Revised Tentative Plat (pg. 55)

**SUBJECT SITE**

- The subject site consists of 3 legal lots of record, totaling approximately 334 acres, located directly east and south of the Scappoose Industrial Airpark, on property described as Columbia County Assessor Map Numbers: 3106-00-00200, 3106-00-00504, and 3107-00-00103.
- The western boundary of the site abuts the Scappoose Industrial Airpark. The northern boundary of the site abuts property adjacent to Ring-a-Ring Road. The eastern boundary of the site is also the eastern terminus of the Urban Growth Boundary and is adjacent to County land zoned PA-80. The southern boundary abuts the Crown Zellerbach Trail, a City owned parcel of land.
- According to the Flood Insurance Rate Map (FIRM) 41009C0463D, a portion of the property lies within the 100-year floodplain protected by the dike (Zone X, which is not regulated by the City of Scappoose's Floodplain Ordinance), and a portion (within the approximately 14 acres zoned Public Lands – Recreation) lies within the 100-year floodplain. According to the Scappoose Local Wetlands Inventory Map there are several identified wetlands in the southern portion of the site, to the south and south east of the runway.

*Columbia Airpark East Subdivision (SB1-17) – Modification of Approval*

- The site is primarily zoned Public Use Airport (PUA), with approximately 14 acres zoned Public Lands-Recreation (PL-R). The majority of the site is subject to the East Airport Employment overlay as governed by Chapter 17.74 - Airport Employment Overlay Zones.
- The Columbia Airpark East Subdivision (local file # SB1-17) was approved as a Phased Subdivision, with a total of 4 Phases. Construction of the infrastructure for Phases 1 and 2 is nearly complete and the grading for Phases 3 and 4 was recently completed. The construction documents for the infrastructure for Phases 3 and 4 are currently under City review.

**OBSERVATIONS****SUMMARY OF APPLICATION**

- The applicant is requesting Modification of Approval to the Planning Commission's October 12, 2017 approval of the Columbia Airpark East Subdivision. Specifically, the applicant desires to modify the conditions of approval related to the requirement that they provide a 233 gpm (gallons per minute) municipal water well prior to recording the final plat for Phase 1 of the subdivision. The requirement to provide a 233 gpm municipal well was initially made a condition of annexation approval (Local land use file # ANX1-16/ZC2-16) for the lands that are the subject of this application. This request is classified as a major modification and requires the approval of the Planning Commission. The requested revisions are attached as **Exhibit 3**.
- As stated in the narrative (**Exhibit 2**), the applicant is requesting the revisions in order to provide greater flexibility and proportionality for the provision of water supply and associated construction of water supply facilities for each phase of the subdivision.
- The requested revisions to the conditions of approval do not change the requirement to provide a total of 233 gpm over the 4 Phases, but it does change the requirement for the full 233 gpm to be provided prior to recording the Phase 1 final plat and instead divides up the gpm requirement per phase, based on the developable acreage in each phase.
- The applicant has begun construction of the first well for the subdivision and the initial estimates for production are around 140 gpm; however, the actual production of the well will be less than 140 gpm and will not be determined or finalized until the City has operated this new well in conjunction with the existing wells at the Miller Road Water Treatment Plant (WTP) to see how they influence each other, as they are all within the same aquifer.
- The applicant also requests minor revisions to the tentative plat, which would be reviewed by staff as part of the final plat approval for each of the Phases.



*Columbia Airpark East Subdivision (SB1-17) – Modification of Approval***APPROVED SUBDIVISION**

- The Columbia Airpark East Subdivision (SB1-17) approved by the Planning Commission on October 12, 2017, would create 17-lots, 16 of which would be within the Public Use Airport (PUA) zone and 1 within the Public Lands-Recreation (PL-R) zone. As approved, Lots 1-16<sup>1</sup> would be privately held for development while Lot 17 would be developed in the future as a public park.
- The subdivision would be served by the eastward extension of Crown Zellerbach Road (east of its current terminus at West Lane Road), a portion of which would be constructed outside the subdivisions boundaries and require dedication of right-of-way from abutting parcels. Crown Zellerbach Road would extend eastward into a new north-south street that would connect to Moore Road at the north end of the airport. Both of these roadways would be collector streets.
- Three additional roadways with cul-de-sacs are provided to access the internal parcels. A private access easement is proposed from the western terminus of the southern cul-de-sac street to provide access to Port-owned property that would otherwise be land locked.
- The new eastern extension of Crown Zellerbach Road would primarily be located north of the existing Crown Zellerbach Trail. Consistent with the Transportation System Plan, Crown Zellerbach Road would be connected to Miller Road but no vehicle connections are proposed between Crown Zellerbach Road and North Road or Bird Road. As required by the Conditions of Approval for Phase 1 of SB1-17, the applicant has already constructed the required parking lot, restrooms, and amenities off of Crown Zellerbach Road between North Road and West Lane Road to allow access to the Crown Zellerbach Trail. This parking lot has since been named the Trtek Trailhead.
- Lot sizes would range from approximately 3 acres to approximately 59 acres to serve a range of uses, consistent with the Conceptual Master Plan approved in conjunction with the annexation of this land (ANX1-16/ZC2-16).
- The subdivision requires installation of municipal water and sewer facilities including a new municipal well, water mains, sewer mains, and sewer pump stations, as outlined in the plan set and described in **Exhibit 13** of the original Planning Commission staff report<sup>2</sup>. The proposed improvements are generally in accordance with those anticipated with the Conceptual Master Plan approved in conjunction with the annexation of this property. The Conditions of Approval for SB1-17 required installation of applicable infrastructure in conjunction with each proposed phase so that adequate utilities are in place when needed to serve each phase.

<sup>1</sup> The lot numbers as originally approved in SB1-17 will vary under final plat approval. See **Table A** in the applicant's narrative (**Exhibit 2**) for an explanation of the tentative plat lot numbers vs. the final plat lot numbers.

<sup>2</sup> The SB1-17 Planning Commission staff report packet, including all exhibits, can be viewed online at [https://www.ci.scappoose.or.us/sites/default/files/fileattachments/planning/meeting/packets/6501/9-21-17\\_full\\_planning\\_commission\\_packet\\_336\\_pages\\_reduced.pdf](https://www.ci.scappoose.or.us/sites/default/files/fileattachments/planning/meeting/packets/6501/9-21-17_full_planning_commission_packet_336_pages_reduced.pdf). Note: The October 12, 2017 hearing was the date that the Planning Commission issued their final decision on SB1-17; however, that was a continuation of the September 21, 2017 hearing – which is the date that the full staff report was available online.



*Columbia Airpark East Subdivision (SB1-17) – Modification of Approval*

**PUBLIC & PRIVATE AGENCIES AND PUBLIC NOTICE**

- The City of Scappoose City Manager, Engineering, Building, Public Works, and Police Departments; Scappoose Rural Fire District; and Port of Columbia County have been provided an opportunity to review the proposal. As of the date of this report, no comments in opposition to the request have been received.
- Notice of this request was mailed to property owners located within 200 feet of the subject site and those abutting proposed off-site improvements on September 24, 2020. Notice was also posted on the property on September 10, 2020 and published in the local newspaper on September 25, 2020. As of the date of this report, staff has received no written comments from the public.

**FINDINGS OF FACT**

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

*Chapter 17.69 PUA-PUBLIC USE AIRPORT*

*17.69.020 Conformance with public use airport safety and compatibility overlay.* All uses, activities, facilities and structures allowed in the public use airport (PUA) zone shall comply with the requirements of the Public Use Airport Safety and Compatibility Overlay (Chapter 17.88). In the event of a conflict between the requirements of this zone and those of the public use airport safety and compatibility overlay, the requirements of the overlay shall control.

*17.69.040 Permitted uses.* The following uses and activities are permitted outright in the PUA zone:

[...]

*F. Flight instruction, including activities, facilities, and accessory structures located at airport sites that provide education and training directly related to aeronautical activities. Flight instruction includes ground training and aeronautic skills training, but does not include schools for flight attendants, ticket agents or similar personnel;*

*G. Aircraft service, maintenance and training, including activities, facilities and accessory structures provided to teach aircraft service and maintenance skills and to maintain, service, refuel or repair aircraft or aircraft components. "Aircraft service, maintenance and training" includes the construction and assembly of aircraft and aircraft components for personal use, but does not include activities, structures or facilities for the manufacturing of aircraft or aircraft-related products for sale to the public;*

[...]

*I. Aircraft sales and the sale of aeronautic equipment and supplies, including activities, facilities and accessory structures for the storage, display, demonstration and sales of aircraft and aeronautic equipment and supplies to the public but not including activities, facilities or structures for the manufacturing of aircraft or aircraft-related products for sale to the public;*

[...]

*Columbia Airpark East Subdivision (SBI-17) – Modification of Approval*

- L. Manufacturing, assembly, processing, packaging, testing, treatment, repair, or distribution of aircraft or aircraft related components or products for sale to the public; and*
- M. Other airport compatible light industrial uses.*

**Finding:** No uses are proposed as part of this application. A variety of airport-compatible uses are permitted in the Public Use Airport zoning district, some of which are listed above. Future development proposals would be reviewed for consistency with the permitted uses in the proposed zone. The parcels are also subject to conformance with the Public Use Airport Safety and Compatibility Overlay (AO) and the East Airport Employment (EAE) Overlay, which allows additional uses, as discussed later in the report. Section 17.69.020 and 17.69.040 are satisfied.

*17.69.070 Dimensional requirements and development standards.*

- A. Lot Size. There is no minimum lot size in the PUA zone.*
- B. Setbacks. No front, side or rear yard setbacks except on lots abutting a residential district, where the minimum setback is fifty feet on the side abutting or facing the residential district.*
- C. Screening. All outside storage areas require buffering and screening as defined in Chapter 17.100 (Landscaping) of the Scappoose Development Code.*
- D. Uses shall be developed and located in a manner consistent with the most recent federally approved airport layout plan, the current Scappoose Industrial Airpark Airport Master Plan.*
- E. Additional requirements shall include any applicable section of this title.*

**Finding:** There is no minimum lot size in the PUA Zone. However, Chapter 17.74 requires the development of an approved Conceptual Master Plan (which was approved as part of the annexation for these lands and was processed under local file number ANX1-16/ZC2-16) that provides for numerous sites sized to meet the needs expressed by the Scappoose Employment Opportunities Analysis (EOA) within the East Airport Employment (EAE) overlay zones. The standards of Chapter 17.74 are addressed below.

The Port of St. Helens adopted an updated Scappoose Industrial Airpark Master Plan in 2016. The site is being developed in a manner consistent with the 2016 Scappoose Industrial Airport Master Plan. The City of Scappoose Public Use Airport Safety and Compatibility Overlay (Chapter 17.88) was based on the Oregon Department of Aviation's model Public Use Airport Safety and Compatibility Overlay for an airport with instrument approaches. Per the Airport Master Plan, by enacting this overlay zone, the City has appropriately addressed the land uses that are within its jurisdiction in the vicinity of the airport. Compliance with the standards of Chapter 17.69 confirms consistency with the Airport Master Plan. Section 17.69.070 is satisfied.

*Chapter 17.74 AE AIRPORT EMPLOYMENT OVERLAY ZONES*

*17.74.030 Overlay zones and applicability.* *The three Airport Employment Overlay Zones shall apply to selected parcels in city limits in the vicinity of the Scappoose Industrial Airpark as illustrated on the Airport Employment Overlay Zones map (Figure 17.74.1). Upon*

*Columbia Airpark East Subdivision (SB1-17) – Modification of Approval*

*annexation, the area annexed shall be automatically subject to the applicable Overlay Zones illustrated in Figure 17.74.1.*

- A. The Airport Employment Overlay Zones supplement the Public Use Airport (PUA) base zone that applies to land within the Airport Employment (AE) plan designation. In the event of a conflict between the requirements of the PUA zone and those of the Airport Employment Overlay Zones, the requirements of the overlay shall control.*
- B. The Airport Industrial Park (AIP) overlay zone allows industrial uses targeted in the EOA.*
- C. The Airport Business Park (ABP) overlay zone allows a mix of targeted light industrial, commercial service and office, and supporting lodging and restaurant uses targeted in the EOA.*
- D. The East Airport Employment (EAE) overlay zone protects large industrial and institutional sites identified in the EOA.*

**Finding:** The proposed subdivision is located within the EAE overlay zone.

*17.74.040 Conformance with Public Use Airport Safety and Compatibility Overlay Zone.*

*All uses, activities, facilities and structures allowed in the Airport Employment Overlay Zones shall comply with the requirements of the Public Use Airport Safety and Compatibility Overlay (AO) Zone, Chapter 17.88. In the event of a conflict between the requirements of Airport Employment Overlay Zones and those of the Public Use Airport Safety and Compatibility Overlay (AO) Zone, the requirements of the AO overlay shall control.*

**Finding:** The standards of Chapter 17.88 are addressed below. In the event of a conflict between the standards of Chapters 17.74 and 17.88, the requirements of Chapter 17.88 shall control. Section 17.74.040 is satisfied.

*17.74.050 Permitted uses*

*All uses and activities permitted outright in the PUA zone as specified in Section 17.69.040 shall be permitted outright in the Airport Employment Overlay Zones. Table 17.74.1 describes additional use categories that are permitted or subject to specific standards in each of the following overlay zones:*

- A. Airport Industrial Park (AIP) overlay zone;*
- B. Airport Business Park (ABP) overlay zone;*
- C. East Airport Employment (EAE) overlay zone.*

**Finding:** No land uses are proposed at this time. However, as the applicant has pointed out in the narrative (**Exhibit 2**) the intended future uses of manufacturing and temporary agriculture are permitted outright in the EAE overlay zone. Section 17.74.050 is satisfied.

*17.74.080 Conceptual Master Plan requirements for large sites.*

*Sites with a combined area of more than four acres under common ownership shall receive Planning Commission approval of a conceptual master plan (CMP) prior to annexation (Chapter 17.136) or zone change (Chapter 17.22) approval within any of the Airport Employment Overlay Zones. The CMP is not intended to serve as a binding site plan, but*

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*rather provides overall guidance regarding future configurations of open space, public facilities, streets, taxiways and lots within the overlay district.*  
[...]

**Finding:** A CMP (Conceptual Master Plan) for the subject site was approved by the Scappoose City Council on January 23, 2017. Section 17.74.080 is satisfied.

*17.74.090 Dimensional requirements and development standards.*

*The dimensional requirements and development standards within the Airport Employment Overlay Zones shall be in accordance with the standards for the PUA zone as specified in Section 17.69.070.*

**Finding:** Section 17.69.070 states that there are no minimum lot size standards in the PUA zone and the minimum lot size standards of this section apply. The EAE specifies that the CMP must show how two large sites (~50 acres) and two medium sites (~ 20-30 acres) will be retained in conformance with the industrial and campus site needs identified in the Economic Opportunities Analysis (EOA). SB1-17 has proposed two large sites of ~59.23 acres and 49.96 acres within the preliminary plat, as well as 4 medium sites of ~ 20 - 22 acres. There are no minimum setback requirements unless the site abuts a residential zone. Setbacks will be reviewed at the time of a future development proposal. Section 17.74.090 is satisfied.

*Chapter 17.79 PUBLIC LANDS- RECREATION*

*17.79.030 Permitted uses.*

*In the PL-R zone, only the following uses and their accessory uses are permitted outright, and are subject to the provisions of Chapter 17.120, Site Development Review:*

- A. Public recreation facilities including neighborhood and community parks, park plazas, multi-use trails with associated trail access points and trailheads, campgrounds and other similar uses;*
- B. Public support Facilities.*

**Finding:** It is anticipated that the parcel zoned PL-R would be developed in the future as a public park, in conformance with this chapter of the development code. At the time development is proposed, it will be subject to Chapter 17.120 – Site Development Review. Section 17.79.030 is satisfied.

*17.79.040 Dimensional requirements.*

*Due to the unique nature of the public uses allowed within the PL-R zone, no designated minimum lot size, minimum yard requirements, minimum building height or maximum lot coverage exist. Minimum lot size, lot coverage, building height and yard requirements shall be determined on a case by case basis by the planning commission as provided for within the provisions of Chapter 17.120.*

**Finding:** The proposed subdivision contains an approximately 14-acre site (Lot 17, as originally approved under SB1-17) in the southeast corner of the property that is zoned PL-R.

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The purpose of the site is to provide opportunities for public recreation. As noted in the narrative (**Exhibit 2**) the existing natural setting, wildlife habitat and presence of wetlands on some of the site will guide the design of the future park. No development is proposed as part of this application. Section 17.79.040 is satisfied.

**CHAPTER 17.150 LAND DIVISION – SUBDIVISION****17.150.030 Administration and approval process.**

[...]

*E. The planning commission shall approve, approve with conditions, or deny any application for tentative plan. The planning commission shall apply the standards set forth in Section 17.150.060 when reviewing an application for a subdivision.*

*F. An applicant may request approval of a modification to an approved tentative plan prior to final plat approval by:*

*1. Submitting an application for modification of approval and providing the planning services manager with a reproducible copy of a revised tentative plan or illustration of the proposed modification accompanied by a written narrative detailing the rationale for the proposed modification;*

*2. The planning services manager shall determine whether the proposed change is a major or minor modification. Generally, any modification that alters the tentative plan by more than ten percent in regard to the proposed number of lots, or makes significant language changes within conditions of approval, shall be considered a major modification, and is subject to the administration and approval process detailed within this section; the approval authority shall be the planning commission. A minor modification shall be approved, approved with conditions or denied following the planning services manager's review based on findings that:*

- a. No title provisions will be violated; and*
- b. The modification is not a major modification.*

**Finding:** The Planning Commission approved the tentative plat for the Columbia Airpark East Subdivision with Conditions of Approval on October 12, 2017. The request to modify the conditions of approval related to the phasing of water supply and infrastructure is considered a major modification, and the Planning Commission is the appropriate review body. The proposed revisions to the conditions of approval are attached as **Exhibit 3**.

As proposed, the revised conditions of approval would still provide the required water supply of 233 gpm over the four phases of the subdivision and would allow the applicant to record the Phase 1 and 2 plats sooner. This will allow lots to be sold and developed sooner than if the applicant had to drill and construct a second well prior to recording the Phase 1 plat, as the current conditions of approval require.

The applicant has included a slightly revised tentative plat in the application materials (see **Exhibit 2**). As stated in the narrative (**Exhibit 2**), the revised tentative plat includes the following modifications to the previously approved tentative plat:

- Modification of Lots 10 – 12 (currently shown as Lots 2 – 4) to have Lot 12 align with the avigation easement.



*Columbia Airpark East Subdivision (SB1-17) – Modification of Approval*

- East of Miller Road, renaming Crown Zellerbach Road to Commerce Drive and renaming the southernmost cul-de-sac street, Aviation Court.
- Minor changes to the geometry of both Crown Zellerbach Road and Commerce Drive to ensure compliance with the 35-mph design standard.

No application for final plat approval has been requested at this time. Once the applicant has submitted for final plat approval, staff will review it for conformance with the conditions of approval. Section 17.150.030 is satisfied.

**CHAPTER 17.154 STREET AND UTILITY IMPROVEMENT STANDARDS\***

\*Only the findings related to the water system will be addressed since this is the only requested revision to the conditions of approval.

*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 provided a Water Master Plan study with their SB1-17 application (included in the original SB1-17 Planning Commission staff report as Exhibit 13). The applicant used this Water Master Plan, its updates, and the Scappoose UGB Infrastructure Report to design the water provisions and facilities on the site. The UGB Infrastructure Report stressed the future need for water and its storage in the area encumbered by the subject site. As part of the annexation (ANX1-16/ZC2-16) approval for these lands, the applicant was conditioned to provide a municipal water well that provides 233 gpm, to serve the subdivision. An analysis of water needed to serve the subject site was documented in a memo prepared by the City Engineer, dated December 7, 2016, and was included in the Planning Commission staff report for ANX1-16/ZC2-16<sup>3</sup>, as Exhibit 17.

While the total site size is ~334 acres, the net developable acreage which the gpm requirement is based on is less, since the applicant has excluded from the net developable acreage road right of way, wetland areas and the 14-acre park parcel which will be dedicated to the City. The applicant has provided a description of the calculation of the net developable acreage for Phases 1 and 2 in an email dated September 24, 2020, included as **Exhibit 4**.

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<sup>3</sup> The full Planning Commission packet for ANX1-16/ZC2-16 can be found online at [https://www.ci.scappoose.or.us/sites/default/files/fileattachments/planning/page/2791/pc\\_packet\\_12-29-16\\_anx1-16\\_cpta2-16\\_dcta1-16\\_fixed\\_maps.pdf](https://www.ci.scappoose.or.us/sites/default/files/fileattachments/planning/page/2791/pc_packet_12-29-16_anx1-16_cpta2-16_dcta1-16_fixed_maps.pdf).

*Columbia Airpark East Subdivision (SB1-17) – Modification of Approval*

For Phases 3 and 4, the only deductions are for road right of way, since there are not wetlands or additional parklands to account for.

The applicant originally proposed the provision of one municipal well, plus conveyance to the City's water treatment plant; however, since the first well that the applicant drilled will not meet the required 233 gpm, the applicant has requested to modify the conditions of approval and to instead require the appropriate number of gallons per minute for each Phase of the subdivision, ensuring that the applicant will be able to record the final plat for Phases 1 and 2 sooner than if they had to produce the entire 233 gpm prior to recording Phase 1 plat, as the current conditions of approval require. Staff is supportive of this approach since this will ensure an adequate supply of water will be available based on the developable acreage for each Phase. The proposed revised conditions of approval in **Exhibit 3** do not change the requirement that the applicant provide a cumulative amount of 233 gpm. The applicant will need to drill additional wells to meet this requirement.

At the time of future development, lot owners will be required to pay System Development Charges pursuant to 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. Section 17.154.105 is satisfied.

*Chapter 17.164 PROCEDURES FOR DECISION MAKING—LIMITED LAND USE**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;*

*B. Consideration may also be given to:*

*1) Proof of a substantial change in circumstances; and*

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

**Finding:** The applicant has submitted a Modification of Approval 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



*Columbia Airpark East Subdivision (SB1-17) – Modification of Approval*

deliberation, following the correct procedures. Based on the submitted materials and the findings within the staff report, this application complies with the City's Comprehensive Plan, and with the requirements of Title 17 of the Scappoose Municipal Code. Sections 17.164.110(B) and (C) and 17.164.150 are 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** MoA1-20, subject to the following revised conditions of approval for SB1-17:

**Items struck out are proposed to be deleted and items underlined are proposed to be added.**

**GENERAL:****Retain Condition 1. Add Conditions 2 and 3. Re-number Condition 2. as Condition 4.**

1. This approval authorizes the subdivision of Columbia County Assessor Map Numbers 3107-00-00103, 3106-00-00200, and 3106-00-00504 in four phases to create 17 lots. Approval of a Tentative Plat shall expire twelve (12) months after the date of the notice of decision. 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, and in no case shall the total time for construction of the phased development exceed five years.
2. Under Phases 1 through 4 for Utility Infrastructure Water Improvements, the cumulative amount of gallons per minute (gpm) provided for the 17-lot subdivision shall be 233 gpm, as documented in the findings and required by the conditions of approval for the annexation of this property (local file #ANX1-16, ZC2-16). Production capacity of any constructed well will be measured for 90 days prior to acceptance by the City (performance bond release), at which point a final determination of production (in gpm) will be made by the City. Any constructed well shall be developed so that the full capacity can be utilized.
3. Initial estimates of production capacity for the first well being produced by Airpark is in the range of 140 gpm but may be lower once measured for 90 days and accepted by the City. If the second well produced by Airpark on site does not yield the required combined capacity of 233 gpm, then the applicant shall work with the City, in good faith, to develop the required capacity. No further development would occur until the gpm for each phase have been met.
2. 4. The Improvements Required for Each Phase Shall Be as Follows, and shall be installed and approved prior to final plat approval for that Phase:

**PHASE 1 IMPROVEMENTS**

*Columbia Airpark East Subdivision (SB1-17) – Modification of Approval***UTILITY INFRASTRUCTURE:**Water:***Revise Condition A and retain Conditions B and C:***

A. The applicant shall design and construct ~~one approximate 0.335 MGD (~ 233 GPM) public potable water well and construct a raw water mainline, pump house and applicable appurtenances at a location within the Phase I area to be determined by the City. a public potable water well capable of providing 39.8 gpm (based on 43.48 net developable acres in Phase 1).~~ Capacity of any constructed well is measured at time of construction acceptance by the City. Any additional capacity measured in the well (at the time of acceptance) shall be creditable to future phases of construction. The applicant shall also construct a raw water mainline, pump house and applicable appurtenances at a location agreed upon by the applicant and City, and as approved by the Oregon Water Resources Department. The raw water mainline shall connect to the City water treatment facility at Miller Road. The raw water mainline shall be sized appropriately to accommodate flow from a future well to utilize available treatment capacity at the Miller Road treatment facility. The applicant shall provide the necessary non-exclusive water well utility and access easements, as required.

B. The applicant shall install a new public water mainline in the eastern extension of Crown Zellerbach Road right of way from the Crown Zellerbach and West Lane Road intersection to the subdivision Phase I northern boundary. The pipe shall be sized according to the current Water Master Plan or as specified to meet the fire and domestic flow requirements for buildout of all future phases.

C. The applicant shall install a raw water mainline within the eastern extension of Crown Zellerbach Road to serve a future municipal well, beginning from the SE corner of Columbia County Assessor Map Number 3107-00-00104 to the Miller Road Treatment plant property.

**PHASE 2 IMPROVEMENTS****UTILITY INFRASTRUCTURE:**Water:***Revise Condition A.***

A. The applicant shall provide a public potable water well capable of providing 35.7 gpm (based on 41.08 net developable acres in Phase 2) and construct a raw water mainline, pump house and applicable appurtenances at a location agreed upon by the applicant and City, and as approved by the Oregon Water Resources Department. The raw water mainline shall connect to the City water treatment facility at Miller Road and be sized appropriately to accommodate flow from a future well to utilize available treatment capacity at the Miller Road treatment facility. The applicant shall provide the necessary non-exclusive water well utility and access easements, as required. If

*Columbia Airpark East Subdivision (SB1-17) – Modification of Approval*

the potable water well constructed with Phase 1 construction has additional capacity beyond Phase 1 water requirements of 39.8 gpm, then part or all of the additional capacity in Phase 1 can be applied toward water requirements in Phase 2 and subsequent phases. Capacity of any new constructed well is measured at time of construction acceptance by the City. Any additional capacity measured in the well (at the time of acceptance) shall be creditable to future phases of construction. The applicant shall install a water mainline within the eastern extension of Crown Zellerbach Road right of way beginning at the northern boundary of Phase 1, up to the northern boundary of Phase 2. The pipe shall be sized according to the current Water Master Plan, or as specified to meet the fire and domestic flow requirements for buildout of all future phases.

**PHASE 3 IMPROVEMENTS****UTILITY INFRASTRUCTURE:**Water:***Revise Condition A.***

- A. The applicant shall provide a public potable water well capable of providing 52.9 gpm (based on 60.95 net developable acres in Phase 3) and construct a raw water mainline, pump house and applicable appurtenances at a location agreed upon by the applicant and City, and as approved by the Oregon Water Resources Department. The raw water mainline shall connect to the City water treatment facility at Miller Road and be sized appropriately to accommodate flow from a future well to utilize available treatment capacity at the Miller Road treatment facility. The applicant shall provide the necessary non-exclusive water well utility and access easements, as required. If the potable water well constructed with Phase 2 construction has additional capacity beyond Phase 2 water requirements of 35.7 gpm, then part or all of the additional capacity in Phase 2 can be applied toward water requirements in Phase 3 and subsequent phases. Capacity of any new constructed well is measured at time of construction acceptance by the City. Any additional capacity measured in the well (at the time of acceptance) shall be creditable to future phases of construction. The applicant shall install a water mainline within the eastern extension of Crown Zellerbach Road right of way beginning at the northern boundary of Phase 2, up to the northern boundary of Phase 3. The pipe shall be sized according to the current Water Master Plan, or as specified to meet the fire and domestic flow requirements for buildout of all future phases.

**PHASE 4 IMPROVEMENTS****UTILITY INFRASTRUCTURE:**Water:***Revise Condition A.***

- A. The applicant shall provide a public potable water well capable of providing 104.6 gpm (based on 120.51 net developable acres in Phase 4) and construct a raw water mainline, pump house and applicable appurtenances at a location agreed upon by the applicant and City, and as

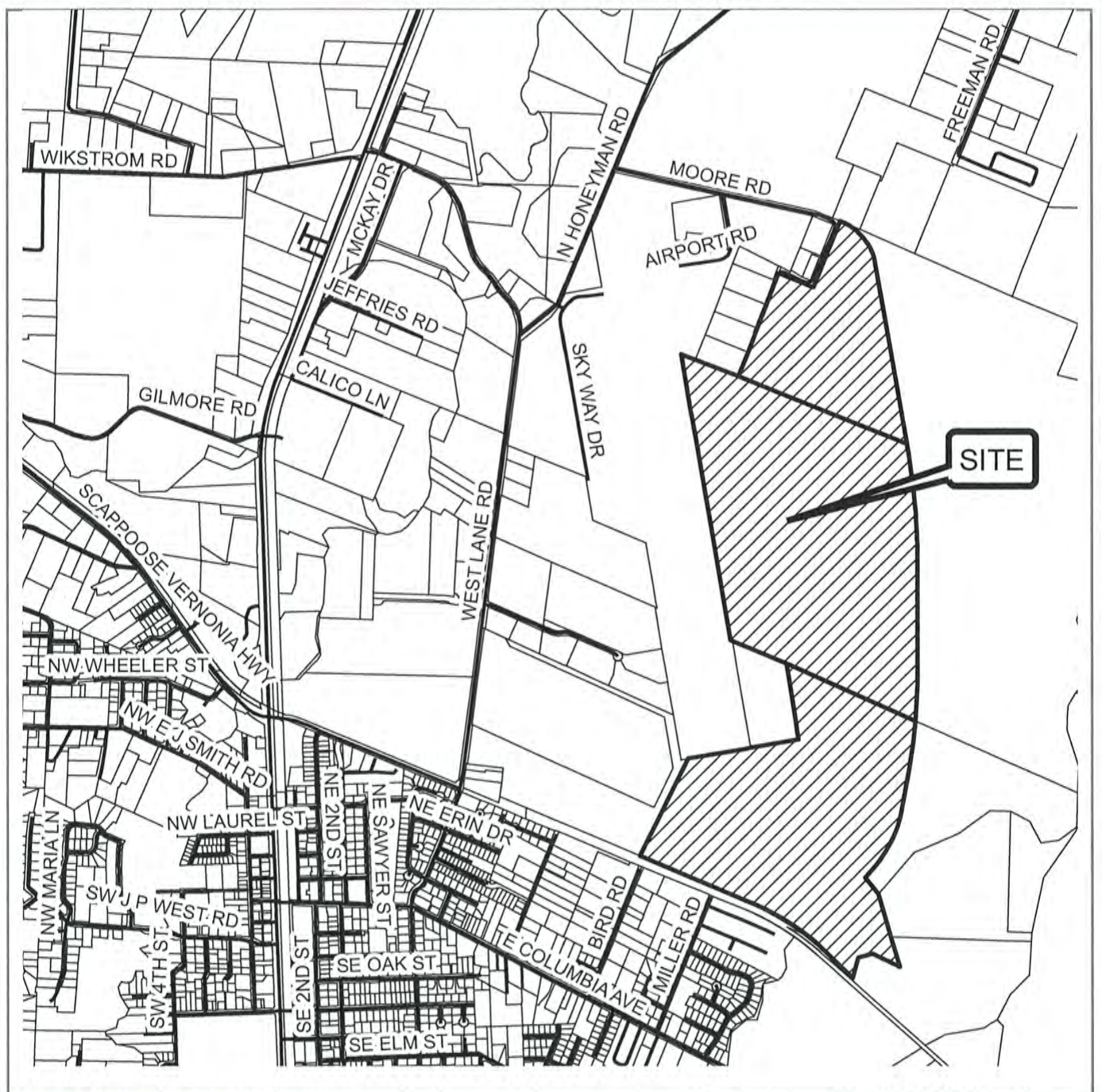
*Columbia Airpark East Subdivision (SB1-17) – Modification of Approval*

approved by the Oregon Water Resources Department. The raw water mainline shall connect to the City water treatment facility at Miller Road and be sized appropriately to accommodate flow from a future well to utilize available treatment capacity at the Miller Road treatment facility, or as otherwise agreed to by the City Manager and applicant. The applicant shall provide the necessary non-exclusive water well utility and access easements, as required. If the potable water well constructed with Phase 3 construction has additional capacity beyond Phase 3 water requirements of 52.9 gpm, then part or all of the additional capacity in Phase 3 can be applied toward water requirements in Phase 4. Capacity of any new constructed well is measured at time of construction acceptance by the City. The applicant shall install a water mainline within the eastern extension of Crown Zellerbach Road right of way beginning at the northern boundary of Phase 3, up to the northern boundary of Phase 4, looping the water line, per the Water Master Plan and as required to meet fire flow and domestic requirements.



# Modification of Approval (MoA1-20) to *Exhibit 1* Columbia Airpark East Subdivision (SB1-17) Vicinity Map

Columbia County Assessor's Map Numbers 3106-00-00200, 3106-00-00504, and 3107-00-00103



Scappoose GIS

## Legend

- Streets
- Taxlots Boundary



0 800 1,600 3,200 Feet



**Scappoose Planning Department**  
 33568 E. Columbia Ave. Scappoose, OR 97056  
 Phone: 503-543-7146 Fax: 503-543-7182  
[www.ci.scappoose.or.us](http://www.ci.scappoose.or.us)

## SUBDIVISION PRELIMINARY PLAT APPLICATION

### \*MODIFICATION OF APPROVAL

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

#### TRACKING INFORMATION (For Office Use Only)

Application Submittal Includes:

☒ 7 Hard Copies Required

☒ Electronic Submittal

☒ Fee \$1,750

File # \_\_\_\_\_ Hearing Date \_\_\_\_\_

#### SITE LOCATION & DESCRIPTION

Tax Map #(s) 3N1W 600, 3N1W 600, 3N1W 700, 3N1W 680, 3N1W 680, 3N1W 680, 3N1W 680 Tax Lot #(s) 504, 200, 103, 100, 1800, 1900, 2000

Frontage Street or Address Proximately east of the Scappoose Industrial Airpark. No roads currently serve the property.

Nearest Cross Street Moore Road on the north and the Crown Zellerbach Road to the southwest

Plan Designation EA & PL Zoning PUA-EAE Overlay & PL-R Site Size 341 ☒ acres ☐ sq. ft.

Dimensions The longest north-south dimension is roughly 8,200 ft. The longest east-west dimension is roughly 2,500 ft.

#### SUMMARY OF REQUEST

Proposed Project Name Columbia Airpark East Industrial Subdivision

Project Type/Narrative Summary: (Provide a brief summary and specify project type: Single Family Residential (SFR), Multi-family Residential (MFR), Commercial (C), Industrial (I)) \_\_\_\_\_

Modification of conditions for Subdivision Tentative Plan SB1-17 (see attached narrative)

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

Is a Variance Requested?

☐ Yes

☒ No

If Yes, identify type of request:

☐ Minor Variance

☐ Major Variance

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

# SUBDIVISION PRELIMINARY PLAT APPLICATION

(CONTINUED)

	SFR Detached	SFR Attached	Multi Family	Commercial/Industrial
No. of Lots:				16
Max. Lot Size (sq. ft.):				2,580,139
Min. Lot Size (sq. ft.):				127,748
Avg. Lot Size:				802,591
Total No. of Units:				n/a

## DETAILED SITE INFORMATION

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

Floodplain Yes, +/- 7 acres Wetlands Yes, 20 acres Significant Natural Resources n/a

Cultural Resources n/a Airport Noise Contours Yes Slopes greater than 20% n/a

Water Provider: ☒ City of Scappoose ☐ Well

Does the site have access to City street(s)? ☐ Yes ☒ No (Please explain): A proposed extension of the Crown-Zellerbach Road will serve the site

Does the site have access to County road(s)? ☐ Yes ☐ No (Please explain): Access will be made by City road.

Are street/road improvements requested or required? ☒ Yes ☐ No (Please explain): New roads are proposed

Are parking restrictions requested? ☐ Yes ☒ No (Please explain which streets are affected): \_\_\_\_\_

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

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

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

Property Owner(s): Name(s) Ed Freeman

Business Name Airpark Development LLC

Mailing Address PO Box 1754 City Lake Oswego State OR Zip 97035

Phone # 503.781.1536 Fax # \_\_\_\_\_ Email Address edfreeman3175@aol.com



## SUBDIVISION PRELIMINARY PLAT

(CONTINUED)

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

3N1W 600 505, 3N1W 800 900

Property Owner(s) Signature(s)  Date: 3-20-20  
(If more than one property owner, please attach additional sheet with names and signatures.)

**Applicant:** Name Kevin Brady

Business Name Otak, Inc.

Mailing Address 808 SW 3rd Ave. Suite 800 City Portland State OR Zip 97204

Phone # 360.906.6423 Fax # \_\_\_\_\_ Email Address kevin.brady@otak.com

Applicant's Signature  Date: 3-20-20

Applicant's interest in property Owner representative

### Additional Project Team Members

**Applicant's Representative:** Contact Name Kevin Brady

Business Name Otak, Inc.

Mailing Address 808 SW 3rd Ave. Suite 800 City Portland State OR Zip 97204

Phone # 360.906.9423 Fax # \_\_\_\_\_ Email Address kevin.brady@otak.com

**Civil Engineer:** Contact Name Keith Buisman

Business Name Otak, Inc.

Mailing Address 808 SW 3rd Ave. Suite 800 City Portland State OR Zip 97204

Phone # 503.415.2375 Fax # \_\_\_\_\_ Email Address \_\_\_\_\_

**Architect:** Contact Name \_\_\_\_\_

Business Name \_\_\_\_\_

Mailing Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone # \_\_\_\_\_ Fax # \_\_\_\_\_ Email Address \_\_\_\_\_

**Landscape Architect:** Contact Name \_\_\_\_\_

Business Name \_\_\_\_\_

Mailing Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone # \_\_\_\_\_ Fax # \_\_\_\_\_ Email Address \_\_\_\_\_



## Columbia Airpark East Industrial Subdivision

Scappoose, OR

Request for  
**Subdivision Preliminary Plat Application –  
Type III Modification of Approval**  
(narrative modified May 7, 2020)

Prepared for:  
Airpark Development LLC  
PO Box 1754  
Lake Oswego, OR 97035

March 31, 2020

Prepared By:  
Otak, Inc.  
808 SW 3<sup>rd</sup> Avenue, Suite 800  
Portland, OR 972014

Project No. 18628



## REQUESTS

**Type III Modification of Approval.** Applicant requests modification of conditions of approval and revisions to the Tentative Plat as a Subdivision Preliminary Plat Approval application. Prior approval known as Subdivision Tentative Plan SB1-17, Columbia Airpark East Industrial Subdivision.

## SITE INFORMATION

SUBJECT PROPERTY: Columbia County Assessor Map # 3106-00-00200, 3106-00-00504, and 3107-00-00103

SITE AREA: 333.7 acres

ZONING DESIGNATION: Public Use Airport (PUA) overlay zoning districts  
East Airport Employment (EAE) overlay zoning district  
Public Lands-Recreation (PL-R) zoning district

## APPLICANT/PROPERTY OWNER

APPLICANT/OWNER: Airpark Development LLC  
Contact: Ed Freeman  
PO Box 1754  
Lake Oswego, OR 97035

## PROJECT DEVELOPMENT TEAM

APPLICANT'S REPRESENTATIVE: Otak, Inc.  
808 Washington Street, Suite 800  
Portland, OR 97204

Contact: Kevin Brady  
505-504-1951  
kevin.brady@otak.com

CIVIL ENGINEER: Contact: Keith Buisman  
503-287-6825  
Keith.buisman@otak.com

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## Appendices

~~Appendix A – Application Form (signed)~~

Appendix B – Revised Conditions of Approval

Appendix C – Revised Tentative Plan

Appendix D – Figure A

## I. Request

The applicant requests a Type III Modification of Approval (Subdivision Preliminary Plat Application). As part of this application, the applicant requests approval of proposed revisions to some of the conditions of approval for the initial Subdivision Preliminary Plat Approval, also known as Subdivision Tentative Plan SB1-17, Columbia Airpark East Industrial Subdivision. The Modification is requested so that specific conditions can be revised as part of the tentative plat approval, with the proposed revisions intending to provide greater flexibility and proportionality for the provision of water supply and associated construction of water supply facility(ies) in each phase of the subdivision, as necessary for associated proposed development. The first well is assumed to produce approximately 140 gallons per minute (gpm), which will not meet the original conditions of approval. Therefore, the applicant proposes to divide up the overall gpm based on the acreage for each phase. The applicant also proposes minor changes to Phases 1 and 2 of the Tentative Plat, as depicted in Appendix C and in Figure A, below.

## II. Project History and Description

The 333.7-acre area shown on the attached vicinity map was brought into the City of Scappoose (City) Urban Growth Boundary (UGB) in 2015. The site lies directly east of the Scappoose Industrial Airport (Port of St. Helens), with the closest access points to the site are through Ring-A-Ring Road on the north and the CZ Trail on the south. The property was annexed to the City of Scappoose on January 17, 2017. At that time of the annexation, urban zoning was applied to the subject properties, with the majority of the site zoned Public Use Airport (PUA) with the East Airport Employment (EAE) Overlay. A portion of the site, to be situated south of the proposed connector road, was designated for Public Use Recreation (PU). Subsequent to annexation, a Conceptual Master Plan (CMP) was approved, demonstrating that the overall property will provide numerous sites for development and support the airport-related job growth described by the City's adopted Employment Opportunities Analysis (EOA).

Finally, a Subdivision Tentative Plan application was reviewed and approved as SB1-17, as well as a Sensitive Lands Development Permit-Wetlands (SLDP1-17). The intent of the subdivision is to make the land available for sale as parcels with a multitude of uses, and which are compatible with the EOA and support the industrial airport. The conditions in SB1-17 are intended to be applied through each phase of the project. The Modification is requested so that specific conditions can be revised as part of the tentative plat approval, with the proposed revisions intending to provide greater flexibility and proportionality for the provision of water supply and associated construction of water supply facility(ies) in each phase of the subdivision, as necessary. The revisions also insure that an overall cumulative amount of water supply is provided, as measured in gallons per minute (gpm).

Therefore, as part of this Modification of Approval application, the applicant is requesting revisions to some of the conditions of approval of SB1-17. Over the past several months, proposed conditions have been mutually reviewed and discussed between the applicant team and City staff, with a final draft of proposed conditions provided in Appendix B. The applicant's team has also prepared the required application, fee, appendices and narrative to demonstrate compliance with applicable criteria and procedures in accord with the City of Scappoose Development Code.

## III. Current Status of Project

The applicant/owner and associated team are moving forward with various elements of the Columbia Airpark East Industrial Subdivision. The following provides an overview of certain elements and associated tasks currently being pursued by the development team for the project:

- Submittal of Type III Modification of Approval application to revise specific conditions of approval related to water supply and facilities, as well as minor revisions to the tentative plan;
- Proposal for lot line adjustment after recording of final plat;



- Lot 1 proposed for dedication to the City (to be noted on final plat);
- Proposed access easement on Lot 6 (to be noted on final plat);
- Storm water facility easement (as separate legal);
- Written notes for Tract A (to be noted on final plat);
- Written note for compliance with Conditions of Approval (to be noted on final plat);
- Exhibit for wetlands and associated buffers (included with final plat);
- Columbia County grading permit;
- As-built documentation is in process

**Revisions to Lot Number and Sizes:**

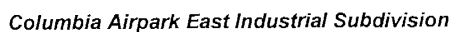
The revised tentative plan as part of this application includes the lot acreages listed in Table A and the proposed plat configuration in Figure A. Table A and Figure A represent the approved lots under SB1-17 and the proposed under this Modification of Approval. The boundary of Tract A is at the northernmost existing legal lot of record affected by Phases 1 and 2.

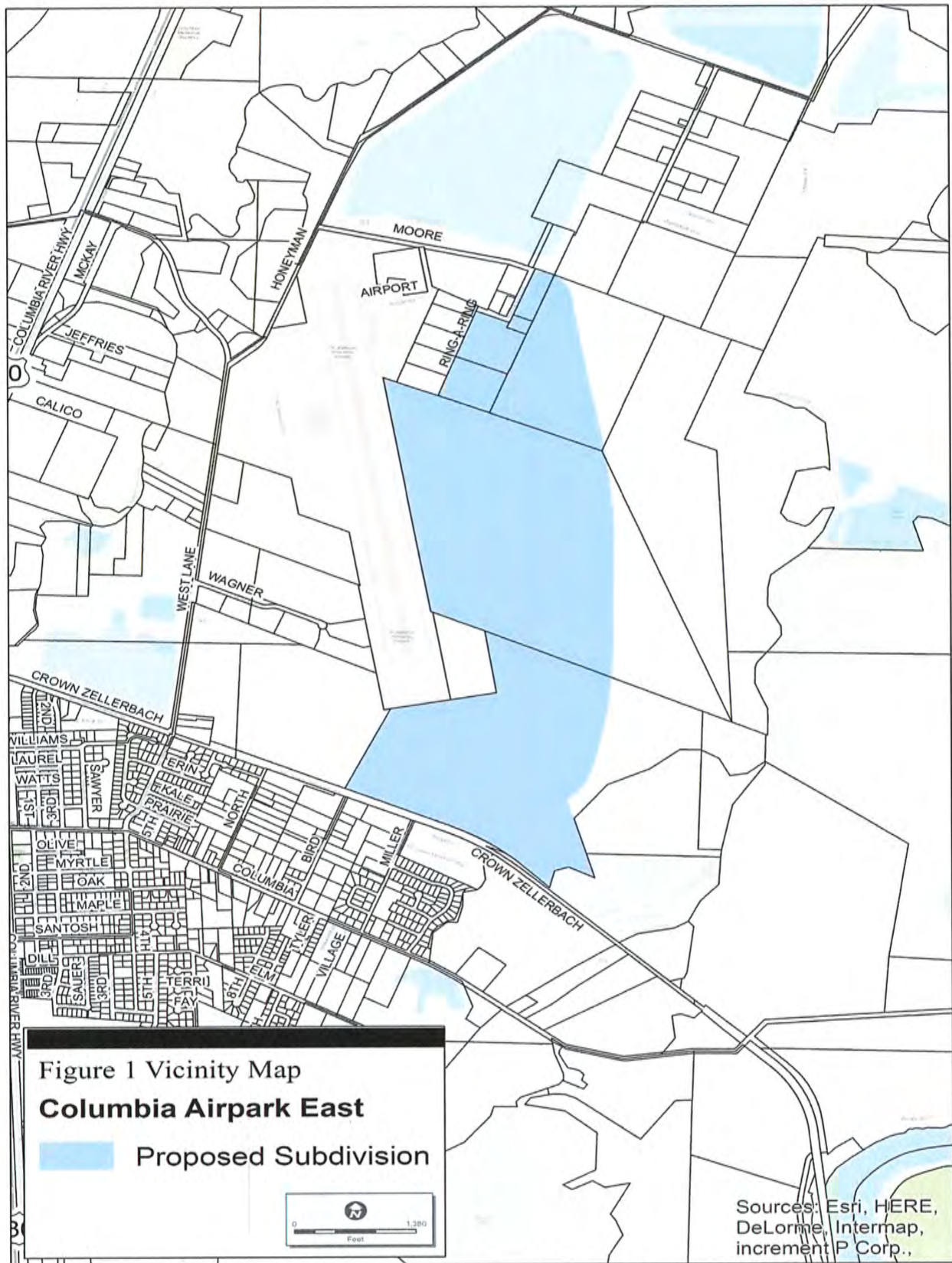
**Table A**

Lot Number (SB1-17)	Approved Acreage	Final Plat Lot Number	Revised Acreage
1	49.96	TBD	No Change
2	2.94	TBD	No Change
3	3.71	TBD	No Change
4	4.68	TBD	No Change
5	5.13	TBD	No Change
6	4.96	TBD	No Change
7	4.90	TBD	No Change
8	4.81	7	4.81
9	4.84	5	4.84
10	21.00	4	24.17
11	20.94	3	27.17
12	49.46	2	40.02
13	17.68	6	17.68
14	23.05	TBD	No Change
15	22.91	TBD	No Change
16	59.22	TBD	No Change
17	14.11	1	14.14



For a larger view, see  
Exhibit 5, Revised Tentative  
Plan





## IV. Compliance with Scappoose Community Development Code

### A. 17.69 – PUA Public Use Airport

#### **17.69.020 Conformance with public use airport safety and compatibility overlay.**

*All uses, activities, facilities and structures allowed in the public use airport (PUA) zone shall comply with the requirements of the Public Use Airport Safety and Compatibility Overlay (Chapter 17.88). In the event of a conflict between the requirements of this zone and those of the public use airport safety and compatibility overlay, the requirements of the overlay shall control.*

#### **17.69.040 Permitted uses. The following uses and activities are permitted outright in the PUA zone:**

- B. Air passenger and air freight services and facilities, at levels consistent with the classification and needs identified in the Oregon Department of Aviation Airport System Plan.*
- K. Agricultural and forestry activities, including activities, facilities and accessory structures that qualify as a "farm use" as defined in ORS 215.203 or "farming practice" as defined in ORS 30.930;*
- L. Manufacturing, assembly, processing, packaging, testing, treatment, repair, or distribution of aircraft or aircraft related components or products for sale to the public; and*
- M. Other airport compatible light industrial uses.*

**Response:** No uses are proposed as part of this application. Future anticipated uses that are envisioned by the approved Conceptual Master Plan (CMP) would likely include light industrial/ manufacturing, research and development education, and agricultural activities that would continue until time of development. With taxi-way access from all sites within the CMP, it is also possible that air freight related business could locate within the proposed subdivision. These are all permitted uses within the PUA zone.

#### **17.69.070 Dimensional requirements and development standards.**

- A. Lot Size. There is no minimum lot size in the PUA zone.*

**Response:** There is no minimum lot size in the PUA Zone. However, Chapter 17.74 proscribed the development of the approved CMP that provides for numerous sites sized to meet needs expressed by the Scappoose Employment Opportunities Analysis (EOA) within the East Airport Employment (EAE) overlay zones. The standards of Chapter 17.74 are addressed below. This standard is met.

- B. Setbacks. No front, side or rear yard setbacks except on lots abutting a residential district, where the minimum setback is fifty feet on the side abutting or facing the residential district*

**Response:** The site does not abut a residential district, and no minimum setbacks are required. This standard is met.

- C. Screening. All outside storage areas require buffering and screening as defined in Chapter 17.100 (Landscaping) of the Scappoose Development Code.*

**Response:** No land uses are proposed at this time, and no outside storage areas are proposed. This criterion is not applicable at this time.

- D. Uses shall be developed and located in a manner consistent with the most recent federally approved airport layout plan, the 2004 Scappoose Industrial Airpark Airport Master Plan (as amended August 9, 2006).*

**Response:** The Port of St. Helens recently adopted an updated Scappoose Industrial Airpark Master Plan. The site is being developed in a manner consistent with both the 2004 and 2015 Scappoose Industrial Airpark Airport Master Plans ("Airport Master Plan"). The City of Scappoose PUA Public Use Airport Safety and Compatibility Overlay (Chapter 17.69) was based on the ODA model Public Use Airport Safety and Compatibility Overlay for an airport with instrument approaches. Per the Airport Master Plan, by enacting this overlay zone, the City has appropriately addressed the land uses that are within its jurisdiction in the vicinity of the airport. Compliance with the standards of Chapter 17.69 confirms consistency with the Airport Master Plan.

In addition, Table 7A of the 2015 Airport Master Plan, "FAA Land Use Compatibility with DNL Guidelines," identifies appropriate uses for the subject site location. While no uses are proposed at this time, the expected future uses, namely manufacturing and agriculture are indicated as a compatible use in this



location so long as noise level reduction measures are incorporated for those uses within the 70 to 80 decibel range. Noise concerns are reduced when the noise level is below 70 Day-Night Average Sound Levels (DNL). The 70 DNL noise contour is almost completely within the existing and proposed airport property boundary, and in most cases noise reduction is not needed.

As described above, this criterion is not applicable at this time, but the intended uses demonstrated through the CMP, would comply with the standards of the PUA overlay and is a compatible airport use. This standard is sufficiently addressed.

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

**Response:** The applicable sections of this title include the following:

- 17.69 – PUA Public Use Airport
- 17.74 – AE Airport Employment Overlay Zones
- 17.79 – Public Lands
- 17.150 – Land Division
- 17.154 – Street and Utility Improvement Standards
- 17.164 – Procedures for Decision Making, Limited Land Use

Each section is addressed below.

## **B. 17.74 – AE Airport Employment Overlay Zones**

*The three Airport Employment Overlay Zones shall apply to selected parcels in the vicinity of the Scappoose Industrial Airpark generally as illustrated on the Airport Employment Potential Future Zoning map (Figure 17.74.1). The precise location of overlay district boundaries will be determined through the zoning map amendment process pursuant to Chapters 17.160 or 17.162 as appropriate.*

- A. The Airport Employment Overlay Zones supplement the Public Use Airport (PUA) base zone that applies to land within the Airport Employment (AE) plan designation. In the event of a conflict between the requirements of the PUA zone and those of the Airport Employment Overlay Zones, the requirements of the overlay shall control.*
- B. The Airport Industrial Park (AIP) overlay zone allows industrial uses targeted in the Scappoose EOA.*
- C. The Airport Business Park (ABP) overlay zone allows a mix of targeted light industrial, commercial service and office, and supporting lodging and restaurant uses targeted in the Scappoose EOA.*
- D. The East Airport Employment (EAE) overlay zone protects large industrial and institutional sites.*

**Response:** The proposed subdivision is located within the AE overlay zone. Accordingly, these standards are applicable.

### **17.74.040 Conformance with Public Use Airport Safety and Compatibility Overlay Zone.**

*All uses, activities, facilities and structures allowed in the Airport Employment Overlay Zones shall comply with the requirements of the Public Use Airport Safety and Compatibility Overlay (AO) Zone, Chapter 17.88. In the event of a conflict between the requirements of Airport Employment Overlay Zones and those of the Public Use Airport Safety and Compatibility Overlay (AO) Zone, the requirements of the AO overlay shall control.*

**Response:** The standards of Chapter 17.88 are addressed below. In the event of a conflict between the standards of Chapters 17.74 and 17.88, the requirements of Chapter 17.74 control. No conflicts have been identified. These standards are met.

### **17.74.050 Permitted uses.**

*All uses and activities permitted outright in the PUA zone as specified in Section 17.69.040 shall be permitted outright in the Airport Employment Overlay Zones. Table 17.74.1 describes additional use categories that are permitted or subject to specific standards in each of the following overlay zones:*

- A. Airport Industrial Park (AIP) overlay zone;*
- B. Airport Business Park (ABP) overlay zone;*
- C. East Airport Employment (EAE) overlay zone.*

**Response:** No uses are proposed at this time. However, the intended future uses of manufacturing and temporary agriculture are permitted outright in the EAE overlay zone.

**17.74.080 Conceptual Master Plan requirements for large sites.**

*Sites with a combined area of more than four acres under common ownership shall receive Planning Commission approval of a conceptual master plan (CMP) prior to annexation (Chapter 17.136) or zone change (Chapter 17.22) approval within any of the Airport Employment Overlay Zones. The CMP is not intended to serve as a binding site plan, but rather provides overall guidance regarding future configurations of open space, public facilities, streets, taxiways and lots within the overlay district.*

**Response:** A CMP for the subject site was approved by the Scappoose City Council on January 23, 2017. Accordingly, the criteria for this section 17.74.080 have been satisfied.

**17.74.090 Dimensional requirements and development standards.**

*The dimensional requirements and development standards within the Airport Employment Overlay Zones shall be in accordance with the standards for the PUA zone as specified in Section 17.69.070.*

**Response:** Section 17.69.070 states that there are no minimum lot size standards in the PUA zone and the minimum lot size standards of this section apply. There are no minimum setback requirements unless the site abuts a residential zone. The site abuts industrially zoned or rural properties and no setbacks are required. These standards are met.

**17.74.100 Environmental performance standards.**

*The Environmental Performance Standards of Chapter 17.90 shall apply to all development in the Airport Employment Overlay Zones.*

**Response:** See the responses to Chapter 17.90 below. These standards are met.

**C. 17.79 – Public Lands – Recreation**

**17.79.030 Permitted uses.**

*In the PL-R zone, only the following uses and their accessory uses are permitted outright, and are subject to the provisions of Chapter 17.120, Site Development Review:*

- A. *Public recreation facilities including neighborhood and community parks, park plazas, multi-use trails with associated trail access points and trailheads, campgrounds and other similar uses;*
- B. *Public support Facilities.*

**Response:** The proposed subdivision contains an approximately 14.14-acre site in the southeast corner of the property that is zoned PL-R. No development is proposed at this time. However, the long-term purpose of the site is to provide opportunities for public recreation. The existing natural setting, wildlife habitat and presence of wetlands on some of the site will guide the design and program.

**17.79.040 Dimensional requirements.**

*Due to the unique nature of the public uses allowed within the PL-R zone, no designated minimum lot size, minimum yard requirements, minimum building height or maximum lot coverage exist. Minimum lot size, lot coverage, building height and yard requirements shall be determined on a case by case basis by the planning commission as provided for within the provisions of Chapter 17.120.*

**Response:** This section demonstrates recognition of the varying needs and configurations of recreational lands. The applicant has developed a preliminary conceptual layout to demonstrate how the future park could interface with its neighbors, how it would be accessed and the types of structures that might be appropriate. The concept is only preliminary; a public planning process would lead to a design based on direct community input.

**D. 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:** The revised tentative plat is included in this application, and no application for final plat is made at this time. Therefore, the two-step process is recognized, and the application is compliant with

this requirement. The final plat includes the following modifications to the previously approved tentative plat:

- Modification of Lots 10-12 (currently shown as Lots 2-4) to have Lot 12 align with the edge of aviation easement;
- Minor changes to geometry of both Crown Zellerbach Road and Commerce Drive to insure compliance with the 35 mph design standard;
- East of Miller Road, renaming of Crown Zellerbach Road to Commerce Drive; and
- Naming of cul-de-sac as Aviation Court.

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

**Response:** The Scappoose Comprehensive Plan and implementing ordinances, including the Community Development have been acknowledged by the Land Conservation Development Commission (LCDC) as compliant with the Statewide Planning Goals and related implementing rules and ordinances, including ORS chapter 92. The City is given the sole authority for processing and approving a subdivision within its corporate bounds.

This application for revised conditions of approval is in conformance with ORS Chapter 92, as it is made to the City of Scappoose for review and decision. This requirement 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:** Included in the approved annexation (ANX1-16) and Zone Change (ZC2016) was a CMP that demonstrated a mix of lot sizes with a focus on large, easily usable and reconfigurable sites. This Revised Tentative Plat essentially mirrors the CMP and provides lots that would allow for future re-division within the PUA zone and EAE overlay. The PUA contains no minimum lot size requirement, therefore, the functional minimum size is that which would be useful to airport-related industries. The CMP and Revised Tentative Plan were designed specifically to provide for lot sizes and taxi-way access that would support such business endeavors. Therefore, this standard is met.

*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 majority of the site is protected by levees from the one percent (1%) annual chance flood. The southeastern most portion of the site includes land within the 100-year floodplain, designated as Zone A. No development is planned at this time for this lot. The applicant has included specific components aimed at providing public benefits with the subdivision approved under SB1-17, and none of those public benefits are proposed for changes under this Modification of Approval application.

*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:** Public utilities are proposed to be placed underground within the roadway right of way. Proposed right of way is protected from flooding by the levee. Excepting minor modifications to phasing of water supply, none of the proposed public utilities approved under SB1-17 are proposed for changes under this Modification of Approval application. The phasing of water supply and associated facilities are addressed in this application as revisions to specific conditions of approval under SB1-17. These revisions are indicated in Appendix B, Revised Conditions of Approval. The revised conditions will allow any proposed water supply and associated facilities to be located in a way that minimizes flood damage, and all proposed facilities will continue to be designed, reviewed, constructed and inspected according to the applicable to public works design standards and specifications. Therefore, this standard is met.

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

damage.

**Response:** A preliminary drainage report was reviewed and approved under SB1-17. The report describes the results of hydrologic modeling and field work to determine the appropriate size, location, and any conveyance devices required to reduce exposure to flood damage and treat stormwater. Infiltration basins will be used to meet water quantity requirements for the Scappoose Industrial Subdivision Project development. Per the *City of Scappoose Public Works Design Standards*, the infiltration basins were sized to receive the 50-year, 24-hour storm event with a minimum of 1 foot of freeboard. Additionally, the design standards require the infiltration basins to be able to receive the 100-year, 24-hour storm event without overflowing the infiltration basin rim.

The request under this Modification of Approval application is for proposed revised conditions of approval under SB1-17. The proposed revised conditions affect water supply phasing and associated facilities. See Appendix B for specific proposed conditions of approval. None of these proposed revised conditions will affect proposed drainage under the approval in SB1-17. Since the proposed revised conditions of approval do not affect drainage, this standard is met through the approval and conditions in SB1-17.

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:** No development is proposed at this time. The necessity of mapping a base flood elevation is related to the planning and design of building location(s) and elevation of the floor. The area of the property within Zone A, where there is no base flood elevation mapped is not planned for use as a building site, but rather to be retained/restored in a natural condition to allow for passive recreation. This standard is not applicable based on the configuration of this application.

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

**Response:** The approved circulation plan under SB1-17 was based on the approved CMP. None of the changes proposed under this Modification of Approval application, which includes water supply phasing and associated facilities, will affect the approved circulation plan in SB1-17. The phasing of water supply and associated facilities are addressed in this application as revisions to specific conditions of approval under SB1-17. Therefore, this standard is met.

#### **17.150.030 Administration and approval process.**

A. *Subdivision proposals shall be processed according to the procedures in Chapter 17.164.*

**Response:** See responses to Scappoose Municipal Code Chapter 17.164 later in this document.

F. *An applicant may request approval of a modification to an approved tentative plan prior to final plat approval by:*  
1. *Submitting an application for modification of approval and providing the planner with a reproducible copy of a revised tentative plan or illustration of the proposed modification accompanied by a written narrative detailing the rationale for the proposed modification;*

**Response:** The applicant has included seven (7) copies of the revised tentative plan and a written narrative. These documents have also been provided electronically. See Appendices A, B and C.

#### **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.*

**Response:** This application is for a phased subdivision, and the phases have been developed to provide for incremental extension and construction of utilities to match the absorption timeframe for industrial



development. The timeline requirements described above are recognized, and none of the changes proposed under this Modification of Approval application will affect the requirements and restrictions on final plat and construction time periods. The changes include revisions to conditions of approval for water supply phasing and associated facilities, and the phasing of water supply and associated facilities are addressed in this application as revisions to specific conditions of approval under SB1-17 in Appendix B, Revised Conditions of 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;*

**Response:** Utilities will be constructed in conjunction with each phase. The request under this Modification of Approval application is for proposed revised conditions of approval under SB1-17. The proposed revised conditions affect water supply phasing and associated facilities. See Appendix B for specific proposed conditions of approval. Water supply phasing and associated facilities are further addressed below. None of these proposed revised conditions will affect other proposed utilities under the approval in SB1-17. Since the proposed revised conditions of approval do not affect other utilities, this standard is met through the approval and conditions in SB1-17.

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*

**Response:** A temporary access road will be provided to allow for grading and possible construction within the first phase while the public road (Crown Zellerbach) is under construction. This temporary access road will be removed prior to any occupancy. No other temporary public facilities will be developed.

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.*

**Response:** The applicant will construct public facilities on site in conjunction with each phase. Additionally, the applicant has delivered to the City of Scappoose a waiver of non-remonstrance that commits Airpark Development LLC to join a Local Improvement District that would be responsible for onsite water and sewer infrastructure, and off-site sewer infrastructure in Columbia Road.

#### **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:** The proposed plan's compliance with the applicable chapters of the title is demonstrated through this narrative, as well as the conditions of approval in SB1-17. The proposed infrastructure has been designed in accord with the City's public works standards. Specifics related to the infrastructure can be viewed on the attached Sheets P2.0 through P2.7 in the application reviewed and approved under SB1-17. In addition, demonstration of compliance with the Comprehensive Plan is also found in the application reviewed and approved under SB1-17; staff had indicated that this Modification of Approval does not require additional findings related to the Comprehensive Plan.

#### **17.150.070 Application submission requirements-- Tentative plan.**

- A. *All applications shall be made on forms provided by the planner and shall be accompanied by:*
1. *Seven copies of the tentative plan map and required data or narrative. A reproducible copy of the tentative plan and required data or narrative may be substituted for the seven required copies; and*
  2. *The required fee.*

**Response:** Seven (7) copies have been provided with the application, are accompanied by a check to cover the following fees:

- Modification of approval (half initial fee) - \$1750
- Engineering Review - None
- **Total = \$1750.00**

3. *The tentative plan map and data or narrative shall include the following: Sheet size for the tentative plan shall preferably not exceed eighteen inches by twenty-four inches;*

**Response:** Due the large nature of the site, the tentative plan and related sheets are printed on 22" X 34" inch paper.

4. *The scale shall be an engineering scale, and limited to one phase per sheet;*

**Response:** The plan sheets are scaled to 1-inch equals 300 feet

5. *Vicinity map showing the general location of the subject property in relationship to arterial and collector streets;*

**Response:** Vicinity map is shown on Figure 1 and Sheet P0.0 in the original application.

6. *Names, addresses and telephone numbers of the owner, developer, engineer, surveyor and designer, as applicable;*

**Response:** The required information is shown on Sheet P0.0 in the original application.

7. *The date of application;*

**Response:** The application date is listed on the cover of the narrative.

8. *The assessor's map and tax lot number and a legal description sufficient to define the location and boundaries of the proposed subdivision;*

**Response:** The assessor's map numbers and legal descriptions are included in the application form.

9. *The boundary lines of the tract to be subdivided;*

**Response:** Boundary lines are shown on Sheets 1-8.

10. *The names of adjacent subdivisions or the names of recorded owners of adjoining parcels of unsubdivided land;*

**Response:** Said vicinity map is included on Sheet P0.0 in the original application.

11. *Contour lines related to a city established benchmark at two-foot intervals for grades zero to ten percent and five-foot intervals for grades over ten percent;*

**Response:** Contours are included in the existing conditions maps (Sheets P1.0 and P1.1) in the original application.

12. *The purpose, location, type and size of all the following (within and adjacent to the proposed subdivision) existing and proposed:*

- a. *Public and private rights-of-way and easements. Public and private sanitary and storm sewer lines, domestic water mains including fire hydrants, gas mains, major power (fifty thousand volts or better), telephone transmission lines, and watercourses, and*
- b. *Deed reservations for parks, open spaces, pathways and any other land encumbrances;*

**Response:** The information is conveyed by the preliminary utility plan (Sheets P2.0 through P2.7) and via the utility, drainage and sewer reports contained as appendices. All of this information is located in the original application.

13. *Approximate plan and profiles of proposed sanitary and storm sewers with grades and pipe sizes indicated and plans of the proposed water distribution system, showing pipe sizes and the location of valves and fire hydrants;*

**Response:** The information is conveyed by the preliminary utility plan (Sheets P2.0 through P2.7)

and via the utility, drainage and sewer reports contained as appendices. All of this information is located in the original application.

14. *Approximate centerline profiles showing the finished grade of all streets including street extensions for a reasonable distance beyond the limits of the proposed subdivision;*

**Response:** Profiles and grade are shown via the preliminary grading sheets (P4.0 through P4.6), as indicated in the original application.

15. *Scaled cross-sections of proposed street rights-of-way;*

**Response:** The cross-sections are shown on sheet P2.1, as indicated in the original application.

16. *The location of all areas subject to inundation or stormwater overflow, and the location, width and direction of flow of all watercourses and drainageways;*

**Response:** The plan is to infiltrate all the stormwater onsite or in the right-of-way and the facilities have been designed to contain runoff from the 100-Year storm event. The private sites are not being developed at this time so we cannot predict a possible area of overflow. In the public right-of-way the facilities would overflow into the street. We are not including any overflow piping at this time.

17. *The proposed lot configurations, approximate lot dimensions and lot numbers. Where lots are to be used for purposes other than residential, it shall be indicated upon such lots. Each lot shall abut upon a public street;*

**Response:** Information is contained on sheets P3.0 and P3.1. All lots are intended for industrial purposes. All of this information is located in the original application.

18. *The location of all trees with a diameter six inches or greater measured at four feet above ground level (if any), and the location of proposed tree plantings, and a designation of trees to be removed and those that will remain;*

**Response:** Existing trees are shown on Sheets P1.0 and P1.1. Proposed plantings are shown on sheets L1.0 and L1.1. All of this information is located in the original application.

19. *The existing use of the property, including location of all structures and present use of the structures, and a statement of which structures are to remain after platting;*

**Response:** No existing buildings on the site will remain after platting.

20. *Supplemental information including proposed deed restrictions, if any, proof of property ownership, and a proposed plan for provision of subdivision improvements;*

**Response:** No deed restrictions are proposed. Plans for improvements are described in the utility, stormwater and sewer reports within the appendices.

21. *Existing natural features including rock outcroppings, wetlands and marsh areas;*

**Response:** The site includes wetlands, which are wetlands as shown on Figure A in Appendix B of the approved application for SB1-17.

22. *Unless specifically exempted by the planner, a neighborhood circulation plan that conceptualizes future street plans and lot patterns to parcels within five hundred feet of the subject site. Circulation plans address future vehicular/bicycle/pedestrian transportation systems including bike lanes, sidewalks, bicycle/pedestrian paths, and destination points.*

**Response:** Only limited circulation to neighboring properties is expected occur. The residential lands to the south of the site are separated from the extended CZ Road by the elevated CZ trail, for which the only crossings considered would be for emergency vehicles. To the north and east, the land is outside of the UGB but expected at some point in time to host a public safety training center. Said training center would utilize driveways to access the CZ Road extension. Circulation to the west is made via taxi-ways (and associated easements) connecting the lots to the Scappoose Airport.

*B. If any of the foregoing information cannot practicably be shown on the tentative plan, it shall be incorporated into a narrative and submitted with the application.*

**Response:** Through the plan sheets, appendices and narrative, the above information is included in the original application and approval under SB1-17.

**17.150.140 Application submission requirements--Final plat.**

*Unless otherwise provided in Section 17.150.020, the applicant shall submit final plat and two copies to the planner within one year which complies with the approved tentative plan.*

**Response:** This subdivision application is for tentative plat only. Final plat application will be made in conjunction with provision of infrastructure to each phase of the project. At submittal of final plat application, the criteria from this section will be adhered to and addressed.

**E. 17.154 – Street and Utility Improvement Standards**

**17.154.20 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, the transportation system plan, and in accordance with county or state standards where appropriate.*

**Response:** The proposed roads were designed in accord with the City of Scappoose public works design standards and through consultation with City staff. For the section of the extended CZ road a portion of the cross section starting from the western departure from the CZ Trail to the eastern location where it turns northward, in which case the cross-section deviates from standard. As per consultation with staff, the road has been designed to have a shared-use path only on the north. Pedestrian and bicycle traffic on the southern side of the road would use the existing CZ trail. The combination of the trail on the south, planted median and path on the north side intends to present a parkway feel. Cross sections of proposed sheets are shown on Sheet 2.1. under the original application and approval under SB1-17. The standard is met.

*B. The public works director may require changes or supplements to the standard specifications consistent with the application of engineering principles.*

**Response:** The Director's authority is recognized.

*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:** As discussed above, the design of the CZ Road extension in a parkway fashion was developed through consultation with the planner and public works director.

**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:** No development is planned at this time. At such time, streets will be improved based on the included plan sheets in accordance with this title. The standard is not applicable at this time.

*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:** No development is planned at this time. At such time, streets will be dedicated to the City of Scappoose in accordance with this title. The standard is not applicable at this time.

*3. Subject to approval of the city engineer and the planner, the planner may accept and record a*

*non- remonstrance agreement in lieu of street improvements if two 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. 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:** Streets will be constructed as specified and dedicated to the City at time of each phase of development. No waiver of non-remonstrance will be needed. The standard is met.

- 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:*

**Response:** This subdivision application is for tentative plat. Final plat application will include ROW creation. The standard is not applicable at this time.

- 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:*

**Response:** No access easement is proposed, all properties within the subdivision will have direct access to a road.

- 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*

**Response:** All street facilities are designed in accordance with the City of Scappoose public work standards. Topography can be viewed on Sheets P4.0 through P4.6., as indicated in the original application and approval under SB1-17.

- 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:** The primary conveyance for walking, cycling and driving comes from the CZ Road extension which is proposed to be located on the outer perimeter of the site. Walking and biking are best facilitated by short block lengths and higher intersection density. However, the industrial nature, and required taxi-way access to properties prohibits a permeable network. As a result, some walking and biking trips will be longer in travel distance than by line-of sight. While distances may be longer than optimal, high quality biking and walking facilities are included with all streets. Specifically, the CZ Road extension will feature a 12-foot wide shared use path designed to comfortably separate vulnerable road users from a travel way that is planned to convey truck and auto traffic. Through enhanced amenities compensating for inability to create short connections, this standard is 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:** No street rights-of-way are less than minimum widths. The standard is 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:** No such extensions are needed or proposed.

*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 primary roadway is an extension of the Crown Zellerbach Road. Accordingly, it will be named to match for ease of navigation. East of Miller Road, it will be named Commerce Drive. Street A will be named Aviation Court. Streets B and C have will be named at time of proposed final plat for their respective phases.

*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:** Facilities are planned in accordance with the City's public works standards.

*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:*

**Response:** A Collector street will circumnavigate the property. There are no residential properties, nor access to such. The standard is not applicable to this application.

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

**Response:** There is logical location for a traffic signal at the intersection of West Lane Road and CZ Road. The need for said signal will occur as development of the phases occurs.

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

- 1. Applicability – TIS letter. A TIS letter shall be required to be submitted with a land use application to document the expected vehicle trip generation of the proposal. The expected number of trips shall be documented in both total peak hour trips and total daily trips. Trip generation shall be estimated for the proposed project using the latest edition of the Institute of Engineers Trip Generation Manual or, when verified with the City prior to use, trip generation surveys conducted at similar facilities.*
- 2. Applicability – TIS report. A TIS report shall be required to be submitted with a land use application if the proposal is expected to involve one or more of the following:*
  - a. The proposed development would generate more than 10 peak hour trips or more than 100 daily trips.*
  - b. The proposal is immediately adjacent to an intersection that is functioning at a poor level of service, as determined by the city engineer.*
  - c. A new direct approach to US 30 is proposed.*
  - d. A proposed development or land use action that the road authority states may contribute to operational or safety concerns on its facility(ies).*
  - e. An amendment to the Scappoose Comprehensive Plan or Zoning Map is proposed.*

**Response:** A Transportation Impact Study has been developed by Lancaster Engineering. It



accompanies the original application as Appendix E.

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

**Response:** Study extent was determined with consultation of the City of Scappoose, Oregon Department of Transportation and Columbia County. The TIS utilized said extent.

4. *Approval Criteria. When a TIS Letter or Report is required, a proposal is subject to the following criteria:*
  - a. *The TIS addresses the applicable elements identified by the city engineer, consistent with the Traffic Impact Study Guidelines; The TIS demonstrates that adequate transportation facilities exist to serve the proposed development or, in the case of a TIS report, identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the city engineer and, when state highway facilities are affected, to ODOT;*
  - b. *For affected non-highway facilities, the TIS report establishes that mobility standards adopted by the city have been met; and*
  - c. *Proposed public improvements are designed and will be constructed consistent with Public Works Design Standards and access standards in the Transportation System Plan.*

**Response:** Lancaster Engineering has prepared a TIS, compliant with the above criteria. It can be found in Appendix E in the original application.

5. *Conditions of Approval.*
  - a. *The city may deny, approve, or approve a proposal with conditions necessary to meet operational and safety standards; provide the necessary right-of-way for improvements; and to require construction of improvements to ensure consistency with the future planned transportation system.*
  - b. *Construction of off-site improvements may be required to mitigate impacts resulting from development that relate to capacity deficiencies and public safety; and/or to upgrade or construct public facilities to city standards.*
  - c. *Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.*

**Response:** Authority to condition approval is understood.

#### **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:** The industrial nature of the proposed subdivision, coupled with the requirements for taxi-way access to properties guided the shape and design of the roadway blocks. The extension of the CZ Road runs along the perimeter of the property with three roads running perpendicular to feed the development lots. Shared-use bicycle and pedestrian pathways enable safe non-auto travel via separation from the travel lane, which also facilitates ease of travel by freight operators.

- B. *Except for arterial streets, no block face shall be more than five hundred and thirty (530) feet in length between street corner lines and no block perimeter formed by the intersection of pedestrian access ways and local, collector and arterial streets shall be more than one thousand five hundred feet in length. If the maximum block size is exceeded, mid-block pedestrian and bicycle access ways should be provided at spacing no more than 330 feet, unless one or all of the conditions in Subsection C can be met. Minimum access spacing along an arterial street must meet the standards in the city's adopted Transportation System Plan.*

*A block shall have sufficient width to provide for two tiers of building sites. Reverse frontage on arterial streets may be required by the planning commission.*

**Response:** The CZ extension will be classified as a Collector; accordingly, the block standards are not applicable to said facility. See response to item C below in regard to non-arterial block length.

- C. *Exemptions from requirement of Subsection B of this section may be allowed, upon approval by the planner and the city engineer, where one or all of the following conditions apply:*
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 access way shall be required in lieu of a public street connection if the access way 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. 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 roadway 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.*
  3. *A cul-de-sac street shall only be used where the city engineer and planner determine that environmental or topographical constraints, existing development patterns, or compliance with other applicable City requirements preclude a street extension. Where the City determines that a cul-de-sac is allowed, all of the following standards shall be met:*
    - a. *The cul-de-sac shall not exceed a length of 500 feet, except where the city engineer and planner determine that topographic or other physical constraints of the site require a longer cul-de-sac. The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.*
    - b. *The cul-de-sac shall terminate with a circular or hammer-head turnaround meeting the Uniform Fire Code and the standards of Public Works Design Standards.*
    - c. *The cul-de-sac shall provide, or not preclude the opportunity to later install, a pedestrian and bicycle access way between it and adjacent developable lands. Such access ways shall conform to the standards in Section 17.120.180(Q), as applicable.*

**Response:** Roads A, B and C are proposed to be cul-de-sac streets with circular turnarounds. In response to the large parcels and frontages required by industrial sites they exceed the typical 500-foot long maximum length. If a street were introduced running parallel to the CZ Road (Connecting Streets A, B, and C to each other) taxi-way access would be eliminated to the properties on the east side of the new additional street. Additionally, it is anticipated that property development would include additional onsite circulation and parking that would facilitate access to building entries. Mid-block crossings can be easily added on an as-needed basis, along with pedestrian access from the roads to building. Under SB1-17, the applicant received approval by the Planner and Engineer for non-standard cul-de-sacs.

All of the documents required to demonstrate compliance with these standards and requirements were reviewed and approved under SB1-17.

#### **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.*

**Response:** Easements will be provided as necessary at time of final plat.

- 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:** Easements will be provided as necessary at time of final plat.

**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:** Sidewalks are shown on the accompanying plan sets. Construction, in accordance with public works design standards will occur prior to final plat application.

- 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 Council's authority is recognized. However, it is not expected that such action would be needed.

**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 commission's authority is recognized.

- 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 commission's authority is recognized.

- C. *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:** No requirement exists.

**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:** Sanitary sewer conveyance and connections are depicted on the plan sheets (P2.0 – P2.7) in SB1-17, and described in the preliminary water and sewer report (Appendix C) of SB1-17.

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

**Response:** The director's role and authority in permitting are recognized.

- 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:** The utility plan assumed full build-out of the subdivision for the purposing of sizing facilities. There are no upstream developable areas that would result in need for any additional sizing.

- 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 authority is recognized

**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.

**Response:** Proposed stormwater and sanitary systems are proposed to be separate.

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

**Response:** Stormwater is planned to flow off of roadway surfaces to stormwater facilities alongside the roadway.

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

**Response:** No development proposal is included within this application. At time of site development drainage pattern will be shown on or with said applications.

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

**Response:** Stormwater analysis and calculations are included for review in attached preliminary stormwater report (Appendix C) of SB1-17.

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

**Response:** Specified materials meet City standards; approval authority is recognized.

- 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:** No watercourse, drainageway, channel or stream traverses the property.

- 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:** There are culverts associated with the extended CZ Road that will be sized to accommodate potential runoff appropriately.

- 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:** No known additional runoff is expected.

**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.



**Response:** A Water Master Plan study was performed by Economic and Engineering Services, Inc. in August 1997. An update of this document was completed by Lee Engineering, Inc. in August 2001 with a targeted build out year of 2020. The Scappoose UGB Infrastructure Report was completed in November 2010 by Otak. The preliminary sewer and water reports summarize the previous master plans, and also notes several infrastructure improvements that have been constructed between 2001 and 2010. The Scappoose UGB Infrastructure Report and the Water Master Plan Update were used as references for this analysis. All of these documents were reviewed and approved under SB1-17.

The request under this Modification of Approval application is for proposed revised conditions of approval under SB1-17. The proposed revised conditions affect water supply phasing and associated facilities. See Appendix B for specific proposed conditions of approval. None of these proposed revised conditions will affect the proposed design of the proposed water system, nor the review, approval and inspection required for each water supply facility. The proposed on-site system will be part of the overall system conveyed in the reports indicated above. The revised conditions only affect the phasing of the water system, which will be more appropriately based on demand as different phases of the subdivision are proposed and constructed.

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

**Response:** The site will be connected to the City's system and will include an on-site municipal sized well along with a pump station and piping connecting to the City's freshwater treatment facility. Details of the connections can be seen in the preliminary sanitary sewer and water report (Appendix C) within the original application.

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

**Response:** Specified materials meet City standards; approval authority is recognized.

#### **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 western connection of CZ Road and West Lane Road includes the treasured Crown Zellerbach Trail. The trail, used by bikes, walkers, jogger and those with mobility devices, will remain in its current location. An additional bike facility is proposed for the north side of the roadway extension until the road veers north, at which time an identical pathway would begin on the east side. In both cases the facility is proposed as a 12 foot-wide shared-use path that separates bikes from auto and truck travel lanes via a planted landscape strip. All of the documents required to demonstrate compliance with these standards and requirements were reviewed and approved under SB1-17.

#### **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:** No development is proposed at this time that would necessitate said utilities. Appropriate coordination and construction will take place at the time of development need.

- 4. The applicant for a subdivision shall show on the development plan or in the explanatory information, easements for all underground utility facilities, and plans showing the location of all*

*underground facilities as described herein shall be submitted to the public works director for review and approval; and*

*5. Above ground equipment shall not obstruct visual clearance areas for vehicular traffic.*

**Response:** A public use easement is shown parallel to the proposed roadways that is intended to facilitate utility provision. All of the documents required to demonstrate compliance with these standards and requirements were reviewed and approved under SB1-17.

## **F. 17.164 – Procedures for Decision Making – Limited Land Use**

### **17.164.020 General policies.**

- A. A limited land use decision is a final decision or determination made by the planning commission pertaining to a site within the urban growth boundary which concerns:
  - (a) the approval or denial of a subdivision or partition; or*
  - (b) the approval or denial of an application based on discretionary standards designed to regulate the physical characteristics of a use permitted outright, including but not limited to site development review.**
- B. A limited land use decision shall be consistent with applicable provisions of the comprehensive plan and this title consistent with ORS 197.195(1).*
- C. Such decisions may include conditions authorized by law.*
- E. A limited land use decision is not subject to the requirements of Chapter 17.162.*
- F. Approval or denial of a limited land use decision shall be based upon and accompanied by a brief statement that explains the criteria and standards considered relevant to the decision, states the facts relied upon in rendering the decision and explains the justification for the decision based on the criteria, standards and facts set forth.*

**Response:** This application conforms with (a) above, as it requests an approval for a subdivision of land within the urban growth boundary.

### **17.164.030 Application process.**

- A. The applicant shall be required to meet with the planner for a pre-application conference.*

**Response:** City staff has indicated that a Pre-application Conference is not required for this Modification of Approval application, and a formal waiver has been granted.

- B. At the pre-application conference if conducted, the planner shall:*
- C. Another preapplication conference is required if an application is submitted six months after the preapplication conference.*

**Response:** A formal Pre-Application Conference waiver has been granted, therefore, this section does not apply.

- G. The application shall be made on forms provided by the planner.*
- H. The application shall:
  - 1) Include the information requested on the application form;*
  - 2) Address appropriate criteria in sufficient detail for review and action; and*
  - 3) Be accompanied by the required fee.**

**Response:** The application narrative, attachments, and exhibits include the information requested on the application form and City staff. The narrative addresses the appropriate criteria, per direction from City staff. The required fee of \$1,750 has been submitted with the application.

### **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;**

**Response:** The application narrative addresses relevant applicable approval standards and requirements. The applicant respectfully requests that the Planning Commission find the application compliant with the Scappoose Comprehensive Plan and relevant approval standards.



## V. Conclusion

Based on the narrative herein and the associated responses to the applicable standards and criteria, as well as the contents in this application submittal, the proposed application should be approved as part of the Type III process.

## Appendix B – Proposed Conditions of Approval

- Proposed revisions to existing conditions are applicable only to Water. Other utilities, such as Sewer, Storm and Transportation, are not proposed for revisions to existing conditions and are proposed to be retained as originally written in the decision.
- Existing condition language is in normal font.
- Condition language to be deleted has been struck (i.e. ~~example~~) and condition language to be added is underlined (i.e. example).

### GENERAL:

**Retain Condition 1. Add Conditions 2 and 3. Re-number Condition 2. as Condition 4.**

1. This approval authorizes the subdivision of Columbia County Assessor Map Numbers 3107-00-00103, 3106-00-00200, and 3106-00-00504 in four phases to create 17 lots. Approval of a Tentative Plat shall expire twelve (12) months after the date of the notice of decision. 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, and in no case shall the total time for construction of the phased development exceed five years.
2. Under Phases 1 through 4 for Utility Infrastructure Water Improvements, the cumulative amount of gallons per minute (gpm) provided for the 17-lot subdivision shall be 233 gpm, as documented in the findings and required by the conditions of approval for the annexation of this property (local file #ANX1-16, ZC2-16). Production capacity of any constructed well will be measured for 90 days prior to acceptance by the City (performance bond release), at which point a final determination of production (in gpm) will be made by the City. Any constructed well shall be developed so that the full capacity can be utilized.
3. Initial estimates of production capacity for the first well being produced by Airpark is in the range of 140 gpm but may be lower once measured for 90 days and accepted by the City. If the second well produced by Airpark on site does not yield the required combined capacity of 233 gpm, then the applicant shall work with the City, in good faith, to develop the required capacity. No further development would occur until the gpm for each phase have been met.
- ~~2.~~ 4. The Improvements Required for Each Phase Shall Be As Follows, and shall be installed and approved prior to final plat approval for that Phase:

## PHASE 1 IMPROVEMENTS

### UTILITY INFRASTRUCTURE:

#### Water:

#### ***Revise Condition A and retain Conditions B and C:***

A. The applicant shall design and construct ~~one approximate 0.335 MGD (~233 GPM) public potable water well and construct a raw water mainline, pump house and applicable appurtenances at a location within the Phase I area to be determined by the City.~~ a public potable water well capable of providing 39.8 gpm (based on 43.48 net developable acres in Phase 1). Capacity of any constructed well is measured at time of construction acceptance by the City. Any additional capacity measured in the well (at the time of acceptance) shall be creditable to future phases of construction. The applicant shall also construct a raw water mainline, pump house and applicable appurtenances at a location agreed upon by the applicant and City, and as approved by the Oregon Water Resources Department. The raw water mainline shall connect to the City water treatment facility at Miller Road. The raw water mainline shall be sized appropriately to accommodate flow from a future well to utilize available treatment capacity at the Miller Road treatment facility. The applicant shall provide the necessary non-exclusive water well utility and access easements, as required.

B. The applicant shall install a new public water mainline in the eastern extension of Crown Zellerbach Road right of way from the Crown Zellerbach and West Lane Road intersection to the subdivision Phase I northern boundary. The pipe shall be sized according to the current Water Master Plan or as specified to meet the fire and domestic flow requirements for buildout of all future phases.

C. The applicant shall install a raw water mainline within the eastern extension of Crown Zellerbach Road to serve a future municipal well, beginning from the SE corner of Columbia County Assessor Map Number 3107-00-00104 to the Miller Road Treatment plant property.

## PHASE 2 IMPROVEMENTS

### UTILITY INFRASTRUCTURE:

#### Water:

#### ***Revise Condition A.***

A. The applicant shall provide a public potable water well capable of providing 35.7 gpm (based on 41.08 net developable acres in Phase 2) and construct a raw water mainline, pump house

and applicable appurtenances at a location agreed upon by the applicant and City, and as approved by the Oregon Water Resources Department. The raw water mainline shall connect to the City water treatment facility at Miller Road and be sized appropriately to accommodate flow from a future well to utilize available treatment capacity at the Miller Road treatment facility. The applicant shall provide the necessary non-exclusive water well utility and access easements, as required. If the potable water well constructed with Phase 1 construction has additional capacity beyond Phase 1 water requirements of 39.8 gpm, then part or all of the additional capacity in Phase 1 can be applied toward water requirements in Phase 2 and subsequent phases. Capacity of any new constructed well is measured at time of construction acceptance by the City. Any additional capacity measured in the well (at the time of acceptance) shall be creditable to future phases of construction. The applicant shall install a water mainline within the eastern extension of Crown Zellerbach Road right of way beginning at the northern boundary of Phase 1, up to the northern boundary of Phase 2. The pipe shall be sized according to the current Water Master Plan, or as specified to meet the fire and domestic flow requirements for buildout of all future phases.

### **PHASE 3 IMPROVEMENTS**

#### **UTILITY INFRASTRUCTURE:**

##### Water:

##### ***Revise Condition A.***

- A. The applicant shall provide a public potable water well capable of providing 52.9 gpm (based on 60.95 net developable acres in Phase 3) and construct a raw water mainline, pump house and applicable appurtenances at a location agreed upon by the applicant and City, and as approved by the Oregon Water Resources Department. The raw water mainline shall connect to the City water treatment facility at Miller Road and be sized appropriately to accommodate flow from a future well to utilize available treatment capacity at the Miller Road treatment facility. The applicant shall provide the necessary non-exclusive water well utility and access easements, as required. If the potable water well constructed with Phase 2 construction has additional capacity beyond Phase 2 water requirements of 35.7 gpm, then part or all of the additional capacity in Phase 2 can be applied toward water requirements in Phase 3 and subsequent phases. Capacity of any new constructed well is measured at time of construction acceptance by the City. Any additional capacity measured in the well (at the time of acceptance) shall be creditable to future phases of construction. The applicant shall install a water mainline within the eastern extension of Crown Zellerbach Road right of way beginning at the northern boundary of Phase 2, up to the northern boundary of Phase 3. The pipe shall be sized according to the current Water

Master Plan, or as specified to meet the fire and domestic flow requirements for buildout of all future phases.

## PHASE 4 IMPROVEMENTS

### UTILITY INFRASTRUCTURE:

#### Water:

##### ***Revise Condition A.***

A. The applicant shall provide a public potable water well capable of providing 104.6 gpm (based on 120.51 net developable acres in Phase 4) and construct a raw water mainline, pump house and applicable appurtenances at a location agreed upon by the applicant and City, and as approved by the Oregon Water Resources Department. The raw water mainline shall connect to the City water treatment facility at Miller Road and be sized appropriately to accommodate flow from a future well to utilize available treatment capacity at the Miller Road treatment facility, or as otherwise agreed to by the City Manager and applicant. The applicant shall provide the necessary non-exclusive water well utility and access easements, as required. If the potable water well constructed with Phase 3 construction has additional capacity beyond Phase 3 water requirements of 52.9 gpm, then part or all of the additional capacity in Phase 3 can be applied toward water requirements in Phase 4. Capacity of any new constructed well is measured at time of construction acceptance by the City. The applicant shall install a water mainline within the eastern extension of Crown Zellerbach Road right of way beginning at the northern boundary of Phase 3, up to the northern boundary of Phase 4, looping the water line, per the Water Master Plan and as required to meet fire flow and domestic requirements.

**Laurie Oliver**

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**From:** Keith Buisman <keith.buisman@otak.com>  
**Sent:** Thursday, September 24, 2020 12:37 PM  
**To:** Laurie Oliver  
**Cc:** edfreeman3175@aol.com; Chris Negelspach; Kevin Brady; 18628  
**Subject:** RE: Question about net developable acreage in each phase

Hi Laurie,

Chris and I discussed this yesterday afternoon.

The acreage for Phase 1 nets out the following:

- Wetland area (post road construction) (23.71 ac)
- Parcel dedicated for the park (14.14 ac)

The acreage for Phase 2 nets out the wetland area (post road construction) (10.42 ac).

Note that we did not net out any of the easements for the runway expansion or taxiway access.

Regarding the wetlands, these were netted out since it is indeterminate how much of the wetlands will be developed. The total demand matches the original condition of approval.

Additionally, in looking at the summary numbers you've noted below, I noticed an error in the breakdown of my Phase 1/Phase 2 calculations. With the adjustment to the parcels, I did not catch the phase 1/2 boundary shift in my calculations. It doesn't change the overall, just a bit of the balance between these two phase numbers. (Phase 1 comes down from 42.5 to 39.8 gpm and Phase 2 goes up from 33.0 to 35.7).

Phase	Gross Area (Ac)	Net Dev. Area (Ac)	Avg Demand (gpm)
Phase 1	81.33	43.48	39.8
Phase 2	51.50	41.08	35.7

Please let me know if you have any questions on this.

Thanks,

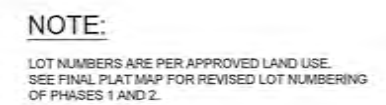
Keith

**Keith Buisman, PE | Civil Engineer**  
**Otak, Inc.**

Direct: 503.415.2337 | Main: 503.287.6825

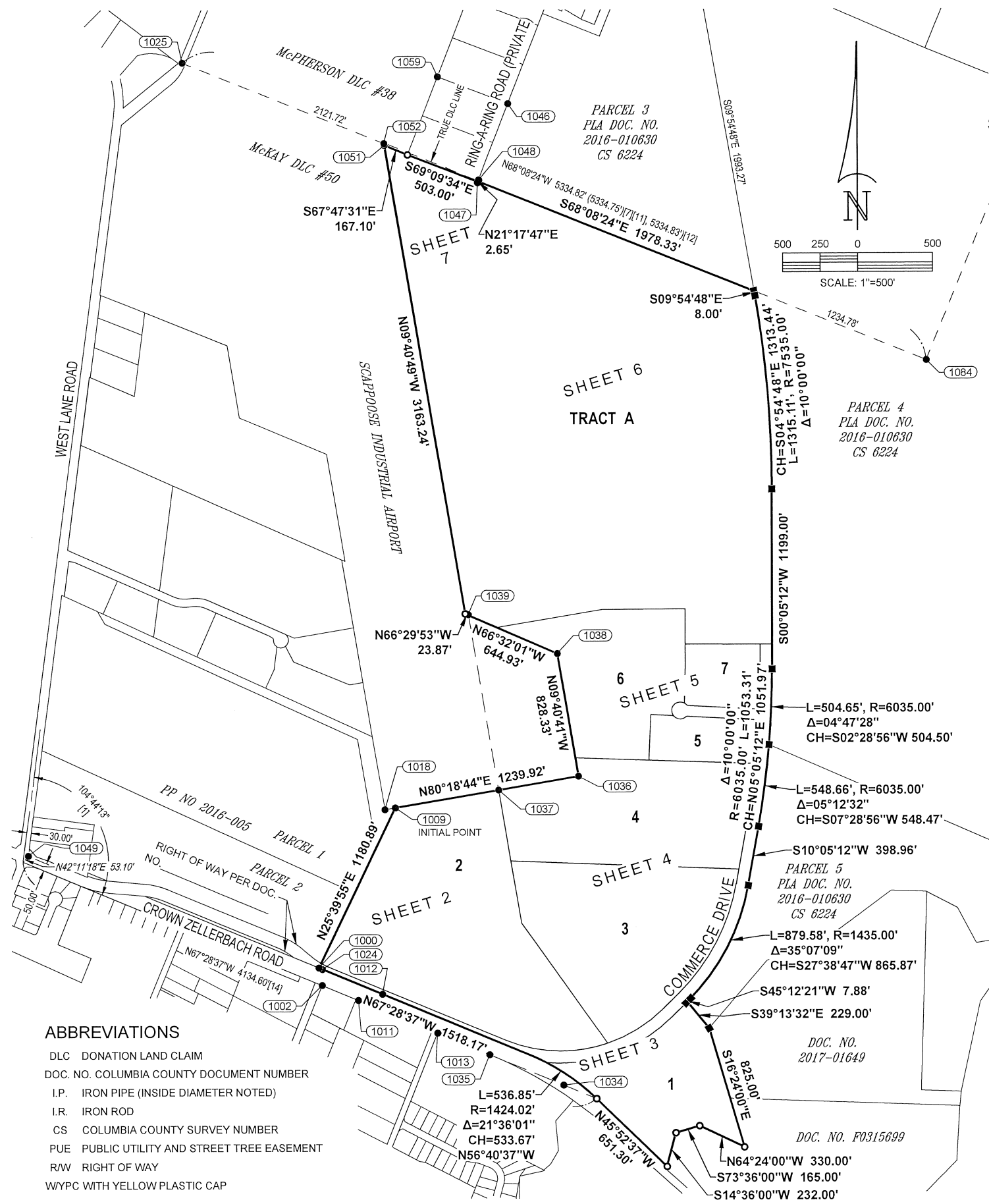
**From:** Laurie Oliver <loliver@cityofscappoose.org>  
**Sent:** Thursday, September 24, 2020 7:34 AM  
**To:** Kevin Brady <Kevin.Brady@otak.com>  
**Cc:** Keith Buisman <keith.buisman@otak.com>; edfreeman3175@aol.com; Chris Negelspach <cnegelspach@cityofscappoose.org>  
**Subject:** RE: Question about net developable acreage in each phase



[illegible]

SCAPPOOSE INDUSTRIAL SUBDIVISION  
SCAPPOOSE, OREGON  
SCAPPOOSE SUBDIVISION  
OVERALL PHASE MAP

18628 C18628EX-PH  
Project No. Drawing No.  
EX-PH  
Sheet No.



- ABBREVIATIONS**
- DLC DONATION LAND CLAIM
  - DOC. NO. COLUMBIA COUNTY DOCUMENT NUMBER
  - I.P. IRON PIPE (INSIDE DIAMETER NOTED)
  - I.R. IRON ROD
  - CS COLUMBIA COUNTY SURVEY NUMBER
  - PUE PUBLIC UTILITY AND STREET TREE EASEMENT
  - R/W RIGHT OF WAY
  - WYPC WITH YELLOW PLASTIC CAP

PLAT BOOK \_\_\_\_\_ PAGE \_\_\_\_\_ B- \_\_\_\_\_

**COLUMBIA COMMERCE CENTER**  
PARCELS 1 AND 2, DOC. NO. 2016-010630 AND PROPERTY LINE ADJUSTMENT  
SURVEY NO. 6224, IN THE NW, NE AND SE ONE-QUARTERS OF SECTION 7 AND  
THE NW, NE, SE AND SW ONE-QUARTERS OF SECTION 6, T.3N, R.1W, W.M.,  
CITY OF SCAPPOOSE, COLUMBIA COUNTY, OREGON  
DATE: APRIL 30, 2020

**SURVEY REFERENCES**

- [0] CS 6224
- [1] PARTITION PLAT 2016-05
- [2] DEED DOC. NO. 04-10414
- [3] CS 4887
- [4] CS 2328
- [5] PARTITION PLAT 2009-18
- [6] CS 1950
- [7] CS 2464
- [8] PARTITION PLAT 2004-25
- [9] CS 4962
- [10] CS 4210
- [11] CS 3650
- [12] CS 1946
- [13] L-1629
- [14] CS 1927
- [15] CS 1868

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

DIGITALLY SIGNED  
2020.04.30 08:18:09-07'00"

OREGON  
NOVEMBER 12, 2013  
MICHAEL D. SPELTZ  
87475PLS  
RENEWALS: JUNE 30, 2020

**Otak**

808 SW 3rd Ave., Ste. 800  
Portland, Oregon 97204  
Phone: (503) 287-6825  
www.otak.com  
project: 18628

**SHEET INDEX**

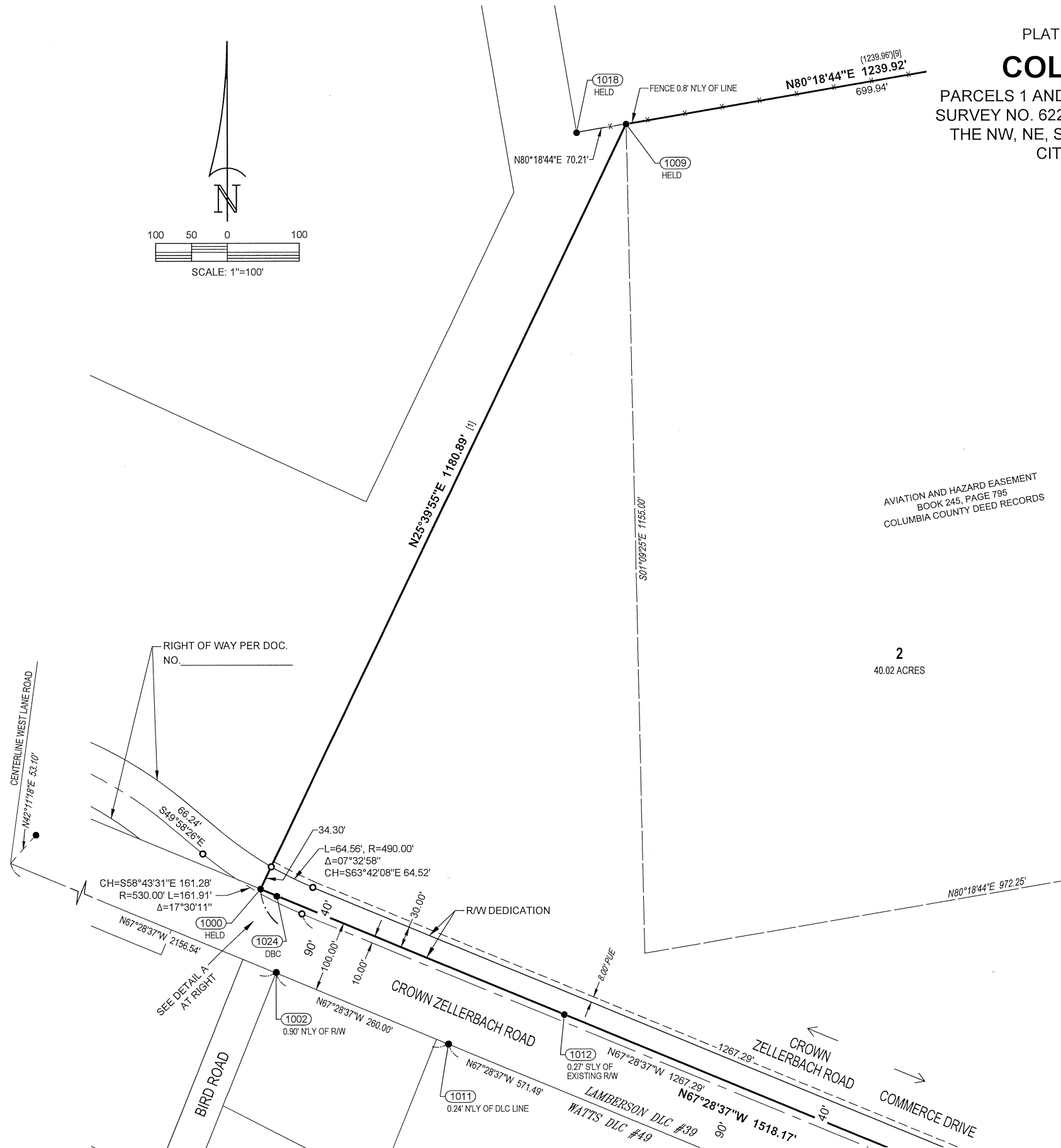
- SHEET 1: EXTERIOR BOUNDARY, FOUND MONUMENT TABLE, SHEET INDEX
- SHEET 2: PORTION OF LOT 1, NOTES
- SHEET 3: LOT 2, PORTIONS OF LOTS 1 & 3
- SHEET 4: PORTIONS OF LOTS 1, 3 & 4
- SHEET 5: LOTS 5, 6 & 7, PORTION OF LOT 4
- SHEET 6: TRACT A
- SHEET 7: NORTH DETAIL
- SHEET 8: DECLARATION, ACKNOWLEDGEMENT, SURVEYOR'S CERTIFICATE, NARRATIVE, APPROVALS

**LEGEND**

- #### FOUND MONUMENT AS NOTED IN TABLE
  - FOUND 5/8" I.R. WYPC MARKED "OTAK INC" HELD AS SET IN CS 6224
  - SET 5/8" I.R. WYPC MARKED "OTAK INC"
  - ( ) RECORD DATA PER SURVEY REFERENCE
- BEARING, ANGLE, DISTANCE AND CURVE DATA NOT IN PARENTHESES IS MEASURED OR CALCULATED AND WHEN FOLLOWED BY A SURVEY REFERENCE NUMBER, MATCHES THAT RECORD.

**FOUND MONUMENTS**

	DESCRIPTION	MARKINGS	SET IN	NOTES
1000	5/8" I.R. WYPC	"OTAK INC"	PP 2016-05	HELD
1002	5/8" I.R., NO CAP	NONE	UNKNOWN	0.90' N'LY OF R/W PER [1]
1009	5/8" I.R. WYPC	"COLUMBIA COUNTY SURVEYOR"	L-1629	HELD
1011	5/8" I.R. WYPC	"MARTINEZ PLS 2536"	CS 4887	0.24' N'LY OF DLC LINE PER [1]
1012	1/2" I.R. NO CAP	NONE	UNKNOWN	0.27' S'LY OF R/W PER [1]
1013	3/4" I.P., DOWN 0.3'	NONE	CS 2464	HELD FOR DLC LINE
1018	5/8" I.R. WYPC	"COLUMBIA COUNTY SURVEYOR"	L-1629	S80°20'03"W 70.22' OF MONUMENT #1009
1024	5/8" I.R., NO CAP, BENT BADLY	NONE	UNKNOWN	0.62' S'LY OF R/W AT BEND, S66°02'29"E 24.55' OF #1000, DBC
1025	1"x3/4" IRON BAR DOWN 1.1' IN MONUMENT BOX	"MINISTER 12563"		HELD FOR SW CORNER McPHERSON DLC
1034	5/8" I.R., NO CAP, BENT NW	NONE	UNKNOWN	0.25' N'LY OF DLC LINE WHERE TIED AT BEND
1035	1/2" I.R., NO CAP, DOWN 1.2'	NONE		0.12' N'LY OF DLC LINE
1036	5/8" I.R. W/DAMAGED YPC BENT WEST	ILLEGIBLE	CS 4210	BEND IN ROD HELD FOR PROPERTY CORNER
1037	5/8" I.R., NO CAP, FLUSH, BENT SW	NONE	CS 4210 ?	BEND IN ROD 0.29' N'LY OF LINE
1038	5/8" I.R. WYPC, FLUSH	"REYNOLDS LAND SURVEYING INC"	CS 4962	HELD
1039	5/8" I.R., NO CAP, UP 0.1'	NONE	CS 1868	N12°24'43"W 4.17' OF ANGLE POINT
1046	5/8" I.R., NO CAP, DOWN 0.2'	NONE	SN 2328	0.08' E'LY OF LINE (0.25' E'LY PER SN 3650)
1047	5/8" I.R., NO CAP, DOWN 0.2'	NONE	CS 1946	HELD FOR SE CORNER DOC. NO. 2014-002234
1048	5/8" I.R. WYPC, FLUSH	"CHASE JONES & ASSOC."	CS 3650	ON ELY LINE DOC. NO. 2014-002234, S21°17'47"W 0.10' OF DLC LINE
1049	STONE	"X"	UNKNOWN	HELD FOR ANGLE POINT RIGHT OF WAY, N42°11'18"E 53.10' OF INTERSECTION SOUTH DLC LINE & CENTERLINE WEST LANE ROAD
1051	5/8" I.R. WYPC, DOWN 0.4', TACK ON SE EDGE CAP	"HAGEDORN"	CS 1946	CENTER CAP HELD FOR PROPERTY CORNER (FOUND IN SN 4962 MARKED "LS 733")
1052	5/8" I.R. WYPC, BENT EAST, DOWN 0.5'	ILLEGIBLE	CS 1950	BEND IN ROD HELD FOR DLC LINE N09°40'49"W 12.42' OF MONUMENT #1051
1059	5/8" I.R., NO CAP	NONE	SN 2328	HELD
1084	1-1/4" I.R., NO CAP, DOWN 0.4', LEANING SLIGHTLY WEST	NONE		HELD FOR SE CORNER McPHERSON DLC #38



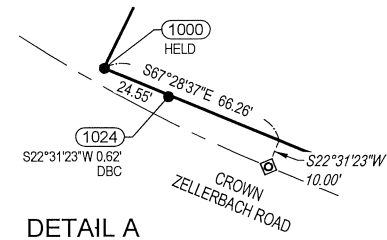
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# COLUMBIA COMMERCE CENTER

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DATE: APRIL 30, 2020

- ### NOTES
1. THIS PLAT IS SUBJECT CONDITIONS OF APPROVAL PER SUBDIVISION TENTATIVE PLAN SB1-17 AND SENSITIVE LANDS DEVELOPMENT PERMIT-WETLANDS (SLDP1-17).
  2. THE DECLARANT AGREES TO DEDICATE LOT 1 TO THE CITY OF SCAPPOOSE FOLLOWING THE RECORDING OF THIS PLAT.
  3. TRACT A IS FOR FUTURE DEVELOPMENT PURPOSES.



- ### LEGEND
- FOUND MONUMENT AS NOTED IN TABLE ON SHEET 1
  - SET 5/8" x 30" I.R. WYPC MARKED "OTAK INC"

**Otak**  
808 SW 3rd Ave., Ste. 800  
Portland, Oregon 97204  
Phone: (503) 287-6825  
www.otak.com  
project: 18628

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

DIGITALLY SIGNED  
2020.04.30 08:19:00-07'00'

OREGON  
NOVEMBER 12, 2013  
MICHAEL D. SPELTS  
87475PLS  
RENEWALS: JUNE 30, 2020

SHEET 2 OF 8



PLAT BOOK \_\_\_\_\_ PAGE \_\_\_\_\_ B- \_\_\_\_\_

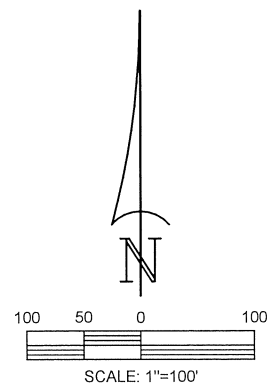
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CITY OF SCAPPOOSE, COLUMBIA COUNTY, OREGON

PARCEL 5  
PLA DOC. NO. 2016-010630  
CS 6224

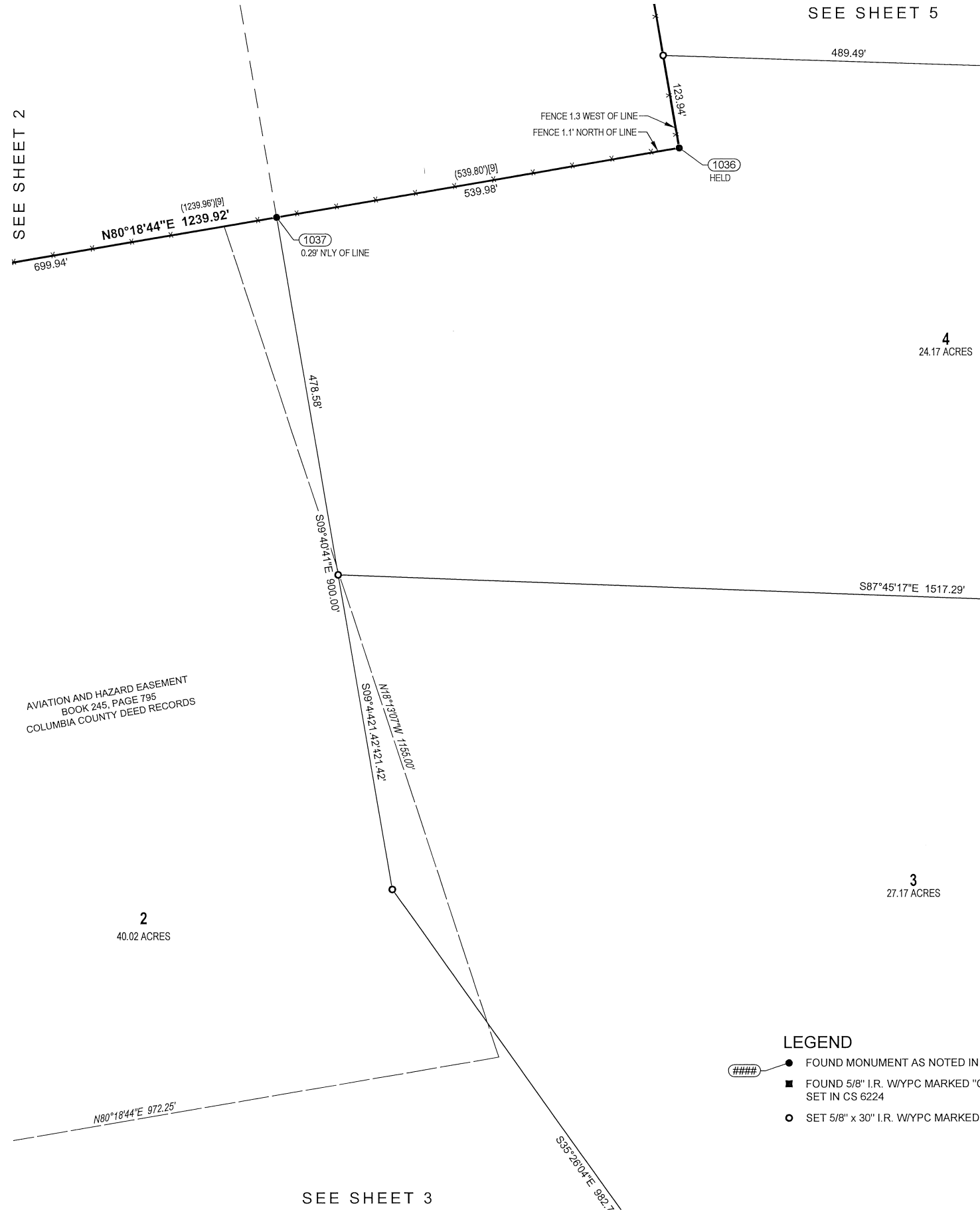
DOC. NO. F0315699

### LEGEND

- SEE SHEET 2



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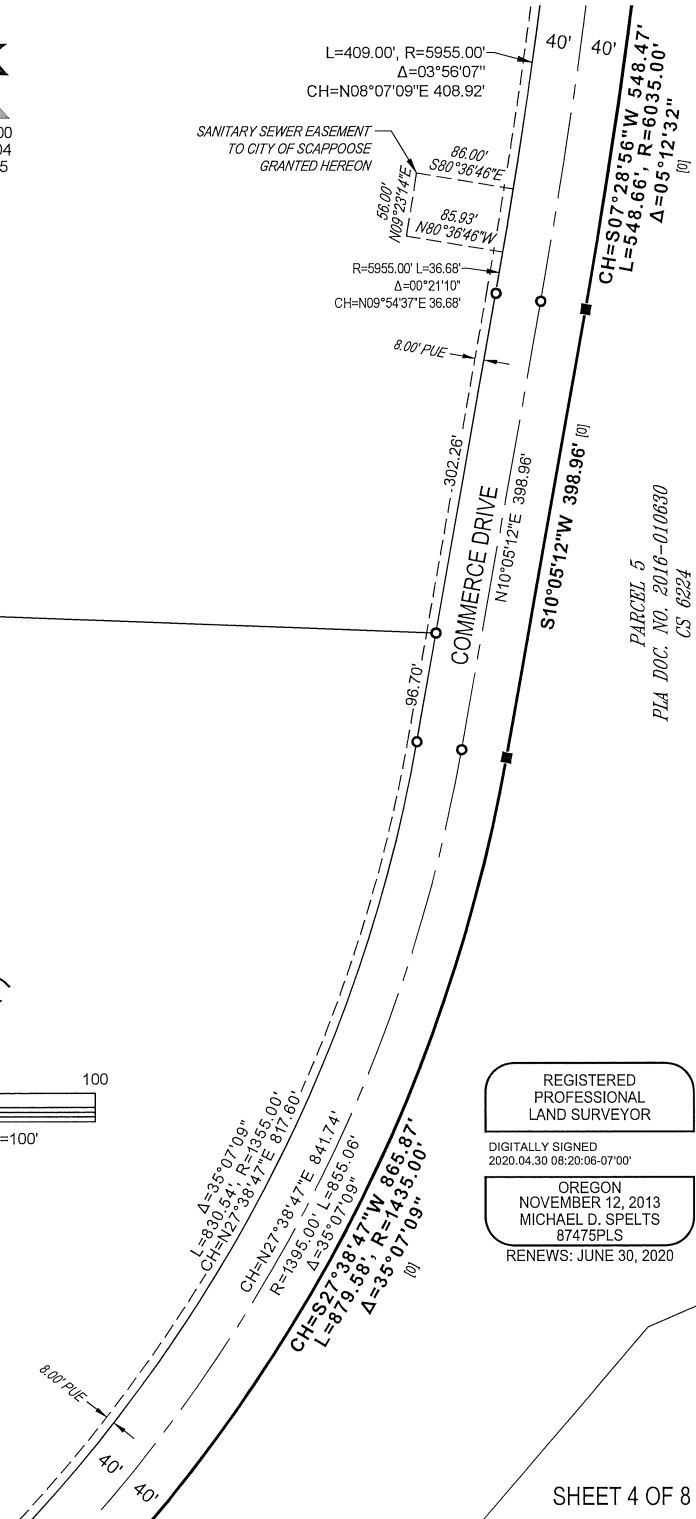
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DATE: APRIL 30, 2020

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- LEGEND**
- FOUND MONUMENT AS NOTED IN TABLE ON SHEET 1
  - FOUND 5/8" I.R. WYPC MARKED "OTAK INC" HELD AS SET IN CS 6224
  - SET 5/8" x 30" I.R. WYPC MARKED "OTAK INC"



SEE SHEET 6

PLAT BOOK \_\_\_\_\_ PAGE \_\_\_\_\_ B- \_\_\_\_\_

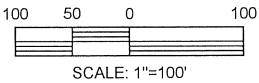
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CITY OF SCAPPOOSE, COLUMBIA COUNTY, OREGON

DATE: APRIL 30, 2020

## LEGEND

- #### FOUND MONUMENT AS NOTED IN TABLE ON SHEET 1
- FOUND 5/8" I.R. W/YPC MARKED "OTAK INC" HELD AS SET IN CS 6224
- SET 5/8" x 30" I.R. W/YPC MARKED "OTAK INC"
- ⬢ SET 5/8" x 30" I.R. WITH 2" ALUMINUM CAP MARKED "OTAK INC" IN MONUMENT BOX

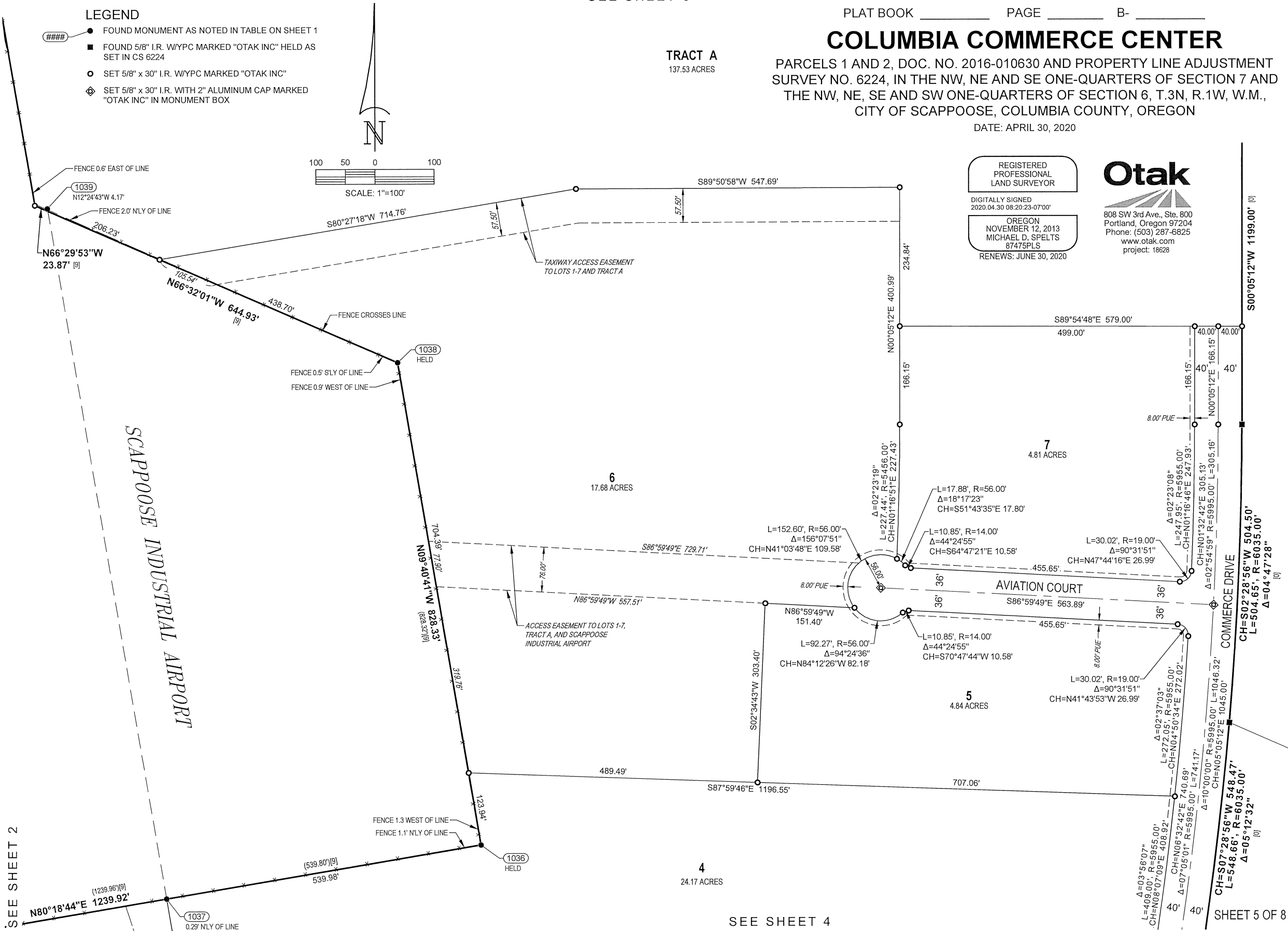


TRACT A  
137.53 ACRES

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
  
DIGITALLY SIGNED  
2020.04.30 08:20:23-07'00"  
  
OREGON  
NOVEMBER 12, 2013  
MICHAEL D. SPELTS  
87475PLS  
RENEWALS: JUNE 30, 2020

**Otak**

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SEE SHEET 2

SEE SHEET 4

SHEET 5 OF 8

**COLUMBIA COMMERCE CENTER**  
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 CITY OF SCAPPOOSE, COLUMBIA COUNTY, OREGON  
 DATE: APRIL 30, 2020

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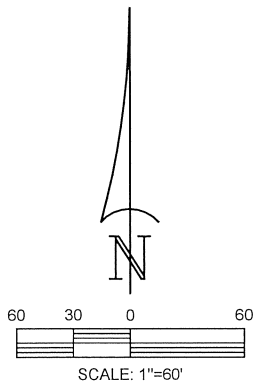
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CITY OF SCAPPOOSE, COLUMBIA COUNTY, OREGON

DATE: APRIL 30, 2020

## LEGEND

- FOUND MONUMENT AS NOTED IN TABLE ON SHEET 1
- SET 5/8" x 30" I.R. W/PC MARKED "OTAK INC"



# Otak

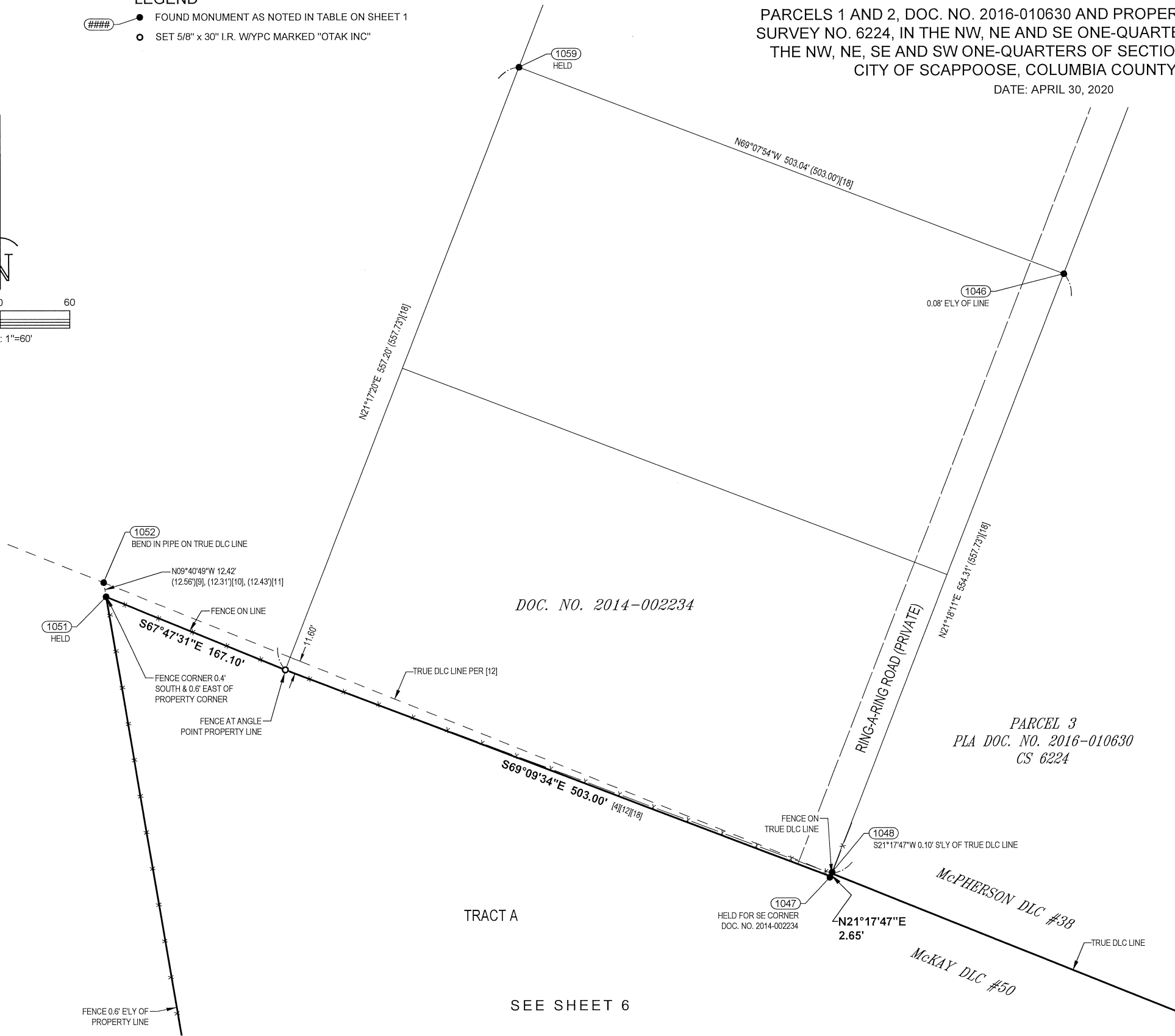
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LAND SURVEYOR

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2020.04.30 08:21:48-07'00'

OREGON  
NOVEMBER 12, 2013  
MICHAEL D. SPELTS  
87475PLS

RENEWALS: JUNE 30, 2020



SURVEYOR'S CERTIFICATE

BEGINNING AT THE INITIAL POINT BEING A 5/8" IRON ROD WITH YELLOW PLASTIC CAP MARKED "COLUMBIA COUNTY SURVEYOR" AT THE MOST EASTERLY CORNER OF PARCEL 2, PARTITION PLAT 2016-05, SAID INITIAL POINT ALSO BEING A POINT ON THE SOUTHERLY LINE OF SCAPPOOSE INDUSTRIAL AIRPORT;

THENCE ALONG THE SOUTHERLY LINE OF SAID AIRPORT PROPERTY THROUGH THE FOLLOWING FIVE COURSES:

NORTH 80°18'44" EAST A DISTANCE OF 1239.92 FEET;

NORTH 09°40'41" WEST A DISTANCE OF 828.33 FEET;

NORTH 66°32'01" WEST A DISTANCE OF 644.93 FEET;

NORTH 66°29'53" WEST A DISTANCE OF 23.87 FEET;

AND NORTH 09°40'49" WEST A DISTANCE OF 3163.24 FEET;

THENCE SOUTH 67°47'31" EAST A DISTANCE OF 167.10 FEET TO THE SOUTHWEST CORNER OF THAT PROPERTY DESCRIBED IN BARGAIN AND SALE DEED TO LARSON RECORDED APRIL 10, 2014 AS DOC. NO. 2014-002234, COLUMBIA COUNTY DEED RECORDS;

THENCE SOUTH 69°09'34" EAST A DISTANCE OF 503.00 FEET TO THE SOUTHEAST CORNER OF SAID LARSON PROPERTY;

THENCE ALONG THE EAST LINE OF SAID LARSON PROPERTY, NORTH 21°17'47" EAST A DISTANCE OF 2.65 FEET TO A POINT ON THE "TRUE DLC LINE" BEING A STRAIGHT LINE BETWEEN THE SOUTHWEST AND SOUTHEAST CORNERS OF THE JOHN McPHERSON DLC #38;

THENCE ALONG SAID TRUE DLC LINE SOUTH 68°08'24" EAST A DISTANCE OF 1978.33 FEET TO WEST LINE OF THAT PROPERTY DESCRIBED AS PARCEL 4 IN STATUTORY BARGAIN AND SALE DEED TO AIRPARK DEVELOPMENT, LLC RECORDED DECEMBER 7, 2016 AS DOCUMENT NO. 2016-010630, COLUMBIA COUNTY DEED RECORDS;

THENCE ALONG THE LINES OF PARCELS 4 AND 5 OF SAID AIRPARK DEVELOPMENT, LLC PROPERTY THROUGH THE FOLLOWING EIGHT COURSES:

SOUTH 09°54'48" EAST A DISTANCE OF 8.00 FEET TO THE BEGINNING OF A TANGENT CURVE;

SOUTHERLY ALONG THE ARC OF A 7535.00 FOOT RADIUS CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 10°00'00", AN ARC LENGTH OF 1315.11 FEET (CHORD BEARS SOUTH 04°54'48" EAST A DISTANCE OF 1313.44 FEET);

SOUTH 00°05'12" WEST A DISTANCE OF 1199.00 FEET TO THE BEGINNING OF A TANGENT CURVE;

SOUTHERLY ALONG THE ARC OF A 6035.00 FOOT RADIUS CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 10°00'00", AN ARC LENGTH OF 1053.31 FEET (CHORD BEARS SOUTH 05°05'12" WEST A DISTANCE OF 1051.97 FEET);

SOUTH 10°05'12" WEST A DISTANCE OF 398.96 FEET TO THE BEGINNING OF A TANGENT CURVE;

SOUTHERLY ALONG THE ARC OF A 1435.00 FOOT RADIUS CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 35°07'09", AN ARC LENGTH OF 879.58 FEET (CHORD BEARS SOUTH 27°38'47" WEST A DISTANCE OF 865.87);

SOUTH 45°12'21" WEST A DISTANCE OF 7.88 FEET;

AND SOUTH 39°13'32" EAST A DISTANCE OF 229.00 FEET;

THENCE ALONG THE WEST LINE OF THAT PROPERTIES DESCRIBED IN DOCUMENT NO. 2017-01649 AND DOCUMENT NO. F0315699, COLUMBIA COUNTY DEED RECORDS, SOUTH 16°24'00" EAST, A DISTANCE OF 825.00 FEET;

THENCE CONTINUING ALONG THE LINES OF SAID DOCUMENT NO. F0315699 PROPERTY THROUGH THE FOLLOWING THREE COURSES:

NORTH 64°24'00" WEST, A DISTANCE OF 330.00 FEET;

SOUTH 73°36'00" WEST, A DISTANCE OF 165.00 FEET;

AND SOUTH 14°36'00" WEST, A DISTANCE OF 232.00 FEET TO A POINT ON THE NORTHEAST LINE OF OLD CROWN ZELLERBACH ROAD;

THENCE ALONG SAID NORTHEAST LINE, NORTH 45°52'37" WEST, A DISTANCE OF 651.30 FEET TO THE CALCULATED LOCATION OF THE SOUTHEAST CORNER OF THE TIMOTHY LAMBERSON DLC #39 AND THE BEGINNING OF A TANGENT CURVE;

THENCE NORTHWESTERLY ALONG THE ARC OF A 1424.02 FOOT RADIUS CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 21°36'01", AN ARC LENGTH OF 536.85 FEET (CHORD BEARS NORTH 56°40'37" WEST A DISTANCE OF 533.67 FEET);

THENCE CONTINUING ALONG THE NORTH LINE OF SAID OLD CROWN ZELLERBACH ROAD, NORTH 67°28'37" WEST A DISTANCE OF 1518.17 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL 2, PARTITION PLAT 2016-05;

THENCE ALONG THE EASTERLY LINE OF SAID PARCEL 2, NORTH 25°39'55" EAST A DISTANCE OF 1180.89 FEET TO THE INITIAL POINT.

CONTAINS 278.92 ACRES MORE OR LESS.



REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

DIGITALLY SIGNED  
2020.04.30 08:22:22-07'00'

OREGON  
NOVEMBER 12, 2013  
MICHAEL D. SPELTS  
87475PLS

RENEWS: JUNE 30, 2020

DECLARATION

KNOW ALL PERSONS BY THESE PRESENTS THAT AIRPARK DEVELOPMENT, LLC IS THE OWNER OF THE LAND REPRESENTED ON THE ANNEXED MAP, AND MORE PARTICULARLY DESCRIBED IN THE SURVEYOR'S CERTIFICATE, AND HAS CAUSED THE SAME TO BE SUBDIVIDED AND PLATTED INTO LOTS AND TRACTS, IN ACCORDANCE WITH CHAPTER 92 OF THE OREGON REVISED STATUTES, AS SHOWN HEREON, AND DOES HEREBY GRANT ALL EASEMENTS AS SHOWN OR NOTED, AND DOES HEREBY DEDICATE THE RIGHTS OF WAY TO THE PUBLIC.

AIRPARK DEVELOPMENT, LLC,  
AN OREGON LIMITED LIABILITY COMPANY  
BY: WESTON INVESTMENT CO. LLC, AN OREGON LIMITED LIABILITY COMPANY, MANAGER  
BY: WESTON TRUST CORP., AN OREGON CORPORATION, MANAGER

BY: \_\_\_\_\_  
JOSEPH E. WESTON, PRESIDENT

ACKNOWLEDGMENT

STATE OF OREGON }  
COUNTY OF } SS  
THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME

ON \_\_\_\_\_, \_\_\_\_\_,  
BY JOSEPH E. WESTON AS PRESIDENT OF WESTON TRUST CORP., AN OREGON CORPORATION, ON BEHALF OF SAID COMPANY.

\_\_\_\_\_  
NOTARY SIGNATURE

\_\_\_\_\_  
NOTARY PUBLIC - OREGON

COMMISSION NUMBER \_\_\_\_\_

MY COMMISSION EXPIRES \_\_\_\_\_

NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO SUBDIVIDE INTO LOTS AND TRACTS THOSE PROPERTIES DESCRIBED AS PARCELS 1 AND 2 IN STATUTORY BARGAIN AND SALE DEED TO AIRPARK DEVELOPMENT, LLC RECORDED DECEMBER 7, 2016 AS DOCUMENT NO. 2016-010630, COLUMBIA COUNTY DEED RECORDS.

BEARINGS ARE SHOWN BASED ON THE OREGON STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD83(96) AND AGREE WITH THOSE SHOWN ON PARTITION PLAT 2016-05 AND SURVEY CS 6224. MEAN CONVERGENCE ANGLE IS -1°40'17". DISTANCES SHOWN ARE GROUND DISTANCES. MEAN COMBINED SCALE FACTOR IS 1.0000497938.

MONUMENTS (1009), (1036), (1038) AND (1051) WERE HELD TO ESTABLISH THE WESTERLY LINES COMMON TO THE AIRPORT ALONG WITH ANGLES AND DISTANCES FROM (1038) AND (1036) TO THE TWO ANGLE POINTS NEAR (1039) HELD PER CS 4962 AS SHOWN.

THE SOUTHERLY LINE OF THE JOHN McPHERSON DLC #38 WAS ESTABLISHED BETWEEN MONUMENTS (1025) AND (1084) AND IS REFERRED TO HEREON AND ON CS 1946 AS THE TRUE DLC LINE. THIS TRUE DLC LINE WAS HELD FOR THE PORTION OF THE NORTHERLY LINE EAST OF THE PRIVATE RING-A-RING ROAD. (1048) IS ALSO ON THIS LINE. FOR THE WESTERLY PORTION OF THE NORTHERLY LINE, (1047) AND (1051) WERE HELD AS SET IN CS 1946 WHICH SHOWS BOTH THE TRUE DLC LINE AND THE LINE AS OCCUPIED BY DOC. NO. 2014-002234 AND THE AIRPORT. THE ANGLES AND DISTANCES ON CS 1946 WERE USED TO ESTABLISH THE SOUTHWEST CORNER OF DOC. NO. 2014-002234 SET HEREON. CS 1950 DIFFERED AT THIS LOCATION BY HOLDING THE TRUE DLC LINE AND SET (1052). THE FENCE LINES AGREE WITH THE SOUTHERLY LINE RATHER THAN THE TRUE DLC LINE. THIS DISCREPANCY IS CAUSED BY AN OVERLAP BETWEEN THE PREVIOUS DEED TO THE SUBJECT PROPERTY, DOC. NO.

PLAT BOOK \_\_\_\_\_ PAGE \_\_\_\_\_ B- \_\_\_\_\_

COLUMBIA COMMERCE CENTER  
PARCELS 1 AND 2, DOC. NO. 2016-010630 AND PROPERTY LINE ADJUSTMENT SURVEY NO. 6224, IN THE NW, NE AND SE ONE-QUARTERS OF SECTION 7 AND THE NW, NE, SE AND SW ONE-QUARTERS OF SECTION 6, T.3N, R.1W, W.M., CITY OF SCAPPOOSE, COLUMBIA COUNTY, OREGON  
DATE: APRIL 30, 2020

CITY OF SCAPPOOSE APPROVALS

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.  
CITY ENGINEER

BY: \_\_\_\_\_

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.  
CITY PLANNER

BY: \_\_\_\_\_

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.  
CITY MANAGER

BY: \_\_\_\_\_

COLUMBIA COUNTY APPROVALS

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.

BY: \_\_\_\_\_  
COLUMBIA COUNTY SURVEYOR

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.

BY: \_\_\_\_\_  
COLUMBIA COUNTY ASSESSOR

APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2019.

ALL TAXES, FEES, ASSESSMENTS OR OTHER CHARGES AS PROVIDED BY O.R.S. 92.095 HAVE BEEN PAID

THROUGH \_\_\_\_\_, 2019.

BY: \_\_\_\_\_  
COLUMBIA COUNTY TAX COLLECTOR

STATE OF OREGON }  
COLUMBIA COUNTY } SS

I DO HEREBY CERTIFY THAT THE ATTACHED SUBDIVISION WAS RECEIVED FOR RECORD ON THE \_\_\_\_\_ DAY

OF \_\_\_\_\_, 2019, AT \_\_\_\_\_ O'CLOCK \_\_\_\_ M.

AND RECORDED AS INSTRUMENT NUMBER \_\_\_\_\_

AND RECORDED IN SUBDIVISION PLAT BOOK \_\_\_\_\_, PAGE(S) \_\_\_\_\_

COLUMBIA COUNTY RECORDS \_\_\_\_\_

DEPUTY COUNTY CLERK

BY: \_\_\_\_\_

APPROVED \_\_\_\_\_, 2019.  
COLUMBIA COUNTY BOARD OF COMMISSIONERS

BY: \_\_\_\_\_

BY: \_\_\_\_\_

BY: \_\_\_\_\_



# October 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5 Work Session 6pm City Council 7pm	6	7	8 Planning Commission 7pm	9	10
11	12	13	14	15 EDC ~ noon  Park & Rec Committee 6pm	16	17
18	19 Work Session 6pm City Council 7pm	20	21	22 No Planning Commission	23	24 Household Hazardous Waste Collection Event Transfer Station 8am - 2pm
25	26	27	28	29	30	31 





# November 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 Work Session 6pm City Council 7pm	3	4	5	6	7
8	9	10	11  Veterans Day- offices closed	12 Planning Commission 7pm	13	14
15	16 City Council 7pm	17	18	19 EDC ~ noon  Park & Rec Committee 6pm	20	21
22	23	24	25	26 Offices Closed	27 Offices Closed	28
29	30					