



SCAPPOOSE PLANNING COMMISSION

Council Chambers at City Hall
33568 East Columbia Avenue

AGENDA:

Thursday, November 18th, 2021 at 7:00 p.m.

1.0 CALL TO ORDER

2.0 ROLL CALL

3.0 APPROVAL OF MINUTES

3.1 October 28, 2021 Planning Commission Meeting

4.0 CITIZEN INPUT

The City of Scappoose will be accepting public comments in person, by email or calling into the virtual meeting. Please advise the Planning Dept. at 503-543-7184 before 5pm Wed. Nov. 17, 2021.

5.0 NEW BUSINESS

5.1 DOCKET # SB2-21

Creekwood Homes, Inc. is requesting approval of a Preliminary Subdivision Plat to subdivide ~1.76 acres of land described as Columbia County Assessor Map Numbers 3212-DD-07900, 3212-DD-07600, and 3212-DD-07500 to create 9 lots in the Moderate Density Residential (R-4) zoning district. The site is located northeast of the SE 6th and SE Elm Street intersection.

***Format:** Subdivisions are a Limited Land Use Decision that do not require verbal testimony, only written comments which will be accepted if submitted by 5:00 p.m., Wednesday, November 17th, 2021.*

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, attendees may attend virtually rather than in person. For more details visit the City website at <https://www.ci.scappoose.or.us/bc-pc> or by City Hall at 503-543-7146.**

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

SCAPPOOSE PLANNING COMMISSION MINUTES
Thursday, October 28th, 2021 at 7:00 p.m.

1.0 CALL TO ORDER

2.0 ROLL CALL

Commissioners;

Scott Jensen	Vice Chair
Bill Blank	Commissioner
Bruce Shoemaker	Commissioner
Rita Bernhard	Commissioner (virtual)
Jeanette Santiago	Commissioner (virtual)
Marisa Jacobs	Commissioner (virtual)

Staff;

Laurie Oliver Joseph	City Planner
Chris Negelspach	City Engineer
Elizabeth Happala	Office Administrator

Applicants in attendance;

Al Peterson, Akaan Architecture + Design LLC
Craig Campbell, OMIC R&D
Josh Koch, OMIC R&D

Audience;

Parker Verhaeghe, P&C Construction (virtual)
Samra Egger, Plan B Consultant (virtual)

2.1 Elect Planning Commission Chair

Vice Chair Jensen stated that they have a vacant Chair position. And they need to elect a new chair.

Commissioner Blank nominated Vice Chair Jensen, who accepted the nomination.

Vice Chair Jensen asked for any other nominations, as there were none, he called for a vote which he would abstain from.

Commissioner Shoemaker called for a vote to approved Vice Chair Jensen as Chair; **Passed 5-0. AYES: Commissioners Blank, Shoemaker, Bernhard, Santiago and Jacobs**

Chair Jensen now opened up his Vice Chair position that he can no longer fill.

Commissioner Shoemaker nominated Commissioner Blank, who accepted.

Chair Jensen asked for any other nominations.

Commissioner Santiago nominated Commissioner Bernhard, who declined.

Chair Jensen called for a vote for Commissioner Blank to serve as Vice Chair; **Passed 5-0. AYES: Chair Jensen, Shoemaker, Bernhard, Santiago and Jacobs**

3.0 APPROVAL OF MINUTES

3.1 August 12, 2021 training work session

3.2 August 26, 2021 meeting minutes

Chair Jensen asked the commissioners if they had any comments or corrections to the minutes. As there were none, Vice Chair Blank moved to approved both minutes as presented and Commission Connell second.

Motion Passed 6-0. AYES: Chair Jensen, Vice Chair Blank, Commissioners Shoemaker, Bernhard, Santiago and Jacobs

4.0 CITIZEN INPUT

Chair Jensen asked for any public comment, there were none.

5.0 NEW BUSINESS

5.1 DOCKET # SDR1-21, SLDP4-21

OMIC R&D has requested approval of an application for Site Development Review to allow for the construction of a 30,000 square foot Additive Manufacturing and Research Facility and associated site amenities. The Sensitive Lands Development Permit – Flooding is required since a portion of the subject site is within the mapped floodplain. The site is located at 33701 Charles T Parker Way, northwest of the West Lane Road and Charles T Parker Way intersection, on property described as Columbia County Assessor Map # 3201-DO-00605 (Parcel 2 of Partition Plat 2014-9).

Format: *Consolidated Quasi-Judicial and Limited Land Use Decision Public Hearing;*

- *Quasi-Judicial Decisions allow for both verbal and written testimony, which applies to the Sensitive Lands Development application.*
- *Limited Land Use Decisions only allow for written comments, which applies to the Site Development Review application.*

Written comments will be accepted if submitted by 5:00 p.m., Wednesday, October 27th, 2021.

Chair Jensen read the docket item and order of hearing, then asked for any ex-parte contacts or conflicts of interest. As there were none, he called for the staff report presentation.

City Planner Oliver Joseph began the staff presentation with items included in the packet. Beginning with the observations followed by the public comments received and then the applicable approval criteria and the staff recommendations for approval along with the conditions of approval. She completed her presentation by stating that there was an amended finding that was requested which was handed out to all the commissioners related to 17.100.100. The amended finding would read, “as stated in the findings, no outside storage would be proposed, loading areas and trash facilities will be located inside the building”. This amendment will provide additional clarification.

Chair Jensen asked if any commissioners had questions about the staff report. As there were none, he called the applicant(s) forward for their presentation.

Applicant Al Peterson with Akaan, came forward and handed out a couple illustrations mounted on core board of the completed building renderings. He stated that he did not have anything to add to the staff report. Although wanted to state from his personal standpoint that he has lived in Columbia County his entire life and grew up in St. Helens and commuted to PCC classes in Portland, he also took some PCC classes in St. Helens then later he went through a master’s program at college. When he returned to St. Helens’ with his master’s degree, he would occasionally take classes at PCC and is thrilled that OMIC is in Columbia County and in Scappoose. Adding that if OMIC was not here then PCC might not have ever built their new campus here. He stated that the people in our community have been after PCC to build here for the past 20 years at least. And he is thrilled this new building will be coming to Scappoose. Adding that he hopes everyone votes for Betsy Johnson for Governor.

Commissioner Bernhard agreed and recalled working towards getting PCC to our community over the years.

Applicant Al Peterson with Akaan, stated that this new building will be very similar to the other building which is an industrial prefabricated steel building. Adding that design-wise, they wanted this building to be an icon that represents what’s going on inside the building. They have turned the siding sideways to create a laying effect, and the parapets are offset as the whole concept occurring inside the building is what’s called additives manufacturing. Explaining it as an ink jet printer on steroids which essentially is 3D printing. Instead of an ink jet printer they have a steel printer or a titanium printer building up layers of metals to create an object which is similar to 3D printing. Stating that this facility will be researching, creating

manufacturing additives or additives manufacturing. Adding from a design standpoint they took that concept of a metal shed and translated that to the outside of the building. He believes it will be a wonderful building and an icon. Adding the OMIC is already working with a contractor. Their metal building subcontractor is thrilled about this building and wants it to be featured in a sheet metal trade magazine. They have attempted and met and conformed to the development code as it is an allowed outright use, and he cannot think of any reason for the Planning Commission to deny it. Adding that they are providing more than adequate parking. He wants to add that for future parking standard updates, that these 2 large buildings which have large machines inside of them, that they are having to conform to a parking standard which is the same as an office building. Stating that they do have enough parking for now, although they are planning for the future and may build other buildings. He is hoping that in the future the commission may want to reconsider their parking standards for manufacturing buildings that have more machine space than people. He also wanted to comment on the additional amended finding, referring to the floor plan on page 72, essentially its in 2 pieces with offices on one side and space for machines to the other side. He pointed out on the far-right side of page 72, is the trash room and electrical room plus the 2 large HVAC units to be placed outside. Adding that all the trash will be inside, pointing out that they are already conforming to the amended finding. Lastly, he wanted to discuss the traffic analysis, adding that condition #19 is not that clear. He would appreciate if the Planning Commission could add four words to that finding by referencing the section that it's referring to, possibly: "per section 17.154 above" or something similar. Explaining that it's not very clear in the condition what is being mentioned. Then asked for any questions.

Chair Jensen asked the Commissioners if they had any questions.

Vice Chair Blank asked the applicant if he saw any environmental impacts.

Applicant Al Peterson with Akaan, replied, no. Adding that this will actually improve a reclaimed rock quarry and essentially a bare piece of property without any topsoil, which is just a stripped piece of land. When this gets developed you will see a new landscaped building.

Commissioner Santiago asked if they would be green or meeting any green building standards.

Applicant Al Peterson with Akaan replied yes, as they will be installing four solar panels in the yard which is part of the state mandated green energy requirements for state funded facilities. Adding that they did not go down the path of what's known as LEED certified. As in his opinion it adds a lot of administrative cost to a building and does not get much return on the additional requirements. Adding that he recently attended an online seminar with a Harvard Professor who has an office in Boston and in India, someone in the class asked the professor about that path, in which he replied that it only sets you up with a whole bunch of problems that creates a whole bunch of expensive solutions for you. Which he believes to be absolutely true. Adding that when you go down some of those paths, you then set yourself up to where the only answer is some expensive new technology which is not what OMIC intends to do with this facility. OMIC would rather spend their money on research manufacturing, not necessarily testing green technologies. Their goal is to do research on manufacturing not research on green technologies.

Commissioner Santiago stated that in her line of work she supports companies and communities in becoming more eco-friendly, more green and energy efficient and so forth, adding that they are an innovation research development facility that could be on top of all that to become a showcase and an example of this at their innovation center.

Applicant Al Peterson with Akaan restated that is not what they are intending to do at their facility. And he will have Craig Campbell with OMIC come up as he made some great examples a few weeks ago about how additives manufacturing is greener than subtractive manufacturing in the traditional process. Explaining that in subtractive manufacturing you take a large piece of metal and put it on a lathe to cut, grind and mill metals off that are now being wasted. Whereas additive manufacturing is the opposite as it adds up metals to become one object without any waste at all.

Craig Campbell with OMIC came forward to answer Commissioner Santiago's question, stating that they had a limited amount of funds to build this building which required them to be fairly frugal with that money. Adding that they are using a unique type of solar panel that looks like a large flower which tracks solar energy. And what the facility will be doing in terms of research, is to de-risk investments by companies in a technology that will allow them to reduce their environmental impact by virtue of the benefits associated with additive manufacturing that include not using more materials than is necessary. In this it also gives them the ability to print or develop a product on site. Adding that they will still be required to move raw materials although it will reduce the environmental impact of not having to move the product several times, reducing carbon impacts by virtue of less transportation. Adding that there are a series of other benefits that are ultimately derived by the fact that they will have the ability to create far more efficient parts in additive manufacturing than the traditional methods of machining parts which requires the use of internal structures for cooling and heating with sensors that allow them to more efficiently make use of the energy which that part will require. In addition, they are also doing research on different types of alloys. Stating that they have a Memorandum of Understanding with the National Environmental Technology Lab, which they are working on creating alloys that don't require rare earth elements in order to produce tools or parts, as those rare earth elements are being used up which is forcing them to find alternatives. Overall, they are being good to the environment as they are being proactive in finding ways to reduce the need of those rare earth elements that are currently being used. Adding that the United States is a little bit behind Europe in those efforts but that is one the benefits they have by having very bright metalist working at OMIC and a lab that is dedicated to this by the federal government in Albany.

Vice Chair Blank asked if they were able to learn from the model in England and improve on that original model.

Craig Campbell with OMIC replied that the advanced manufacturing research center in Sheffield England was their guiding star as to how they were formed, and since then there have been 15 facilities like this created around the world now. Adding that their facility is the first one in this nature, that is in the United States, and they are also the only one that duplicates the original model which allows them to respond to creating research in any area that their members in the industry require them to do. Stating that they started with the traditional subtractive manufacturing now they are moving into additive manufacturing with works in robotics, automation, and eventually joining. Stating that the great strength in that is that they are bringing in a variety of industry participants from around the world who are sharing their expertise along with their indigenous researchers at Oregon State, Portland State, Oregon Tech and here in Scappoose at the OMIC facility. They are able to bring some very bright minds together in creating solutions to problems the industry is facing right now. Stating that they are not doing theoretical research but rather everything they do is designed to find a solution that the industries are having in the manufacturing line so they can either overcome the challenge they are having or taking advantage of opportunities that present themselves. He also wanted to add that they are very honored to be a part of this community and the fact that this community has been so supportive of the work they have done so far, as they are already an established world class research and development center with only 3 years in. Stating that this would not have happened without the support they have received from this community.

Commissioner Santiago stated for them not to take this the wrong way as she is a big fan of OMIC, but she understands that they are using the funds they were given in order to develop this facility and her questions is if they also reached out for federal funding to in order to get more funding to possibly make it a more green development.

Craig Campbell with OMIC replied that they have not on this particular facility since they were close enough with the resources they had to build the building that is before you tonight. Adding that they have applied to the federal government for additional funds for another building that will be used not for research and development, but instead as a business development center which will help develop new companies and new technologies to inform them how they as companies can run more economically and environmentally efficiently using new technologies and at the same time grow their partnership with the new PCC training

center so they are developing training in areas that they are doing research in. In addition, they are working with OMEP the Oregon Manufacturing Extension Partnership, in hopes that they have an office in this region so they can start growing and expanding the local business, in order to create a workforce that aren't having to commute to Portland for work, where they can stay right here in the community. He understands that was only a partial answer to her questions as she wanted to know about federal funding to make their new additives facility more green. And stated that none of the grants they have received allowed them to do that. Adding that by the time get the additional grant money that is going around now, they hope this building will be built.

Vice Chair Blank asked how long they expect construction to last.

Craig Campbell with OMIC along with the P&C contractor replied they expect it to be finished October 2022.

Vice Chair Blank asked if they had any issues with the Conditions of Approval, other than what Al Peterson already mentioned.

Craig Campbell with OMIC replied no, he did not see any issues.

Commissioner Santiago added a suggestion for them to add some basketball courts.

Craig Campbell with OMIC replied they do have a large open space until the machines come in.

Chair Jensen asked for any other commissioner questions. As there were none, he asked for any proponents. As there were none, he asked for any opponents. Again, there were none and moved to staff response.

City Planner Oliver Joseph responded to the requested amended condition of approval #19, she is fine with making the adjustment and would recommend that prior to the period at the end of the sentence they add in parenthesis; "per the findings in section 17.154.030 S" which is on page 38 referencing our mention that there is a way to meet this condition by providing an updated comment from their traffic engineer either stating that the site distances are adequate or the fence should be removed. In either case we are putting it on the record that the city would work with the adjacent property owner to get that done but OMIC would have meet their condition by providing that comment from their traffic engineer. Adding that she is happy to make this revision which will be a total of three revisions and the staff report will be revised with today's date. Stating that the revision will be on page 18 for number of parking spaces being provided and the other condition section 17.100.100 and last one for condition of approval #19.

Chair Jensen closed the hearing, for the commissioners to begin their deliberations.

Vice Chair Blank stated that he has gone through the packet, and they comply with everything and are willing to add the other revisions. He appreciated their explanation of the purpose of their service and what they do that will be useful to our community as well.

Commissioner Santiago agrees with Vice Chair Blank's comments and City Planner Oliver Joseph's comments and conditions. Adding that personally she would like to see their future buildings integrate innovated green technologies and techniques to showcase what the future will bring.

Vice Chair Blank added that he agrees it would be good if they could do that and recalls when the Wauna Credit Union was built here that they met the LEED certification, and they soon will be bidding for a new building location which he imagines they would continue to meet that certification in their new building so they could be an example in the community. And he thanked Al Peterson for bringing in the illustrations. Commissioner Shoemaker also thanked Al Peterson for bringing in the photos, he appreciates it. He apologized to our virtual attendees who cannot see the images.

Al Peterson with Akaan said he would email us the images to share.

Chair Jensen asked Al to email them to Liz and she'll distribute it for us.

Commissioner Shoemaker stated that this is very exciting since he knows this has been in the plans for a long a time with all the surveys and research.

Vice Chair Blank added that for public knowledge he has been out there on that site for tours from the beginning and watched their progress. Adding its very impressive what they are doing and trying to accomplish there.

Chair Jensen asked City Planner Oliver Joseph if there is anything in the code about glare from the solar panels since they are close to the airport.

City Planner Oliver Joseph replied yes, although typically it's when it's in closer vicinity to the airport.

Chair Jensen asked City Engineer Negelspace, about the 50 employee parking estimation but the traffic generation is only based on 25.

City Planner Oliver Joseph replied that it was 50 between both buildings, so the traffic generated on the new use is based on 25 employees in the new building.

Commissioner Santiago asked if the 25 employees included students.

Al Peterson with Akaan said the hearing is closed and asked if they wanted him to answer.

City Planner Oliver Joseph replied to Commissioner Santiago that she did not know the answer to her question.

Vice Chair Blank stated that he does understand that the students would be traveling between buildings just like any large campus.

Chair Jensen stated that he does know that the parking standard is based on square footage, so it does take that into account.

Commissioner Santiago asked if there was enough parking.

City Planner Oliver Joseph replied that they are adequately parked there.

Commissioner Shoemaker moved to approve the docket with the three revisions as discussed Commissioner Santiago second. **Motion Passed 6-0. AYES: Chair Jensen, Commissioners Blank, Shoemaker, Bernhard, Santiago and Jacobs**

Chair Jensen congratulated the applicants.

6.0 COMMUNICATIONS

6.1 Calendar Check

Chair Jensen went over the calendar.

6.2 Commissioner Comments

Vice Chair Blank appreciates having OMIC in our community.

Chair Jensen agrees and looks forward to seeing their growth here.

6.3 Staff Comments

City Planner Oliver Joseph gave updates on the Housing Needs Analysis and released the RFP for the 50-plan with proposals due Nov. 22nd. Adding that this will be quite an endeavor.

City Engineer Negelspace gave an updated about the multiple developments he's reviewing and projects in construction.

Vice Chair Blank asked City Engineer Negelspace if he's seen any effects of Covid on these projects.

City Engineer Negelspace replied that it has honestly created more work.

City Planner Oliver Joseph added that the effect is the supply chain is impacted causing an increase in cost for materials. Adding that nothing has slowed down for us.

City Engineer Negelspace added that it seems to have put more focus on development than there was before. Adding that most consultants he has talked to have been busier than they have ever been in the past.

Commissioner Santiago asked if they would be involved with the RFP for the 50-year.

City Planner Oliver Joseph stated that they already have an established scoring methodology they use. And will have a group of staff to review the RFPs and they have asked Paul Vogel from the Columbia Economic Team (CET) to be involved as an outside agency to assist with the selection process then it will be presented to City Council for their final decision.

Commissioner Santiago asked about improving the electrical outlets at Veteran's Park for future events.

City Planner Oliver Joseph replied that she has heard of this and stated that would be a question for the Public Works Director as funding for that would come out of his Parks budget. She could forward her comment to him as she is unsure if anyone is looking at budgeting for that and recommends that she discusses this at the EDC goal setting meeting.

7.0 ADJOURNMENT

Chair Jensen adjourned the meeting at 8:19 p.m.

Chair Jensen

Attest: _____
Elizabeth Happala, Office Administrator

CITY OF SCAPPOOSE STAFF REPORT

- Request:** Approval of an application for Subdivision Tentative Plan approval to subdivide ~1.76-acres into 9 residential lots.
- Location:** The site is located northeast of the SE 6th and SE Elm Street intersection on property described as Columbia County Assessor Map numbers 3212-DD-07500, 3212-DD-07600, and 3212-DD-07900. See attached Vicinity Map (**Exhibit 1**).
- Applicant:** Creekwood Homes, Inc.
- Owner(s):** J. Thompson, V. McKinney and P. Barichello (Tax Lots 7500 & 7900)
Clarissa Williams (Tax Lot 7600)

EXHIBITS

1. Vicinity Map ([pg. 32](#))
2. Application and Narrative ([pg. 33](#))
3. Preliminary Subdivision Plans ([pg. 73-83](#))
 - A. Cover Sheet, P01
 - B. Existing Conditions, P02
 - C. Preliminary Subdivision Plat, P03
 - D. Preliminary Setbacks Plan, P04
 - E. Preliminary Demolition Plan, P05
 - F. Preliminary Grading and Erosion Plan, P06
 - G. Preliminary Street Plan, P07
 - H. Preliminary Street Profiles and Cross Section, P08
 - I. Preliminary Composite Utility Plan, P09
 - J. Future Connectivity Plan, P10
 - K. Preliminary Street Tree Plan, P11
4. Preliminary Stormwater Report, dated August 2021 (Appendices available upon request) ([pg. 84](#))
5. Geotechnical Report, dated June 9, 2021 (Appendices available upon request) ([pg. 90](#))
6. Transportation Analysis Letter, dated August 4, 2021 ([pg. 104](#))
7. Comments from Scappoose Rural Fire Protection District, dated October 28, 2021 ([pg. 111](#))
8. Comments from Public Works Director, dated October 13, 2021 ([pg. 112](#))
9. Comment from Columbia County Public Works, dated November 3, 2021 ([pg. 113](#))
10. Comment from Scappoose School District, dated November 1, 2021 ([pg. 114](#))
11. Comment from Columbia River PUD, dated November 2, 2021 ([pg. 115](#))
12. Comment from Scappoose Drainage Improvement Company, dated November 2, 2021 ([pg. 116](#))

*Thompson Woods Subdivision***SUBJECT SITE**

- The subject site is ~1.76-acres, located northeast of the SE 6th and SE Elm Street intersection. The site is designated Suburban Residential (SR) on the Comprehensive Plan Map and is zoned Moderate Density Residential (R-4). Adjacent zoning is R-4 and Columbia County Single Family Residential (R-10) to the north; Columbia County R-10 to the east; R-4 and Low Density Residential (R-1) to the south; and R-1 to the west. All adjacent parcels are in residential use.
- The property consists of three legal lots of record and one of the lots, currently addressed as 33961 SE Elm Street (Tax Lot 7600), contains an existing single-family home, which is proposed to be demolished as part of this project (see **Exhibit 3E**). The remaining two lots are vacant.
- The site slopes from west to east. According to FIRM (Federal Insurance Rate Map) panel 41009C0463D, the property is not within the 1% annual chance floodplain (commonly referred to as the 100-year floodplain), nor does the property contain any wetlands, as confirmed by reviewing the City's Local Wetland Inventory Map.

BACKGROUND INFORMATION

- In 1998, a larger tax lot, identified as Tax Lot 7800 on the Existing Conditions sheet (**Exhibit 3B**), underwent a two-lot partition which resulted in Tax Lot 7900 being platted as well as providing a 46-foot right of way dedication, referred to as SE 6th Street (see **Exhibit 3B**). This section of SE 6th Street is off set from the existing section of SE 6th Street located southwest of this unimproved section of right of way.
- In 2020, the City Council approved the Maple Street Cottage subdivision to be located directly to the north of Tax Lot 7900. At that time, the City decided not to extend this portion of unimproved SE 6th Street right of way to the north (through the Maple Street Cottage subdivision) since the offset intersection would not function well to support a large volume of through traffic, and instead it was determined that this short section of right of way would just support traffic to accommodate the housing that abuts this section of right of way, which is proposed by this application to be 9 single family homes. Additionally, the Conceptual Future Street Connection (Figure 12 from the 2016 Transportation System Plan) does not show this road connecting to the north for the previously mentioned reason.

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

- The applicant requests approval of an application to subdivide 1.76-acres into 9 single-family residential lots, ranging in size from 5,000 sq. ft. to 10,635 sq. ft. and Tract A, which would support a stormwater facility (see **Exhibit 3C**). Additionally, Tract B would be created to maintain existing access to Tax Lots 7400 and 7700 (see **Exhibit 3B**). The site is located north of SE Elm Street, and northeast of the SE 6th and SE Elm Street intersection.
- The lots would have frontage on one public street, SE 6th Street (see **Exhibit 3C**).
- As part of the previously mentioned minor partition approved in 1998, the owner dedicated 46-feet of right of way for the offset section of SE 6th Street, which is less than the required right of way width by current standards for a local street. This application depicts the required additional right of way dedication of 8-feet along SE 6th Street to bring the total width to 54-feet, meeting the local

Thompson Woods Subdivision

street standard. The applicant is also depicting the required 10-foot right of way dedication along the SE Elm Street frontage to bring the total width of SE Elm Street to 30-feet, north of centerline (see **Exhibit 3C**). This is in conformance with SE Elm Street's designation as a Neighborhood Route, which requires a 60-foot right of way width.

TRAFFIC IMPACT ANALYSIS & STREET IMPROVEMENTS

- The applicant proposes interior street right-of-way widths of 54 feet (**Exhibit 3C**), which is consistent with the City's TSP (Transportation System Plan) for local residential streets. As seen on **Exhibit 3G**, the majority of the new street within the subdivision will be improved to meet the City's local street standards, including a 32-foot paved width with curb and gutter, 5-foot sidewalks (on the frontage represented by this application), and street trees.
- There are two existing fir trees to the southwest of the proposed road improvements (on Tax Lot 7800), as depicted on the Existing Conditions Plan, **Exhibit 3B**. The applicant has depicted the provision of a small retaining wall to preserve the root zone of the trees and a reduced paved section of 28-feet in the vicinity of the retaining wall. The Public Works Director submitted a comment (**Exhibit 8**), stating that it appears that the trees are far enough away to allow the full width paving and curb construction along the entire west side of the proposed street. Section 5.0015 of the PWDS (Public Works Design Standards) states that half-streets will only be approved when the abutting or opposite frontage property is undeveloped, and the full improvement will be provided with development of the abutting (upon right-of-way dedication) frontage property. Since Tax Lot 7800 is already developed with a single-family residence and outbuildings, the City will require, in the recommended conditions of approval, that the applicant construct the full paved width of 32-feet for SE 6th Street, including curb and gutter. City staff discussed the legality of working within the tree's root zone with the City's legal counsel and received guidance that the City is within their right to require the full street width in this location.
- The applicant will be required to perform half-street improvements to SE Elm Street along the entire frontage of Tract A, as partially depicted on the Preliminary Street Plan (**Exhibit 3G**) to ensure that the road meets the PWDS (Public Works Design Standards) and the Transportation System Plan. The applicant has requested to reduce the required half-street improvements to SE Elm Street including the portion of Tract A frontage east of the service driveway, to avoid impacts to the existing tree located on the neighboring property to the east. In consideration of the City's requirement to include that the entire portion of the Tract A frontage be fully improved such that the road meets the PWDS and the Transportation System Plan, the developer will extend the street improvements to the western edge of the service drive, at a minimum. If not feasible to complete the sidewalk to the eastern property line (abutting Tax Lot 7700), the applicant will be required by the recommended conditions of approval to provide funds in lieu of the cost of the remaining improvements to be held by the City until such time that SE Elm Street is improved by Columbia County. City staff recently met with the Public Works Director of Columbia County and learned that the County plans to improve the north side of SE Elm Street, directly east of this subdivision in 2022.
- Access to the subdivision is via SE Elm Street, which is under the jurisdiction of Columbia County. Columbia County Public Works submitted a referral comment (**Exhibit 9**) stating that the applicant is required to meet the City of Scappoose's standards for street improvements and storm drainage.

Thompson Woods Subdivision

Columbia County Public Works also stated that an access permit would be required for the new connection of SE 6th Street to SE Elm Street, which has been included in the recommended conditions of approval.

- The applicant submitted a TAL (Transportation Analysis Letter) completed by Lancaster Mobley, attached as **Exhibit 6**. The study estimated that the proposed 9-lot development would generate 84 daily trips, of which 7 would be during the morning peak hour and 9 would be during the evening peak hour.
- As required, a safety analysis within ¼ mile of the subdivision was performed, including site distance, crash data, street lighting, access spacing and on-site circulation and street connectivity to adjacent parcels.
- The safety analysis, with the exception of site distance at the access point to SE Elm Street, met the necessary standards as discussed in the TAL (**Exhibit 6**). The TAL identified vegetation that is blocking the view when looking east of SE Elm Street at the point where SE 6th Street will connect (See **Figure 3 in Exhibit 6**). This vegetation will be removed with the development of the subdivision, which should alleviate the site distance issue.

PUBLIC UTILITY IMPROVEMENTS

- Municipal water is available from an existing 8-inch PVC water main in SE Elm Street. The applicant proposes to extend an 8-inch water main within the SE 6th Street right of way to the northern project boundary and install laterals to serve each lot, as depicted on the Preliminary Composite Utility Plan, attached as **Exhibit 3I**.
- Sanitary sewer is available via an existing 10-inch concrete mainline in SE Elm Street. The applicant proposes to extend a sewer line within the SE 6th Street right of way to the northern project boundary and install laterals to serve each lot, as depicted on the Preliminary Composite Utility Plan, attached as **Exhibit 3I**.
- The applicant proposes that stormwater from the Thompson Woods subdivision would be managed within a stormwater facility to be located within Tract A. Stormwater from the project site would be directed to Tract A, would be detained for infiltration, with overflow directed to an existing 24-inch HDPE storm main within SE Elm Street. The applicant has submitted a Preliminary Drainage Report, attached as **Exhibit 4**.

STREET TREES & LANDSCAPING

- The Scappoose Development Code requires street trees along all street frontages. The applicant has submitted a Preliminary Street Tree Plan, attached as **Exhibit 3K**. As seen on the Preliminary Street Tree Plan, the applicant proposes to plant 7 street trees along their project frontage. The applicant is required by the recommended conditions of approval to submit a final street tree plan ensuring conformance with Chapter 17.104 of the Scappoose Development Code and to plant the trees in conformance with the requirements in Section 13.28.020, C of the Scappoose Municipal Code.

*Thompson Woods Subdivision*PUBLIC & PRIVATE AGENCIES AND PUBLIC NOTICE

- The City of Scappoose City Manager, Engineering, Building, Public Works, and Police Departments; Columbia County Public Works; Scappoose Rural Fire Protection District; Scappoose School District; Columbia River PUD; and SDIC (Scappoose Drainage Improvement Company) have been provided an opportunity to review the proposal. Staff did not receive any objections from these agencies. Comments are attached as **Exhibits 7 - 12** and those issues applicable to the Planning Commission have been included in the recommended conditions of approval.
- Notice of this request was mailed to property owners located within 200 feet of the subject site on November 4, 2021. Notice was also posted on the property on November 2, 2021 and published in the local newspaper on November 5, 2021. No comments were submitted by the public as of the date of this staff report.

FINDINGS OF FACT

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

Chapter 17.01 INTRODUCTION

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

Finding: The applicant proposes to dedicate additional right of way along SE 6th Street and SE Elm Street, as seen on **Exhibit 3G**, and to improve the roads in conformance with the standards in 17.154 and the City's Public Works Design Standard's (which will be verified during construction document review). Section 17.01.060 is satisfied.

Chapter 17.50 R-4 MODERATE DENSITY RESIDENTIAL*17.50.030 Permitted and Conditional Uses*

Use	
<i>Single-family detached residential dwelling [...]</i>	<i>Permitted outright</i>

17.50.050 Dimensional requirements.

Dimensional Requirements	Requirement
---------------------------------	--------------------

Thompson Woods Subdivision

<i>Minimum lot area</i>	
<i>Single-family detached</i>	<i>Five thousand (5,000) square feet outside the Scappoose Creek Flood Plain</i>
<i>Minimum lot width</i>	<i>Not be less than fifty feet, except the minimum lot width at front property line on the arc of an approved full cul-de-sac shall not be less than thirty feet</i> <i>Flag lots shall provide a minimum of twenty-five feet of frontage along a public right-of-way</i>
<i>Minimum setback</i>	
<i>Front Yard</i>	<i>Fifteen -feet</i>
<i>Front of garages or carports</i>	<i>Twenty feet from the property line where access occurs</i>
<i>Side yard</i>	<i>Total a minimum of fifteen feet with one setback not less than ten feet, which shall be on the street side for corner lots</i>
<i>Rear yard</i>	<i>Twenty feet</i>
<i>Setbacks for accessory building behind a residence</i>	
<i>Side</i>	<i>Five feet each</i>
<i>Rear</i>	<i>Five feet</i>
<i>Maximum height</i>	<i>Thirty-five feet</i>
<i>Accessory Building</i>	<i>Twenty-two feet</i>
<i>Principal building per lot</i>	<i>One</i>
<i>Maximum building coverage</i>	<i>Forty percent of the lot area</i>

Finding: The subject site is zoned R-4 – Moderate Density Residential. The applicant proposes single-family residential lots ranging in size from 5,000 sq. ft. to 10,635 sq. ft, which meets the minimum requirement of 5,000 square feet (see **Exhibit 3C**). All of the proposed lots provide a minimum of 50-feet in width, with the exception of the flag lot, which meets the required minimum width of 25-feet. Conformance with the setback and lot coverage requirements will be determined at the time of building permit review for each lot. As discussed in **Exhibit 2** and shown on the Preliminary Demolition Plan (**Exhibit 3E**), the existing house and outbuilding on Tax Lot 7600 will be removed as part of this project. Sections 17.50.030 and 17.50.050 are satisfied.

Chapter 17.104 STREET TREES

17.104.020 Applicability.

- A. *The provisions of this chapter shall apply to all development as defined in Scappoose Municipal Code Chapter 17.26, Definitions, except a building permit to add to or remodel an existing single- family residence.*
- B. *All development shall be required to plant street trees. Street trees shall be defined as trees located on land lying between the property lines on either side of all streets, avenues or public rights-of-way within the city or within easements defined on a recorded plat as street tree easements.*
- C. *All street trees required under this chapter shall be subject to the requirements of Scappoose Municipal Code Chapter 17.140 Public Land Tree Removal. (Ord. 659 §3 (part), 1997)*

Finding: As seen on the Preliminary Street Tree Plan (**Exhibit 3K**), the applicant proposes to plant American Hophornbeam trees, from the approved street tree list. Section 17.104.020 is satisfied.

17.104.040 Standards for street trees.

- A. *Street trees shall be selected from the approved street tree list included as Appendix A of the Scappoose Comprehensive Urban Forestry Plan.*
- B. *At the time of planting, street trees shall not be less than ten feet high for deciduous trees and five feet high for evergreen trees.*
- C. *Spacing and minimum planting areas for street trees shall be as follows:*
 - 1. *Street trees under twenty-five feet tall and less than sixteen feet wide at maturity shall be spaced no further than fifteen feet apart in planting areas containing no less than sixteen square feet of porous surface and not less than four feet wide;*
 - 2. *Street trees under twenty-five feet tall and greater than sixteen feet wide at maturity shall be spaced no further than twenty feet apart in planting areas containing no less than sixteen square feet of porous surface and not less than four feet wide;*
 - 3. *Street trees between twenty-five feet to forty feet tall and less than twenty-five feet wide at maturity shall be spaced no greater than twenty-five feet apart in planting areas containing no less than twenty-four square feet of porous surface and not less than six feet wide;*
 - 4. *Street trees between twenty-five feet to forty feet tall and greater than twenty-five feet wide at maturity shall be spaced no greater than thirty feet apart in planting areas*

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containing no less than twenty-four square feet of porous surface and not less than six feet wide;

5. *Street trees greater than forty feet tall at maturity shall be spaced no greater than forty feet apart in planting areas containing not less than thirty-six square feet of porous surface and not less than eight feet wide.*
- D. *Street trees located under or within ten feet of overhead utility lines shall be less than twenty-five feet tall at maturity.*
- E. *Street trees shall be planted in accordance with the requirements of Scappoose Municipal Code Section 13.28.010(C).*

Finding: The proposed trees, as previously stated, are on the approved street tree list. The applicant has indicated the spacing for each tree, based on the species and mature height, in accordance with the above standards, see **Exhibit 3K**. The recommended conditions of approval require the applicant to submit a final street tree planting plan ensuring conformance with Chapter 17.104 of the Scappoose Development Code and to plant the trees in conformance with the requirements in Section 13.28.020, C of the Scappoose Municipal Code. Section 17.104.040 is satisfied.

CHAPTER 17.150 - LAND DIVISION: SUBDIVISION

17.150.020. General Provisions.

[...]

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

Finding: The proposed subdivision does not create or plan to preserve any large lots which may be redivided in the future; therefore, this criterion does not apply. Section 17.150.020(C) is not applicable.

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

Finding: According to FIRM (Federal Insurance Rate Map) panel 41009C0463D, a portion of the property is in shaded zone X, meaning it is protected from the 1% annual chance floodplain (commonly referred to as the 100-year floodplain), by the levee. No portion of the subject site is within the regulated 100-year floodplain; therefore, this criterion is not applicable. Section 17.150.020(D) is not applicable.

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

Finding: Proposed public utilities are shown on **Exhibit 3I**. This exhibit illustrates the extent of all proposed new water, sanitary, and storm sewer utilities on site. The applicant will be required to

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

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

Finding: The applicant has submitted a Preliminary Stormwater Report for Thompson Woods Subdivision, attached as **Exhibit 4**. The report includes design assumptions, follows CWS standards and includes preliminary calculations for water quality and quantity controls. Stormwater from the public street would be collected via curb inlets and conveyed to the Tract A stormwater facility (see **Exhibit 3I**). A final stormwater report will be required prior to approval of the subdivision construction plans. The applicant has submitted a Geotechnical report (**Exhibit 5**) which states that the proposed construction is geotechnically feasible and provides recommendations on site preparation. Section 17.150.020(F) is satisfied.

[...]

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

Finding: The neighborhood circulation plan submitted by the applicant is attached as **Exhibit 3J**. The plan demonstrates that the site can be developed in a logical pattern that takes into account existing and future development on neighboring properties.

In 2020, the City Council approved the Maple Street Cottage subdivision to be located directly to the north of Tax Lot 7900. At that time, the City decided not to plan for the extension of the unimproved SE 6th Street right of way within the subject site to the north (through the Maple Street Cottage subdivision) since the offset intersection would not function well to support a large volume of through traffic, and instead it was determined that this short section of right of way would just support traffic to accommodate the housing that abuts it, which is proposed to be 9 single family homes. Additionally, the Conceptual Future Street Connection (Figure 12 from the 2016 Transportation System Plan) does not show this road connecting to the north for the previously mentioned reason. Section 17.150.020(H) is satisfied.

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

1. *The proposed tentative plan complies with the city's comprehensive plan, the applicable chapters of this title, the public works design standards, and other applicable ordinances and regulations;*
2. *The proposed plat name is not duplicative or otherwise satisfies the provisions of ORS Chapter 92[.090(1)];*
3. *The streets and roads are laid out so as to conform to the plats of subdivisions and maps of major partitions already approved for adjoining property as to width, general direction and*

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in all other respects, including conformance with submitted neighborhood circulation plans, unless the city determines it is in the public interest to modify the street or road pattern; and

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

Finding: The proposed Preliminary Plat (**Exhibit 3C**) complies with the City's Comprehensive Plan through its conformance with applicable standards of the Development Code, as detailed within the Findings of Fact. Review by the City Engineer and all referral agencies ensures compliance with the City's Public Works Design Standards and Specifications and all other applicable regulations regarding street, sewer, water and all other public improvement configurations and construction materials, as well as private utilities. Appropriate conditions of approval detailing required improvements, and in particular, development of a street system satisfying the policies outlined within the Comprehensive Plan, Development Code, and Public Works Design Standards and Specifications, are included. Section 17.150.060(A, 1) is satisfied.

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

The applicant will improve the existing, previously platted right of way, which is in conformance with the previous minor partition. Section 17.150.060(A, 3) is satisfied.

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

Chapter 17.154 STREET AND UTILITY IMPROVEMENT STANDARDS

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

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

[...]

Finding: The site has frontage on SE Elm Street and SE 6th Street. Additional right of way width of 8-feet along SE 6th Street and 10-feet along SE Elm Street is proposed for dedication, as seen on the Preliminary Plat (**Exhibit 3C**). The applicant is required to perform half-street improvements along the entire SE Elm Street frontage (Tract A) and full street improvements to the SE 6th Street right of way. The public street system is required to be improved in accordance with the Public Works Design Standards and Specifications, as specified in the recommended conditions of approval. All proposed lots within the subdivision have frontage on a public street. Section 17.154.030(A) is satisfied.

B. Rights-of-way shall be created through the approval of a final subdivision plat or major partition; however, the council may approve the creation of a street by acceptance of a deed,

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provided that such street is deemed essential by the council for the purpose of general traffic circulation:

[...]

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

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

[...]

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

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

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

Finding: The additional right of way width will be dedicated by the approval of the Final Subdivision Plat. The proposed streets will conform to the applicable City of Scappoose standards and specifications, which will be verified during construction document review. Section 17.154.030(B) is satisfied.

The public streets will be designed to provide adequate street widths and grades to comply with the City's Public Works Design Standards and Transportation System Plan. Pedestrian access will be provided via the construction of sidewalks within the subdivision (see **Exhibit 3G**) and along the SE Elm Street frontage. Section 17.154.030(D) is satisfied.

The City's Public Works Design Standards require public rights-of-way and paved roadways with curbs and sidewalks. SE 6th Street would have the required 54-feet of right of way for a Local Street, after the dedication by the applicant of an additional 8-feet. Likewise, SE Elm Street would have the required width of 30-feet north of centerline for a Neighborhood Route once the applicant dedicates the required 10-feet along SE Elm Street.

The recommended conditions of approval require half-street improvements to the Neighborhood Route section for the north side of SE Elm Street along the frontage of the site. This shall include all subgrade improvements, curb and gutter, sidewalk, street trees, streetlights, signing and striping and paving to a 50-yr design life (perpetual pavement) to the centerline or 18-feet, whichever is greater.

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The applicant has requested to reduce the required half-street improvements to SE Elm Street including the portion of Tract A frontage as depicted on the Preliminary Street Plan (**Exhibit 3G**), east of the service driveway, to avoid impacts to the existing tree located on the neighboring property to the east. In consideration of the City's requirement to include that the entire portion of the Tract A frontage be fully improved such that the road meets the PWDS and the Transportation System Plan, the developer will extend the street improvements to the western edge of the service drive, at a minimum. If not feasible to complete the sidewalk to the eastern property line (abutting Tax Lot 7700), the applicant will be required by the recommended conditions of approval to provide funds in lieu of the cost of the remaining improvements to be held by the City until such time that SE Elm Street is improved by Columbia County. City staff recently met with the Public Works Director of Columbia County and learned that the County plans to improve the north side of SE Elm Street, directly east of this subdivision in 2022.

The recommended conditions of approval also require construction of SE 6th Street including all subgrade improvements, curb and gutter, sidewalks, street trees, public utilities, streetlights, signing and striping and 32-feet of paving to a 50-yr design life (perpetual pavement). There are two existing fir trees to the southwest of the SE 6th Street proposed road improvements (on Tax Lot 7800), as depicted on the Existing Conditions Plan, **Exhibit 3B**. The applicant has depicted the provision of a small retaining wall to preserve the root zone of the trees and a reduced paved section of 28-feet in the vicinity of the retaining wall. The Public Works Director submitted a comment (**Exhibit 8**), stating that it appears that the trees are far enough away to allow the full width paving and curb construction along the entire west side of the proposed street. Section 5.0015 of the PWDS (Public Works Design Standards) states that half-street improvements will only be approved when the abutting or opposite frontage property is undeveloped, and the full improvement will be provided with development of the abutting (upon right-of-way dedication) frontage property. Since Tax Lot 7800 is already developed with a single-family residence and outbuildings, the City will require, in the recommended conditions of approval, that the applicant construct the full paved width of 32-feet for SE 6th Street, including curb and gutter, south to the intersection with SE Elm Street. City staff discussed the legality of working within the tree's root zone with the City's legal counsel and received guidance that the City is within their right to require the full street width in this location.

An eight 8- foot public utility easement (PUE) will be required abutting all rights-of-way for public utilities. Section 17.154.030(E) is satisfied.

SE 6th Street is not planned to extend to the north, as previously discussed. No reserve strip is required as part of this subdivision. The recommended conditions of approval require the applicant to install a barricade at the northern terminus of SE 6th Street in accordance with MUTCD (Manual on Uniform Traffic Control Devices). Section 17.154.030(F) is satisfied.

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

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Finding: SE 6th Street (within the subject site) was previously dedicated as right of way as part of a 1998 minor partition. This section of SE 6th Street is offset from the existing length of SE 6th Street, located to the southwest of this site. Section 17.154.030(G) is satisfied.

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

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

[...]

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

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

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

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

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

[...]

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

Finding: The developer will incur the costs of all required traffic control devices and street signs. The conditions of approval require the applicant to install group mailbox facilities in coordination with the Scappoose Post Office. Streetlights will be installed in accordance with the City's Public Works Design Standards and in coordination with the Columbia River PUD. Street name signs shall meet the applicable Public Works Design Standards. Section 17.154.030(O), (P, 1-3), and R are satisfied by the conditions of approval.

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

[...]

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

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

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

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

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

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

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

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

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

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

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

5. Conditions of Approval.

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

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

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

Finding: The applicant submitted a TAL (Transportation Analysis Letter) completed by Lancaster Mobley, attached as **Exhibit 6**. The study estimated that the proposed 9-lot development would generate 84 daily trips, of which 7 would be during the morning peak hour and 9 would be during the evening peak hour.

As required, a safety analysis within ¼ mile of the subdivision was performed, including site distance, crash data, street lighting, access spacing and on-site circulation and street connectivity to adjacent parcels.

The safety analysis, with the exception of site distance at the access point to SE Elm Street, met the necessary standards as discussed in the TAL (**Exhibit 6**). The TAL identified vegetation that is blocking the view when looking east of SE Elm Street at the point where SE 6th Street will

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connect (See **Figure 3 in Exhibit 6**). This vegetation will be removed with the development of the subdivision, which should alleviate the site distance issue.

The applicant proposes to install a retaining wall to protect the root zone of the fir trees to the southwest of the SE 6th Street right of way. The TAL (**Exhibit 6**) includes a site distance exhibit which shows that the retaining wall is not proposed to interfere with the Vision Clearance Area at the intersection of SE 6th and SE Elm Street. The recommended conditions of approval require that the applicant ensure that the retaining wall remains outside of the Vision Clearance Area and that vegetation is removed to ensure adequate site distance is available at the access point to the subdivision at SE Elm Street and SE 6th Street. Section 17.154.030(S) is satisfied.

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

B. Except for arterial streets, no block face shall be more than five hundred and thirty (530) feet in length between street corner lines and no block perimeter formed by the intersection of pedestrian accessways and local, collector and arterial streets shall be more than one thousand five hundred feet in length. If the maximum block length is exceeded, mid-block pedestrian and bicycle accessways should be provided at spacing no more than 330 feet.

Finding: The applicant is not establishing a block length with this application and is instead constructing an existing section of unimproved right of way. The applicant's neighborhood circulation plan, attached as **Exhibit 3J**, shows how surrounding parcels could develop efficiently and meet the required block length standards. Sections 17.154.040(A-B) are satisfied.

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

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

[...]

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

[...]

Finding: The applicant is required to illustrate all existing and proposed easements on the Final Plat and to provide an 8-foot public utility easement adjacent to all rights-of-way. The applicant has depicted the provision of a 10-foot-wide drainage easement at the back of lots 1 – 5, which would direct stormwater to Tract A. Additionally, Tract B will encompass the previous flagpole

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portion of Tax Lot 7500, which has an existing access easement to benefit Tax Lots 7700 and 7400, which will remain (**Exhibit 3C**). A Homeowner's Association is required to be established to maintain the stormwater facility in Tract A as well as the access drive in Tract B.

The applicant is proposing to construct sidewalks along the frontage of the subject site on SE 6th Street and on SE Elm Street. The sidewalks along SE Elm Street would be required to terminate at the east end of the Tract A storm facility (Tax Lot 7700). If not feasible, the recommended conditions of approval require the applicant to provide funds in lieu of the cost of the remaining improvements (including sidewalks) to be held by the City until such time that the County proposes to complete SE Elm Street improvements. The applicant is required by the conditions of approval to comply with the Public Works Design standards. Sections 17.154.050 and 17.154.070 are satisfied.

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

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

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

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

Finding: As stated in the narrative (**Exhibit 2**), sanitary sewers adequate to serve the development are proposed by the applicant. The applicant proposes to install a new sewer mainline to the northern boundary of the subject site within the SE 6th Street right of way which would connect to the existing 10-inch concrete sewer main in SE Elm Street (**Exhibit 3I**). The applicant proposes to install laterals to serve each lot within the subdivision. The City Engineer would review all proposed plans for conformance with the Public Works Design Standards at the time of construction document review. Section 17.154.090 is satisfied.

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

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

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

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

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

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

Finding: The applicant proposes that stormwater from the Thompson Woods subdivision would be managed within a stormwater facility to be located within Tract A. Stormwater from the project site would be directed to Tract A, would be detained for infiltration, with overflow directed to an existing 24-inch HDPE storm main within SE Elm Street. The applicant has submitted a Preliminary Drainage Report, attached as **Exhibit 4**. The SDIC (Scappoose Drainage Improvement Company) submitted a comment (**Exhibit 12**) requesting that the developer detain stormwater to accommodate the 100-year storm event. The PWDS (Public Works Design Standards) only requires detention of stormwater to accommodate the 25-year event. The City will request that the developer accommodate the SDIC and provide as much detention as reasonably practical; however, since this is not a requirement in the PWDS, it has not been made a condition of approval.

Stormwater from the site must be managed in compliance with the Public Works Design Standards and state and federal regulations. All drainage facilities must be designed in conformance with APWA standards and reviewed and approved by the City Engineer. Section 17.154.100 is satisfied.

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

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

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

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

Finding: Municipal water is available from an existing 8-inch PVC water main in SE Elm Street. The applicant proposes to extend an 8-inch water main within the SE 6th Street right of way to the northern project boundary and install laterals to serve each lot, as depicted on the Preliminary Composite Utility Plan, attached as **Exhibit 31**.

Thompson Woods Subdivision

The City Engineer would review all proposed plans for conformance with the Public Works Design Standards at the time of construction document review. Section 17.154.105 is satisfied.

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

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

Finding: The applicant would need to conduct erosion control measures in accordance with the City's Public Works Design Standards. Erosion control Best Management Practices, such as construction entrances, siltation fences, and other appropriate measures, as determined by the City and applicant during final engineering, will be implemented in accordance with City standards. The recommended conditions of approval require review by the City Engineer of all proposed plans. Section 17.154.107 is satisfied.

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

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

Finding: All new utility lines shall be placed underground. All private utilities will be underground in an 8-foot Public Utility Easement (PUE) behind the right-of-way line, as required by the recommended conditions of approval. The City Engineer would review all proposed plans. Section 17.154.120 is satisfied.

Chapter 17.164 PROCEDURES FOR DECISION MAKING—LIMITED LAND USE DECISIONS

17.164.110 Approval authority responsibilities.

[...]

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

1. Subdivisions pursuant to Chapter 17.150;

[...]

D. 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

Thompson Woods Subdivision

relevant to the existing conditions, other applicable standards and criteria, possible negative or positive attributes of the proposal or factors in subsections (A) or (B) (1) of this section.

Finding: The applicant has submitted an application for a Tentative Subdivision Plan on forms provided by the City of Scappoose, has paid the applicable land use fees, and the Planning Commission is following the correct procedures by the public meeting deliberation. Findings related to the approval criteria set forth in Section 17.164.150 have been addressed within the staff report. Sections 17.164.110 and 17.164.150 are satisfied.

DECISION

Based on the Findings of Fact and the materials submitted by the applicant, staff recommends that the Planning Commission **APPROVE** Docket # **SB2-21** subject to the following:

CONDITIONS OF APPROVAL**PUBLIC UTILITIES/INFRASTRUCTURE**

1. That all streets, utilities, and other public infrastructure improvement plans shall be prepared by a registered professional engineer, licensed in the State of Oregon, and adhere to the applicable Scappoose Municipal Code, utility Master Plans, and the City of Scappoose Public Works Design Standards (PWDS).
2. That prior to approval of final subdivision construction plans, detailed storm drainage, sanitary sewage collection, and water distribution plans, which incorporate the requirements of this land use decision, the City of Scappoose Municipal Code and the PWDS and Standard Specifications (current ODOT/APWA "Oregon Standard Specifications for Construction" and the current "Oregon Standard Drawings"), shall be submitted to, and approved by, the City Engineer and City Planner. In addition, the following shall occur:
 - a. Obtain an NPDES permit from the Department of Environmental Quality and Grading Permit from the City of Scappoose, if applicable, prior to any earthwork. A copy of the approved NPDES permit shall be submitted to the City Engineer prior to approval of the Grading Permit for construction of the subdivision. Provide erosion control measures meeting the requirements of the City of Scappoose PWDS, Section 2.0051. For subdivision plats, temporary erosion control measures shall also be utilized by subsequent builders during construction of dwellings and other lot improvements.
 - b. Provide stormwater conveyance, treatment and disposal for the proposed stormwater facility which meets the requirements of the City of Scappoose PWDS and subject to approval by the City Engineer. Clean Water Services (CWS) or City of Portland standards are acceptable treatment methods. The storm retention system shall be privately owned and maintained. The project engineer shall provide calculations demonstrating that the treatment and/or detention capacity of the proposed system is adequate.
 - c. Construct 8-inch minimum water main to serve the subdivision. Extend water main line to the northern boundary of the development. Applicant shall install an 8-inch isolation valve and blow-off at the end of the water lines, as directed by the City Engineer, in

Thompson Woods Subdivision

- accordance with the Public Works Design Standards. Water lines shall be tested in accordance with the AWWA and the City of Scappoose PWDS.
- d. Provide computations to the City Engineer and Fire Chief demonstrating adequate domestic and fire flow for the subdivision.
 - e. Provide sanitary sewers meeting the requirements of the City of Scappoose PWDS. Extend sanitary sewer main line to the northern boundary of the development. Following construction and paving, the existing sanitary sewer manhole and main line shall be vacuum, or pressure tested in accordance with the Public Works Design Standards.
3. That easements and maintenance agreements which may be required by the PWDS or Scappoose Municipal Code for the provision, extension, and maintenance of utilities shall be submitted to the City Engineer for review and approval prior to filing the Final Plat. All public utilities that run across private property shall be within an exclusive public utility easement, as required by the PWDS, and in all cases shall be wide enough to allow construction and/or maintenance work to proceed within the easement limits. Any easements to allow access and maintenance of private drainage lines or other common elements and their associated appurtenances shall meet the applicable requirements of the developer and the Oregon Structural Specialty Code and Oregon Plumbing Specialty Code, whichever is greater.
 4. That combined public utility easements shall only be allowed with the consent of the City Engineer, and only when they are of sufficient width to allow work on any utility contained within the easement to be conducted within the easement limits. All required easements, including those for natural gas, cable, electric, and telephone shall be shown on the face of the Final Plat. All required public utilities shall be installed and accepted by the City or a performance bond shall be provided, prior to submitting the plat for City approval and recording.
 5. That all public utility services shall be extended to and through the property to points where a future extension may reasonably be expected prior to the issuance of building permits for individual residences (Public Works Design Standards Sections 3.0010 & 4.0010).
 6. That an 8-foot wide Public Utility Easement shall be located along the frontage of the street rights-of-way and be recorded as such on the Final Plat unless otherwise approved by the City Engineer.
 7. That prior to Final Plat approval, a hydraulic analysis and final storm drainage report shall be submitted which demonstrates to the satisfaction of the City Engineer that the site will not flood, nor cause increased flooding of adjacent properties either upstream or downstream. This includes analysis for design of infrastructure to adequately convey any future upstream basin area flows, in compliance with the PWDS.
 8. That the proposed storm facility (Tract A) and the access drive (Tract B) shall be designated as Tracts on the Final Plat, as applicable. The Tracts shall be privately held. An HOA (Homeowners Association) shall be formed for perpetual maintenance of the stormwater facilities, and the developer shall sign a stormwater access easement and covenant agreement with the City. The access drive shall also be maintained by the HOA, until such

Thompson Woods Subdivision

time that it is deeded to an adjacent benefitting property owner in the future. The applicant shall submit a copy of the Homeowner's Agreement and Codes, Covenants and Restrictions (CC&R's) for the subdivision for review and comment by the City Planner and City Engineer and shall demonstrate that adequate funds will be collected for maintenance of the stormwater facility. The applicant shall install safety fencing along the perimeter of the stormwater tract, as applicable.

STREET SYSTEM

9. That the applicant shall provide half street improvements to the neighborhood route section for the north side of SE Elm Street. Streets shall include all subgrade improvements, curb and gutter, sidewalk, street trees (if no conflicts exist), streetlights, signing and striping and paving to a 50-yr design life (perpetual pavement) to the centerline or 18-feet, whichever is greater. The applicant shall improve the entire portion of Tract A frontage to the west edge of the service drive, at a minimum. If not feasible to complete street improvements, including sidewalks, to the east property line (abutting Tax Lot 7700), the applicant shall provide funds in lieu of the cost of the remaining improvements to be held by the City until such time that the County proposes to complete the SE Elm Street improvements. The fee shall be paid to the City prior to final plat approval.
10. That the applicant will provide full street improvements to the local street section within a 54-foot right-of-way for SE 6th Street. SE 6th Street improvements shall include all subgrade improvements, curb and gutter, sidewalk, street trees, public utilities, streetlights, signing and striping and paving to a 50-yr design life (perpetual pavement) that is 32-ft wide. For the southern portion of SE 6th Street near the fir trees on Tax Lot 7800, the applicant shall provide 32-feet of paving and curb and gutter south, to the intersection with SE Elm Street. The applicant shall verify that the proposed intersection aligns with SE Elm Street at an angle between 70 and 90 degrees and that the curb returns have a minimum 20-ft radius, in accordance with the PWDS.
11. That a barricade shall be installed at the edge of pavement at the northern terminus of SE 6th Street meeting the requirements of the current MUTCD.
12. The applicant shall ensure that the retaining wall remains outside of the Vision Clearance Area and that vegetation is removed to ensure adequate site distance is available at the access point to the subdivision at SE Elm Street and SE 6th Street, prior to final plat approval.
13. That the applicant shall obtain a Columbia County access permit for the new connection of SE 6th Street to SE Elm Street and provide documentation of the permit prior to Notice to Proceed is issued.
14. That all street improvements shall meet the requirements of the City of Scappoose Public Works Design Standards, Transportation Master Plan, Storm Drain System Master Plan, and Columbia County Road Department standards.
15. That following construction and prior to paving, the existing sanitary sewer manholes and lines shall be mandrel, camera inspected, and once paved, vacuum tested in accordance with the Public Works Design Standards.

Thompson Woods Subdivision

16. That the applicant shall be responsible for the installation of all streetlights, street name signs, stop signs, stop bars, crosswalks, and any parking restriction signs or curb painting delineating parking restriction, per the requirements of the Scappoose Public Works Design Standards and Specifications, the current Manual on Uniform Traffic Control Devices, the Scappoose Rural Fire District Code and USPS.

FIRE AND LIFE SAFETY

17. The applicant shall adhere to the Fire District's comments (attached as **Exhibit 7**) ensuring conformance with the Oregon Fire Code provisions, which will be verified during construction document review.
18. Residential sprinklers are required for Lots 5 – 9, in lieu of providing a fire truck turnaround. Per the Oregon Fire Code provisions, a note shall be included on the Final Plat noting which lots the sprinklers must be provided to.
19. The applicant shall provide fire hydrants as required by the Scappoose Rural Fire Department:
 - Fire hydrants shall meet current City/Fire Department specifications which require an internal Storz nozzle with pent nut cap. All hydrants and locations shall be approved by the Fire Department prior to installation.

STREET TREES & LANDSCAPING

20. That street trees shall be provided in the subdivision within the subject site along the SE 6th Street frontage and recommend that an irrigation system be installed for use during the establishment period.
21. The applicant shall submit a final landscaping plan conforming to the requirements of Chapter 17.104 (Street Trees) of the Scappoose Development Code and shall install the required trees with root guards to protect sidewalks. All street trees shall have a two-inch minimum caliper and be spaced as appropriate for the selected species, as specified in the approved Street Tree List (on file with the Planning Department). Street trees located under or within ten feet of overhead utility lines shall be less than twenty-five feet tall at maturity. All street trees shall be of good quality and shall conform to the American Standard for Nursery Stock (ANSI Z60.1), as certified by a registered landscape architect licensed in the state of Oregon. The City Planner reserves the right to reject any plant material that does not meet this standard.

GEOTECHNICAL

22. That the applicant shall provide a final Geotechnical report in accordance with the Public Works Design Standards that conforms to the proposed design.
23. The applicant shall submit a review by the Geotechnical Engineer of record to verify conformance of the final plan with the Geotechnical report and shall adhere to the recommendations contained in the Geotechnical report.

Thompson Woods Subdivision

24. A Geotechnical Engineer registered to practice in the state of Oregon shall oversee earthwork portions of the development.

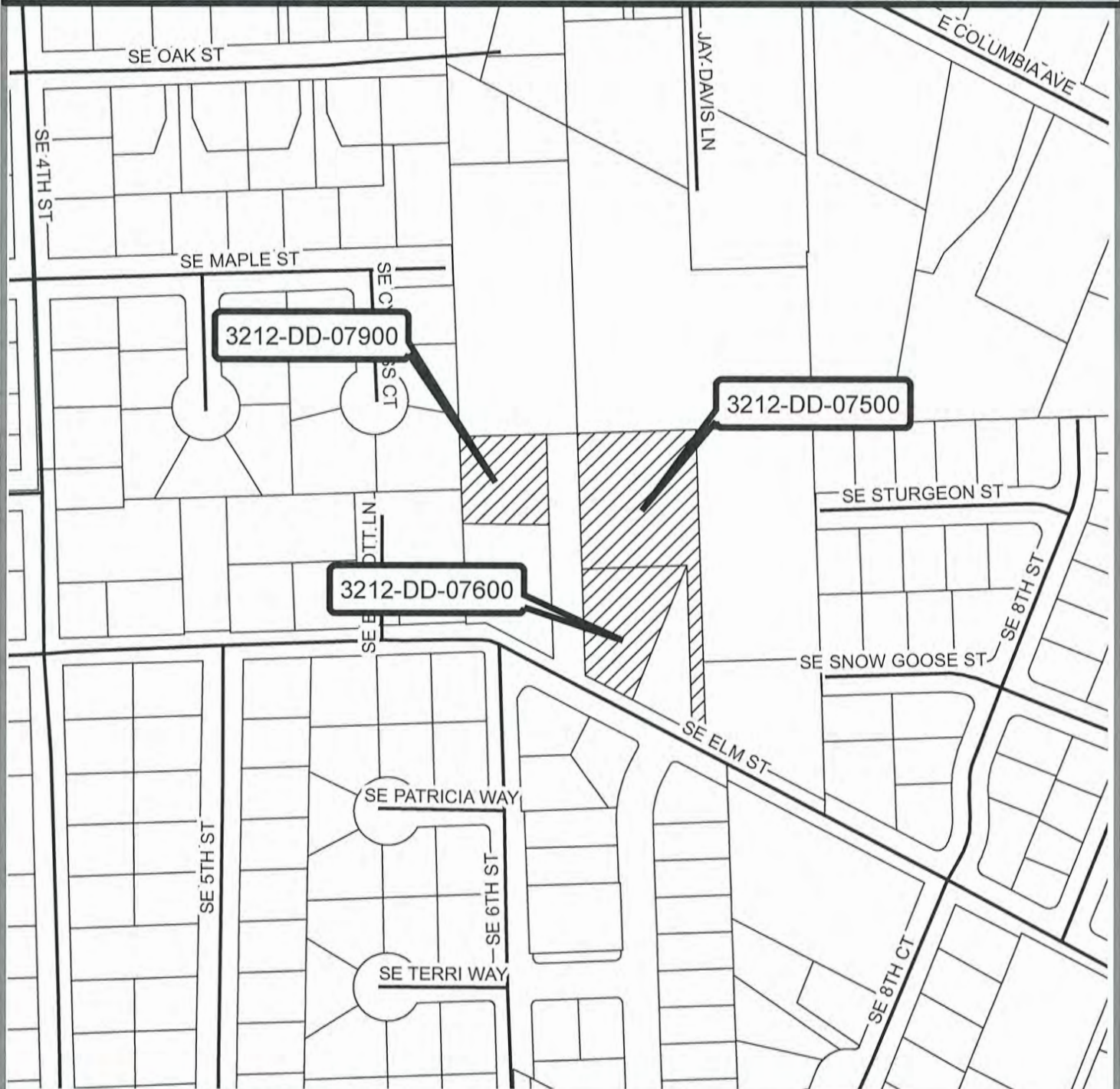
MISCELLANEOUS

25. The Final Plat shall demonstrate compliance with the dimensional requirements specified in Section 17.50.050 of the Scappoose Municipal Code and that all applicable improvements shown in the construction documents shall be referenced vertically to the NAVD 88 datum and horizontally to the NAD 1983 HARN State Plane Oregon North FIPS 3601 (Intl Feet).
26. The applicant shall demolish the existing residence and outbuildings, in conformance with the Demolition Plan (**Exhibit 3E**) prior to final plat approval, for the review and approval by the Building Official and City Engineer.
27. That the developer shall enter into a construction improvement agreement with the City of Scappoose for all public improvements. A performance bond of 110% of the Public Works Construction costs shall be provided prior to the commencement of work.
28. That approval of a Tentative Plat will expire twelve (12) months after the date of the formal notice of decision.
29. That the Final Plat shall conform to the requirements of ORS Chapter 92 (Subdivisions and Partitions) and that it shall contain a note specifying that the plat is subject to the conditions of approval as set forth in the Land Use Approval for Local File number SB2-21.
30. The applicant shall install locking cluster mailboxes to serve the development, subject to the approval of the USPS Postmaster and City Engineer. The mailboxes shall comply with Section 17.154.030(P) of the Municipal Code, Chapter 11 of the Oregon Structural Specialty Code, and U.S. Postal Service regulations.
31. The applicant shall furnish a full-size copy of the Final Subdivision Plat to the City of Scappoose for review and approval. After City approval of the Final Plat, the Plat shall be recorded with Columbia County and the applicant shall provide an electronic copy of the recorded Final Plat to the City Planner.

Exhibit 1

SB2-21 Thompson Woods Preliminary Subdivision Plat Vicinity Map

Columbia County Assessor Map # 3212-DD-07900, 3212-DD-07600 and 3212-DD-07500



Scappoose GIS

Legend

- Streets
- Taxlots Boundary



0 105 210 420 Feet



Scappoose Planning Department
 33568 E. Columbia Ave. Scappoose, OR 97056
 Phone: 503-543-7146 Fax: 503-543-7182
www.ci.scappoose.or.us

SUBDIVISION PRELIMINARY PLAT APPLICATION

NOTICE TO APPLICANT: On original application form, please print legibly using black/dark blue ink or type. Applicants are advised to review the list of submittal requirements and recommendations indicated on each land use application form and in the applicable code section prior to submitting an application. 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. REFER TO SUBMITTAL CHECKLIST.**

TRACKING INFORMATION (For Office Use Only)

Application Submittal Includes:

- ☐ 2 Hard Copies Required (Initial Submittal) ☐ Electronic Submittal ☐ Fee
- ☐ 7 Hard Copies Required (Final Submittal, once deemed complete by City Planner)

Date Submitted with payment: _____

Receipt #: _____

File # _____ Hearing Date _____

SITE LOCATION & DESCRIPTION

Tax Map #(s) 3 2 12DD Tax Lot #(s) 7500, 7600, 7900

Frontage Street or Address 33961 SE Elm Street

Nearest Cross Street SE 6th Street

Plan Designation Suburban Residential Zoning R-4 Residential Site Size ±1.76 ☒ acres ☐ sq. ft.

Dimensions Irregularly shaped - generally 350' x 350'

SUMMARY OF REQUEST

Proposed Project Name Thompson Woods 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)) A nine-lot Single-Family detached residential subdivision with associated street improvements.

NOTE: If a residential project is proposed, a Residential Density Calculation Worksheet (page 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:	9	-	-	-
Max. Lot Size (sq. ft.):	± 8,427	-	-	-
Min. Lot Size (sq. ft.):	± 5,000	-	-	-
Avg. Lot Size:	± 6,882	-	-	-
Total No. of Units:	9	-	-	-

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 Zone X (Shaded) Wetlands N/A Significant Natural Resources N/A

Cultural Resources N/A Airport Noise Contours N/A 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): SE 6th Street

Does the site have access to County road(s)? ☒ Yes ☐ No (Please explain): SE Elm Street

Are street/road improvements requested or required? ☒ Yes ☐ No (Please explain): Improvement of SE 6th Street and SE Elm Street.

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.) One Single-Family Residence (Tax Lot 7600)

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) J. Thompson, V. McKinney, P. Barichello (7500, 7700)

Business Name N/A

Mailing Address 33904 SE Terri Way City Scappoose State OR Zip 97056

Phone # Please contact Applicant's Consultant Fax # _____ Email Address Please contact Applicant's Consultant

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) _____

Thompson, McKinney, Barichello - Map 3 02 12DD TL 7800

Property Owner(s) Signature(s) Julian Koch James M. Chyn Date: 8-3-2021
(If more than one property owner, please attach additional sheet with names and signatures.)

Applicant: Name Evan Scesa

Business Name Creekwood Homes, Inc.

Mailing Address PO Box 1785 City North Plains State OR Zip 97133

Phone # Please contact Applicant's Consultant Fax # Email Address Please contact Applicant's Consultant

Applicant's Signature Evan Scesa Date: 8.2.21

Applicant's interest in property Purchaser

Additional Project Team Members

Applicant's Representative: Contact Name Glen Southerland, AICP

Business Name AKS Engineering & Forestry, LLC

Mailing Address 12965 SW Herman Road, Suite City Tualatin State OR Zip 97062

Phone # (503) 563-6151 Fax # (503) 563-6152 Email Address SoutherlandG@aks-eng.com

Civil Engineer: Contact Name Darko Simic, PE

Business Name AKS Engineering & Forestry, LLC

Mailing Address 12965 SW Herman Road, Suite 101 City Tualatin State OR Zip 97062

Phone # (503) 563-6151 Fax # (503) 563-6152 Email Address DarkoS@aks-eng.com

Architect: Contact Name N/A

Business Name N/A

Mailing Address N/A City N/A State N/A Zip N/A

Phone # N/A Fax # N/A Email Address N/A

Landscape Architect: Contact Name Kirsti Hauswald, RLA, ASLA, LEED AP

Business Name AKS Engineering & Forestry, LLC

Mailing Address 9600 NE 126th Ave #2520 City Vancouver State WA Zip 98682

Phone # (360) 882-0419 Fax # (360) 882-0426 Email Address KirstiH@aks-eng.com

SUBDIVISION PRELIMINARY PLAT APPLICATION

(CONTINUED)

	SFR Detached	SFR Attached	Multi Family	Commercial/Industrial
No. of Lots:	9	-	-	-
Max. Lot Size (sq. ft.):	± 8,427	-	-	-
Min. Lot Size (sq. ft.):	± 5,000	-	-	-
Avg. Lot Size:	± 6,882	-	-	-
Total No. of Units:	9	-	-	-

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 Zone X (Shaded) Wetlands N/A Significant Natural Resources N/A

Cultural Resources N/A Airport Noise Contours N/A 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): SE 6th Street

Does the site have access to County road(s)? ☒ Yes ☐ No (Please explain): SE Elm Street

Are street/road improvements requested or required? ☒ Yes ☐ No (Please explain): Improvement of SE 6th Street and SE Elm Street.

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.) One Single-Family Residence (Tax Lot 7600)

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) Clarissa Williams

Business Name N/A

Mailing Address 52199 Rabinsky Road City Scappoose State OR Zip 97056

Phone # Please contact Applicant's Consultant Fax # _____ Email Address Please contact Applicant's Consultant

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) _____

Property Owner(s) Signature(s) _____

Date: 8/4/2021

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

Applicant: Name Evan Scesa

Business Name Creekwood Homes, Inc.

Mailing Address PO Box 1785 City North Plains State OR Zip 97133

Phone # _____ Please contact Applicant's Consultant Fax # _____ Email Address _____ Please contact Applicant's Consultant

Applicant's Signature Evan Scesa Date: 8.2.21

Applicant's interest in property Purchaser

Additional Project Team Members

Applicant's Representative: Contact Name Glen Southerland, AICP

Business Name AKS Engineering & Forestry, LLC

Mailing Address 12965 SW Herman Road, Suite City Tualatin State OR Zip 97062

Phone # (503) 563-6151 Fax # (503) 563-6152 Email Address SoutherlandG@aks-eng.com

Civil Engineer: Contact Name Darko Simic, PE

Business Name AKS Engineering & Forestry, LLC

Mailing Address 12965 SW Herman Road, Suite 101 City Tualatin State OR Zip 97062

Phone # (503) 563-6151 Fax # (503) 563-6152 Email Address DarkoS@aks-eng.com

Architect: Contact Name N/A

Business Name N/A

Mailing Address N/A City N/A State N/A Zip N/A

Phone # N/A Fax # N/A Email Address N/A

Landscape Architect: Contact Name Kirsti Hauswald, RLA, ASLA, LEED AP

Business Name AKS Engineering & Forestry, LLC

Mailing Address 9600 NE 126th Ave #2520 City Vancouver State WA Zip 98682

Phone # (360) 882-0419 Fax # (360) 882-0426 Email Address KirstiH@aks-eng.com



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RESIDENTIAL DENSITY CALCULATION WORKSHEET

To monitor compliance with State regulations, the City must track the net densities of new residential developments in the City. This worksheet must be completed by the applicant and submitted with the preliminary application for any residential or mixed-use subdivision, planned unit development, partition, or development review approval.

Project Name Thompson Woods Subdivision

Developer / Applicant Creekwood Homes, Inc.

Project Site Address 33961 SE Elm Street

Tax Map #(s) 3 2 12DD Tax Lot #(s) 7500, 7600, 7900

Plan Designation Suburban Residential Zoning R-4 Moderate Density Residential

Net residential density is calculated on net acreage, the area on a site which is eligible for development. Net acreage is calculated by subtracting undevelopable land from gross acreage.

Residential Density Calculations: Fill in the blanks below to calculate the net residential density.

Total Gross Area of Subject Site (1 acre = 43,560 sq. ft.): ±73,207 square feet

Less "undevelopable land": (as applicable)

Public street right-of-way dedication N/A

Public or private access easements ±5,469

Public or private access easements ±2,483

Private street tracts N/A

Required internal fire access drive areas N/A

Storm water treatment and detention areas ±3,610

Wetlands and required CWS vegetated corridors N/A

Areas with 20% or greater slopes N/A

Areas within the 100-year floodplain N/A

Land dedicated to the City for parks or greenways N/A

Maneuvering area for truck loading docks N/A

Electrical transformer platforms, industrial chemical and/or gas storage areas, or other hazardous area where occupancy is Not Permitted for safety reasons N/A

Total Net Area (total gross area minus undevelopable land):	<u>±61,645</u> square feet
Net Acreage of Subject Site (total net area divided by 43,560):	<u>±1.42</u> acres
Total Number of Residential Units Proposed:	<u>9</u> units
Net Residential Density (proposed units divided by net acreage):	<u>6.34</u> units per net acre

Thompson Woods Preliminary Subdivision Plat Application

Date: August 2021

Submitted to: City of Scappoose
Planning Department
52610 NE 1st Street, Suite 120
Scappoose, OR 97056

Applicant: Creekwood Homes, Inc.
PO Box 1785
North Plains, OR 97133

AKS Job Number: 8644



12965 SW Herman Road, Suite 100
Tualatin, OR 97062
(503) 563-6151

Table of Contents

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	Scappoose Municipal Code	3
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Exhibits

- Exhibit A: Preliminary Plans
- Exhibit B: Application Form
- Exhibit C: Ownership Information
- Exhibit D: Preliminary Stormwater Report
- Exhibit E: Thompson Woods Subdivision TAL Memorandum
- Exhibit F: Columbia County Assessor's Maps
- Exhibit G: Geotechnical Report

Thompson Woods

Preliminary Subdivision Plat Application

Submitted to:	City of Scappoose Planning Department 52610 NE 1 st Street, Suite 120 Scappoose, OR 97056
Applicant:	Creekwood Homes, Inc. PO Box 1785 North Plains, OR 97133
Property Owners:	J. Thompson, V. McKinney, and P. Barichello (Tax Lots 7500 and 7900) 33904 SE Terri Way Scappoose, OR 97056 Clarissa Williams (Tax Lot 7600) 33961 SE Elm Street Scappoose, OR 97056
Applicant's Consultant:	AKS Engineering & Forestry, LLC 12965 SW Herman Road, Suite 100 Tualatin, OR 97062 Contact(s): Glen Southerland, AICP Email: SoutherlandG@aks-eng.com Phone: (503) 563-6151
Site Location:	North of SE Elm Street, east and west of unimproved SE 6 th Street
Columbia County Assessor's Map:	3N 2W 12DD; Lots 7500, 7600, and 7900
Site Size:	A preliminary subdivision plat affecting three lots, ±1.76 acres in total.
Land Use Districts:	R-4 Moderate Density Residential



I. Executive Summary

Creekwood Homes, Inc. (Applicant) is submitting this application for a Preliminary Subdivision Plat for nine lots intended for single-family detached residential homes.

This application includes nine residential lots, the construction of SE 6th Street, frontage improvements, dedication of additional right-of-way along the western edge of SE 6th Street and northern edge of SE Elm Street abutting the site, a stormwater facility (Tract A), and the preservation of an existing access easement benefitting Columbia County Assessor's Map 03 02 12DD, Lots 7400 and 7700.

This application includes the City application forms, written materials, and preliminary plans necessary for City staff to review and determine compliance with the applicable approval criteria. The evidence is substantial and supports the City's approval of the application.

II. Site Description/Setting

The three lots included in this application comprise a total area of ±1.76 acres. The lots are located immediately north of SE Elm Street and south of the existing City of Scappoose corporate limits. The unconstructed SE 6th Street right-of-way bisects the site, with Lot 7900 of Assessor's Map 33 02 12DD to the west of SE 6th Street and Lots 7500 and 7600 of Assessor's Map 03 02 12DD to the east of SE 6th Street.

The lots are within the City of Scappoose corporate limits and are zoned Moderate Density Residential (R-4). The project site is bordered to the north and east by properties zoned Single-Family Residential (R-10) by Columbia County and Moderate Density Residential (R-4) by the City of Scappoose. Properties to the south and west are generally zoned Low Density Residential (R-1) by the City of Scappoose.

III. Applicable Review Criteria

This subdivision application involves the development of land for housing. ORS 197.307(4) states that a local government may apply only clear and objective standards, conditions, and procedures regulating the provision of housing, and that such standards, conditions, and procedures cannot have the effect, either in themselves or cumulatively, of discouraging housing through unreasonable cost or delay. This subdivision application involves a "limited land use application" as that term is defined in ORS 197.015 (12), as it involves a subdivision of property within an urban growth boundary.

Oregon Courts and the Land Use Board of Appeals (LUBA), have generally held that an approval standard is not clear and objective if it imposes on an applicant "subjective, value-laden analyses that are designed to balance or mitigate impacts of the development" (Rogue Valley Association of Realtors v. City of Ashland, 35 Or LUBA 139, 158 [1998] aff'd, 158 Or App 1 [1999]). ORS 197.831 places the burden on local governments to demonstrate that the standards and conditions placed on housing applications can be imposed only in a clear and objective manner. While this application addresses all standards and conditions, the Applicant reserves the right to object to the enforcement of standards or conditions that are not clear and objective and does not waive its right to assert that the housing statutes apply to this application. [The exceptions in ORS 197.307(4)(a) and 197.307(5) do not apply to this application. ORS 197.307(7)(a) is controlled by ORS 197.307(4)].

ORS 197.195(1) describes how certain standards can be applied to a limited land use application. The applicable land use regulations for this subdivision application are found in the Scappoose Land Use and

Development Code. Pursuant to ORS 197.195(1) Comprehensive Plan provisions (as well as goals, policies, etc. from within the adopted elements of the Comprehensive Plan) may not be used as a basis for a decision or an appeal of a decision unless they are specifically incorporated into the Scappoose Land Use and Development Code.

While this application addresses all applicable standards and criteria, the Applicant reserves the right to object to the enforcement of standards or conditions that are not clear and objective and does not waive its right to assert that the attempted enforcement of Comprehensive Plan provisions that are not specifically listed in the Lake Scappoose Land Use and Development Code.

Scappoose Municipal Code

Title 17 – Land use and Development

Chapter 17.01 INTRODUCTION

17.01.060 Right-of-way dedications and improvements.

Upon approval of any development permit or any land use approval of any property which abuts or is served by an existing substandard street or roadway, the applicant shall make the necessary right-of-way dedications for the entire frontage of the property to provide for minimum right-of-way widths according to the city's public works design standards and shall improve the abutting portion of the street or roadway providing access to the property in accordance with the standards in Chapter 17.154. (Ord. 634 §1 Exh. A (part), 1995)

Response: This application for a Preliminary Subdivision Plat includes right-of-way dedication along the eastern portion of the property's frontage on SE 6th Street as well as along SE Elm Street. These areas are planned for improvement to meet the City's Public Works Design Standards. This criterion is met.

Chapter 17.50 R-4 MODERATE DENSITY RESIDENTIAL

17.50.010 Purpose.

The R-4 zone is intended to provide minimum standards for residential use in areas of moderate population concentrations. (Ord. 868, 2018; Ord. 634 §1 Exh. A (part), 1995)

17.50.030 Permitted and Conditional uses.

Use	
Single-family detached residential dwelling units	Permitted outright ¹

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

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

Response: The proposed use of single-family detached residential dwelling units is permitted outright within the R-4 zone. Nine single-family detached residences are planned as part of the Thompson Woods project. Therefore, this criterion is met.

17.50.050 Dimensional requirements.

Dimensional Requirements	Requirement ¹
Minimum lot area: Outside of the Scappoose Creek Flood Plain	
Single-family detached	Five thousand (5,000) square feet for a single-family detached dwelling unit when located outside of the Scappoose Creek Flood Plain
Minimum lot area: Inside of the Scappoose Creek Flood Plain	
Single-family detached	Twenty thousand (20,000) square feet when a structure is located in the Scappoose Creek Flood Plain
Minimum lot width	
Single-family detached	Fifty feet, except the minimum lot width at front property line on the arc of an approved full cul-de-sac shall not be less than thirty feet Flag lots shall provide a minimum of twenty-five feet of frontage along a public right-of-way
Minimum setback	
Front Yard	Fifteen feet
Front of garages or carports	Twenty feet from the property line where access occurs
Side yard	Total a minimum of fifteen feet with one setback not less than ten feet, which shall be on the street side for corner lots
Rear yard	Twenty feet
Setbacks for accessory building behind a residence	
Side	Five feet each
Rear	Five feet
Maximum height	Thirty-five feet
Accessory Building	Twenty-two feet
Principal building per lot	One
Maximum building coverage	Forty percent of the lot area

¹Additional requirements shall include any applicable section of this title

Response: Thompson Woods proposes nine single-family residences on nine lots. Each lot is greater than 5,000 square feet and not located within the Scappoose Creek Flood Plain. Lot widths proposed are 50 feet or greater and flag lot provides 25 feet of frontage. Minimum setbacks are shown on the Preliminary Plans (Exhibit A). Building height and building coverage compliance will be demonstrated at the time of building permit application submittal, but are not planned to exceed the maximum allowance at this time. These criteria are met.

Chapter 17.104 STREET TREES

17.104.010 Purpose.

The purpose of this chapter is to foster retention of the overall tree canopy in the city and require the planting of street trees in order to enhance the environment of the city through the use of plant materials as a unifying element and to protect the health, safety and welfare of the public by using trees to mitigate the negative effects of impervious surfaces and vehicular traffic including increased temperatures, airborne particulates, carbon dioxide, noise and stormwater runoff. (Ord. 659 §3(part), 1997)

17.104.020 Applicability.

- A. The provisions of this chapter shall apply to all development as defined in Scappoose Municipal Code Chapter 17.26, Definitions, except a building permit to add to or remodel an existing singlefamily residence.
- B. All development shall be required to plant street trees. Street trees shall be defined as trees located on land lying between the property lines on either side of all streets, avenues or public rights-of-way within the city or within easements defined on a recorded plat as street tree easements.
- C. All street trees required under this chapter shall be subject to the requirements of Scappoose Municipal Code Chapter 17.140 Public Land Tree Removal. (Ord. 659 §3 (part), 1997)

Response:

These standards are understood and street trees are shown on the Preliminary Plans (Exhibit A).

17.104.030 Approval process.

- A. The applicant shall submit two copies of a site plan, drawn to an acceptable scale, which includes:
 - 1. North arrow and map scale;
 - 2. Name and phone number of contact person;
 - 3. Location of all permanent structures including signs;
 - 4. Location of right-of-way and all utilities including underground and aboveground;
 - 5. Location, type, size and species of proposed street trees.
- B. Where the development does not require approval by the planning commission, the plan shall be submitted to the planner for determination of completeness. When the plan is determined to be complete, the planner shall send one copy to the public works director for review and comment and shall allow five days for public works comments. The planner shall approve, approve with conditions, or deny a plan submitted under the provisions of this chapter within ten business days of determining the plan to be complete. No additional public notice shall be required.
- C. If no other approvals are required by the project, there shall be no fee for approval of the plan required by this section.
- D. If the project requires other approvals, the following shall apply:
 - 1. Approval of the plan required by this section shall be consolidated with all other required approvals and shall be processed pursuant to the requirements of the other approvals; and

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2. One percent of the total fee for all other approvals shall be placed in a dedicated fund for the planting and maintenance of street trees; and
 3. All required information may be combined with plans required by other approvals.
- E. Certificates of occupancy shall not be issued unless the street tree requirements have been met or a bond has been posted with the city to insure the plantings. (Ord. 659 §3(part), 1997)

Response: The Preliminary Plans (Exhibit A), submitted with the information listed above, demonstrate that the street tree standards are planned to be met.

17.104.040 Standards for street trees.

- A. Street trees shall be selected from the approved street tree list on file with the Planning Department.
- B. At the time of planting, street trees shall not be less than ten feet high for deciduous trees and five feet high for evergreen trees.

Response: Street trees have been selected from the City of Scappoose Approved Street Trees list (2018). Street trees are planned to be at least ten feet in height at the time of planting.

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

Response: The planned street trees meet the planting and spacing requirements listed above. Tree selection and spacing information is available within the Preliminary Plans (Exhibit A). These criteria are met.

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

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- E. Street trees shall be planted in accordance with the requirements of Scappoose Municipal Code Section 13.28.020(C). (Ord. 875, 2018; Ord. 659 §3(part), 1997)

Response: Overhead utilities are present on the north side of the SE Elm Street right-of-way. Trees planted along SE Elm Street are planned to be species which will not reach greater than twenty-five feet at maturity. The plantings are anticipated to be in accordance with the requirements of Section 13.28.020(C). These requirements are satisfied.

[...]

Chapter 17.150 LAND DIVISION – SUBDIVISION

17.150.010 Purpose.

The purpose of this chapter is to provide rules, regulations and standards governing the approval of plats of subdivisions; to carry out the development pattern and plan of the city; to promote the public health, safety and general welfare; to lessen congestion in the streets; secure safety from fire, flood, pollution and other dangers; to provide adequate light and air, prevent overcrowding of land, and facilitate adequate provision for transportation, water supply, sewage and drainage; and to encourage the conservation of energy resources. (Ord. 727 §1, 2002; Ord. 634 §1 Exh. A (part), 1995)

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: This application for Thompson Woods includes a Preliminary “Tentative” Subdivision Plan. Upon approval of the plan, a final plat for Thompson Woods reflecting any applicable conditions of approval will be submitted to the City. Therefore, these criteria are met or will be met at a future date.

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

Response: The subdivision has been planned in conformance with all applicable regulations of ORS Chapter 92, regulating subdivisions and partitions. These criteria are 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: The subdivision does not involve the creation or preservation of large lots which may be re-divided in the future. This criterion does not apply.

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

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- 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: The subject site is not within or adjacent to the one hundred year-floodplain and is protected from the 100-year floodplain by a levee. The eastern portions of the site are shown on the Federal Emergency Management Agency's (FEMA's) Flood Insurance Rate Map (FIRM) within a moderate flood hazard area, Zone X (shaded). Moderate flood hazard areas are generally between the 100-year and 500-year floodplain. Tax Lot 7900 is not within Zone X (shaded). The site is not within the 100-year floodplain; therefore, these criteria do not apply.

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

Response: The subdivision has been proposed with adequate stormwater management facilities to reduce the risk of damage to surrounding properties as feasible. These criteria are met.

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

Response: The base flood elevation has not been determined for this area. Because the subject site is not within the flood plain, this elevation is not required. This criterion is not applicable.

- 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. (Ord. 857, 2016; Ord. 828, 2013; Ord. 711 §1 Exh. A (part), 2001; Ord. 634 §1 Exh. A (part), 1995)

Response: A neighborhood circulation plan has been provided as part of the Preliminary Plans (Exhibit A). Conceptual future streets are included as part of the neighborhood circulation plan. These criteria are met.

17.150.030 Administration and approval process.

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

Response: This standard is understood and applicable criteria from Chapter 17.164 is included later within this report.

- 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;

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2. The planner 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 planner's review based on findings that:
 - a. No title provisions will be violated; and
 - b. The modification is not a major modification. (Ord. 828, 2013; Ord. 828, 2013; Ord. 727 §1, 2002; Ord. 711 §1 Ext. A (part), 2001; Ord. 634 §1 Exh. A (part), 1995)

Response: Modification prior to the final plat approval is not anticipated; however, these standards are understood.

17.150.040 Expiration of approval--Standards for extension of time.

- A. The tentative plan approval by the planning commission shall lapse if:
 1. A final plat has not been submitted within a one-year period; or
 2. The final plat does not conform to the tentative plan as approved or approved with conditions.

Response: These standards are understood.

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 Thompson Woods proposed tentative subdivision plan complies with the City's Comprehensive Plan, the applicable chapters of City code, Public Works Design Standards, and other applicable regulations. This criterion is met.

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

Response: The proposed plat name of "Thompson Woods" is not duplicative and otherwise satisfies the provisions of ORS 92.090(1). The subdivision plat name has been submitted to the Columbia County Surveyor for approval and reservation. This criterion is met.

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

Response: Streets and roads have not been proposed as part of this subdivision plat. The street serving the subdivision is existing, but undeveloped. Additional right-of-way is planned for dedication along SE 6th and SE Elm Streets and future street connections will be possible via the northern terminus of SE 6th Street.

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

Response: The public improvements proposed will be along property frontages on SE 6th Street and SE Elm Street. Public improvements include development of the applicable street surface, sidewalks, planter strips, and street trees.

- B. The planning commission may attach such conditions as are necessary to carry out the comprehensive plan and other applicable ordinances and regulations and may require reserve strips be granted to the city for the purpose of controlling access to adjoining undeveloped properties. (Ord. 727 §1, 2002; Ord. 711 §1 Exh. A (part), 2001; Ord. 634 §1 Exh. A (part), 1995)

Response: These standards are understood.

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.

- B. The tentative plan map and data or narrative shall include the following:

1. Sheet size for the tentative plan shall preferably not exceed eighteen inches by twenty-four inches;
2. The scale shall be an engineering scale, and limited to one phase per sheet;
3. Vicinity map showing the general location of the subject property in relationship to arterial and collector streets;
4. Names, addresses and telephone numbers of the owner, developer, engineer, surveyor and designer, as applicable;
5. The date of application;
6. The assessor's map and tax lot number and a legal description sufficient to define the location and boundaries of the proposed subdivision;
7. The boundary lines of the tract to be subdivided;
8. The names of adjacent subdivisions or the names of recorded owners of adjoining parcels of unsubdivided land;
9. Contour lines related to a city established benchmark at two-foot intervals for grades zero to ten percent and five-foot intervals for grades over ten percent;
10. The purpose, location, type and size of all the following (within and adjacent to the proposed subdivision) existing and proposed:

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

Response: The Preliminary Plans (Exhibit A) include the above requirements shown for the subject site and adjacent properties. These criteria are met.

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

Response: The requested approximate utility sizes and profiles are included within the Preliminary Plans (Exhibit A). Therefore, this criterion is met.

- 12. Approximate centerline profiles showing the finished grade of all streets including street extensions for a reasonable distance beyond the limits of the proposed subdivision;
- 13. Scaled cross-sections of proposed street rights-of-way;

Response: The approximate centerline profiles and scaled cross-sections of the SE 6th Street right-of-way are included within the Preliminary Plans (Exhibit A). These requirements are met.

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

Response: The required information is included in the Preliminary Plans (Exhibit A). This criterion is met.

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

Response: The proposed lot configurations, lot dimensions, and lot numbers, each abutting a public street, are included within the Preliminary Plans (Exhibit A). Uses other than residential have not been proposed. Therefore, this criterion is met.

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

Response: Trees with a diameter greater than six inches measured four feet above the ground level, trees designated for removal, and future tree plantings are included within the Preliminary Plans (Exhibit A). This criterion is met.

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

Response: The existing uses and structures on the property, including those designated for demolition or retention, are illustrated on the Preliminary Plans (Exhibit A). This criterion is met.

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

Response: Proof of property ownership is included as Exhibit C. Plans for the provision of proposed subdivision improvements are included as part of Exhibit A. This criterion is met.

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

Response: These features are not within the project vicinity. This criterion is not applicable.

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

Response: A circulation plan for subject site and the surrounding area has been included as part of the Preliminary Plans (Exhibit A). Therefore, this criterion is met.

- C. If any of the foregoing information cannot practicably be shown on the tentative plan, it shall be incorporated into a narrative and submitted with the application. (Ord. 828, 2013; Ord. 711 §1 Exh. A (part), 2001; Ord. 635 §1 (part), 1996; Ord. 634 §1 Exh. A (part), 1995)

Response: Additional information, as applicable, is included within the narrative.

Chapter 17.154 STREET AND UTILITY IMPROVEMENT STANDARDS

17.154.010 Purpose.

The purpose of this chapter is to inform applicants of general design standards for street and utility improvements and maintain consistency between this title and the Scappoose public works design standards and standard specifications. (Ord. 634 §1 Exh. A (part), 1995)

17.154.020 General provisions.

- A. The standard specifications for construction, reconstruction or repair of streets, sidewalks, curbs and other public improvements within the city shall occur in accordance with the standards of this title, the public works design standards, the transportation system plan, and in accordance with county or state standards where appropriate.

Response: Planned street improvements will be constructed in accordance with the standards of City Code, Public Works Design Standards, the Transportation System Master Plan, and other appropriate standards. This criterion is met.

-
- B. The public works director may require changes or supplements to the standard specifications consistent with the application of engineering principles.
 - C. Subject to approval of the planner and the public works director, street sections may be modified administratively based on geographical constraints of steep slopes, wetlands, floodplains, and constraints imposed by existing structures. Modifications may include, but are not limited to, reduced paving widths, elimination of on-street parking and eliminating sidewalks on one side of the street. (Ord. 857, 2016; Ord. 658 §3(part), 1997; Ord. 634 §1 Exh. A (part), 1995)

Response: These standards are understood, but modifications have not been sought at this time. These criteria do not apply.

17.154.030 Streets.

- A. No development shall occur unless the development has frontage or approved access to a public street:
 - 1. Streets within a development and streets adjacent to a development shall be improved in accordance with this title and the public works design standards and specifications.
 - 2. Any new street or additional street width planned as a portion of an approved street plan shall be dedicated and improved in accordance with this title and the public works design standards and specifications.

Response: The Thompson Woods subdivision is planned to have frontage along SE 6th Street, a public street. Improvements to this street are planned to be in accordance with City Code and the Public Works Design Standards and specifications. These standards are met.

- 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: Public improvements are planned and a non-remonstrance agreement in lieu of improvements has not been sought at this time. These criteria do not apply.

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

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

Response: New rights-of-way have not been planned for dedication. These criteria do not apply.

[...]

C. The planning commission may approve an access easement established by deed without full compliance with this title provided such an easement is the only reasonable method by which a lot large enough to develop can develop:

1. Vehicular access easements which exceed one hundred fifty feet shall be improved in accordance with the Uniform Fire Code.
2. Vehicular access shall be improved in accordance with the public works design standards.

Response: New vehicular access easements have not been planned. An existing vehicular access easement is planned to remain as part of Tract B in order to provide access to neighboring and remaining Tax Lots 7400 and 7700. This property may eventually be deeded to one of the benefitting properties. These criteria are met.

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

1. Street grades shall be approved by the public works director in accordance with the city's public works design standards; and
2. Where the location of a street is not shown in an approved street plan, the arrangement of streets in a development shall either:
 - a. Provide for the continuation or appropriate projection of existing streets in the surrounding areas, or

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

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

Response: The location, width, and grade of SE 6th Street has been provided as part of the Preliminary Plans (Exhibit A). The existing right-of-way provides an appropriate grade as well as direct and convenient routes for walking and cycling within the development. Access to adjacent properties is reasonably direct and convenient via the SE 6th Street right-of-way stub. These criteria are met.

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

Response: Dedication of right-of-way is planned in order to provide the minimum width for SE 6th Street and SE Elm Street required by the Public Works Design Standards. These standards are met.

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

Response: The parcels to be subdivided were adjacent to an existing right-of-way. No further dedication of street length is necessary to reach the project boundary and a reserve strip is not possible due to the location of the existing street and use of the adjacent property for the Maple Street Apartments development. A barricade can be constructed at the end of the street, once developed. Therefore, these criteria are met.

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 streets surrounding the project have existing names, which are not planned to change. The unconstructed right-of-way that will be built as part of the project is "SE 6th Street" the southern property boundary is adjacent to "SE Elm Street." These criteria do not apply.

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

Response: Concrete vertical curbs, curb cuts, wheelchair ramps, and driveway approaches are planned to be constructed in accordance with standards provided within City Code and the Public Works Design Standards. Further information is provided within the Preliminary Plans (Exhibit A) and specific construction information will be provided with construction plans. This criterion is met.

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

Response: The site is not adjacent to railroad rights-of-way; therefore, this criterion does not apply.

- J. Where a development abuts or is traversed by an existing or proposed arterial street, the development design shall provide adequate protection for residential properties and shall separate residential access and through traffic, or if separation is not feasible, the design shall minimize the traffic conflicts. The design requirements shall include any of the following:
1. A parallel access street along the arterial;
 2. Lots of suitable depth abutting the arterial to provide adequate buffering with frontage along another street;
 3. Screen planting at the rear or side property line to be contained in a nonaccess reservation along the arterial; or
 4. Other treatment suitable to meet the objectives of this subsection.

Response: The project site does not abut or traverse an existing or proposed arterial street. These criteria do not apply.

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

Response: Street construction is anticipated to be accepted by the City upon completion and inspection. These criteria will be met at a later date.

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

Response: Private streets are not planned. However, an existing access easement benefits Tax Lots 7400 and 7700. The access will be maintained by the Thompson Woods Homeowners Association. This area may be deeded to an adjacent benefitting property owner in the future. These criteria are met.

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

Response: This criterion does not apply.

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

Response: Street signage is planned to be provided with development of the street, as specified by the Public Works Director. This criterion will be met with construction of SE 6th Street and widening of SE Elm Street as appropriate.

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

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

Response: A joint mailbox location, to be approved by the US Post Office, is shown on the Preliminary Plans (Exhibit A). These criteria are met.

- 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: Traffic signals are not planned nor are they required for Thompson Woods. This criterion does not apply.

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

Response: Street lights are shown within the Preliminary Plans (Exhibit A) on the Preliminary Street Plan. Street lights are planned to be installed in accordance with the City's Public Works Design Standards as well as those of Columbia River Public Utility District. This criterion is met.

- 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 (c) 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.

Response: Because Thompson Woods proposes fewer than 100 trips (9 dwelling units x 9.44 trips/dwelling unit = 84.96 daily trips), a full Transportation Impact Study (TIS) is not required. A Traffic Analysis Letter has been provided and is available as Exhibit E. This letter documents the anticipated vehicle trip generation of the project in both peak hour and total daily trips. These criteria are met.

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 TIS report is not required for a subdivision of this magnitude as the development does not anticipate more than 100 daily trips. The project site is also not located immediately adjacent to an intersection with a poor level of service, does not involve a new approach to US Route 30, does not propose a land use action that contributes to operational or safety concerns, and does not propose an amendment to the Scappoose Comprehensive Plan or Zoning Map. These criteria do not apply.

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: The City Engineer has determined that a Traffic Analysis Letter is required for this project. The Traffic Analysis Letter, prepared by Lancaster Mobley Engineering, is attached to this application as Exhibit E. This criterion is met.

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;

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- b. The TIS demonstrates that adequate transportation facilities exist to serve the proposed development or, in the case of a TIS report, identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the city engineer and, when state highway facilities are affected, to ODOT;
 - c. For affected non-highway facilities, the TIS report establishes that mobility standards adopted by the city have been met; and
 - d. Proposed public improvements are designed and will be constructed consistent with Public Works Design Standards and access standards in the Transportation System Plan.

Response: A Traffic Analysis Letter, prepared by Lancaster Mobley Engineering, is attached to this application as Exhibit E. Further information is available within the letter, dated August 4, 2021. This criterion is met.

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: These standards are 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 length, width, and shape of the blocks proposed were designed with regard to providing adequate building sites for the residential use permitted within the R-4 zoning district as well as safe and convenient pedestrian and vehicular access and circulation. The topography and layout of existing properties surrounding the subject site allows for consideration a stormwater facility in the area northeast of the intersection of SE 6th Street and SE Elm Street. Therefore, this criterion is met.

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- 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 proposed length of SE 6th Street is less than the maximum of 530 feet (±356 from SE Elm Street to the northern extent of SE 6th Street). Due to the nature of the surrounding undeveloped properties, no block perimeter has yet been created. Per the Future Connectivity Plan submitted as part of Exhibit A, creation of connecting streets and a block is possible without exceeding the block length provisions above. These criteria are met.

- C. Exemptions from requirement of sSubsection 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.

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- 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. (Ord. 857, 2016; Ord. 828, 2013; Ord. 658 §3 (part), 1997; Ord. 634 §1 Exh. A (part), 1995)

Response: Exemptions to these standards have not been sought at this time. These standards do not apply.

17.154.050 Easements.

- A. Easements for sewers, drainage, water mains, electric lines or other public utilities shall be either dedicated or provided for in the deed restrictions, and where a subdivision is traversed by a watercourse, drainageway, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance.
- B. A property owner proposing a development shall make arrangements with the city, the applicable district and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development. (Ord. 634 §1 Exh. A (part), 1995)

Response: Public utility easements are planned adjacent to project rights-of-way in order to accommodate needed improvements in the project area. These criteria are met.

17.154.070 Sidewalks.

- A. Sidewalks are required and shall be constructed, replaced or repaired in accordance with the city's public works design standards.
- B. Maintenance of sidewalks and curbs is the continuing obligation of the adjacent property owner.
- C. Subject to approval by the public works director and planner, planner may accept and record a nonremonstrance agreement for the required sidewalks from the applicant for a building permit for a single-family residence when the public works director determines the construction of the sidewalk is impractical for one or more of the following reasons:
 - 1. The residence is an in-fill property in an existing neighborhood and adjacent residences do not have sidewalks;
 - 2. Sidewalk grades have not and will not be established for the property in question within a one-year period;
 - 3. Topography or elevation of the sidewalk base area makes construction of a sidewalk impractical.

Response: These standards are understood and sidewalks are planned along adjacent rights-of-way. Nonremonstrance agreements for delayed sidewalk construction are not planned. Sidewalks are planned to be constructed in accordance with the Public Works Design Standards. These criteria are met as applicable.

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- 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. (Ord. 634 §1 Exh. A (part), 1995)

Response: These standards are understood.

[...]

17.154.090 Sanitary sewers.

- A. Sanitary sewers shall be installed to serve each new development and to connect developments to existing mains in accordance with the provisions set forth by the city's public works design standards and the adopted policies of the comprehensive plan.
- B. The public works director shall approve all sanitary sewer plans and proposed systems prior to issuance of development permits involving sewer service.
- C. Proposed sewer systems shall include consideration of additional development within the area as projected by the comprehensive plan and the wastewater treatment facility plan and potential flow upstream in the sewer sub-basin.
- D. Applications shall be denied by the approval authority where a deficiency exists in the existing sewer system or portion thereof which cannot be rectified within the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of the sewage treatment system. (Ord. 634 §1 Exh. A (part), 1995)

Response: Sanitary sewers adequate to provide service to the development are planned for installation within SE 6th Street. These sanitary lines will connect to an existing 10-inch concrete service line within SE Elm Street. A sewer connection will be extended from SE Elm Street to the northern extent of the currently undeveloped right-of-way. Further details will be shown with construction plans to be submitted at a later date; however, it is anticipated that these sanitary sewer systems will comply with the City's Public Works Design Standards Section 3.000. These criteria are met.

17.154.100 Storm drainage.

- A. The planner and public works director shall issue permits only where adequate provisions for stormwater and floodwater runoff have been made, and:
 1. The stormwater drainage system shall be separate and independent of any sanitary sewerage system.

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2. Where possible, inlets shall be provided so surface water is not carried across any intersection or allowed to flood any street.
 3. Surface water drainage patterns shall be shown on every development proposal plan.
 4. All stormwater analysis and calculations shall be submitted with proposed plans for public works directors review and approval.
 5. All stormwater construction materials shall be subject to approval of the public works director.
- B. Where a subdivision is traversed by a watercourse, drainageway, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance.
- C. A culvert or other drainage facility shall, and in each case be, large enough to accommodate potential runoff from its entire upstream drainage area, whether inside or outside the development. The public works director shall determine the necessary size of the facility.
- D. Where it is anticipated by the public works director that the additional runoff resulting from the development will overload an existing drainage facility, the planner and engineer shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development. (Ord. 634 §1 Exh. A (part), 1995)

Response:

Stormwater management is planned within a facility within Tract A, northeast of the intersection of SE 6th Street and SE Elm Street. Stormwater from the project site will be directed to Tract A to be detained for infiltration, with overflow directed to an existing 24-inch HDPE storm main within SE Elm Street. Drainage patterns are shown on the Preliminary Plans (Exhibit A) and a Preliminary Stormwater Report is provided as Exhibit D.

Further details will be shown with construction plans to be submitted at a later date; however, it is anticipated that these stormwater systems will comply with the City's Public Works Design Standards Section 2.000. Maintenance and operations agreements will be provided for review and approval as required. These criteria are met.

17.154.105 Water system.

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

- A. Any water system extension shall be designed in compliance with the comprehensive plan existing water system plans.
- B. Extensions shall be made in such a manner as to provide for adequate flow and gridding of the system.
- C. The public works director shall approve all water system construction materials. (Ord. 634 §1 Exh. A (part), 1995)

Response: Water utilities for Thompson Woods will extend from an existing 8-inch PVC water line within SE Elm Street. An 8-inch water line will be extended from SE Elm to a terminus at the northern project boundary within SE 6th Street as required.

Further details will be shown with construction plans to be submitted at a later date; however, it is anticipated that these water systems will comply with the City's Public Works Design Standards Section 4.000. These criteria are met.

17.154.107 Erosion controls.

- A. Any time the natural soils are disturbed and the potential for erosion exists, measures shall be taken to prevent the movement of any soils off site. The public works director shall determine if the potential for erosion exists and appropriate control measures.
- B. The city shall use the city's public works design standards as the guidelines for erosion control. (Ord. 634 §1 Exh. A (part), 1995)

Response: A Preliminary Grading and Erosion Plan is included within Exhibit A. Erosion control plans are anticipated to meet the City's Public Works Design Standards. Therefore, these criteria are met.

17.154.110 Bikeways.

- A. Developments adjoining proposed bikeways shall include provisions for the future extension of such bikeways through the dedication of easements or rights-of-way.

[...]

Response: Bikeways are not anticipated as part of this project. This criterion does not apply.

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

1. Plans showing the location of all underground facilities as described herein shall be submitted to the public works director for review and approval; and
2. Above ground equipment shall not obstruct visual clearance areas for vehicular traffic. (Ord. 820 §11, 2012; Ord. 634 §1 Exh. A (part), 1995)

Response:

New utilities within the project area will be located underground. Street improvements are planned to be constructed following the installation of all underground utilities. Stubs for service connections are planned to extend beyond the street to avoid disturbing street improvements.

A utility pole currently within the SE 6th Street/SE Elm Street intersection will require relocation; however, these utilities are not planned for undergrounding at this time as this is the only utility pole along the project frontage. The relocated utility pole is not planned to obstruct visual clearance areas for vehicular traffic. These criteria are satisfied.

[...]

Chapter 17.162 PROCEDURES FOR DECISION MAKING--QUASI-JUDICIAL

17.162.010 Purpose.

The purpose of this chapter is to establish procedures for the consideration of development applications, for the consideration of quasi-judicial comprehensive plan or zoning amendments and for appeal of quasi-judicial decisions. (Ord. 634 §1 Exh. A (part), 1995)

17.162.020 Application process.

- A. The applicant shall be required to meet with the planner for a pre-application conference. Such a requirement may be waived in writing by the applicant.
- B. The planner will invite city staff from other departments to provide technical expertise applicable to the proposal, as necessary, as well as other public agency staff.
- C. At such conference, the planner shall:
 1. Cite the applicable comprehensive plan policies and map designation;
 2. Cite the applicable substantive and procedural ordinance provisions;
 3. Provide available technical data and assistance which will aid the applicant as provided by the public works director;
 4. Identify other policies and regulations that relate to the application; and
 5. Identify other opportunities or constraints that relate to the application.
- D. Another preapplication conference is required if an application is submitted six months after the preapplication conference.
- E. Failure of the planner to provide any of the information required by this chapter shall not constitute a waiver of the standards, criteria or requirements of the applications. Neither the city nor the planner shall be liable for any incorrect information provided in the preapplication conferences.

Response: A pre-application conference was held on April 8, 2021, less than six months prior to submittal of this land use application. These criteria are met.

- F. Applications for approval required under this title may be initiated by:
1. Resolution of the city council;
 2. Resolution of the planning commission;
 3. The planner;
 4. A recognized neighborhood planning organization or city advisory board or commission; or
 5. Application of a record owner of property or contract purchaser.

Response: This application is being submitted by the contract purchaser of the properties listed. This criterion is met.

- G. Any persons authorized by this title to submit an application for approval may be represented by an agent authorized in writing to make the application.
- H. The application shall be made on forms provided by the planner.
- I. The application shall:
1. Include the information requested on the application form;
 2. Address appropriate criteria in sufficient detail for review and action; and
 3. Be accompanied by the required fee.
- J. The planner may require information in addition to that required by a specific provision of this title, provided the planner determines this information is needed to properly evaluate the proposed development proposal; and the need can be justified on the basis of a special or unforeseen circumstance.

Response: A land use application package with the required information, on the required forms, and accompanied by the required fees has been provided. Therefore, these criteria are met.

- K. The planner may waive the submission of information for a specific requirement provided the planner finds that specific information is not necessary to properly evaluate the application; or the planner finds that a specific approval standard is not applicable to the application.
- L. Where a requirement is found by the planner to be inapplicable, the planner shall:
1. Indicate for the record and to the applicant the specific requirements found inapplicable; and
 2. Advise the applicant in writing that the finding may be challenged on appeal or at the hearing or decision on the matter and may be denied by the approval authority; and
 3. Cite in the staff report on the application the specific requirements found inapplicable, the reasons therefor and the specific grant of authority.
- M. An application shall be deemed incomplete unless it addresses each element required to be considered under applicable provisions of this title and the

application form, unless that requirement has been found inapplicable by the planner. The planner shall not accept an incomplete application.

- N. If an application is incomplete, the planner shall:
 - 1. Notify the applicant within thirty days of receipt of the application of exactly what information is missing; and
 - 2. Allow the applicant to submit the missing information.
- O. The application shall be deemed complete when the missing information is provided and at that time the one hundred twenty-day time period shall begin to run for the purposes of satisfying state law.
- P. If the applicant refuses to submit the missing information, the application shall be deemed incomplete on the thirty-first day after the planner first received the application and returned to the applicant.
- Q. Referrals will be sent to interested agencies such as city departments, police department, fire district, school district, utility companies, and applicable city, county, and state agencies. Affected jurisdiction and agencies could include the Department of Environmental Quality, the Oregon Department of Transportation, and Columbia County Rider. (Ord. 634 91 Exh. A (part), 1995)

Response: These standards are understood.

17.162.021 Consolidation of proceedings.

- A. Except as provided in subsection C of this section, whenever an applicant requests more than one approval and more than one approval authority is required to decide the applications, the proceedings shall be consolidated so that one approval authority shall decide all applications in one proceeding.
- B. In such cases as stated in subsection A of this section, the hearings shall be held by the approval authority having original jurisdiction over one of the applications under Section 17.164.110, in the following order of preference: the council, the commission, or the planner.
- C. Where there is a consolidation of proceedings:
 - 1. The notice shall identify each action to be taken;
 - 2. The decision on a plan map amendment shall precede the decision on the proposed zone change and other actions. Plan map amendments are not subject to the one hundred twenty-day decision making period prescribed by state law and such amendments may involve complex issues. Therefore, the planner shall not be required to consolidate a plan map amendment and a zone change or other permit applications requested unless the applicant requests the proceedings be consolidated and signs a waiver of the one hundred twenty-day time limit prescribed by state law for zone change and permit applications; and
 - 3. Separate actions shall be taken on each application.
- D. Consolidated Permit Procedure.
 - 1. Use of the consolidated permit procedures described in this section shall be at the election of the applicant.

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2. When the consolidated procedure is elected, application and fee requirements shall remain as provided by resolution approved by the council. If more than one permit is required by this title or other ordinance to be heard by the planning commission or city council, each such hearing shall be combined with any other permit also requiring such hearing. The standards applicable to each permit by this or any other ordinance shall be applied in the consolidated procedures to each application.
 3. In a consolidated proceeding, the staff report and recommendation provided by the planner shall be consolidated into a single report.
 4. All rules and ordinances of the city not in conflict with this section shall apply in a consolidated permit procedure. (Ord. 634 §1 Exh. A (part), 1995)

Response: These standards are understood.

17.162.025 Noticing requirements.

A. Notice of a pending quasijudicial public hearing shall be given by the planner in the following manner:

1. At least twenty days prior to the scheduled hearing date, or if two or more hearings are scheduled, ten days prior to the first hearing, notice shall be sent by mail to:
 - a. The applicant and all owners or contract purchasers of record of the property which is the subject of the application;
 - b. All property owners of record or the most recent property tax assessment roll within three hundred feet of the property which is the subject of the notice plus any properties abutting proposed off-site improvements.
 - c. Any governmental agency or utility whose property, services or facilities may be affected by the decision. The reviewing City Staff shall determine the extent of notice to public agencies or utilities based on perceived interest or impact; noticed agencies may include:
 - i. Columbia County Land Development Services;
 - ii. Columbia County Road Department;
 - iii. Oregon Department of Transportation (ODOT);
 - iv. ODOT Rail Division;
 - v. Portland & Western Railroad;
 - vi. Scappoose Rural Fire Protection District;
 - vii. Port of St. Helens;
 - viii. Oregon Department of Aviation;
 - ix. Scappoose School District;
 - x. Columbia County Soil Conservation District; xi. Scappoose Drainage Improvement Company; or
 - xii. Any other affected agencies as identified by the planner;

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- d. Acknowledged neighborhood planning organizations, if active;
 - e. Any person who requests, in writing; and
 - f. The appellant and all parties to an appeal.
 - 2. At least thirty-five days before the initial hearing on adoption of any proposal to amend the comprehensive plan map or zoning map, notice shall be sent to the Department of Land Conservation and Development;
 - 3. Notice of a hearing on a proposed zone change for a manufactured home park shall be given to tenants of that manufactured home park at least twenty days but no more than forty days prior to the hearing; and
 - 4. The planner shall cause an affidavit of mailing of notice to be filed and made a part of the administrative record.
- B. For all quasi-judicial decisions requiring a public hearing, the applicant shall post signs provided by the planner displaying notice of the pending hearing at least fourteen days prior to the date of the hearing. One sign shall be required for each three hundred feet, or part thereof, of frontage of the subject property on any street. The content, design, size and location of the signs shall be as determined by the planner to assure that the information is legible from the public right-of-way. As a precondition to a hearing, the applicant shall file an affidavit of such posting with the planner no less than ten days prior to the hearing.
- C. For all quasi-judicial decisions requiring a public hearing, at least ten days prior to the hearing, notice shall be given in a newspaper of general circulation in the city. An affidavit of publication shall be made part of the administrative record.(Ord. 828, 2013; Ord. 634 §1 Exh. A (part), 1995)

Response: These standards are understood.

Chapter 17.164 PROCEDURES FOR DECISION MAKING--LIMITED LAND USE DECISIONS

17.164.010 Purpose.

The purpose of this chapter is to establish procedures for limited land use decisions. (Ord. 634 §1 Exh. A (part), 1995)

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. (Ord. 634 §1 Exh. A (part), 1995)

Response: These standards are understood.

17.164.025 Consolidation of proceedings.

- A. Except as provided in subsection C of this section, whenever an applicant requests more than one approval and more than one approval authority is required to decide the applications, the proceedings shall be consolidated so that one approval authority shall decide all applications in one proceeding.
- B. In such cases as stated in subsection A of this section, the hearings shall be held by the approval authority having original jurisdiction over one of the applications under Section 17.164.110 in the following order of preference: the council, the commission or the planner.
- C. Where there is a consolidation of proceedings:
1. The notice shall identify each action to be taken;
 2. The decision on a plan map amendment shall precede the decision on the proposed zone change and other actions. Plan map amendments are not subject to the one hundred twenty-day decision making period prescribed by state law and such amendments may involve complex issues. Therefore, the planner shall not be required to consolidate a plan map amendment and a zone change or other permit applications requested unless the applicant requests the proceedings be consolidated and signs a waiver of the one hundred twenty-day time limit prescribed by state law for zone change and permit applications; and
 3. Separate actions shall be taken on each application.
- D. Consolidated Permit Procedure.
1. Use of the consolidated permit procedures described in this section shall be at the election of the applicant.
 2. When the consolidated procedure is elected, application and fee requirements shall remain as provided by resolution approved by the council. If more than one permit is required by this title or other ordinance to be heard by the planning commission or city council, each such hearing shall be combined with any other permit also requiring such hearing. The standards applicable to each permits by this or any other ordinance shall be applied in the consolidated procedures to each application.
 3. In a consolidated proceeding, the staff report and recommendation provided by the planner shall be consolidated into a single report.
 4. All rules and ordinances of the city not in conflict with this section shall apply in a consolidated permit procedure. (Ord. 634 §1 Exh. A (part), 1995)

Response: These standards are understood.

17.164.030 Application process.

-
- A. The applicant shall be required to meet with the planner for a pre-application conference. Such a requirement may be waived in writing by the applicant.
 - B. At the pre-application conference if conducted, the planner shall:
 - 1. Cite the applicable comprehensive plan policies and map designation;
 - 2. Cite the applicable substantive and procedural ordinance provisions;
 - 3. Provide available technical data and assistance which will aid the applicant as provided by the public works director;
 - 4. Identify other policies and regulations that relate to the application; and
 - 5. Identify other opportunities or constraints that relate to the application.
 - C. Another preapplication conference is required if an application is submitted six months after the preapplication conference.
 - D. Failure of the planner to provide any of the information required by this chapter shall not constitute a waiver of the standards, criteria or requirements of the applications. Neither the city nor the planner shall be liable for any incorrect information provided in the preapplication conferences.

Response: A pre-application conference was held on April 8, 2021, less than six months prior to submittal of this land use application. These criteria are met.

- E. Applications for approval required under this title may be initiated by application of a record owner of property or contract purchaser.
- F. Any persons authorized by this title to submit an application for approval may be represented by an agent authorized in writing to make the application.

Response: This application is being submitted by the contract purchaser of the properties listed. AKS Engineering & Forestry, LLC is representing the Applicant, Creekwood Homes, Inc. These criteria are met.

- 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.
- I. The planner may require information in addition to that required by a specific provision of this title, provided the planner determines this information is needed to properly evaluate the proposed development proposal; and the need can be justified on the basis of a special or unforeseen circumstance.

Response: A land use application package with the required information, on the required forms, and accompanied by the required fees has been provided. Therefore, these criteria are met.

- J. The planner may waive the submission of information for a specific requirement provided the planner finds that specific information is not

necessary to properly evaluate the application; or the planner finds that a specific approval standard is not applicable to the application.

- K. Where a requirement is found by the planner to be inapplicable, the planner shall:
 - 1. Indicate for the record and to the applicant the specific requirements found inapplicable; and
 - 2. Advise the applicant in writing that the finding may be challenged on appeal or at the hearing or decision on the matter and may be denied by the approval authority; and
 - 3. Cite in the staff report on the application the specific requirements found inapplicable, the reasons therefor and the specific grant of authority.
- L. An application shall be deemed incomplete unless it addresses each element required to be considered under applicable provisions of this title and the application form, unless that requirement has been waived by the planner. The planner shall not accept an incomplete application.
- M. If an application is incomplete, the planner shall:
 - 1. Notify the applicant within thirty days of receipt of the application of exactly what information is missing; and
 - 2. Allow the applicant to submit the missing information.
- N. The application shall be deemed complete when the missing information is provided and at that time the one hundred twenty-day time period shall begin to run for the purposes of satisfying state law.
- O. If the applicant refuses to submit the missing information, the application shall be deemed incomplete on the thirty-first day after the planner first received the application and returned to the applicant. (Ord. 828, 2013; Ord. 634 §1 Exh. A (part), 1995)

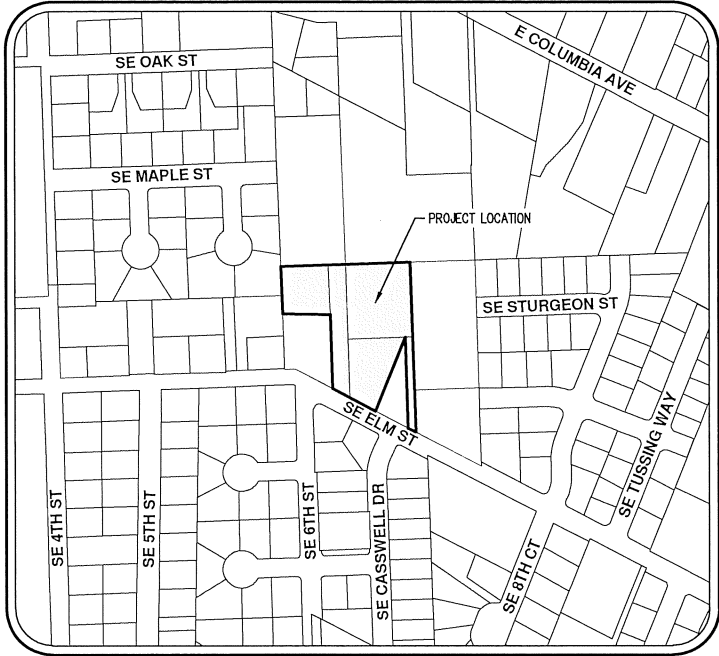
Response: These standards are understood.

IV. Conclusion

The required findings have been made and this written narrative and accompanying documentation demonstrate that the application is consistent with the applicable provisions of the Scappoose Development Code. The evidence in the record is substantial and supports approval of the application. Therefore, the Applicant respectfully requests that the City approve this Preliminary Subdivision Plat.

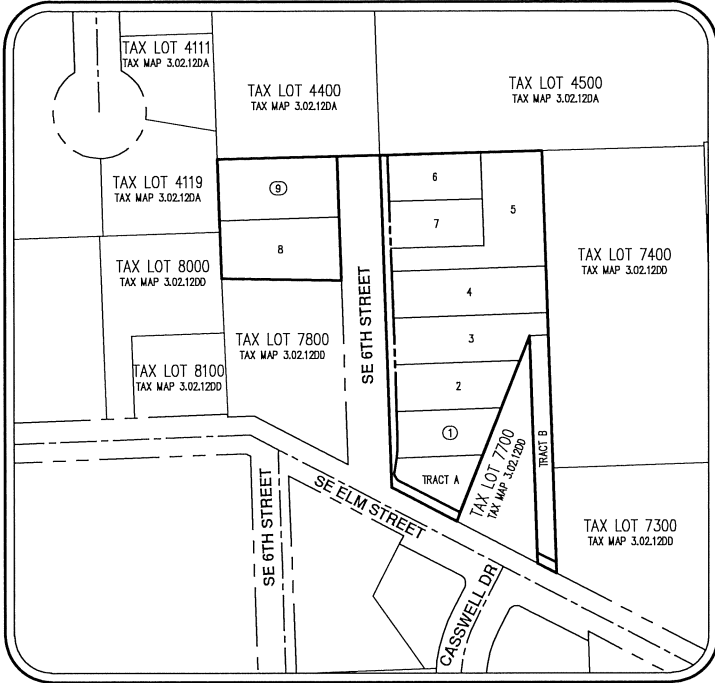
THOMPSON WOODS

SUBDIVISION APPLICATION PLANS



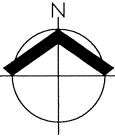
VICINITY MAP

1"=250'



SITE MAP

1"=100'



LEGEND			
EXISTING		PROPOSED	
DECIDUOUS TREE		STORM DRAIN CLEAN OUT	
CONIFEROUS TREE		STORM DRAIN CATCH BASIN	
FIRE HYDRANT		STORM DRAIN AREA DRAIN	
WATER BLOWOFF		STORM DRAIN MANHOLE	
WATER METER		GAS METER	
WATER VALVE		GUY WIRE ANCHOR	
DOUBLE CHECK VALVE		UTILITY POLE	
AIR RELEASE VALVE		POWER VAULT	
SANITARY SEWER CLEAN OUT		POWER JUNCTION BOX	
SANITARY SEWER MANHOLE		POWER PREDESTAL	
SIGN		COMMUNICATIONS VAULT	
STREET LIGHT		COMMUNICATIONS JUNCTION BOX	
MAILBOX		COMMUNICATIONS RISER	
EXISTING		PROPOSED	
RIGHT-OF-WAY LINE			
BOUNDARY LINE			
PROPERTY LINE			
CENTERLINE			
DITCH			
CURB			
EDGE OF PAVEMENT			
EASEMENT			
FENCE LINE			
GRAVEL EDGE			
POWER LINE			
OVERHEAD WIRE			
COMMUNICATIONS LINE			
FIBER OPTIC LINE			
GAS LINE			
STORM DRAIN LINE			
SANITARY SEWER LINE			
WATER LINE			

SHEET INDEX

- P01 COVER SHEET WITH VICINITY AND SITE MAPS
- P02 PRELIMINARY EXISTING CONDITIONS
- P03 PRELIMINARY SUBDIVISION PLAT
- P04 PRELIMINARY SETBACKS PLAN
- P05 PRELIMINARY DEMOLITION PLAN
- P06 PRELIMINARY GRADING AND EROSION PLAN
- P07 PRELIMINARY STREET PLAN
- P08 PRELIMINARY STREET PROFILES AND CROSS SECTION
- P09 PRELIMINARY COMPOSITE UTILITY PLAN
- P10 FUTURE CONNECTIVITY PLAN
- P11 PRELIMINARY STREET TREE PLAN

PROJECT LOCATION

NORTH OF SE ELM STREET, ENCOMPASSING UNIMPROVED SE 6TH STREET

PROPERTY DESCRIPTION

TAX LOTS 07500, 7600, AND 07900 (COLUMBIA COUNTY ASSESSOR'S MAP 3N 2W12DD LOCATED IN THE SOUTHWEST 1/4 OF SECTION 12, TOWNSHIP 3 NORTH, RANGE 2 WEST, WILLAMETTE MERIDIAN, COLUMBIA COUNTY, OREGON

EXISTING LAND USE

SINGLE-FAMILY RESIDENTIAL AND VACANT LAND

PROJECT PURPOSE

9 LOT SINGLE-FAMILY DETACHED RESIDENTIAL SUBDIVISION IN THE R-4 DISTRICT

VERTICAL DATUM

ELEVATIONS ARE BASED ON NGS BENCHMARK RD0562, A BRASS DISK LOCATED IN THE STEPS TO SCAPPOOSE MIDDLE SCHOOL ON THE WEST SIDE OF HIGHWAY 30. ELEVATION = 64.78 FEET (NAVD 88).

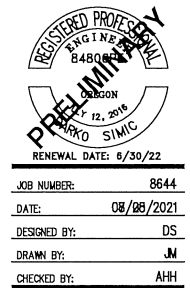
APPLICANT

CREEKWOOD HOMES, INC.
CONTACT: EVAN SCESA
PO BOX 1785
NORTH PLAINS, OR 97133

PLANNING/CIVIL ENGINEERING/SURVEYING/ NATURAL RESOURCE/ARBORIST/LANDSCAPE ARCHITECTURE FIRM

AKS ENGINEERING & FORESTRY, LLC
CONTACT: GLEN SOUTHERLAND, AICP
12965 SW HERMAN ROAD, SUITE 100
TUALATIN, OR 97062
PH: 503-563-6151
EMAIL: SOUTHERLANDG@AKS-ENG.COM

COVER SHEET WITH VICINITY AND SITE MAPS
THOMPSON WOODS
CREEKWOOD HOMES
SCAPPOOSE, OREGON



JOB NUMBER:	8644
DATE:	08/08/2021
DESIGNED BY:	DS
DRAWN BY:	JM
CHECKED BY:	AHH

P01

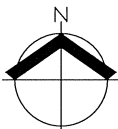


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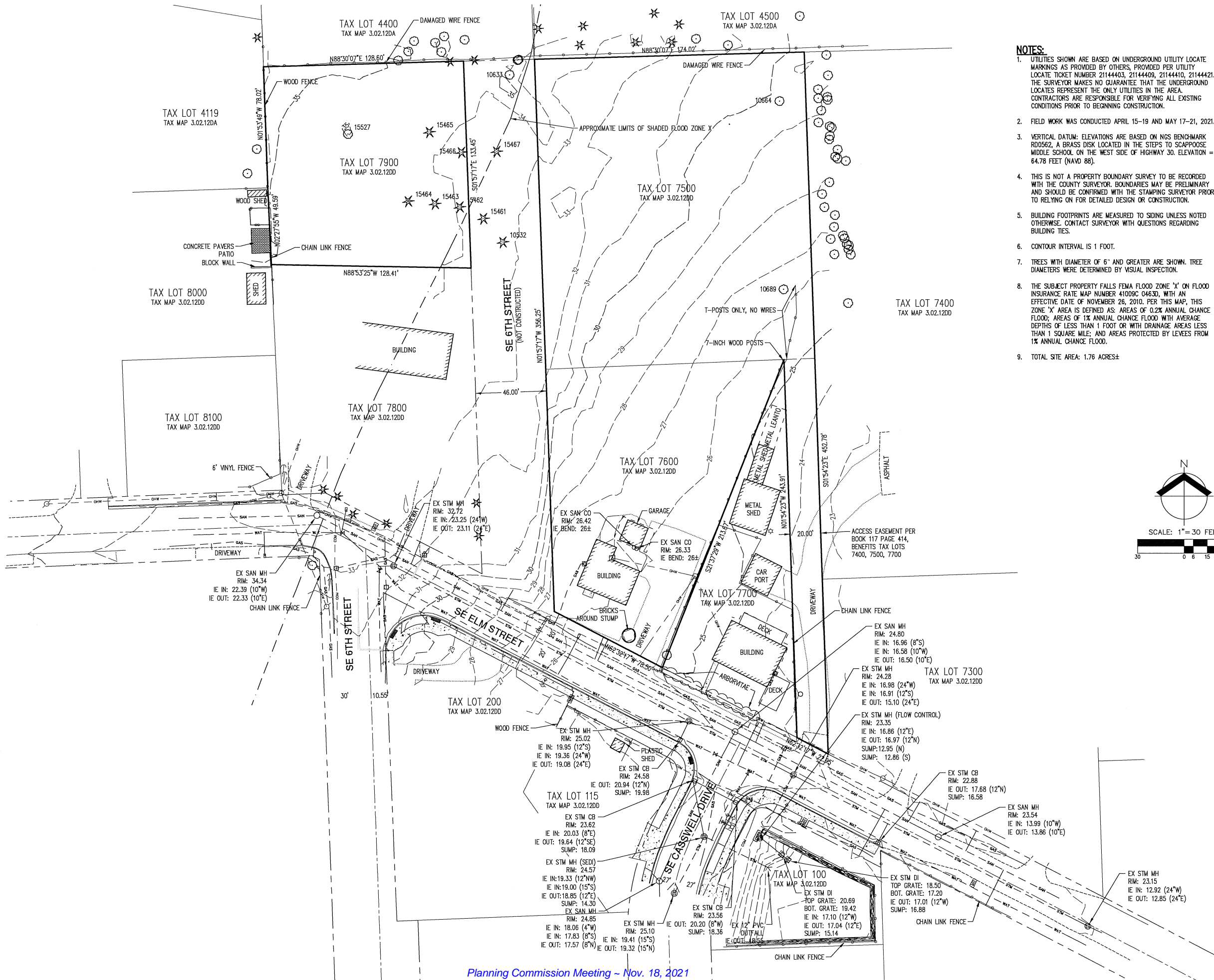
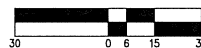
ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

NOTES:

1. UTILITIES SHOWN ARE BASED ON UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBER 21144403, 21144409, 21144410, 21144421. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
2. FIELD WORK WAS CONDUCTED APRIL 15-19 AND MAY 17-21, 2021.
3. VERTICAL DATUM: ELEVATIONS ARE BASED ON NGS BENCHMARK R00562, A BRASS DISK LOCATED IN THE STEPS TO SCAPPOOSE MIDDLE SCHOOL, ON THE WEST SIDE OF HIGHWAY 30. ELEVATION = 64.78 FEET (NAVD 88).
4. THIS IS NOT A PROPERTY BOUNDARY SURVEY TO BE RECORDED WITH THE COUNTY SURVEYOR. BOUNDARIES MAY BE PRELIMINARY AND SHOULD BE CONFIRMED WITH THE STAMPING SURVEYOR PRIOR TO RELYING ON FOR DETAILED DESIGN OR CONSTRUCTION.
5. BUILDING FOOTPRINTS ARE MEASURED TO SIDING UNLESS NOTED OTHERWISE. CONTACT SURVEYOR WITH QUESTIONS REGARDING BUILDING TIES.
6. CONTOUR INTERVAL IS 1 FOOT.
7. TREES WITH DIAMETER OF 6" AND GREATER ARE SHOWN. TREE DIAMETERS WERE DETERMINED BY VISUAL INSPECTION.
8. THE SUBJECT PROPERTY FALLS FEMA FLOOD ZONE 'X' ON FLOOD INSURANCE RATE MAP NUMBER 41009C 0463D, WITH AN EFFECTIVE DATE OF NOVEMBER 26, 2010. PER THIS MAP, THIS ZONE 'X' AREA IS DEFINED AS: AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.
9. TOTAL SITE AREA: 1.76 ACRES±



SCALE: 1" = 30 FEET



PRELIMINARY EXISTING CONDITIONS

THOMPSON WOODS
CREEKWOOD HOMES
SCAPPOOSE, OREGON

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEW: 6/30/23

JOB NUMBER: 8644

DATE: 7/27/2021

DESIGNED BY:

DRAWN BY: KLH

CHECKED BY: MSK

P02



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12965 SW HERMAN RD, STE 100
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PRELIMINARY SUBDIVISION PLAT
THOMPSON WOODS
CREEKWOOD HOMES
SCAPPOOSE, OREGON

REGISTERED
PROFESSIONAL
LAND SURVEYOR

PRELIMINARY
OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
85558PLS
RENEWALS: 6/30/23

JOB NUMBER: 8644
DATE: 8/5/2021
DESIGNED BY: DS
DRAWN BY: JM
CHECKED BY: MSK

P03

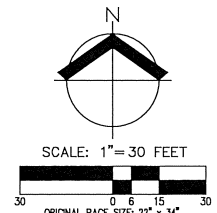


CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	127.00'	9°04'53"	20.13'	N2°35'09"E 20.11'
C2	127.00'	6°22'31"	14.13'	N1°18'52"E 14.12'
C3	9.00'	76°02'24"	11.94'	N24°31'04"W 11.09'

NOTES:

- TRACT A IS A STORMWATER FACILITY TO BE OWNED AND MAINTAINED BY THOMPSON WOODS HOA. TRACT A SHALL HAVE A STORM SEWER, SURFACE WATER DRAINAGE, AND DETENTION EASEMENT TO THE CITY OF SCAPPOOSE.
- TRACT B IS ACCESS TRACT TO BE OWNED BY THE DECLARANT. TRACT B MAINTAINS ACCESS TO ADJACENT PROPERTIES.

THE PURPOSE OF THE PRELIMINARY PLAT IS TO SHOW THE PROPOSED LOT DIMENSIONS FOR PLANNING PURPOSES. THIS IS NOT A FINAL PLAT AND IS NOT TO BE USED FOR SURVEY PURPOSES.





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REQUIRED SETBACKS

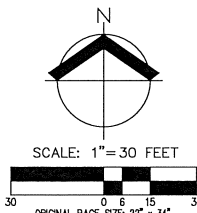
R-4 DISTRICT	
FRONT YARD TO BUILDING ENTRY	15 FT
FRONT YARD TO GARAGE	20 FT
SIDE YARD	5/10 FT
REAR YARD	20 FT

NOTE:
LOCATION OF SIDE SETBACKS OF 5/10 FEET WILL
BE DETERMINED WITH BUILDING PERMIT SUBMITTAL.

**PRELIMINARY SETBACKS PLAN
THOMPSON WOODS
CREEKWOOD HOMES
SCAPPOOSE, OREGON**



JOB NUMBER:	8644
DATE:	8/5/2021
DESIGNED BY:	DS
DRAWN BY:	JM
CHECKED BY:	AHH



TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
10270	DECIDUOUS	40	PRESERVE
10282	CONIFEROUS	18	PRESERVE
10283	CONIFEROUS	13	PRESERVE
10284	CONIFEROUS	34	PRESERVE
10285	CONIFEROUS	8	PRESERVE
10286	CONIFEROUS	15	PRESERVE
10287	CONIFEROUS	15	PRESERVE
10367	DECIDUOUS	10	PRESERVE
10532	CONIFEROUS	36	REMOVE
10580	DECIDUOUS	36	PRESERVE
10581	DECIDUOUS	24	PRESERVE
10582	CONIFEROUS	24	PRESERVE
10622	DECIDUOUS	6	PRESERVE
10623	DECIDUOUS	19	PRESERVE
10624	DECIDUOUS	11	PRESERVE
10625	DECIDUOUS	7	PRESERVE
10626	DECIDUOUS	15	PRESERVE
10628	DECIDUOUS	10	PRESERVE
10630	CONIFEROUS	7	PRESERVE
10631	DECIDUOUS	8	PRESERVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
10633	DECIDUOUS	8	REMOVE
10634	DECIDUOUS	6	PRESERVE
10638	CONIFEROUS	32	PRESERVE
10639	CONIFEROUS	45	PRESERVE
10640	CONIFEROUS	22	PRESERVE
10641	CONIFEROUS	42	PRESERVE
10642	CONIFEROUS	36	PRESERVE
10643	CONIFEROUS	32	PRESERVE
10644	CONIFEROUS	24	PRESERVE
10645	DECIDUOUS	6	PRESERVE
10651	DECIDUOUS	7,9,9	PRESERVE
10656	DECIDUOUS	6,7,8	PRESERVE
10658	DECIDUOUS	10	PRESERVE
10659	DECIDUOUS	9,10	PRESERVE
10660	DECIDUOUS	14	PRESERVE
10661	DECIDUOUS	11	PRESERVE
10662	DECIDUOUS	11,12	PRESERVE
10663	DECIDUOUS	9	PRESERVE
10664	DECIDUOUS	35	REMOVE
10666	DECIDUOUS	8	PRESERVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
10667	DECIDUOUS	6	PRESERVE
10668	DECIDUOUS	10	PRESERVE
10669	DECIDUOUS	10	PRESERVE
10670	DECIDUOUS	9	PRESERVE
10671	DECIDUOUS	6	PRESERVE
10672	DECIDUOUS	10	PRESERVE
10673	DECIDUOUS	9	PRESERVE
10674	DECIDUOUS	8	PRESERVE
10675	DECIDUOUS	9	PRESERVE
10676	DECIDUOUS	12	PRESERVE
10677	DECIDUOUS	14	PRESERVE
10678	DECIDUOUS	11,12	PRESERVE
10679	DECIDUOUS	13	PRESERVE
10680	DECIDUOUS	9	PRESERVE
10681	DECIDUOUS	13	PRESERVE
10682	DECIDUOUS	12	PRESERVE
10683	DECIDUOUS	11	PRESERVE
10684	DECIDUOUS	12	PRESERVE
10685	DECIDUOUS	10	PRESERVE
10686	DECIDUOUS	10,14	PRESERVE

TREE TABLE			
TREE NUMBER	TYPE	DBH (IN.)	PRESERVE/REMOVE
10687	DECIDUOUS	11	PRESERVE
10688	DECIDUOUS	14	PRESERVE
10689	DECIDUOUS	36	REMOVE
10734	DECIDUOUS	40	PRESERVE
15460	CONIFEROUS	36	PRESERVE
15461	CONIFEROUS	12	REMOVE
15462	CONIFEROUS	15	REMOVE
15463	CONIFEROUS	15	REMOVE
15464	CONIFEROUS	16	REMOVE
15465	CONIFEROUS	12	REMOVE
15466	CONIFEROUS	14	REMOVE
15467	CONIFEROUS	14	REMOVE
15527	DECIDUOUS	8,10	REMOVE
15582	CONIFEROUS	8	PRESERVE
15583	CONIFEROUS	8	PRESERVE
15586	DECIDUOUS	8	PRESERVE
15588	DECIDUOUS	6	PRESERVE

LEGEND

EXISTING GROUND CONTOUR (1 FT)

EXISTING GROUND CONTOUR (5 FT)

EXISTING TREE TO REMAIN

EXISTING TREE TO BE REMOVED

DISTURBED AREA

AC SAWCUT

TREE PROTECTION FENCE

AC TO BE REMOVED

199

200

The site plan illustrates the layout of several tax lots in Scappoose, Oregon. Tax lots 4119, 7900, 8000, 8100, 7800, 7600, 7700, 200, 115, 100, and 7300 are delineated. The plan shows existing buildings, fences, and trees. Trees are marked with numbers and symbols indicating whether they are to be preserved or removed. A shaded flood zone is shown along the western border of Tax Lot 7700. Keyed notes provide specific instructions for demolition and relocation of structures, fences, and utilities. A north arrow and a scale of 1"=30 feet are included in the upper right corner.

KEYED NOTES:

- EXISTING BUILDING TO BE DEMOLISHED AND HAUL OFF FOR DISPOSAL.
- EXISTING FENCE/GATES/POSTS ALONG WEST BORDER OF TAX LOT 7700 TO BE RELOCATED. CONTRACTOR TO COORDINATE WITH TAX LOT 7700.
- EXISTING BRICK WALL AND STUMP TO BE REMOVED AND HAUL OFF FOR DISPOSAL.
- EXISTING GRAVEL TO BE REUSED ON-SITE.
- EXISTING SANITARY CLEANOUTS TO BE REMOVED. EXISTING LATERALS TO BE CUT AND REMOVED TO PROPERTY LINE.
- EXISTING SANITARY LATERALS TO BE CAPPED AND ABANDONED AT PROPERTY LINE.
- REMOVE EXISTING POWER POLE AND OVERHEAD LINES. CONTRACTOR TO COORDINATE WITH UTILITY PROVIDER AND TAX LOT 7700.
- EXISTING POWER POLE AND ATTACHED LINES TO BE RELOCATED. CONTRACTOR TO COORDINATE WITH UTILITY PROVIDER.
- REMOVE EXISTING NATURAL GAS LINE. CONTRACTOR TO COORDINATE WITH UTILITY PROVIDER.
- AC SAWCUT
- REMOVE AND HAUL OFF EXISTING AC.
- REMOVE AND CAP EXISTING WATER METER
- REMOVE EXISTING TREE STUMPS. CONTRACTOR TO COORDINATE WITH TAX LOTS 4119 AND 4400.
- RELOCATE EXISTING FENCE. CONTRACTOR TO COORDINATE WITH TAX LOT 8000.

PRELIMINARY DEMOLITION PLAN
THOMPSON WOODS
CREEKWOOD HOMES
SCAPPOOSE, OREGON

AKS

AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD, STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

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REGISTERED PROFESSIONAL ENGINEER
84808
OREGON
EXPIRY 12, 2018
MARKO SIMIC
RENEWAL DATE: 8/30/22

JOB NUMBER: 8644
DATE: 08/25/2021
DESIGNED BY: DS
DRAWN BY: JH
CHECKED BY: AHH

P05

Page 77 of 118

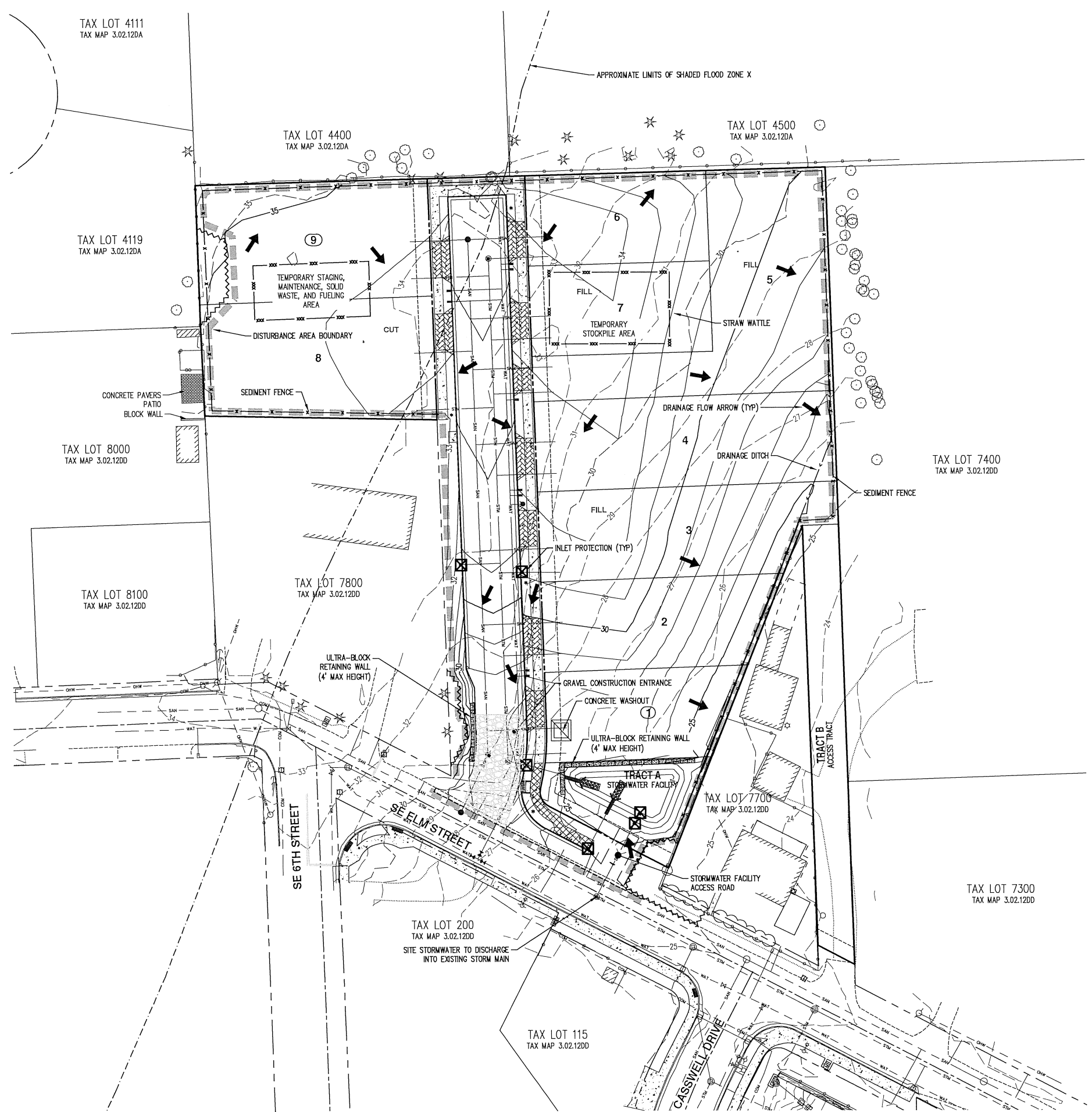
Planning Commission Meeting ~ Nov. 18, 2021

AKS DRAWING FILE: 8644 DEMOLITION.DWG | LAYOUT: 01

**PRELIMINARY GRADING AND EROSION PLAN
THOMPSON WOODS
CREEKWOOD HOMES
SCAPPOOSE, OREGON**

REGISTERED PROFESSIONAL ENGINEER
84806
JULY 12, 2010
MARKO SIMIC
RENEWAL DATE: 6/30/22
JOB NUMBER: 8644
DATE: 7/28/2021
DESIGNED BY: DS
DRAWN BY: JM
CHECKED BY: AHH

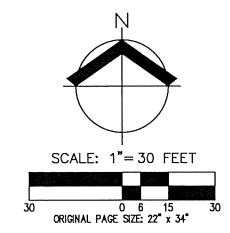
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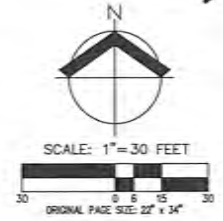


LEGEND

EXISTING GROUND CONTOUR (1 FT)	---
EXISTING GROUND CONTOUR (5 FT)	---560---
FINISHED GRADE CONTOUR (1 FT)	---
FINISHED GRADE CONTOUR (5 FT)	---560---
EXISTING CONIFEROUS TREE	★
EXISTING DECIDUOUS TREE	○
CONCRETE WASHOUT AREA	□
GRAVEL CONSTRUCTION ENTRANCE	▨
DISTURBANCE BOUNDARY	▤
SEDIMENT FENCE (TO BE INSTALLED PRIOR TO GRADING)	—x—x—
STRAW WATTLE	—xxx—xxx—
TREE PROTECTION FENCE	~~~~~
INLET PROTECTION	⊠
OUTLET PROTECTION	⊞
DRAINAGE FLOW DIRECTION	→

NOTES:
1. ALL NECESSARY EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING CONSTRUCTION.
2. ALL LANDSCAPED AREAS SHALL BE SEEDED (GRASS MIX) FOLLOWING HARD SURFACE IMPROVEMENTS AND LOT GRADING.





LEGEND

- CONCRETE SIDEWALK CONSTRUCTED BY CONTRACTOR
- CONCRETE SIDEWALK CONSTRUCTED BY HOME BUILDER
- NEW AC PAVEMENT BY CONTRACTOR
- RESIDENTIAL CONCRETE DRIVEWAY BY HOME BUILDER
- PARKING SPACE

TOTAL ON-STREET PARKING SPACES: 16
TOTAL OFF-STREET PARKING SPACES: 36

**PRELIMINARY STREET PLAN
THOMPSON WOODS
CREEKWOOD HOMES
SCAPPOOSE, OREGON**

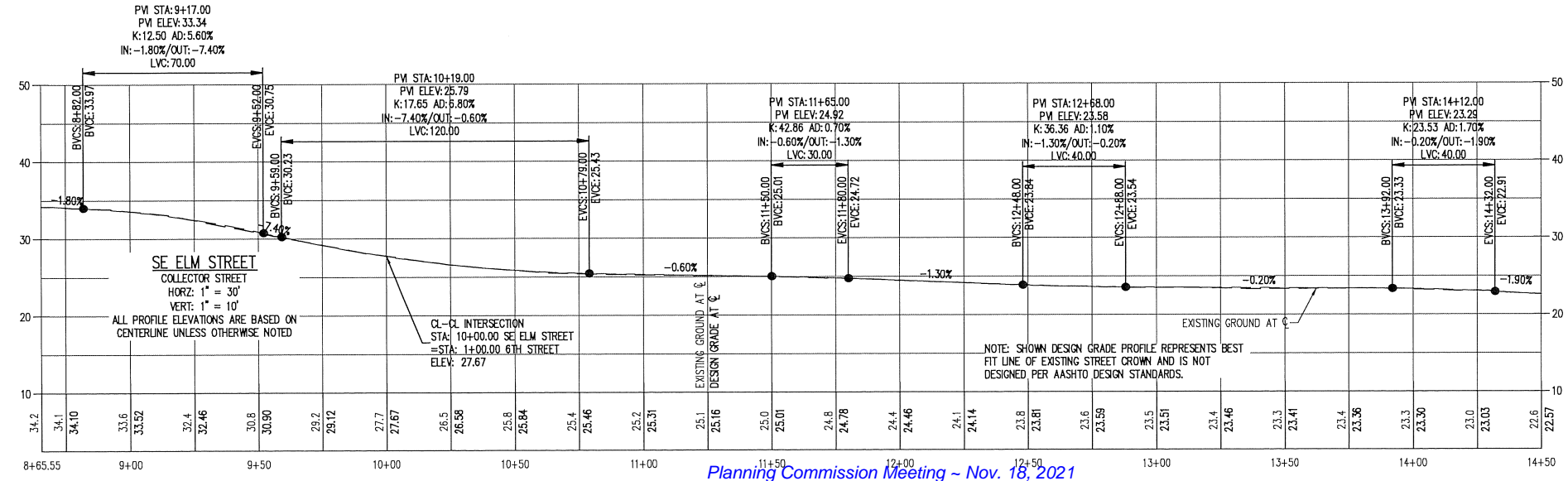
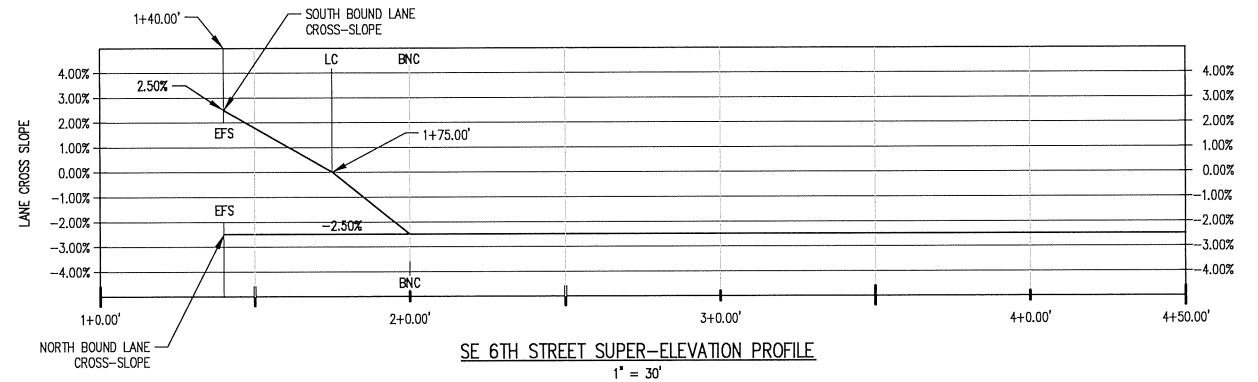
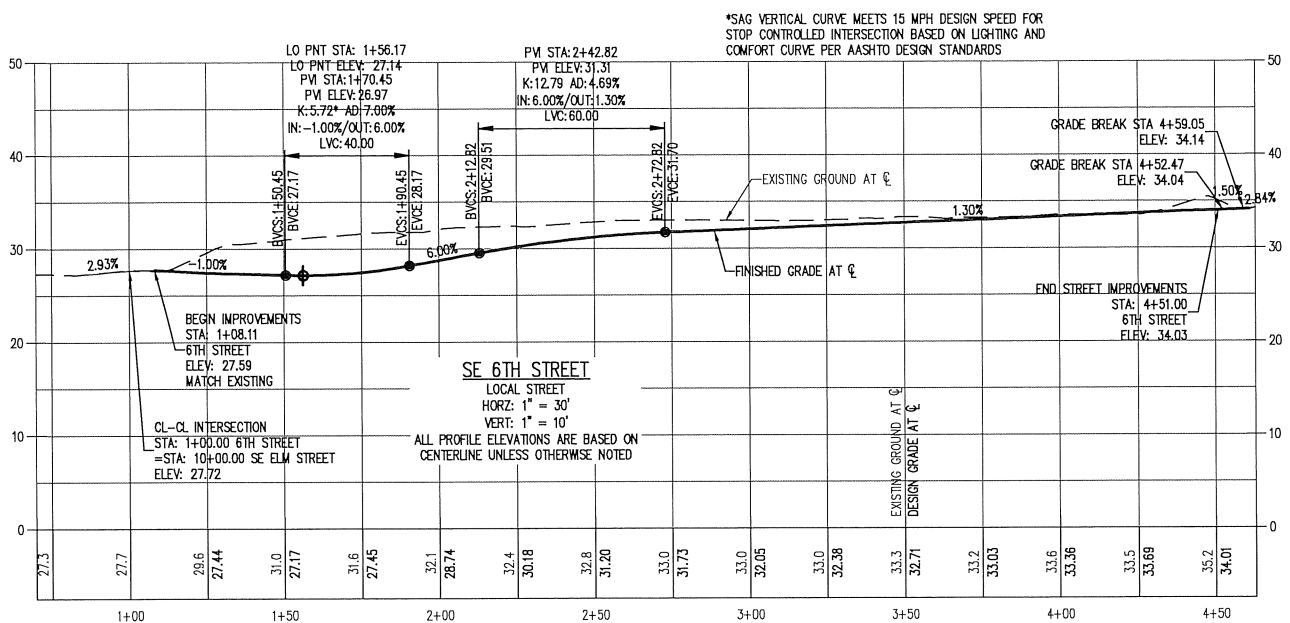
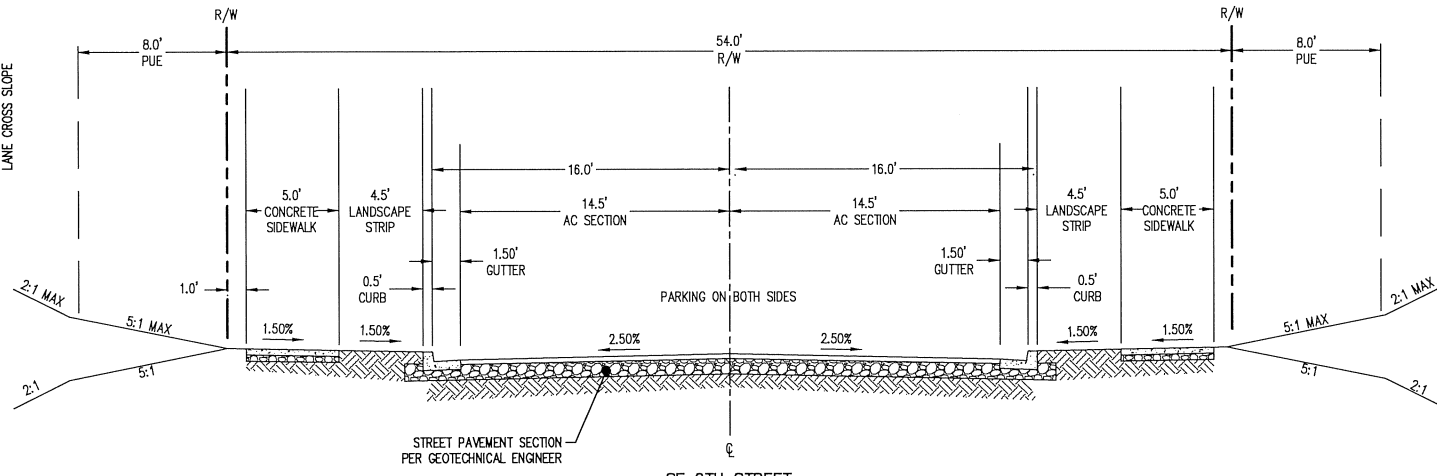
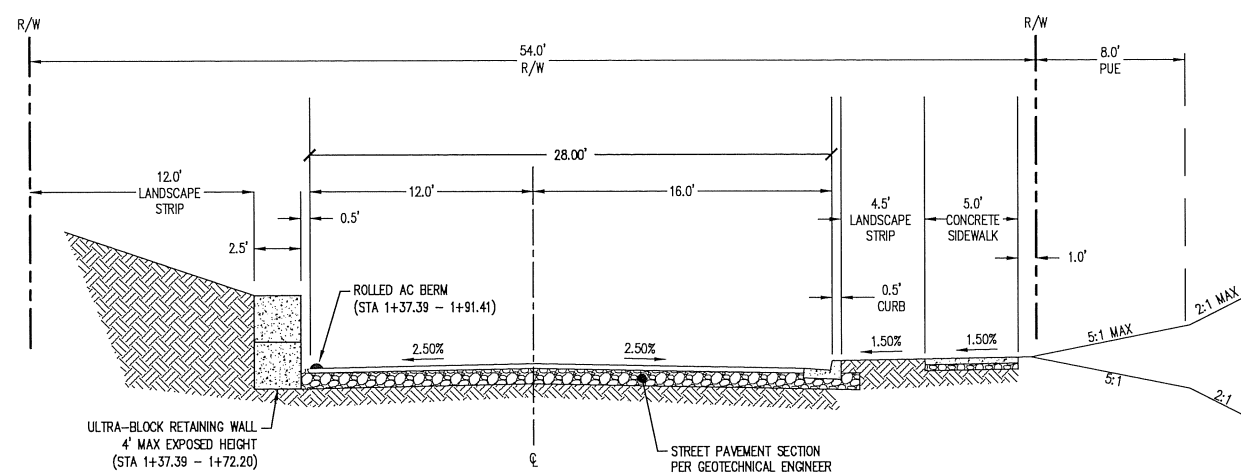
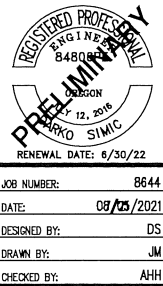


RENEWAL DATE: 6/30/22
JOB NUMBER: 8544
DATE: 8/5/2021
DESIGNED BY: DS
DRAWN BY: JM
CHECKED BY: AHH

P07



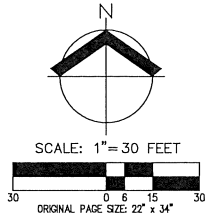
PRELIMINARY STREET PROFILES AND CROSS SECTION
THOMPSON WOODS
CREEKWOOD HOMES
SCAPPOOSE, OREGON





Exhibit

3I



AKS
AKS ENGINEERING & FORESTRY, LLC
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TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM
ENGINEERING • SURVEYING • NATURAL RESOURCES
FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE

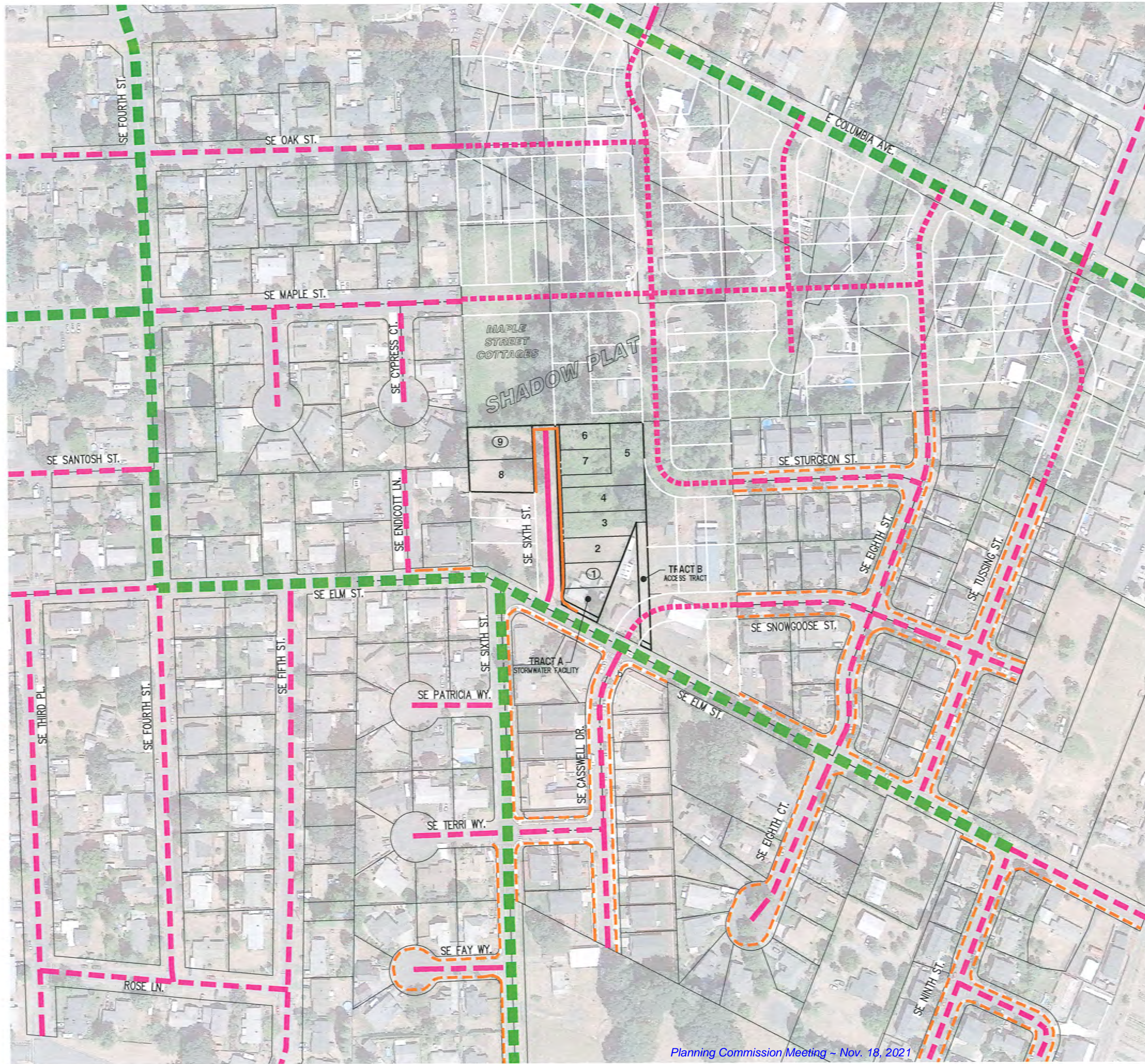
**PRELIMINARY COMPOSITE UTILITY PLAN
THOMPSON WOODS
CREEKWOOD HOMES
SCAPPOOSE, OREGON**



NOTE:
LOTS 5-9 SHALL HAVE FIRE SUPPRESSION SPRINKLERS

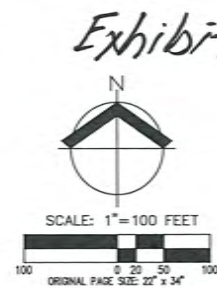
JOB NUMBER:	8644
DATE:	8/5/2021
DESIGNED BY:	DS
DRAWN BY:	JM
CHECKED BY:	AHH

P09



Planning Commission Meeting ~ Nov. 18, 2021

POTENTIAL OFF-SITE FUTURE STREETS AND SHADOW PLATS ARE CONCEPTUAL AND INTENDED FOR ILLUSTRATION PURPOSE ONLY AND ARE NOT BINDING FOR OFF-SITE PROPERTIES.



LEGEND

EXISTING COLLECTOR

EXISTING LOCAL STREET

PROPOSED LOCAL STREET

FUTURE LOCAL STREET

EXISTING PEDESTRIAN PATHWAY

PROPOSED PEDESTRIAN PATHWAY

Exhibit

3J




AKS
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FUTURE CONNECTIVITY PLAN
THOMPSON WOODS
CREEKWOOD HOMES
SCAPPOOSE, OREGON



JOB NUMBER:	8644
DATE:	9/14/2021
DESIGNED BY:	DS
DRAWN BY:	JM
CHECKED BY:	AHH

PRELIMINARY PLANT SCHEDULE

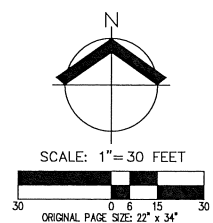
TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
	7	OSTRYA VIRGINIANA (MEDIUM TREE)	AMERICAN HOPHORNBEAM	2" CAL. B&B MIN. 10' HT.	35' O.C. OR AS SHOWN
GROUND COVERS	DESCRIPTION				
	FREEBOARD AREA SEED MIX				
	STORMWATER FACILITY PLANTED TO CITY OF SCAPPOOSE STANDARDS				

PRELIMINARY LANDSCAPE NOTES:

- CONTRACTOR IS RESPONSIBLE FOR VERIFYING PLANT QUANTITIES. IF DISCREPANCIES OCCUR, DESIGN INTENT PREVAILS OVER QUANTITIES LISTED.
- ALL PLANTS AND PLANTING ACTIVITY SHALL CONFORM TO APPLICABLE CITY OF SCAPPOOSE DESIGN STANDARDS (MUNICIPAL CODE SECTION 13.28.020.C) AND TO THE AMERICAN STANDARD FOR NURSERY STOCK, (ANSI Z60.1), CURRENT EDITION. ALL PLANT MATERIAL PLANTS SHALL BE HEALTHY, EVENLY BRANCHED, AND TYPICAL FOR THEIR SPECIES AND SHALL CONFORM IN SIZE AND QUALITY GRADE TO THE AMERICAN STANDARD FOR NURSERY STOCK, CURRENT EDITION. CONTAINERIZED STOCK SHALL BE FULLY ROOTED IN THE CONTAINER IN WHICH THEY ARE DELIVERED.
- PLANT IN ACCORDANCE WITH ACCEPTED 'BEST-PRACTICE' INDUSTRY STANDARDS, SUCH AS THOSE ADOPTED BY THE OREGON LANDSCAPE CONTRACTORS BOARD (OLCB).
- PROVIDE ROOT BARRIERS 18" DEEP X 10' LONG FOR ALL TREES WITHIN 4' OF ADJACENT HARDSCAPING (SIDEWALKS, CURBING, DRIVEWAYS, ETC.) PER SCAPPOOSE PUBLIC WORKS STANDARDS CH. 13.28.020. CENTER ROOT BARRIER ON EACH TREE TRUNK.
- TREES SHALL BE PLANTED A MINIMUM OF 3' O.C. FROM ANY SIDEWALKS, CURBS, AND DRIVEWAYS, AND 6' O.C. FROM BUILDING FOUNDATIONS. SHRUBS SHALL BE PLANTED A MINIMUM OF 3' O.C. FROM TREES AND HARDSCAPING; GROUNDCOVER PLANTS A MINIMUM OF 24" O.C. FROM HARDSCAPING.
- DOUBLE STAKE ALL NEW TREES. TREES SHALL BE SYMMETRICAL, WELL-BRANCHED, VIGOROUS, AND TYPICAL FOR THEIR SPECIES. BALLED AND BURLAPPED TREES SHALL BE GROWN UNDER FAVORABLE GROWING CONDITIONS IN THE NURSERY, HAVING RECEIVED THE PROPER CULTURAL TREATMENT TO DEVELOP A WELL-BRANCHED ROOT SYSTEM AND HARVESTED WITH THE BALL OF EARTH IN WHICH THEY ARE GROWING REMAINING INTACT. ROOT BALL SIZE SHALL BE OF A DEPTH AND DIAMETER TO ENCOMPASS ENOUGH OF THE ROOT SYSTEM AS NECESSARY FOR THE FULL RECOVERY OF THE PLANT, A MINIMUM OF 20"-24" DIAMETER.
- PLANT SPECIES, SIZES, LOCATIONS, QUANTITIES, ETC. MAY BE SUBSTITUTED OR REVISED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION DUE TO UNFORESEEN SITE CONDITIONS, AVAILABILITY, ETC. WHERE ALLOWED BY CITY OF SCAPPOOSE DESIGN STANDARDS.
- HATCHED AREAS ARE MEANT TO CONVEY GENERAL PLANT LOCATION. PLANT COVERAGE, SPACING, AND LAYOUT SHALL BE CONSISTENT WITH THE SPACING LISTED IN THE PLANT LEGEND FOR FULL COVERAGE. FIELD ADJUST PLANTINGS AS REQUIRED TO AVOID CONFLICTS WITH UTILITIES, LIGHTS, VAULTS, EXISTING VEGETATION, ETC.
- CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF OFF-SITE, ALL ORGANIC AND/OR UNSUITABLE MATERIALS, INCLUDING TREES, STUMPS, ROOTS, BRUSH, AND GRASS IN SUCH A MANNER TO MEET ALL APPLICABLE REGULATIONS.
- CONSTRUCTION ACTIVITY SHALL NOT BE ALLOWED WITHIN THE DRIP LINES OF TREES WHICH ARE TO REMAIN. FINISH GRADE SHALL BE AT THE ORIGINAL GRADE OR A WELL OR PLANTER CONSTRUCTED EQUALING IN SIZE OR GREATER THAN THE DRIP LINE.
- SOIL PREPARATION: TOPSOIL REMOVED DURING CONSTRUCTION SHALL BE REPLACED WITH TOPSOIL. FINISH GRADE OF NEW PLANTING AREAS SHALL SEAMLESSLY MEET GRADE OF SURROUND AREAS. FINISH GRADE OF LAWN AREAS SHALL BE 1" BELOW ADJACENT SIDEWALKS; PLANTING BEDS SHALL BE 3" BELOW ADJACENT SIDEWALKS FOR MULCH APPLICATION. DO NOT DISTURB ROOT ZONES OF EXISTING TREES TO REMAIN.
- MULCH: APPLY 3" DEEP WELL-AGED MEDIUM GRIND OR SHREDDED DARK HEMLOCK OR FIR BARK MULCH UNDER AND AROUND ALL NEW PLANTINGS. CARE SHALL BE TAKEN TO AVOID COVERING FOLIAGE OR ROOT CROWNS OF PLANTS. PLANTS SHALL BE PLANTED AT A DEPTH TO ACCOMMODATE BARK MULCH APPLICATION.
- ALL LANDSCAPING SHALL BE CONTINUALLY MAINTAINED, INCLUDING NECESSARY WATERING, WEEDING, MOWING, PRUNING, AND REPLACEMENT OF DEAD PLANT MATERIAL, IN A SUBSTANTIALLY SIMILAR MANNER AS THE APPROVED LANDSCAPE PLANS. ALL MAINTENANCE SHALL FOLLOW ACCEPTED INDUSTRY 'BEST PRACTICE' STANDARDS.

PRELIMINARY STREET TREE PLAN
THOMPSON WOODS
CREEKWOOD HOMES
SCAPPOOSE, OREGON

REGISTERED
LANDSCAPE ARCHITECT
797
KIRSTIN WISWALD
OREGON
8/06/13
JOB NUMBER: 8644
DATE: 8/3/2021
DESIGNED BY: NKP
DRAWN BY: NKP
CHECKED BY: KAH



Planning Commission Meeting - Nov. 18, 2021

Thompson Woods Subdivision Scappoose, Oregon

Preliminary Stormwater Report

Date:	August 2021
Client:	Creekwood Homes, Inc. PO Box 1785 North Plains, OR 97133
Engineering Contact:	Darko Simic, PE DarkoS@aks-eng.com
Engineering Firm:	AKS Engineering & Forestry, LLC
AKS Job Number:	8644



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APPENDIX A	HYDROCAD REPORTS FOR PRE-DEVELOPED CONDITION STORM EVENTS
APPENDIX B	HYDROCAD REPORTS FOR POST-DEVELOPED CONDITION STORM EVENTS
APPENDIX C	STORMWATER QUALITY CALCULATIONS
APPENDIX D	USDA-NRCS SOIL RESOURCE REPORT
APPENDIX E	TR55 RUNOFF CURVE NUMBERS

Preliminary Stormwater Report

THOMPSON WOODS SUBDIVISION

SCAPPOOSE, OREGON

1.0 Purpose of Report

This report analyzes the effects of the proposed development regarding the existing and proposed stormwater conveyance system. Evaluation of the stormwater system includes documentation of criteria, methodology, and informational sources. The results of the preliminary hydraulic analysis are presented.

2.0 Project Location/Description

The proposed residential subdivision will be located north of SE Elm Street and encompass the unimproved section of SE 6th Street in Scappoose, Oregon. The project site includes three parcels for an approximate total area of 1.76 acres (Tax Lots 7500, 7600, 7900 of Tax Map 3N212DD).

The Thompson Woods subdivision will include the creation of a 9-lot residential subdivision for single-family detached homes. Site improvements will include the construction of public streets, underground utilities and a stormwater facility located within Tract A.

3.0 Regulatory Design Criteria

Per discussions with the City Engineer, the stormwater system has been designed to Clean Water Services Standards and incorporates the applicable local rainfall intensities and impervious area assumptions from the City's Public Works Standards.

3.1 STORMWATER QUANTITY

Per *Clean Water Services (CWS) Design and Construction Standards Manual for Sanitary Sewer and Surface Water Management (R&O 17-05)*, Section 4.03, *Water Quantity Control Requirements*, on-site detention is required when any of the following conditions exist:

1. *There is an identified downstream deficiency and the District or City determines that detention rather than conveyance system enlargement is the more effective solution.*
2. *There is an identified regional detention site within the boundary of the development.*
3. *Water quantity facilities are required by District-adopted watershed management plans or adopted subbasin master plans.*

Per CWS and City Public Works standards, the proposed project will provide stormwater quantity management due to an identified downstream deficiency. The proposed stormwater facility will detain post-developed stormwater flows for the 2, 10, and 25-year storm events to the pre-developed stormwater flows.

3.2 STORMWATER QUALITY

Stormwater quality management for this project will be provided by an extended dry detention basin located within Tract A. The stormwater facility has been designed per CWS R&O 17-05.



4.0 Design Methodology

The Santa Barbara Urban Hydrograph (SBUH) Method was used to analyze stormwater runoff from the site. This method utilizes the SCS Type 1A 24-hour design storm. HydroCAD 10.0 computer software aided in the analysis. Representative CN numbers were obtained from the USDA-NRCS Technical Release 55 and are included in Appendix E.

5.0 Design Parameters

5.1 DESIGN STORMS

Per City requirements, the following rainfall intensities and durations were used in analyzing the existing and proposed stormwater facilities:

Table 5-1: Rainfall Intensities	
Recurrence Interval (Years)	Total Precipitation Depth (Inches)
WQ	0.36
2	2.30
10	3.30
25	3.80

5.2 PRE-DEVELOPED SITE CONDITIONS

5.2.1 Site Topography

Existing on-site grades vary from $\pm 1.5\%$ to $\pm 29\%$, with a high point at ± 35 feet located at the northwest property corner and a low point of ± 25 feet near the southeast corner of Tax Lot 7600. The site slopes from west to east and drains towards the southeast.

5.2.2 Land Use

The existing site consists of a single family detached house with associated accessory buildings, driveway and vacant land.

5.3 SOIL TYPE

The soils beneath the project site and the associated drainage basins are classified as Latourell silt loam and according to the USDA Soil Survey for Columbia County. The following table outlines the Hydrologic Soil Group rating for the soil type:

Table 5-2: Hydrologic Soil Group Ratings		
NRCS Map Unit Identification	NRCS Soil Classification	Hydrologic Soil Group Rating
27A	Latourell silt loam, 0 to 3 percent slopes	B

5.4 POST-DEVELOPED SITE CONDITIONS

5.4.1 Site Topography

The onsite slopes will be modified with cuts and fills to accommodate the construction of the public streets and a stormwater facility. Additionally, sloped residential building pads will be constructed adjacent to the public right-of-way. The proposed site will be routed towards the storm facility.

5.4.2 Proposed Development/Land Use

The site land-use will consist of single-family residential with the construction of a new 9-lot subdivision with associated streets, sidewalk, underground utilities, and a stormwater facility.

5.4.3 Post-Developed Input Parameters

Appendices A and B provide the HydroCAD reports and input parameters that were generated for the analyzed storm events with respect to the drainage basins contributing to the subdivision. These reports include all the parameters (e.g., impervious/pervious areas, time of concentration, etc.) used to model the site hydrology. Per chapter 13.22 (Stormwater Management) of the City's Municipal Code, and impervious area of 2,750 square feet was assumed for each lot.

5.4.4 Description of Off-Site Contributing Basins

Tax Lot 7800 and approximately 270 feet of the north side of SE Elm Street drain onto the subject site.

6.0 Stormwater Analyses

6.1 PROPOSED STORMWATER CONDUIT SIZING AND INLET SPACING

The proposed on-site curb inlets will be spaced per CWS requirements to properly convey stormwater runoff. The proposed storm system pipes will be sized using Manning's equation to convey the peak flows from the 25-year storm event.

6.2 PROPOSED STORMWATER QUALITY CONTROL FACILITY

An extended dry basin has been designed per CWS Design Standards (R&O 17-5) to provide water quality treatment for the proposed site. The extended dry basin is sized to treat impervious area runoff created by the proposed project.

The water quality volume will be routed through the proposed extended dry basin which will provide water quality treatment per CWS standards. Detailed calculations and checks against CWS criteria are included in the Appendices.

A small portion of impervious roadway area near Tract A along SE Elm Street will sheet flow and be conveyed to the existing road-side ditch to the east. This untreatable area will be addressed by providing treatment to the north side of SE Elm Street along the subject site frontage.

6.3 PROPOSED STORMWATER QUANTITY CONTROL FACILITY DESIGN

The proposed project provides stormwater quantity management by utilizing an extended dry basin designed per CWS standards. The following table outlines the results of the extended dry basin outflow which limits the post-development peak flows to less than pre-development peak flows for each storm event.

Table 6-1: Pre and Post Developed Flows			
Recurrence Interval (Years)	Peak Pre-Development Flows (cfs)	Peak Post-Development Flows (cfs)	Peak Flow Increase or (Decrease) – (cfs)
2	0.17	0.16	(0.01)
10	0.31	0.24	(0.07)
25	0.46	0.44	(0.02)

The extended dry basin has been designed per CWS requirements with 1-foot freeboard, during the 25-year storm event, and a permanent pool storage depth of 0.4 feet.

The proposed extended dry basin has sufficient capacity to detain the required post-developed site flows to the pre-developed site flows and meets the requirements established by CWS *Design and Construction for Sanitary Sewer and Surface Water Management Manual* (R&O 17-5).

6.4 DOWNSTREAM ANALYSIS

Per City standards, the proposed project will provide stormwater quantity management due to an identified downstream deficiency.

Based previous stormwater reports from recent nearby developments, the existing 24" storm main running east along SE Elm Street does not have capacity to carry an increased flow generated from the proposed development. The proposed detention facility will detain the pre-developed and post-developed site conditions, thus will not impact or increase peak flows into the downstream stormwater system.

A visual inspection was performed of the downstream system from the project stormwater outfall to a catch basin ¼-mile downstream. The visual inspection did not identify any observable downstream impacts into the existing storm structures.



Real-World Geotechnical Solutions
Investigation • Design • Construction Support

June 9, 2021
Project No. 21-5793

Mr. Evan Scesa
Creekwood Homes
P.O. Box 1785
North Plains, Oregon 97133
Email: evan@creekwoodhomes.net

CC: Darko Simic, AKS Engineering & Forestry, LLC. via email: darkos@aks-eng.com

**SUBJECT: GEOTECHNICAL ENGINEERING REPORT
6TH STREET SUBDIVISION
TAX MAP 3.02.12DD TAX LOTS 7500, 7600, & 7900
SCAPPOOSE, OREGON**

This report presents the results of a geotechnical engineering study conducted by GeoPacific Engineering, Inc. (GeoPacific) for the above-referenced project. The purpose of our investigation was to evaluate subsurface conditions at the site and to provide geotechnical recommendations for site development. This geotechnical study was performed in accordance with GeoPacific Proposal No. P-7736, dated April 28, 2021, and your subsequent authorization of our proposal and *General Conditions for Geotechnical Services*.

SITE DESCRIPTION AND PROPOSED DEVELOPMENT

The subject site is located on the north side of SE Elm Street to the east and west of the unimproved right of way for SE 6th Street in Scappoose, Columbia County, Oregon (Figures 1 & 2). The site consists of three parcels totaling approximately 1.8 acres in size. Topography is generally gently sloping to the southeast with grades of approximately 5 percent. The site is occupied by one home and various outbuildings. Vegetation consists primarily of grasses, brambles, and sparse trees.

Development at the site will consist of a 9-Lot residential subdivision supporting construction of single-family homes, construction of new public streets, water quality facilities, and installation of new underground utilities. We anticipate that the homes will be constructed with typical spread foundations and wood framing, with maximum structural loading on column footings and continuous strip footings on the order of 10 to 35 kips, and 2 to 4 kips respectively. We anticipate maximum cuts and fills will be on the order of five feet or less. Grading is likely to be limited to the streets only.

REGIONAL AND LOCAL GEOLOGIC SETTING

Regionally, the subject site lies within the Willamette Valley/Puget Sound lowland, a broad structural depression situated between the Coast Range on the west and the Cascade Range on the east. A series of discontinuous faults subdivide the Willamette Valley into a mosaic of fault-bounded, structural blocks (Yeats et al., 1996). Uplifted structural blocks form bedrock highlands, while down-warped structural blocks form sedimentary basins.

The site is underlain by the Quaternary age (last 1.6 million years) Willamette Formation, a catastrophic flood deposit associated with repeated glacial outburst flooding of the Willamette Valley (Trimble, 1963; Gannett and Caldwell, 1998). The last of these outburst floods occurred about 10,000 years ago. These deposits typically consist of fluvial and lacustrine horizontally layered, micaceous, silt forming poorly-defined to distinct beds less than 3 feet thick.

Underlying the Willamette Formation is a Pliocene to Pleistocene-aged (10,000 to 5.3 million years ago) unnamed conglomerate (Evarts, 2004). The pebble to cobble conglomerate is semi consolidated and commonly crossbedded. The unnamed strata rest on Miocene (about 14.5 to 16.5 million years ago) Columbia River Basalt, a thick sequence of lava flows which forms the crystalline basement of the basin (Gannett and Caldwell, 1998; Evarts, 2004).

REGIONAL SEISMIC SETTING

At least three potential source zones capable of generating damaging earthquakes are thought to exist in the region. These include the Portland Hills Fault Zone, the Gales Creek-Newberg-Mt. Angel Structural Zone, and the Cascadia Subduction Zone, as discussed below.

Portland Hills Fault Zone

The Portland Hills Fault Zone is a series of NW-trending faults that include the central Portland Hills Fault, the western Oatfield Fault, and the eastern East Bank Fault. These faults occur in a northwest-trending zone that varies in width between 3.5 and 5.0 miles. The combined three faults vertically displace the Columbia River Basalt by 1,130 feet and appear to control thickness changes in late Pleistocene (approx. 780,000 years) sediment (Madin, 1990). The Portland Hills Fault occurs along the Willamette River at the base of the Portland Hills and is approximately 9.2 miles southeast of the site. The East Bank Fault occurs along the eastern margin of the Willamette River and is located approximately 9.7 miles south of the site. The Oatfield Fault occurs along the western side of the Portland Hills and is approximately 9.7 miles southeast of the site. The accuracy of the fault mapping is stated to be within 500 meters (Wong, et al., 2000). No historical seismicity is correlated with the mapped portion of the Portland Hills Fault Zone, but in 1991 a M3.5 earthquake occurred on a NW-trending shear plane located 1.3 miles east of the fault (Yelin, 1992). Although there is no definitive evidence of recent activity, the Portland Hills Fault Zone is assumed to be potentially active (Geomatrix Consultants, 1995).

Gales Creek-Newberg-Mt. Angel Structural Zone

The Gales Creek-Newberg-Mt. Angel Structural Zone is a 50-mile-long zone of discontinuous, NW-trending faults that lies approximately 19.3 miles southwest of the subject site. These faults are recognized in the subsurface by vertical separation of the Columbia River Basalt and offset seismic reflectors in the overlying basin sediment (Yeats et al., 1996; Werner et al., 1992). A geologic reconnaissance and photogeologic analysis study conducted for the Scoggins Dam site in the Tualatin Basin revealed no evidence of deformed geomorphic surfaces along the structural zone

(Unruh et al., 1994). No seismicity has been recorded on the Gales Creek Fault or Newberg Fault; however, these faults are considered to be potentially active because they may connect with the seismically active Mount Angel Fault and the rupture plane of the 1993 M5.6 Scotts Mills earthquake (Werner et al. 1992; Geomatrix Consultants, 1995).

Cascadia Subduction Zone

The Cascadia Subduction Zone is a 680-mile-long zone of active tectonic convergence where oceanic crust of the Juan de Fuca Plate is subducting beneath the North American continent at a rate of 4 cm per year (Goldfinger et al., 1996). A growing body of geologic evidence suggests that prehistoric subduction zone earthquakes have occurred (Atwater, 1992; Carver, 1992; Peterson et al., 1993; Geomatrix Consultants, 1995). This evidence includes: (1) buried tidal marshes recording episodic, sudden subsidence along the coast of northern California, Oregon, and Washington, (2) burial of subsided tidal marshes by tsunami wave deposits, (3) paleoliquefaction features, and (4) geodetic uplift patterns on the Oregon coast. Radiocarbon dates on buried tidal marshes indicate a recurrence interval for major subduction zone earthquakes of 250 to 650 years with the last event occurring 300 years ago (Atwater, 1992; Carver, 1992; Peterson et al., 1993; Geomatrix Consultants, 1995). The inferred seismogenic portion of the plate interface lies approximately 50 miles west of the Portland Basin at depths of between 20 and 40 kilometers below the surface.

FIELD EXPLORATION

Our site-specific explorations for this report were conducted on May 5, 2021 and consisted of five exploratory test pits. The test pits (designated TP-1 through TP-5) were excavated with a medium sized backhoe to depths ranging between 6 and 16.5 feet at the approximate locations presented on Figure 2. It should be noted that exploration locations were located in the field by pacing or taping distances from apparent property corners and other site features shown on the plans provided. As such, the locations of the explorations should be considered approximate.

A GeoPacific Engineering Geologist continuously monitored the field exploration program and logged the test pits. Soils observed in the explorations were classified in general accordance with the Unified Soil Classification System (USCS). During exploration, our geologist also noted geotechnical conditions such as soil consistency, moisture and groundwater conditions. Logs of the explorations are attached to this report. The following report sections are based on the exploration program and summarize subsurface conditions encountered at the site.

Undocumented Fill: Approximately 3 feet of undocumented fill was encountered at the ground surface in test pit TP-5. The fill generally consisted of silty gravel (GM) that was subrounded and contained trace roots. A thin, low organic topsoil horizon had developed at the ground surface. It is likely that other areas of undocumented fill may exist in the vicinity of the existing structures, driveway, and road rights-of-way.

Topsoil Horizon: The ground surface in test pits TP-1 through TP-4 was directly underlain by a moderately to highly organic topsoil horizon. The brown topsoil horizon consisted of silt (OL-ML), was loose, and contained fine roots. In test pits TP-1 through TP-4, the topsoil horizon typically extended to a depth of 11 to 15 inches.

Willamette Formation: Underlying the topsoil horizon in test pits TP-1 through TP-4 and the fill in test pit TP-5 were catastrophic flood deposits belonging to the Willamette Formation. These soils generally consisted of stiff to very stiff, micaceous, light brown silt (ML) with sand that exhibited

subtle to strong orange and gray mottling. Soils belonging to the Willamette Formation extended to depths of 3 to 7 feet in test pits.

Pleistocene to Pliocene Conglomerate: Silty gravel (GM) belonging to an unnamed conglomerate was encountered beneath the Willamette Formation in test pits TP-1 through TP-5. These dense to very dense gravels were subrounded and up to 9 inches in diameter. In test pit TP-2, the silty gravel transitioned to gravel with sand (GP) below a depth of 15 feet. Gravels belonging to the Pleistocene to Pliocene conglomerate extended beyond the depth of exploration in test pits TP-1 through TP-5 (6 to 16.5 feet).

Soil Moisture and Groundwater

Soils encountered in explorations were damp to very moist. Neither static groundwater nor perched groundwater seepage was encountered in explorations excavated to a maximum depth of 16.5 feet. According to our review of Water Well logs, static groundwater is present at a depth of approximately 20 to 30 feet below the ground surface (Oregon Water Resources Department, 2021). Experience has shown that temporary perched storm-related groundwater conditions often occur within the surface soils over fine-grained native deposits such as those beneath the site, particularly during the wet season. It is anticipated that groundwater conditions will vary depending on the season, local subsurface conditions, changes in site utilization, and other factors.

INFILTRATION TESTING

Soil infiltration testing was performed using the open hole infiltration method in test pit TP-1 at a depth of 6 feet. The soil was pre-saturated for a period of over 3 hours. The water level was measured to the nearest tenth of an inch every fifteen minutes to half hour with reference to the ground surface. Table 1 presents the results of our falling head infiltration testing.

Table 1. Summary of Infiltration Test Results

Test Pit	Depth (feet)	Soil Type	Infiltration Rate (in/hr)	Hydraulic Head Range (inches)
TP-1	6	Silty GRAVEL (GM)	4.2	12-18

The above infiltration rate does not incorporate a factor of safety. The system designer should apply an appropriate factor of safety.

CONCLUSIONS AND RECOMMENDATIONS

Our investigation indicates that the proposed development is geotechnically feasible, provided that the recommendations of this report are incorporated into the design and construction phases of the project. The primary geotechnical constraints to development include medium stiff native silt soils in the upper 3 to 4 feet and the presence of approximately 3 feet of undocumented fill underlain by a buried topsoil horizon that was encountered in test pit TP-5. Other and thicker areas of fill may be present outside our exploration locations. Undocumented fill and the underlying buried topsoil horizon should be completely removed and replaced with engineered fill as described in the *Engineered Fill* section of this report.

Site Preparation

Areas of proposed buildings, streets, and areas to receive fill should be cleared of vegetation and any organic and inorganic debris. Existing drain tiles and buried structures such as septic tanks, should be demolished and any cavities structurally backfilled. Inorganic debris should be removed from the site. Organic-rich topsoil should then be stripped from native soil areas of the site. Depth of stripping of cut and fill areas is estimated to average 6 to 9 inches, respectively. Deeper removals, root picking, and ripping may be necessary in areas of the property. The final depth of soil removal will be determined on the basis of a site inspection after the stripping/ excavation has been performed. Stripped topsoil should preferably be removed from the site due to the high density of the proposed development. Any remaining topsoil should be stockpiled only in designated areas and stripping operations should be observed and documented by the geotechnical engineer or his representative.

Undocumented fill was encountered in test pit TP-5 to a depth of 3 feet. An approximately 6 inch thick buried topsoil horizon was encountered beneath the fill in test pit TP-5. Other areas and thicker areas of undocumented fill may be present outside our exploration locations, especially in the vicinity of the existing structure and the street right-of-way. Undocumented fill and any buried topsoil horizons should be removed to firm inorganic native soils, and replaced with properly compacted engineered fill. Organic or otherwise deleterious portions of the fill should be exported from the site. Portions of undocumented fill soils that do not contain significant percentages of organics may be stockpiled for later use as engineered fill provided they are properly moisture conditioned for compaction and not mixed with topsoil or other organic/unsuitable materials. The final depth of removal should be determined on the basis of a site inspection after the initial stripping / fill excavation has been performed.

Once topsoil stripping and removal of organic and inorganic debris are approved in a particular area, the area must be ripped or tilled to a depth of 12 inches, moisture conditioned, root-picked, and compacted in-place prior to the placement of engineered fill or crushed aggregate base for pavement. Exposed subgrade soils should be evaluated by the geotechnical engineer. For large areas, this evaluation is normally performed by proof-rolling the exposed subgrade with a fully loaded scraper or dump truck. For smaller areas where access is restricted, the subgrade should be evaluated by probing the soil with a steel probe. Soft/loose soils identified during subgrade preparation should be compacted to a firm and unyielding condition, over-excavated and replaced with engineered fill (as described below) or stabilized with rock prior to placement of engineered fill. The depth of overexcavation, if required, should be evaluated by the geotechnical engineer at the time of construction.

Engineered Fill

In general, we anticipate that soils from planned cuts and utility trench excavations will be suitable for use as engineered fill provided they are adequately moisture conditioned prior to compacting. Imported fill material should be reviewed by GeoPacific prior to being imported to the site. Oversize material greater than 6 inches in size should not be used within 3 feet of foundation footings, and material greater than 12 inches in diameter should not be used in engineered fill.

All grading for the proposed construction should be performed as engineered grading in accordance with the applicable building code at time of construction with the exceptions and additions noted herein. Proper test frequency and earthwork documentation usually requires daily observation and testing during stripping, rough grading, and placement of engineered fill.

Engineered fill should be compacted in horizontal lifts not exceeding 8 inches using standard compaction equipment. We recommend that engineered fill be compacted to at least 95% of the maximum dry density determined by ASTM D698 (Standard Proctor) or equivalent. Field density testing should conform to ASTM D2922 and D3017, or D1556. All engineered fill should be observed and tested by the project geotechnical engineer or his representative. Typically, one density test is performed for at least every 2 vertical feet of fill placed or every 500 yd³, whichever requires more testing. Because testing is performed on an on-call basis, we recommend that the earthwork contractor be held contractually responsible for test scheduling and frequency.

Site earthwork will be impacted by soil moisture and shallow groundwater conditions. Earthwork in wet weather would likely require extensive use of cement or lime treatment, or other special measures, at considerable additional cost compared to earthwork performed under dry-weather conditions.

Excavating Conditions and Utility Trenches

We anticipate that on-site soils can be excavated using conventional heavy equipment such as trackhoes to a depth of 16.5 feet. All temporary cuts in excess of 4 feet in height should be sloped in accordance with U.S. Occupational Safety and Health Administration (OSHA) regulations (29 CFR Part 1926) or be shored. The existing native soil is classified as Type B and C Soils and temporary excavation side slope inclinations as steep as 1.5H:1V may be assumed for planning purposes. This cut slope inclination is applicable to excavations above the water table only. Maintenance of safe working conditions, including temporary excavation stability, is the responsibility of the contractor. Actual slope inclinations at the time of construction should be determined based on safety requirements and actual soil and groundwater conditions.

Soft, saturated soils and groundwater may be encountered in utility trenches, particularly during the wet season. We anticipate that dewatering systems consisting of ditches, sumps and pumps would be adequate for control of perched groundwater. Regardless of the dewatering system used, it should be installed and operated such that in-place soils are prevented from being removed along with the groundwater. Trench bottom stabilization, such as one to two feet of compacted crushed aggregate base, may be necessary in deeper trenches.

Vibrations created by traffic and construction equipment may cause some caving and raveling of excavation walls. In such an event, lateral support for the excavation walls should be provided by the contractor to prevent loss of ground support and possible distress to existing or previously constructed structural improvements.

PVC pipe should be installed in accordance with the procedures specified in ASTM D2321. We recommend that trench backfill be compacted to at least 95% of the maximum dry density obtained by Standard Proctor ASTM D698 or equivalent. Initial backfill lift thickness for a ¾"-0 crushed aggregate base may need to be as great as 4 feet to reduce the risk of flattening underlying flexible pipe. Subsequent lift thickness should not exceed 1 foot. If imported granular fill material is used, then the lifts for large vibrating plate-compaction equipment (e.g. hoe compactor attachments) may be up to 2 feet, provided that proper compaction is being achieved and each lift is tested. Use of large vibrating compaction equipment should be carefully monitored near existing structures and improvements due to the potential for vibration-induced damage.

Adequate density testing should be performed during construction to verify that the recommended relative compaction is achieved. Typically, one density test is taken for every 4 vertical feet of backfill on each 200-lineal-foot section of trench.

Erosion Control Considerations

During our field exploration program, we did not observe soil types that would be considered highly susceptible to erosion. In our opinion, the primary concern regarding erosion potential will occur during construction, in areas that have been stripped of vegetation. Erosion at the site during construction can be minimized by implementing the project erosion control plan, which should include judicious use of straw bales and silt fences. If used, these erosion control devices should be in place and remain in place throughout site preparation and construction.

Erosion and sedimentation of exposed soils can also be minimized by quickly re-vegetating exposed areas of soil, and by staging construction such that large areas of the project site are not denuded and exposed at the same time. Areas of exposed soil requiring immediate and/or temporary protection against exposure should be covered with either mulch or erosion control netting/blankets. Areas of exposed soil requiring permanent stabilization should be seeded with an approved grass seed mixture, or hydroseeded with an approved seed-mulch-fertilizer mixture.

Wet Weather Earthwork

Soils underlying the site are likely to be moisture sensitive and may be difficult to handle or traverse with construction equipment during periods of wet weather. Earthwork is typically most economical when performed under dry weather conditions. Earthwork performed during the wet-weather season will probably require expensive measures such as cement treatment or imported granular material to compact fill to the recommended engineering specifications. If earthwork is to be performed or fill is to be placed in wet weather or under wet conditions when soil moisture content is difficult to control, the following recommendations should be incorporated into the contract specifications.

- Earthwork should be performed in small areas to minimize exposure to wet weather. Excavation or the removal of unsuitable soils should be followed promptly by the placement and compaction of clean engineered fill. The size and type of construction equipment used may have to be limited to prevent soil disturbance. Under some circumstances, it may be necessary to excavate soils with a backhoe to minimize subgrade disturbance caused by equipment traffic;
- The ground surface within the construction area should be graded to promote run-off of surface water and to prevent the ponding of water;
- Material used as engineered fill should consist of clean, granular soil containing less than 5 percent fines. The fines should be non-plastic. Alternatively, cement treatment of on-site soils may be performed to facilitate wet weather placement;
- The ground surface within the construction area should be sealed by a smooth drum vibratory roller, or equivalent, and under no circumstances should be left uncompacted and exposed to moisture. Soils which become too wet for compaction should be removed and replaced with clean granular materials;
- Excavation and placement of fill should be observed by the geotechnical engineer to verify that all unsuitable materials are removed and suitable compaction and site drainage is achieved; and
- Straw wattles and/or geotextile silt fences should be strategically located to control erosion.

If cement or lime treatment is used to facilitate wet weather construction, GeoPacific should be contacted to provide additional recommendations and field monitoring.

Spread Foundations

The proposed residential structures may likely be supported on shallow foundations bearing on competent undisturbed, native soils and/or engineered fill, appropriately designed and constructed as recommended in this report. Foundation design, construction, and setback requirements should conform to the applicable building code at the time of construction. For maximization of bearing strength and protection against frost heave, spread footings should be embedded at a minimum depth of 12 inches below exterior grade. The recommended minimum widths for continuous footings supporting wood-framed walls without masonry are 12 inches for single-story, 15 inches for two-story, and 18 inches for three-story structures. Minimum foundation reinforcement should consist of a No. 4 bar at the top of the stem walls, and a No. 4 bar at the bottom of the footings. Concrete slab-on-grade reinforcement should consist of No. 4 bars placed on 24-inch centers in a grid pattern.

The anticipated allowable soil bearing pressure is 1,500 lbs/ft² for footings bearing on competent, low to moderately expansive, native soil and/or engineered fill. A maximum chimney and column load of 40 kips is recommended for the site. The recommended maximum allowable bearing pressure may be increased by 1/3 for short-term transient conditions such as wind and seismic loading. For heavier loads, the geotechnical engineer should be consulted. The coefficient of friction between on-site soil and poured-in-place concrete may be taken as 0.42, which includes no factor of safety. The maximum anticipated total and differential footing movements (generally from soil expansion and/or settlement) are 1 inch and ¾ inch over a span of 20 feet, respectively. We anticipate that the majority of the estimated settlement will occur during construction, as loads are applied. Excavations near structural footings should not extend within a 1H:1V plane projected downward from the bottom edge of footings.

Footing excavations should penetrate through topsoil and any loose soil to competent subgrade that is suitable for bearing support. All footing excavations should be trimmed neat, and all loose or softened soil should be removed from the excavation bottom prior to placing reinforcing steel bars. Due to the moisture sensitivity of on-site native soils, foundations constructed during the wet weather season may require overexcavation of footings and backfill with compacted, crushed aggregate.

Our recommendations are for house construction incorporating raised wood floors and conventional spread footing foundations. If living space of the structures will incorporate basements, a geotechnical engineer should be consulted to make additional recommendations for retaining walls, water-proofing, underslab drainage and wall subdrains. After site development, a Final Soil Engineer's Report should either confirm or modify the above recommendations.

Concrete Slabs-on-Grade

Preparation of areas beneath concrete slab-on-grade floors should be performed as recommended in the *Site Preparation and Undocumented Fill Removal* section. Care should be taken during excavation for foundations and floor slabs, to avoid disturbing subgrade soils. If subgrade soils have been adversely impacted by wet weather or otherwise disturbed, the surficial soils should be scarified to a minimum depth of 8 inches, moisture conditioned to within about 3 percent of optimum moisture content, and compacted to engineered fill specifications. Alternatively, disturbed soils may be removed and the removal zone backfilled with additional crushed rock.

For evaluation of the concrete slab-on-grade floors using the beam on elastic foundation method, a modulus of subgrade reaction of 150 kcf (87 pci) should be assumed for the medium stiff native silt soils anticipated at subgrade depth. This value assumes the concrete slab system is designed and constructed as recommended herein, with a minimum thickness of crushed rock of 8 inches beneath the slab.

Interior slab-on-grade floors should be provided with an adequate moisture break. The capillary break material should consist of ODOT open graded aggregate per ODOT Standard Specifications 02630-2. The minimum recommended thickness of capillary break materials on re-compacted soil subgrade is 8 inches. The total thickness of crushed aggregate will be dependent on the subgrade conditions at the time of construction, and should be verified visually by proof-rolling. Under-slab aggregate should be compacted to at least 90% of its maximum dry density as determined by ASTM D1557 or equivalent.

In areas where moisture will be detrimental to floor coverings or equipment inside the proposed structure, appropriate vapor barrier and damp-proofing measures should be implemented. A commonly applied vapor barrier system consists of a 10-mil polyethylene vapor barrier placed directly over the capillary break material. Other damp/vapor barrier systems may also be feasible. Appropriate design professionals should be consulted regarding vapor barrier and damp proofing systems, ventilation, building material selection and mold prevention issues, which are outside GeoPacific's area of expertise.

Permanent Below-Grade Walls

Lateral earth pressures against below-grade retaining walls will depend upon the inclination of any adjacent slopes, type of backfill, degree of wall restraint, method of backfill placement, degree of backfill compaction, drainage provisions, and magnitude and location of any adjacent surcharge loads. At-rest soil pressure is exerted on a retaining wall when it is restrained against rotation. In contrast, active soil pressure will be exerted on a wall if its top is allowed to rotate or yield a distance of roughly 0.001 times its height or greater.

If the subject retaining walls will be free to rotate at the top, they should be designed for an active earth pressure equivalent to that generated by a fluid weighing 35 pcf for level backfill against the wall. For restrained wall, an at-rest equivalent fluid pressure of 55 pcf should be used in design, again assuming level backfill against the wall. These values assume that drainage provisions are incorporated, free draining gravel backfill is used, and hydrostatic pressures are not allowed to develop against the wall.

During a seismic event, lateral earth pressures acting on below-grade structural walls will increase by an incremental amount that corresponds to the earthquake loading. Based on the Mononobe-Okabe equation and peak horizontal accelerations appropriate for the site location, seismic loading should be modeled using the active or at-rest earth pressures recommended above, plus an incremental rectangular-shaped seismic load of magnitude $6.5H$, where H is the total height of the wall.

We assume relatively level ground surface below the base of the walls. As such, we recommend passive earth pressure of 320 pcf for use in design, assuming wall footings are cast against competent native soils or engineered fill. If the ground surface slopes down and away from the base of any of the walls, a lower passive earth pressure should be used and GeoPacific should be contacted for additional recommendations.

A coefficient of friction of 0.42 may be assumed along the interface between the base of the wall footing and subgrade soils. The recommended coefficient of friction and passive earth pressure values do not include a safety factor, and an appropriate safety factor should be included in design. The upper 12 inches of soil should be neglected in passive pressure computations unless it is protected by pavement or slabs on grade.

The above recommendations for lateral earth pressures assume that the backfill behind the subsurface walls will consist of properly compacted structural fill, and no adjacent surcharge loading. If the walls will be subjected to the influence of surcharge loading within a horizontal distance equal to or less than the height of the wall, the walls should be designed for the additional horizontal pressure. For uniform surcharge pressures, a uniformly distributed lateral pressure of 0.3 times the surcharge pressure should be added. Traffic surcharges may be estimated using an additional vertical load of 250 psf (2 feet of additional fill), in accordance with local practice.

The recommended equivalent fluid densities assume a free-draining condition behind the walls so that hydrostatic pressures do not build-up. This can be accomplished by placing a 12 to 18-inch wide zone of sand and gravel containing less than 5 percent passing the No. 200 sieve against the walls. A 3-inch minimum diameter perforated, plastic drain pipe should be installed at the base of the walls and connected to a suitable discharge point to remove water in this zone of sand and gravel. The drain pipe should be wrapped in filter fabric (Mirafi 140N or other as approved by the geotechnical engineer) to minimize clogging.

Wall drains are recommended to prevent detrimental effects of surface water runoff on foundations – not to dewater groundwater. Drains should not be expected to eliminate all potential sources of water entering a basement or beneath a slab-on-grade. An adequate grade to a low point outlet drain in the crawlspace is required by code. Underslab drains are sometimes added beneath the slab when placed over soils of low permeability and shallow, perched groundwater.

Water collected from the wall drains should be directed into the local storm drain system or other suitable outlet. A minimum 0.5 percent fall should be maintained throughout the drain and non-perforated pipe outlet. Down spouts and roof drains should not be connected to the wall drains in order to reduce the potential for clogging. The drains should include clean-outs to allow periodic maintenance and inspection. Grades around the proposed structure should be sloped such that surface water drains away from the building.

GeoPacific should be contacted during construction to verify subgrade strength in wall keyway excavations, to verify that backslope soils are in accordance with our assumptions, and to take density tests on the wall backfill materials.

Structures should be located a horizontal distance of at least $1.5H$ away from the back of the retaining wall, where H is the total height of the wall. GeoPacific should be contacted for additional foundation recommendations where structures are located closer than $1.5H$ to the top of any wall.

Pavement Design

For design purposes, we used an estimated resilient modulus of 9,000 for compacted native soil. Table 2 presents our recommended minimum pavement section for dry weather construction.

Table 2. Recommended Minimum Dry-Weather Pavement Section

Material Layer	Light-duty Public Streets	Compaction Standard
Asphaltic Concrete (AC)	3 in.	92% of Rice Density AASHTO T-209
Crushed Aggregate Base ¾"-0 (leveling course)	2 in.	95% of Modified Proctor AASHTO T-180
Crushed Aggregate Base 1½"-0	8 in.	95% of Modified Proctor AASHTO T-180
Subgrade	12 in.	95% of Standard Proctor AASHTO T-99 or equivalent

Any pockets of organic debris or loose fill encountered during ripping or tilling should be removed and replaced with engineered fill (see *Site Preparation* Section). In order to verify subgrade strength, we recommend proof-rolling directly on subgrade with a loaded dump truck during dry weather and on top of base course in wet weather. Soft areas that pump, rut, or weave should be stabilized prior to paving. If pavement areas are to be constructed during wet weather, the subgrade and construction plan should be reviewed by the project geotechnical engineer at the time of construction so that condition specific recommendations can be provided. The moisture sensitive subgrade soils make the site a difficult wet weather construction project.

During placement of pavement section materials, density testing should be performed to verify compliance with project specifications. Generally, one subgrade, one base course, and one asphalt compaction test is performed for every 100 to 200 linear feet of paving.

Seismic Design

The Oregon Department of Geology and Mineral Industries (Dugami), Oregon HazVu: 2021 Statewide GeoHazards Viewer indicates that the site is in an area where *strong* ground shaking is anticipated during an earthquake. Structures should be designed to resist earthquake loading in accordance with the methodology described in the 2018 International Building Code (IBC) with applicable Oregon Structural Specialty Code (OSSC) revisions (current 2019). We recommend Site Class D be used for design as defined in ASCE 7-16, Chapter 20, and Table 20.3-1. Design values determined for the site using the Applied Technology Council (ATC) 2021 Hazards By Location Online Tool are summarized in Table 3 and are based upon existing soil conditions.

Table 3. Recommended Earthquake Ground Motion Parameters (ATC 2021)

Parameter	Value
Location (Lat, Long), degrees	45.754, -122.869
Probabilistic Ground Motion Values, 2% Probability of Exceedance in 50 yrs	
Peak Ground Acceleration PGA_M	0.481
Short Period, S_s	0.872 g
1.0 Sec Period, S_1	0.419 g
Soil Factors for Site Class D:	
F_a	1.151
F_v	*1.881
$SD_s = 2/3 \times F_a \times S_s$	0.669 g
Residential Seismic Design Category	D

* The F_v value reported in the above table is a straight-line interpolation of mapped spectral response acceleration at 1-second period, S_1 per Table 1613.2.3(2) of OSSC 2019 with the assumption that Exception 2 of ASCE 7-16 Chapter 11.4.8 is met. SD_1 is based on the F_v value. The structural engineer should evaluate exception 2 and determine whether or not the exception is met. If Exception 2 is not met, and the long-period site coefficient (F_v) is required for design, GeoPacific Engineering can be consulted to provide a site-specific procedure as per ASCE 7-16, Chapter 21.

Soil liquefaction is a phenomenon wherein saturated soil deposits temporarily lose strength and behave as a liquid in response to earthquake shaking. Soil liquefaction is generally limited to loose, granular soils located below the water table. According to the Oregon HazVu: Statewide Geohazards Viewer, the subject site is regionally characterized as having a low risk of soil liquefaction (DOGAMI: HazVu, 2021).

Footing and Roof Drains

Construction should include typical measures for controlling subsurface water beneath the homes, including positive crawlspace drainage to an adequate low-point drain exiting the foundation, visqueen covering the exposed ground in the crawlspace, and crawlspace ventilation (foundation vents). The homebuyers should be informed and educated that some slow flowing water in the crawlspaces is considered normal and not necessarily detrimental to the home given these other design elements incorporated into its construction. Appropriate design professionals should be consulted regarding crawlspace ventilation, building material selection and mold prevention issues, which are outside GeoPacific's area of expertise.

Down spouts and roof drains should collect roof water in a system separate from the footing drains to reduce the potential for clogging. Roof drain water should be directed to an appropriate discharge point and storm system well away from structural foundations. Grades should be sloped downward and away from buildings to reduce the potential for ponded water near structures.

If the proposed structures will have a raised floor, and no concrete slab-on-grade floors in living spaces are used, perimeter footing drains would not be required based on soil conditions

encountered at the site and experience with standard local construction practices. Where it is desired to reduce the potential for moist crawl spaces, footing drains may be installed. If concrete slab-on-grade floors are used, perimeter footing drains should be installed as recommended below.

Where necessary, perimeter footing drains should consist of 3 or 4-inch diameter, perforated plastic pipe embedded in a minimum of 1 ft³ per lineal foot of clean, free-draining drain rock. The drain pipe and surrounding drain rock should be wrapped in non-woven geotextile (Mirafi 140N, or approved equivalent) to minimize the potential for clogging and/or ground loss due to piping. A minimum 0.5 percent fall should be maintained throughout the drain and non-perforated pipe outlet. In our opinion, footing drains may outlet at the curb, or on the back sides of lots where sufficient fall is not available to allow drainage to meet the street.

UNCERTAINTIES AND LIMITATIONS

We have prepared this report for the owner and their consultants for use in design of this project only. This report should be provided in its entirety to prospective contractors for bidding and estimating purposes; however, the conclusions and interpretations presented in this report should not be construed as a warranty of the subsurface conditions. Experience has shown that soil and groundwater conditions can vary significantly over small distances. Inconsistent conditions can occur between explorations that may not be detected by a geotechnical study. If, during future site operations, subsurface conditions are encountered which vary appreciably from those described herein, GeoPacific should be notified for review of the recommendations of this report, and revision of such if necessary.

Sufficient geotechnical monitoring, testing and consultation should be provided during construction to confirm that the conditions encountered are consistent with those indicated by explorations. The checklist attached to this report outlines recommended geotechnical observations and testing for the project. Recommendations for design changes will be provided should conditions revealed during construction differ from those anticipated, and to verify that the geotechnical aspects of construction comply with the contract plans and specifications.

Within the limitations of scope, schedule and budget, GeoPacific attempted to execute these services in accordance with generally accepted professional principles and practices in the fields of geotechnical engineering and engineering geology at the time the report was prepared. No warranty, expressed or implied, is made. The scope of our work did not include environmental assessments or evaluations regarding the presence or absence of wetlands or hazardous or toxic substances in the soil, surface water, or groundwater at this site.

We appreciate this opportunity to be of service.

Sincerely,

GEOPACIFIC ENGINEERING, INC.



Beth K. Rapp, C.E.G.
Senior Engineering Geologist



EXPIRES: 06/30/20 23

Reviewed by: James D. Imbrie, G.E., C.E.G.
Principal Geotechnical Engineer

Attachments: References
Figure 1 – Vicinity Map
Figure 2 – Site Plan and Exploration Locations
Test Pit Logs (TP-1 through TP-5)



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Memorandum

To: Evan Scesa, Creekwood Homes
From: Jessica Hjar
Jennifer Danziger, PE
Date: August 4, 2021
Subject: Thompson Woods Subdivision TAL



RENEWALS: 12-31-21

This memorandum evaluates the transportation impacts of the proposed 9-lot subdivision located north of SE Elm Street at SE 6th Street in Scappoose, Oregon. It follows the City of Scappoose TIS Guidelines for a Transportation Analysis Letter (TAL).

Location & Project Description

The subject site consists of three tax lots (03N 02W 12DD 7500, 7600, and 7900) which are located north of SE Elm Street, between SE 6th Street and SE Casswell Drive. The 9 lots will take access to a newly constructed northern leg of SE 6th Street, which already has dedicated right of way extending north from SE Elm Street.

The site plan for the proposed development is shown outlined in yellow in Figure 1, atop an aerial image of the site vicinity. The development will construct the extension of SE 6th Street. An existing private street tract on the east side of the property will continue to serve adjacent tax lots. A full site plan is attached.



Figure 1: Vicinity Map with Site Plan

The two roadways closest to the project site are expected to be impacted by the proposed development. The characteristics of these roadways are shown in Table 1.

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification	No. of Lanes	Speed	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
SE Elm St west of SE 6 th St	City of Scappoose	Collector/Local	2	25 mph posted	Intermittent	Partial	None
SE Elm St east of SE 6 th St	Columbia County	Neighborhood Route	2	25 mph posted	Intermittent	Partial	None
SE 6 th Street	City of Scappoose	Collector	2	25 mph statutory	At least one side	Partial	None

Trip Generation

To estimate the number of trips that will be generated by the proposed development, trip rates from the *Trip Generation Manual*¹ were used. Data from land use code 210, *Single Family Detached Home*, was used to estimate site trip generation based on the number of lots.

This trip generation calculations show the proposed use is estimated to generation 7 trips during the morning peak hour, 9 trips during the evening peak hour, and 84 trips each weekday, as shown in Table 2. Based on the City of Scappoose Transportation Impact Study (TIS) Guidelines, a limited analysis is required for projects that generate fewer than 10 evening peak hour trips or 100 daily trips.

Table 2: Trip Generation

ITE Code	Size	Morning Peak Hour			Evening Peak Hour			Daily Trips
		In	Out	Total	In	Out	Total	
210 – Single Family Detached Home	9 lots	2	5	7	6	3	9	84

Safety Analysis

A safety evaluation was performed within ¼ mile of the project frontage.

Sight Distance

Sight distance was examined for the proposed access intersection along SE Elm Street. Sight distance was measured and evaluated in accordance with standards established in *A Policy on Geometric Design of Highways and Streets*². According to AASHTO, the driver's eye is assumed to be 14.5 feet from the near edge of the

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017

² American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 6th Edition, 2011



nearest travel lane of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement.

Intersection sight distance is an operational measure, intended to provide sufficient line of sight along the major street so that a driver could turn from the minor street without impeding traffic flow. Stopping sight distance is considered the minimum requirement to ensure safe operation of the roadway. Stopping sight distance allows an oncoming driver to see a hazard in the roadway, react, and come to a complete stop if necessary to avoid a collision. As long as the available intersection sight distance is at least equal to the minimum required stopping sight distance for the design speed of the roadway, adequate sight distance is available for safe operation of the intersection. Based on the posted speed limit of 25 mph on SE Elm Street, the minimum recommended intersection sight distance is 260 feet. The minimum required stopping sight distance for vehicles traveling 25 mph is 155 feet.

Looking to the west, sight lines appear to be adequate to meet the stopping sight distance requirement (see Figure 2) and may meet the intersection sight distance recommendation as road improvements continue to be constructed. However, the existing three-leg, all-way, stop-controlled intersection of SE Elm Street and SE 6th Street is approximately 100 feet west of the site driveway. A vehicle at the stop bar for eastbound SE Elm Street is 131 feet from the driver's eye in a vehicle exiting the subdivision while a vehicle at the stop bar for northbound SE 6th Street is 110 feet from the driver's eye. Since vehicles at the stop bars will be able to see a vehicle exiting the subdivision before accelerating from a stop, there is adequate distance to avoid collision.



Figure 2: Sight Distance Looking West from Proposed Access Intersection



Looking to the east, sight distance is currently limited by on-site vegetation, as shown in Figure 3. The vegetation will be removed in conjunction with site development which result in clear sight lines of approximately 200 feet. A figure showing sight lines is provided in the appendix. Although the sight lines do not meet the recommended intersection sight distance of 260 feet, the stopping sight distance requirement of 155 feet is exceeded.



Figure 3: Sight Distance Looking East from Proposed Access Intersection

Based on the measurements, sight distance is adequate to ensure safe operation of the access intersection

Crash Data

Using Data obtained from ODOT's Crash Analysis and Reporting Unit, a review was performed for the most recent five years of available crash data (January 2015 through December 2019). Of the intersections within ¼ mile of the project site, the intersection of SE Elm Street at SE 4th Street is the only one with a reported collision (see Figure 4). The crash is classified as a rear-end collision at the stop sign which resulted in a possible injury.





Figure 4: Reported Collisions 2015-2019 (ODOT TransGIS)

Street Lighting and Visibility

Upon reviewing available street lighting along the adjacent roadways of SE Elm Street and SE 6th Street, staggered street lighting is provided along both sides of SE 6th Street and SE Elm Street. Given the availability of street lighting under existing conditions, there is sufficient lighting to serve the proposed use as well as the existing uses within the site vicinity.

Access Spacing

SE Elm Street is classified as a Neighborhood Route east of SE 6th Street. According to Table 3: Street and Access Spacing Standards within the City of Scappoose Transportation System Plan (TSP), the minimum required driveway spacing from public streets and other driveways along Neighborhood Routes is 100 feet. SE 6th Street is located 100 feet west of the access intersection, measured centerline to centerline. SE Casswell Drive is located 175 feet east of the access intersection, measured centerline to centerline. Therefore, access spacing standards are met.

Connectivity & Circulation

On-Site Circulation & Street Connectivity to Adjacent Parcels

The proposed development will construct a new public offset intersection of SE 6th Street at SE Elm Street. From SE Elm Street there are multiple routes throughout the City's grid system to connect to Lower Columbia River Highway to the west. SE 6th Street connects to SE High School Way which connects to Lower Columbia River Highway as well.

The new segment of SE 6th Street will not connect to any other streets but SE Elm Street.



Pedestrian Facilities

Continuous sidewalks are provided on at least one side of SE 6th Street, but sidewalks are intermittent along SE Elm Street. Although the pedestrian system is incomplete, most of the roadways have low volumes and speeds where pedestrians can safely walk along the shoulder. The street system largely follows a grid pattern west of the site, allowing for relatively direct routes for pedestrians; however, to the east of SE 5th Street block sizes are larger.

The proposed development will include sidewalks along its street frontage on SE Elm Street as well as its frontage on SE 6th Street.

Bicycle Facilities

There are no striped bicycle lanes within the site vicinity, however, the roadways serve low levels of traffic allowing bicyclists the ability to share the roadway safely and comfortably with motor vehicle traffic.

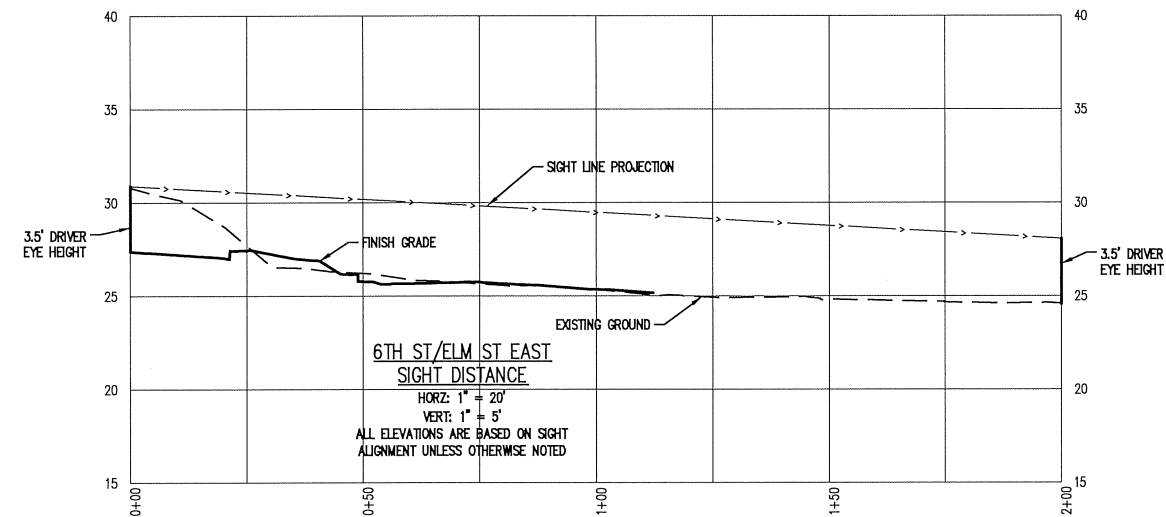
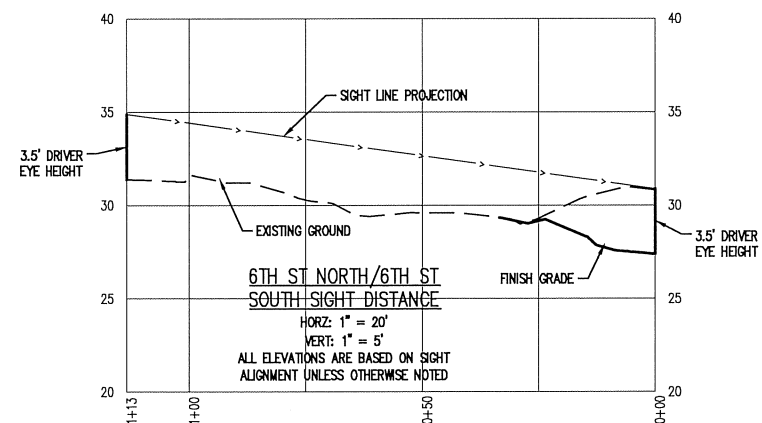
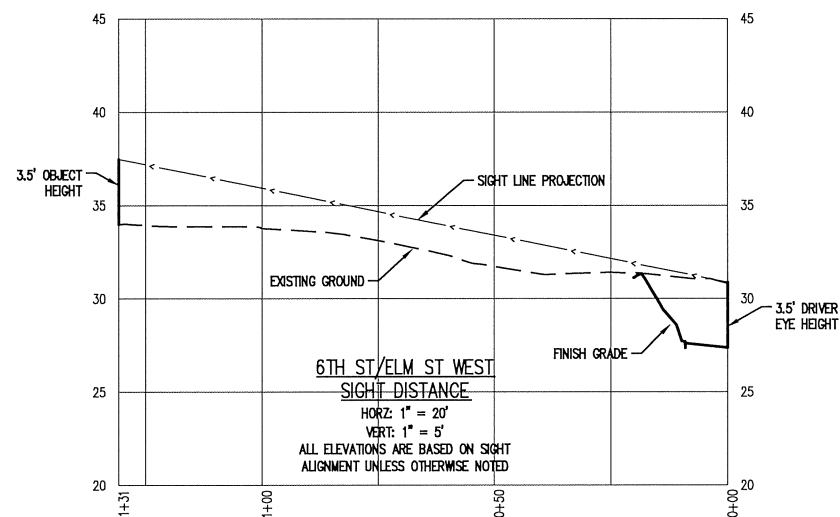
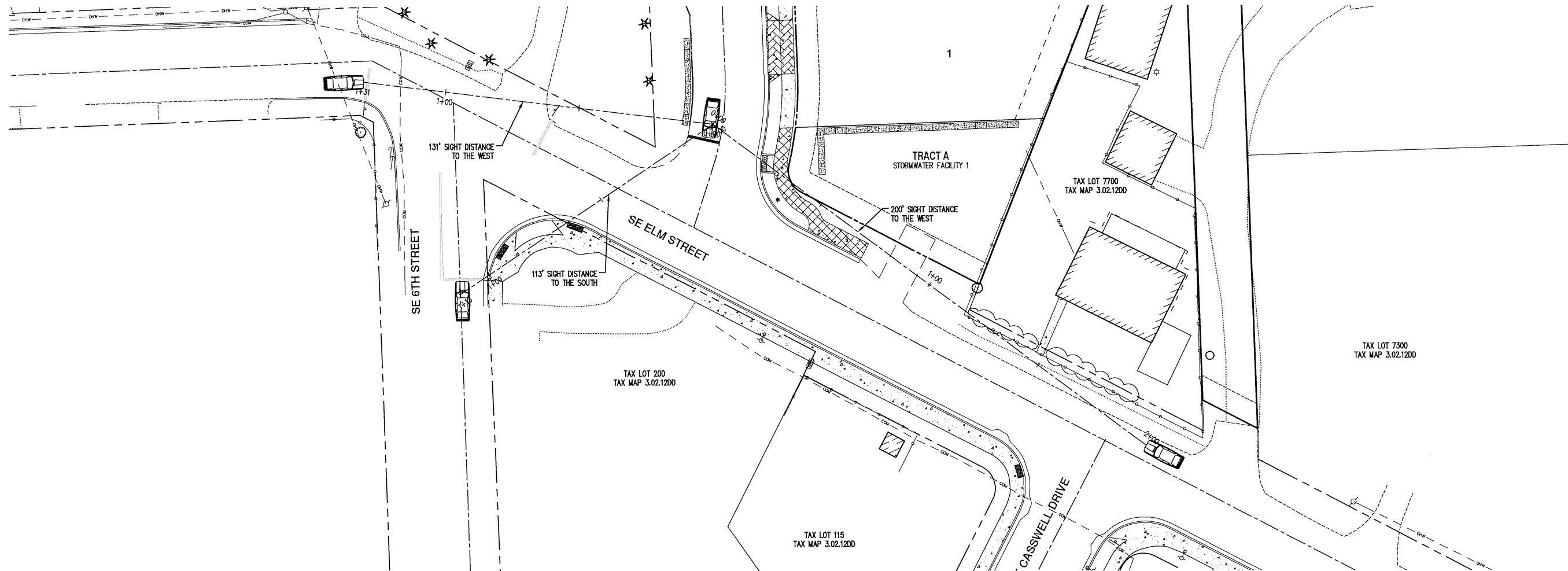
Safe Walking Routes to School

The nearest public schools are located approximately half of a mile from the project site. Continuous sidewalks are provided on at least one side of SE 6th Street to SE High School Way and on the southern side of SE High School Way with direct access to Scappoose High School. Marked crossings are available from the south side of SE High School Way to paths connecting to Otto Peterson Elementary and Grant Wells Elementary School; however, the more direct routes between the site and the elementary schools largely lack pedestrian facilities.

Conclusions

The impacts of the proposed development to the existing transportation system within the site vicinity are expected to be minimal. The new site trips are not expected to significantly alter the operation or safety of the existing transportation facilities. Additionally, the nearby vicinity roadways and intersections are expected to operate safely.





DATE: 09/14/2021 AKS JOB: 6644

AKS ENGINEERING & FORESTRY, LLC
2777 NW LOLO DR, STE 150
BEND, OR 97703
541.317.8429
WWW.AKS-ENG.COM



ENGINEERING • SURVEYING • NATURAL RESOURCES
FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE

INTERSECTION SIGHT DISTANCE THOMPSON WOODS SUBDIVISION

CREEKWOOD HOMES
SCAPPOOSE, OREGON



FIRE MARSHAL

Scappoose Fire District

Date: 10/28/2021

Laurie Oliver Joseph

RE:

SB2-21 Thompson Woods Subdivision

Property Description: Map/Tax Lot 3212-DD-07900, 3212-DD-07600, 3212-DD-07500

Dear Laurie:

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

1. Dead End
 - i. Based upon the current site design, the street has no turn-a-round. (OFC 503.2.5)
 - ii. If a turnaround is not able to be designed, an applicable trade off in the Oregon Fire Code is to require residential sprinklers in all houses after the 150-foot mark. This would apply to lots 5,6,7,8 & 9.
2. Flag Lots.
 - i. All flag lot properties shall require an address at the end of the driveway as well as on the structure (ORD 17-2 and OFC 505).
- b. Fire Hydrants
 - i. Fire hydrants shall meet current city/fire department specifications which require an internal Storz nozzle with a pent nut cap. (ORD 17-2)
- c. No Parking
 - i. No Parking sign in accordance with OFC 503.3, Appendix D103.6 and Fire Code Guide will be required. The starting point shall be between on the west side of the road between lots two and one.
 - ii. No Parking Painted curb will also be required in this area in accordance with the applicable code sections mentioned above and the Scappoose Fire Code Guide.

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

Sincerely,

Jeff Pricher

Fire Chief / Fire Marshal



Scappoose Rural Fire District

52751 Columbia River Hwy (P.O.BOX 625) Scappoose OR, 97056
(503) 543-5026



SCAPPOOSE
Oregon

10/13/2021

To: Laurie Oliver, City Planner

From: Dave Sukau, Public Works Director

Re: Thompson Woods Subdivision (SB2-21)

Dear Laurie,

I have reviewed the Land Use Referral packet and plans for the new Thompson Woods Subdivision.

The City of Scappoose Public Works has no objection to its approval regarding utilities, provided it meets all criteria set forth in the Scappoose Municipal Codes, SPWDS and Building/Plumbing Codes.

I do see that there is a proposed narrowing of the street for tree accommodations. These trees appear to be far enough away to allow the full width paving and curb construction along the entire West side of the proposed street.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Sukau", is written over a horizontal line.

Dave Sukau

Public Works Director

City of Scappoose Public Works

CITY OF SCAPPOOSE

33568 E. COLUMBIA AVE.
SCAPPOOSE, OREGON 97056
(503) 543-7184

September 28, 2021

LAND USE REFERRAL (SB2-21 Thompson Woods Subdivision)

RETURN TO: Laurie Oliver Joseph, City Planner, City of Scappoose, 33568 East Columbia Ave, Scappoose, OR, 97056 (or email comments to loliver@cityofscappoose.org) by October 8, 2021

REGARDING: Creekwood Homes, Inc. is requesting approval of an application to subdivide Columbia County Assessor Map Numbers 3212-DD-07900, 3212-DD-07600, and 3212-DD-07500 to create 9 lots in the Moderate Density Residential (R-4) zoning district. The site is ~ 1.76 acres and is located north of the SE Elm and SE 6th Street intersection.

1. ☐ We have reviewed the enclosed application and have no objection to its approval as submitted.
2. ☒ Please see either our comments (below) or attached letter.
3. ☐ We are considering the proposal further and will have comments to you by _____.
4. ☐ Our board must meet to consider this; we will return their comments to you by _____.
5. ☐ Please contact our office so we may discuss this.
6. ☐ We recommend denial of the application. Please see either our comments (below) or attached letter:

COMMENTS: The Columbia County Public Works Department requires the applicant to meet all City of Scappoose standards for street improvements, street construction and storm water/drainage. Applicant will need to obtain an access permit for the new connection of 6th Street onto Elm Street. No additional storm water is to be added to Elm Street.

Signed: Scott Troeniger

Title: Engineering Technician I

Date: 11/3/2021

CITY OF SCAPPOOSE

33568 E. COLUMBIA AVE.
 SCAPPOOSE, OREGON 97056
 (503) 543-7184

September 28, 2021

LAND USE REFERRAL (SB2-21 Thompson Woods Subdivision)

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4. _____ Our board must meet to consider this; we will return their comments to you by _____.
5. _____ Please contact our office so we may discuss this.
6. _____ We recommend denial of the application. Please see either our comments (below) or attached letter:

COMMENTS: _____

Signed: Tina Pro

Title: Superintendent

Date: 11-1-21

CITY OF SCAPPOOSE

33568 E. COLUMBIA AVE.
SCAPPOOSE, OREGON 97056
(503) 543-7184

September 28, 2021

LAND USE REFERRAL (SB2-21 Thompson Woods Subdivision)

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2. _____ Please see either our comments (below) or attached letter.
3. _____ We are considering the proposal further and will have comments to you by _____.
4. _____ Our board must meet to consider this; we will return their comments to you by _____.
5. _____ Please contact our office so we may discuss this.
6. _____ We recommend denial of the application. Please see either our comments (below) or attached letter:

COMMENTS: _____

Signed: Brendan A. [Signature]

Title: Engineering manager

Date: 11/2/21

CITY OF SCAPPOOSE

33568 E. COLUMBIA AVE.
SCAPPOOSE, OREGON 97056
(503) 543-7184

September 28, 2021

LAND USE REFERRAL (SB2-21 Thompson Woods Subdivision)

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5. ☐ Please contact our office so we may discuss this.
6. ☐ We recommend denial of the application. Please see either our comments (below) or attached letter.

COMMENTS: It is the position of the Scappoose Drainage Improvement Company that all development in, or draining into, our boundary should not increase the rapidity or quantity of runoff into our boundary under any conditions. All facilities built to detain stormwater should be sized to a 100-year storm event. We would appreciate the opportunity to discuss this further, including during your preparation of the new Storm Water Master Plan.

Signed: _____

Title: President, Scappoose Drainage Improvement Company Date: 11/02/2121

CITY OF SCAPPOOSE

November 2021



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 Work Session 6pm City Council 7pm	2	3	4	5	6
7	8	9	10	11 Veterans Day City offices closed 	12	13
14	15 Work Session 6pm City Council 7pm	16	17	18 EDC ~ noon 100-year Celebration ad-hoc committee 1pm Park & Rec 6pm Planning Commission 7pm	19	20
21	22	23	24	25  All City Offices Closed	26	27
28	29	30				

CITY OF SCAPPOOSE

December 2021



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6 Council Work Session 6pm City Council 7pm	7	8	9	10	11
12	13	14	15	16 EDC noon Park & Rec Committee 6pm	17	18
19	20	21	22	23 Happy Holidays ~ City Offices closed	24 Happy Holidays ~ City Offices closed	25 
26	27	28	29	30 Happy Holidays ~ City Offices closed	31 Happy Holidays ~ City Offices closed	January 1 