

SCAPPOOSE PLANNING COMMISSION

Council Chambers at City Hall
33568 East Columbia Avenue

AGENDA:

Thursday, July 28th, 2022 at 7:00 p.m.

1.0 CALL TO ORDER

2.0 ROLL CALL

3.0 APPROVAL OF MINUTES

3.1 March 10, 2022, Planning Commission Meeting

4.0 CITIZEN INPUT

The City accepts public citizen input for any item not on the agenda; in person, by email, mail or virtually-via the MS Teams meeting. Please contact the Planning Dept. at 503-543-7184 before 5pm Thurs. July 28th, 2022.

5.0 NEW BUSINESS

5.1 DOCKET # FCP1-22, SDR1-22, MiV1-22

CCPOD, LLC has requested approval of an application for Food Cart Permit, Site Development Review, and Minor Variance to allow for the construction of a Food Cart Pod with connections for 11 food carts, the construction of a new 2,160 square foot dining hall/tap room, outdoor seating areas, a parking lot and landscaping. The applicant also requests a Minor Variance to the parking standard, to reduce the required parking on site to 26 spaces instead of 29 spaces. The applicant proposes to remove the existing buildings on site as part of the project. The site is located at 51875 SW Old Portland Rd, northwest of the SW Old Portland Road and Columbia River Hwy intersection, on property described as Columbia County Assessor Map # 3213-BA-03900.

***Format:** Quasi-Judicial Decisions allow for both verbal and written testimony, which apply to the Food Cart Pod Permit and Minor Variance applications. Only written comments are permitted for Limited Land Use Decisions which applies to the Site Development Review application.*

Written comments must be received by 5:00 p.m., Wednesday, July 27, 2022.

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, 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 call City Hall at 503-543-7146.**

This is an open meeting, and the public is welcome to attend in person or 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
Thursday, March 10th, 2022 at 7:00 p.m.

1.0 CALL TO ORDER

Chair Jensen called the meeting to order at 7pm

2.0 ROLL CALL

Commissioners;

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

Excused;

Marisa Jacobs Commissioner

Staff;

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

Audience/attendance;

Wayne Mayo, Contractor

Geoff Wenker, Project Manager

Chase Berg, Lower Columbia Engineering

Dave DuHaime, Lower Columbia Engineering

Kwang Paik, Property/Dealers Market owner

Christy Leanna, Dealers Market Office Manager

3.0 APPROVAL OF MINUTES

3.1 January 13, 2022 Planning Commission Meeting

Chair Jensen asked the commissioners if they had any comments or corrections to the minutes. As there were none, Commissioner Blank moved to approve minutes as presented and Commission Shoemaker second. **Motion Passed 5-0. AYES: Chair Jensen, Vice Chair Blank, Commissioners Shoemaker, Commissioner Bernhard and Commissioner Santiago.**

4.0 CITIZEN INPUT

none

5.0 NEW BUSINESS

5.1 DOCKET # SDR2-21, PLA1-21

Wayne Philip Mayo Contracting has requested approval of an application for Site Development Review (SDR2-21) to allow for the construction of a new 3,840 square foot auto sales facility and associated site amenities. The applicant also requests approval of a Property Line Adjustment (PLA1-21) to remove the common property lines on the site, resulting in one legal lot of record. The applicant proposes to remove the existing buildings on site as part of this project. The site is located at 51801 Columbia River Hwy, south of the SW Old Portland Rd and Columbia River Hwy intersection, on property described as Columbia County Assessor Map # 3213-BO-00200 and 3213-BO-00300.

Format: *Limited Land Use Decisions do not allow verbal testimony during the hearing since they do not require interpretation or the exercise of policy or legal judgement; however, written comments are permitted prior to the deadline of the public comment period (by 5:00 p.m., Wednesday, March 9, 2022).*

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

City Planner Oliver Joseph stated that Commissioner Bernard has joined virtually. Then she began by describing the order of her presentation, beginning with the observations on page 9 of the packet, then the approval criteria, followed by staff recommendations and conditions of approval. Then welcomed any questions from the Commission.

Commissioner Santiago stated she had a question about the removal of the trees and apologized if she asked a question that was already addressed. She asked about the house and large sequoia tree that was already removed near the power lines, as she wanted to know if the applicant needed to submit a demo permit or a tree removal permit.

City Planner Oliver Joseph replied that she would let the applicant respond about what is on the property now. And replied that they did apply for a demo permit which has been finalized.

Commissioner Santiago stated that the demo permit was not in the packet.

City Planner Oliver Joseph replied that the demo permit is not a requirement of the land use approval process as it is a separate process which they have already done previously. She then explained the city's public tree removal permit process which is only required for street trees that are within the right-of-way. Stating that trees on private property do not require permits.

Commissioner Santiago then asked what is on the site now.

City Planner Oliver Joseph stated that once we call the applicant forward then they can answer that question.

Commissioner Santiago thanked City Planner Oliver Joseph. Then Chair Jensen called the applicants forward for their presentation.

Contractor Wayne Mayo came up to the podium. He began by stating that the dealership has been going strong for many years selling new cars and nicer used cars plus car detailing. Adding that Jack Foley developed the site approximately 20 years ago. He stated that the recent purchase of the home lot in the middle of the property will make it a nice, square development. They are ready to move ahead once Planning Commission approves their application. He added that the property/business owner Mr. Paik is a hard-working businessman who brought a successful business to Scappoose without any customer complaints or returned cars and hopes the commissioners will approve their project. He asked the commissioners if they had any questions.

Commissioner Santiago asked if the power line issues have been addressed and what is on the site now.

Contractor Wayne Mayo replied that all the shrubs and trees have been removed. And the power lines have been removed a well.

Commissioner Santiago asked if the power lines were needed or if they were out of commission.

Contractor Wayne Mayo replied that they were no longer needed once the two houses were removed.

Commissioner Santiago asked about the abandoned water meter on packet page 74 C-3, line 29. She wanted to know if they meant the fire hydrant and not the water meter.

Contractor Wayne Mayo replied that those meters were for the two houses that were there, each with their own water meters, plus the dealership has their own water meter. Now that the homes have been removed and the lots have been combined, they only need 1 of the 2 extra water meters.

Commissioner Santiago stated that it looked like a fire hydrant was going to be removed or replaced.

Contractor Wayne Mayo replied that the fire hydrant would stay.

Commissioner Blank asked how long the project would take to complete.

Contractor Wayne Mayo replied that Covid has interrupted many markets and at this time they are having a hard time finding erectors. Stating that they will be working on the project while still running the car business. Adding that there will be a lot of dirt work that will need to be done before they can begin on the building. Therefore, there is not an exact date or timeframe available right now.

Commissioner Blank asked if they would have dust control.

Contractor Wayne Mayo replied that most of the property is black top currently and they will not be ripping it out instead they will be augmenting it.

Commissioner Blank stated that their approval will be good for 1-year and was wondering when they would begin.

Commissioner Shoemaker stated that the 1-year is when they will need to start the project not when they will need to finish.

City Planner Oliver Joseph agreed with Commissioner Shoemaker.

Commissioner Santiago asked about the Sequoia tree and wondering if they could install a new Sequoia tree.

City Planner Oliver Joseph replied that Sequoia trees are a very large species therefore are not an ideal tree for this site or for this development due to their potential size. Adding that they only have a 10' planter strip.

Hearing was closed for deliberations by the Commissioners at 7:35pm

Commissioner Shoemaker stated that he read through the whole proposal that is extremely detailed and followed all the city's ordinances. Adding that we have an efficient group that reviews these, and this plan should be approved.

Commissioner Blank agreed with Commissioner Shoemaker. Adding that it is an existing business that is growing. He stated that he has no idea what the architectural rendering will be until after its built although he's sure it will look good and has no reason to deny it.

Commissioner Santiago stated that the issues with traffic, lighting and landscaping have been addressed even though they are getting rid of some trees, they do plan to plant new trees. Stating that she agrees with Commissioner Blank that it looks good in the 2D image and is not sure how it will look in the 3D version but if it will be an improvement then she will approve it.

Chair Jensen stated that there is no reason to not approve it.

Commissioner Shoemaker moved to approve DOCKET # SDR2-21, PLA1-21, Commissioner Blank seconded the motion.

Motion Passed 5-0. AYES: Chair Jensen, Vice Chair Blank, Commissioners Shoemaker, Commissioner Bernhard and Commissioner Santiago.

6.0 COMMUNICATIONS

6.1 Calendar Check

Chair Jensen went over the calendar in the packet. City Planner Oliver Joseph added that the Mayor appointed the Planning Commission chair to the 50-year stakeholder advisory committee. And that Commissioner Santiago will also be on the committee as a representative, not as a Planning Commissioner.

6.2 Commissioner Comments

Commissioner Blank stated it was a great presentation from staff.

Commissioner Santiago asked about the asphalt, if they were going to get rid of it then what type of environmental regulations are there for the city.

City Engineer Negelspach replied that the only regulatory requirements for a demolition of a building is asbestos & lead abatement per the DEQ. Adding that any hardscapes like asphalt or concrete are not regulated and typically taken to Scappoose Sand and Gravel to be recycled as it makes a good a structural fill although we don't allow it in the streets as it can be difficult to get to the utilities.

Commissioner Santiago asked if we address this with them initially when they ask for those permits.

City Engineer Negelspach replied that they can pull a demo permit anytime without a land use action although as staff they sign off on the permit. Adding that they are required to do asbestos reports, abatement, fill any tanks in accordance with DEQ plus cap sewer/water lines, septic systems get decommissioned in accordance with the county sanitarian, and all the franchise utilities

are contacted to have those services terminated in accordance with their procedures.

Commissioner Blank stated that a few years back the Planning Commission used to approve every public tree removal then turned that approval process over to the Planner unless it's a Heritage Tree. Adding that the Planning Commission does not see everything that goes on in the background that staff handles.

6.3 Staff Comments

City Planner Oliver Joseph stated that they will hold their first 50-year stakeholder meeting this next Tuesday. Adding that the first project she worked on when she started with the city was the East Airport project beginning with the appeal of the UGB application in 2015, to the annexation of 350 acres in 2016 to the approval of the subdivision in 2017 and in the next week she should have a final plat. Once that is recorded the city will inherit a 14-acre park land in the SE corner of the runway which is coming along nicely. She also received the second submittal of the food cart pod and will be the next project for the Planning Commissioners to review.

City Engineer Negelspach stated that there are several projects in construction; the Old Portland sidewalk project added sidewalks to each side of the roadway, and he appreciates everyone's patience, including during moving mailboxes. Plus, the East Airport phase 3 & 4 is connecting the roadway to Ring-A-Ring Rd., and OMIC improvements, including prepping the pad for their new Additives building, plus the 80-unit apartments, and finally Thompson Woods subdivision. In addition, the city is working on the Bella Vista waterline replacement phase 1, East Airport Moore Road water line which will be a major 18" waterline loop to Skyway Drive and he is hoping to see plans for Dutch Canyon IV subdivision soon. In addition there are several other items they are working on in the background; Storm Water Master Plan is still in process and working with the Fire Dept. for the ISO rating which sets the insurance rates for everyone who lives in Scappoose. Adding that he and the City Planner have been working with the drainage district on the LOMR update with is a part of the levy re-certification and they will submit to FEMA for approval for the east side.

Commissioner Santiago stated that the audio was cutting in and out, was there a new development on the eastside.

City Engineer Negelspach replied that the floodplain lines are on the east side of town and will not affect anything on the westside of the highway.

Commissioner Blank asked about the development across from Veteran's Park.

City Planner Oliver Joseph replied that it is called the Buxton Ranch development and she did receive their land use application in late February which is under completeness review. Adding that they did submit a conditional letter of map revision to FEMA as their plan is to modify the floodplain boundary on their property by recontouring the land which must also meet our development code by not adding any fill to the floodplain. It will be coming to Planning Commission once FEMA conditionally approves it and it meets our development codes.

Commissioner Blank stated that it will not happen overnight.

City Planner Oliver Joseph stated that FEMA will comment within 90 days and that she will not deem the application complete until she receives the notice from FEMA.

Commissioner Santiago asked if the City Planner has a deadline.

City Planner Oliver Joseph replied that she has 30 days to deem it complete. At this time, she will deem it incomplete. Then they have 180 days to make it complete.

Commissioner Santiago was wondering if they would go back to the back of the line since she knows we are so busy.

City Planner Oliver Joseph replied that she is mandated by the state to process applications in a certain number of days.

Commissioner Santiago replied that is what she thought.

7.0 ADJOURNMENT

Chair Jensen adjourned the meeting at 8:02 p.m.

Chair Scott Jensen

Attest: _____
Elizabeth Happala, Office Administrator

CITY OF SCAPPOOSE STAFF REPORT

Request: Approval of a consolidated application for a Type 2 Food Cart Pod Permit (FCP1-22), Site Development Review (SDR1-22) and Minor Variance (MiV1-22) to allow for the construction of a Food Cart Pod with connections for 11 food carts, the construction of a new 2,160 square foot dining hall/tap room, outdoor seating areas, a parking lot and landscaping. The applicant also requests a Minor Variance to the parking standard, to reduce the required parking on site to 26 spaces instead of 29 spaces.

Location: The site is located at 51875 SW Old Portland Rd, northwest of the SW Old Portland Road and Columbia River Hwy intersection, on property described as Columbia County Assessor Map # 3213-BA-03900. See attached vicinity map (**Exhibit 1**).

Applicant: CCPOD, LLC

Owner(s): CCPOD, LLC

EXHIBITS

1. Vicinity Map (pg. 44)
2. Applications (pg. 45)
3. Narrative (pg. 52)
4. Plans: (pg. 106-116)
 - A. Cover, G-1
 - B. General Notes, G-2
 - C. Existing Conditions Plan, C-1
 - D. Erosion and Sediment Control Plan, C-2
 - E. Proposed Site Plan, C-3
 - F. Stormwater and Grading Plan, C-4
 - G. Landscaping Plan, Sheet C-5
 - H. Illumination Plan, C-6
 - I. Utility Plan, Sheet C-7
 - J. Floor Plan, Sheet A200
 - K. Preliminary Elevations, Sheet A300
5. Geo-Technical Report, dated August 25, 2021 (Attachments available upon request) (pg.117)
6. Traffic Impact Study, July 7, 2022 (Appendices available upon request) (pg.126)
7. Stormwater Report, dated May 19, 2022 (Exhibits available upon request) (pg. 147)
8. Food Cart Photo Examples (pg.151)

9. Will Serve Letters (pg.154)
10. Fire Department comment, dated July 20, 2022 (pg.159)
11. Police Chief comment, dated June 9, 2022 (pg.160)
12. Public Works Director comment, dated June 8, 2022 (pg 161)
13. Building Official comment, dated June 6, 2022 (pg. 163)
14. Columbia River PUD comment, dated June 2, 2022 (pg.164)
15. ODOT comments, dated June 10 and 15, 2022 (pg.165)

SUBJECT SITE

- The subject site consists of one legal lot of record totaling 0.64 acres, described as Columbia County Assessor Map #3213-BA-03900. Previously, the subject site contained a single-family house, garage, and landscaping, which has now been removed in preparation for development.
- The subject site is designated as Commercial (C) on the Comprehensive Plan map and is zoned Expanded Commercial (EC). Adjacent zoning is EC to the north, south, east and west.
- The subject site is bordered to the north by two office buildings, to the northwest by a parcel containing a non-conforming single-family residence, to the east by Old Portland Road and Columbia River Hwy, and to the south and west by vacant land.

OBSERVATIONS

Food Cart Pod Permit – Type 2

- This application is for a Type 2 Food Cart Pod Permit. A Type 2 Food Cart Pod Permit is required when an applicant proposes three or more food carts on one site and/or accessory structures. The applicant proposes to provide designated spaces and utility connections for 11 food carts (see Site Plan, **Exhibit 4E**) and to construct a restroom and trash enclosure.
- The applicant also proposes a mix of outdoor (covered and uncovered) seating and landscaping to serve the site.

Site Development Review

- In addition to the food carts and outdoor seating areas, the applicant proposes to construct a 2,160-sf dining hall/tap room to provide indoor seating options for year-round use and an additional restroom. The dining hall/tap room will be reviewed according to the criteria contained in SDC (Scappoose Development Code) Chapter 17.120 – Site Development Review.

Minor Variance

- The applicant requests approval of a Minor Variance in order to reduce the required parking on site from 29 spaces to 26 spaces.

RIGHT-OF-WAY/PUBLIC IMPROVEMENTS

- The subject site has frontage along a portion of ODOT right of way that acts as a frontage road, located just north of SW Old Portland Road. No dedication of right of way is required by this application.
- The applicant proposes to increase the paved width of the frontage road by 10-feet and to install curbs and gutter, sidewalks, street lighting and street trees.

VEHICULAR ACCESS/OFF-STREET PARKING

- The applicant proposes to add one new driveway entrance at the northeast corner of the site (for service vehicles only) and to widen and improve the existing driveway entrance at the southeast corner of the site (see **Exhibit 4E**).
- For the Food Cart Pod Permit, the SDC (Scappoose Development Code) requires one vendor parking space per food cart, for a total of 11 vendor parking spaces. Additionally, for the dining hall/tap room use, the City is utilizing the parking standard for eating and drinking establishments, which requires 1 parking space per 120 square feet of floor area. At 2,160-sf, the dining hall use requires 18 parking spaces, for a total of 29 spaces for the site.
- The applicant has requested approval of a Minor Variance to reduce the total parking spaces required on-site to 26, and proposes to provide 26 parking spaces, to include 19 standard size spaces, 5 compact spaces and 2 ADA spaces. Additionally, the applicant has shown how two additional on-street parking spaces will be provided along the frontage of their site (see **Exhibit 4E**).
- The applicant proposes 10 bicycle parking spaces, which is in excess of what is required by the SDC.

TRAFFIC GENERATION

- The applicant submitted a Traffic Impact Study (**Exhibit 6**) which estimates that the Food Cart Pod and dining hall/tap room would generate 40 PM peak hour trips and a total of 387 daily trips.
- The TIS (Traffic Impact Study) provided a safety analysis at the study intersections, as required. Crash data and site distance evaluations were conducted which did not indicate that any mitigation is needed. Additionally, preliminary traffic signal warrants are not projected to be met at any of the study intersections at full build out of the proposed development.
- The intersection capacity analysis shows that all study intersections are currently operating acceptably per jurisdictional requirements and are projected to continue to operate acceptably through the 2023 build out year.
- ODOT (Oregon Department of Transportation) reviewed the TIS and provided comments on some technical aspects of the study, which the traffic consultant addressed in the revised TIS (**Exhibit 6**). ODOT noted that even with the revisions to the TIS, it would not affect the results of the traffic analysis. No operational mitigation measures have been proposed by the applicant, which ODOT has stated is reasonable for this proposed development, see **Exhibit 15**.

LANDSCAPING, SCREENING, AND STREET TREES

- The applicant submitted a Landscaping Plan (**Exhibit 4G**) which depicts the provision of trees, shrubs, ornamental grasses and lawn throughout the subject site.
- Street trees are proposed along the frontage of the site, meeting the requirements in SDC Chapter 17.104 – Street Trees. The applicant proposes to plant 5 street trees in total, as seen on Sheet C-5 (**Exhibit 4G**).
- As required by 17.100.100, when different uses abut one another, buffering and screening is required. As previously noted, there is a parcel to the northwest that abuts the site that is in residential use (this parcel is north of food car spaces B-7 and B-6, as seen on **Exhibit 4E**); therefore, the applicant is required to meet the provisions in 17.100.100. The Landscaping Plan depicts that provision of a new 6-foot cedar fence and landscaping to meet the screening and buffering requirements adjacent to the residential property to the northwest.

LIGHTING

- The applicant submitted an Illumination Plan (**Exhibit 4H**), which depicts the location of exterior lighting throughout the site.

PUBLIC AND PRIVATE AGENCIES

- The City of Scappoose City Manager, Public Works, Engineering, Building, and Police Departments; Columbia River PUD, Scappoose Rural Fire Protection District, and ODOT have been provided an opportunity to review the proposal. As of the date of this report, no comments in opposition to the request have been received. Agency comments are attached as **Exhibits 10 – 15**. Any comments relevant to the Planning Commission’s decision have been included in the recommended conditions of approval.
- Notice of this request was mailed to property owners located within 300 feet of the subject site on July 8, 2022. Notice was posted on site on June 28, 2022, and appeared in the July 15, 2022 edition of the Spotlight newspaper. As of the date of this report, no public comments have been received.

FINDINGS OF FACT

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

CHAPTER 17.68 EC (Expanded Commercial)

17.68.030 Permitted and Conditional Uses

<i>Use</i>	
<i>Eating and drinking establishments</i>	<i>Permitted Outright*</i>
<i>Food cart pod (Type I or II), subject to Chapter 17.126</i>	<i>Permitted Outright*</i>
<i>[...]</i>	

** In the expanded commercial zone, except as specifically stated, activities shall be conducted within an enclosed structure or building and are subject to Chapter 17.120, Site Development Review. Only these uses and their accessory uses are permitted outright.*

Finding: The applicant proposes a Type 2 Food Cart Pod and a dining hall/taproom, which are both permitted uses in the EC zone. Section 17.68.030 is satisfied.

17.68.050 Dimensional requirements—Commercial and Mixed-Use Buildings

<i>Minimum lot size</i>	<i>Ten thousand square feet</i>
<i>Minimum lot width</i>	<i>One hundred feet</i>
<i>Minimum setbacks</i>	
<i>Front yard</i>	<i>Shall be a minimum of 10 feet and shall be landscaped per 17.100.090</i>
<i>Corner lots and through lots</i>	<i>The minimum setback for the side facing the street shall be 20 feet</i>
<i>Side or rear yard</i>	<i>None required except 30 feet shall be required where abutting a residential zoning district and the Planning Commission may reduce the required setback by 50% pursuant to Chapter 17.100 Landscaping, Screening and Fencing</i>
<i>Maximum height</i>	<i>No commercial building shall exceed 50 feet in height. Within 50 feet of a residential zone, no building may exceed 35 feet in height.</i>
<i>Maximum lot coverage</i>	<i>Ninety percent, including all buildings and impervious surfaces</i>

Finding: The subject site totals 0.64 acres (27,766 square feet), which exceeds the minimum lot size requirement of 10,000 square feet. The width of the lot along the frontage of the site is over 151-feet, which exceeds the minimum lot width requirement of 100 feet.

A seen on the Site Plan (**Exhibit 4E**) and detailed in the narrative (**Exhibit 3**), the front setback is proposed to be 10-feet, which meets the minimum required by the EC zone. No side or rear yard setback is required since the site does not abut a residential zoning district.

The total height of the new building (dining hall/taproom) is proposed to be 31 feet 2-inches, which is less than the maximum allowable height of 50 feet. Lastly, the plans (**Exhibit 4A**) indicate that the total lot coverage is 79.1%, which is less than the maximum lot coverage allowance of 90%. Additional requirements are addressed elsewhere in this report. Section 17.68.050 is satisfied.

Chapter 17.90 ENVIRONMENTAL PERFORMANCE STANDARDS

17.90.030 Noise. For the purposes of noise regulation, the provisions of the underlying zone and the current version of the Scappoose nuisance ordinance shall apply.

Finding: As discussed in the narrative (**Exhibit 3**), no excessive or amplified sounds are anticipated. The applicant is aware that the development is subject to the City’s nuisance ordinance. Section 17.90.030 is satisfied.

17.90.040 Visible Emissions. *Within any zoning district, there shall be no use, operation or activity which results in a stack or other point source emission, other than an emission from space heating, or the emission of pure uncombined water (steam) which is visible from a property line. Department of Environmental Quality rules for visible emissions (340-21-015 and 340-28-070) apply.*

Finding: No harmful emissions will be generated on the property, as discussed in the narrative. Only space heating and some commercial range hood exhaust vents may produce visible emissions; however, these are not expected to be visible from the property line and the applicant is aware that all rules of the Department of Environmental Quality related to emissions apply. Section 17.90.040 is satisfied.

17.90.050 Vibration. *No vibration which is discernible without instruments at the property line of the use concerned, other than that caused by highway vehicles, trains and aircraft, is permitted in any given zoning district.*

Finding: As stated in the narrative (**Exhibit 3**), no vibration is anticipated at the property line other than existing heavy truck traffic along Highway 30 and/or from the nearby train tracks. Section 17.90.050 is satisfied.

17.90.060 Odors. *The emission of odorous gases or other matter in such quantities as to be readily detectable at any point beyond the property line of the use creating the odors is prohibited. DEQ rules for odors (340028-090) apply.*

Finding: As stated in the narrative (**Exhibit 3**), no odorous gases will be detectable on site. Section 17.90.060 is satisfied.

17.90.070 Glare and Heat. *No direct or sky-reflected glare, whether from floodlights or from high temperature processes such as combustion or welding or otherwise, which is visible at the property line shall be permitted, and:*

- A. There shall be no emission or transmission of heat or heated air which is discernible at the property line of the source; and*
- B. These regulations shall not apply to signs or floodlights in parking areas or construction equipment at the time of construction or excavation work otherwise permitted by this title.*

Finding: As stated in the narrative (**Exhibit 3**), the only source of outdoor heat may be at a localized permissible propane outdoor gas fireplace feature. No glare or heat will be discernible from the property lines. Section 17.90.070 is satisfied.

17.90.080 Insects and Rodents. All materials including wastes shall be stored and all grounds shall be maintained in a manner which will not attract or aid the propagation of insects or rodents or create a health hazard.

Finding: As stated in the narrative (**Exhibit 3**), each individual food cart will be required to properly dispose of food scrap and waste materials, according to the Oregon Public Health Department guidelines. A shared trash enclosure for all tenants will house multiple containers which will be sized with adequate capacity to support waste maintenance and not create a health hazard. Section 17.90.080 is satisfied.

17.90.090 Electrical/Electronic Interference. Within any zoning district, there shall be no use, operation or activity which results in any off-site electrical or electronic interference.

Response: The applicant has stated that there is no anticipation of any sort of electrical interference associated with the proposed development (**Exhibit 3**). Section 17.90.090 is satisfied.

Chapter 17.100 LANDSCAPING, SCREENING, AND FENCING

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

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

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

D. The minimum improvements within a buffer area shall include:

1. One row of trees, or groupings of trees equivalent to one row of trees. At the time of planting, these trees shall not be less than ten feet high for deciduous trees and five feet high for evergreen trees measured from the ground to the top of the tree after planting. Spacing for trees shall be as follows:

[...] b. Medium sized trees between twenty-five feet to forty feet tall and with sixteen feet to thirty-five feet wide branching at maturity shall be spaced no greater than twenty-five feet apart;

[....] 2. In addition, at least one five-gallon shrub shall be planted for each one hundred square feet of required buffer area.

3. The remaining area shall be planted in groundcover or spread with bark mulch.

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

1. A hedge of narrow or broadleaf evergreen shrubs shall be planted which will form a four-foot continuous screen within two years of planting; or

2. An earthen berm planted with evergreen plant materials shall be provided which will form a continuous screen six feet in height within two years. The unplanted portion of the berm shall be planted in lawn, ground cover or bark mulched; or

3. A five-foot or taller fence or wall shall be constructed to provide a continuous sight obscuring screen. Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls such as wood or brick, or otherwise acceptable by the planner. Corrugated metal is not considered to be acceptable fencing material. Chain link fences with slats may qualify as screening when combined with a planting of a continuous evergreen hedge; [...]

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

[...]

Finding: As previously mentioned, there is a property abutting the northwest corner of the site that is in residential use, so the provisions of buffering and screening apply along that portion of the site. As seen on the Landscaping Plan, **Exhibit 4G**, the applicant has shown the provision of a new 6-foot cedar fence and landscaping meeting the requirements of 17.100.090. No buildings, parking areas or accessways are proposed within the buffer area. Section 17.100.090 is satisfied.

17.100.100 Screening--Special provisions.

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

Finding: The parking spaces associated with this development are located to the side of the building and are not adjacent to a public street. The applicant has depicted the provision of street trees and shrubs meeting the code above between the backs of the food carts and the public sidewalks proposed along the frontage of the site. Section 17.100.100, A is satisfied.

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

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

Finding: The applicant has not proposed any loading or outside storage areas as part of this development. As depicted on the Proposed Site Plan (**Exhibit 4E**), the applicant has proposed a screened trash enclosure, which must meet the requirements in Section C above, which will be included in the recommended conditions of approval. Sections 17.100.100, B & C are satisfied.

Chapter 17.104 STREET TREES

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

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

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

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

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

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

Finding: The Landscaping Plan (**Exhibit 4G**) depicts the provision of 5 new street trees total, along the frontage of the site. The applicant proposes to plant Summer Sprite Linden trees,

which is an approved street tree. The recommended conditions of approval require the applicant to plant the street trees in accordance with SMC (Scappoose Municipal Code) Section 13.28.010(C) and Chapter 17.104 of the SDC (Scappoose Development Code). Section 17.104.040 is satisfied.

Chapter 17.106 OFF-STREET PARKING AND LOADING REQUIREMENTS

[...]

17.106.020 General Provisions.

A. The dimensions for parking spaces are subject to the requirements in Section 17.106.050, and as follows:

- 1. Nine feet wide and eighteen feet long for a standard space;*
- 2. Eight and one-half feet wide and fifteen feet long for a compact space; and*
- 3. In accordance with the applicable state and federal standards, at least twelve feet wide and eighteen feet long for designated handicapped parking spaces.*

[....]

D. At the time of erection of a new structure or at the time of enlargement or change in occupancy as defined by the Uniform Building Code, off-street parking spaces shall be as provided in accordance with Section 17.106.030; and 1. In case of enlargement of a building or use of land existing on the date of adoption of this title, the number of parking and loading spaces required shall be based only on floor area or capacity of such enlargement; and

Finding: The standard parking spaces meet the minimum size of 9 x 18-feet and the (5) compact parking spaces are shown at the minimum size of 8.5 x 15-feet. Two ADA parking spaces will be provided near the building entrance and will be verified for conformance with current standards at the time of building permit review. The applicant proposes to provide parking spaces, as required by this code, in conjunction with the construction of the new building and use. Sections 17.106.020, A & D are satisfied.

[...]

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

[..]

3. Parking lots for commercial and institutional uses shall be located to the side or rear of buildings where feasible; for commercial uses in the Downtown Overlay off-street parking shall be located to the side or rear of buildings, as required by 17.80.050.

4. For office, industrial, and institutional uses where there are more than 20 parking spaces on the site, the following standards must be met:

a. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays. More spaces may be reserved, but they are not required.

b. The spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.

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

J. When a building or use is planned or constructed in such a manner that a choice of parking requirements could be made, the use which requires the greater number of parking spaces shall govern.

Finding: As depicted on the Site Plan (**Exhibit 4E**), the parking lot will be located to the side of the building. The uses on site are proposed to be a Food Cart Pod and a dining hall/taproom. The dining hall/taproom will also serve patrons of the food carts since it is anticipated that patrons will bring their food indoors to eat as well as utilizing outdoor seating areas. The applicant is requesting a minor variance to reduce the required parking spaces on site from 29 to 26 spaces. Sections 17.106.020, H, I & J are satisfied.

[...]

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

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

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

P. Bicycle Parking.

1. Standards. At a minimum, bicycle parking shall be provided based on the standards in Subsection 5 below. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automobile-parking standard, pursuant with Subsection 17.80.050.E or Subsection 17.106.020.Z, the planning commission may require bicycle parking spaces in addition to those in Subsection 5.

2. Design. Bicycle parking shall consist of staple-design steel racks or other City-approved racks, lockers, or storage lids providing a safe and secure means of storing a bicycle.

[...]

4. Prohibitions. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall be located so as to not conflict with the visual clearance areas as provided in Chapter 12.10. Bicycle parking areas shall not be located within parking aisles, landscape areas, or pedestrian ways.

5. Number of spaces. The bicycle parking standards below shall apply to the uses listed. Bicycle parking spaces shall be installed in conjunction with the installation of required new or additional vehicle parking. When two standards are provided, the standard that results in the greater number of bicycle parking spaces shall govern.

[...]

Commercial: 2 spaces per primary use or 1 per 5 vehicle spaces

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

R. Required parking spaces shall be completely improved to city standards and available for use at the time of the final building inspection.

Finding: Landscaping requirements are addressed in the findings for Chapter 17.100 of this report. Two ADA accessible stalls are required and two are provided, as seen on **Exhibit 4E**, based on the 26 parking spaces being proposed. The applicant has proposed 5 compact spaces. The applicant is proposing to provide 10 bicycle parking stalls as seen on the Site Plan (**Exhibit 4E**). The bike parking location does not conflict with any parking aisles, landscape areas, or pedestrian ways.

Parking lot lighting is proposed throughout the site and at the entrances, as seen on the Illumination Plan (**Exhibit 4H**). Parking will be required to be completely improved to City standards and available for use by the recommended conditions of approval prior to final occupancy inspection. Sections 17.106.020, M – R are satisfied.

17.106.030 Minimum off-street parking requirements.

[...]

C. *Commercial Uses.*

11. *Eating and Drinking Establishments* 1 space per 120 square feet of gross floor area

Finding: For the Food Cart Pod use, SDC Chapter 17.126 – Food Cart Pod Permit, requires one vendor parking space per food cart, for a total of 11 vendor parking spaces. Additionally, for the dining hall/tap room use, the City is utilizing the parking standard for eating and drinking establishments, which requires 1 parking space per 120 square feet of floor area. At 2,160-sf, the dining hall use requires 18 parking spaces, for a total of 29 spaces for the site. The applicant has requested approval of a Minor Variance to reduce the total required spaces to 26.

Section 17.106.030 is satisfied.

17.106.050 Parking dimension standards.

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

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

90°	9'0" (8'6")	18'0" (15'0")	24'0" (24'0")	9'0" (8'6")
* Aisles accommodating two direction traffic or allowing access from both ends shall be 24 feet in width.				

[...]

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

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

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

[...]

G. Access Drives.

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

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

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

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

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

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

Finding: The applicant is depicting all parking spaces as being clearly marked on the Site Plan and Landscaping Plan (**Exhibits 4E and 4G**). The proposed parking lot design complies with the dimensional requirements for parking spaces and drive aisles; the standard parking spaces are 9 x 18-feet, compact spaces are 8.5 x 15-feet, and the drive aisle provides a width of at least a minimum of 24-feet, for two-way traffic. The site plans demonstrate that no backing movements would occur on public streets. The applicant has illustrated wheel stops for the

parking spaces that abut sidewalks or interior landscaped areas and the visual clearance areas are indicated on the site plan as being free of obstructions. Lighting levels for off-street parking facilities will be verified at the time of construction document review. Section 17.106.050 is satisfied.

Chapter 17.120 SITE DEVELOPMENT REVIEW

17.120.180 Approval standards. *The planning commission shall make a finding with respect to each of the following criteria when approving, approving with conditions, or denying an application:*

A. Provisions of all applicable chapters;

B. Buildings shall be located to preserve topography, and natural drainage; located in areas not subject to ground slumping or sliding; located to provide adequate distance between adjoining buildings for adequate light, air circulation, and firefighting; and oriented with consideration for sun and wind; and

C. Existing trees having a six-inch caliper or greater shall be preserved or replaced by new plantings of equal character;

Finding: The applicable chapters of the Development Code are discussed elsewhere in this report. As stated in the narrative (**Exhibit 3**), the site is mostly flat with gently grading that will direct stormwater to the southeast and southwest of the site and is not subject to slumping or sliding. Additionally, the proposed building is situated on the site in a location that will allow for adequate light, air circulation, and fire department access, as depicted on **Exhibit 4E**. The applicant proposes to plant 8 new trees on the site (including the street trees). Sections 17.120.180(A-C) are satisfied.

G. 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 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: The site is not within the 100-year floodplain, so this criterion does not apply. Section 17.120.180(G) is not applicable.

H. Demarcation of public, semipublic, and private spaces; crime prevention:

1. The structures and site improvements shall be designed so that public areas such as streets or public gathering places, semipublic areas and private outdoor areas are clearly defined in order to establish persons having a right to be in the space, in order to provide for crime prevention and to establish maintenance responsibility; and
2. These areas may be defined by a deck, patio, low wall, hedge or draping vine, a trellis or arbor, a change in level or landscaping;

Finding: As stated in the narrative (**Exhibit 3**), a strong visual designation of space solely for patrons of the site is defined by various landscape elements between the public accessway and the dining areas on site. These areas are defined by walkways throughout the site, landscaping

and established outdoor patios and covered eating areas. New fencing with buffering will be provided along the property line where adjoining a residential use to establish the boundary between the properties. There are no private outdoor areas on the site. Section 17.120.180(H) is satisfied.

I. Crime prevention and safety:

- 1. Windows shall be located so that areas vulnerable to crime can be surveyed by the occupants, [...]*
- 3. Mailboxes shall be located in lighted areas having vehicular or pedestrian traffic,*
- 4. The exterior lighting levels shall be selected, and the angles shall be oriented towards areas vulnerable to crime, and*
- 5. Light fixtures shall be provided in areas having heavy pedestrian or vehicular traffic and in potentially dangerous areas such as parking lots, stairs, ramps and abrupt grade changes. Fixtures shall be placed at a height so that light patterns overlap at a height of seven feet which is sufficient to illuminate a person;*

Finding: The narrative states that the proposed building will have windows that predominantly face the parking lot and can be observed by patrons of the dining hall or other outdoor areas on site. No interior laundry area will be located on the site. Mailboxes are proposed to be located on the pedestrian pathway, but the final location will be determined at final building plan review. Parking lot and exterior building lighting is depicted on the Illumination Plan (**Exhibit 4H**), which indicates that lighting will be adequate. The applicant shall ensure that lighting levels are adequate to illuminate potentially dangerous areas. Sections 17.120.180(I 4, and 5).

J. Access and circulation:

- 1. The number of allowed access points for a development shall be as provided in the public works design standards.*
- 2. All circulation patterns within a development shall be designed to accommodate emergency vehicles.*
- 3. Provisions shall be made for pedestrian ways and bicycle ways consistent with 17.120.180(Q);*

Finding: There are two existing driveway access points (see **Exhibit 4C**). The main access point, located along the southeast portion of the parcel, will be the main access into the site for customer use. The northern access point will be for service vehicles only and not for public use. Emergency vehicles can be accommodated on the site. Findings related to 17.120.180(Q) are found later in this report. Ten bicycle parking spaces are proposed on site. Section 17.120.080(J) is satisfied.

[...]

- L. All parking and loading areas shall be designed in accordance with the requirements set forth in Sections 17.106.050 and 17.106.080, Chapter 12.10, and the public works design standards;*
- M. All landscaping shall be designed in accordance with the requirements set forth in Chapter 17.100;*

Finding: Findings related to these criteria are found in the applicable sections of this report. Sections 17.120.080 L & M are satisfied.

N. All drainage plans shall be submitted to the public works director for review and approval;

Finding: The applicant has submitted a Stormwater Report (**Exhibit 7**). Drainage plans would need to be reviewed and approved by the Building Official and City Engineer at the time of construction document review. Section 17.120.080 N is satisfied.

O. All facilities for the handicapped shall be designed in accordance with the requirements set forth in the ADA requirements; and

P. All of the provisions and regulations of the underlying zone shall apply.

[...]

Finding: The Site Plan (**Exhibit 4E**) shows the provision of ADA stalls adjacent to the building entrance. All ADA requirements will be verified for compliance prior to issuance of a building permit. Provisions of the underlying zone are addressed elsewhere in this report. Sections 17.120.080 O & P are satisfied.

Q. Pedestrian Access and Circulation Standards. Developments shall conform to all of the following standards for pedestrian access and circulation:

1. Continuous Walkway System. A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any, and to all future phases of the development, as applicable.

2. Safe, Direct, and Convenient. Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, transit stops, recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:

a. The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel;

b. The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The city planning commission may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.

c. The walkway network connects to all primary building entrances and, where required, Americans With Disabilities Act requirements.

3. Vehicle/Walkway Separation. Except as required for crosswalks, pursuant to Subsection 4, below, where a walkway abuts a driveway or street it shall be raised 6 inches and curbed along the edge of the driveway/street. Alternatively, the city planning commission may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is physically separated from all vehicle-maneuvering areas. An example of such separation is a row of

bollards (designed for use in parking areas) with adequate minimum spacing between them to prevent vehicles from entering the walkway. [...]

5. Walkway Width and Surface. Walkways, including access ways required for subdivisions pursuant with Chapter 17.150, shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, as approved by the city engineer, and not less than 5 feet wide. Multi-use paths (i.e., designed for shared use by bicyclists and pedestrians) shall be concrete or asphalt and shall conform to the public works design standards.

6. Walkway Construction. Walkway surfaces may be concrete, asphalt, brick/masonry pavers, or other city-approved durable surface meeting Americans with Disabilities Act requirements. Walkways shall be not less than 5 feet in width, except that concrete walkways a minimum of 6 feet in width are required in commercial developments and where access ways are required for subdivisions under Chapter 17.150 the planning commission may also require 6 foot wide, or wider, concrete sidewalks in other developments where pedestrian traffic warrants walkways wider than 5 feet.

7. Multi-Use Pathways. Multi-use pathways, where approved, shall be 12 feet wide and constructed of asphalt or concrete, consistent with the applicable public works design standards.

Finding: The Site Plan (**Exhibit 4E**) depicts convenient and direct walkways around the building that connect to the ADA parking spaces near the building entrance, to the parking lot, and to the public sidewalk. All on-site walkways are a minimum of 5-feet in width. Section 17.120.080, Q is satisfied.

Chapter 17.126 FOOD CART POD PERMIT

17.126.030 Permit Procedures

[...]

B. Type II. Three or more carts on one site and/or accessory structures constructed in accordance with 17.126.040(B) may be reviewed in accordance with this chapter, and applicable chapters of the Scappoose Municipal Code and the Planning Commission shall be the approval body.

1. The Planning Commission shall approve, approve with conditions, or deny an application for a Type II Food Cart Pod Permit. The decision to approve, approve with conditions, or deny an application for a Type II Food Cart Pod Permit shall be made by the Planning Commission upon findings of whether or not the proposed use:

a. Is in conformance with the standards contained in this chapter and any other applicable chapters, and

b. Is undertaken in a manner that is not detrimental nor disruptive in terms of appearance or operation to neighboring properties, businesses and/or residents.

Finding: The applicant proposes to provide space and connections for 11 food carts; therefore, a Type 2 Food Cart Pod Permit is required. Findings related to conformance with the standards contained in Chapter 17.126, and all other applicable chapters, are found in this report. The applicant is aware of the requirement that the development not be disruptive in terms of

appearance or operation to neighboring properties, businesses and/or residents. Section 17.126.030 is satisfied.

17.126.040 Food Cart Pod Standards. A property containing one or more food carts shall be maintained in a clean and orderly condition. Only those things authorized by the permit and shown on the site plan may be stored on the property. The following standards apply to food cart pod sites:

A. Zoning. Food cart pods are not permitted in special flood hazard areas or in residential zones but are permitted in zones that allow for eating and drinking establishments either outright or through conditional use approval. In the Light Industrial, LI and Public Use Airport, PUA zoning districts, Food Cart Pod Permit approval is subject to Chapter 17.130 – Conditional Use.

B. Accessory Items and Structures. Trash and recycling receptacles for customer use shall be maintained no more than ten (10) feet from food carts, at a rate of one trash and one recycling receptacle for every two food carts. Portable accessory items, such as picnic tables, are permitted. With Planning Commission approval, new accessory structures may be constructed, as follows:

- 1. A maximum of two restroom structures, provided that the combined square footage does not exceed two hundred (200);*
- 2. A maximum of two storage buildings, provided that the combined square footage does not exceed two hundred (200);*

Finding: All properties containing one or more food carts are required to be maintained in a clean and orderly condition. Only those things authorized by this approval and shown on the site plan may be stored on the property; these requirements are included in the recommended conditions of approval.

The property is zoned EC (Expanded Commercial) which allows Food Cart Pods outright. As stated in the narrative (**Exhibit 3**), trash and recycling stations are proposed to be 30” x 60” modular stations which can be distributed throughout the site to meet the provisions above, which will be verified prior to final occupancy inspection.

The applicant is requesting Planning Commission approval to allow accessory structures on site, including a separate restroom building. The restroom building, as shown on the Site Plan (**Exhibit 4E**), is proposed to be 300-sf; however, the code above limits restroom structures to a total of 200-sf. As this is new development code language adopted in 2019, staff is applying the provisions to an application for the first time. Staff did not see that the larger sized restroom would pose a problem on the site, but the applicant is still required to comply with the above code language. As a compromise, the applicant has requested that the Planning Commission consider allowing the 300-sf restroom building and include a limitation of any future storage building to 100-sf (200-sf is allowable by the code above). This would still meet the intent of the code, which is to limit storage and restroom facilities to a total of 400-sf (200-sf for each use). The limitation on any future storage building to 100-sf will be included in the recommended conditions of approval. Sections 17.126.040, A & B(1 – 2) are satisfied.

3. *One trash enclosure;*
4. *Outdoor seating areas, which may have roofs, floors, and railings, but no walls (e.g., decks, picnic shelters, pavilions), provided that the square footage does not exceed two hundred (200) square feet per food cart and that no single structure exceeds two thousand (2000) square feet. Any covered structure provided shall meet current Oregon Structural Specialty Code and be permanently attached to the ground;*
5. *A food cart pod site with 3 or more food carts shall provide covered seating and restrooms on site.*

Finding: The Site Plan (**Exhibit 4E**) depicts the provision of one trash enclosure, meeting the requirements above. The applicant proposes to provide a 955-sf covered outdoor seating area, just west of the dining hall/taproom structure, as seen on **Exhibit 4J**. This covered seating area is an extension of the roofline for the dining hall/taproom which would be permanently attached to the ground and verification that it meets the current Oregon Structural Specialty Code would occur at the time of building permit review. Additional outdoor seating areas which are uncovered are provided on site as well. As stated in the narrative, the seating areas, including both covered and uncovered areas totals ~1,735-sf, which is under the 2,000-sf that is allowed by the code above. The applicant proposes 11 food carts on the site, which requires that covered seating and a restrooms be provided. As previously discussed, the applicant is meeting this requirement. Section 17.126.040, B(3 - 5) is satisfied.

C. Signs. Type I approval: Signs are restricted to portable signs only, permitted pursuant to Chapter 17.114.

Type II approval: Signs are permitted pursuant to Chapter 17.114. Signage painted on food carts is permitted.

Finding: The applicant is aware of the need to comply with Chapter 17.114 of the SDC and will apply under separate permit once a final design has been determined. Section 17.126.040, C is satisfied.

D. Minimum Setbacks and Separation Distance. All food carts on the site shall be located a minimum of:

1. *Five (5) feet from any structure or other food cart;*
2. *Ten (10) feet from any front lot line; and*
3. *Five (5) feet from any interior side or rear lot line, except if such lot line abuts a street the setback shall be ten (10) feet and if such lot line abuts a residential district the minimum setback shall be twenty (20) feet. In the downtown overlay, Chapter 17.80 governs required setbacks, however, the provisions of section E (Screening) still apply.*
4. *Awnings and canopies may encroach into the required setback not more than 36-inches, provided that the width of the setback is not reduced to less than three (3) feet.*

Finding: As seen on the Site Plan (**Exhibit 4E**) and described in the narrative (**Exhibit 3**), the minimum setback distances outlined above have been met or exceeded. The applicant does not anticipate that any awnings will encroach into the minimum setback, which the applicant will be required by the recommended conditions of approval to comply with. Section 17.126.040, D is satisfied.

E. Screening. If the food cart pod is located less than twenty (20) feet from a residential zoning district, the residential property shall be screened from the food cart pod, which may be a portion of a property including the food cart, seating, queuing, etc., abutting the residential zoning district and may not necessarily extend to the shared property line. [...]

Finding: The food cart pod is surrounded by EC (Expanded Commercial) zoning; therefore, this code section does not apply to this application. Section 17.126.040, E is not applicable.

F. Setback from Vehicular and Pedestrian Use Areas. Windows and doors used for service to customers shall be located a minimum of ten (10) feet from loading areas, driveways, on-site circulation drives, and parking lot aisles, and a minimum of five (5) feet from bicycle parking spaces and walkways.

G. Obstruction of Vehicular and Pedestrian Use Areas and Landscape Areas. No food cart or associated element, such as aboveground power cords, seating areas, trash receptacles, signs, and customer queuing areas, shall occupy bicycle parking spaces, loading areas, or walkways. Food carts and amenities shall not occupy landscaping areas approved as part of a prior design review or other land use application. However, occupying existing on-site automobile parking spaces is permitted, provided that such spaces are not simultaneously used for parking or required to meet minimum parking requirements on the site.

Finding: As seen on the Site Plan (**Exhibit 4E**) and detailed in the narrative (**Exhibit 3**), all windows and doors used to serve customers will meet the provisions above based on the planned location of each food cart.

Customer queuing areas¹ have been indicated on the Site Plan (**Exhibit 4E**) with hatching, which demonstrates that the bicycle spaces, loading areas, and walkways will remain clear. Additionally, no food cart or associated element will occupy these areas either. Since this site is being constructed solely for the use of the Food Cart Pod, the applicant has planned the site so that food carts and amenities do not occupy landscape areas.

The applicant provided additional information in the narrative, stating that in order to prevent congestion at the food cart windows, customers will receive an electronic buzzer when they

¹ The applicant worked with Novak Architecture, who designed the Happy Valley Food Cart Pod, to determine a reasonable estimation of customer queuing areas. The hatching is for reference only and will not be striped on site.

place their order to notify them when their food is ready to be picked up. The applicant has proposed parking on site to meet the needs of this development, so no additional food carts could occupy parking spaces on this site. Section 17.126.040, G is satisfied.

H. Surfacing. All food carts shall be placed on a hard surfaced area such as concrete or asphalt, and any associated parking, loading, and maneuvering areas for vehicles shall be on hard-surfaced areas. If new paved surface is added to a site to accommodate a cart, the parking area shall comply with applicable parking design standards contained in Chapter 17.106.

I. Driveway Access. No new or modified driveway access is permitted, unless approved by the City Engineer, in accordance with this Chapter and other applicable sections of the Scappoose Municipal Code and the Public Works Design Standards.

Finding: As stated in the narrative and depicted on the Site Plan (**Exhibits 3 and 4E**), the food carts will be placed on either a concrete or asphalt surface, which meets the requirements above. Additionally, all parking, loading and maneuvering areas for vehicles will be hard surfaced (concrete or asphalt).

The access points utilized previously by the single-family house on this site will be improved for use with this development, which will be reviewed for conformance with the PWDS (Public Works Design Standards) by the City Engineer. Section 17.126.040, H & I are satisfied.

J. Intersection Sight Distance and Visual Clearance Areas. The food cart and any attachments, accessory items, or customer queuing areas shall comply with the intersection sight distance and visual clearance area requirements of the Scappoose Municipal Code Chapter 12.10 and Public Works Design Standards.

K. Lighting. Outdoor lighting shall be required to maintain safety and for crime prevention, to be approved by the Chief of Police, if not already adequately provided by an existing use. All lighting on site shall be shielded so that it does not become a nuisance to neighboring properties.

Finding: Visual clearance areas have been indicated on the Site Plan (**Exhibit 4E**) which show that no food carts, attachments, accessory items, or customer queuing areas would be located within the visual clearance area. Additionally, the TIS (Traffic Impact Study) included as **Exhibit 6**, evaluated the site distance at the project entrances and found that the site distance is adequate.

The applicant provided an Illumination Plan (**Exhibit 4H**) that depicts outdoor lighting throughout the site, which appears to be adequate to maintain safety and for crime prevention. The recommended conditions of approval require all lighting on site to be shielded so that it is not a nuisance to neighboring properties. Section 17.126.040, J & K are satisfied.

L. Utilities. To the extent that utilities are desired by the applicant or required by applicable regulations, food carts shall have self-contained utilities, or if on-site utility

connections are proposed, such utilities shall be installed underground, except where prohibited by the utility district or company.

M. Sanitation Facilities. Food cart pods shall ensure the availability of a restroom with hand washing facilities meeting the provisions of OAR 333-150-0000 for employees and customers. Portable restrooms and portable handwashing facilities are not permitted, unless the portable handwashing facilities provide hot running water meeting the provisions of OAR 333-150-0000. If portable restrooms and portable handwashing facilities are provided, they shall be screened from view with fencing or a solid vegetative screen, or a combination of the two, provided that the portable facilities are not visible from neighboring properties or public rights-of-way. The restrooms must either be on-site, within one-quarter mile or within 5 minutes walking distance and be available during the carts' hours of operation. Applicants shall provide the City with documentation that restrooms are available via the owners written permission for the utilization of facilities in an existing building.

N. Sewage Disposal. Subsurface sewage disposal is prohibited.

Finding: As shown on the Utility Plan (**Exhibit 4I**), a utility hub station is provided adjacent to each cart which includes gas, sewer, water, communications, and electrical connections. No above ground cords or utilities are proposed. The applicant is proposing to provide a restroom structure with designated women's and men's facilities and one additional gender-neutral restroom inside the dining hall/taproom, all of which will meet the provisions of OAR 333-150-0000. No portable restrooms are being proposed.

As stated in the narrative (**Exhibit 3**), the applicant does not propose subsurface sewage disposal. The owners of the food cart pod will require all individual food carts to have their own independent grease trap, in addition to the central grease trap provided prior to the connection to the City's sanitary sewer mainline. Section 17.126.040, L, M & N are satisfied.

O. Vendor Parking. For any food cart pod requiring approval by the Planning Commission, vendor parking shall be provided in addition to the off-street parking requirements of Chapter 17.106 (Off-Street Parking and Loading Requirements) at the rate of one parking stall per food cart. Vendor parking may be satisfied by the provision of off-site shared parking agreements when the offsite parking space used is surplus parking and not required parking for an existing use.

P. Landscaping. Type II food cart pod permits are subject to Chapter 17.100 – Landscaping, Screening and Fencing. A portion of the landscaping required may be provided with attractive potted planters, provided they contribute to the aesthetics of the pod, provide effective screening, and are well maintained year-round.

Q. Noise. Any noise generated on site is subject to Municipal Code Section 9.12.040 – Offenses Related to Noise.

Finding: As discussed previously in the report, the applicant has proposed to provide 11 vendor parking spaces since 11 food carts are being planned for. Landscaping requirements have previously been addressed in this report. The applicant is aware of the requirement to comply

with Municipal Code Section 9.12.040 – Offenses Related to Noise. Section 17.126.040, O, P & Q are satisfied.

17.126.050 Food Cart Standards. *The following standards apply to each food cart on the site.*

A. Attachments. Attachments to the food cart, such as awnings or canopies, are permitted only if they are supported entirely by the cart and do not touch the ground. Neither the food cart nor any item relating to the cart shall lean against or hang from any structure or utility pole. No structure shall be attached to the food cart.

B. Accessory Storage. Except as specifically allowed by 17.126.040(B), items relating to the food cart shall be stored in, on, or under the cart in an orderly manner, or out of sight.

C. Interior Seating or Vending. Customer seating or vending inside a food cart is prohibited.

D. Length of cart. Food carts shall not exceed 26 feet in length.

E. Carts and their accessory items shall be kept in good repair and be maintained in a safe and clean condition.

F. The following health and sanitation standards shall apply:

1. Applicants shall provide wastewater/graywater disposal documentation that indicates how the outputs will be stored (if applicable) and what wastewater/graywater disposal method will be used. The documentation shall indicate a proper disposal method that ensures fats, oils and grease do not enter the City's wastewater infrastructure. If the applicant intends to contract with a third party for wastewater/graywater disposal, a copy of the contract must be provided to the City within 15 days of receiving a permit.

2. Non-stormwater discharges to the City's stormwater system are prohibited.

G. Drive-Thru Service. Food carts shall not provide drive-thru service.

H. Other Licenses/Approvals Required. Besides meeting the requirements of this chapter, the operator of a food cart must have an active City business license, must comply with the current edition of the International Fire Code (I.F.C.) for Mobile Food Carts and receive an annual Fire District inspection and approval, and must receive approval and comply with the permit requirements of Columbia County Environmental Health Department.

Finding: Section 17.126.050 above relates to each individual food cart that will be located on site. The applicant is aware of the requirements for individual food carts and has stated in their narrative (**Exhibit 3**) that these requirements will be included in the provisions of the lease agreement for each food cart space. Conformance with Section 17.126.050 for each individual food cart on site is included in the recommended conditions of approval. Section 17.126.050 is satisfied.

17.126.080 Conditions of Approval. *The approval body may impose conditions upon the approval of a Food Cart Pod Permit to ensure compliance with the requirements of this chapter, and other applicable chapters of the development code, and to minimize adverse impacts created by the use on surrounding property and uses. These conditions may include, but are not limited to, the following:*

A. Limiting the hours, days, place and manner of operation;

B. Requiring site and building design features which minimize environmental impacts such as noise, glare, and odor;

- C. Requiring additional building setbacks;*
- D. Further limiting the building area and outdoor storage used by the food cart pod and restricting the location of the use on the site in relationship to adjoining uses;*
- E. Designating the size, number, location and design of vehicle access points;*
- F. Requiring landscaping, buffering and/or screening, of the food cart pod from adjoining uses and establishing standards for the continued maintenance of these improvements;*
- G. Requiring storm drainage improvements, and surfacing of parking and loading areas;*
- H. Limiting or setting standards for the location and intensity of outdoor lighting;*
- I. Requiring and designating the size, height and location of fences and materials used for their construction;*
- J. Requiring the protection and preservation of existing trees, and other vegetation, watercourses, slopes, wildlife habitat areas and drainage areas;*
- K. Limiting the type and number of vehicles or equipment to be parked or stored on the site;*
- L. Any other limitations which the approval authority considers to be necessary or desirable to make the use comply with this section; and*
- M. Any limitations or conditions imposed by the City's service providers or the Fire Department.*

Finding: The applicant is aware that the Planning Commission may impose conditions upon the approval of a Food Cart Pod Permit to ensure compliance with the requirements of this chapter, and other applicable chapters of the development code, and to minimize adverse impacts created by the use on surrounding property and uses. Section 17.126.080 is satisfied.

Chapter 17.134 VARIANCE

17.134.020 Administration and approval process. A. The applicant for a variance shall be the recorded owner of the property or an agent authorized in writing by the owner.

B. Minor Variance. The planner may approve, approve with conditions, or deny any application for a minor variance in accordance with Chapter 17.162. The planner shall apply the standards set forth in Section 17.134.030, when reviewing an application for a variance. Minor variances are small changes from the title requirements, and which will have a minor impact on adjacent property owners. Specifically, minor variances include:

1. Deviation from any minimum property development standard or equal area by not more than ten percent;
- [...]

Finding: The applicant has requested to reduce the required parking spaces on site from 29 to 26 spaces, which is a change of 10% from the standard requirement; therefore, this constitutes a minor variance according to the code above. Section 17.134.020 is satisfied.

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

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

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

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

[...]

Finding: The proposed variance is to allow for a reduction in the number of required on-site parking spaces from 29 to 26 spaces. As stated in the narrative (**Exhibit 3**), the applicant is requesting to reduce the total number of on-site spaces to 26, but the applicant also intends to provide two new parking spaces along the frontage of the site (see the Site Plan, **Exhibit 4E**). The City required parking to be provided based on vendor parking of 1 space per food cart and the full square footage of the dining hall/taproom use (as if it were a standalone restaurant), even though there will be patrons of the food carts using the dining hall/taproom too. City staff are unaware of the mix of patrons who will come to just have a beverage in the dining hall/taproom vs. which patrons will come for the food carts and eat inside. Staff felt that using the higher standard for parking (calculating the full square footage of the dining hall/taproom as if it were a standalone restaurant) was the best and most straightforward approach to determining a parking standard. With the applicant providing two spaces along their frontage, functionally, this is a reduction of one stall since patrons will not have far to walk to gain access to the site and food carts. For these reasons, the proposed variance will not be materially detrimental to the purposes of Title 17, be in conflict with the policies of the Comprehensive Plan, to any other applicable policies and standards, or to other properties in the same zoning district.

The use is outright permitted in the EC zone and City standards will be maintained in all other aspects of the development. It will allow for economic use of the land and will benefit the local community members by providing increased dining options and a place for social gatherings.

Existing physical and natural systems will not be adversely affected any more than would occur if the development were as specified in the development code. Section 17.134.030 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.*

[...]

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 subject site has frontage on a section of ODOT right of way (but not directly abutting Highway 30), just north of SW Old Portland Rd. No dedication of right of way is proposed or required for this development. The applicant proposes to increase the paved width of the road along the frontage of the site by 10-feet and to install curbs and gutter, sidewalks, street lighting and street trees. Additionally, the applicant proposes to construct a new commercial driveway entrance at the southeast corner of the site and a service driveway entrance at the northeast corner of the site. ODOT submitted a referral comment, attached as **Exhibit 15**, stating that the applicant must apply for an ODOT Miscellaneous Permit to complete their frontage improvements and to connect to state highway drainage facilities, which is included in the recommended conditions of approval. Section 17.154.030, A is satisfied.

[...]

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

Finding: The applicant proposes to install one new streetlight, in accordance with the PWDS (Public Works Design Standards). Section 17.154.030, R is satisfied.

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

1. Applicability – TIS letter. A TIS letter shall be required to be submitted with a land use application to document the expected vehicle trip generation of the proposal. The expected number of trips shall be documented in both total peak hour trips and total daily trips. Trip generation shall be estimated for the proposed project using the latest edition of the Institute of Engineers Trip Generation Manual or, when verified with the City prior to use, trip generation surveys conducted at similar facilities.

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

- a. *The proposed development would generate more than 10 peak hour trips or more than 100 daily trips.*
 - b. *The proposal is immediately adjacent to an intersection that is functioning at a poor level of service, as determined by the city engineer.*
 - c. *A new direct approach to US 30 is proposed.*
 - d. *A proposed development or land use action that the road authority states may contribute to operational or safety concerns on its facility(ies).*
 - e. *An amendment to the Scappoose Comprehensive Plan or Zoning Map is proposed.*
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 Traffic Impact Study (**Exhibit 6**) which estimates that the Food Cart Pod and dining hall/tap room would generate 40 PM peak hour trips and a total of 387 daily trips. The TIS (Traffic Impact Study) provided a safety analysis at the study intersections, as required. Crash data and site distance evaluations were conducted which did not indicate that any mitigation is needed. Additionally, preliminary traffic signal warrants are

not projected to be met at any of the study intersections at full build out of the proposed development. The intersection capacity analysis shows that all study intersections are currently operating acceptably per jurisdictional requirements and are projected to continue to operate acceptably through the 2023 build out year.

ODOT (Oregon Department of Transportation) reviewed the TIS and provided comments on some technical aspects of the study, which the traffic consultant addressed in the updated TIS (**Exhibit 6**). ODOT noted that even with the revisions to the TIS, it would not affect the results of the traffic analysis. No operational mitigation measures have been proposed by the applicant, which ODOT has stated is reasonable for this proposed development, see **Exhibit 15**. Section 17.154.030, S is 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 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.

Finding: As seen on the Site Plan (**Exhibit 4E**), the applicant is proposing to provide an 8-foot-wide PUE (Public Utility Easement) along the frontage of the site, which is included in the recommended conditions of approval. The applicant will need to make arrangements with the City and each utility franchise for the provision of utilities. Section 17.154.050 is satisfied.

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 in the continuing obligation of the adjacent property owner.

[...]

Finding: There are no existing public sidewalks along the frontage of the site. The applicant proposes to install new sidewalks, in accordance with the PWDS, to connect to the existing public sidewalk south of the site on SW Old Portland Road. Installation of the new sidewalk will be included in the recommended conditions of approval. Section 17.154.070 is 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 described in the narrative (**Exhibit 3**), all sanitary sewer lines will be sloped to prevent backflow and will be adequately sized for the use and will meet the PWDS. A 500-gallon grease trap is proposed to intercept and treat all wastewater before discharging into the 8” PVC public sanitary mainline located within the right of way along the frontage of the site. The public sanitary sewer mainline along the frontage of the site has been identified as part of the updated Sewer Master Plan as needing to be upsized as described in CIP project #1.4. The Public Works Director submitted a comment stating that Public Works has no objection to the approval regarding utilities, provided the final design meets all criteria set forth in the Scappoose Municipal Code, PWDS and current edition of the Oregon Plumbing Specialty Code. The final design will be verified as part of the building permit 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 sewage system.

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

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

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

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

[...]

Finding: The applicant submitted a Stormwater Report, attached as **Exhibit 7**. As stated in the report, runoff from the proposed development will be managed by directing runoff from impervious surfaces (parking areas, drive isles, etc.) to a series of curb cuts at the south end of the site which would then flow into either the east stormwater swale or the south drainage ditch (see Utility Plan, **Exhibit 4I**). Once storage capacity at the east swale has been reached, water would discharge into the south drainage ditch which would convey the water to the west stormwater swale. Once storage capacity at the west stormwater swale is reached, water would discharge onto a rip-rap outfall pad and discharge on the subject property. During high

flow events (100-year event) the western swale is designed to safely overtop west towards an existing grass field. The discharge location is designed to mimic existing drainage patterns. The swales will treat the collected runoff and detain runoff rates from the developed site to their predevelopment values.

While not currently proposed, if stormwater from the site enters ODOT's storm system, it must be managed in compliance with ODOT's regulations. Comments submitted by ODOT via email, attached as **Exhibit 15**, indicate that the applicant must apply for an ODOT Miscellaneous Permit for work in the right of way and/or if the applicant plans to connect to the state highway drainage facilities. The recommended conditions of approval require the applicant to receive approval of an ODOT Miscellaneous Permit for any proposed connection to the state highway drainage facilities, if applicable. Prior to final occupancy inspection, the applicant shall sign and record a stormwater access easement and maintenance covenant for City records. 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: As stated in the narrative (**Exhibit 3**) and depicted on the Utility Plan (**Exhibit 4I**), the applicant proposes to install a new 2" water lateral to serve the site. As part of the building and construction permit review, the applicant will need to provide calculations to demonstrate that the service lateral is adequate to accommodate the proposed plumbing fixtures and fire demand, as applicable. 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 17.162 PROCEDURES FOR DECISION MAKING—QUASI-JUDICIAL

17.162.090 Approval authority responsibilities

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

[...]

5. Minor Variance pursuant to Chapter 17.134; (this is typically approved by the Planner, but since this is a consolidated application, the Planning Commission is the approval body)

[...]

13. Type 2 Food Cart Pod Permits, subject to Chapter 17.126.

17.162.140 Decision process.

A. The decision shall be based on:

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

a. Applicable policies of the city comprehensive plan; and

b. The relevant approval standards found in the applicable chapter(s) of this title, the public works design standards, and other applicable implementing ordinances.

B. Consideration may also be given to:

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

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

Finding: The applicant has submitted an application for a Minor Variance and Type 2 Food Cart Pod Permit, stating in their narrative how the application fully complies with the relevant approval criteria in Chapters 17.134 – Variance and 17.126 - Food Cart Pod Permit, and other applicable chapters of the development code. The recommended conditions of approval require compliance with the PWDS and all relevant chapters of the development and municipal codes. Sections 17.162.090 and 17.162.140 are 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:

[...]

3. Site development review pursuant to Chapter 17.120.

[...]

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

1. The city comprehensive plan; and

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

Finding: The applicant has submitted an application for Site Development Review stating in their narrative how the application fully complies with the relevant approval criteria in Chapter 17.120, as well as other applicable chapters of the development code. Based on the submitted materials and accompanying narrative, and as conditioned within this report, the proposal complies with the City's Comprehensive Plan and with the requirements of Title 17 of the Scappoose Municipal Code. Sections 17.164.110 and 17.164.150(1) and (2) are satisfied.

RECOMMENDATION

Based on the Findings of Fact and the materials submitted by the applicant, staff recommends that the Planning Commission **approve** FCP1-22, SDR1-22 and MiV1-22 subject to the following conditions of approval:

GENERAL

1. This approval authorizes the construction of a Type 2 Food Cart Pod (and associated amenities) with connection for 11 food carts, a new 2,160 square foot dining hall/taproom, and a reduction in the required on-site parking spaces from 29 to 26 spaces. Approval of the Site Development Review and Minor Variance applications shall expire one year from the date of the Notice of Decision.

2. The applicant shall pay all applicable review, inspection fees and SDC's prior to building permit issuance in accordance with the current Fee Resolution and Section 13.24.080 of the Scappoose Municipal Code.

FOOD CART POD PERMIT

3. Approval of a Type 2 Food Cart Pod Permit shall not expire, provided the approval is implemented within a one-year period. If not implemented within a one-year period, the approval will become void.

4. All properties containing one or more food carts shall be maintained in a clean and orderly condition. Only those things authorized by this approval and shown on the site plan may be stored on the property.
5. The applicant shall abide by the Food Cart Pod Standards contained in SDC 17.126.040 and the Food Cart Standards in SDC 17.126.050 for all individual food carts on site, at all times.
6. The applicant shall ensure that all items related to each individual food cart shall be stored in, on, or under the cart in an orderly manner, or out of sight, in accordance with the provisions of Section 17.126.050.B
7. The applicant shall provide trash and recycling receptacles for customer use, located no more than 10 feet from food carts, at a rate of one trash and one recycling receptable for every two food carts.
8. Prior to operating any food cart, owners of each food cart shall obtain and provide proof of the following to the City Planning Department:
 - An active City business license while in operation in the City of Scappoose.
 - A Fire District inspection of the food cart for conformance with the current edition of the International Fire Code (I.F.C.) for Mobile Food Carts.
 - A Mobile Unit License and Mobile Unit Plan Review approval from Columbia County Environmental Health Department.
9. In order to allow for a 300-sf restroom structure, the applicant shall limit the size of any future storage building on-site to 100-sf.
10. The applicant shall ensure that each food cart on site receives a yearly Mobile Unit license from Columbia County Environmental Health Department each year that the food cart is in operation.
11. The applicant shall maintain all individual and site grease traps in continually efficient operation at all times, in accordance with Section 13.12.050.D & E of the Scappoose Municipal Code.

SITE PROVISIONS

12. The applicant shall provide signing and striping for the disabled parking spaces and label all parking spaces using permanent paint. Regular parking spaces shall have a minimum width of nine feet and length of eighteen feet and compact spaces shall have a minimum width of eight and a half feet and a length of fifteen feet. All compact spaces shall be marked as such. The applicant shall install wheel stops or curbs along the boundaries of the parking lot and adjacent to interior landscaped areas. All interior drives and access aisles shall be clearly marked and signed to show direction of flow and maintain vehicular and pedestrian safety.

Parking spaces adequate to meet the requirements of the proposed uses shall be completely improved to City standards and available for use prior to final occupancy inspection.

13. The applicant shall provide an ADA connection between the on-site walkway system to adjacent sidewalks on nearby public rights of way and shall ensure that all walkways have a minimum width of 5-feet, in conformance with Section 17.120.180, Q. Any walkways that cross a parking area shall be clearly marked with contrasting paving materials, meeting Section 17.120.180(Q, 4) of the Scappoose Development Code, prior to final occupancy inspection.

14. Parking lot and site lighting shall be designed to deflect light away from streets and neighboring properties. Fixture height, light type and lighting levels shall function so as to assure compatibility with neighboring land uses. Shields shall be incorporated as necessary to minimize glare and to focus lighting to its intended area. The applicant shall install parking lot lighting meeting IES (Illuminating Engineering Society) standards to ensure safety and visibility on site. The applicant shall submit a final site lighting and photometric plan for approval by the City Engineer prior to building permit issuance.

15. The applicant shall install bicycle racks with spaces for at least six bicycles in accordance with Section 17.106.020(P) of the Development Code.

16. The applicant shall install all landscaping and fencing, in substantial conformance to the Landscape Plan (**Exhibit 4G**), prior to final occupancy inspection.

17. The applicant shall screen the trash enclosure, per the requirements in Section 17.100.100, C of the Scappoose Development Code, which shall be reflected on the final construction drawings for review and approval by the City. The screening shall be installed prior to final occupancy inspection.

UTILITIES AND STREET IMPROVEMENTS

18. The applicant shall obtain a City right-of-way (ROW) permit for all public improvements along with an engineer's estimate including administration fees and sign an Improvement Agreement and include a performance bond for all proposed public improvements, per Section 17.154.130, of the Scappoose Development Code. Improvements within the ROW shall meet the Scappoose Public Works Design Standards (PWDS).

19. The applicant shall obtain an ODOT Miscellaneous Permit for work within the ODOT right of way, and if connecting to the state's drainage facilities, and provide evidence of the permit approval prior to building permit issuance.

20. The applicant shall design and construct the new commercial driveway entrances on the frontage of the site according to the Public Works Design Standards, for review and approval by the City Engineer. All driveway entrances shall be complete prior to final occupancy inspection.

21. The applicant shall design and construct street improvements, to include additional paved width of 10 feet along the frontage of the site, two on-street parking spaces, curb and gutter, sidewalks, and street lighting according to the Public Works Design Standards, for review and approval by the City Engineer. All street improvements shall be complete prior to final occupancy inspection.

22. Prior to final occupancy inspection, the applicant shall plant street trees, as depicted on the Landscaping Plan (**Exhibit 4G**), or other approved street trees, along the frontage of the site, in accordance with the requirements of Scappoose Municipal Code 13.28.020 and Scappoose Development Code Chapter 17.104. The applicant shall choose a variety of tree that is less than 25 feet tall at maturity due to the overhead powerlines in the vicinity. The final construction plans shall provide a detail for root guard 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. All street trees shall be of good quality, shall conform to the American Standard for Nursery Stock (ANSI Z60.1). The City Planner reserves the right to reject any plant material that does not meet this standard.

23. The applicant shall record an 8-foot Public Utility Easement along the frontage of the site prior to final occupancy inspection.

24. The applicant shall provide a final stormwater report prepared by a professional engineer demonstrating that the proposed development's stormwater management is consistent with the Public Works Design Standards and ODOT requirements, as applicable. The applicant shall provide documentation of approval by ODOT for their proposed stormwater system, if utilizing an ODOT stormwater facility, prior to the start of construction. Prior to final occupancy, the applicant shall sign and record a stormwater access easement and maintenance covenant for City records.

25. The applicant shall coordinate with the City for water & sewer service. As-built record drawings will be required for the connections to the public infrastructure.

26. The applicant shall submit a report to demonstrate that the on-site service lateral for water is adequate to accommodate the required fire demand per fire department requirements and plumbing fixtures per the PWDS Section 4.0050.

27. The applicant shall provide a report to demonstrate that the location, size, and grade of the on-site sanitary sewer lateral is adequate to accommodate the proposed plumbing fixtures for the development per the current Oregon Plumbing Specialty Code and the PWDS Section 3.0050.

28. The applicant shall obtain a fill and grading permit from the City for site grading, including the installation of any necessary erosion control measures, per the standards set forth in the Scappoose Public Works Design Standards and Specifications. Erosion control measures

shall be reviewed and approved by the City Engineer and the Oregon Department of Environmental Quality as part of an Erosion Control Plan. The applicant shall submit an acceptable Erosion Control Plan meeting DEQ requirements and City of Scappoose Public Works Design Standards, Section 2.0051. The applicant shall submit a copy of the approved NPDES 1200-C permit prior to construction if the disturbed area exceeds one acre.

GEOTECHNICAL

29. The applicant shall provide a final Geotechnical Report, in accordance with the Public Works Design Standards, and shall adhere to the recommendations contained in the report.

FIRE LIFE SAFETY

30. All items that are identified in the Fire Code Guide (adopted by ordinance) need to be adhered to and completed prior to final occupancy inspection of the building.

31. The applicant shall work with the Fire District on the design of the trash enclosure to ensure it meets fire code or provide sprinklers.

32. Any food cart that utilizes deep friers or produces grease laden vapors shall provide a commercial hood suppression system in accordance with NFPA 50 (National Fire Protection Association).

- NFPA 50 shall be followed in the design, layout, and fire safety requirements for this proposed development.

33. Address Numbers:

- The property will require an address that is visible from Old Portland Road. Address numbers shall be 12 inches tall by 2 inches wide and high enough on the building to not be blocked by trees or vehicles.
- The Fire District requests that each food cart space have a post next to it designating the space number.
- The Fire District requests that the north side cart spaces be designated as N for north and the east side cart spaces be designated E for East.



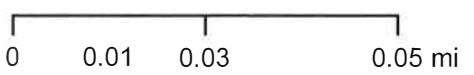
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- Tax Map - Taxlots
- Streets

Vicinity Map

FCP1-22, SDR1-22, MiV1-22





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

FOOD CART POD PERMIT APPLICATION
Type I and Type II

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

Tracking Information (For Office Use Only)

Application Submittal Includes:

7 Hard Copies Required Electronic Submittal Fee

File# _____ Hearing Date _____

SITE LOCATION & DESCRIPTION

Tax Map #(s) 30213BA Tax Lot #(s) 3900

Frontage Street or Address 51875 SW Old Portland Rd

Nearest Cross Street Columbia River Hwy

Plan Designation EC Zoning Exp. Commer. Site Size .64 acres (acres or sq. ft.) Dimensions 159'x182'

SUMMARY OF REQUEST

Proposed Project Name Scappoose Food Carts

Project Type/Narrative Summary: *(Provide a brief summary, including number of food carts, hours of operation, proposed accessory structures and amenities)*

Please see attached narrative and supporting documents.

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

of Existing Buildings 1 # of Parking Spaces 26 # of Food Carts 12 % of Landscaping 20.9%

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

**FOOD CART POD PERMIT APPLICATION
(CONTINUED)**

DETAILED SITE INFORMATION

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

Flood Plain N/A Wetlands N/A Significant Natural Resources N/A

Cultural Resources N/A Airport Noise Contours N/A Slopes Greater Than 15% N/A

Water Provider: City of Scappoose Well Other: _____

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

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

Are there existing structures on the site? Yes No (If Yes, briefly explain future status of structures.) Existing residential single family home to be demolished, change of use per EC Zone proposed.

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) Nick Hurliman, Matt McHugh, Jeff Schultz

Business Name CCPOD LLC

Mailing Address 51915 Columbia River Hwy City Scappoose State OR Zip 97056

Phone # 503-987-1587 Fax # 503-543-8619 Email Address Nick@hurlimancpa.com

Does the owner of this site also own any adjacent property? Yes No (If Yes, please list tax map and tax lots)
3213-BA-01401, 3213-BA-04000, and 3213-BA-03800

Property Owner(s) Signature(s)  Date: March 1, 2022

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

Applicant: Name Nick Hurliman, Matt McHugh, Jeff Schultz

Business Name CCPOD LLC

Mailing Address 51915 Columbia River Hwy

Phone # 503-987-1587 Fax # 503-543-8619 Email Address Nick@hurlimancpa.com

Applicant's Signature  Date: February 15, 2022

Applicant's interest in property Property Owners



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

SITE DEVELOPMENT REVIEW 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 advised to schedule a pre-application meeting with the 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 PAGE.**

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) 3021 3B A Tax Lot #(s) 3900

Frontage Street or Address 51875 SW Old Portland Rd

Nearest Cross Street Columbia River Hwy

Plan Designation EC Zoning Expanded Commercial Site Size .64 acres sq. ft.

Dimensions 159' x 182'

SUMMARY OF REQUEST

Proposed Project Name Scappoose Food Cart Pod Estimated Valuation \$ 750,000

Project Type/Narrative Summary: (Provide a brief summary and specify project type: Single-Family Residential (SFR), Multi-Family Residential (MFR), Accessory Dwelling Unit (ADU), Commercial, Industrial, Mixed Use) _____

Please see the attached document including the narrative

Is a variance requested? Yes No (If yes, identify what type of request) Minor Variance Major Variance

NOTE: Procedures and applicable criteria for variances may be found in SDC Chapter 17.134

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

of Phases Proposed 1 # of lots 1 Landscaping (sq. ft.) 5,184

SITE DEVELOPMENT REVIEW APPLICATION

(CONTINUED)

Paving (sq. ft.) 21,963 # of Parking Spaces 27 # of Accessible Parking Spaces 2

Maximum Lot Size _____ (Sq. Ft.) Minimum Lot Size _____ (Sq. Ft.) Average Lot Size _____ (Sq. ft.)

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

If Mixed Use, please specify types of uses and approximate percentages of overall site area in each use:

Commercial 100 % Industrial 0 % Residential 0 %

If Commercial or Industrial: # of non-residential buildings 1 Total Square Footage 2,160

DETAILED SITE INFORMATION

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

Floodplain N/A 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): _____

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

There are several adjacent county roads with no direct connection.

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

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) Nick Hurliman, Matt McHugh, Jeff Schultz

Business Name CCPOD LLC

Mailing Address 51915 Columbia River Hwy City Scappoose State Oregon Zip 97056

Phone # 503-987-1587 Fax # 503-543-8619 Email Address Nick@hurlimancpa.com

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

3213-BA-01401, 3213-BA-04000, and 3213-BA-03800

Property Owner(s) Signature(s): [Signatures] Date: 4-26-22

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

Applicant: Name Nick Hurlihan, Matt McHugh, Jeff Schultz
Business Name CCPOD, LLC
Mailing Address 51875 SW Old Portland Rd. City Scappoose State Oregon Zip 97056
Phone # 503-987-1587 Fax # _____ Email Address nick@huitmancpa.com
Applicant's Signature [Signatures] Date: 4-26-22
Applicant's interest in property Owners

Additional Project Team Members

Applicant's Representative: Contact Name Chase Berg
Business Name Lower Columbia Engineering
Mailing Address 58640 McNulty Way City St. Helens State Oregon Zip 97051
Phone # 503-366-0399 Fax # _____ Email Address chase@lowercolu miaenr.com

Civil Engineer: Contact Name Andrew Niemi
Business Name Lower Columbia Engineering
Mailing Address 58640 McNulty Way City St. Helens State Oregon Zip 97051
Phone # 503-366-0399 Fax # _____ Email Address andrew@lowercolumbiaengineering.com

Architect: Contact Name Terry J Novak
Business Name Novak Architecture Inc
Mailing Address 8380 SW Nyberg St. Suite B City Tualatin State OR Zip 97062
Phone # (503) 352-4987 Fax # _____ Email Address tnovak@novakarchitecture.com

Landscape Architect: Contact Name N/A
Business Name _____
Mailing Address _____ City _____ State _____ Zip _____
Phone # _____ Fax # _____ Email Address _____

Additional Personnel:
Role _____ Contact Name _____
Business Name _____
Mailing Address _____ City _____ State _____ Zip _____
Phone # _____ Fax # _____ Email Address _____



Scappoose Planning Department
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VARIANCE 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 Ordinance prior to submitting an application. **INCOMPLETE APPLICATIONS WILL NOT BE SCHEDULED FOR PUBLIC HEARING OR PROCESSED UNTIL THE PLANNING DEPARTMENT RECEIVES ALL REQUIRED SUBMITTAL MATERIALS. REFER TO SUBMITTAL CHECKLIST PAGE.**

TRACKING INFORMATION (For Office Use Only)

- 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 #: _____

SITE LOCATION & DESCRIPTION

Tax Map #(s) 30211 3BA Tax Lot #(s) 3 900
 Frontage Street or Address 51875 SW Old Portland Road
 Nearest Cross Street Columbia River Highway
 Plan Designation EC Zoning Exp. Commer Site Size 0.64 acres (acres or sq. ft.)
 Dimensions 159' x 182'

SUMMARY OF REQUEST

Proposed Project Name Scappoose Food Cart Pod Estimated Valuation: \$ 750,000

Project Type/Narrative Summary: (*Provide a brief summary of variance requested and specify project type: Single-family Residential (SFR) Multi-family Residential (MFR), Commercial, Industrial, Mixed Use*)

Parking variance request is being made for a total reduction in required on-site parking. 26 spaces have been allocated, 2 of which are ADA spaces with required clearances provided. Additionally, pedestrian pathways, lot setbacks with landscaping, and a vision clearance triangles are provided, thus resulting in parking area limitations.

This variance is being requested after careful site analysis, and with consideration that on-street parking is available and generally unoccupied, with 2 parallel spaces that will be provided with new paving and striping with the proposed frontage street improvements. This variance is requested with the intent to better meet the purpose of Chapter 17.401.

Subject to previous Land-use approval? Yes No

File No. _____ (*attach copy of Notice of Decision*)

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

**VARIANCE APPLICATION
(CONTINUED)**

DETAILED SITE INFORMATION

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

Floodplain N/A Wetlands N/A Significant Natural Resources N/A

Cultural Resources N/A Airport Noise Contours N/A Slopes Greater than 15% N/A

Water Provider: City of Scappoose Well Other: _____

Does the site have access to City street(s) Yes No (Please explain) Old Portland Road near Columbia River Highway

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

Are there existing structures on the site? Yes No (If Yes, briefly explain future status of structures.) Existing single-family residence to be demolished prior to permittable use for EC Zone designation.

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) Nick Hurliman, Matt McHugh, Jeff Shultz

Business Name CCPOD LLC

Mailing Address 51915 Columbia River Highway City, Scappoose State OR Zip 97056

Phone # (503) 987-1587 Fax # (503) 543 8619 Email Address Nick@hurlimancpa.com

Does the owner of this site also own any adjacent property? Yes No (If Yes, please list tax map and tax lots) 3213-BA-01401, 3213-BA-04000, AND 3213-BA-03800

Property Owner(s) Signature(s) [Signatures] Date: 4-26-22

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

Applicant: Name Nick Hurliman, Matt McHugh, Jeff Schultz

Business Name CCPOD LLC

Mailing Address 51915 Columbia River Highway City Scappoose State OR Zip 97056

Phone # (503) 987-1587 Fax # (503) 543 8619 Email Address Nick@hurlimancpa.com

Applicant's Signature [Signatures] Date: 4-26-22

Applicant's interest in property Owner(s)

VARIANCE APPLICATION



Thursday, May 19th, 2022

Project Name: CCPOD, LLC
LCE Project No. 3098

To: City of Scappoose, Oregon
Laurie Oliver Joseph, AICP, CFM, *Planning Department Supervisor*
Chris Negelspach, P.E., *City Engineer*

From: Jeff Shultz, Owner, *CCPOD*
Matt McHugh, Owner, *CCPOD*
Nick Hurliman, Owner, *CCPOD*
Andrew Niemi, Owner’s Representative Engineer, Lower Columbia Engineering
Primary Contact:
Chase Berg, Owner’s Representative, *Lower Columbia Engineering*

Re: **Land Use Site Development Review Narrative – Scappoose Food Cart Pod (FCP1-22, SDR1-22)**

INTRODUCTION

The following narrative describes the proposed site design and applicable land use related approval criteria for the future Scappoose Food Cart Pod. The preliminary design has already been previewed during a Pre-Application Meeting on April 1, 2021 and this land use submission package is in direct follow up to that meeting.

The following site design drawings, application, narrative, and other supporting documents have been compiled to demonstrate that the required approval criteria items have been reasonably met per the requirements as described per the City of Scappoose’s Development Code.

The site design attached has been modified since the meeting held between the city, the landowners, and Lower Columbia Engineering (LCE) staff, as a means to satisfy and respond adequately to the building and land use code requirements. Also included with this submittal are more descriptions related to the required transportation analysis, for the development.

TABLE OF CONTENTS SUMMARY OF LAND USE SUBMITTAL SUPPORTING DOCUMENTS

01 Application - SDR	Land Use Site Development Review Application
01 Application - FCP Permit	Food Cart Pod Permit Application
01 Application – Variance	Parking Variance Application
02 Introduction & Narrative	Narrative with Descriptions of Approval Criteria Standards
03 Service Letters	Applicable Will Serve Letters
04 Traffic Impact Study & Report	Traffic Memo & Report – Lancaster Mobley
05 Geotech	Geotech Report – Rapid Soil Solutions
06 Stormwater	Stormwater Report & Analysis
07 Land Use Submittal Drawing Set	Land Use Site Development Review Drawing Set
08 Food Cart Photo Examples	Typical Food Cart Pod Photos for Proposed Food Cart Design Elements
09 TIS Addendum Memo	Memorandum from Transportation Engineer



APPLICABLE APPROVAL CRITERIA & REQUIREMENTS

12.10 -	Visual Clearance Areas
17.01.060	Right of Way Dedications
17.68 -	EC, Expanded Commercial
17.90 -	Environmental Performance Standards
17.100 -	Landscaping, Screening and Fencing
17.104 -	Street Trees
17.106 -	Off-Street Parking and Loading Requirements
17.114 -	Signs (if seeking approval of a Sign Permit concurrent with Food Cart Pod Permit)
17.120-	Site Developmental Review
17.126 -	Food Cart Permit
17.154 -	Street and Utility Improvement Standards
17.162 -	Procedures for Decision Making – Quasi-Judicial
17.134 -	Variance

NATURE OF PROPOSED USE

The current development being proposed is for a Food Cart Pod with outdoor and indoor dining areas. The lot being proposed for development is an existing residential lot, at 51875 Southwest Old Portland Road, in Scappoose, Columbia County, Oregon. The Tax Lot 3900 (Tax Map 30213BA), has been used solely for residential use, however, current zoning designation is Expanded Commercial (EC), and requires a formal land use application as described in this narrative, per the requirements of Chapter 17.120, in the Scappoose Municipal Code.

The new building being proposed is an entirely new structure, Type V building, with standard post and beam construction. The structure is positioned at the center of the lot, with more than the minimal setback requirements met; also on property, are proposed pod spaces for up to eleven food cart pods, along with all required and desired supporting spaces. The main structure, notated as “Dining Hall”, will provide the majority of covered dining areas to support the surrounding the food establishment(s)/pods and is sized at 2,160 square feet. The restroom facilities are housed in a separate structure directly adjacent and to the North of the Dining Hall the proposed warehouse, and the Pods are freestanding with a minimum 5’ separation to any other structures or pods provided.

The proposed use of the Dining Hall is categorized as Assembly (A-2) Occupancy, with no accessory uses. As described in Chapter 17 of the Scappoose Municipal Code and the Oregon Structural Specialty Code. The nature of the operations requires a small dining hall/beer bar support staff, with extra pods independently operated supplying take-out or packaged food for consumption either on property or off.

Additional onsite parking is proposed with this development with two included ADA spaces, as well as improved utility lines and connections throughout, grading to prevent flooding during a major stormwater event, and pedestrian pathways for accessible and barrier-free access to all facilities on property, providing equitable access for all future employees and users alike.

EMPLOYEE SHIFTS

Due to the unique structure of the business plan for this development, it is anticipated that a ranging number of employees are anticipated to be at the site at any given time; a minimum of 2, to a maximum of 18 employees during peak hours, at a single time, are anticipated to be employed and working onsite. Standard hours of overall site operation are between 11am and 10pm with variable hours for each of the individual eating/drinking establishments dependent upon the individual



owner of any specific establishment. It is safe to assume that most, if not, all individual pods will operate for a portion of the site hours, rather than for the whole; for example, it is presumed that a breakfast/lunch establishment will operate only for morning and early afternoon hours, where a drinking establishment will not open until after the lunch hour, and so forth.

TREATMENT & PLANNED DISPOSAL OF WASTE

No production of harmful or toxic waste disposal is anticipated. If any harmful substances need to be disposed of, they will be handled with care and proper precaution will be taken off-site at the proper facility. Because the site facilities will produce grease waste, a large 500-gallon grease interceptor will be installed during the site improvements; in addition to this, not as part of the required site developments, individual grease interceptors will be required at each of the pods where they intercept the main sewer line, as a means towards treating waste water, above the set guideline standards.

POTENTIAL MITIGATION

No need is anticipated for mitigation of traffic, noise, glare, air pollution, fire, or safety hazards. A Pre-Application Conference has been held between the land owners and the City of Scappoose, prior to this Site Developmental Review. The intent of that meeting and the design results since then, was to respond adequately to the code requirements through a responsive site design to avoid any unwanted or permanent long-term impacts.

APPROVAL STANDARDS

Approval standards are demonstrated as meets or exceeds with explanation and supporting facts as described for each criteria item below. Provisions of applicable chapters from the Scappoose Municipal Code, have been summarized above, and are listed below with evidence and narration explaining how the approval criteria has been responded or meets/exceeds the minimum standards required. Please note that if a specific standard is not listed in full, that the applicable portions were listed as a means to keep the information in this narrative and land use submittal relevant and more-manageable.

CHAPTER 12.10 - VISUAL CLEARANCE AREAS

12.10.010 Purpose.

The purpose of this chapter is to establish standards which will assure proper sight distances at intersections in order to reduce the hazard from vehicular turning movements.

No obscuring vehicles, landscape, fences, signs, permanent structures, or misc. elements are placed within the defined triangular area applicable for this code at the intersection of the commercial site driveway and access to the street. Please see sheet C-3 for a clear designated and graphic representation of this.

Some specific preceding or proposed elements that have been evaluated and verified as compliant or exceeding the applicable visual clearance approval criteria are:

- the existing public utility pole for the existing power lines at the frontage side of the property to remain.***
- a sign post is proposed within the visual clearance area to the North of the driveway proposed; this sign will be designed and constructed to be no wider than 12" at the widest part of its support framing and above 10'-0" above grade under a***



separate permit. No construction of the sign will take place as part of this permit, only a designation for intended location included as part of demonstrating intent and meeting the requirements of this proposal. Existing and sight-obscuring trees will be removed as part of the site demolition, and new street trees will be planted with the site improvements. Street trees will be planted 15' apart consistently at the non-paved areas at the frontage side of the property, with the exception of the 20' threshold adjacent to the driveway in order to meet the criteria described in this section.

17.01.060 - Right of Way Dedications & Improvements.

17.10.060 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 property in accordance with the standards in chapter 17.154.

All known necessary right-of-way designations will be provided and clearly defined for vehicular traffic and pedestrians. Ample consideration for this is ongoing, as conversations with ODOT and the City of Scappoose for the most optimal transportation layout for this unique site and its direct vehicular accessways. In addition to signage, directional arrows will be painted for better vehicular wayfinding. Please see the section and approval criteria below, for section 17.154, on Street Improvements and Utility Standards.

17.68 – EC, EXPANDED COMMERCIAL

17.68.010 Purpose.

The purpose of the EC zone is to provide areas:

- A. For combining light manufacturing, office, retail sales, and complementary related commercial uses;
- B. For combining uses with have no off-site impacts in terms of noise, glare, lights, vibration, smoke, dust or other types of off-site impacts;
- C. For combining parking, landscaping and other design features which physically and visually link structures and uses within one development;
- D. Which utilize a basic street and utility pattern which will permit flexibility in the size of development sites and provide internal circulation which connect to adjoining sites; and
- E. Which provide for a circulation system that provides direct access to arterials or collectors that will not channel traffic through residential areas.

The purpose of this proposed development aligns with the criteria described for the Expanded Commercial Zone. The intent of the overall development is to provide a commercial food cart pod and supporting dining hall structure. Also included in the proposed site plan, is an outdoor seating area, landscaped areas, and a combined parking lot to support the combined facilities on property.

17.68.030 Permitted and Conditional Uses.

- A. Eating and Drinking Establishments are permitted outright.

The proposed dining hall establishment within the development is permitted outright.

- B. Food Cart Pods (Type I and Type II) are permitted outright.



The proposed food cart pod establishment within the development is permitted outright.

17.68.050 Dimensional Requirements – Commercial and Mixed-Use Buildings.

- A. Minimum required lot size: Ten thousand feet

The proposed lot area is approximately 0.64 acres, and exceeds criteria standards at 27,766 square feet.

- B. Minimum required lot width: One hundred feet

Actual minimum lot width is 158', above the minimum required. The other sides of the lot have a width of 158.98', 182.02', and 180.83', from shortest to greatest in distance.

- C. Minimum Setback

-Front Yard: Shall be a minimum of ten feet and shall be landscaped per section 17.100.090.

The current front yard includes a 10' setback with a landscaped area including new street trees.

-Side or rear yard: None required except thirty feet shall be acquired where abutting a residential zoning district and the planning commission may reduce the required yard setback by fifty percent pursuant to Chapter 17.100, Landscaping, Screening and Fencing.

Regarding the side or rear yard, all directly adjacent lots are abutting other EC zones, therefore this does not apply in this case.

- D. Maximum Height: No commercial building shall exceed fifty feet in height.

The proposed building height for the Dining Hall, the tallest of the proposed structures on property, measures a maximum of 31'-2" in height.

17.90 ENVIRONMENTAL PERFORMANCE STANDARDS

17.90.010 Purpose.

The purpose of this chapter is to apply the federal and state environmental laws, rules, and regulations to all land use within the city.

The overall land use and site design has been planned in accordance with both local and federal laws.

17.90.20 General provisions.

- A. In addition to the regulations adopted in this chapter, each use, activity, or operation within the city shall comply with the applicable state and federal standards pertaining to noise, odor and discharge of matter into the atmosphere, ground, sewer system, or stream. Regulations adopted by the State Environmental Quality commission pertaining to non-point source pollution control and contained in the Oregon Administrative Rules shall by this reference be made a part of this chapter.
- B. Prior to issuance of a building permit, the planner may require submission of evidence demonstrating compliance with state, federal and local environmental regulations and receipt of necessary permits including but not limited



to: Air Contaminant Discharge Permits (ACDP), National Pollutant Discharge Elimination System Storm Water Discharge Permit (1200-C) or Indirect Source Construction Permits.

- C. Compliance with state, federal, and local environmental regulations is the continuing obligation of the property owner and operator.

No additional compliance is required for demonstration or permits related to the environmental regulations listed above.

17.90.030 Noise.

For the purposes of noise regulation, the provisions of the underlying zone and the current version of the Scappoose nuisance ordinance shall apply.

No excessive noise or amplified sounds are anticipated. Some music may be played on property around the food carts and both in and outside the outdoor area. For any special event that may generate loud live music, that is currently not planned, but could be planned for in the distant future an applicable and separate conditional use permit may be sought prior to any event being conducted.

17.90.040 Visible emissions.

Within any zoning district, there shall be no use, operation or activity which results in a stack or other point source emission, other than an emission from space heating, or the emission of pure uncombined water (steam) which is visible from a property line. Department of Environmental Quality rules for visible emissions apply.

Absolutely no harmful emissions will be generated on property; only space heating and some commercial range hood exhaust vents may generate some visible emissions, but nothing visible from the property line and all rules of Department of Environmental Quality apply.

17.90.050 Vibration.

No vibration which is discernible without instruments at the property line of the use concerned, other than that cause by highway vehicles, trains and aircraft, is permitted in any given zoning district.

No vibration or movement is anticipated at the property line other than existing heavy highway vehicular traffic from Highway 30 and/or nearby train traffic.

17.90.060 Odors.

The emission of odorous gases or other matter in such quantities as to be readily detectable at any point beyond the property line of the use creating the odors is prohibited. DEQ rules for odors apply.

No odorous gases or materials will be detectable on site.

17.90.070 Glare and heat.

No direct or sky-reflected glare, whether from floodlights or from high temperature processes such as combustion or welding or otherwise, which is visible at the property line shall be permitted, and:

- A. There shall be no emission or transmission of heat or heated air which is discernible at the property line of the source, and



The only source of outdoor heat, may be at a localized permittable propane outdoor gas fireplace feature. Absolutely no glare or heat will be discernable from the property line(s).

- B. This regulation shall not apply to signs or floodlights in parking areas or construction equipment at the time of construction or excavation work otherwise permitted by this title.

No floodlights or potential excavation or construction work that would require floodlights will be done.

17.90.080 Insects and rodents.

All materials including wastes shall be stored and all grounds shall be maintained in a manner which will not attract or aid the propagation of insects or rodents or create a health hazard.

Each individual food cart pod will be required to properly dispose of food scrap and waste materials, according to the Oregon Public Health Department guidelines. Each food cart tenant will be required to dispose waste properly every day they are in operation. A shared trash enclosure for all tenants will house multiple containers and is sized for adequate capacity to support waste maintenance and not create a health hazard.

17.90.090 Electrical/electronic interference.

Within any zoning district, there shall be no use, operation or activity which results in any off-site electrical or electronic interference.

There is no anticipation of any sort of electrical interference in the proposed development.

CHAPTER 17.100 – LANDSCAPING, SCREENING, AND FENCING

17.100.010 Purpose.

The purpose of this chapter is to establish standards for landscaping, buffering, and screening in order to enhance the environment of the city through the use of plant materials as unifying element and by using trees and other landscaping materials to mitigate the effects of the sun, wind, noise and lack of privacy.

17.100.020 Applicability--Approval process.

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

This development, includes the construction of a new structure, and also includes a full demolition planned for the previous structures on site, which a separate demolition permit will be obtained for. As part of the construction, new parking spaces and associated loading areas are included to support the increase in on-site occupants with the change of use.

- B. Where the provisions of Chapter 17.120 do not apply, the planner shall approve, approve with conditions, or deny a plan submitted under the provisions of this chapter. No notice is required.
- C. The applicant shall submit a site plan which includes:
 - (1) Location of underground irrigation system sprinkler heads where applicable;



The included application includes clarification of the above items, on the included site plan(s). Separate from that, there are no planned underground irrigation systems, nor sprinkler heads.

- (2) Location and height of fences, buffers and screening;

At this time no perimeter fencing is planned, only landscape screening to satisfy the requirements of Chapter 17.100. As the long-term security planning of the site is evaluated, additional screening may be proposed, but currently, there is not additional fencing included within the proposed design. However, landscape screening is included as a visual buffer and to increase the overall landscape quality and enhance the environment for the patrons and employees on site.

- (3) Location of terraces, decks, shelters, play areas, and common open spaces;

A designated outdoor dining space with an adjacent common lawn space is shown to scale on the proposed site drawings. No fencing or screening is designed immediately around either interior site plan space element, but is still compliant with all standards outlined within the applicable code.

- (4) Location, type, size and species of existing and proposed plant materials; and

All proposed landscape elements and proposed locations are called out with notes and types of species on the on the included landscape plans.

- (5) A narrative which addresses soil conditions and erosion control measures.

In regards to the soil conditions and erosion sediment control measures, please reference the erosion control plan on sheet C-2 within the drawing submittal.

17.100.030 General provisions.

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

As part of the planned business plan and overall development of the Scappoose Food Carts Pod, all landscape will be maintained by the property owner(s).

- B. All plant growth in landscaped areas of development shall be controlled by pruning, trimming or otherwise so that:
 - (1) Public utilities can be maintained or repaired;
 - (2) Pedestrian or vehicular access is unrestricted;
 - (3) Visual clearance area provisions are met.

All plant growth, including the proposed street trees at the frontage side of the property, will be controlled by regular pruning as required inclusive with the regular landscape maintenance. Above the street trees, existing overhead power lines exist and will remain; the proposed street tree species, 'Summer Sprite Linden' is a deciduous tree that is easily pruned and is deemed appropriate for ongoing maintenance with overhead utilities or conductors.

- C. Certificates of occupancy shall not be issued unless the landscaping requirements have been met or a bond has been posted with the city to insure the completion of landscaping requirements.
- D. Existing plant materials on a site shall be protected to prevent erosion. Existing plant materials may be used to meet landscaping requirements if no cutting or filling takes place within the dripline of the tree.



The site is fairly flat and no major grade changes are proposed other than general improvements to manage the stormwater; the existing landscape elements are not in a healthy condition enough to be preserved. Improved soil and landscaping groundcover, shrubs, and trees, are planned throughout the site, and multiple stormwater swales are provided within the plan, to manage drainage and better maintain long-term soil retention on site.

17.100.090 Buffering and screening requirements.

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

Upon investigation, tax lot 1401 is currently in residential use. As required, buffering and screening has been provided along the property line of tax lot 1401. These buffer and screening requirements can be found on sheet C-5, Landscaping Plan, and all other applicable sheets.

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

An existing buffer consists at all perimeter property lot lines, as is within the minimum required setback distances required. An additional 10' buffer has been created along the property line of tax lot 1401 as required. This can be seen on sheet C-5, Landscaping Plan and all other applicable sheets.

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

Only landscape including street trees, the required screening, existing utilities to remain, improved driveway access, some stormwater swales, and the current/future location of the mailbox, is within the designated buffer areas on all perimeter sides of the lot and along the property line of tax lot 1401. No buildings, accessways, or parking areas are proposed within the required buffer areas.

- D. The minimum improvements within a buffer area shall include:
 - (1) One row of trees, or groupings of trees equivalent to one row of trees. At the time of planting, these trees shall not be less than ten feet high for deciduous trees and five feet high for evergreen trees measured from the ground to the top of the tree after planting. Spacing for trees shall be as follows:
Small or narrow stature trees, under twenty-five feet tall or less than sixteen feet wide at maturity shall be spaced no further than fifteen feet apart;

All trees within the buffer area meet the street tree requirements, which are shown and designed to be planted as one row of trees, only at the frontage side of the lot. The trees are all deciduous, Summer Sprite Lindens, and will be planted every 15' apart and will be no less than 10' high at the time of planting. Additionally, two trees will be planted in the buffer area as required where abutting an adjacent use along tax lot 1401. These trees will be Summer Sprite Lindens and will be planted every 15' apart.

- (2) In addition, at least one five-gallon shrub shall be planted for each one hundred square feet of required buffer area.

Multiple five-gallon shrubs are shown on plan, about 3 dozen or more, primarily placed adjacent to the street trees at the frontage side of the property and in areas with minor grading changes near the stormwater swales, besides several



decorative landscape areas on the site. In addition, three shrubs are planned to be planted in the buffer area along tax lot 1401 as this buffer is approximately 300 square feet in area.

- (3) The remaining area shall be planted in groundcover, or spread with bark mulch.

All designated landscape areas and buffer zones that are not paved and do not show other elements such as trees or utility fixtures, are to be planted with groundcover or covered with bark mulch throughout.

- E. Where screening is required, the following standards shall apply in addition to those required for buffering:
 - (1) A hedge of narrow or broadleaf evergreen shrubs shall be planted which will form a four-foot continuous screen within two years of planting; or
 - (2) An earthen berm planted with evergreen plant materials shall be provided which will form a continuous screen six feet in height within two years. The unplanted portion of the berm shall be planted in lawn, ground cover or bark mulched; or
 - (3) A five-foot or taller fence or wall shall be constructed to provide a continuous sight obscuring screen. Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls such as wood or brick, or otherwise acceptable by the planner. Corrugated metal is not considered to be acceptable fencing material. Chain link fences with slats may qualify as screening when combined with a planting of a continuous evergreen hedge;

A 6' cedar wood plank fence or solid masonry wall will be used as the required sight-obscuring screening for the trash enclosure as well as along the property line adjacent to tax lot 1401.

- (4) An evergreen hedge or other dense evergreen landscaping may satisfy a requirement for a sight obscuring fence where required. Such hedge or other dense landscaping shall be properly maintained and shall be replaced with another hedge, other dense evergreen of obscuring view; and no hedge shall be grown or maintained at a height greater than that permitted by these regulations for a fence or wall when located within a visual clearance area as set forth in Chapter 12.10, Visual Clearance Areas.
- F. Buffering and screening provisions shall be superseded by the vision clearance requirements as set forth in Chapter 12.10.

The are no applicable areas where required screening overlaps the designated visual clearance area on site, therefore this is not applicable.

- G. When the use to be screened is downhill from the adjoining zone or use, the prescribed heights of required fences, walls or landscape screening shall be measured from the actual grade of the adjoining property.

Not Applicable

17.100.100 Screening - Special provisions.

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



5,803 square feet of landscape area is included within the lot and new development, the majority being at the frontage side extending beyond the lot line as well as the back side of the lot adjacent to the outdoor dining area. Additionally, the area of landscape includes the area within the buffer zones on the perimeter of the lot. The frontage side of the lot measures approximately 159'. The five street trees included in the proposed development satisfy the lineal foot requirement described regarding the tree canopy above. There are also shrubs dispersed throughout the property, with an emphasis on placement between the off-street parking and outside dining area and also at the frontage side of the property, separating the back side of the frontage carts from Old Portland Road.

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

Currently there are no designated loading zones or outside storage areas from public view. The adjacent property structure to the North has a solid wall with no glazing/windows facing the property, ultimately creating a barrier between the food cart pod lot and the only developed adjacent property.

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

Not applicable as a commercial development.

17.100.110 Fences or walls.

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

There are no planned fences for this development. As required, a 6' screening fence will be necessary along the property line of tax lot 1401. Due to the height of this screening fence, no additional permits will be required.

- B. The prescribed heights of required fences, walls or landscaping shall be measured from the lowest of the adjoining levels of finished grade.
- C. Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls such as wood, brick or otherwise acceptable by the planner. Corrugated metal is not considered to be acceptable fencing material. Fences and walls shall be in compliance with other city regulations.

The structure proposed is a wood framed building and the materials used will be determined by the architect and similar or the same as the exterior building material and will be selected so that it is an approved trash enclosure detail. Corrugated metal will not be used as a screening material.

17.100.120 Required fencing of pools.

- A. Every person in possession of land within the city, either as owner, purchaser under contract, lessee, tenant or licensee, upon which is situated a swimming pool or other outside body of water designed or used for swimming,



dipping or immersion purposes having a depth of more than eighteen inches shall maintain an enclosure consisting of a fence or wall which shall discourage children climbing and is acceptable to the building inspector.

- B. All gates or doors opening through such enclosure shall be equipped with self-enclosing and self-latching devices installed at least forty inches above the ground or base, designed to help and capable of keeping such door or gate securely closed at all times when not in actual use; provided, however, that the door of any dwelling occupied by human beings and forming any part of the enclosure required need not be so equipped.
- C. Every person in possession of land within the city, either as owner, purchaser under contract, lessee, tenant or licensee, on which there is a fish pond or other decorative pool having a depth of eighteen inches or more shall construct and maintain an acceptable enclosure and securely close off or block any and all entrances thereto. An acceptable enclosure shall be one of the following:
 - (1) A fence completely surrounding the yard where the fish pond or decorative pool is located;
 - (2) A wire screen or cover of sufficient strength to hold a weight of at least seventy-five pounds and installed not more than six inches below the surface of the water at all times.

The above section 17.100.120, regarding pools, gats, and fish ponds are not applicable for this development.

17.100.140 Re-vegetation.

- A. Upon completion of construction activities, where natural vegetation or topsoil has been removed in areas not affected by the landscaping requirements and that are not to be occupied by structures, such areas are to be replanted as set forth in this section to prevent erosion.
- B. Preparation for Re-vegetation. Topsoil removed from the surface is to be stored on or near the sites and protected from erosion while construction activities area underway; and
 - (1) Such storage may not be located where it would cause suffocation of root systems of trees intended to be preserved; and
 - (2) After completion of such activities, the topsoil is to be restored to exposed cut and fill embankments or building pads to provide a suitable base for seeding and planting.
- C. Methods of Re-vegetation.
 - (1) Acceptable methods of re-vegetation include hydromulching or the planting of rye grass, barley or other seed with equivalent germination rates, and where lawn or turf grass is to be established, lawn grass seed or other appropriate landscape cover is to be sown at not less than four pounds to each one thousand square feet of land area.
 - (2) Other re-vegetation methods offering equivalent protection may be approved by the approval authority.
 - (3) Plant materials are to be watered at intervals sufficient to ensure survival and growth.
 - (4) The use of native plant materials is encouraged to reduce irrigation and maintenance demands.

All above standards of re-vegetation will be met. Topsoil will be protected and used for re-vegetation during all phases of excavation and construction. Survival and growth of all new tree root systems, ongoing irrigation and maintenance, and techniques for replanting, will be within the standards of Section 17.100.140 as described.

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.



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.

New street trees will be planted, as described in Chapter 17.104.020 to satisfy the requirements of applicability above.

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.

Please reference the drawing set including all the described elements above. The G-1 sheet contains a drawing index and references the contact info for the project team.

- 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
 - (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.

The included set of drawings includes a Landscape plan with the proposed new street trees required to be included with this type of development. Final approval by the planning commission and public works director is required.

Chapter 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.

The species street tree selected is the 'Summer Sprite Linden', and was selected from the Appendix A – Approved Street Tree list, 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.

Sheet C-5, the Landscape Plan included in the attached set of drawings, shows this standard called out with a note specifying the minimum planting height of 10' above grade.

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

Part 2 from Section C above, is applicable for the five street trees specified for this development, as they are each under twenty-five feet tall and less than sixteen feet wide at maturity. They are being planted in planters well above the minimum planting area requirements in a planter that measures 10' wide on the property from the front lot line. An additional 5' of landscape area extends beyond the lot line in this area as part of the planned half-street improvement.

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

This particular tree is listed to be under twenty-five feet at the time of maturity, and specifically is described in the Scappoose Appendix A as a street tree ideal in this type of application, to be planted under existing power lines to remain.

- E. Street trees shall be planted in accordance with the requirements of Scappoose Municipal Code Section 13.28.020(C). Scappoose Municipal Code Section 13.28.020(C) [States]:
Planting of Public Trees and Street Trees.
 - 1. Plant materials shall conform to the latest version of the American Standard for Nursery Stock (ANSI Z60.1-1990). Plant materials shall be of standard quality or better, true to name and type of their species or cultivar.
 - 2. Plants shall have normal, well-developed branches and root systems. They shall be healthy, vigorous plants free from decay, defects, sunscald injuries, abrasions of the bark, insect pests and all forms of infestations or objectionable disfigurements.
 - 3. Balled and burlapped plants shall have solid balls of size at least meeting the American standard, the balls securely wrapped with burlap or canvas, tightly bound with rope or twine. Plastic twine or wrapping material is not permitted.
 - 4. A minimum of two inches caliper measured six inches above ground is required of all stock planted.
 - 5. The city manager shall be notified and have the right to inspect any trees or shrubs before they are planted on public property. The city reserves the right to reject any materials at any time.
 - 6. The Planning Department, with advice from the Parks and Recreation Committee, shall maintain a list of approved varieties of trees that may be planted on any street within the City. In preparing the list, mature height



and spread, susceptibility to disease or pests, drought resistance, reasonable expected freedom from nuisance characteristics and general suitability for particular locations shall be considered. All street trees shall be of an approved species and variety identified in the approved street tree list. Street tree spacing must conform to the minimum street tree planting distances based on mature heights indicated in Scappoose Municipal Code Section 17.104.040(C) except in special plantings designed or approved by a landscape architect or urban forester and approved by the Scappoose planning commission, or when retention of significant trees has been approved to satisfy the requirement for street trees.

7. Plant materials pruned at, or directly before, the time of planting shall be rejected.

8. All planting work shall be performed using sound horticultural practices approved by the National Arborist Association and/or the International Society of Arboriculture.

9. Plants shall be set plumb. All plants shall be set so that, after settlement, they are at the same level as when growing in the nursery. Plants shall be watered at the time of planting to eliminate air pockets. Excess soil shall be removed.

10. Balled and burlapped plants may be placed with the wrapping in place if all materials are untreated and biodegradable. When burlap is left around plants, any string shall be removed and the burlap folded down from the top half of the root ball.

11. No plant pit shall be dug or approved until all underground utilities have been marked.

12. Every planting pit shall be at least fifty percent wider and at least the depth of the soil ball or the full extent of the root system of bare-rooted trees. In the process of digging the hole, "glazing" of the sides of the hole will not be acceptable.

13. Excavated plant pits that will be left open when work is not in progress (nights, holidays and weekends) or which pose hazards at any time to pedestrians or vehicles shall be adequately marked with qualified warning devices in accordance with Oregon Department of Transportation and Oregon OSHA standards.

14. A watering berm shall be constructed around every tree.

15. Root barriers approved by the public works director are required for all street trees.

16. Planting sites will be mulched with neither more nor less than four inches of wood chips, fibrous bark or composted wood debris after planting is completed. The mulch will be extended beyond the drip zone of the tree and cover an area no less than the width of the planting hole.

The above excerpt has been reviewed and the planting done will be done according to the standards described in Section 13.28.020(C). Please refer to the drawing sheet C-5, for specific landscape notes addressing the above applicable criteria items as part of the landscaping requirements.

17.104.060 Maintenance of Street trees.

- A. The adjacent owner tenant, and their agent, if any, shall be jointly and severally responsible for the maintenance of all street trees which shall be maintained in good condition so as to present a healthy, neat and orderly appearance and tree wells shall be kept free from refuse and debris.
- B. All street trees shall be controlled by pruning to National Arborist Association Pruning Standards for Shade Trees included as Appendix B of the Scappoose Comprehensive Urban Forestry Plan.
- C. Every owner of any tree overhanging any street or right-of-way within the city shall prune the branches so that such branches shall not severely obstruct the light from any street lamp or obstruct the view of any street intersection and so that there shall be clear space of thirteen feet above street surface or eight feet above the sidewalk surface. Such owners shall remove all dead, diseased or dangerous trees, or broken or decayed limbs which constitute a menace to the safety of the public. The city shall have the right to prune any tree or shrub on private property when it interferes with the proper spread of light along the street from a street light, or interferes with visibility of any traffic-control device or sign or sight triangle at intersections as defined in Scappoose Municipal Code 12.10, Visual Clearance Areas. Tree limbs that grow near high voltage electrical conductors shall be maintained clear of such conductors by the electric utility company in compliance with any applicable franchise agreements.



Routine tree and shrub pruning will be managed by the Food Cart Pod property owners. The new proposed street trees are planted so minimal maintenance is required near or around the electrical conductors and are planted at the opposite side of the nearest power pole with a proposed new street lamp. The street trees are to be planted at about 12' or farther from the nearest utility pole or power line.

- D. The city shall have the right to plant, prune, and otherwise maintain trees, plants and shrubs within the lines of all streets, alleys, avenues, lanes, as may be necessary to ensure public safety or to preserve or enhance the symmetry and beauty of such public grounds.

Besides meeting approval criteria standards, the landscape proposed on property is planned to enhance the overall experience of the site and support beautifying or working cohesively with the nearby public area(s). Providing a safe area within and around the Food Cart Pod is a priority for the owners of the establishment.

- E. It is unlawful as a normal practice for any person, firm or city department to top any street tree. Topping is defined as the severe cutting back of limbs within the tree's crown to such a degree so as to remove the normal canopy and disfigure the tree. Trees severely damaged by storms or other causes, or certain trees under utility wires or other obstructions where other pruning practices are impractical may be exempted from this chapter at the determination of the city manager after consultation with a registered arborist or certified forester.

No topping is planned for the long-term maintenance of the proposed new street trees.

Chapter 17.104.070 Excavation approval required.

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

No excavation is planned after the planting of the proposed street trees.

17.104.080 Penalties for damage or removal of street trees.

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

It is the intent to maintain the proposed new trees to ensure normal growth and continued health of the trees, long-term.

CHAPTER 17.106 - OFF-STREET PARKING AND LOADING REQUIREMENTS

17.106.010 Purpose.

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

17.106.015 Applicability of provisions.



- A. The provisions of this chapter shall apply to all development including the construction of new structures, major modification of existing structures as defined in Chapter 17.120, and to any application which increases the on-site parking or loading requirements or which changes the access requirements.
- B. Where the provisions of Chapter 17.120 do not apply, the planner shall approve, approve with conditions, or deny a plan submitted under the provision of this chapter. No notice is required.
- C. The applicant shall submit a site plan which includes:
 - (1) The location of the structures on the property and on the adjoining property;
 - (2) The delineation of individual parking and loading spaces and their dimensions;
 - (3) The location and dimension of the circulation area necessary to serve the spaces;
 - (4) The location and dimension of the access point(s) to streets, to accessways and to properties to be served;
 - (5) The location of curb cuts;
 - (6) The location and dimensions of all landscaping including the type and size of plant material to be used, as well as any other landscape material incorporated into the overall plan;
 - (7) The proposed grading and drainage plans; and
 - (8) Specifications as to signs and bumper guards.

This chapter is deemed applicable as there will be increased on-site parking and loading requirements to support the new food cart pod and supporting dining hall structure. Please see sheet C-3, the Site Plan, for descriptions related to off-street parking and loading requirements listed above.

17.106.020 General provisions.

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

Sheet G-1 and Sheet C-3 notate the dimensions of all proposed parking spaces with minimum standards as described above. Standard parking spaces are nine feet wide by eighteen feet deep, and compact spaces are eight and one-half feet wide by fifteen feet or greater. There are two accessible parking stalls that comply with the approval standards, and include one van accessible parking stall.

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

The property owner(s) assume full responsibility of maintaining on-site parking for the proposed new food cart pod use, with no elimination or reduction in parking spaces or sizing of parking spaces proposed. If additional parking improvements are proposed at a later date, a separate and new permit would be assumed to obtain prior to any work being done.

- C. Upon application the planner may rule that a use, specifically listed in Section 17.106.030, is a use similar to a listed use and that the same parking standards shall apply. No notice need be given. The ruling on parking area requirements shall be based on findings that the following criteria are satisfied:
 - (1) The use is similar to and of the same general type as a listed use;
 - (2) The use has similar intensity, density and offsite impact as the listed use; and



- (3) The use has similar impacts on the community facilities as the listed use. The planner shall maintain a list of approved unlisted use parking requirements which shall have the same effect as an amendment to this chapter. An updated list shall be given to the planning commission at its next regularly scheduled meeting following each determination of the parking requirements or an unlisted use. Annually, all copies of this title shall be updated to include the unlisted uses approved during the previous year.
- D. At the time of erection of a new structure or at the time of enlargement or change in occupancy as defined by the Uniform Building Code, off-street parking spaces shall be as provided in accordance with Section 17.106.030; and
- (1) In case of enlargement of a building or use of land existing on the date of adoption of this title, the number of parking and loading spaces required shall be based only on floor area or capacity of such enlargement; and
 - (2) If parking space has been provided in connection with an existing use or is added to an existing use, the parking spaces shall not be eliminated if the elimination would result in less space than is specified in the standards of this section when applied to the entire use.

The new structure proposed for the dining hall to support the proposed food carts, provides parking based on the floor area of the building, 2,160 square feet. Additionally, per the pre-application meeting and follow up with the City, it has been requested that one additional parking stall be provided for each food cart on property. A summary of provided parking stalls is provided below; see sheets G-1 and C-3 for a summary and more details regarding parking:

Dining Hall building area: @ 2160 square feet (Load Factor: 1 space per 120 square feet) = 18 spaces

Quantity of food carts: 11 (Load Factor: 1 space per cart) = 11 spaces

Total number of required parking spaces: 29 spaces

Actual number of new off-street parking spaces provided: 26 spaces (Includes 5 compact and 2 ADA spaces)

Proposed number of new on-street parking spaces as part of half street improvement: 2 spaces

- E. When an existing structure is changed in occupancy and the parking requirements for each occupancy are the same, no additional parking shall be required; and where a change in occupancy results in an intensification of use in terms of the number of parking spaces required, additional parking spaces shall be provided in an amount equal to the difference between the existing number of spaces and the number of spaces required for the more intensive occupancy.

No existing structures are to remain; therefore, the above is not applicable.

- F. Within the commercial and expanded commercial zones, owners of two or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap by more than two hours; satisfactory legal evidence shall be presented to the planned in the form of deeds, leases or contracts to establish the joint use; and if a joint use arrangement is subsequently terminated, the requirements of this title thereafter apply to each separately.

As an Expanded Commercial (EC) Zone lot, there is no intention of joining of parking or loading spaces are planned as part of the operations and use of the site. There was direction and encouragement from ODOT to create more separation from the EC lot directly to the North.

- H. Location of Required Parking. Vehicle parking is allowed only on improved parking shoulders that meet City standards for public streets, within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this code.
- (1) Off-street parking spaces for single-family, duplex dwellings and single-family attached dwellings shall be located on the same lot with the dwelling.
 - (2) Off-street parking spaces for uses other than single-family or duplex residential shall be located not further than four hundred feet from the building or use they are required to serve, measured in a straight line.



Parking spaces are directly adjacent to building and within 100' or less, measured in a straight line, from the farthest parking space proposed.

- (3) Parking lots for commercial and institutional uses shall be located to the side or rear of buildings where feasible; for commercial uses in the Downtown Overlay off-street parking shall be located to the side or rear of the buildings, as required by 17.80.050.
- (4) For office, industrial, and institutional uses where there are more than 20 parking spaces on the site, the following standards must be met:
 - a. Five spaces or five percent of the parking spaces on site, whichever is less, must be reserved for carpool use before 9:00 AM on weekdays. More spaces may be reserved, but they are not required.
 - b. The spaces will be those closest to the building entrance or elevator, but not closer than the spaces for disabled parking and those signed for exclusive customer use.

The above criteria items, 17.106.020, Section H, 1, 3, and 4, are not applicable.

- I. Where several uses occupy a single structure or parcel of land or a combination of uses are included in one business, the total off-street parking spaces and loading area is the sum of the requirements of the several uses, computed separately.
- J. When a building or use is planned or constructed in such a manner that a choice of parking requirements could be made, the use which requires the greater number of parking spaces shall govern.
- K. Required parking spaces shall;
 - (1) Be available for the parking of operable passenger automobiles of residents, customers patrons and employees only;
 - (2) Not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use; and
 - (3) Not be rented, leased or assigned to any other person or organization unless the required number of spaces are maintained.

All individual food cart locations will be the only area “leased” on property. No vehicular spaces will be rented, leased, or assigned.

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

Please see our summary on landscaping standards met within this narrative in the earlier applicable section above.

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

The parking onsite includes a total of 26 spaces, which includes, 5 compact stalls, and 2 accessible spaces with all ADA parking provisions met.

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

All five parking spaces designated for compact vehicles are labeled with the words, “COMPACT ONLY” on the individual spaces; please see sheet C-3, the site plan, included in the drawing set.



- P. Bicycle Parking.
- (1) Standards. At a minimum, bicycle parking shall be provided based on the standards in Subsection 5 below. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automobile-parking standard, pursuant with Subsection 17.80.050.E or Subsection 17.106.020.Z, the planning commission may require bicycle parking spaces in addition to those in Subsection 5.
 - (2) Design. Bicycle parking shall consist of staple-design steel racks or other City-approved racks, locker, or storage lids providing a safe and secure means of storing a bicycle.
 - (3) Exemptions. This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The planning commission may exempt other uses upon finding that, due to the nature of the use or its location it is unlikely to have any patrons or employees arriving by bicycle.
 - (4) Prohibitions. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles, and shall be located so as to not conflict with the visual clearance areas as provided in Chapter 12.10. Bicycle parking areas shall not be located within parking aisles, landscape areas, or pedestrian ways.
 - (5) Number of spaces. The bicycle parking standards below shall apply to the uses listed. Bicycle parking spaces shall be installed in conjunction with the installation of required new or additional vehicle parking. When two standards are provided, the standard that results in the greater number of bicycle parking spaces shall govern.
'Commercial: 2 spaces per primary use or 1 per 5 vehicle spaces'

Two steel racks with parking to accommodate up to 5 bikes at each rack, are shown adjacent to the main pedestrian entry, more than the minimum required. It is important to the owners to provide more than the minimum required for bicycle parking to support the nearby High School students and potential bicyclists at the lunch hour or after-school hours.

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

Please see the Illumination Plan, Sheet C-6. All proposed exterior lighting is intended to be arranged to provide adequate safety and security lighting to the property begin developed. No glare or direct light is planned as part of the construction for this type of development.

- R. Required parking spaces shall be completely improved to city standards and available for use at the time of the final building inspection.

All 26 onsite parking spaces provided are designed to the city standards and will be available for the sole use of the employees/patrons of the food cart pod exclusively prior to and extending beyond the final building inspection.

- S. A plan drawn to scale, indicating how the off-street parking and loading requirement is to be fulfilled, shall accompany the request for a building permit or development application.

All plans included have a scale specified and demonstrate how the off-street parking requirement is to be fulfilled. See sheets G-1 and C-3 for the most applicable information; additionally, the parking analysis and requirement fulfillment is most comprehensively described within this section of the narrative.

- T. Where square feet are specified, the area measured shall be gross floor area under the roof measured from the faces of the structure, excluding only space devoted to covered off-street parking or loading.

The gross floor area of 2,160 square feet was calculated from faces of the structure to arrive at the sum of square feet used as described above.



- U. Where employees are specified, the employees counted are the persons who work on the premises including proprietors, executives, professional people, production, sales, and distribution employees during the largest shift at peak season.

The above application for employee count was not employed, and is not applicable.

- V. Fractional space requirements shall be counted as a whole space.

The above application for fractional space requirements was not applicable for this project analysis.

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

There is no parking planned or permitted at the service driveway at the Northernmost side of the lot, nor accounted as fulfilling any part of the parking requirement. Ultimately, while the service drive is not required per section 17.106.080 below, it is included as a means of 'best-practice' and to also ensure accessibility for Waste Management to the trash enclosure.

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

The above off street parking application is not applicable as no recreational vehicles are intended to be included as part of the development or stored on the property.

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

All adjacent lots are undeveloped or already screened in the case of the single developed property directly to the North which is screened naturally by the non-glazed exterior wall of the building on the adjacent commercial property. There is one exception; one section of the Northern lot line that meets a commercially zoned lot, with a current residential use, requires new screening for about a 30' section. Planting of shrubs are being proposed, as part of screening requirements to this area, along with the site design meeting the required setback of 10' for this 30' section.

- Z. Exceptions and Reductions to Off-Street Parking. The applicant may propose a parking standard that is different than the standard under Section 17.106.030, for review and action by the planning commission processed according to the procedures in Chapter 17.162. The applicant's proposal shall consist of a written request, and a parking analysis prepared by a qualified planning or transportation professional.
 - (1) The parking analysis, at a minimum, shall assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent bus service, carpools, or private shuttles; and other relevant factors.

As described in this written narrative, a small exception to the required parking count is being requested; please see parking count summary above in our response to subsection 17.106.120.D(2). Ample street parking is currently available in front of the lot and is anticipated as a relevant factor to support the site. Upon evaluating all other civil related requirements for the site, it was deemed that to satisfy all the other requirements, a reduction of three parking spaces is being requested, in order to support adequate driveway widths and visual clearances, along with providing adequate stormwater facilities and buffer landscape zones at the perimeter of the lot. Additionally, it is anticipated that the Food Cart Pod location will increase the walkability to it; the close proximity of the High School, and also, the Middle School,



will most likely generate a larger proportion of on-foot patrons at the Food Carts, particularly during the lunch hour. In order to maximize the parking lot stalls available and simultaneously meet the minimum requirements of other site development standards, 26 stalls are being proposed in lieu of 29 stalls as a means to meet the minimum operational requirements and satisfy all other site requirements considering the comprehensive scope of the site development. Please reference the formal variance application for this proposed difference of 3 on site spaces.

- (2) The planning commission may reduce the off-street parking standards of Section 17.106.030 for sites with one or more of the following features, pursuant with this Subsection:
 - (a) Site has a bus stop with frequent transit service located adjacent to it, and the site’s frontage is improved with a bus stop waiting shelter, consistent with the standards of the applicable transit service provider: Allow up to a 10 percent reduction to the standard number of automobile parking spaces.
 - (b) Site has dedicated parking spaces for carpool/vanpool vehicles: Allow up to a 5 percent reduction to the standard number of automobile parking spaces.
 - (c) Site has dedicated parking spaces for motorcycle and/or scooter or electric carts: Motorcycle parking may substitute for up to 5 spaces or 5 percent of required automobile parking, whichever is less. For every 4 motorcycle parking spaces provided, the automobile parking requirement is reduced by one space. Each motorcycle space must be at least 4 feet wide and 8 feet deep. Existing parking may be converted to take advantage of this provision.

No features described above are applicable for this adjustment to the minimum parking spots required. However, please see our reasoning described above, regarding the necessity to reduce parking spaces nominally to provide the overlapping minimum standards required such as landscape, ADA, and stormwater space requirements. It is the owner’s goal to meet all the minimum requirement standards of land use development and this is where it was decided was a feasible means to sacrifice the minimum standards required by a slight reduction to meet the other minimum requirements.

17.106.030 Minimum Off-street parking requirements.

C. Commercial Uses

- (11) Eating and drinking establishments – 1 space per 120 square feet of gross floor area

Per the standard described above, and based on the size of the new dining hall structure at 2,160 SF, 18 spaces are required (2,160/120=18). No additional spaces are required as described in section 17.106.030. However, per the Food Cart Pod section requirements, described below in this narrative and within Section 17.126, and as discussed per the recent correspondence with the City of Scappoose, it has been requested that one additional space is provided per each cart in addition to the 1 per 120 requirements for the dining hall described above. A total of 26 spaces are included instead of the 29 required based on the above two cumulative requirements, including compact and accessible spaces meeting all other the requirements of Chapter 17.106. A variance of a reduction of 3 minimum required spaces are being asked for, in order to satisfy the other approval standards that forced a reduction from the original 29 spaces required.

17.106.040 Modification to parking requirements.

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

Approximately 19% of the required parking spaces are compact, if the reduction of total number of parking spaces from 29 to 26, is deemed compliant and approved.



17.106.050 Parking dimension standards.

- A. Each parking space shall be accessible from a street or other right-of-way.
- B. Minimum standards for a standard parking stall's length and width, aisle width, and maneuvering space shall be determined from the following table. Dimensions for designated compact spaces are noted in parentheses.

Perpendicular Angle from curb:

-Stall Width: 9'0" (Compact 8'6")

-Channel Depth: 9'0" (Compact 15'0")

-Aisle Width: 12'0" (Compact 12'0")

-Curb Length per stall: 23'0" (Compact 20'0")

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

- (3) The width of each parking space includes a four-inch wide stripe which separates each space.

All minimum standards described in the above parking dimension requirements have been incorporated and notated on the site plan. Four-inch-wide stripes are shown at the location they are to be painted, to create the designation for each space and ensure the minimum space standards are maintained. There are 5 compact spaces each sized at 8.5'x15' and there are 19 standard sized stalls that are 9'x18' each, additionally, there are 2 ADA parking stalls that are 9'x18' each.

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

The service drive was designed so no maneuvering as described within the street or right-of-way is required.

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

Please see sheet C-3 for the driveway and parking access width notated. All parking spaces have been designed as described in the public works design standards.

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

Permanent paint and striping will be used for the construction of the parking spaces and clear delineation of interior drives.

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

All areas for parking, and pedestrian aisles are concrete or asphalt. Food carts that are on property all have a designated area on a concrete pad.

- G. Access Drives.

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



- (2) The number and size of access drives shall be in accordance with the requirements of public works design standards.
- (3) Access drives shall be clearly and permanently marked and defined through use of rails, fences walls or other barriers or markers on frontage not occupied by service drives.
- (4) Access drives shall maintain visual clearance areas as provided in Chapter 12.10.

The minimum access drive is being improved and designed in accordance with the requirements of public works design standards and provisions above. Each access drive width is labeled on sheet C-3.

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

Wheel stops are to be provided and are shown on plan at all 26 parking spaces, as all vehicular parking spaces are adjacent to interior landscaping areas or sidewalks on the property.

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

Multiple stormwater swales and a drainage ditch has been provided within the site design in order to ensure that ponding does not occur and prevent water from crossing the new improved sidewalk.

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

All designed lighting deflects light from the surrounding properties, and are in within compliant illumination output levels; no glare or hazards are anticipated as part of the proposed illumination plan, see sheet C-6 specifically for this.

- K. All parking lots shall be kept clean and in good repair at all times. Breaks in paved surfaces shall be repaired promptly and broken or splintered wheel stops shall be replaced so that their function will not be impaired.

It is planned, and in the best interests of the owners of the Food Cart Pod to keep the parking lot fully functioning and in good repair, at all times. If damage occurs to the wheel stops or paved area in general, the owners assume responsibility to bring back to a fully functioning condition.

- L. Pedestrian walkway. Where a walkway crosses a parking area or driveway, it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). The crossing may be part of a speed table to improve driver visibility of pedestrians. If crossings involve grade changes, the crossing shall include ADA accessible ramps. Painted striping, thermo-plastic striping, and similar types of non-permanent applications are discouraged, but may be approved for lower-volume crossings of 24 feet or less.

No designated crosswalks are included in this site plan since no pedestrian paths are crossing the parking area. Wheel accessible ramps and clearances are clearly designated by a change of material from asphalt to concrete and approaches are to be marked with painted striping to match the parking space designation striping.



17.106.070 Loading/unloading driveways required onsite.

A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading passengers shall be located on the site of any school or other meeting place which is designed to accommodate more than twenty-five people at one time.

The above criteria for loading/unloading driveways is not applicable for this particular development.

17.106.080 Off-street loading.

Buildings or structures to be built or altered which receive and distribute material or merchandise by truck shall provide and maintain off-street loading and maneuvering space as follows:

- A. Every commercial or industrial use having floor area of ten thousand square feet or more, shall have at least one off-street loading space on site.
- B. One additional space shall be provided for each additional thirty thousand square feet or major fraction thereof.
- C. Each loading space shall have sufficient area for turning and maneuvering of vehicles on the site, and entrances and exits for the loading areas shall be provided at locations approved by the planner in accordance with the public works design standards.
- D. Screening for off-street loading facilities is required in accordance with Chapter 17.100. Additional screening, buffering or setback may be required particularly for unloading of large, box-type units.

No additional off-street loading or maneuvering space is required as part of this development since the building is well under the minimum threshold described of 10,000 Square Feet. The additional service drive to remain at the North end of the Site is for operational efficiency and small service vehicle access only.

CHAPTER 17.114 - SIGNS

17.104.010 – Purpose

This chapter is being adopted to protect the health, safety, property, and welfare of the public; provide a neat, clean, orderly, and attractive appearance of the community; improve the effectiveness of signs; provide for safe construction, location, erection, and maintenance of signs; prevent proliferation of signs and sign clutter; and minimize adverse visual safety factors to travelers on public highways and private areas open to public travel. To achieve this purpose, it is necessary to regulate the design, quality of materials, construction, location, electrification, illumination, and maintenance of signs that are visible from public property, public right-of-ways, and private areas open to public travel. This chapter shall be construed to carry out this purpose.

All notations regarding signs are for location, are conceptual at this stage of development, and are considered preliminary only. A general food cart pod sign will be proposed and a separate permit will be obtained once the branding and sign design is complete. Any other possible signs would be permitted separately and would most likely be dictated by the conditions of this land use application approval as defined by the City of Scappoose, ODOT, or other approving parties. On the memorandum from the City of Scappoose, in response to the pre-application meeting held in the Spring of 2021, the chapter above, 17.114, is applicable as part of this submittal, only if a sign is being proposed as part of this development. As mentioned initially, only an approximate location of the sign is known at this time, and no sign(s) are being proposed as part of the proposed scope of construction.

CHAPTER 17.120 - SITE DEVELOPMENT REVIEW



Chapter 17.120.010 – Purpose

- A. The purpose and intent of site development review is to promote the general welfare by directing attention to site planning, and giving regard to the natural environment and the elements of creative design to assist in conserving and enhancing the appearance of the city.
- B. It is in the public interest and necessary for the promotion of health, safety and welfare, convenience, comfort and prosperity of the citizens of the city:
 - (1) To implement the city’s comprehensive plan and other approval standards in this title;
 - (2) To preserve and enhance the natural beauties of the land and of the manmade environment, and enjoyment thereof;
 - (3) To maintain and improve the qualities of and relationships between individual buildings, structures and the physical developments which best contribute to the amenities and attractiveness of an area or neighborhood;
 - (4) To protect and ensure the adequacy and usefulness of public and private developments as they relate to each other and to the neighborhood or area; and
 - (5) To ensure that each individual development provides for a quality environment for the citizens using that development as well as the community as a whole.
- C. In order to prevent the erosion of natural beauty, the lessening of environmental amenities, the dissipation of both usefulness and function, and to encourage additional landscaping, it is necessary:
 - (1) To stimulate harmonious design for individual buildings, groups of buildings and structures, and other physical developments;
 - (2) To encourage the innovative use of materials, and techniques and flexibility in building placement; and
 - (3) To integrate the functions appearances and locations of buildings and improvements so as to best achieve a balance between private preferences, and the public interest and welfare.

Chapter 17.120.020 Applicability of Provisions.

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

- A. Single-family detached dwellings;
- B. Manufactured homes on individual lots;
- C. A duplex, which is not being reviewed as part of any development;
- D. A triplex, which is not being reviewed as part of any development;
- E. Minor modifications are provided in Section 17.120.080;
- F. Any proposed development which has valid conditional use approved through the conditional use permit application process;
- G. Family day care;
- H. Home Occupation (Type I).
- I. Accessory dwelling units.

It is understood, based on the above, that this type of new development is applicable for requiring a site development review, and thus is the intent of this land use application submittal.

Chapter 17.120.030 – Administration and Approval Process.

- A. The applicant for a site development review proposal shall be the recorded owner of the property or an agent authorized in writing by the owner.
- B. Applications for site development review shall be processed according to Chapter 17.164.
- C. The planning commission shall approve, approve with conditions or deny any application for site development review. The planning commission shall apply the standards set forth in Section 17.120.180 when reviewing an application for site development review.



The site development review application is the general application and first document in this land use application packet. The applicant is the owner(s) as required and the approval process is understood that it is subject to approval by the planning commission.

Chapter 17.120.040 – Expiration of Approval.

- A. Site development review approval by the planning commission shall be effective for a period one year from the date of approval.
- B. The site development review approval by the planning commission shall lapse if:
 - (1) Substantial construction of the approved plan has not been completed within a one-year period; or
 - (2) Construction on the site is a departure from the approved plan.

Construction is planned to commence and mostly completed in the year 2022, within the one-year period required, as defined above, and will reflect the approved plan and its conditions as defined by the planning commission.

- C. The planner may, upon written request by the applicant, grant an extension of the approval period not to exceed one year; provided, that:
 - (1) No changes are made on the original site development review plan as approved by the planning commission;
 - (2) The applicant can show intent of initiating construction on the site within one year extension period; and
 - (3) There have been no changes to the applicable comprehensive plan policies and ordinance provisions on which the approval was based.
- D. Notice of the decision shall be provided to the applicant.

17.120.050 Phased Development.

- A. The planning commission may approve a time schedule for developing a site in phases over a period of time of one year, but in no case shall the total time period for all phases be greater than three years without reapplying for site development review.

No phased development is proposed. The construction is all planned for a single phase and intended to be completed within one year from the time the approval and required permits are obtained.

17.120.060 Bonding and assurances.

- A. On all projects where public improvements are required, the city may:
 - (1) Require a bond in an amount equal to one hundred ten percent or other adequate assurances as a condition of approval of the site development plan in order to ensure the completed project is in conformance with the approved plan;
 - (2) Approve and release such bonds upon the completion of the project. A portion of a bond may be released as components of the project are complete.
 - (3) Require a development agreement containing the conditions of approval to be signed by the developer and recorded with Columbia County.
- B. The bond shall be released when the city finds the completed project conforms to the approved site development plan and all conditions of approval are satisfied.
- C. Landscaping shall be installed prior to issuance of occupancy permits, unless security equal to the cost of the landscaping as determined by the planner is filed with the city, assuring such installation within six months after occupancy.
 - (1) Security may consist of a faithful performance bond payable to the city, cash, certified check or such other assurance of completion approved by the city; and



- (2) If the installation of the landscaping is not completed within the six-month period, the security may be used by the city to complete the installation.
- D. The applicant shall ensure that all occupants of the completed project, whether permanent or temporary, shall apply for and receive a city business license prior to initiating business.

The above section on bonds is understood and will be facilitated as required. Site work will be conducted prior to building construction, and will include landscaping. The applicant, the owner, will require all of their tenants to obtain and have a valid business license prior to conducting operations.

17.120.070 Major modification to approved plans or existing development.

- A. An applicant may request approval of a modification to an approved plan or existing development by:
 - (1) Providing the planner with a reproducible copy of the proposed modified site development plan; and
 - (2) A change in the ratio or number of different types of dwelling units;
 - (3) A change that requires additional on-site parking in accordance with Chapter 17.106;
 - (4) A change in the use as defined by the Uniform Building Code;
 - (5) An increase in the height of the building(s) by more than twenty percent;
 - (6) A change in the type and location of access ways and parking areas where off-site traffic would be affected;
 - (7) An increase in vehicular traffic to and from the site and the increase can be expected to exceed fifty vehicles per day;
 - (8) An increase in the floor area proposed for a nonresidential use by more than ten percent;
 - (9) A reduction in the area reserved for common open space and/or usable open space which reduces the open space area;
 - (10) A reduction of project amenities where specified in the site plan:
 - a. Recreation facilities,
 - b. Screening, and/or
 - c. Landscaping provisions;
 - (11) A change in land use; and
 - (12) A modification to the conditions imposed at the time of site development review approval which are not the subject of subdivisions (B), 1 through 11 of this subsection.
- C. Upon determining that the proposed modification to the site development plan is a major modification, the applicant shall submit a new site development review application and receive planning commission approval prior to any issuance of building permits.

The above provisions are understood to be part of the process is the applicant/owner proposes a modification to an approved plan.

17.120.080 Minor modification(s) to approved plans or existing development.

- A. Any modification which is not within the description of a major modification as provided in Section 17.120.070, may be considered a minor modification.
- B. An applicant may request approval of a minor modification:
 - (1) Providing the planner with a reproducible copy of the proposed modified site development plan; and
 - (2) A narrative which indicates the rationale for the proposed modification addressing the changes listed in Section
- C. A minor modification shall be approved, approved with conditions or denied following the planner's review based on finding that
 - (1) No title provisions will be violated; and
 - (2) The modification is not a major modification.



The above provisions are understood to be part of the process is the applicant/owner proposes a modification to an approved plan.

17.120.090 Application submission requirements.

- A. All applications shall be made on forms provided by the planner and shall be accompanied by:
 - (1) Copies of the development permit proposal and necessary data or narrative which explains how the proposal conforms to the standards; and
 - (2) Site development plans drawn to a standard engineering scale.

The entire application of this site development review, has been done so with the intention of satisfying application requirements as accurately and sufficiently as possible. All plans are created in a standard engineering scale.

17.120.120 Site Development plans.

- A. Site development plan(s), data and narrative shall include the following information, as appropriate:
 - (1) A vicinity map showing the proposed site and surrounding properties;
 - (2) The site size and its dimensions;
 - (3) The location, dimensions and names of all:
 - a. Existing and platted streets and other public ways and easements on the site and on adjoining properties, and
 - b. Proposed streets or other public ways and easements on the site;
 - (4) The location and dimension of:
 - a. Entrances and exists on the site,
 - b. Proposed streets or other public ways and easements on the site;
 - c. Loading and service areas, where applicable,
 - d. Pedestrian and bicycle facilities,
 - e. Utilities;
 - (5) The location, dimensions and setback distances of all:
 - a. Existing structures, improvements and utilities which are located on adjacent property within twenty-five feet of the site and are permanent in nature, and
 - b. Proposed structures, improvements, and utilities on the site;
 - (6) Contour lines at two-foot intervals for grades zero to ten percent and five-foot intervals for grades over ten percent;
 - (7) A grading plan that includes:
 - a. The identification and location of the benchmark and corresponding datum,
 - b. Location and extent to which grading will take place indicating contour lines, slope ratios, and slope stabilization proposals, and
 - c. When requested by the planner, a statement from a registered engineer supported by factual data substantiating:
 - i. The validity of the slope stabilization proposals,
 - ii. That other off-site impacts will not be created,
 - iii. Stream flow calculations,
 - iv. Cut and fill calculations, and
 - v. Channelization measures proposed;
 - (8) The location of drainage patterns and drainage courses;
 - (9) The location of any natural hazard areas including:
 - a. Floodplain areas (one-hundred year floodplain and floodway),
 - b. Slopes in excess of fifteen percent,
 - c. Unstable ground (areas subject to slumping, earth slides or movement),



- d. Areas having a high seasonal water table within twenty-four inches of the surface for three or more weeks of the year,
 - e. Areas having a severe soil erosion potential as defined by the soil conservation service, and
 - f. Areas having severe weak foundation soils;
- (10) If applicable, the location of resource areas or site features including:
- a. Wildlife habitat, and
 - b. Wetlands,
 - c. Rock outcroppings, and
 - d. Trees with six inches caliper or greater measured four feet from ground level;
- (11) The method for mitigating any adverse impacts upon wetland, riparian or wildfire habitat areas;
- (12) The location of areas to be landscaped including
- a. Location and height of fences, buffers and screening,
 - b. Location of terraces, decks, shelters, play areas, and common open spaces where applicable, and
 - c. Location, type and size of existing and proposed plant materials,
 - d. Soil conditions, and
 - e. Erosion control measures that will be used.

The site development plans are developed in detail and should be considered complete, in regards to meeting the minimum drawing requirements. The above checklist was utilized to create and organize the drawings land use and site drawings included with this submission. Please see the attachment '07 SDR Drawing Set' including all of the above applicable elements.

17.120.180 Approval standards.

The planning commission shall make a finding with respect to each of the following criteria when approving, approving with conditions, or denying an application:

- A. Provisions of all applicable chapters;
- B. Buildings shall be located to preserve topography, and natural drainage; located in areas not subject to ground slumping or sliding; located to provide adequate distance between adjoining buildings for adequate light, air circulation, and fire fighting; and oriented with consideration for sun and wind; and

The site is mostly flat and has a gentle grading that slopes towards the perimeter of the lot, with an intentional slight slope towards the South to better manage water drainage during a stormwater event.

- C. Existing trees having a six-inch caliper or greater shall be preserved or replaced by new plantings of equal character;

No existing trees on the lot are great enough in size to be preserved or require mitigation. All new trees will be planted and improve the character of the overall site trees.

- D. Privacy and noise:
 - (1) The buildings shall be oriented in a manner which protects private spaces on adjoining properties from view and noise,
 - (2) Residential buildings shall be located on the portion of the site having the lowest noise levels, and
 - (3) On-site uses which create noise, lights, or glare shall be buffered from adjoining residential uses;

The more public side of the property faces two adjacent lots, to the South and the West, that are undeveloped.

- E. Private outdoor area: residential use.
- F. Share outdoor recreation areas: residential use:



The above subsections E and F is not applicable.

- G. 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 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;

The development is not within or adjacent to a lot within the one-hundred year floodplain, therefore no response is required.

- H. Demarcation of public, semipublic, and private spaces; crime prevention:
- (1) The structures and site improvements shall be designed so that public areas such as streets or public gathering places, semipublic areas and private outdoor areas are clearly defined in order to establish persons having a right to be in the space, in order to provide for crime prevention and to establish maintenance responsibility; and
 - (2) These areas may be defined by a deck, patio, low wall, hedge or draping vine, a trellis or arbor, a change in level or landscaping;

A strong visual designation of space dedicated as a private space on site, is clearly defined by separation through various landscape elements between the public side and access way to the private dining area designated on site for patrons of the Food Cart establishments.

- I. Crime prevention and safety:
- (1) Windows shall be located so that areas vulnerable to crime can be surveyed by the occupants,
 - (2) Interior laundry and service areas shall be located in a way that they can be observed by others,
 - (3) Mail boxes shall be located in lighted areas having vehicular or pedestrian traffic,
 - (4) The exterior lighting levels shall be selected and the angles shall be oriented towards areas vulnerable to crime, and
 - (5) Light fixtures shall be provided in areas having heavy pedestrian or vehicular traffic and in potentially dangerous areas such as parking lots, stairs, ramps and abrupt grade changes. Fixtures shall be placed at a height so that light patterns overlap at a height of seven feet which is sufficient to illuminate a person;

Windows from the dining hall predominately face the parking lot and can be observed by the occupants of the dining hall or outdoor area on site. No interior laundry areas area on site. Mailbox(es) are located on the pedestrian pathway, adjacent to the improved sidewalk and curb. Exterior lighting levels are designed to improve sight safety without posing potential hazards by glare by lighting that exceeds standard lumen output levels. Please see the include Illumination Plan within the drawings set.

- J. Access and circulation:
- (1) The number of allowed access points for a development shall be as provided in the public works design standards.
 - (2) All circulation patterns within a development shall be designed to accommodate emergency vehicles. Provisions shall be made for pedestrian ways and bicycle ways consistent with 17.120.080(Q);

All access points and driveways on site are existing currently and are proposed to remain.

- K. Public transit:
- (1) Provisions within the plan shall be included for providing for transit if the development proposal is adjacent to existing or a proposed transit route.

While the site is near a main public transit route, there are no direct adjacencies.



- L. All parking and loading areas shall be designed in accordance with the requirements set forth in Sections 17.106.050 and 17.106.080, Chapter 12.10, and the public works design standards;

All parking and loading areas are in accordance with the requirements outlined in the applicable sections above. Please see this narrative response regarding section 17.106 and Chapter 12.10 above.

- M. All landscaping shall be designed in accordance with the requirements set forth in chapter 17.100;

All landscaping proposed is in accordance with the standards of Chapter 17.100, as outlined above in this narrative.

- N. All drainage plans shall be submitted to the public works director for review and approval;

Please see the Site & Grading Plan included with this land use packet for review by the public works director.

- O. All facilities for the handicapped shall be designed in accordance with the requirements set forth in the ADA requirements; and

All facilities are designed to meet or exceed ADA standards. All facilities are barrier free and the site design includes a new sidewalk improvement and connection to the existing sidewalk on Old Portland Road with ADA accessibilities.

- P. All of the provisions and regulations of the underlying zone shall apply.

The applicable requirements for the Expanded Commercial zone are applicable. Please see the written narrative response to the underlying zone section, for this site, in regards to the Section 17.68.

- Q. Pedestrian Access and Circulation Standards. Developments shall conform to all of the following standards for pedestrian access and circulation.
 - (1) Continuous Walkway System. A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any, and to all future phases of the development, as applicable.
 - (2) Safe, Direct, and Convenient. Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, transit stops recreational areas/playgrounds, and public rights-of-way based on all of the following criteria:
 - a. The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel;
 - b. The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The city planning commission may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.
 - c. The walkway network connects to all primary building entrances and, where required, Americans With Disabilities Act requirements.
 - (3) Vehicle/Walkway Separation. Except as required for crosswalks, pursuant to Subsection 4, below, where a walkway abuts a driveway or street it shall be raised 6 inches and curbed along the edge of the driveway/street. Alternatively, the city planning commission may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is physically separated from all vehicle-maneuvering areas. An example of such separation is a row of bollards (designed for use in parking areas) with adequate minimum spacing between them to prevent vehicles from entering the walkway.
 - (4) Crosswalks. Where a walkway crosses a parking area or driveway (“crosswalk”), it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians. Painted or thermo-plastic striping



and similar types of non-permanent applications are discouraged, but may be approved for lesser used crosswalks not exceeding 20 feet in length.

(5) Walkway Width and Surface. Walkways, including access ways required for subdivisions pursuant with Chapter 17.150, shall be constructed of concrete, asphalt, brick/masonry pavers, or other durable surface, as approved by the city engineer, and not less than 5 feet wide. Multi-use paths (i.e., designed for shared use by bicyclists and pedestrians) shall be concrete or asphalt and shall conform to the public works design standards.

(6) Walkway Construction. Walkway surfaces may be concrete, asphalt, brick/masonry pavers, or other city-approved durable surface meeting Americans with Disabilities Act requirements. Walkways shall be not less than 5

feet in width, except that concrete walkways, a minimum of 6 feet in width, are required in commercial developments and where access ways are required for subdivisions under Chapter 17.150 the planning commission may also require 6 foot wide, or wider, concrete sidewalks in other developments where pedestrian traffic warrants walkways wider than 5 feet.

(7) Multi-use Pathways. Multi-use pathways, where approved, shall be 12 feet wide and constructed of asphalt or concrete, consistent with the applicable public works design standards.

Walkways designed are continuous in nature, sloped to provide compliant ADA access, connect to adjacent parking areas and sidewalks. Multiple pathways are being proposed to allow for efficient circulation on site. Widths of pathways proposed are at least as wide if not wider than the minimum standards.

CHAPTER 17.126 – FOOD CART POD PERMIT

17.126.010 Purpose.

Mobile food units, which are defined in OAR 333-150-0000 as “any vehicle that can be pulled or pushed down a sidewalk street, highway or waterway, on which food is prepared, processed or converted or which is used in selling and dispensing food to the ultimate consumer”, can provide opportunities to enliven under-utilized parking lots, allow individual entrepreneurship at a small scale, and provide unique eating establishments for the public. The purpose of this chapter is to set standards to permit mobile food units, or “food carts” on a long-term basis. As with temporary uses, permanent site improvements may not be required; however, the standards and permit processes of this section are intended to ensure that food carts are conducted as lawful uses and in a manner that is not detrimental or disruptive in terms of appearance or operation to neighboring properties and residents.

17.126.020 Applicability and Exemptions.

A. Applicability.

- (1) This chapter is not applicable to temporary uses which are permitted through the Temporary Use Permit procedures of Chapter 17.128.

The proposed food cart pods are not applicable to the temporary uses description as defined in Chapter 17.128.

- (2) For the purposes of this chapter, the term “food cart” will be used interchangeably with “mobile food unit”. “Food cart pod” refers to a site containing one or more food carts and associated amenities on private property.
- (3) The provisions of this chapter apply to all food carts within the City, whether it is a single food cart or multiple carts in a pod.
- (4) Food carts are not permitted to travel to different sites through the City and shall only be allowed through an approved permit issued in conformance with this chapter.



Despite the inherent mobility of the food carts in nature, each individual cart and tenant of CCPOD, will have an agreement to remain at the site while within that binding lease agreement with the owners of the facility. Locations of individual food carts will be determined and agreed upon prior to signing a lease agreement or occupying a ‘mobile food unit’ pod space and all tenants will be required to stay in their fixed location, without traveling to different sites as part of this permit and development.

17.126.030 Permit Procedures.

Food cart pod permits will be processed in accordance with Chapter 17. 162, as follows:

- A. Type I. Up to two carts on one site with no accessory structures other than trash cans and portable accessory items, such as picnic tables, may be reviewed for compliance with this chapter and administratively approved by the Planner.
- B. Type II. Three or more carts on one site and/or accessory structures constructed in accordance with 17.126.040(B) may be reviewed in accordance with this chapter, and applicable chapters of the Scappoose Municipal Code and the Planning Commission shall be the approval body.

The proposed food cart development is categorized as Type II as defined above, as it is pod comprised of 11 different areas designated for individual carts, ‘three or more’.

- (1) The Planning Commission shall approve, approve with conditions, or deny an application for a Type II Food Cart Pod Permit. The decision to approve, approve with conditions, or deny an application for a Type II Food Cart Pod Permit shall be made by the Planning Commission upon findings of whether or not the proposed use:
 - a. Is in conformance with the standards contained in this chapter and any other applicable chapters, and
 - b. Is undertaken in a manner that is not detrimental nor disruptive in terms of appearance or operation to neighboring properties, businesses and/or residents.

The proposed Food Cart development consists of eleven different food carts and a central indoor/outdoor dining area. The proposed hours of operation are from 11am to 10pm, and would be planned to not disrupt any neighbors or current uses within the area, as the closest neighbor is a commercial building to the North, and a Multifamily housing development several lots to the South, all of which fall within the proposed purpose of the designated EC Zone.

17.126.040 Food Cart Pod Standards.

A property containing one or more food carts shall be maintained in a clean and orderly condition. Only those things authorized by the permit and shown on the site plan may be stored on the property. The following standards apply to food cart pod sites:

- A. Zoning. Food cart pods are not permitted in special flood hazard areas or in residential zones but are permitted in zones that allow for eating and drinking establishments either outright or through conditional use approval. In the Light Industrial, LI and Public Use Airport, PUA zoning districts, Food Cart Pod Permit approval is subject to Chapter 17.130 – Conditional use.

The proposed development is permissible per the allowable uses for the Expanded Commercial (EC) zone as described above; please see the narrative response regarding section 17.68 for this applicable zone.

- B. Accessory Items & Structures. Trash and recycling receptacles for customer use shall be maintained no more than ten (10) feet from food carts, at a rate of one trash and one recycling receptacle for every two food carts. Portable accessory items, such as picnic tables, are permitted. With Planning Commission approval, new accessory structures may be constructed, as follows:



Trash and recycling stations are 30"x60" modular stations shown on plan with a non-descript rectangle throughout, as the locations are intended to be approximate, more so evenly distributed to comply with the above provision and ensure there is at least one or more stations within 10' of all carts.

- (1) A maximum of two restroom structures, provided that the combined square footage does not exceed two hundred (200);
- (2) A maximum of two storage buildings, provided that the combined square footage does not exceed two hundred (200);

One 300 square foot restroom structure is provided with a designated women's and separate men's facility; within the interior of the indoor dining hall a single accessible gender-neutral toilet room is provided. Through this land use process, it is requested that the planning commission consider a portion of the allowable space for a storage building (200 square feet is permitted) be allotted to the restroom instead and including in the conditions of approval a limitation that any future storage building shall be limited to 100 square feet.

- (3) One trash enclosure;

One trash enclosure has been included as part of this development along with a concrete pad that extends 5' beyond at the vehicular opening side of the enclosure; it has been deemed serviceable and accessible for disposal by Waste Management, from the improved drive and utility accessway. The trash enclosure has 3 concrete masonry walls and a partial roof overhang; it shares one wall with the restroom structure, is intended for tenant access through a man door at one side, and also has a swinging double access door with plenty of clearance for loading and unloading the dumpsters, from the vehicular side. This area is exposed with no roof and is only partially covered by the dining hall structure roof eave overhang.

- (4) Outdoor seating areas, which may have roofs, floors, and railings, but no walls (e.g., decks, picnic shelters, pavilions), provided that the square footage does not exceed two hundred (200) square feet per food cart and that no single structure exceeds two thousand (2000) square feet. Any covered structure provided shall meet current Oregon Structural Specialty Code and be permanently attached to the ground;

A central outdoor seating pavilion has been provided at the West side of the property that includes three various sections of seating: the first has two L-shaped banquette style seating vignettes that surround a concrete gas fire pit at each, the second area is a section of nine picnic tables with two fixed drink rails, and the third section is another long banquette that can have 4 to 5 additional tables and benches added to it for maximized seating. The sum of these three areas totals about 1, 735 square feet. Overall, this is within the spatial area limitations described above; in regards to applicable structures such as the drink rails and roof eave overhang, all structures will be fixed with structural footings into the ground.

- (5) A food cart pod site with 3 or more food carts shall provide covered seating and restrooms on site.

Adequate seating both indoor and outdoor have been provided to support the food cart pod site functions.

- C. Signs. Type II approval: Signs are permitted pursuant to Chapter 17.114. Signage painted on food carts is permitted.

Please see the signs section above, 17.114, for more regarding signage on food carts. All proposed signage will be included only after a sign is approved and a separate permit granted.

- D. Minimum Setbacks and Separation Distance. All food carts on the site shall be located a minimum of:
 - (1) Five (5) feet from any structure or other food cart;
 - (2) Ten (10) feet from any front lot line; and



- (3) Five (5) feet from any interior side or rear lot line, except if such lot line abuts a street the setback shall be ten (10) feet and if such lot line abuts a residential district the minimum setback shall be twenty (20) feet. In the downtown overlay, Chapter 17.80 governs required setbacks, however, the provisions of section E (Screening) still apply.
- (4) Awnings and canopies may encroach into the required setback not more than 36-inches, provided that the width of the setback is not reduced to less than three (3) feet.

All minimum setbacks requirements have been met or are above the minimum standard outlined. All carts are set back at least five feet from any existing rear or side lot line, and are spaced six feet apart at a minimum apart from each other. At the front lot line, there is a 10' setback to the carts at that side of the lot. No overlapping or encroaching awnings overlap into the minimum setbacks provided.

- E. Screening. If the food cart pod is located less than twenty (20) feet from a residential zoning district, the residential property shall be screened from the food cart pod, which may be a portion of a property including the food cart, seating, queuing, etc., abutting the residential zoning district and may not necessarily extend to the shared property line.
- (1) May be provided by an existing, continuous, sight obscuring structure, solid fence, or hedge;
 - (2) If new, shall be a continuous, sight-obscuring vegetative screen; or if fencing is utilized as screening, shall be continuous, continuous, sight-obscuring fencing made of wood or ornate metal. Chain-link fencing with slats shall not qualify as acceptable screening material; and
 - (3) Shall have a minimum height of six (6) feet.

The above section is not applicable as no neighboring lots are designated as residential, therefore no additional screening as described above, in section E, is required.

- F. Setback from Vehicular and Pedestrian Use Areas. Windows and doors used for service to customers shall be located a minimum of ten (10) feet from loading areas, driveways, on-site circulation drives, and parking lot aisles, and a minimum of five (5) feet from bicycle parking spaces and walkways.

All windows and doors used to service customers are noted on the Architectural plans and are within the minimum distances outlined above.

- G. Obstruction of Vehicular and Pedestrian Use Areas and Landscape Areas. No food cart or associated element, such as above ground power cords, seating areas, trash receptacles, signs, and customer queuing areas, shall occupy bicycle parking spaces, loading areas, or walkways. Food carts and amenities shall not occupy landscaping areas approved as part of a prior design review or other land use application. However, occupying existing on-site automobile parking spaces is permitted, provided that such spaces are not simultaneously used for parking or required to meet minimum parking requirements on the site.

Queuing areas have been delineated on sheet C-3 to show approximate locations for where customers are expected to line up waiting to order food. In order to prevent excess congestion, when an order is placed, food carts will provide electronic buzzers to the customer and will notify the customer when their food is ready. Although these queuing areas are shown on sheet C-3, these areas are for reference only and will not having striping placed to delineate queuing areas. These queuing areas are shown approximately from estimated queue lengths at the Happy Valley Food Carts provided by Novak Architecture.

- H. Surfacing. All food carts shall be placed on a hard-surfaced area such as concrete or asphalt, and any associated parking, loading, and maneuvering areas for vehicles shall be on hard-surfaced areas. If new paved surface is added to a site to accommodate a cart, the parking area shall comply with applicable parking design standards contained in Chapter 17.106.



All food carts will be placed on a hard-surfaced area, either of which are concrete and asphalt.

- I. Driveway Access. No new or modified driveway access is permitted unless approved by the City Engineer, in accordance with this Chapter and other applicable sections of the Scappoose Municipal Code and the Public Works Design Standards.

All existing driveway access points are maintained. There are two existing driveways on the residentially used property now; the main driveway, the more Southerly driveway, is proposed to be maintained and improved with construction to meet the Public Works Design Standards and applicable sections of City Municipal Code. The other driveway is to be improved only to provide non-public service access.

- J. Intersection Sight Distance and Visual Clearance Areas. The food cart and any attachments, accessory items, or customer queuing areas shall comply with the intersection sight distance and visual clearance area requirements of the Scappoose Municipal Code Chapter 12.10 and Public Works Design Standards.

Visual clearance areas have been identified and the required clearances without sight obstructions are included within the proposed site development. For the applicable area on site, a vision triangle of 20' is required and will be maintained at the main vehicular driveway access. Please see sheet C-3 and section 12.10 on Vision Clearance Areas included in this submission packet for complete information regarding this.

- K. Lighting. Outdoor lighting shall be required to maintain safety and for crime prevention, to be approved by the Chief of Police, if not already adequately provided by an existing use. All lighting on site shall be shielded so that it does not become a nuisance to neighboring properties.

No nuisance is anticipated to any neighboring properties by exterior lighting, and all lighting on property is considered to enhance safety. Please reference C-6, to see the proposed Illumination Plan for this site.

- L. Utilities. To the extent that utilities are desired by the applicant or required by applicable regulations, food carts shall have self-contained utilities, or if on-site utility connections are proposed, such utilities shall be installed underground, except where prohibited by the utility district or company.

All utilities for individual food carts shall be contained within the food carts. No above ground cords will run to power the carts or supporting spaces. At each mobile food cart, a utility hub connection station is provided for gas, water, communication, and electrical supply.

- M. Sanitation Facilities. Food cart pods shall ensure the availability of a restroom with hand washing facilities meeting the provisions of OAR 333-150-0000 for employees and customers. Portable restrooms and portable handwashing facilities are not permitted, unless the portable handwashing facilities provide hot running water meeting the provisions of OAR 333-150-0000. If portable restrooms and portable handwashing facilities are provided, they shall be screened from view with fencing or a solid vegetative screen, or a combination of the two, provided that the portable facilities are not visible from neighboring properties or public rights-of-way. The restrooms must either be on-site, within one-quarter mile or within 5 minutes walking distance and be available during the carts' hours of operation. Applicants shall provide the City with documentation that restrooms are available via the owners written permission for the utilization of facilities in an existing building.

A restroom facility is provided in a permanent structure as described above; see the written response within this narrative in Section 17.126.040.B.1.

- N. Sewage Disposal. Subsurface sewage disposal is prohibited.



No sewage disposal above surface will be allowed by any of the tenants of the Food Cart. As an additional measure of employing good practices regarding sewage, the Owners of the property will require all individual cart tenants to have their own independent grease trap, in addition to the central grease trap provided underground on property within the sanitary sewer line.

- O. Vendor Parking. For any food cart pod requiring approval by the Planning Commission, vendor parking shall be provided in addition to the off-street parking requirements of Chapter 17.106 (Off-Street Parking and Loading Requirements) at the rate of one parking stall per food cart. Vendor parking may be satisfied by the provision of off-site shared parking agreements, when the offsite parking space used is surplus parking and not required parking for an existing use.

Please see the summary of off-street parking provided above in our written response to Chapter 17.106 regarding Off-Street Parking and Loading Requirements. 27 spaces are being allocated; 11 are required per the requirements of one parking stall per food cart as described above.

- P. Landscaping – Type II food cart pod permits are subject to Chapter 17.00 – Landscaping, Screening and Fencing. A portion of the landscaping required may be provided with attractive potted planters, provided they contribute to the aesthetics of the pod, provide effective screening, and are well maintained year-round.

Please see our response to the applicable section on landscaping, screening, and fencing above within this narrative. All requirements for this section have been met.

- Q. Noise. Any noise generated on site is subject to Municipal Code Section 9.12.040 – Offenses Related to Noise.

Of the applicable acts of noises that could potentially be generated on site as part of this development, as outlined in Section 9.12.040, Subsection 4 is the only enumeration we anticipate being a potential concern, during the time of construction only. All excavation, demolition, and construction of the food cart establishment, will be executed between the hours of 7am and 8pm, Mondays through Fridays, and 9am to 4pm, on Saturdays and Sundays.

17.126.50 Food Cart Standards

The following standards apply to each food cart on the site.

- A. Attachments. Attachments to the food cart, such as awnings or canopies, are permitted only if they are supported entirely by the cart and do not touch the ground. Neither the food cart nor any item relating to the cart shall lean against or hang from any structure or utility pole. No structure shall be attached to the food cart.
- B. Accessory Storage. Except as specifically allowed by 17.126.040(B), items relating to the food cart shall be stored in, on, or under the cart in an orderly manner, or out of sight.
- C. Interior Seating or Vending. Customer seating or vending inside a food cart is prohibited.
- D. Length of cart. Food carts shall not exceed 26 feet in length.
- E. Carts and their accessory items shall be kept in good repair and be maintained in a safe and clean condition.
- F. The following health and sanitation standards shall apply:
 - (1) Applicants shall provide wastewater/graywater disposal documentation that indicates how the outputs will be stored (if applicable) and what wastewater/graywater disposal will be stored (if applicable) and what wastewater/graywater disposal method will be used. The documentation shall indicate a proper disposal method that ensures fats, oils and grease do not enter the City's wastewater infrastructure. If the applicant intends to contract with a third party for wastewater/graywater disposal, a copy of the contract must be provided to the City within 15 days of receiving a permit.
 - (2) Non-stormwater discharges to the City's stormwater system are prohibited.
- G. Drive-Thru Service. Food carts shall not provide drive-thru service.



- H. Other Licenses/Approvals Required. Besides meeting the requirements of this chapter, the operator of a food cart must have an active City business license, must comply with the current edition of the International Fire Code (I.F.C.) for Mobile Food Carts and receive approval and comply with the permit requirements of Columbia County Environmental Health Department.

The above subsections of Food Cart Standards are assumed, and will be included in the provisions of the lease agreement for each tenant of the property owner. Some specific points of relevance to emphasize that haven't already been explained above within the written response to Chapter 17.126 are:

- The maximum length of any food cart on site is currently 18'. No longer lengths of carts are proposed as part of this development.***
- No interior seating will be provided within the individual carts.***
- No drive-thru service is proposed.***
- All carts on property will be expected to comply with the standards above, and will be required to obtain an individual permit, prior to opening or conducting business operations.***

17.126.060 Food Cart Pod Modification.

An application for a food cart pod modification shall be required when any of the following thresholds apply:

- A. Thresholds.
 - (1) Modification to an approved food cart pod site layout or design, which does not increase the number of food carts permitted on the site.
 - (2) Addition of non-permanent amenities to an approved food cart pod, such as but not limited to: picnic tables, awnings and landscaping.
- B. Procedure Type.
 - (1) The Type 1 procedure, as described in section 17.126.030(A) of this chapter shall apply to an application for a Food Cart Pod Modification when the thresholds above are met.
 - (2) In the event that a modification exceeds the above thresholds, a new Type II Food Cart Pod Permit shall be applied for.

The above section is non-applicable as all food carts proposed as part of this development are new, therefore no modifications will be made.

17.126.070 Food Cart Pod Submittal Requirements

An application for a Food Cart Pod Permit shall include the following:

- A. A completed application, including the property owners' signature, on a form provided by the Planning Department; and
- B. Information sufficient to address the standards in 17.126.040; and
- C. A site plan of the subject property drawn to scale and including:
 - (1) The lot lines,
 - (2) The location of existing structures,
 - (3) The proposed boundaries of the food cart pod. Within the boundaries of the food cart pod, the location of all food carts, seating areas, and any accessory items or structures,
 - (4) The proposed distance between the food cart pod and adjacent lot lines, as well as the proposed separation distance between individual carts and between carts and other on-site structures,
 - (5) The type and location of any proposed on-site utility connections for food carts,
 - (6) Number and location of food carts on site and individual square footage and length of each cart,
 - (7) Pictures or architectural elevations of proposed food cart(s),
 - (8) The location of existing and proposed loading areas, driveways, on-site circulation drives, parking lot aisles, parking lot lighting, bicycle and automobile parking spaces, and walkways,



- (9) The orientation of service windows and doors on the food carts and location of customer queuing areas,
- (10) The location of existing and proposed landscaping,
- (11) The dimension, height, and location of proposed signs,
- (12) Proof of the availability of restroom facilities for employees and customers that meet the requirements of OAR Chapter 333-150-0000,
- (13) The method for disposing of wastewater and gray water,
- (14) Written verification of approval by Columbia County Health Department,
- (15) Written verification of approval by Scappoose Fire District,
- (16) Traffic generation memo, meeting the requirements specified in SDC 17.154.030(S).
- (17) A statement indicating any source of noise to be generated on the property and the method of mitigating the noise, and
- (18) Any additional information that may be required by the Planning Department to properly evaluate the proposed site plan.

The standards above have been analyzed, and the requirements have been met; please see sheets C-3 to C-6 that highlight these changes specifically, to the best of the owners' knowledge at this time. The nature of this development is to provide the infrastructure and designated area to support individual food carts as they lease the space. While the individual food carts may change overtime based on lease agreements and market growth, the overall standards of this section will be met and made part of the lease agreement for all tenants who wish to operate as part of this development.

17.126.080 Conditions of Approval

The approval body may impose conditions upon the approval of a Food Cart Pod Permit to ensure conditions upon the approval of a Food Cart Pod Permit to ensure compliance with the requirements of this chapter, and other applicable chapters of the development code, and to minimize adverse impacts created by the use on surrounding property and uses. These conditions may include, but are not limited to, the following:

An application for a Food Cart Pod Permit shall include the following:

- A. Limiting the hours, days, place and manner of operation;
- B. Requiring site and building design features which minimize environmental impacts such as noise, glare, and odor;
- C. Requiring additional building setbacks;
- D. Further limiting the building area and outdoor storage used by the food cart pod and restricting the location of the use on the site in relationship to adjoining uses;
- E. Designating the size, number, location and design of vehicle access points;
- F. Requiring landscaping, buffering and/or screening, of the food cart pod from adjoining uses and establishing standards for the continued maintenance of these improvements;
- G. Requiring storm drainage improvements, and surfacing of parking and loading areas;
- H. Limiting or setting standards for the location and intensity of outdoor lighting;
- I. Requiring and designating the size, height and location of fences and materials used for their construction;
- J. Requiring the protection and preservation of existing trees, and other vegetation, watercourses, slopes, wildlife habitat areas and drainage areas;
- K. Limiting the type and number of vehicles or equipment to be parked or stored on the site;
- L. Any other limitations which the approval authority considers to be necessary or desirable to make the use comply with this section; and
- M. Any limitations or conditions imposed by the City's service providers or the Fire Department.

The conditions of approval are understood and have been considered during the site design development.

17.126.090 Approval Period.



- A. Type I: A Type I Food Cart Pod Permit approval is valid for two years from the date of the final written decision, provided the approval is implemented within a one-year period. If not implemented within a one-year period, the approval will become void. At the end of any two-year period, the applicant may apply for another two-year permit by filing a new Type I or Type II application, as applicable.
- B. Type II: A Type II Food Cart Pod Permit approval does not expire, provided the approval is implemented within a one-year period. If not implemented within a one-year period, the approval will become void.
- C. “Implemented” means all necessary development permits shall be obtained and maintained for the approved development.

This Food Cart Pod Permit is categorized as “Type II”. All planned development is planned to be executed within a year of obtaining approval.

17.126.120 Grounds for Revocation.

The planner or designee may:

- A. Revoke a Food Cart Pod Permit approval if the conditions of approval have not been or are not being complied with and the food cart pod is being conducted in a manner contrary to this chapter.
- B. The Planner or designee shall approve the use as it exists, revoke the Food Cart Pod Permit, or compel measures to be taken to ensure compatibility with the neighborhood and conformance with this section after reviewing a complaint. Complaints may be originated by the City of Scappoose or the public. Complaints from the public shall clearly state the objection to the food cart pod, such as:
 - (1) Generation of excessive traffic;
 - (2) Generation of excessive noise or litter;
 - (3) Other offensive activities not compatible with the surrounding area.
- C. Waiting Period for Reapplication. When a Food Cart Pod Permit has been revoked due to violation of these standards, a minimum period of one year shall elapse before another application for a food cart pod on the subject parcel will be considered.
- D. The Food Cart Pod Permit owner may appeal the Planner’s decision to the Planning Commission.

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.

17.154.020 General provisions.

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



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.

The proposed development has a partial street improvement planned for the frontage side of the property connecting to the Old Portland Rd. With this planned street improvement, the required setbacks from the lot line are maintained with the addition of a 5' landscape buffer area, improved driveway access and width, a new 6' sidewalk connecting an accessible route from the pedestrian pathways on property directly to Old Portland Rd, and ultimately to Columbia River Hwy. The current front lot line is 21' from the edge of pavement. In addition to the sidewalk and landscape buffer area in front of the lot, ten additional feet of asphalt is planned as part of this improvement. All planned street improvements are planned according to the public works design standards and specifications. The new improvements will have continuous pavement in the street to the new gutter pan. Overall, the grading proposed is to also manage the stormwater effectively.

- (3) Subject to approval of the public works director and the planner, the planner may accept and record a non-remonstrance agreement in lieu of street improvements if one or more of the following conditions exist:
 - a. A partial improvement is not feasible due to the inability to achieve a cohesive design for the overall street;
 - b. A partial improvement may create a potential safety hazard to motorists or pedestrians;
 - c. Due to the nature of existing development on adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide a significant improvement to street safety or capacity;
 - d. The improvement would be in conflict with an adopted capital improvement plan;
 - e. 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.

The partial improvement is considered feasible and none of the described exceptions above 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.

No new streets or right-of-way designations are being proposed as part of the development.



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

Full compliance with the regulations applicable to the standards is intended with the proposed partial-street improvement at the frontage side of the property. No dedication is proposed as part of this development.

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

No new streets or right-of-way designations are being proposed as part of the development.

- 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.

Vehicular access is in accordance with the public works design standards and no easements are proposed as part of this development.

- 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 structures shall be placed adjacent to roadway curbs and shall comply with provisions of the American Disabilities Act and implementing federal and state regulations;

Improved grading and curbs are proposed to provide a new sidewalk complying with ADA and jurisdictional requirements. All improved asphalt areas are designed to match with existing grades.

- (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 projections 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.

One of the deliberate design choices for the proposed Food Cart Pod, is the creation of more accessible pedestrian pathways and improved vehicular access and parking. Also included within in the site design, are the addition of bicycle and skateboard parking areas near the main entrance of the development. Given the close proximity of the Food Cart Pods to Scappoose High School and local nearby businesses, consideration was made to include better access for people on foot to better facilitate patrons not arriving by a motorized vehicle.

- 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.

All proposed right-of-way opening widths are the minimum or greater than the minimum required and are accessible and barrier-free in nature. The existing frontage street, is owned and maintained by ODOT.

- 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.

This section is not applicable to this application.

- 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.

No new street names or proposed street name changes are included with this development.

- 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.

The public works design standard details and specifications will be followed for all curbs, curb cuts, ramps and approaches on property.

- 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.

The proposed development is not directly adjacent or next to a railroad right-of-way, therefore this is not applicable.

- 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.
- 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.
- 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 homeowner’s association;
- 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.

The above criteria items J-M are not applicable.

- 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.

Any required new street signs will be installed by the developer, for vehicular traffic control; in addition to the required street signs, some direction arrows may be introduced to better direct traffic entering and leaving the site. However, no new streets signs are being proposed, unless otherwise requested by ODOT or the approving council. One or more general directional vehicular signs, notating entrances or ‘exit only’, may be included at the request of Oregon Department of Transportation as part of the approving process.

- 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 American 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 the plan approval; and

The approved and proposed location of the mailbox is where the existing mailbox is located currently, near the front lot line. The post office has approved this location; please see the associated will serve letter and the plans notating this.

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

No traffic signals are being proposed, and after conducting the traffic study analysis, no new traffic signals are anticipated to be needed or included as part of this development, due to the dispersion of traffic during business hours.

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

Only one new street lamp, will be provided per the City’s public work design standards. The new mast arm luminaire is to be mounted to the existing utility pole approximately 25’ above the finished grade. Please see the illumination plan on the drawing sheet C-6.



- S. A Transportation Impact Study (TIS) must be submitted with a land use application if the conditions in (1) or (2) apply in order to determine whether conditions are needed to protect and minimize impacts to transportation facilities, consistent with Section 660-012-0045(2)(b) and (e) of the State Transportation Planning Rule.
- (1) Applicability TIS letter. A TIS letter shall be required to be submitted with a land use application to document the expected vehicle trip generation of the proposal. The expected number of trips shall be documented in both total peak hour trips and total daily trips. Trip generation shall be estimated for the proposed project using the latest edition of the Institute of Engineers Trip Generation Manual or, when verified with the City prior to use, trip generation surveys conducted at similar facilities.

The estimated trip generation for the proposed project is more than the threshold determined for condition 1, at 387 daily trips; therefore, this development falls under condition 2, as described in the guidelines, and a full TIS report is required. A complete TIS report is included and titled as "04 Traffic Impact Study & Report" as part of the main supporting documents to this land use submittal.

- (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 function 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.

A Traffic Impact Study (TIS) was conducted, as this development qualifies under condition (a) above; the determined daily trips are more than 100 per day, at 387. The complete report is attached as part of this land use submittal summarizing the findings. Please see the table of contents at the beginning of this narrative, or reference the attachment "04 Traffic Impact Study & Report" within this full submission. No other impacts or conditions above, items b through e, are applicable for this development.

- (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 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.

The certified traffic engineer, Lancaster Mobley, was specifically contracted to conduct this study per standard requirements and by responding to the comments provided in the Pre-Application Meeting held earlier in the year, for this development, and also analyzed the various scenarios described within the study by following up directly regarding the approach and study area, with the City Engineer.

- (4) Approval Criteria. When a TIS Letter or Report is required, a proposal is subject to the following criteria:
- f. The TIS addresses the applicable elements identified by the city engineer, consistent with the Traffic Impact Study Guidelines;
 - g. 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;
 - h. For affected non-highway facilities, the TIS report establishes that mobility standards adopted by the city have been met; and



The TIS report establishes that mobility standards have been met for the surrounding facilities, none of which have been affected.

- i. 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 operation 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.

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 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.
- C. Exemptions from requirement of Subsection B of this section may be allowed, upon approval by the planner and the city engineer, where on or all of the following conditions apply:
 - (1) Where topography and/or other natural conditions, such as wetlands or stream corridors, preclude a local street connection consistent with the stated block length standards. When such conditions exist, a pedestrian access way shall be required in lieu of a public street connection if the access way is necessary to provide safe, direct and convenient circulation and access to nearby destinations such as schools, parks, stores, etc.
 - (2) Where access management standards along an arterial street preclude a full local street connection. Where such conditions exist, and in order to provide for adequate connectivity and respect the needs for access management, the approval authority shall require either a right-in/right-out public street connection or public roadway connection to the arterial in lieu of a full public street connection. Where a right-in/right-out street connection is provided, turning movements shall be defined and limited by raised medians to preclude inappropriate turning movements.
 - (3) A cul-de-sac street shall only be used where the city engineer and planner determine that environmental or topographical constraints, existing development patterns, or compliance with other applicable City requirements preclude a street extension. Where the City determines that a cul-de-sac is allowed, all of the following standards shall be met:
 - a. The cul-de-sac shall not exceed a length of 500 feet, except where the city engineer and planner determine that topographic or other physical constraints of the site require a longer cul-de-sac. The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.



- b. The cul-de-sac shall terminate with a circular or hammer-head turnaround meeting the Uniform Fire Code and the standards of Public Works Design Standards.
- c. The cul-de-sac shall provide, or not preclude the opportunity to later install, a pedestrian and bicycle access way between it and adjacent developable lands. Such access ways shall conform to the standards in Section 17.120.180(Q), as applicable.

The above section regarding Blocks, is not applicable for this development or approval conditions.

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.

All public utility improvements outside of the lot line are dedicated for access by the City of Scappoose Public Works. All onsite utilities are private and do not require an easement.

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.
- 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:
following reasons:
 - (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.

New sidewalks are included as part of the half street improvement at the frontage side of the property, and are designed per the City of Scappoose Public Works design standards. The new sidewalk is to connect to the existing sidewalk at Old Portland Road. All new or improved sidewalks are to be constructed with accessible slopes and ramps, with the minimum clearances required.

17.154.080 Public use areas.



- A. Where a proposed park, playground or other public use shown in a development plan adopted by the city is located in whole or in part a subdivision, the commission may require the dedication or reservation of such area within the subdivision.
- B. Where considered desirable by the commission in accordance with adopted comprehensive plan policies, and where a development plan of the city does not indicate proposed public use areas, the commission may require the dedication or reservation of areas within the subdivision or sites of a character, extent and location suitable for the development of parks and other public use.
- C. If declarant is required to reserve land area for a park playground or other public use, such land shall be acquired by the appropriate public agency within eighteen months following plat approval, at a price agreed upon prior to approval of the plat, or such reservation shall be released to the declarant.

No public use areas are included as part of this development.

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 or existing mains, or violations of state or federal standards pertaining to operation of the sewage treatment system.

All new private sanitary lines will be sloped to prevent backflow and will be adequately sized to support the wastewater leaving the property. As mentioned above, a 500-gallon central grease trap will be used to intercept and treat all wastewater before discharging into the 8” PVC public main sanitary line that runs along the East side of the site, the frontage side. All sanitary sewer improvements will meet all minimum standard requirements described above. The main sewer line planned for tying into has been identified as part of the updated sewer master plan and is listed to be upsized as described by CIP number 1.4.

17.154.100 Storm drainage.

- A. The planner and public works director shall issue permits only where adequate provisions for stormwater and floodwater runoff have been made, and:
 - (1) The stormwater drainage system shall be separate and independent of any sanitary sewerage system.
 - (2) Where possible, inlets shall be provided so surface water is not carried across any intersection or allowed to flood any street.
 - (3) Surface water drainage patterns shall be shown on every development proposal plan.
 - (4) All stormwater analysis and calculations shall be submitted with proposed plans for public works directors review and approval.
 - (5) All stormwater construction materials shall be subject to approval of the public works director.

Stormwater runoff will be managed effectively by employing gentle sheet flow grading concept on site. Stormwater drainage is intended to be captured by the two stormwater swales at the Southern corners of the lot and a ditch that run



within the side lot landscape buffer area between the two swales. Multiple curb-cuts are placed in the parking lot perimeter curb to allow the water to disperse into this area and is entirely separate from the sanitary sewer system. Surface drainage patterns are shown on sheet C-4, the Stormwater & Drainage Plan, within the land use development drawing set.

- 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.

A full stormwater report is included as a main appendix item within this land use submission set. It is important to note that in order to best meet the purpose of all the development codes, and simultaneously provide adequate stormwater facilities for this site, we are proposing a reduction of 3 required parking spaces, from 29 to 26, to facilitate stormwater management. All stormwater improvements are designed per PWDS section 2.0000. All stormwater swales will comply with water quality standards. It is assumed that a final agreement regarding stormwater maintenance between the City and property owners will be recorded by the County, prior to final occupancy. No catch basins or drywells, are proposed as part of this project's stormwater management plan.

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.

The water system has been designed to tie into the existing 12-inch DI waterline. Currently the site is serviced by a ¾" service that was installed in 1976. It has been assumed that this existing service is insufficient to support the new fixture units on site and instead a new 2" PVC line will service the new private on-site connections. A water backflow device will be included for the domestic water system and additional flow requirements will be verified with the Scappoose Rural Fire District prior to construction. At the time of this submission, and with consideration of the Fire Marshall's comments during the Pre-Application meeting, fire hydrants or additional backflow devices are not included as part of the proposed site design work. Additionally, it is worth clarifying within this section, that the structure being proposed to house the Dining Hall is within the maximum allowable area to remain non-sprinklered.

17.154.110 Bikeways.

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



No new dedicated bikeways are included as part of this proposed development. The planned half-street improvement provides vehicular travel lanes that would allow for a future bikeway or dedicated ROW without reducing the required minimum travel lane width. All improvements will be done according to the PWDS.

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.

Preliminary coordination has occurred with all utility service providers. All private utilities are underground, only transformers, cart utility connection boxes, and meter cabinet(s) will be above ground.

- 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 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.

This is not a subdivision therefore no comment on the above subsection B, is required.

17.154.130 Cash or bond required.

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

It is understood that a cash deposit or bond, based on the total valuation of the project, may be required, as described in section 17.150.180.

17.154.140 Monuments.

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

Any and all monuments present on the property or off of the property will be preserved.

17.154.150 Installation/permit fee.



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

No improvements will be undertaken until permits and full approval has been obtained from the City.

17.154.160 Installation – Conformation Required.

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

All planned improvements are designed according to the improvement standards of this chapter and other applicable sections included as part of this land use application.

17.154.170 Plan checking required.

- A. Work shall not begin until construction plans and a construction estimate have been submitted and checked for adequacy and approved by the city in writing. Three sets of plans shall be submitted for review.
- B. Three sets of revised plans (as approved) shall be provided.
- C. All such plans shall be prepared in accordance with requirements of the city’s public works design standards.

All project related plans will be provided by the property owner to the City and checked for adequacy by the City for a full written review prior to issuing a permit.

17.154.180 Notice to city required.

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

The city will be notified of the construction work schedule and any potential discontinuations of earth work or construction in advance.

17.154.190 City inspection required.

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

It is understood that the City may request changes in the standard section and design details based on the contextual conditions of the site if the City warrants such changes in the best interests of the public.

17.154.200 Engineer’s certification required.

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



Andrew Neimi, P.E. is the official Engineer on Record and certify that the engineering and specifications for site construction are of high-grade; the proposed design will be built according to the plans approved by the City and certified by the Engineer.

17.162 PROCEDURES FOR DECISION MAKING – QUASI JUDICIAL & NARRATIVE CONCLUSION

17.162.210 – 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.

The narrative responses and information provided are intended to inform the public, the planning commission, and all approving party members, required information related and relevant to the applicable developmental codes listed on the second page of this document. The applicant and owners certify that the information provided meets the intent of the standards described within the code and the development itself is intended to provide a new and exciting food and entertainment experience in the heart of the City of Scappoose. It is understood that the application and its supporting documents must be approved by the standards set forth in Chapter 17.162 of the Scappoose Municipal Code, entitled, ‘Procedures for Decision Making – Quasi Judicial’.

17.134 VARIANCE

17.134.030 Criteria for granting a variance.

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

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

The site design, circumstances, and code related items, specific to this development, are unique in that it’s the first of its kind, a site designed specifically to support a pod of food carts, rather than having a food cart already occupy an established site. The code calls for 29 parking spaces onsite; however, this variance is in request to reduce this number nominally, by three spaces, while providing two new on-street parking spaces in lieu of the onsite parking reduction request. The design intent, meets the purpose of the off-street parking and loading requirements, from Chapter 17.106, while simultaneously providing adequate space for a number of other code related items that are not being sacrificed or reduced.

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

The proposed use is permitted according to City of Scappoose Municipal Code, and this title. It will be to benefit the economic use of the land, as well as the local community members of Scappoose.

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



Stormwater management and site drainage is a dominant factor relevant for this variance, and overall is aimed at achieving equity in supporting the site needs and other considerations such as the need for onsite stormwater management facilities, supporting loading space, and landscape area.

Jeff Shultz, CCPOD Owner

Matt McHugh, CCPOD Owner

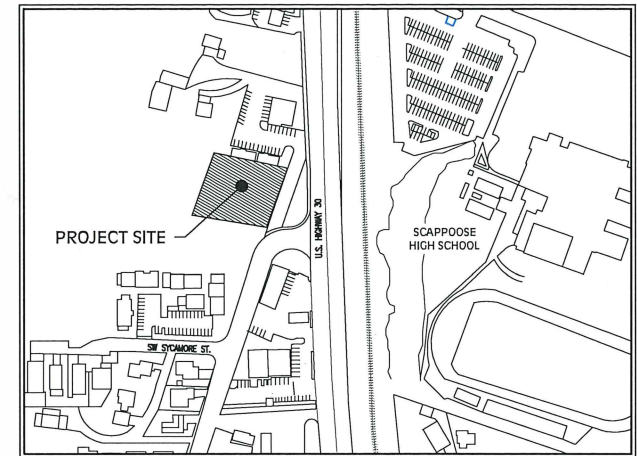
Nick Hurliman, CCPOD Owner

Chase Berg, LCE Project Manager

SCAPPOOSE FOOD CART POD

CCPOD, LLC

51875 COLUMBIA RIVER HWY
SCAPPOOSE, OR 97056



VICINITY MAP
SCALE: NTS

DRAWING INDEX

GENERAL SHEETS - LOWER COLUMBIA ENGINEERING	
SHEET	DESCRIPTION
G-1	GENERAL PROJECT INFO, VICINITY MAP & INDEX
G-2	GENERAL PROJECT NOTES

CIVIL SHEETS - LOWER COLUMBIA ENGINEERING	
SHEET	DESCRIPTION
C-1	EXISTING CONDITIONS PLAN
C-2	EROSION AND SEDIMENT CONTROL PLAN
C-3	SITE PLAN
C-4	STORMWATER & GRADING PLAN
C-5	LANDSCAPING PLAN
C-6	ILLUMINATION PLAN
C-7	UTILITY PLAN

ARCHITECTURAL SHEETS - BY OTHERS- NOVAK ARCHITECTURE	
SHEET	DESCRIPTION
A200	FLOOR PLAN
A300	PRELIMINARY ELEVATIONS

GENERAL SITE INFO:

TOTAL LOT AREA:
27,766 SQ FT (APPROX 0.64 ACRES)

TOTAL PROPOSED IMPERVIOUS AREA:
21,963 SQ FT (79.1%)

TOTAL PROPOSED LANDSCAPE AREA:
5,803 SQ FT (20.9%)

FOOD CARTS: 11 CARTS TOTAL

TYPE A: MAX. SIZE - 8.5'x18' (3)
TYPE B: MAX. SIZE - 8.5'x16' (7)
TYPE C: MAX. SIZE - 10'x17' (1)

NEW BUILDING SIZE: 2,160 SQ. FEET (60'x36')
NEW BUILDING HEIGHT: 22' FEET (30' MAX.)

TOTAL PARKING SPACES: 26 TOTAL ON SITE
COMPACT SPACES: 8.5'x15' (6 SPACES)
STANDARD SPACES: 9'x18' (20 SPACES)
(ACCESSIBLE SPACES: 9'x18' - 2 SPACES OF 21)
(ADDITIONAL 3 NEW STREET PARKING SPACES OFFSITE)

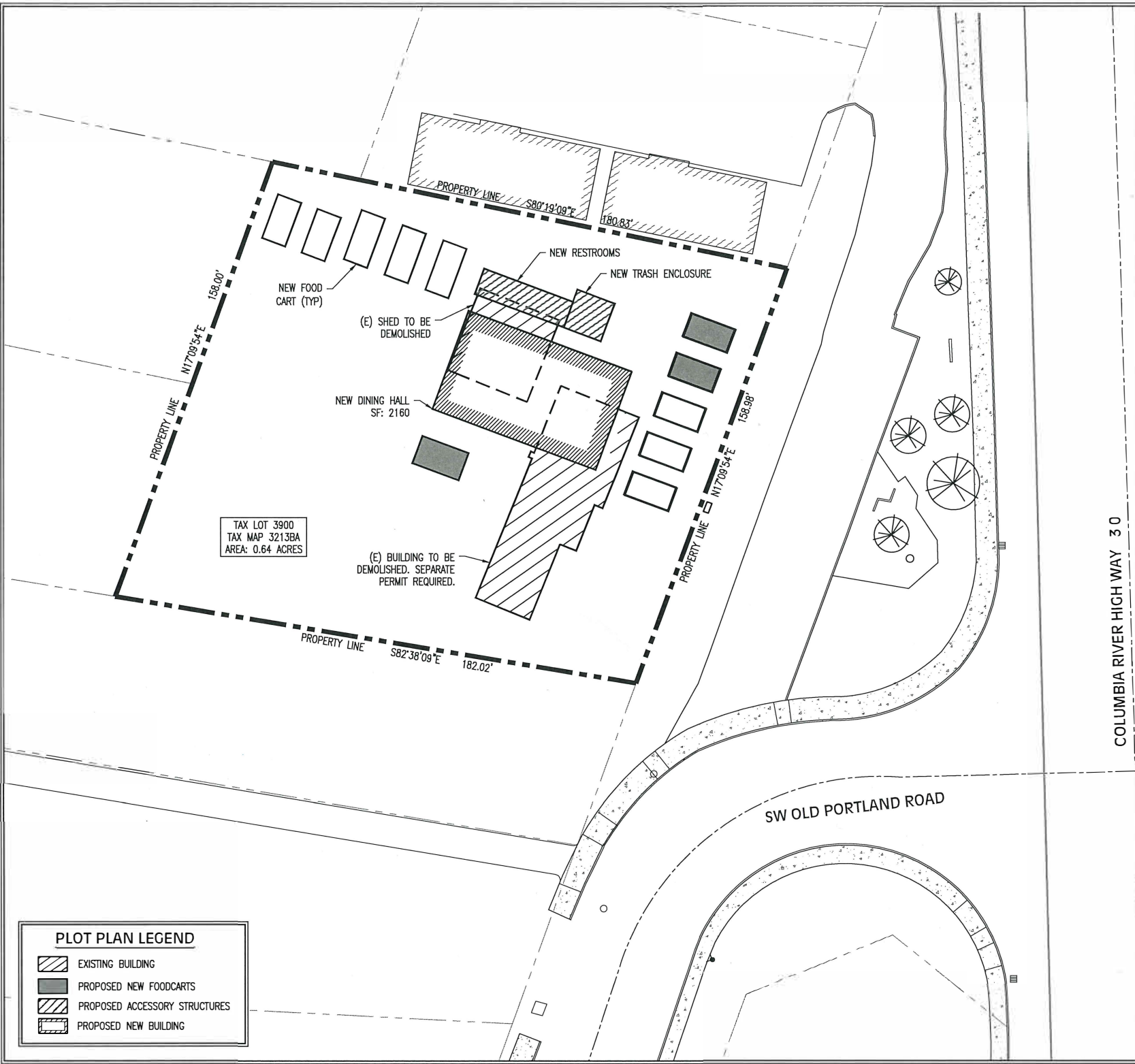
OTHER PROJECT INFORMATION

PROJECT NAME: CCPOD, LLC - SCAPPOOSE TAPHOUSE & FOOD CART POD

PROPOSED USE: COMMERCIAL, MIXED-USE FOOD CART POD & (A-2) ASSEMBLY

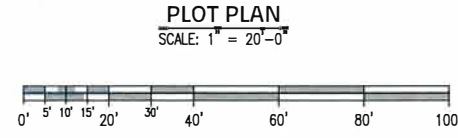
OPERATING HOURS: 11AM-10PM
VEHICULAR TRAFFIC: (SEE TRAFFIC STUDY)

SPECIAL NOTE:
LOWER COLUMBIA ENGINEERING HAS ADDRESSED THE PROPOSED DESIGN, NOT INCLUDING THE ARCHITECTURAL DESIGN. THESE DRAWINGS ARE INTENDED FOR THE SITE DEVELOPMENT REVIEW CRITERIA REQUIREMENTS OUTLINED BY THE CITY OF SCAPPOOSE MUNICIPAL CODE 17.120. THE DRAWINGS ARE CONSIDERED PRELIMINARY ONLY.



PLOT PLAN LEGEND

	EXISTING BUILDING
	PROPOSED NEW FOODCARTS
	PROPOSED ACCESSORY STRUCTURES
	PROPOSED NEW BUILDING



PROJECT TEAM

CIVIL ENGINEER
LOWER COLUMBIA ENGINEERING
58640 McNULTY WAY
ST. HELENS, OR 97051
PHONE: (503) 366-0399
CONTACT: CHASE BERG
chase@lowercolumbiaengr.com
ENGINEER: ANDREW NIEMI
andrew@lowercolumbiaengr.com

ARCHITECT
NOVAK ARCHITECTURE
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STE. 200
PORTLAND, OR, 97224
(503) 352-4987
CONTACT: TERRY NOVAK
TNOVAK@NOVAKARCHITECTURE.COM

OWNER
CCPOD, LLC
51875 SW OLD PORTLAND RD.
SCAPPOOSE, OR 97056
PHONE: (503)-936-9241
CONTACT: MATT MCHUGH
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CONTACT: JEFF SCHULTZ
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CONTACT: NICK HURLIMAN
nick@hurlimanca.com

GENERAL CONTRACTOR
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51891 SW OLD PORTLAND RD.
SUITE B
SCAPPOOSE, OR 97056
PHONE: (503) 680-5637
CONTACT: JEFF SPANG
jspang@portraithomesnorthwest.com

***3RD PARTY CONSULTANTS NOT SHOWN - DEFER TO SUBMITTALS

MASTER LEGEND

(E)	EXISTING
(N)	NEW
	(E) MINOR CONTOUR
	(E) MAJOR CONTOUR
	(N) MINOR CONTOUR
	(N) MAJOR CONTOUR
	EXISTING FENCE
	(E) FIRE HYDRANT
	PROPERTY LINE
	ADJACENT PROPERTY LINE
	(E) SANITARY SEWER
	(E) WATER MAIN
	(E) OVERHEAD WIRE
	(E) SANITARY MANHOLE
	(E) CATCH BASIN
	(N) SANITARY SEWER MAIN
	(N) WATER MAIN
	(N) SANITARY CLEANOUT
	(N) SANITARY MANHOLE
	DRAINAGE FLOW ARROW
	(E) TREE
	(N) SIGN
	(N) CONCRETE
	(N) LANDSCAPED AREA
	(N) PAVESTONE
	(N) GRASS
	(N) RIVER ROCK
	(N) ASPHALT

DATE: 04/21/2022
PRELIMINARY
NOT
FOR CONSTRUCTION

DATE: 04/21/2022
REVISED PRINT
VOID ALL PREVIOUS

REV.	REVISION RECORD	DATE
A	UPDATE PER PRE-APPLICATION	11/04/2021
B	UPDATES PER CHECK-SET	11/18/2021
C	RE-ISSUE FOR LAND USE SUBMITTAL	03/01/2022
D	FINAL SITE REVISIONS	04/05/2022
E	FINAL LAND USE SUBMITTAL	04/13/2022



PROJ. NO.	3098	GENERAL PROJECT INFO, VICINITY MAP, & INDEX
DWG. BY	MLA	SCAPPOOSE FOOD CART POD
APPR. BY	CCPOD, LLC	
FILE	D-3098-G-1-E	DATE 01/15/21

LAND USE SUBMITTAL

G-1

Ex. 4B

GENERAL NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST IRC (WITH APPROPRIATE AMENDMENTS) NDS AND ACI SPECIFICATIONS.
2. ALL ROOF FRAMING AND ANCHORAGE IS BY OTHERS, UNLESS NOTED OTHERWISE.
3. ANY NECESSARY SLOPE STABILITY ANALYSIS, VERIFICATION OF AN ALLOWABLE VERTICAL SOIL BEARING CAPACITY OF 1,500 PSF, VERIFICATION OF A MAXIMUM EQUIVALENT FLUID PRESSURE ON WALLS FROM SOIL OF 35 PSF/FT IS THE RESPONSIBILITY OF OTHERS.
4. CONTACT ENGINEER WITH ANY UNCERTAINTIES PRIOR TO PROCEEDING.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY SUPPORT OF STRUCTURES AND EMBANKMENTS.
6. IF APPLICABLE, SUBMIT TRUSS DESIGN TO ENGINEER PRIOR TO FABRICATIONS WITH LOCATIONS AND REACTIONS OF GIRDER TRUSSES TO PROVIDE APPROVAL FOR ADDITIONAL LOADING FROM ROOF FRAMING. VERIFY ALL TRUSS SPANS AND CONFIGURATIONS ON JOB SITE PRIOR TO FABRICATION.
7. ANY BEDROOMS SHALL HAVE A MINIMUM WINDOW OPENING OF 5.7 SQ. FT. WITH A MINIMUM WIDTH OF 20" AND A MINIMUM OPENING HEIGHT OF 22" AND A SILL HEIGHT OF NO MORE THAN 44" ABOVE FINISHED FLOOR.
8. WINDOWS WITHIN 18" OF FINISHED FLOOR, ANY GLAZING IN DOORS OR WITHIN 24" OF ANY DOOR AND TUB ARE TO BE TEMPERED.
9. ANY TUBS AND SHOWER DOORS ARE TO BE GLAZED WITH SAFETY GLAZING.
10. CRAWL SPACE SHALL BE VENTILATED WITH 1 SQ. FT. OF NET FREE AREA PER 150 SQ. FT. OF UNDER FLOOR SPACE. PROVIDE VENTS WITHIN 3'-0" OF ALL CORNERS. COVER ALL VENTS WITH 1/4" MAX. MESH. ENTIRE CRAWL SPACE SHALL BE COVERED WITH 6 MIL. CONTINUOUS PLASTIC VAPOR BARRIER AND BE SLOPED TO A LOW POINT DRAIN THAT DISCHARGES TO APPROVED STORM SEWER. PER ORSC, SECTION R408.
11. DO NOT SCALE DRAWINGS.
12. ALL SITE DESIGN ISSUES ARE THE RESPONSIBILITY OF OTHERS.

EXCAVATION & FOUNDATION NOTES

1. CONCRETE DESIGN IS BASED ON A COMPRESSIVE STRENGTH OF 2,500 PSI. HOWEVER, ALL CONCRETE SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI AFTER 28 DAYS, ALL REINFORCING STEEL SHALL BE A-615 GRADE 60.
2. ALL REINFORCING SHALL BE SPLICED AND/OR BENT TO FULLY DEVELOP THE CAPACITY OF THE BAR (44 BAR DIAMETERS MINIMUM).
3. ALL FOUNDATIONS SHALL BE CARRIED DOWN TO THE ELEVATIONS SHOWN OR TO SUITABLE UNDISTURBED, FULLY CONSOLIDATED SOIL, FREE OF ORGANIC MATERIAL, WHICHEVER IS LOWER.
4. ANY FILL MATERIAL UNDER FOUNDATIONS SHALL BE 3/4" MINUS CRUSHED ROCK, PLACED IN LAYERS NOT EXCEEDING 8" IN DEPTH AND COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY.
5. ALL BACKFILL SHALL BE EVENLY PLACED IN LAYERS NOT EXCEEDING 8" IN DEPTH AND COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY. REMOVE ANY STANDING WATER PRIOR TO BACKFILLING. BACKFILL SHALL NOT BE PLACED AGAINST WALL UNTIL SUFFICIENT STRENGTH AND SUPPORT HAS BEEN ACHIEVED.
6. VERIFY THAT ALL APPROPRIATE UTILITIES HAVE BEEN INSTALLED PRIOR TO EACH PHASE OF WORK.
7. ALL CONCRETE MIX POURED IN A NON-CONTROLLED ENVIRONMENT SHALL CONTAIN 3% AIR ENTRAINMENT PER ASTM C260. ALL WALKING SURFACES SHALL RECEIVE A SLIP RESISTANT SURFACE.
8. INSTALL SUITABLE CONSTRUCTION JOINTS IN ALL SLABS AT 15'-0" MAXIMUM, ALL DIRECTIONS.
9. INSTALL (2) #4 CONT. REBAR IN FOUNDATION WALL AND (2) #4 CONT. REBAR IN FOUNDATION BASE MINIMUM, 3" TYPICAL FROM ALL EDGES. INSTALL 5/8" DIAMETER ANCHOR BOLTS AT 4'-0" O.C. WITH (2) MIN. PER PLATE AND 6" FROM PLATE ENDS. BOLTS SHALL HAVE AN EMBEDMENT DEPTH OF 10" AND A 2" HOOK. CONTACT ENGINEER FOR ANY WALLS OVER 4'-0" IN HEIGHT.
10. PERMANENT FILLS AND CUTS SHALL NOT SLOPE MORE THAN 2 UNITS HORIZONTAL TO 1 UNIT VERTICAL.
11. CONTRACTOR IS RESPONSIBLE FOR ALL SITE DRAINAGE ISSUES. ALL FINISHED GRADES SHALL SLOPE AWAY FROM ALL BUILDINGS WITH APPROPRIATE COLLECTION SYSTEM.

MASONRY NOTES

1. ALL HOLLOW CONCRETE MASONRY UNITS SHALL BE "GRADE-A" 1350 PSI, 2-CELL UNITS CONFORMING TO ALL APPLICABLE STANDARDS LISTED IN CHAPTER 21 OF THE UNIFORM BUILDING CODE.
2. GROUT FOR ALL REINFORCED MASONRY WALLS SHALL BE 3/8" AGGREGATE CONCRETE WITH A 28 DAY STRENGTH OF 5,000 PSI WITH INTRUSION ADD MIXTURE EXPANDER APPLIED PER MANUFACTURERS SPECIFICATIONS. SLUMP SHALL BE 7-8 INCHES.
3. ALL MORTAR SHALL BE UBC "TYPE-S" 1,800 PSI COMPRESSIVE STRENGTH AT 28 DAYS WITH THE FOLLOWING PROPORTIONS: 1 PART CEMENT, 1/2 PART LIME, 4 PARTS SAND, 1/5 PART MAXIMUM POZZILAN AS REQUIRED.
4. ALL REINFORCING SHALL BE SPLICED AND/OR BENT TO FULLY DEVELOP THE CAPACITY OF THE BAR (44 BAR DIAMETERS MINIMUM).
5. INSTALL ALL ITEMS PER MANUFACTURERS SPECIFICATIONS AND PROPERLY SEAL ALL UNITS.

FRAMING NOTES

1. ALL EXTERIOR WALLS AND ROOF SHALL BE SHEATHED WITH 15/32" APA RATED PANELS WITH ALL EDGES BLOCKED AND NAILED AT 6" O.C. AT PANEL EDGES & 12" O.C. IN FIELD. FLOOR SHALL BE COVERED WITH 23/32" APA RATED T & G PANELS, GLUE ALL JOINTS AND ATTACH WITH 10d NAILS. NAILS SHALL BE SPACED AT 6" O.C. MAXIMUM AT ALL PANEL EDGES AND 12" O.C. ELSEWHERE. SEE "SHEAR WALL NAILING SCHEDULE" FOR NAILING REQUIREMENTS AT SHEAR PANELS. ALL WALL PLATES SHALL LAP 6'-0" MINIMUM WITH (2) 16d NAILS @ 6" O.C. MAXIMUM.
2. FOR GENERAL NAILING REQUIREMENTS, SEE SCHEDULE TO RIGHT.
3. ALL WOOD IN PERMANENT CONTACT WITH CONCRETE SHALL BE PRESSURE TREATED PER NDS SPECIFICATIONS AND IN ACCORDANCE WITH ALL LOCAL CODES AND LAWS.
4. INSTALL GUARDRAILS A MINIMUM OF 36" HIGH SPACED SO THAT A 4" SPHERE CANNOT PASS THROUGH IN ALL AREAS WITH A 24" OR GREATER VERTICAL DROP. ALL RAILS SHALL BE CONSTRUCTED TO RESIST A 50 POUND PER FOOT LOAD. INTERMEDIATE AREAS SHALL RESIST A 50 PSF UNIFORM FORCE OR A 200# CONCENTRATED.
5. ALL FRAMING MATERIALS SHALL BE DOUGLAS FIR #2 OR BETTER UNLESS NOTED OTHERWISE. ALL FRAMING SHALL BE LEVEL, PLUMB, AND TIGHT. ANY TWISTED OR WARPED STUDS SHALL BE REPLACED PRIOR TO FRAMING FINAL.
6. ALL BEAMS SHALL HAVE A MINIMUM BEARING WIDTH OF 3" WITH POSITIVE CONNECTION TO COLUMNS, ALL COLUMNS SHALL HAVE POSITIVE CONNECTION TO FOUNDATION OR COLUMN BELOW. COLUMNS SHALL BE AS SPECIFIED OR TRIPLE STUDS MINIMUM GANG NAILED WITH (2) 16d NAILS AT 12" O.C.
7. ALL FRAMING COMPONENTS SHALL BE SUFFICIENTLY DRY PRIOR TO COVERING TO PREVENT GROWTH OF MOLD. VERIFICATION IS THE RESPONSIBILITY OF THE CONTRACTOR.
8. ALL ATTIC AREAS SHALL BE VENTILATED WITH A NET FREE VENT AREA TO FLOOR AREA RATIO OF 1:150. THIS RATIO MAY BE REDUCED TO 1:300 IF 50-80% OF THE VENT AREA IS IN THE UPPER PORTION OF THE SPACE TO BE VENTILATED AT LEAST 3'-0" ABOVE EAVE OR CORNICE VENTS WITH THE BALANCE PROVIDED BY EAVE OR CORNICE VENTS. INSULATION SHALL NOT BLOCK THE FREE FLOW OF AIR. PROVIDE 1" MINIMUM AIR GAP.
9. ALL INTERIOR GYPSUM WALL BOARD SHALL BE ATTACHED WITH NO. 11 GA. 1 3/4" LONG DIAMOND POINT GALVANIZED NAILS WITH 7/16" HEAD OR 16 GA. x 1 3/4" LONG GALVANIZED STAPLES @ 4" O.C.

ELECTRICAL NOTES

1. ALL WORK SHALL BE DONE PER LOCALLY ADOPTED ELECTRICAL CODE AND COMMONLY ACCEPTED STANDARDS.
2. RECEPTACLE OUTLETS ARE REQUIRED IN EVERY KITCHEN, FAMILY ROOM, DINING ROOM, LIVING ROOM, PARLOR, LIBRARY, DEN, SUN ROOM, BEDROOM, OR SIMILAR ROOM OR AREA OF DWELLING.
3. RECEPTACLES SHALL BE INSTALLED WITH NO MORE THAN 6'-0" MEASURED HORIZONTALLY FROM OUTLETS IN THAT SPACE, INCLUDING ANY WALL SPACE THAT IS TWO FEET OR MORE IN WIDTH.
4. AT LEAST ONE WALL SWITCH-CONTROLLED LIGHTING OUTLET SHALL BE INSTALLED IN EVERY HABITABLE ROOM AND IN BATHROOMS, HALLWAYS, STAIRWAYS, ATTACHED GARAGES, DETACHED GARAGES AND AT EXTERIOR SIDE OF EGRESS DOORS.
5. STAIRWAY LIGHTING, WHERE THE DIFFERENCE BETWEEN FLOOR LEVELS REQUIRES SIX OR MORE STAIR RISERS, SHALL BE CONTROLLED BY A WALL LIGHT SWITCH AT EACH FLOOR LEVEL.
6. SMOKE DETECTORS TO BE POWERED BY 110V CURRENT, CONNECTED TO HOUSE ELECTRICAL SYSTEM AND EQUIPPED WITH HUSH BUTTONS. INTERCONNECT ALL DETECTORS SO IF ONE TRIPS THEY WILL ALL SOUND. THEY SHALL ALSO HAVE A BATTERY BACKUP AND BE LOCATED IN EACH SLEEPING ROOM, OUTSIDE OF EACH SLEEPING ROOM AND ON EACH FLOOR LEVEL, INCLUDING THE BASEMENT. SMOKE ALARMS SHALL MEET THE REQUIREMENTS OF O.R.S.C. R314. CARBON MONOXIDE DETECTORS SHALL MEET O.R.S.C. R315.
7. OTHER REQUIREMENTS:
KITCHENS: RECEPTACLE OUTLETS, WITH GFI PROTECTIONS, SHALL BE INSTALLED EVERY 24" ALONG ALL COUNTER SPACES THAT MEASURE 12" OR WIDER AND NOT MORE THAN 18" ABOVE COUNTERTOP.
BATHROOMS: RECEPTACLE OUTLET TO BE ON AT LEAST ONE WALL, WITH GFI PROTECTION, ADJACENT TO EACH BASIN LOCATION.
HALLWAYS: AT LEAST ONE RECEPTACLE TO BE PLACED IN HALLWAYS 10 FEET IN LENGTH OR MORE.
WET LOCATIONS: RECEPTACLES INSTALLED IN WET LOCATIONS SHALL BE IN A WEATHER PROOF ENCLOSURE.
OUTDOORS: AT LEAST ONE RECEPTACLE OUTLET, WITH GFI PROTECTION, SHALL BE INSTALLED OUTDOORS AT THE FRONT AND BACK OF EACH DWELLING UNIT HAVING DIRECT ACCESS TO GRADE WITH WEATHER TIGHT ENCLOSURE.
HVAC OUTLET: A CONVENIENCE RECEPTACLE OUTLET SHALL BE INSTALLED FOR THE SERVICING OF HEATING, AIR CONDITIONING AND REFRIGERATION EQUIPMENT LOCATED IN ATTICS AND CRAWL SPACES.
ISLAND COUNTERTOPS: AT LEAST ONE RECEPTACLE OUTLET SHALL BE INSTALLED AT EACH ISLAND WITH A LONG DIMENSION OF 24" OR GREATER AND SHORT DIMENSION OF 12" OR GREATER.
GARAGE: INSTALL ONE OUTLET ON EACH GARAGE WALL A MINIMUM OF 18" ABOVE SLAB.

GENERAL NAILING SCHEDULE (OR REFER TO ATTACHED IBC TABLE 2304.9.1) ANY NAILING SPECIFICATIONS ON PLANS TAKES PRECEDENCE OVER THIS SCHEDULE

CONNECTION	NAILING
1. JOIST TO SILL OR GIRDER, TOENAIL	3-8d
2. BRIDGING TO JOIST, TOENAIL EACH END	2-8d
3. 1" X 6" (25mm x 152mm) SUBFLOOR LESS TO EACH JOIST, FACE NAIL	2-8d
4. WIDER THAN 1" X 6" (25mm x 152mm) SUBFLOOR TO EACH JOIST, FACE NAIL	3-8d
5. 2" (51mm) SUBFLOOR TO JOIST OR GIRDER, BLIND AND FACE NAIL	2-16d
6. SOLE PLATE TO JOIST OR BLOCKING TYPICAL FACE NAIL	16d AT 16" (406mm) O.C.
SOLE PLATE TO JOIST OR BLOCKING, AT BRACED WALL PANELS	3-16d AT 16" (406mm)
7. TOP PLATE TO STUD, END NAIL	2-16d
8. STUD TO SOLE PLATE	4-8d, TOENAIL OR 2-16d, END NAIL
9. DOUBLE STUDS, FACE NAIL	16d AT 24" (610mm) O.C.
10. DOUBLED TOP PLATES, TYPICAL FACE NAIL	16d AT 24" (406mm) O.C.
DOUBLE TOP PLATES, LAP SPLICE	8-16d
11. BLOCKING BETWEEN JOISTS OR RAFTERS TO TOP PLATE, TOENAIL	3-8d
12. RIM JOIST TO TOP PLATE, TOENAIL	8d AT 6" (152mm) O.C.
13. TOP PLATES, LAPS AND INTERSECTIONS, FACE NAIL	2-16d
14. CONTINUOUS HEADER, TWO PIECES	16d AT 16" (406mm) O.C. ALONG EACH EDGE
15. CEILING JOISTS TO PLATE, TOENAIL	3-8d
16. CONTINUOUS HEADER TO STUD, TOENAIL	4-8d
17. CEILING JOISTS, LAPS OVER PARTITIONS, FACE NAIL	3-16d
18. CEILING JOISTS TO PARALLEL RAFTERS FACE NAIL	3-16d
19. RAFTER TO PLATE, TOENAIL	3-8d
20. 1" (25mm) BRACE TO EACH STUD AND PLATE, FACE NAIL	2-8d
21. 1" X 8" (25mm x 203mm) SHEATHING OR LESS TO EACH BEARING, FACE NAIL	2-8d
22. WIDER THAN 1" X 8" (25mm x 203mm) SHEATHING TO EACH BEARING, FACE NAIL	3-8d
23. BUILT UP CORNER STUDS	16d AT 24" (610mm) O.C.
24. BUILT UP GIRDER AND BEAMS	20d AT 32" (813mm) O.C. AT TOP AND BOTTOM AND STAGGERED 2-20d AT ENDS AND AT EACH SPLICE
25. 2" (51mm) PLANKS	2-16d AT EACH BEARING
26. WOOD STRUCTURAL PANELS AND PARTICLEBOARD- ² SUBFLOOR AND WALL SHEATHING (TO FRAMING)	
1/2" (12.7mm) AND LESS	6d ²
19/32" - 3/4" (15mm-19mm)	8d ² OR 6d ²
7/8" - 1" (22mm-25mm)	8d ²
1 1/8" - 1 1/4" (29mm-32mm)	10d ² OR 8d ²
COMBINATION SUBFLOOR-UNDERLAYMENT (TO FRAMING)	
3/4" (19mm) AND LESS	6d ²
7/8" - 1" (22mm-25mm)	8d ²
1 1/8" - 1 1/4" (29mm-32mm)	10d ² OR 8d ²
27. PANEL SIDING (TO FRAMING)	
1/2" (12.7mm) OR LESS	6d ²
5/8" (16mm)	8d ²
28. FIBERBOARD SHEATHING:	
1/2" (12.7mm)	NO. 11 ga. [#]
	6d ²
	NO. 16 ga. [#]
	NO. 11 ga. [#]
	8d ²
	NO. 16 ga. [#]
29. INTERIOR PANELING	
1/4" (6.4mm)	4d ¹²
3/8" (9.5mm)	6d ¹²

¹Common or box nails may be used except where otherwise stated.
²Nails spaced at 6 inches (152mm) on center at edges, 12 inches (305mm) at intermediate supports except 6 inches (152mm) at all supports where spans are 48 inches (1219mm) or more. For nailing of wood structural panel and particleboard diaphragms and shear walls, refer to Sections 2315.3.3 and 2315.4 Nails for wall sheathing may be common, box or casing.
³Common or deformed shank.
⁴Common.
⁵Deformed shank.
⁶Corrosion-resistant siding or casing nails conforming to the requirements of Section 2304.3.
⁷Fasteners spaced 3 inches (76mm) on center at exterior edges and 6 inches (152mm) on center at intermediate supports.
⁸Corrosion-resistant roofing nails with 7/16 inch diameter (11mm) head and 1-1/2 inch (38mm) length for 1/2 inch (12.7mm) sheathing and 1-3/4 inch (44mm) length for 25/32 inch (20mm) sheathing conforming to the requirements of Sections 2304.3.
⁹Corrosion-resistant staples with nominal 7/16 inch (11mm) crown and 1-1/8 inch (29mm) length for 1/2 inch (12.7mm) sheathing and 1 1/2 inch (38mm) length for 25/32 inch (20mm) sheathing conforming to the requirements of Section 2304.3.
¹⁰Panel supports at 16 inches (406mm) [20 inches (508mm) if strength axis in the long direction of the panel, unless otherwise marked]. Casing or finish nails spaced 6 inches (152mm) on panel edges, 12 inches (305mm) at intermediate supports.
¹¹Panel supports at 24 inches (610mm). Casing or finish nails spaced 6 inches (152mm) on panel edges, 12 inches (305mm) at intermediate supports.

FINISH NOTES

1. TUB AND SHOWER RECESSES SHALL HAVE 1/2" WATERPROOF GYPSUM WALL BOARD. WALLS TO HAVE HARD, MOISTURE RESISTANCE SURFACE UP TO 6'-0" MINIMUM.
2. ALL EXTERIOR DOORS, INCLUDING ANY DOORS INTO AN ATTACHED GARAGE TO BE SOLID CORE AND FITTED WITH A SINGLE CYLINDER, ONE INCH THROW DEADBOLTS, OPERATED BY A LEVER FROM THE INSIDE AND OPERATED BY A KEY. MOUNT DEADBOLTS 36" TO 48" ABOVE FINISHED FLOOR. OWNER IS RESPONSIBLE FOR SECURITY ISSUES SUCH AS DOOR LOCKS, ALARMS AND VIEW HOLES.
3. ALL FINISH ISSUES SHALL BE AGREED UPON BY CONTRACTOR AND OWNER.
4. ALL EXTERNAL HORIZONTAL TRIM SHALL HAVE GALVANIZED Z-FLASHING TO PREVENT WATER FROM ENTERING WALL.
5. ALL JOINTS SHALL BE PROPERLY SEALED AND ALL SURFACES SHALL BE PRIMED AND PAINTED WITH A MINIMUM OF TWO FINISH COATS, COLOR BY OWNER.
6. WALLS SEPARATING GARAGE AND LIVING SPACE SHALL BE 1 HOUR FIRE RATED CONSTRUCTION, WITH SOLID CORE FIRE DOORS.

MECHANICAL NOTES

1. ALL MECHANICAL UNITS SHALL MEET THE REQUIREMENTS OF THE O.R.S.C.
2. HVAC INSTALLER SHALL APPROVE FOUNDATION DESIGN, REQUESTING ANY REQUIRED CHANGES PRIOR TO CONSTRUCTION. ENGINEER SHALL APPROVE ANY STRUCTURAL MODIFICATIONS.
3. EXHAUST FANS, RANGE HOOD, AND CLOTHES DRYER SHALL VENT TO OUTSIDE OF BUILDING. EXHAUST FANS SHALL BE INSTALLED IN ALL RESTROOMS AND LAUNDRY ROOM AS A MINIMUM.
4. PROVIDE OUTSIDE COMBUSTION AIR VENTS (WITH SCREEN & BACKDAMPER) FOR ALL FIREPLACES, WOODSTOVES AND ANY APPLIANCE WITH AN OPEN FLAME PER IRC AND MANUFACTURERS SPECIFICATIONS.

CONCRETE FLOORS & SLABS

1. ALL INTERIOR CONCRETE FLOORS ARE TO HAVE A SMOOTH HARD TROWELED FINISH.
2. ALL EXTERIOR SLABS SHALL HAVE BROOM FINISH.

DATE: 03/01/2022
PRELIMINARY
NOT
FOR CONSTRUCTION

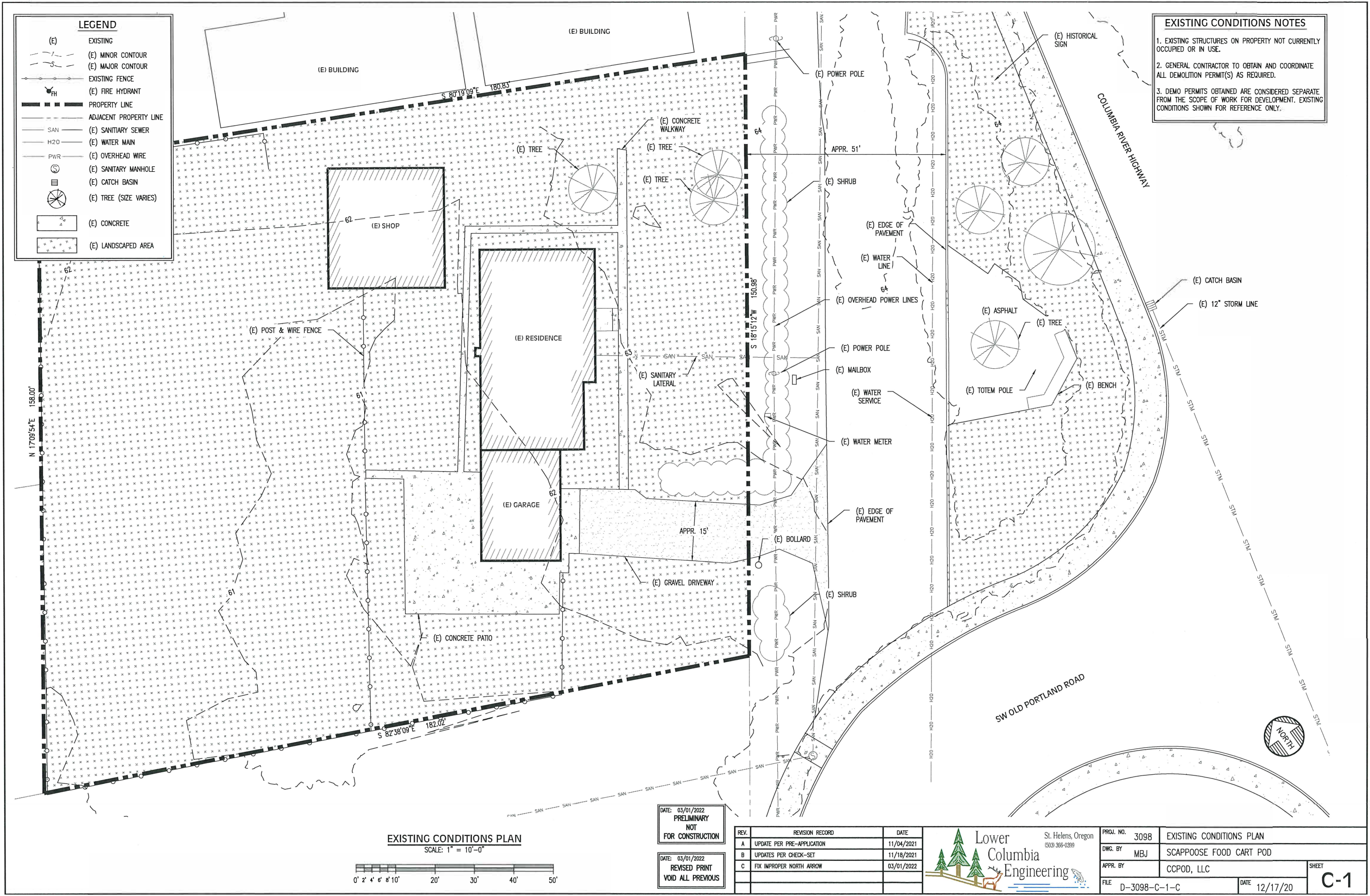
DATE: 03/01/2022
REVISED PRINT
VOID ALL PREVIOUS

REV.	REVISION RECORD	DATE
A	UPDATE PER PRE-APPLICATION	11/18/2021
B	REISSUE FOR LAND USE SUBMITTAL	03/01/2022



PROJ. NO.	3098	GENERAL NOTES
DWG. BY	AAW	SCAPOOSE FOOD CART POD
APPR. BY		CCPOD, LLC
FILE	D-3098-G-2-B	DATE 10/27/2021

SHEET
G-2



EXISTING CONDITIONS NOTES

1. EXISTING STRUCTURES ON PROPERTY NOT CURRENTLY OCCUPIED OR IN USE.
2. GENERAL CONTRACTOR TO OBTAIN AND COORDINATE ALL DEMOLITION PERMIT(S) AS REQUIRED.
3. DEMO PERMITS OBTAINED ARE CONSIDERED SEPARATE FROM THE SCOPE OF WORK FOR DEVELOPMENT. EXISTING CONDITIONS SHOWN FOR REFERENCE ONLY.

LEGEND

(E)	EXISTING
- - -	(E) MINOR CONTOUR
- - - - -	(E) MAJOR CONTOUR
- - - - -	EXISTING FENCE
⊕	(E) FIRE HYDRANT
- - - - -	PROPERTY LINE
- - - - -	ADJACENT PROPERTY LINE
SAN	(E) SANITARY SEWER
H2O	(E) WATER MAIN
PWR	(E) OVERHEAD WIRE
⊙	(E) SANITARY MANHOLE
⊕	(E) CATCH BASIN
⊗	(E) TREE (SIZE VARIES)
□	(E) CONCRETE
⊕	(E) LANDSCAPED AREA

EXISTING CONDITIONS PLAN
SCALE: 1" = 10'-0"



DATE: 03/01/2022
PRELIMINARY
NOT
FOR CONSTRUCTION

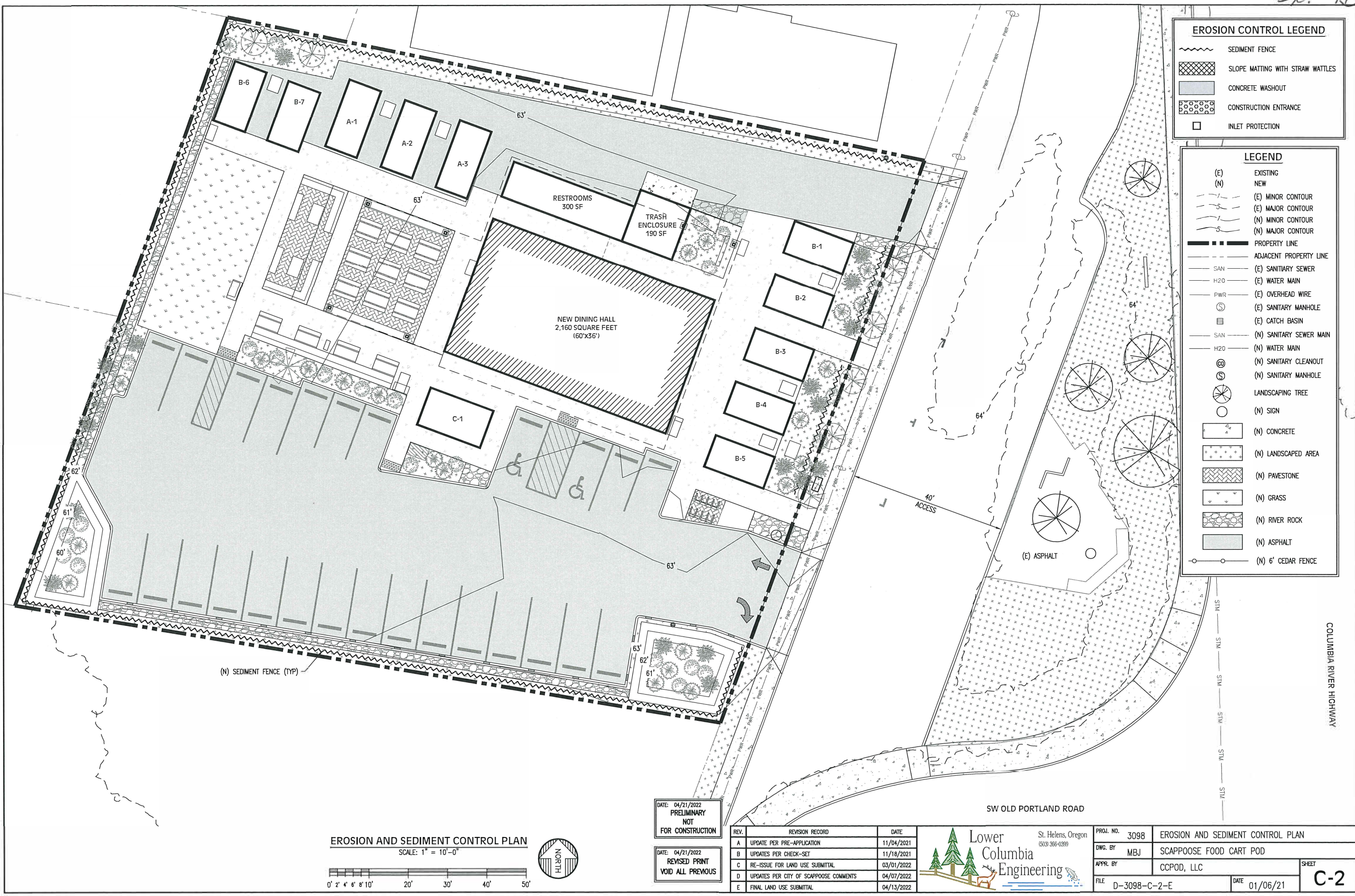
DATE: 03/01/2022
REVISED PRINT
VOID ALL PREVIOUS

REV.	REVISION RECORD	DATE
A	UPDATE PER PRE-APPLICATION	11/04/2021
B	UPDATES PER CHECK-SET	11/18/2021
C	FIX IMPROPER NORTH ARROW	03/01/2022

Lower Columbia Engineering
St. Helens, Oregon
(503) 366-0399

PROJ. NO.	3098	EXISTING CONDITIONS PLAN
DWG. BY	MBJ	SCAPOOSE FOOD CART POD
APPR. BY	CCPOD, LLC	
FILE	D-3098-C-1-C	DATE 12/17/20

SHEET
C-1



EROSION CONTROL LEGEND

- SEDIMENT FENCE
- SLOPE MATTING WITH STRAW WATTLES
- CONCRETE WASHOUT
- CONSTRUCTION ENTRANCE
- INLET PROTECTION

LEGEND

- (E) EXISTING
- (N) NEW
- - - (E) MINOR CONTOUR
- - - (E) MAJOR CONTOUR
- - - (N) MINOR CONTOUR
- - - (N) MAJOR CONTOUR
- — — PROPERTY LINE
- — — ADJACENT PROPERTY LINE
- SAN (E) SANITARY SEWER
- H2O (E) WATER MAIN
- PWR (E) OVERHEAD WIRE
- ⊙ (E) SANITARY MANHOLE
- ⊞ (E) CATCH BASIN
- SAN (N) SANITARY SEWER MAIN
- H2O (N) WATER MAIN
- ⊙ (N) SANITARY CLEANOUT
- ⊙ (N) SANITARY MANHOLE
- ⊙ LANDSCAPING TREE
- (N) SIGN
- (N) CONCRETE
- ⊞ (N) LANDSCAPED AREA
- ⊞ (N) PAVESTONE
- ⊞ (N) GRASS
- ⊞ (N) RIVER ROCK
- ⊞ (N) ASPHALT
- (N) 6" CEDAR FENCE

(N) SEDIMENT FENCE (TYP)

EROSION AND SEDIMENT CONTROL PLAN
 SCALE: 1" = 10'-0"

DATE: 04/21/2022
 PRELIMINARY
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 FOR CONSTRUCTION

DATE: 04/21/2022
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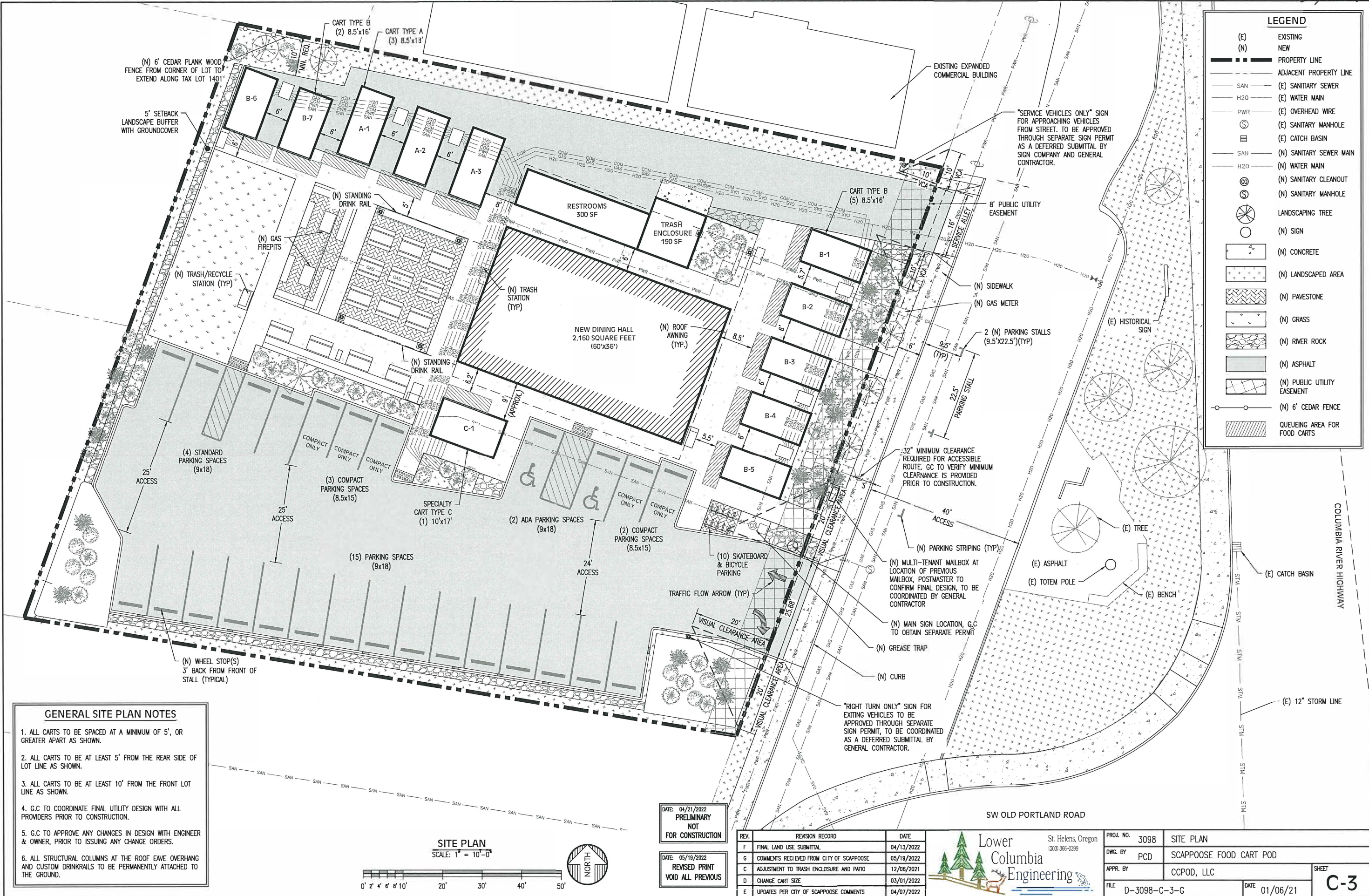
REV.	REVISION RECORD	DATE
A	UPDATE PER PRE-APPLICATION	11/04/2021
B	UPDATES PER CHECK-SET	11/18/2021
C	RE-ISSUE FOR LAND USE SUBMITTAL	03/01/2022
D	UPDATES PER CITY OF SCAPPOOSE COMMENTS	04/07/2022
E	FINAL LAND USE SUBMITTAL	04/13/2022

Lower Columbia Engineering
 St. Helens, Oregon
 (503) 366-0399

PROJ. NO.	3098	EROSION AND SEDIMENT CONTROL PLAN
DWG. BY	MBJ	SCAPPOOSE FOOD CART POD
APPR. BY	CCPOD, LLC	
FILE	D-3098-C-2-E	DATE 01/06/21

COLUMBIA RIVER HIGHWAY

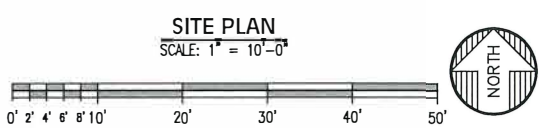
SW OLD PORTLAND ROAD



LEGEND

- (E) EXISTING
- (N) NEW
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- SAN (E) SANITARY SEWER
- H2O (E) WATER MAIN
- PWR (E) OVERHEAD WIRE
- ⊙ (E) SANITARY MANHOLE
- ⊞ (E) CATCH BASIN
- SAN (N) SANITARY SEWER MAIN
- H2O (N) WATER MAIN
- ⊙ (N) SANITARY CLEANOUT
- ⊙ (N) SANITARY MANHOLE
- ⊙ (N) LANDSCAPING TREE
- ⊙ (N) SIGN
- (N) CONCRETE
- ▨ (N) LANDSCAPED AREA
- ▨ (N) PAVESTONE
- ▨ (N) GRASS
- ▨ (N) RIVER ROCK
- ▨ (N) ASPHALT
- ▨ (N) PUBLIC UTILITY EASEMENT
- ⊙ (N) 6' CEDAR FENCE
- ▨ (N) QUEUEING AREA FOR FOOD CARTS

- GENERAL SITE PLAN NOTES**
1. ALL CARTS TO BE SPACED AT A MINIMUM OF 5', OR GREATER APART AS SHOWN.
 2. ALL CARTS TO BE AT LEAST 5' FROM THE REAR SIDE OF LOT LINE AS SHOWN.
 3. ALL CARTS TO BE AT LEAST 10' FROM THE FRONT LOT LINE AS SHOWN.
 4. G.C TO COORDINATE FINAL UTILITY DESIGN WITH ALL PROVIDERS PRIOR TO CONSTRUCTION.
 5. G.C TO APPROVE ANY CHANGES IN DESIGN WITH ENGINEER & OWNER, PRIOR TO ISSUING ANY CHANGE ORDERS.
 6. ALL STRUCTURAL COLUMNS AT THE ROOF EAVE OVERHANG AND CUSTOM DRINKRAILS TO BE PERMANENTLY ATTACHED TO THE GROUND.



DATE: 04/21/2022
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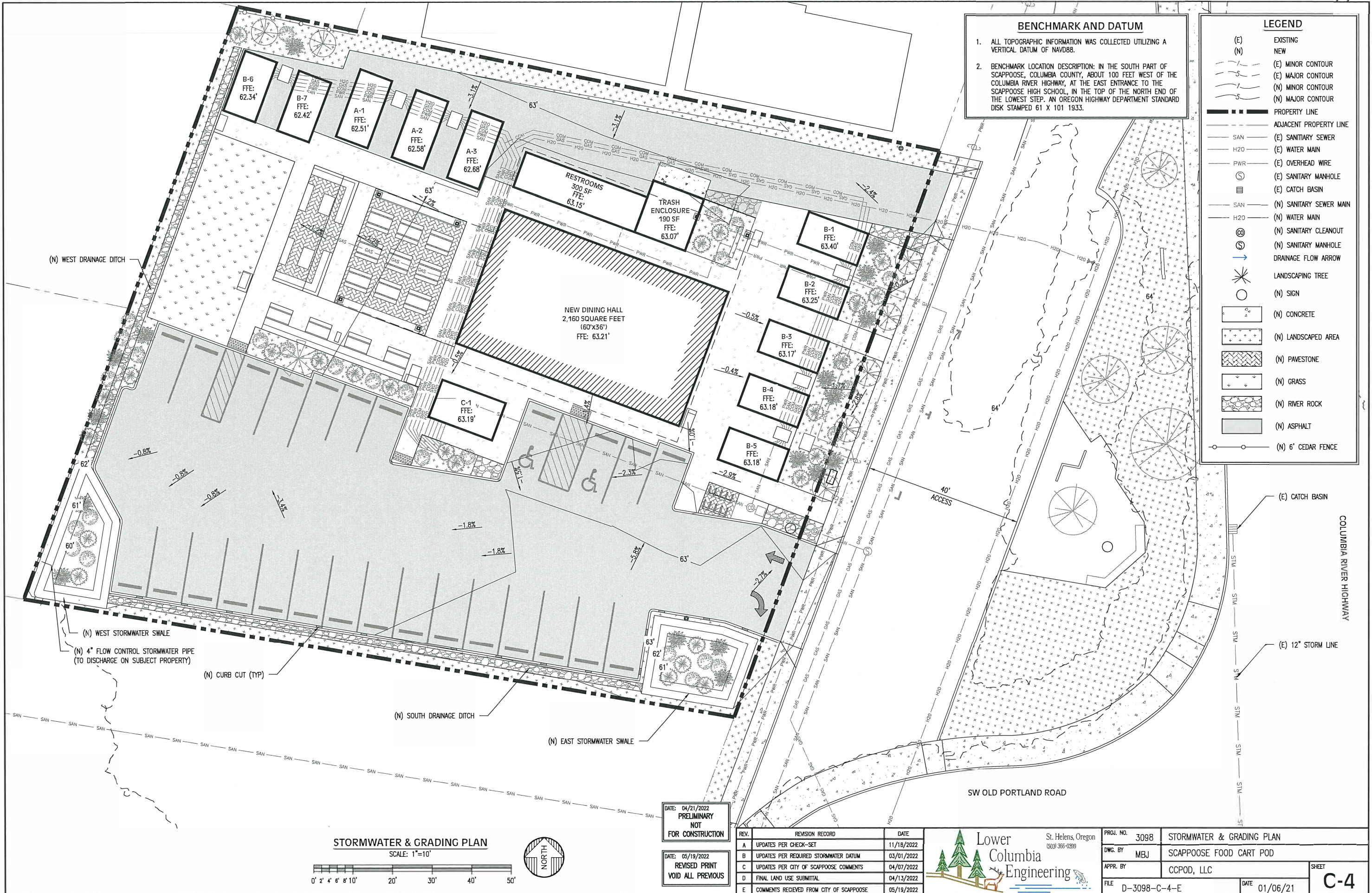
DATE: 05/19/2022
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REV.	REVISION RECORD	DATE
F	FINAL LAND USE SUBMITTAL	04/13/2022
G	COMMENTS RECEIVED FROM CITY OF SCAPPOOSE	05/19/2022
C	ADJUSTMENT TO TRASH ENCLOSURE AND PATIO	12/06/2021
D	CHANGE CART SIZE	03/01/2022
E	UPDATES PER CITY OF SCAPPOOSE COMMENTS	04/07/2022



PROJ. NO.	3098	SITE PLAN
DWG. BY	PCD	SCAPPOOSE FOOD CART POD
APPR. BY	CCPOD, LLC	
FILE	D-3098-C-3-G	DATE 01/06/21

C-3



BENCHMARK AND DATUM

- ALL TOPOGRAPHIC INFORMATION WAS COLLECTED UTILIZING A VERTICAL DATUM OF NAVD88.
- BENCHMARK LOCATION DESCRIPTION: IN THE SOUTH PART OF SCAPPOOSE, COLUMBIA COUNTY, ABOUT 100 FEET WEST OF THE COLUMBIA RIVER HIGHWAY, AT THE EAST ENTRANCE TO THE SCAPPOOSE HIGH SCHOOL, IN THE TOP OF THE NORTH END OF THE LOWEST STEP, AN OREGON HIGHWAY DEPARTMENT STANDARD DISK STAMPED 61' X 101' 1933.

LEGEND

(E)	EXISTING
(N)	NEW
--- (dashed)	(E) MINOR CONTOUR
--- (solid)	(E) MAJOR CONTOUR
--- (dashed)	(N) MINOR CONTOUR
--- (solid)	(N) MAJOR CONTOUR
---	PROPERTY LINE
---	ADJACENT PROPERTY LINE
---	(E) SANITARY SEWER
---	(E) WATER MAIN
---	(E) OVERHEAD WIRE
⊙	(E) SANITARY MANHOLE
⊞	(E) CATCH BASIN
---	(N) SANITARY SEWER MAIN
---	(N) WATER MAIN
⊙	(N) SANITARY CLEANOUT
⊞	(N) SANITARY MANHOLE
→	DRAINAGE FLOW ARROW
✱	LANDSCAPING TREE
○	(N) SIGN
□	(N) CONCRETE
⊞	(N) LANDSCAPED AREA
⊞	(N) PAVESTONE
⊞	(N) GRASS
⊞	(N) RIVER ROCK
⊞	(N) ASPHALT
○	(N) 6' CEDAR FENCE

STORMWATER & GRADING PLAN
SCALE: 1"=10'



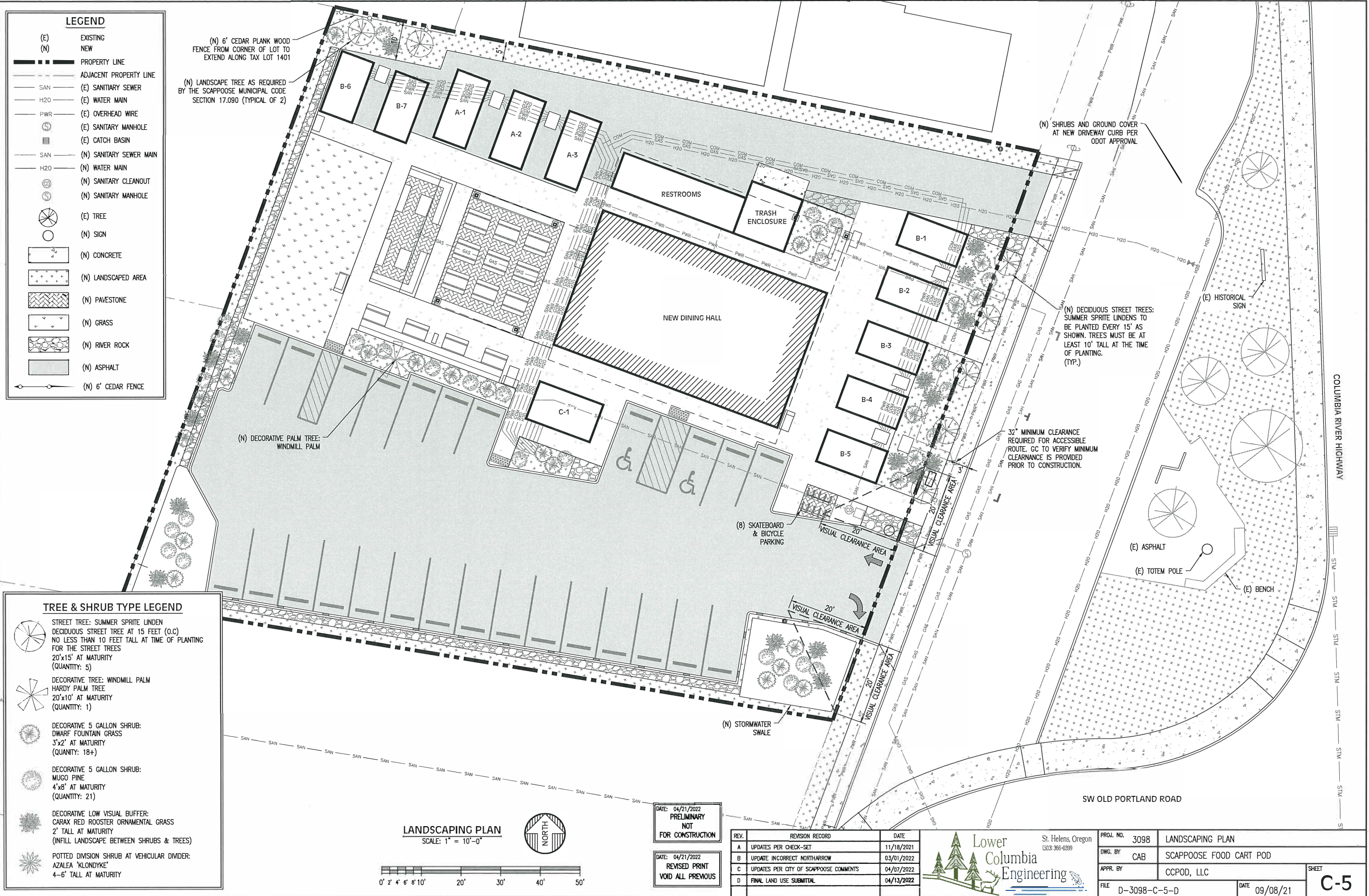
DATE: 04/21/2022
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FOR CONSTRUCTION

DATE: 05/19/2022
REVISED PRINT
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REV.	REVISION RECORD	DATE
A	UPDATES PER CHECK-SET	11/18/2022
B	UPDATES PER REQUIRED STORMWATER DATUM	03/01/2022
C	UPDATES PER CITY OF SCAPPOOSE COMMENTS	04/07/2022
D	FINAL LAND USE SUBMITTAL	04/13/2022
E	COMMENTS RECEIVED FROM CITY OF SCAPPOOSE	05/19/2022



PROJ. NO.	3098	STORMWATER & GRADING PLAN
DWG. BY	MBJ	SCAPPOOSE FOOD CART POD
APPR. BY	CCPOD, LLC	
FILE	D-3098-C-4-E	DATE 01/06/21
		SHEET C-4



LEGEND

(E)	EXISTING
(N)	NEW
---	PROPERTY LINE
---	ADJACENT PROPERTY LINE
SAN	(E) SANITARY SEWER
H2O	(E) WATER MAIN
PWR	(E) OVERHEAD WIRE
⊙	(E) SANITARY MANHOLE
⊞	(E) CATCH BASIN
SAN	(N) SANITARY SEWER MAIN
H2O	(N) WATER MAIN
⊙	(N) SANITARY CLEANOUT
⊞	(N) SANITARY MANHOLE
⊗	(E) TREE
○	(N) SIGN
□	(N) CONCRETE
⊕	(N) LANDSCAPED AREA
⊞	(N) PAVESTONE
⊞	(N) GRASS
⊞	(N) RIVER ROCK
⊞	(N) ASPHALT
⊞	(N) 6" CEDAR FENCE

(N) 6" CEDAR PLANK WOOD FENCE FROM CORNER OF LOT TO EXTEND ALONG TAX LOT 1401

(N) LANDSCAPE TREE AS REQUIRED BY THE SCAPPOOSE MUNICIPAL CODE SECTION 17.090 (TYPICAL OF 2)

(N) SHRUBS AND GROUND COVER AT NEW DRIVEWAY CURB PER ODOT APPROVAL

(N) DECIDUOUS STREET TREES: SUMMER SPRITE LINDENS TO BE PLANTED EVERY 15' AS SHOWN. TREES MUST BE AT LEAST 10' TALL AT THE TIME OF PLANTING. (TYP.)

32" MINIMUM CLEARANCE REQUIRED FOR ACCESSIBLE ROUTE. GC TO VERIFY MINIMUM CLEARANCE IS PROVIDED PRIOR TO CONSTRUCTION.

(N) DECORATIVE PALM TREE: WINDMILL PALM

TREE & SHRUB TYPE LEGEND

⊗	STREET TREE: SUMMER SPRITE LINDEN DECIDUOUS STREET TREE AT 15 FEET (O.C.) NO LESS THAN 10 FEET TALL AT TIME OF PLANTING FOR THE STREET TREES 20'x15' AT MATURITY (QUANTITY: 5)
⊗	DECORATIVE TREE: WINDMILL PALM HARDY PALM TREE 20'x10' AT MATURITY (QUANTITY: 1)
⊗	DECORATIVE 5 GALLON SHRUB: DWARF FOUNTAIN GRASS 3'x2' AT MATURITY (QUANTITY: 18+)
⊗	DECORATIVE 5 GALLON SHRUB: MUGO PINE 4'x8' AT MATURITY (QUANTITY: 21)
⊗	DECORATIVE LOW VISUAL BUFFER: CARAX RED ROOSTER ORNAMENTAL GRASS 2' TALL AT MATURITY (INFILL LANDSCAPE BETWEEN SHRUBS & TREES)
⊗	POTTED DIVISION SHRUB AT VEHICULAR DIVIDER: AZALEA 'KLONDYKE' 4-6' TALL AT MATURITY

LANDSCAPING PLAN
SCALE: 1" = 10'-0"



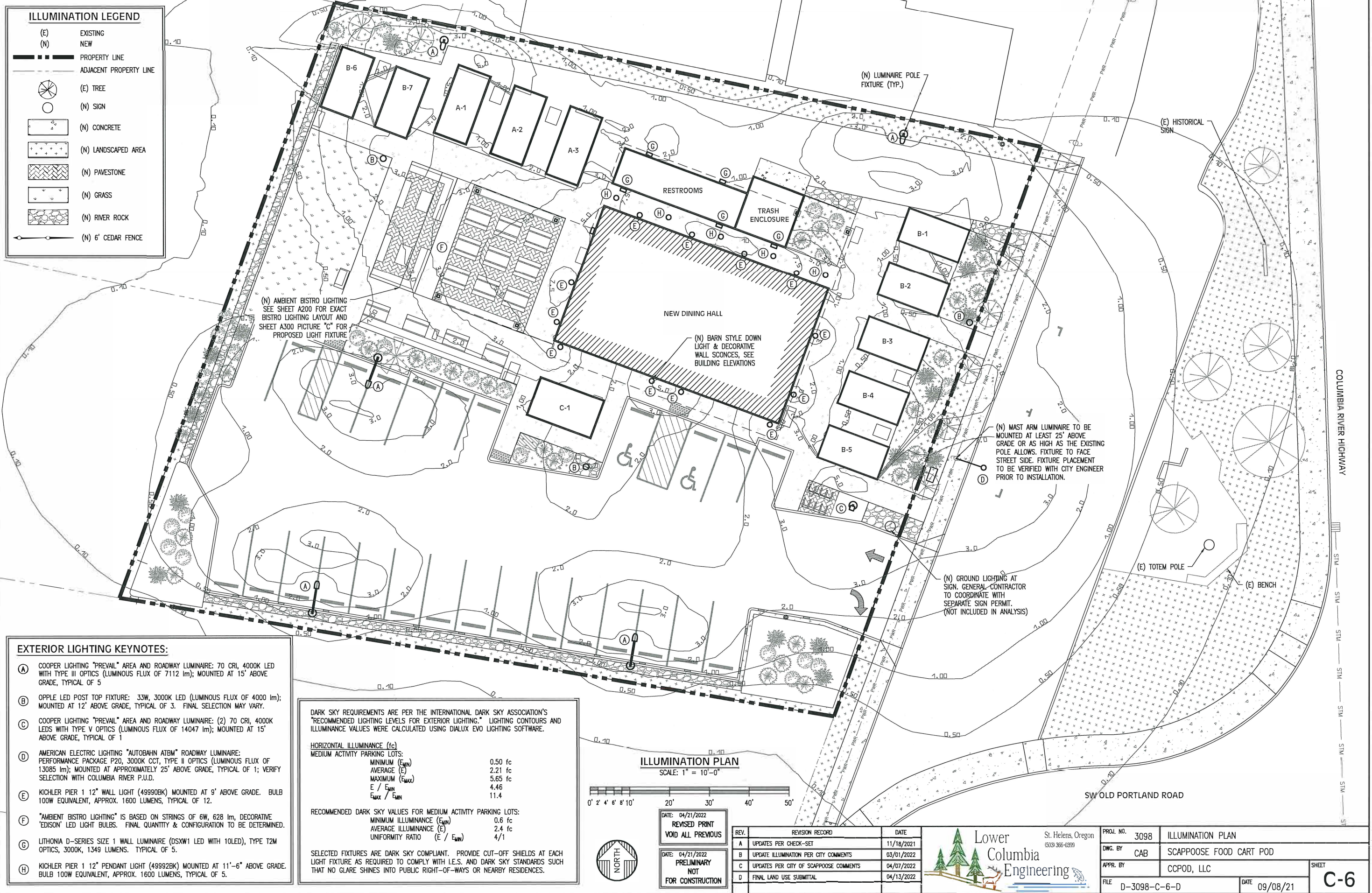
DATE: 04/21/2022
PRELIMINARY
NOT
FOR CONSTRUCTION

DATE: 04/21/2022
REVISED PRINT
VOID ALL PREVIOUS

REV.	REVISION RECORD	DATE
A	UPDATES PER CHECK-SET	11/18/2021
B	UPDATE INCORRECT NORTHARROW	03/01/2022
C	UPDATES PER CITY OF SCAPPOOSE COMMENTS	04/07/2022
D	FINAL LAND USE SUBMITTAL	04/13/2022



PROJ. NO.	3098	LANDSCAPING PLAN
DWG. BY	CAB	SCAPPOOSE FOOD CART POD
APPR. BY	CCPOD, LLC	
FILE	D-3098-C-5-D	DATE 09/08/21
		C-5



ILLUMINATION LEGEND

- (E) EXISTING
- (N) NEW
- PROPERTY LINE
- - - ADJACENT PROPERTY LINE
- (E) TREE
- (N) SIGN
- (N) CONCRETE
- (N) LANDSCAPED AREA
- (N) PAVESTONE
- (N) GRASS
- (N) RIVER ROCK
- (N) 6' CEDAR FENCE

(N) AMBIENT BISTRO LIGHTING
SEE SHEET A200 FOR EXACT
BISTRO LIGHTING LAYOUT AND
SHEET A300 PICTURE "C" FOR
PROPOSED LIGHT FIXTURE

(N) BARN STYLE DOWN
LIGHT & DECORATIVE
WALL SCONCES, SEE
BUILDING ELEVATIONS

(N) MAST ARM LUMINAIRE TO BE
MOUNTED AT LEAST 25' ABOVE
GRADE OR AS HIGH AS THE EXISTING
POLE ALLOWS. FIXTURE TO FACE
STREET SIDE. FIXTURE PLACEMENT
TO BE VERIFIED WITH CITY ENGINEER
PRIOR TO INSTALLATION.

(N) GROUND LIGHTING AT
SIGN. GENERAL CONTRACTOR
TO COORDINATE WITH
SEPARATE SIGN PERMIT.
(NOT INCLUDED IN ANALYSIS)

- EXTERIOR LIGHTING KEYNOTES:**
- (A) COOPER LIGHTING "PREVAL" AREA AND ROADWAY LUMINAIRE: 70 CRI, 4000K LED WITH TYPE III OPTICS (LUMINOUS FLUX OF 7112 lm); MOUNTED AT 15' ABOVE GRADE, TYPICAL OF 5
 - (B) OPPLLE LED POST TOP FIXTURE: 33W, 3000K LED (LUMINOUS FLUX OF 4000 lm); MOUNTED AT 12' ABOVE GRADE, TYPICAL OF 3. FINAL SELECTION MAY VARY.
 - (C) COOPER LIGHTING "PREVAL" AREA AND ROADWAY LUMINAIRE: (2) 70 CRI, 4000K LED WITH TYPE V OPTICS (LUMINOUS FLUX OF 14047 lm); MOUNTED AT 15' ABOVE GRADE, TYPICAL OF 1
 - (D) AMERICAN ELECTRIC LIGHTING "AUTOBAHN AT6M" ROADWAY LUMINAIRE: PERFORMANCE PACKAGE P20, 3000K CCT, TYPE II OPTICS (LUMINOUS FLUX OF 13085 lm); MOUNTED AT APPROXIMATELY 25' ABOVE GRADE, TYPICAL OF 1; VERIFY SELECTION WITH COLUMBIA RIVER P.U.D.
 - (E) KICHLER PIER 1 12" WALL LIGHT (49990BK) MOUNTED AT 9' ABOVE GRADE. BULB 100W EQUIVALENT, APPROX. 1600 LUMENS, TYPICAL OF 12.
 - (F) "AMBIENT BISTRO LIGHTING" IS BASED ON STRINGS OF 6W, 628 lm, DECORATIVE 'EDISON' LED LIGHT BULBS. FINAL QUANTITY & CONFIGURATION TO BE DETERMINED.
 - (G) LITHONIA D-SERIES SIZE 1 WALL LUMINAIRE (DSXW1 LED WITH 10LED), TYPE T2M OPTICS, 3000K, 1349 LUMENS. TYPICAL OF 5.
 - (H) KICHLER PIER 1 12" PENDANT LIGHT (49992BK) MOUNTED AT 11'-6" ABOVE GRADE. BULB 100W EQUIVALENT, APPROX. 1600 LUMENS, TYPICAL OF 5.

DARK SKY REQUIREMENTS ARE PER THE INTERNATIONAL DARK SKY ASSOCIATION'S "RECOMMENDED LIGHTING LEVELS FOR EXTERIOR LIGHTING." LIGHTING CONTOURS AND ILLUMINANCE VALUES WERE CALCULATED USING DIALUX EVO LIGHTING SOFTWARE.

HORIZONTAL ILLUMINANCE (fc)

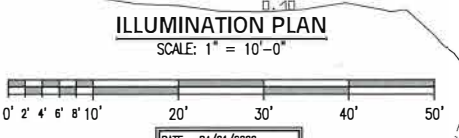
MEDIUM ACTIVITY PARKING LOTS:

MINIMUM (E_{MIN})	0.50 fc
AVERAGE (E)	2.21 fc
MAXIMUM (E_{MAX})	5.65 fc
E / E_{MIN}	4.46
E_{MAX} / E_{MIN}	11.4

RECOMMENDED DARK SKY VALUES FOR MEDIUM ACTIVITY PARKING LOTS:

MINIMUM ILLUMINANCE (E_{MIN})	0.6 fc
AVERAGE ILLUMINANCE (E)	2.4 fc
UNIFORMITY RATIO (E / E_{MIN})	4/1

SELECTED FIXTURES ARE DARK SKY COMPLIANT. PROVIDE CUT-OFF SHIELDS AT EACH LIGHT FIXTURE AS REQUIRED TO COMPLY WITH I.E.S. AND DARK SKY STANDARDS SUCH THAT NO GLARE SHINES INTO PUBLIC RIGHT-OF-WAYS OR NEARBY RESIDENCES.



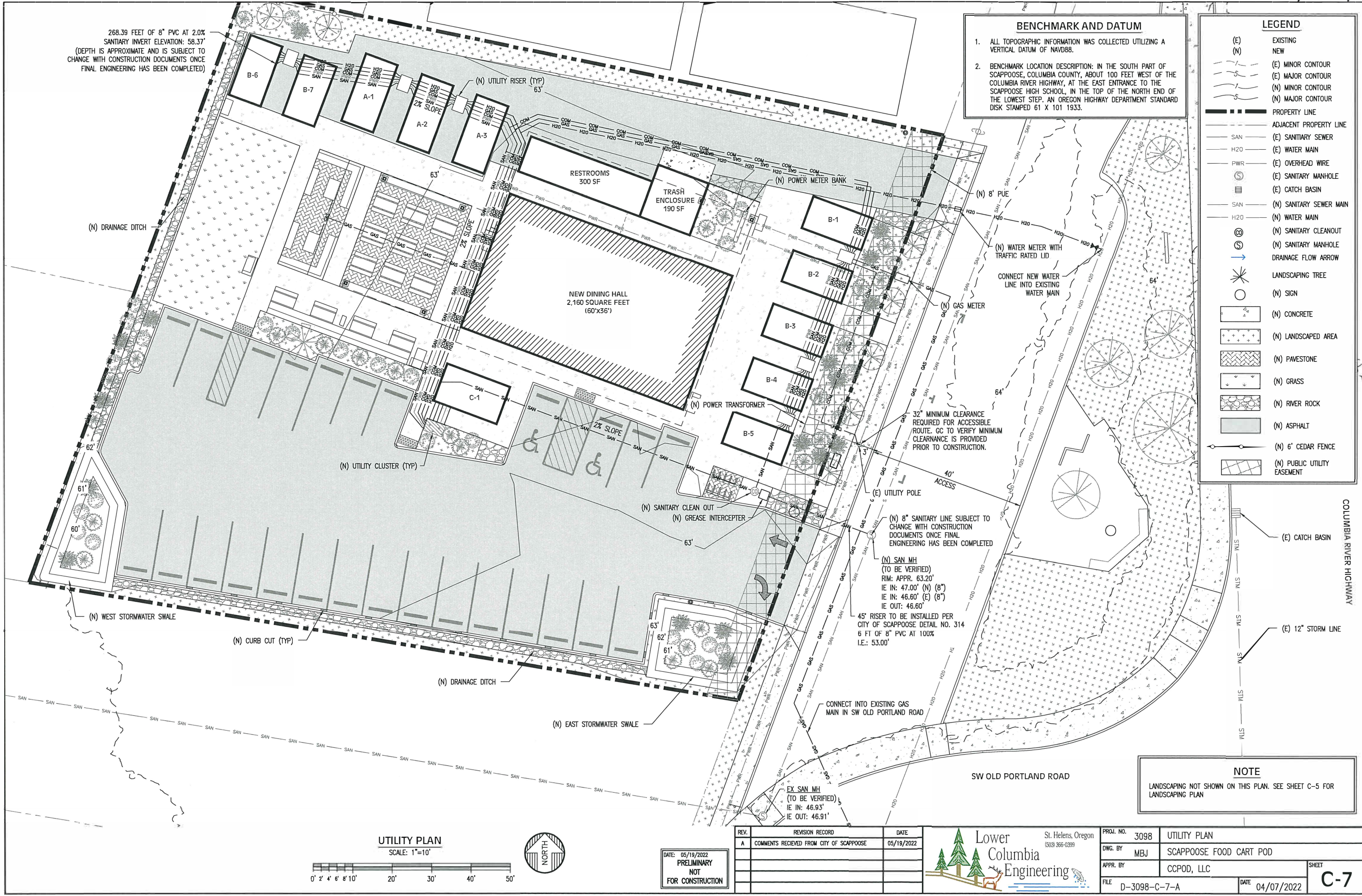
DATE: 04/21/2022
REVISED PRINT
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DATE: 04/21/2022
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NOT FOR CONSTRUCTION

REV.	REVISION RECORD	DATE
A	UPDATES PER CHECK-SET	11/18/2021
B	UPDATE ILLUMINATION PER CITY COMMENTS	03/01/2022
C	UPDATES PER CITY OF SCAPPOOSE COMMENTS	04/07/2022
D	FINAL LAND USE SUBMITTAL	04/13/2022

Lower Columbia Engineering
St. Helens, Oregon
(503) 366-0399

PROJ. NO.	3098	ILLUMINATION PLAN
DWG. BY	CAB	SCAPPOOSE FOOD CART POD
APPR. BY	CCPOD, LLC	
FILE	D-3098-C-6-D	DATE 09/08/21



BENCHMARK AND DATUM

- ALL TOPOGRAPHIC INFORMATION WAS COLLECTED UTILIZING A VERTICAL DATUM OF NAVD88.
- BENCHMARK LOCATION DESCRIPTION: IN THE SOUTH PART OF SCAPPOOSE, COLUMBIA COUNTY, ABOUT 100 FEET WEST OF THE COLUMBIA RIVER HIGHWAY, AT THE EAST ENTRANCE TO THE SCAPPOOSE HIGH SCHOOL, IN THE TOP OF THE NORTH END OF THE LOWEST STEP. AN OREGON HIGHWAY DEPARTMENT STANDARD DISK STAMPED 61 X 101 1933.

LEGEND

(E)	EXISTING
(N)	NEW
---	(E) MINOR CONTOUR
- - -	(E) MAJOR CONTOUR
---	(N) MINOR CONTOUR
- - -	(N) MAJOR CONTOUR
---	PROPERTY LINE
---	ADJACENT PROPERTY LINE
---	(E) SANITARY SEWER
---	(E) WATER MAIN
---	(E) OVERHEAD WIRE
⊙	(E) SANITARY MANHOLE
⊙	(E) CATCH BASIN
---	(N) SANITARY SEWER MAIN
---	(N) WATER MAIN
⊙	(N) SANITARY CLEANOUT
⊙	(N) SANITARY MANHOLE
→	DRAINAGE FLOW ARROW
✱	LANDSCAPING TREE
○	(N) SIGN
□	(N) CONCRETE
▨	(N) LANDSCAPED AREA
▩	(N) PAVESTONE
▫	(N) GRASS
▬	(N) RIVER ROCK
▭	(N) ASPHALT
⊙	(N) 6' CEDAR FENCE
▭	(N) PUBLIC UTILITY EASEMENT

268.39 FEET OF 8" PVC AT 2.0%
SANITARY INVERT ELEVATION: 58.37'
(DEPTH IS APPROXIMATE AND IS SUBJECT TO
CHANGE WITH CONSTRUCTION DOCUMENTS ONCE
FINAL ENGINEERING HAS BEEN COMPLETED)

32" MINIMUM CLEARANCE
REQUIRED FOR ACCESSIBLE
ROUTE. GC TO VERIFY MINIMUM
CLEARANCE IS PROVIDED
PRIOR TO CONSTRUCTION.

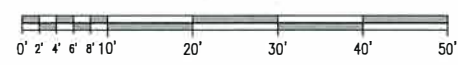
(N) 8" SANITARY LINE SUBJECT TO
CHANGE WITH CONSTRUCTION
DOCUMENTS ONCE FINAL
ENGINEERING HAS BEEN COMPLETED

(N) SAN MH
(TO BE VERIFIED)
RIM: APPR. 63.20'
IE IN: 47.00' (N) (8")
IE IN: 46.60' (E) (8")
IE OUT: 46.60'

45' RISER TO BE INSTALLED PER
CITY OF SCAPPOOSE DETAIL NO. 314
6 FT OF 8" PVC AT 100%
I.E.: 53.00'

NOTE
LANDSCAPING NOT SHOWN ON THIS PLAN. SEE SHEET C-5 FOR
LANDSCAPING PLAN

UTILITY PLAN
SCALE: 1"=10'



DATE: 05/19/2022
PRELIMINARY
NOT
FOR CONSTRUCTION

REV.	REVISION RECORD	DATE
A	COMMENTS RECEIVED FROM CITY OF SCAPPOOSE	05/19/2022

Lower Columbia Engineering
St. Helens, Oregon
(503) 966-0399

PROJ. NO.	3098	UTILITY PLAN
DWG. BY	MBJ	SCAPPOOSE FOOD CART POD
APPR. BY	CCPOD, LLC	
FILE	D-3098-C-7-A	DATE 04/07/2022

SHEET
C-7

EX. 4J

NOVAK ARCHITECTURE INC
8380 SW NYBERG ST.
SUITE B
TUALATIN, OR 97062
P 503.252.4987
www.novakarchitecture.com

SCAPOOSE FOOD CART POD
51875 COLUMBIA RIVER HWY
SCAPOOSE, OR 97056

CCPOD, LLC
51875 SW OLD PORTLAND RD.
SCAPOOSE, OR 97056

project number 21-26
date 00/00/00
revisions

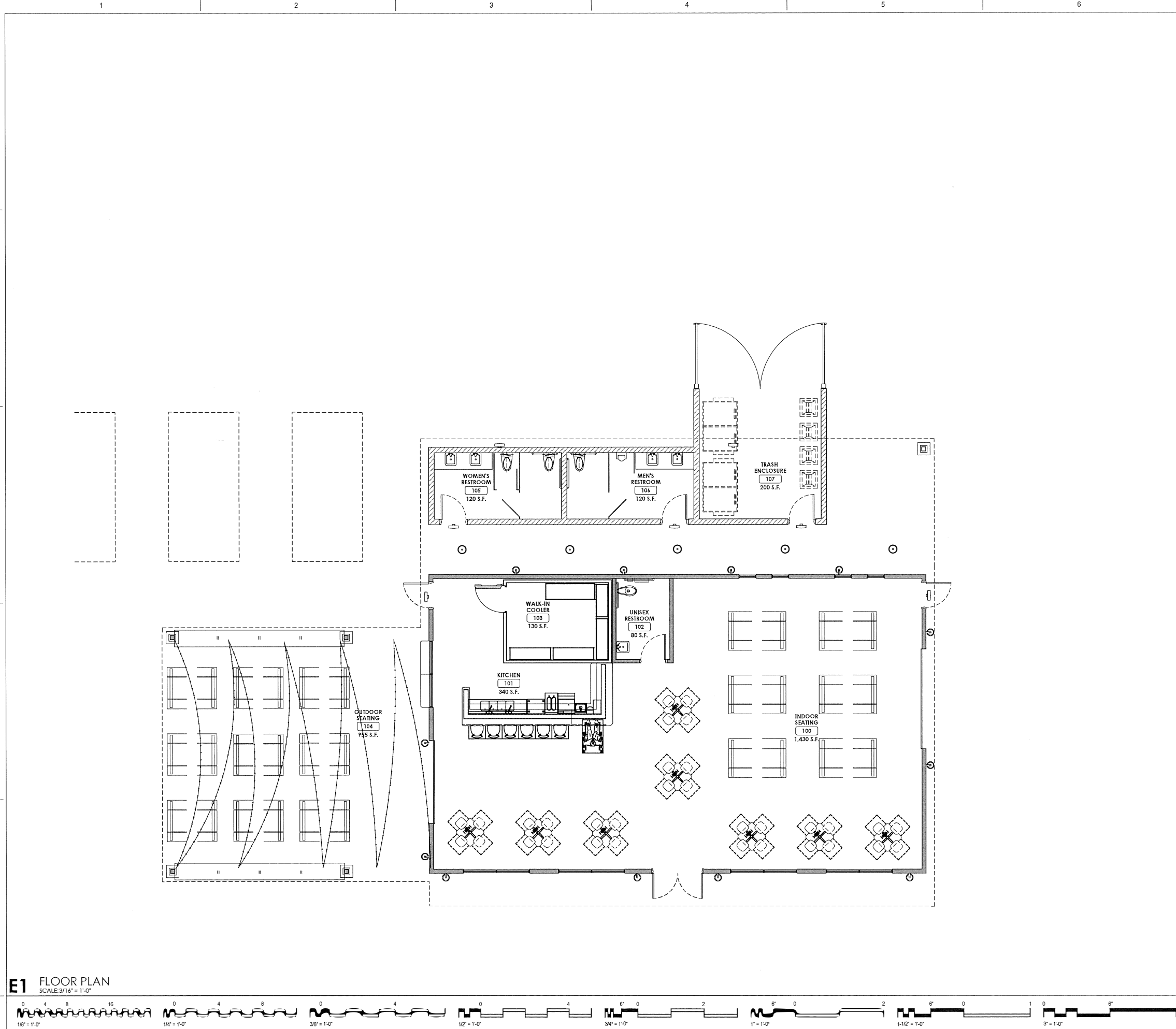
SHEET NOTES

KEY NOTES 1

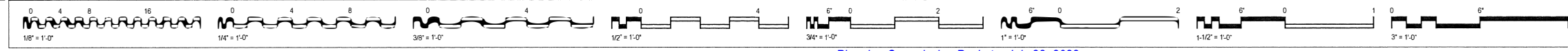
FLOOR PLAN

sheet number

A200



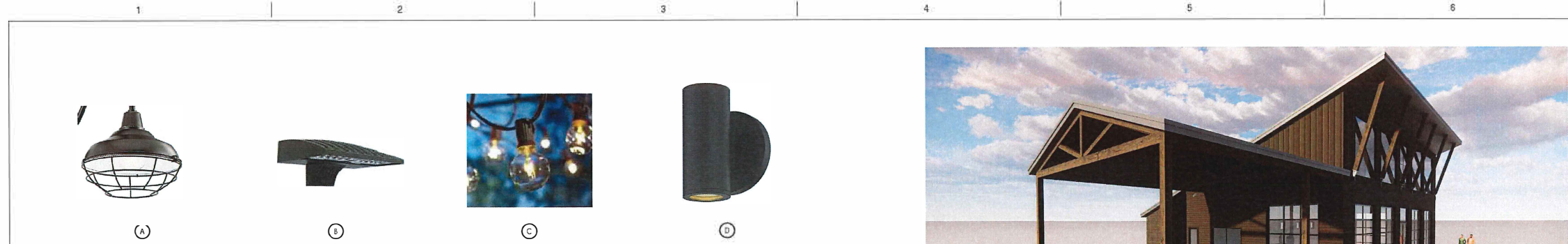
E1 FLOOR PLAN
SCALE: 3/16" = 1'-0"



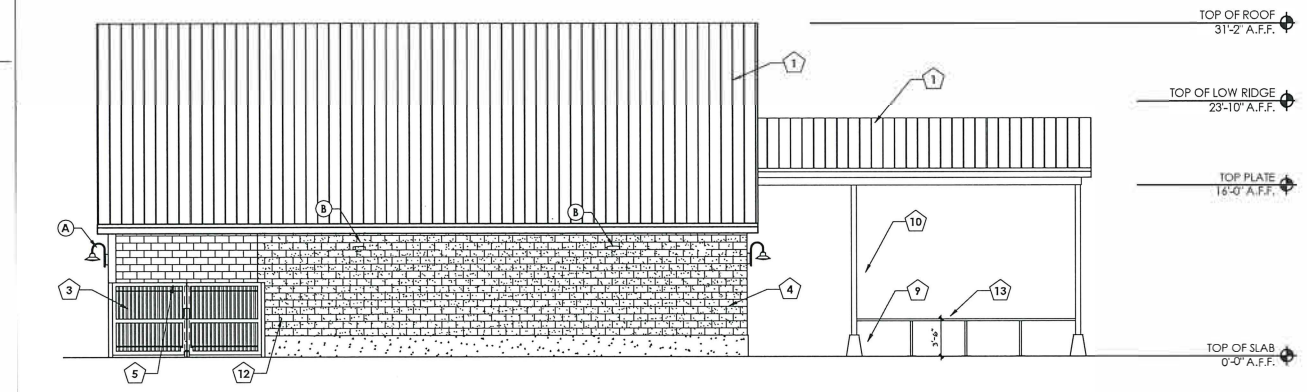
SHEET NOTES



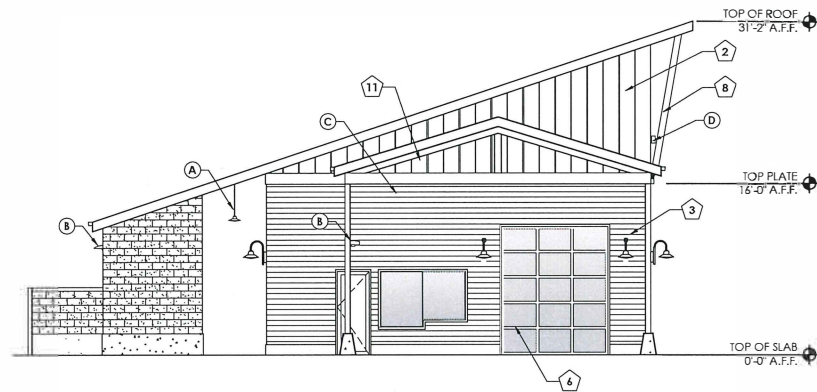
CONCEPTUAL RENDERING



A1 PROPOSED LED LIGHT FIXTURES (FIXTURES SHOWN ARE REPRESENTATIVE OF GENERAL STYLE ONLY; FINAL FIXTURE SELECTION MAY VARY DEPENDING ON AVAILABILITY AND COST)
 SCALE: N/A



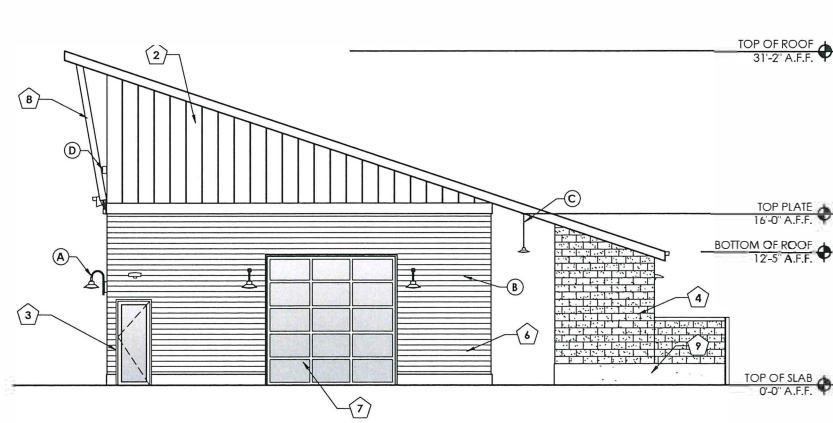
C1 NORTH ELEVATION
 SCALE: 1/8" = 1'-0"



C5 WEST ELEVATION
 SCALE: 1/8" = 1'-0"



E1 SOUTH ELEVATION
 SCALE: 1/8" = 1'-0"



E5 EAST ELEVATION
 SCALE: 1/8" = 1'-0"



KEY NOTES

- PROPOSED EXTERIOR FINISHES**
- 1 STANDING SEAM METAL ROOFING
 - 2 BOARD & BATTEN FIBER CEMENT SIDING
 - 3 HORIZONTAL FIBER CEMENT SIDING
 - 4 PAINTED CMU
 - 5 VINYL CLAD WINDOWS
 - 6 ALUMINUM STOREFRONT SYSTEM
 - 7 GLASS OVERHEAD DOORS
 - 8 PAINTED WOOD BRACES
 - 9 EXPOSED CONCRETE BASE
 - 10 PAINTED WOOD COLUMNS
 - 11 PAINTED EXPOSED WOOD TRUSSES
 - 12 TRASH ENCLOSURE STEEL GATE AND SCREEN
 - 13 DRINK RAIL

SCAPPOOSE FOOD CART POD
 51875 COLUMBIA RIVER HWY
 SCAPPOOSE, OR 97056

CCPOD, LLC
 51875 SW OLD PORTLAND RD.
 SCAPPOOSE, OR 97056

project number 21-26
 date 00/00/00
 revisions

PRELIMINARY ELEVATIONS

sheet number

A300

Geotechnical Report

51875 SW Old Portland Rd
Map and tax lot: 3213-BA-03900
Scappoose, Oregon

Prepared for:
Jeff Schultz
Scappoose, OR

25 August 2021



EXPIRES: 12-31-2022



PROJECT AND SITE DESCRIPTIONS

Introduction

Rapid Soil Solutions Inc (RSS) has prepared this geotechnical report, as requested, for the proposed development of a food cart pod with dining hall, restroom facility, and associated parking lot on the Columbia County parcel currently assigned the state tax lot identification number of 3213-BA-03900. The site is located on the western side of SW Old Portland Road and is assigned the street address of 51875 SW Old Portland Road (Scappoose, Oregon 97056). The site is generally positioned at the intersection between SW Old Portland Road and the Columbia River Highway. It is 0.3 miles east of South Scappoose Creek, 0.47 miles north of Havlik Drive, 0.64 miles south of Columbia Ave, and 1.4 miles northwest of the Multnomah Channel. Adjacent properties include 51891 SW Old Portland Rd (north) and undeveloped lots without assigned street addresses (west, south). The site faces a small green space sandwiched between Old Portland Road and the Columbia River Highway.

The site is positioned within the southern end of the City of Scappoose, Oregon. It can be found in the northeast quarter of the northwest quarter of Section 13, Township 3-North, Range 2-West (W.M.) in Columbia County, and can be distinguished by the lot number 3900. The site is assigned the Columbia County account number of 4634. The latitude and longitude of the site are 45.748405 and -122.878173 (45°44'54.3"N, 122°52'41.4"W). The site can be found in the northeastern corner of the Dixie Mountain 7.5-minute quadrangle (NW ¼ of the Hillsboro 15' Quad).

SITE CONDITIONS

Surface Conditions

The subject site is tucked along the western side of SW Old Portland Road, the old route of the Columbia River Highway. The site is within a portion of the City of Scappoose that appears to be progressively transitioning from rural residential properties to commercial and suburban single-family residential land uses. The slopes directly surrounding the subject site contain a mixture of commercial properties and large fields surrounding older single-family homes. Local zoning is expanded commercial (EC) intended to provide space for light manufacturing, office, retail sales, and complementary related commercial uses.

The site faces the substantial Columbia River Highway (US Route 30) but is separated from the busy road by a small greenspace and a short, paved section of street. The street in front of the subject site is a section of the old roadway, which appears to have been disconnected from the adjacent highway when US Route 30 was widened in the 1980s; the road segment now provided access to the subject site and adjacent properties. Across the highway, facing the subject site, is the Scappoose High School. South of the subject site, to the west of SW Old Portland Highway, are a mix of single-family residential dwellings and apartments.

The subject site is situated on relatively low-relief slopes between South Scappoose Creek and Jackson Creek, in the western flank of the Columbia River valley floor. The Columbia River passes roughly 5.2 miles east of the subject site and the Multnomah Channel passes about 1.8 miles east of the site. Both waterways are roughly 45-50 feet lower in elevation than the subject site. Local morphology is primarily controlled by the position of the site within the Columbia River valley floor, erosional and depositional impacts of catastrophic flooding at the end of the last glacial maximum, and the modern fluvial setting. The local slopes are generally mapped as underlain by alluvial deposits, emplaced by the various streams flowing into the Columbia River valley from the eastern foothills of the Oregon Coast Range.

General Site Conditions

The subject site is a 0.65-acre parcel boarded by commercial structures to the north and undeveloped fields to the west and south. The site currently contains a single-family residential dwelling described

as a single-story structure with a basement. The dwelling was originally constructed in 1949. The property also contains an attached garage and a detached garage. The site is currently accessed via a driveway near the southeastern corner of the site. This dwelling is positioned in the eastern half of the site. The eastern half of the site, directly surrounding the dwelling and detached garage, contains a short-cropped grass lawn. The rear half of the site appear to be undeveloped, with an intermittently mowed lawn.

The eastern edge of the property is lined by substantial arborvitae. A few arborvitae can also be found along the southern edge of the southern edge of the site. A handful of other trees are scattered across the parcel.

No standing or flowing water is mapped on the subject site. No standing or flowing water was observed on the subject site.

Historic Site Conditions

Historic areal imagery dating back to 1951 was referenced as part of this investigation.

The early images indicate that the subject site, and surrounding slopes, were occupied by agricultural land use and large rural residential properties. The dwelling on the subject site was constructed before 1951; local properties appear to contain scattered trees around the dwellings near SW Old Portland Road. Land use transitions to large fields west of the subject site.

Imagery in the 1960s and 1970s suggest some additional structures were constructed in the areas adjacent to US Route 30. Between 1970 and 1981, suburban residential development was underway northwest and west of the subject site. By 1990, the local section of SW 4th Street had been constructed and the connected small residential properties were developed. This suburban developed continued to extend southwards through the image taken in 2000.

US Route 30 appears to have been widened and repaved between 1981 and 1990. The modern connection between SW Old Portland Road and US Route 30 was also constructed at this time.

The two small commercial structures along the northern margin of the subject site were constructed in 2005 (eastern structure) and 2006 (western structure).

Observations of aerial imagery suggest no major changes to the subject site after 1951.

Slopes

The subject site is situated on the valley floor between two generally north-flowing streams. The alluvial filled floodplain contains relatively low elevations and low topographic relief. Modern stream channels appear to sit slightly below the elevation of the morphologic floodplain.

The slopes within the subject site are nearly level. Lidar imagery of the subject site suggests smooth slopes with a similar elevation to surrounding properties. Minor grading has been conducted adjacent to the subject site in association with the installation of the local roadways.

The Google Earth DEM suggests that elevations with the subject site range from 62 feet above sea level to 64 feet above sea level, where the higher elevations can be found along the eastern margin of the property.



Figure 1: Bare earth hillshade imagery of the subject site. Imagery collected from DOGAMI.

Regional Geology

The subject site is situated within the Portland Basin geologic province, just past the eastern edge of the Oregon Coast Range. The site is situated in the Columbia River valley floor, in an area impacted by the floodplains of the modern streams. Mapping at the subject site suggest that the surficial deposits are comprised of alluvium. Wells et al maps the surficial unit at the subject site as older gravels emplaced by an ancestral version of the Columbia River. The site was also directly impacted by the Missoula Floods at the end of the last glacial maximum.

Geologic History

The subject site is generally situated within the forearc basin of the Cascadia subduction system within the Coastal Range (accretionary/subduction complex). This mountain range ascending to the west of the site is a structurally uplifted region containing basalt flows of the Columbia River Basalt Group as well accreted oceanic sediments and synchronously deposited igneous rocks (where the sediments overlay, underlay and are intruded by the volcanic flows).

Prior to the deformation creating the modern topography, the region was inundated by basalt flows collectively called the Columbia River Basalt group. This thick accumulation of flood basalts was produced by dozens of fissure eruptions in eastern Oregon and Washington in the Middle Miocene. These volcanic eruptions are among the largest observed anywhere on earth. The floods of hot, fluid lava flowed across much of the eastern half of both Oregon and Washington, eventually reaching the Pacific Ocean. In the Portland area, these dark grey to black basalts can be divided into 8-10 distinct Columbia River Basalt flow types, each comprised of as many as two dozen individual flows. The physical properties of these flows are very similar, often making it difficult to distinguish between individual flows. They have built of as much as 10,000 feet of lava in eastern Washington, and 850 in the Portland area.

After the basaltic eruptions ceased, sedimentary material was brought in and deposited by the ancestral Columbia River and its tributaries. These units were deposited as tectonic compressional stress that is associated with the subduction zone both initiated basin development and produced a prolonged enlargement of the forearc basins. The Portland basin is one of a series of topographic and structural

depressions that constitute the Puget-Willamette forearc trough of the Cascadia subduction system. These basins contain a thick accumulation of material that preserves a complex record of deposition and erosion (aggradation and incision) produced by the lakes and rivers that that flowed through the basin concurrent with its development. Much of this record is obscured by a blanket of material brought into the lowlands at the end of the last ice age.

Between about 21,000 to 12,000 years ago, dozens of gigantic floods periodically burst through the ice dam that retained Glacial Lake Missoula, bringing sediment-laden floodwaters into the Portland Basin. These floodwaters emerged from the Gorge at Grown Point Gap at velocities up to 60 miles per hour and plunged down into the broad lowlands. During each flooding event, the wall of water 400-500 feet high descended on the basin, scouring many areas down to bedrock and burying others beneath a thick layer of gravels, sand and silt. As the floodwaters hit the hydraulically restrictive Kalama Gap along the Columbia North of Portland, only two thirds of the floodwaters escaped the basin, the rest of the waters ponded in the Portland basin as well as the Tualatin and Willamette basins. The ponded waters dropped a large volume of fine-grained sediments across all of these basins.

Dramatic scour features and giant bars can be seen within and around the Portland Basin, demonstrating the great influence the floodwaters had on shaping the Quaternary geomorphology of the region. Locally, lidar imagery displays a series of linear features that may have been influenced by the rushing floodwaters as they approached the Kalama Gap.

Site Geology

The subject site is situated within an alluvium filled valley floor. Wells et al (2020) maps the local unit as fluvial cobble gravel of Columbia River source (QTcr). Deposits associated with the Missoula Floods may also be present at the subject site.

The sediments brought into the Columbia River valley by the Missoula Floods were generally deposited when the waters slowed down. These sediments blanketed older deposits with a swath of fine-grained, rhythmic, silt-dominated sediments. Various studies have divided the Missoula Floods deposits into distinct facies defined by grain size. Upslope from the subject site the sediments are described as part of the fine-grained Missoula Floods deposits. These deposits are described as an unconsolidated light-brown to light-gray silt, clay and fine to medium sand. The finer sediments are predominantly quartz and feldspar and also contain white mica. The coarser sediments can be comprised of Columbia River Basalt fragments. Soil development commonly introduces significant clay and iron oxides into the upper 6-10 feet of the deposit.

The 'Older gravel of Columbia River origin' is described as unconsolidated to semiconsolidated. It is a thick-bedded conglomerate with clast sizes ranging from pebbles to boulders. It is interbedded with sandstone and sand deposits. Some sections are cemented by clay and limonite. "Conglomerate varies from well-sorted, clast-supported, imbricated, and cross-bedded deposits composed largely of well-rounded clasts of Columbia River Basalt Group (CRBG) and quartzite to poorly sorted deposits dominated by subangular to subrounded clasts of volcanic rocks eroded from Cascade Range." The unit reaches thicknesses of 90 meters. The age of the deposits has been interpreted to be latest Pliocene or early Pleistocene.

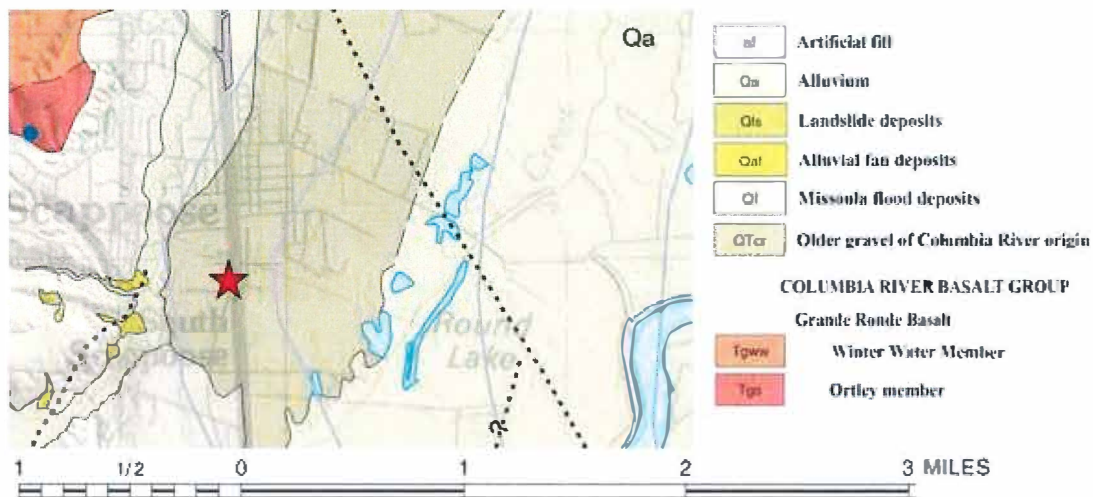


Figure 1: Geology at the subject site. Excerpt from Wells et al (2020).

Geohazard Review

The Oregon HazVu: Statewide Geohazard Viewer was reviewed on 17 August 2021 to investigate mapped geological hazards.

This review indicates that the subject site is outside the 100-year floodplain, as mapped by FEMA.

The expected earthquake-shaking hazard is classified as 'strong'. The earthquake liquefaction hazard at the subject site is classified as 'low'. Numerous small faults crisscross the uplifted mountain range west of the subject site; most of these small faults are not classified as active by DOGAMI. The nearest fault mapped as active passes just west of South Scappoose Creek, roughly 0.4 miles west of the subject site.

Numerous landslides of various sizes can be found throughout the Oregon Coast Range. Fewer slides can be found in the low-relief sedimentary valleys adjacent to the Columbia River. No landslides are mapped within or adjacent to the subject site. The landslide susceptibility mapped within subject site classified as 'low'.

Field Exploration and subsurface conditions

The site was investigated by drilling six (6) hand-auger borings. The bore holes are shown on Figure 3 in the appendix. An EIT, engineer-in-training, observed the excavation of the borings and logged the subsurface materials. A registered professional engineer reviewed the results. Boring logs detailing materials encountered is in the appendix. The logs were created using the Unified Soil Classification and Visual Manual Procedure (ASTM-D 2488). The boreholes revealed that the site is underlain by about 6-8 inches of brown, medium stiff topsoil overlying medium stiff to stiff CLAY with gravel. RSS encountered refusal on all boreholes due to scattered rounded and sub-rounded rocks averaging to 4-6 inches in length.

Moisture contents ranged from 7.3% to 11.5%. No groundwater was encountered.

Mapped Soils

The soils on site are mapped as Quafeno loam (0-3% slopes). These soils form on Terraces from silty alluvium. They are classified as moderately well drained with a water table typically found at depths of 24 to 36 inches. The typical profile is comprised of loam (H1: 0"-6") and silt loam (H2: 6"-34", H3: 34"-60").

Foundation Design

Footings placed into the silty CLAY shall be designed for an allowable bearing capacity of 1,500 *pounds per square foot (psf)*, at a depth of 1ft below existing grade. Please allow for up to 48hours for sub-grade inspection by phone call.

The recommended allowable bearing pressure can be increased by 1/3 for short-term loads such as those resulting from wind or seismic forces. If a greater bearing capacity is required then remove one foot of soil and replace with 1ft of compacted $\frac{3}{4}$ " minus rock for a bearing capacity of 3,500psf. Compaction of the rock must be tested as per the structural fill section of the report.

Continuous wall and isolated spread footings should be at least 16 and 24 inches wide, respectively. The bottom of interior footings should be at least 12 inches below the base of the floor slab. Based on our analysis the total post-construction settlement is calculated to be less than 1 inch, with differential settlement of less than 0.5 inch over a 50-foot span for maximum column, perimeter footing loads of less than 100 kips and 6.0 kips per linear foot.

Lateral loads on footings can be resisted by passive earth pressure on the sides of the structures and by friction at the base of the footings. An allowable lateral bearing pressure of 150 *pounds per cubic foot (psf/f)* below grade may be used. Adjacent floor slabs, pavements or the upper 12-inch depth of adjacent, unpaved areas should not be considered when calculating passive resistance.

Structural Fills

Fills shall be placed on level benches in thin lifts and compacted to a dry density of at least 92% of its Maximum Dry Density (MDD) as determined by the Modified Proctor Test (ASTM D-1557) when using imported rock. Compaction testing shall take place every 18in. A minimum of three days prior to the placement of any fill, please supply Engineer with a 30-pound sample (approximately a full 5-gallon bucket) of any soil or base rock to be used as fill (including native and import materials) for testing and approval

Engineering values summary

Bearing capacity – soil existing	1500psf
Bearing capacity – imported rock	3,500psf
Coefficient of friction - existing	0.28
Coefficient of friction - rock	0.40
Active pressure – with drainage	40pcf
Passive pressure	300pcf

Seismic Design Criteria

The seismic design criteria for this project found herein is based on the ASCE 71-16 from the USGS Earthquake Hazards Program. A summary of IBC seismic design criterion below using the following Lat 45.748405 and Long of -122.878173: null = see section 11.4.6

	Short Period	1 Second
Maximum Credible Earthquake Spectral Acceleration	Ss = 0.87g	S1 = 0.391g
Adjusted Spectral Acceleration	Sms = 1.044	Sm1 = null
Design Spectral Response Acceleration Perimeters	Sds = 0.696	Sd1= null

Pavement section

RSS recommends the pavement section to accommodate should be a total of 8in of rock, 6in 1 ½” minus, then 2in of 5/8” to cap then 3in of AC. RSS should be given at least 48hours notice by phone to proof roll the native sub-grade prior to rock placement. If site work is done during the dry season June to Sept no geo-textile fabric is required otherwise a layer of Mirafi roadway fabric is required.

Construction Observations

Satisfactory pavement and earthwork performance depends on the quality of construction. Sufficient monitoring of the activities of the contractor is a key part of determining that the work is completed in accordance with the construction drawings and specifications. Subsurface conditions observed during construction should be compared with those encountered during the subsurface explorations. Recognition of changed conditions requires experience. Therefore, qualified personnel should visit the site with sufficient frequency to detect whether subsurface conditions change significantly from those anticipated.

Limitations

This report has been prepared for the exclusive use of the addressee, and their architects and engineers for aiding in the design and construction of the proposed development. It is the addressee's responsibility to provide this report to the appropriate design professionals, building officials, and contractors to ensure correct implementation of the recommendations. The opinions, comments and conclusions presented in this report were based upon information derived from our literature review, field investigation, and laboratory testing.

Conditions between, or beyond, our exploratory borings may vary from those encountered. Unanticipated soil conditions and seasonal soil moisture variations are commonly encountered and cannot be fully determined by merely taking soil samples or soil borings. Such variations may result in changes to our recommendations and may require that additional expenditures be made to attain a properly constructed project. Therefore, some contingency fund is recommended to accommodate such potential extra costs.

If there is more than 2 years time between the submission of this report and the start of work at the site; if conditions have changed due to natural causes or construction operations at, or adjacent to, the site; or, if the basic project scheme is significantly modified from that assumed, it is recommended this report be reviewed to determine the applicability of the conclusions and recommendations.

The work has been conducted in general conformance with the standard of care in the field of geotechnical engineering currently in practice in the Pacific Northwest for projects of this nature and magnitude. No warranty, express or implied, exists on the information presented in this report. By utilizing the design recommendations within this report, the addressee acknowledges and accepts the risks and limitations of development at the site, as outlined within the report.

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DOGAMI Oregon Statewide Geohazard Viewer (<https://gis.dogami.oregon.gov/maps/hazvu/>)
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(<https://gis.dogami.oregon.gov/maps/slido/>)
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**lancaster
mobley**

Scappoose Food Carts Transportation Impact Study Scappoose, Oregon

Date:
July 7, 2022

Prepared for:
Nick Hurliman, Matt McHugh, Jeff Schultz
CCPod

Prepared by:
Jessica Hajar
Jennifer Danziger, PE



RENEWS: 12/31/2023

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Executive Summary

1. The proposed food cart pod will include the construction of 11 food carts and a 420-square-foot tap room to be located at 51875 SW Old Portland Road in Scappoose, Oregon.
2. The proposed development is calculated to generate 40 trips during the evening peak hour with 23 entering trips and 17 exiting trips. The proposed development is also projected to generate 32 pass-by trips during the evening peak hour.
3. No significant trends or crash patterns were identified at any of the study intersections that were indicative of safety concerns. Accordingly, no safety mitigation is recommended per the crash data analysis.
4. The minimum required stopping sight distance is available at both site accesses. Accordingly, no sight distance related mitigation is necessary or recommended.
5. Preliminary traffic signal warrants are not projected to be met any of the study intersections upon full buildout of the proposed development.
6. All study intersections are currently operating acceptably per jurisdictional standards and are projected to continue operating acceptably through the 2023 site buildout year.



Project Description

Introduction

The proposed food cart pod will include the construction of 11 food carts and a 420-square-foot (SF) tap room to be located at 51875 SW Old Portland Road in Scappoose, Oregon. An existing home on the property will be removed upon site development.

Based on correspondence with City of Scappoose and ODOT and each jurisdictions' requirements, the report conducts safety and capacity/level of service analyses at the following intersections during the evening peak hour:

1. Columbia River Highway (US-30) at SW Old Portland Road; and
2. Site access at SW Old Portland Road.

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses, and to determine any mitigation that may be necessary to do so. Detailed information on traffic counts, trip generation calculations, safety analyses, and level of service calculations is included in the appendix to this report.

Location Description

The project site is located west of US-30 and south of SW Walnut Street and is surrounded by a mix of different land uses: a Fred Meyer retail store to the south, schools to the east and north, and residential uses to the west.

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in red.



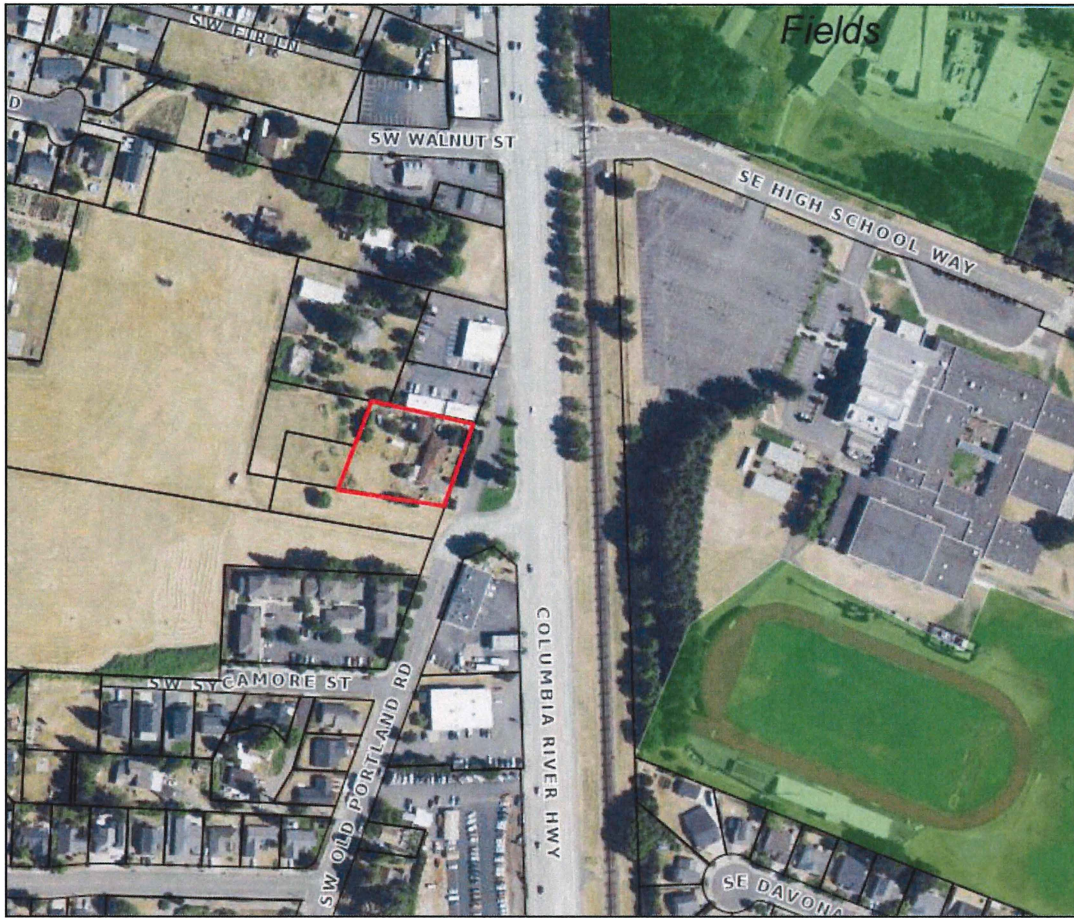


Figure 1: Vicinity Map (Image from Columbia County Online GIS)

Vicinity Streets

The proposed development is expected to impact two roadways near the site. Table 1 provides a description of each vicinity roadway.

Table 1: Vicinity Roadway Descriptions

Street Name	Jurisdiction	Functional Classification	Cross-Section	Speed (MPH)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
US-30	ODOT	Statewide Highway	4-5 Lanes	45-35 mph posted	West Side	Not Permitted	Both Sides
SW Old Portland Road	City of Scappoose	Collector	2-3 lanes	35 mph posted	Partial Both Sides	Partially Permitted	Partial Both Sides



Study Intersections

Based on coordination with City of Scappoose staff, two existing intersections were identified for analysis. A summarized description of these study intersections, under their existing lane configurations, is provided in Table 2.

Table 2: Study Intersection Configurations

	Intersection	Geometry	Traffic Control	Phasing/Stopped Approaches
1	US-30 at SW Old Portland Road	Three-Legged	Stop-Controlled	EB Stop-Controlled
2	Site Access at SW Old Portland Road	Three-Legged	Stop-Controlled	SB Stop-Controlled

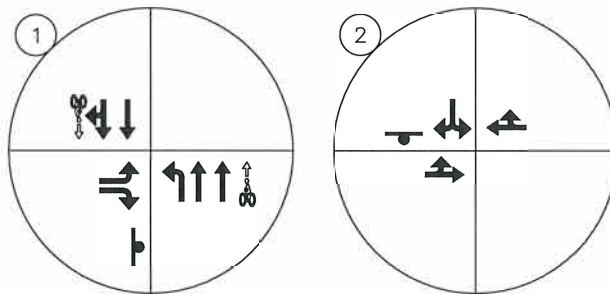
Note that the proposed site access is an existing alley which intersects SW Old Portland Road and serves three lots including the subject property. As part of the proposed development, signage will be included at the site driveways which prohibit turning to and from the north. Therefore, all site traffic will access the site via SW Old Portland Road.

A vicinity map showing the project site, vicinity streets, and study intersection configurations is shown in Figure 2.



LEGEND

-  STUDY INTERSECTION
-  STOP SIGN
-  BIKE LANE
-  PROJECT SITE
-  ARTERIAL ROADWAY
-  COLLECTOR/NEIGHBORHOOD
-  LOCAL ROADWAY



Site Trips

Trip Generation

To estimate the number of trips that will be generated by the proposed and existing use, trip rates from the *Trip Generation Manual*¹ were used. Specifically, trip rates were estimated using data from land use code 210, *Single Family Housing*, land use code 925, *Drinking Place*, and 926, *Food Cart Pod*, based on the size of each land use. The trip generation for the proposed bar area is estimated using trip rates for land use code 975, *Drinking Place*. The area of the bar is calculated by adding the square footage of the bar (290 feet) and the walk-in refrigerator (130 feet). This methodology was confirmed with City staff. The remaining area of the dining hall serves as seating area for all land uses on-site. A figure showing the area used to calculate the trip generation of the bar is provided in the technical appendix.

Due to the limited data available for land use codes 925 and 926, trip generation data specific to the following are not available:

- Directional distribution of trips (i.e., entering and exiting trips) for food carts
- Morning peak hour trip generation for either use
- Average daily trip (ADT) generation for either use
- Pass-by trip generation for food carts

Directional Distribution of Trips

Food cart facilities typically serve patrons seeking quick and convenient food service, but who are expecting a higher quality and price point for food than a typical fast-food restaurant. In the *Trip Generation Manual*, the closest land use code that matches this type of facility that has directional data is land use code 930, *Fast Casual Restaurant*. For the purposes of estimating trip generation, the directional split of trips to/from the site is assumed to approximately match the splits from land use code 930. The directional split was assumed to be 55 percent for entering trips and 45 percent for exiting trips. Note that the directional distribution for land use code 925 is shown to be 66 percent entering trips and 34 percent exiting trips.

Morning Peak Hour Trip Generation

Proprietors of food carts and drinking establishments typically open for business during the late morning hours to capture the lunch peak and often do not open from 7:00 AM to 9:00 AM. The operating hours of the site are between 11:00 AM and 10:00 PM, therefore the evening peak hour will be the subject of analysis.

Average Daily Trip Generation

To estimate the ADT of the proposed development, the daily trip generation was assumed to be approximately 10 times the evening peak hour rate.

Pass-by Trip Generation

Generally, food service land uses are expected to attract pass-by trips (i.e., draw existing traffic volumes along adjacent roadways to the site). Although, pass-by data is not available for land use codes 925 and 926 in the

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



*Trip Generation Handbook, 3rd Edition*², this is not indicative that no pass-by trips are occurring, instead the data in the *Trip Generation Handbook* may be limited or incomplete. Below are examples of food service land uses that provide pass-by trip data and those that do not:

- Land uses with Pass-by Trip Data
 - 931 – Quality Restaurant: 44 percent.
 - 932 – High-Turnover (Sit-Down) Restaurant: 43 percent.
 - 934 – Fast-Food Restaurant with Drive-Through Window: AM = 49 percent, PM = 50 percent.
- Land uses without Pass-by Trip Data
 - 930 – Fast Casual Restaurant
 - 933 – Fast-Food Restaurant without Drive-Through Window
 - 935 – Fast-Food Restaurant without Drive-Through Window and No Indoor Seating

Note that similar land uses in the ITE manual will sometimes only provide pass-by trip data for one specific land use type. An example of this would include code 934 having pass-by trip data, but codes 933 and 935 lacking data (all of which are fast-food restaurants). In cases when land uses analyzed under codes 933 and 935 are studied, pass-by trip data is often assumed to match data from code 934.

Given the above, it is reasonable to assume food carts would also generate pass-by trips. Since food cart facilities typically serve patrons seeking quick and convenient food service (like a fast-food restaurant) but are expecting higher quality/prices for food without table service, it is assumed the pass-by trip generation of such a facility would be between that of land use codes 932 and 934. Therefore, the proposed facility is assumed to have a pass-by rate of approximately 46 percent (the average of land use codes 932 and 934).

A summary of the trip generation for the proposed site is shown in Table 3.

Table 3: Trip Generation Summary

ITE Code	Size	Evening Peak Hour			Daily Trips
		In	Out	Total	
210 Single Family Home	1 lot	-1	0	-1	-10
925 – Drinking Place	420 SF	3	2	5	48
926 – Food Cart Pod	11 carts	37	31	68	680
Total		39	33	72	718
<i>Pass-by</i>	46%	-16	-16	-32	-331
Primary Trips (Net New Trips)		23	17	40	387

² Institute of Transportation Engineers, *Trip Generation Handbook*, 3rd Edition, 2014.



Based on the provided methodology, the proposed development is calculated to generate 40 trips during the evening peak hour with 23 entering trips and 17 exiting trips.

Note that the proposed methodology for utilizing pass-by rates for food cart pods has been accepted by Multnomah County, the City of Sandy, and ODOT.

Trip Distribution

The directional distribution of site trips to/from the project site was estimated based on the locations of likely trip destinations, locations of major transportation facilities in the site vicinity, and existing travel patterns at the study intersections.

The following trip distribution is projected:

- Approximately 40 percent of site trips will travel to/from the north along US-30
- Approximately 30 percent of site trips will travel to/from the south along US-30
- Approximately 30 percent of site trips will travel to/from the south along SW Old Portland Road

The trip distribution and assignment for the primary and pass-by site trips generated during the evening peak hour is shown in Figure 3.



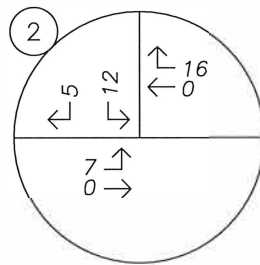
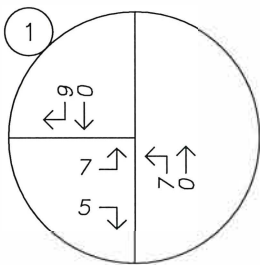
LEGEND

XX%
PERCENT OF PRIMARY TRIPS

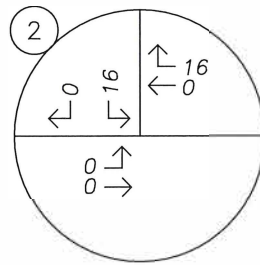
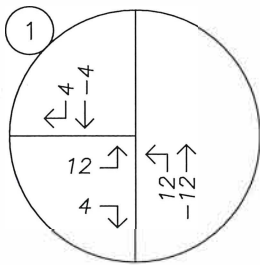
TRIP GENERATION			
	IN	OUT	TOTAL
PM	23	17	40

(XX%)
PERCENT OF PASS-BY TRIPS

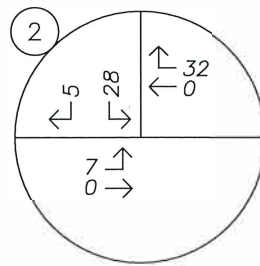
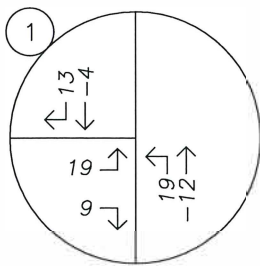
PASS-BY TRIP GENERATION			
	IN	OUT	TOTAL
PM	16	16	32



PRIMARY TRIPS



PASS-BY TRIPS



TOTAL TRIPS



no scale

Traffic Volumes

Existing Conditions

The ongoing COVID-19 pandemic has caused a significant decrease in traffic due to closed or limited business operations, distance learning, and telecommuting. To approximate year 2021 existing traffic volumes under “typical” conditions, historical traffic counts were used. The most recent available data at the study intersection was collected in 2016. However, several adjacent intersections had traffic volumes available from the year 2019, prior to the COVID pandemic, and year 2020, during the pandemic. These volumes were used in the Dutch Canyon Subdivision – Phase 4 Transportation Impact Study (TIS). Traffic counts were conducted between 4:00 to 6:00 p.m. Data is available for the following intersections:

- US-30 at High School Way/Walnut Street
- US-30 at Havlik Drive
- Havlik Drive at SW Old Portland Road

Data corresponding to each intersection’s individual evening peak hour was used for analysis.

Year 2020 adjusted northbound and southbound volumes on SW Old Portland Road were used from the Dutch Canyon TIS which incorporated a COVID adjustment factor of 1.39. Vehicles traveling northbound on US-30 would likely use the signalized intersection at Havlik Road. Therefore, 50 percent of northbound vehicles were assumed to travel to the residential neighborhood to the west or commercial uses to the east along SW Old Portland Road.

When comparing northbound and southbound volumes on US-30 at the intersection of Havlik Drive, a COVID adjustment factor of 1.39 was used for the northbound movement and 1.176 was used for the southbound movement. The adjustment factor was applied to the northbound and southbound volumes at the intersection of US-30 at High School Way.

Additionally, one year of growth was applied to the year 2020 volumes in order to estimate the year 2021 volumes under normal conditions.

A growth rate for through traffic along US-30 was derived using ODOT’s 2039 Future Volume Table in accordance with ODOT’s APM. Using data corresponding to milepost 20.58 of ODOT highway number 92, an average linear growth factor of 1.008 was calculated for the one-year scenario. The growth factor was applied to year 2020 through traffic volumes along US-30 to approximate year 2021 existing conditions. For all other turning movements at the US-30 study intersections as well as the non-ODOT study intersections, a compounded growth rate of two percent per year was applied to the measured existing traffic volumes to approximate year 2021 existing conditions.

According to Section M of the City’s Transportation System Plan (Volume 2), the Oregon Transportation Council (OTC) adopted alternative analysis methodology for all US 30 intersections in Scappoose which assesses the average annual weekday traffic condition, therefore no seasonal adjustment was applied.



Background Conditions

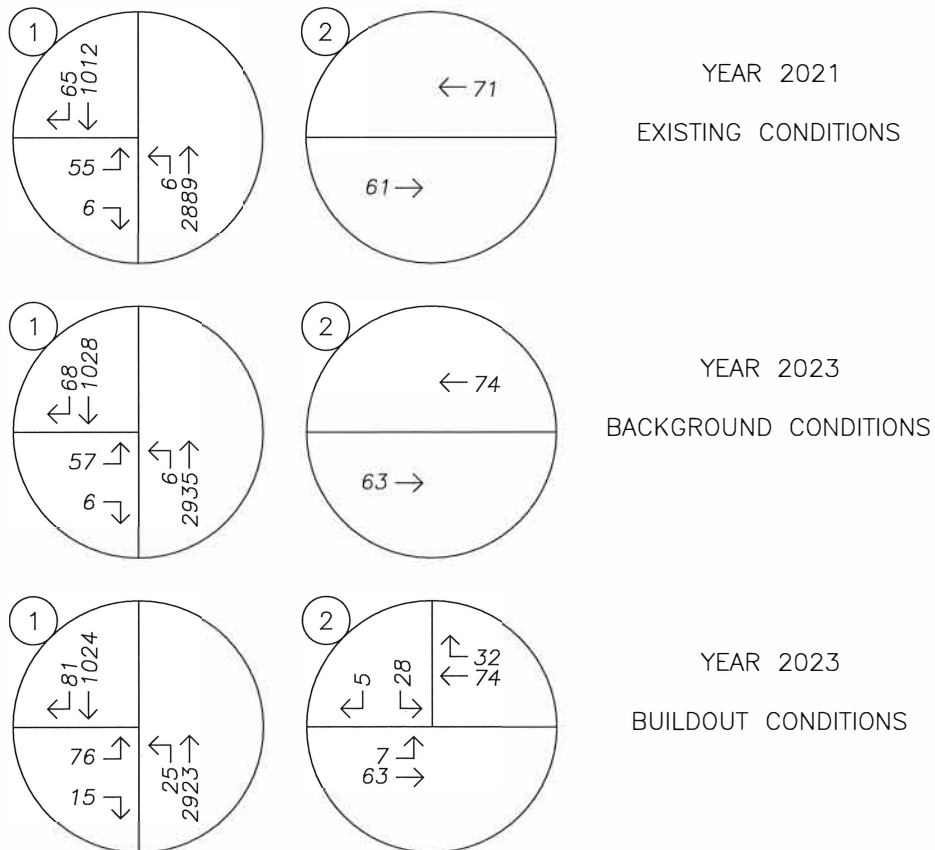
To provide analysis of the impact of the proposed development on the existing transportation facilities, an estimation of future traffic volumes is required. A build-out condition of two years was assumed. To calculate future traffic volumes for the year 2023 conditions, growth rates calculated as stated in the existing conditions section above were applied to the collected traffic volumes.

Buildout Conditions

Peak hour trips calculated to be generated by the proposed development, as described earlier within the *Site Trips* section, were added to the projected year 2023 background traffic volumes to obtain the expected 2023 site buildout volumes.

Figure 4 shows the existing, background, and buildout traffic volumes at the study intersections during the evening peak hour.





no scale

TRAFFIC VOLUMES

Existing, Background, & Buildout Conditions
PM Peak Hour

Figure 4
Scappoose Food Carts
7/7/2022

Safety Analysis

Crash History Review

Using data obtained from ODOT’s Crash Data System, a review of approximately five years of the most recent available crash history (January 2015 through December 2019) was performed at the study intersections. The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions. Crash severity is based on injuries sustained by people involved in the crash, and includes five categories:

- Property Damage Only (PDO)
- Possible Injury (Injury C)
- Non-Incapacitating Injury (Injury B)
- Incapacitating Injury (Injury A)
- Fatality or Fatal Injury

Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the evening peak period represents approximately 10 percent of the annual average daily traffic (ADT) at the intersection.

The study intersection along US-30 is an ODOT facility which adheres to the crash analysis methodologies in ODOT’s APM. According to *Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control* of the APM, intersections which experience crash rates in excess of their respective 90th percentile crash rates should be “flagged for further analysis”. For intersections in urban settings, the following average and 90th percentile rates are applicable to the study intersection:

- Unsignalized, Three-Legged Intersections:
 - Average rate of 0.131 CMEV.
 - 90th percentile rate of 0.293 CMEV.

Table 4 provides a summary of crash types, crash severities, and rates for the study intersections with reported crashes. Detailed crash data is provided in the appendix to this report.

Table 4: Crash Type, Severity, and Rate Summary

Intersection	Type		Severity					Total Crashes	Peak Hour Volume	Crash Rate
	Turn	Rear End	PDO	C	B	A	Fatal			
1 US-30 at SW Old Portland Road	1	1	1	1	0	0	0	2	4489	0.02

Based on the review of the available crash data, no significant trends or crash patterns were identified at any of the study intersections that were indicative of safety concerns. Accordingly, no safety mitigation is recommended per the crash data analysis.



Sight Distance Evaluation

Sight distance was measured at the proposed site access intersection evaluated in accordance with the standards established in *A Policy of Geometric Design of Highways and Streets*³. According to AASHTO, the driver's eye is assumed to be 14.5 feet from the near edge of the nearest travel lane of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement. The vehicle driver's eye height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement.

According to AASHTO, intersection sight distance is an operational measure, intended to provide sufficient line of sight along the major street so that a driver can turn from the minor street without impeding traffic flow. Stopping sight distance is considered the minimum requirement to ensure safe operation of an intersection. Stopping sight distance is the distance that allows an oncoming driver to see a hazard in the roadway, react, and come to as complete stop if necessary to avoid a collision. As long as the available intersection sight distance (measured as previously described) 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.

The site has two accesses on the frontage road, the main driveway access near the southern property line, and a service access for garbage trucks near the northern property line. Driveways will have signage which limit on-site traffic to turning movements to and from the south only.

Vehicles approaching the northern site access from the north are expected to be traveling up to 15 mph, due to the proximity to the curve, over a flat grade. Vehicles approaching the northern access from the south are expected to be traveling up to 20 mph over a flat grade. There is a minimum required stopping sight distance of 80 feet to the north and 115 feet to the south. Sight distance at the northern site access is measured to be 95 feet to the north and in excess of 140 feet to the south.

Vehicles approaching the southern site access from the north and the south are expected to be traveling up to 20 mph. There is a minimum required stopping sight distance of 115 feet to the north and south. Sight distance at the southern site access was measured to be in excess of 150 feet to the north and south.

SW Old Portland Road is generally flat, with roadway grades less than 2 percent within the site vicinity. Based on the posted speed of 35 mph on SW Old Portland Road, the minimum recommended intersection sight distance is 390 feet. Sight distance was measured to exceed 600 feet to the south. Sight distance was measured to be approximately 100 feet to the east, to the intersection at US-30. Vehicles turning from US-30, northbound lefts or southbound rights, have clear sight lines to the site access and can adjust their speed accordingly upon entering SW Old Portland Road. Since the available sight distance is reciprocal, the vehicles exiting the site driveway can also see if there is a vehicle turning from the southbound travel lane or the northbound left-turn lane and can respond appropriately.

Based on the above measurements, the minimum required stopping sight distance is available at both site accesses. Accordingly, no sight distance related mitigation is necessary or recommended.

³ American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 7th Edition, 2018.

Preliminary Traffic Signal Warrant Analysis

Traffic signal warrants were examined for all unsignalized intersections based on the methodologies in the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration in 2009. Volumes were used from the year 2022 buildout conditions. Warrant 1, Eight Hour Vehicular Volumes, was evaluated based on the common assumption that traffic counted during the evening peak hour represents ten percent of the ADT. Detailed information on the traffic signal warrant analysis is included in the attached appendix. Seventy percent of standard warrants were used due to population less than 10,000 and posted speed above 45 mph.

Preliminary traffic signal warrants are not projected to be met any of the study intersections upon full buildout of the proposed development.



Operational Analysis

Intersection Capacity Analysis

A capacity and delay analysis were conducted for each of the study intersections per the unsignalized intersection analysis methodologies in the *Highway Capacity Manual (HCM)*⁴. Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little, or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay.

Performance Standards

The operating standards adopted by the City of Scappoose and ODOT are summarized below.

City of Scappoose

According to the City of Scappoose's Transportation System Plan (TSP), signalized and all-way stop-controlled intersections under City jurisdiction must operate at LOS D or better with a v/c ratio of 0.90 or less. All other unsignalized intersections must operate at LOS E or better with a v/c ratio of 0.90 or less⁵. This standard applies to the proposed site access intersection.

ODOT

ODOT's operating mobility target for SW Old Portland Road at US-30 is an intersection v/c ratio no greater than 0.85 per Table 6 of the *Oregon Highway Plan*⁶. Based on the alternative analysis methodology adopted by the OTC, all intersections along US 30 in Scappoose shall be analyzed with an assumed peak hour factor of 1.0.

Delay & Capacity Analysis

The LOS, delay, and v/c results of the capacity analysis are shown in Table 5 for the evening peak hour. Detailed calculations as well as tables showing the relationship between delay and LOS are included in the appendix to this report.

⁴ Transportation Research Board, *Highway Capacity Manual 6th Edition*, 2016.

⁵ City of Scappoose, *Scappoose Transportation System Plan Volume 1*. September 6th, 2016.

⁶ Oregon Department of Transportation, *Oregon Highway Plan*. 1999

Table 5: Capacity Analysis Summary

Intersection & Condition	PM Peak Hour		
	LOS	Delay (s)	V/C
1. SW Old Portland Road at US-30			
2021 Existing Conditions	F	66	0.50
2023 Background Conditions	F	72	0.53
2023 Buildout Conditions	F	80	0.65
2. SW Old Portland Road at Site Access			
2023 Buildout Conditions	A	10	0.04

Based on the results of the operational analysis, all study intersections are currently operating acceptably per jurisdictional standards and are projected to continue operating acceptably through the 2023 site buildout year. No operational mitigation is necessary or recommended at these intersections.



Conclusions

Key findings include:

- No significant trends or crash patterns were identified at any of the study intersections that were indicative of safety concerns. Accordingly, no safety mitigation is recommended per the crash data analysis.
- The minimum required stopping sight distance is available at both site accesses. Accordingly, no sight distance related mitigation is necessary or recommended.
- Preliminary traffic signal warrants are not projected to be met any of the study intersections upon full buildout of the proposed development.
- All study intersections are currently operating acceptably per jurisdictional standards and are projected to continue operating acceptably through the 2023 site buildout year.





Lower Columbia Engineering
58640 McNulty Way
St. Helens, OR 97051
503.366.0399

Thursday, May 19th, 2022

Project Name: CCPOD
LCE Project No. 3098

To: City of Scappoose, Oregon
Laurie Oliver Joseph, AICP, CFM, Planning Department Supervisor
Chris Negelspach, P.E., City Engineer

From: Andrew Niemi, P.E., Lower Columbia Engineering
Primary Contact:
Chase Berg, Lower Columbia Engineering

Re: Site Development Review Stormwater Report – CCPOD

The above Seal certifies that Andrew D. Niemi, P.E. has general knowledge of City of Scappoose Public Works Standards Section 2.0000 and the City of Scappoose Municipal Code Section 13.22.

TABLE OF CONTENTS

Description	Page No.
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Attachments	
Soil Survey Map	4
Stormwater Calculations	5-73

This report pertains to the proposed private improvements described below based on specific requests by our clients. Lower Columbia Engineering is not responsible for complying with any conditions of approval or adjacent storm drainage issues that are outside of the project area. Contact Lower Columbia Engineering with any questions or uncertainties. Maintenance of this system and verification of property line locations are the responsibility of others.



STORMWATER NARRATIVE

Project Description

This stormwater design correlates with the proposed CCPOD food court project, located in Scappoose, Oregon. This project is centered at 45.7483056N, 122.8781528W and occupies a total of 27,766 ft² (0.64 acres). The site has an existing residence with an attached garage as well as a detached garage northwest of the residence. The remainder of the site consists of grasses with a few scattered trees. Access is provided by an existing road that connects to SW Old Portland Road. The existing ground generally slopes from east to west with slopes ranging from 2% - 6%. All on-site water appears to currently sheet flow to the west off-site where it infiltrates naturally into the ground. Analysis for this site is comprised of 5,802 ft² of existing impervious area (gravel and buildings) and 21,964 ft² of pervious area (grasses/landscaping). Offsite stormwater has been considered and incorporated into the design from an undeveloped parcel located to the southwest of the subject parcel consisting of 24,950 ft² of pervious area. Constructing the CCPOD site will result in a total of 21,347ft² of impervious land (asphalt, parking lot, and food cart areas), and 6,419 ft² of pervious landscaping. Stormwater management for this development is designed to minimize runoff from the increase in impervious area through the use of low impact design methods. On-site stormwater management is designed to treat the water-quality storm event, detain the 25-year storm event and safely convey the 100-year storm event.

Stormwater Analysis

Stormwater runoff rates for this project were calculated using the SBUH method given a Type IA storm type within the HydroCAD software system. Western Regional Climate Center's Precipitation Frequency Maps were referenced to include 2-year, 25-year, 100-year storm event depths as 2.40 inches, 3.80 inches and 4.70 inches, respectively, over a 24-hour period. The water-quality storm event was determined to equal half of the 2-year storm event, or 1.20 inches. Soil Survey Maps from the NRCS were referenced to determine the site's soil compositions as primarily silt loam with a hydrologic soil group of C (see soil survey map below). From the attached geotechnical report submitted with this package ("05 Geotech") this report indicates that the typical soil profile has round to sub-rounded river rocks, medium stiff, clay with gravel top soil and fine to coarse grained, scattered rounded to subangular rocks and roots, medium still to stiff clay with gravel under the top soil. After confirming with the geotechnical engineer, Mia Mahedy, P.E., she believes that this site will have an infiltration rate of at least 2.0 inches per hour. From these test pit results and confirming with Mia, 2.0 inches per hour was used as the infiltration rate for stormwater calculations.

Stormwater Management Design

Stormwater runoff from the proposed development has been designed to mimic the existing drainage patterns. More specifically, runoff from impervious areas is designed to flow through a series of curb cuts on the south end of the site into either the east stormwater swale or the south drainage ditch. The east stormwater swale is designed to have 2.0 ft of storage as well as infiltrate at a rate of 2.0 inches per hour as facilitated by the growing medium, drain rock, and surrounding soil. Once storage capacity has been reached, the stormwater will be conveyed through a 3-inch PVC pipe which is set at an invert elevation of 61.5 ft. Water discharged from the east stormwater swale will be conveyed by a rock lined drainage ditch (south drainage ditch) eventually out falling into the west stormwater swale. A secondary 8-Inch PVC pipe is designed as an emergency overflow and has an invert elevation of 62.5 ft. In the instance where this pipe is used, water will outfall into the rock-lined drainage ditch (south drainage ditch) where it will be conveyed to the west stormwater swale.



The west stormwater swale is designed to have 2.0 ft of storage as well as infiltrate at a rate of 2.0 inches per hour as facilitated by the growing medium, drain rock, and surrounding soil. Once storage capacity has been reached, the stormwater will be conveyed through a 4-inch PVC pipe which is set at an invert elevation of 61.35 ft. Water discharged from the west stormwater swale will outfall outside of the stormwater swale on a rip-rap outfall pad, but will still discharge on the subject property. During high flow events (100-Year event), this swale has been designed to safely overtop west towards an existing grass field. Under normal operating conditions, the chosen discharge location is designed to mimic existing drainage patterns.

Operations and Maintenance Overview

The proper implementation and maintenance of the proposed facilities is the responsibility of the property owners. It is critical that stormwater infrastructure be kept free of debris in order to facilitate effective conveyance and longevity of the system. Curb cuts shall be cleaned regularly with scheduled inspections to make sure that they aren't plugged by trash, leaves, or any additional debris. The two stormwater swales shall also be kept free of debris to make sure that inlets and outlets are not plugged to ensure proper infiltration continues and minimize sediment build-up in the facilities. Vegetation in the swales shall be inspected regularly to ensure plant health; watering may be necessary in the dry season to help establish new plantings. Any plantings that don't take shall be replaced. If excessive planting failures are observed, different plantings may need to be selected to better suit the site conditions. Areas of concern shall be inspected for the first three years to ensure that plantings are healthy and facilities are functioning properly.

Conclusion

On-site stormwater management will be utilized for the CCPOD site through the series of curb cuts, and two stormwater swales. Low impact designing has been incorporated to help facilitate a system that treats the water-quality storm event, detains the 25-year storm event and safely conveys the 100-year storm event. This system has been designed to effectively meet the City of Scappoose requirements. Responsibility for the proper implementation and maintenance of these facilities belongs to the property owners.



Quafeno
Soil Data Explorer | Series Extent Explorer | Description

▲ Soil Profiles

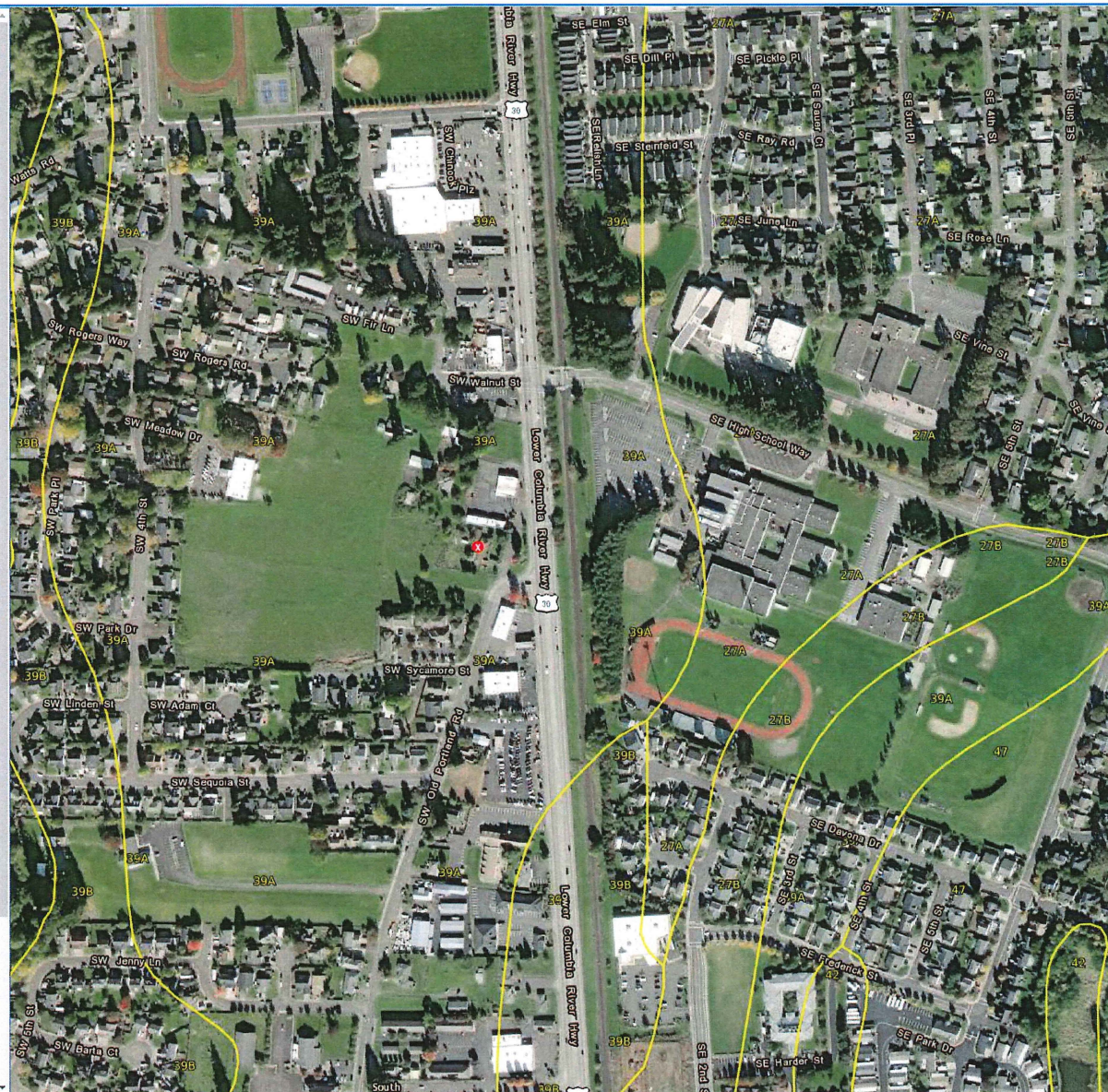
Typical Profile ?
 Org. Matter Clay
 Sand AWC
 Ksat pH
 Kr Factor EC
 SAR CaCO₃
 Gypsum
 CEC @ pH7
 Linear Ext.

0	Ap1
20	Ap2
41	B21
53	B22
69	B3
91	C1
165	IIc2r
180	

▲ Soil Taxonomy
 Order: [Mollisols](#)
 Suborder: [Xerolls](#) [Map of Suborders](#)
 Greatgroup: [Haploxerolls](#)
 Subgroup: [Aquic Haploxerolls](#)
 Family: [Coarse-loamy, mixed, mesic Aquic Haploxerolls](#)
 Soil Series: [Quafeno](#)

▲ Land Classification
 CA [Storie Index](#): n/a
 Land Capability Class (non-irrigated): 2-w ?
 Land Capability Class (irrigated): 2-w ?
 Ecological Site Description: n/a ?
 Forage Suitability Group: n/a ?
 Organic Carbon Stock: 0 [4-14] kg / m² ?
 Organic Carbon Stock 0-30cm: 4 [2-6] kg / m² ?
 Organic Carbon Stock 0-100cm: 8 [4-11] kg / m² ?

▲ Hydraulic and Erosion Ratings
 Wind Erodibility Group: 5 ?
 Wind Erodibility Index: 36 ?
 T Erosion Factor: 5 ?
 Runoff:



Soil Survey Map



Tuesday April 26th, 2022

Project Name: CCPOD, LLC
LCE Project No. 3098

To: City of Scappoose, Oregon
Laurie Oliver Joseph, AICP, CFM, *Planning Department Supervisor*
Chris Negelspach, P.E., *City Engineer*

From: Jeff Shultz, Owner, *CCPOD*
Matt McHugh, Owner, *CCPOD*
Nick Hurliman, Owner, *CCPOD*
Andrew Niemi, *Owner's Representative Engineer, Lower Columbia Engineering*
Primary Contact:
Chase Berg, *Owner's Representative, Lower Columbia Engineering*

Re: Typical Food Cart Pod Photos for Proposed Food Cart Design Elements

PHOTO 1 – SITE CASE STUDY – HAPPY VALLEY STATION – HAPPY VALLEY, OREGON



Similar proposed layout with carts oriented, side by side. This food cart pod is larger in size, but the concept is similar with a paired dining hall and incorporated serving bar. Our proposed layout incorporates more outdoor space, and more circulation and queuing space, at a smaller scale.

PHOTOS 2 & 3 – EXAMPLE OF PROPOSED STYLE BACK WINDOW APPROACH (TYPICAL)



PHOTO 4 – EXAMPLE OF PROPOSED STYLE OF SIDE WINDOW APPROACH (CART C-1 EXAMPLE)



PHOTO 5 –DUAL WINDOW STYLE, ADAPTABLE TO EITHER SIDE OR BACK APPROACH



PHOTO 6 – TUALITAN VALLEY FOOD CART POD – SIMILARLY PROPOSED, SIDE BY SIDE ORIENTATION
 (See example of bistro lights, hung above)





October 22, 2021

Nicholas Hurliman
51915 Columbia River Hwy
Scappoose, Oregon 97056

Re: New Development at;
800 E. 2nd Street
Newberg, Oregon 97132

Mr. Hurliman,

Waste Management of Oregon Inc. Columbia County Operations has reviewed the design plans for the proposed development at 51875 Columbia River Hwy, Scappoose, Oregon. It has been determined that we can adequately access and provide garbage/recycling collection services with our commercial equipment/trucks within the proposed development design. The proposed enclosure meets Waste Management's specifications, and the property is accessible with our collection trucks. It has been noted that we do require a flat paved walkway between the enclosure and where the truck would park in order to access the carts/containers in a safe manner. Please feel free to contact me if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dave Huber'. The signature is fluid and cursive, with a large initial 'D'.

Dave Huber
Sr. District Manager
Waste Management of Oregon-Columbia County Hauling Operations



November 3, 2021

Mr. Nick Hurliman
51875 SW Old Portland Rd
Scappoose OR, 97056

Re: Request for Comcast service availability (Cable, Phone, Internet)

To Whom It May Concern,

Please accept this letter as notification that Comcast Cable Corporation, here referred to as Comcast has facilities or can build facilities to the new development located at 51875 SW Old Portland Rd, Scappoose OR if cost is within our payback model. If the extension of services to the project will not meet the Comcast cost model, customer funding may be required to proceed. Please feel free to contact me at 503.403.9701 with any questions you might have.

Sincerely,

Jason Carroll
Business Development Representative

[Comcast rev. October, 2013]

August 24, 2021

Lower Columbia Engineering
58640 McNulty Way
St Helens, OR 97051
chase@lowercolumbiaengr.com

Re: 51875 SW Old Portland Rd

Dear Chase,

The proposed food cart pod at 51875 SW Old Portland Rd in Scappoose, OR is within the boundaries established for Columbia River People's Utility District (PUD). The PUD will provide electric service in accordance with our General Terms, Conditions, Rules and Regulations for Electric Service.

If you have any questions, please contact our Engineering Department at (503) 397-0760.

Thank you,

Branden Staehely / mw

Branden Staehely
Engineering Manager

◆
**Board of
Directors**
Jake Carter
Craig Melton
Debbie Reed
Neal Sheppard
Garratt Tayler
General Manager
Michael J. Sykes
◆



October 22, 2021

250 SW Taylor Street
Portland, OR 97204

503-226-4211
nwnatural.com

Lower Columbia Engineering LLC
Mandi Jenks
58640 McNulty Way
St Helens OR 97056

Service Address: 51875 SW Old Portland Rd, Scappoose OR 97056

Dear Mandi,

This information is furnished in response to your request for a commitment for natural gas service to the proposed project located at 51875 SW Old Portland Rd, Scappoose OR 97056.

Northwest Natural Gas (Company) will provide natural gas service for normal commercial/residential use in the above-described site and such service will be available at the lot line at or prior to the time of sale or lease thereof.

Northwest Natural Gas Company operates under the jurisdiction and subject to the Rules and Regulations of the Public Utility Commissioner (PUC) of Oregon and Washington Utilities & Transportation Commission (WUTC) in Washington. Service is provided pursuant to the Tariff (rates, rules and regulations) of the Company on file with the PUC and WUTC. Such Tariff is subject to change as provided by law. The Company installs, owns and maintains all facilities up to and including the meter pursuant to the provisions of such Tariff. Facilities beyond the meter are the responsibility of the builder or owner.

Copies of its rates, rules and regulations and additional information may be obtained by contacting the Company.

Thank You,

Ed Aguon
NW Natural – Energy Consultant
Direct: 971.979.6492 / Email: eja@nwnatural.com



November 17, 2021

**Scappoose Post Office
52643 Columbia River Hwy.
Scappoose, OR 97056**

Lower Columbia Engineering LLC
Atten: Mandi Jenks
58640 McNulty Way
St Helens OR 97056

Service Address: **51875 SW Old Portland Rd, Scappoose OR 97056**

To Whom It May Concern:

This information is furnished in response to your request for information regarding the proposed project located at **51875 SW Old Portland Rd, Scappoose OR 97056**.

Barring unforeseen circumstances, the USPS will service the above-referenced address with the implied change of use pursuant to the land use plans provided by Lower Columbia Engineering.

Furthermore, the mailbox for the above-referenced address can remain in its current location and will be accessible from the roadway curb as shown on the land use plans provided by Lower Columbia Engineering.

Please don't hesitate to call me with any questions or concerns at 503-543-4993.

Sincerely,

Kelly Battles
Electronic Signature

Kelly Battles
Postmaster (A)
Scappoose, OR 97056
Kelly.A.Battles@usps.gov



Exhibit 10



FIRE MARSHAL

Scappoose Fire District



Laurie Oliver Joseph

RE:

Food Cart Pod

Property Description: FCP-22, SDR1-22, MiV1-22

Updated 7/20/2022

Dear Laurie:

I received your site plan drawings and information 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. All items that are identified in the Fire code Guide (Adopted by ordinance) need to be adhered to and completed by final inspection of the building.
2. The fire district will need more information about the covered trash enclosure and how that will meet fire code.
 - i. Will the covered area over the trash area be one hour construction?
3. This property will require an address that is visible from Old Portland Road. Address numbers shall be 12 inches tall by 2 inches wide and high enough on the building to not be blocked by trees or vehicles.
 - i. The fire district would also like each space to have a post next to the pod with the space number.
 - ii. The fire district would prefer the North side pods to be N for North (Instead of A) and E for East instead of B).
4. Any food pod that utilizes deep friers or produces grease laden vapors shall be required to have a commercial hood suppression system in accordance with NFPA 50 (See attached safety sheet).
 - i. NFPA 50 shall be followed in the design, layout, and fire safety requirements for this proposed development.

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

Steven Lougal
Chief of Police

CITY OF SCAPPOOSE

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

LAND USE ACTION REFERRAL (Food Cart Pod – FCP1-22, SDR1-22, MiV1-22)

May 31, 2022

RETURN TO: Laurie Oliver Joseph, Community Development Director, City of Scappoose, 33568 East Columbia Ave, Scappoose, OR, 97056 by **June 10, 2022**. Please email your response to: loliver@cityofscappoose.org. If you have any questions, please call Laurie Oliver Joseph at 503-543-7184.

REGARDING: The Scappoose City Planner is reviewing an application for the construction of a Food Cart Pod with connections for 11 food carts, the construction of a new 2,160 square foot dining hall/tap room, outdoor seating areas, a parking lot, and landscaping. The applicant also requests a Minor Variance to the parking standard, to reduce the required parking on site to 26 spaces instead of 29 spaces. The applicant proposes to remove the existing buildings on site as part of the project. The site is located at 51875 SW Old Portland Rd, northwest of the SW Old Portland Road and Columbia River Hwy intersection, on property described as Columbia County Assessor Map # 3213-BA-03900.

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

COMMENTS: _____

Signed: 

Title: chief

Date: 6-9-2022

Dave Sukau
Public Works Director

CITY OF SCAPPOOSE

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

LAND USE ACTION REFERRAL (Food Cart Pod – FCP1-22, SDR1-22, MiV1-22)

May 31, 2022

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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: 

Title: Public Works Director

Date: 6/8/2022



6/8/2022

To: Laurie Oliver, Scappoose Community Development Director

From: Dave Sukau, Public Works Director

Re: Food Cart Pod (FCP1-22, SDR1-22, MiV1-22)

Dear Laurie,

I have reviewed the Land Use Referral packet and plans for the proposed Food Cart Pod.

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. The plans associated with the land use packet lack some of the necessary information necessary to determine if it will meet these codes and standards.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Sukau".

Dave Sukau

Public Works Director

City of Scappoose Public Works

Don Vandomelen
Building Official

CITY OF SCAPPOOSE

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

LAND USE ACTION REFERRAL (Food Cart Pod – FCP1-22, SDR1-22, MiV1-22)

May 31, 2022

RETURN TO: Laurie Oliver Joseph, Community Development Director, City of Scappoose, 33568 East Columbia Ave, Scappoose, OR, 97056 by **June 10, 2022**. Please email your response to: loliver@cityofscappoose.org. If you have any questions, please call Laurie Oliver Joseph at 503-543-7184.

REGARDING: The Scappoose City Planner is reviewing an application for the construction of a Food Cart Pod with connections for 11 food carts, the construction of a new 2,160 square foot dining hall/tap room, outdoor seating areas, a parking lot, and landscaping. The applicant also requests a Minor Variance to the parking standard, to reduce the required parking on site to 26 spaces instead of 29 spaces. The applicant proposes to remove the existing buildings on site as part of the project. The site is located at 51875 SW Old Portland Rd, northwest of the SW Old Portland Road and Columbia River Hwy intersection, on property described as Columbia County Assessor Map # 3213-BA-03900.

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

COMMENTS: _____

Signed: 

Title: Building official

Date: 6-6-2022

CITY OF SCAPPOOSE

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

LAND USE ACTION REFERRAL (Food Cart Pod – FCP1-22, SDR1-22, MIV1-22)

May 31, 2022

RETURN TO: Laurie Oliver Joseph, Community Development Director, City of Scappoose, 33568 East Columbia Ave, Scappoose, OR, 97056 by **June 10, 2022**. Please email your response to: loliver@cityofscappoose.org. If you have any questions, please call Laurie Oliver Joseph at 503-543-7184.

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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: _____
The PUD has no objections with the plans as presented.

Page C-6 of the submitted plans shows a 95W LED to be mounted on the existing adjacent utility pole. City approval will be required that the installation of the light will be sufficient to meet their lighting standards for this project prior to the PUD providing an estimate. (This installation is also mentioned on page 45 of the narrative.)

Installation cost will be the responsibility of the developer and the monthly energy charge and necessary maintenance will be the responsibility of the City of Scappoose.

Signed: Brenda Stutz

Title: Engineering manager

Date: 6/21/22



Oregon

Kate Brown, Governor

Exhibit 15
Department of Transportation

Region 2 Headquarters
455 Airport Road SE, Bldg. B
Salem, Oregon 97301
(503) 986.2600
FAX (503) 986.2630

June 10, 2022

ODOT #12610

ODOT Response

Project Name: Food Cart Pod	Applicant: Nick Hurliman
Jurisdiction: City of Scappoose	Jurisdiction Case #: FCP1-22, SDR1-22, MiV1-22
Site Address: 51875 SW Old Portland Road, Scappoose, OR	Legal Description: 03N 02W 13BA Tax Lot(s): 03900
State Highway: US 30	Mileposts: 20.25

The site of this proposed land use action is adjacent to US30, Columbia River Highway. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

COMMENTS/FINDINGS

The proposed redevelopment of tax lot 3900 includes frontage improvements that are located on ODOT right of way. An ODOT Miscellaneous Permit must be obtained for any work that is to be performed in the highway right of way and for connection to state highway drainage facilities.

Please send a copy of the Notice of Decision including conditions of approval to:

ODOT Region 2 Planning
Development Review
455 Airport Road SE, Bldg. B
Salem, Oregon 97301

ODOTR2PLANMGR@odot.state.or.us

Development Review Planner: Douglas Baumgartner	503.986.5806, Douglas.G.Baumgartner@odot.oregon.gov
District Contact: Richard Kearns	503.325.6490, Richard.A.KEARNS@odot.oregon.gov



Oregon

Kate Brown, Governor

Department of Transportation

Region 2 Tech Center

455 Airport Road SE, Building A


Salem, Oregon 97301-5397

Telephone (503) 986-2990

Fax (503) 986-2839

DATE: June 15, 2022

TO: Douglas Baumgartner, PE
Development Review Coordinator

FROM: 
Arielle Ferber, PE
Traffic Analysis Engineer

SUBJECT: Scappoose Food Carts (Scappoose, OR) – Outright Use
TIA Review Comments

ODOT Region 2 Traffic has completed our review of the submitted updated traffic impact analysis (**signed March 2, 2022**) to address traffic impacts due to development on the northwest quadrant of Lower Columbia River Highway No. 92 (US 30) at SW Old Portland Road in the city of Scappoose, with respect to consistency and compliance with ODOT's Analysis Procedures Manual, Version 2 (APM). The APM was most recently updated in April 2022. The current version is published online at: <http://www.oregon.gov/ODOT/TD/TP/Pages/APM.aspx>. As a result, we submit the following comments for the City's consideration:

Analysis items to note:

- The updated TIA has conflicting dates throughout the document. While the TIA was signed on 3/2/2022, the date on the cover page and document footer, is 3/1/2021. The TIA's date should be updated throughout for consistency and correctness. As a previous TIA was provided to ODOT, dated 10/7/2021, the inconsistent dating may cause confusion as to which version is the most recent TIA.
- The US 30 at Old Portland Road intersection has an alternative mobility target of $v/c < 1.0$ for the average weekday conditions with an assumed peak hour factor (PHF) = 1.0, as detailed in the *Alternative Mobility Targets for US 30 in Scappoose* memo (dated February 13, 2020): https://www.oregon.gov/odot/Planning/OHP%20Registry/Consent_16_Attach_01_Scappoose.pdf. As the intersection is not approaching the mobility target this will have no impact on the results of the analysis.
- At the US 30 at Old Portland Road intersection the southbound right turn movement was analyzed with 13 primary site trips when it should have 9 trips and the northbound left-turn movement was analyzed with 10 primary site trips when it should have 7 trips, per the provided trip distribution. In addition, an eastbound imbalance exists between the Old Portland Road at Site Access and US 30 at

Old Portland Road intersections. While this may have an effect on the operational results it will not have an effect on the results of the analysis.

- The preliminary traffic signal warrant analysis for the US 30 at Old Portland Road intersection utilized 1,060 for mainline (US 30) PM peak hour traffic volumes, however, it should instead be 3,975 (the total sum of all conflicting mainline traffic). The intersection still would not meet preliminary traffic signal warrants, therefore this will not have an effect on the results of the analysis.

Proposed mitigation comments:

1. ODOT maintains jurisdiction of the Lower Columbia River Highway No 92 (US 30) and ODOT approval shall be required for all proposed mitigation measures to this facility.
2. No operational mitigation measures have been proposed. This conclusion appears reasonable for this proposed development.


Thank you for the opportunity to review this traffic impact analysis. As the analysis software files were not provided, Region 2 Traffic has only reviewed the submitted report.

This traffic impact analysis has been, for the most part, prepared in accordance with ODOT analysis procedures and methodologies. If the City determines any of the above comments will merit the need for reanalysis, we would be willing and able to assist with a second round of review.

If there are any questions regarding these comments, please contact me at (971) 208-1290 or Arielle.Ferber@ODOT.oregon.gov.

July 2022



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2 Scappoose Farmers Market 9 am - 2pm
3	4 City Offices closed 	5	6	7	8	9 Scappoose Farmers Market 9 am - 2pm
10	11	12	13	14	15	16 Scappoose Farmers Market 9 am - 2pm
17	18 Work session with Planning, 6pm City Council, 7pm	19 50-Year Stakeholder Advisory Committee Meeting, 6pm	20	21 EDC, noon Park & Rec, 6pm	22	23 Scappoose Farmers Market 9 am - 2pm
24/31	25	26	27	28 Planning Commission, 7pm	29	30 Scappoose Farmers Market 9 am - 2pm

August 2022



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 Work Session, 6pm City Council, 7pm	2	3	4	5	6 Scappoose Farmers Market 9 am - 2pm
7	8	9 50-Year Stakeholder Advisory Committee Meeting, 6pm	10	11	12	13 Scappoose Farmers Market 9 am - 2pm
14	15 City Council 7pm	16	17	18 EDC, noon Park & Rec, 6pm	19	20 Scappoose Farmers Market 9 am - 2pm
21	22	23	24	25	26	27 Scappoose Farmers Market 9 am - 2pm
28	29	30 50-Year Stakeholder Advisory Committee Meeting, 6pm	31			