



CITY OF THE DALLES PLANNING COMMISSION MINUTES

Thursday, March 6, 2003

City Hall Council Chambers
313 Court Street
The Dalles, OR 97058

Conducted in a handicap accessible room

CALL TO ORDER:

Chair Bruce Lavier called the meeting of the City of The Dalles Planning Commission to order at 6:25 P.M.

ROLL CALL:

Present: Bruce Lavier, Ron Ahlberg, Jo Ann Wixon, Ted Bryant, Dean Wilcox, and Mark Poppoff

Absent: Jean Thomas

Staff: Dan Durow, Community Development Director; Chris Bernhardt, Senior Planner; Dawn Hert, Planner.

AGENDA: Wilcox moved to approve the Agenda as submitted and Ahlberg seconded. The motion passed unanimously, with Thomas absent.

MINUTES: Lavier asked if any corrections were needed for the minutes of January 2, 2003.

Bryant asked about the outcome of the accessory structure at 309 W. 10th. Hert said the owner has applied for a variance. Hert said it appears the property owner does not meet the criteria for a variance. The remedy will be to move the building back three feet or cut off three feet from the front of the building.

Wilcox moved to approve the minutes as submitted. Bryant seconded the motion. The motion carried unanimously with Thomas absent and Ahlberg abstaining.

PUBLIC COMMENT: None

DISCUSSION

Director Durow said it was his great pleasure to introduce Chris Bernhardt, the new Senior Planner. Durow informed the Commissioners of Bernhardt's educational background.

Wilcox asked if Bernhardt is married and Bernhardt said no. Wilcox asked if Bernhardt has family. Bernhardt said his girlfriend also moved to The Dalles and works for the City at the WICKS water treatment center. Bernhardt is currently living in Underwood, WA and has his home in Portland up for sale.

Ahlberg asked Bernhardt what he thinks of our LUDO.

Bernhardt said it is one of the better ordinances he has seen in a small community and overall very good.

Bryant asked if Bernhardt has had much interface with the Gorge Commission.

Bernhardt said he has not in the past but has a couple projects dealing with the Gorge Commission in the future.

Durow said he has assigned Chris the task of monitoring the Gorge Commission planning process.

Long Range Planning

Durow explained to the Commission that Bernhardt will be in charge of the LUDO updates.

Bernhardt talked to the Commissioners about the LUDO amendment process and the timeline he has prepared and handed out. The first page is a flow chart on LUDO amendments. Community meetings and citizen input will be vital. Page two shows the projected time frame.

Bryant asked Bernhardt to explain a “rolled up task” and an “external task”.

Bernhardt replied that what the Commissioners see here are rolled up tasks, they are several smaller, individual, underlying tasks rolled up into one combined task. The external tasks would be tasks performed by another party. There are none included in the schedule at this time.

Bernhardt next explained the draft annexation amendment process and timeline. The final draft of the annexation plan was prepared in 1999. This amendment process has a similar timeline to the LUDO Amendment process.

The last item is the Sign Ordinance Amendment. Bernhardt said it would probably take 9 months to a year to complete this process.

Durow said he intends to have an Ad Hoc committee for the sign amendments.

Lavier asked if there weren't some very diverse ideas presented during the last sign ordinance amendment process.

Durow said yes and that he had never seen so many attorneys, representing interests, in the audience.

Ahlberg asked if there were specific problems with our sign ordinance.

Durow said the way the sign ordinance is written makes it hard to interpret and hard to enforce.

Ahlberg asked for a specific example of the problem with the sign ordinance.

Hert used the example of our flush mount, face only signs required to be adjacent to a street, which allows dual flush mount signs on corner businesses only.

Durow said the local street network plan would be finalized as soon as possible. The Urban Growth Boundary and Urban Area Boundary amendments will come next. The Geohazard study update and View Shed analysis, which are mentioned in the Comprehensive Plan, are long-range planning duties.

Durow said Hert will be out of the office for three months, July through September, for maternity leave. Current planning will take up a large amount of Bernhardt's time during Hert's maternity leave. Durow explained the breakdown of Staff time for right-of-way planning, long-range planning, Urban Renewal, Historic Landmarks, etc.

Durow said his time is 50% Urban Renewal and 50% Planning. Secretary Ball has 20% of her time allotted to Urban Renewal and 80% to planning support. John Dennee, Planning Code Enforcement, will remain as a 10 hour a week position working in our office. Larry Powell is the other part-time Code Enforcement officer. Powell deals with nuisance issues such as junk and abandoned vehicles.

Ahlberg asked about the Concept Site Plan process review.

Durow said the Concept Site Plan process review will be included in the LUDO amendment discussions. Special meetings may need to be scheduled to keep the long range planning issues moving forward.

Bryant asked if Murray's Addition is included in the Urban Growth boundary amendment plan.

Durow explained that Foley Lakes is included and is on City sewer. Murray's Addition is not on City sewer. Long range plans do include expanding in that area.

Durow said a growth study would be beneficial. The City has several constraints on building: the Columbia River to the north, the orchards and Gorge area to the south, the cliffs to the east. The west is the area we need to look at.

Budget

Durow says he feels confident that current staffing will remain. Money will be tight however.

COMMISSIONER COMMENTS

Ahlberg asked about the Goal Exception that had been recommended for approval to City Council.

Durow said City Council had approved the Goal Exception.

Lavier asked about the complaint Wayne Lease has filed with HUD.

Durow said the City Attorney is representing the City and Planning Commission. HUD is investigating the complaint and the City is waiting to see if HUD gives any merit to Mr. Lease's complaint.

Durow said that the complaint by Mr. Lease stated that the conditions of approval were discriminatory towards mentally diseased people.

Ahlberg said he had been told by Mr. Lease that he was not going to build the dementia care facility.

Durow said Lease has started a minor partition process for the subject property.

Wilcox said he had about five items for staff. First, the KODL corner is ridiculous looking and should never have been divided into six lots. The primary lot now has a mobile home going on it. Second, the tree trimming done by the City along Scenic Drive looks horrible.

Commissioners and Staff discussed street trees briefly.

Wilcox's third item dealt with drainage at the KODL properties.

Poppoff said there is a drain at the bottom of the driveway.

Wilcox next asked about a home business one block east of Jefferson on 9th or 10th. Someone is parking business trucks on the vacant lot.

Hert said she believed code enforcement had looked at that. Staff said code enforcement would be asked to look into it again.

Wilcox commented on the Commodore Building sidewalks and that they have not been finished yet.

Durow said they are working on it. The holes have been drilled for the railing installation.

Finally, Wilcox said he had gone through Cody, WY during a vacation. Wilcox said all the lots were green and well maintained. He asked if our City couldn't put a little water on our empty lots. Also, "correctional" residents might be used to maintain these lots.

Durow said this is an issue that is near and dear to him also. Durow said our alleys are in a bad state. The weeds in this area really need to be controlled.

Bryant said our code enforcement officer should go to 15th Street between Lincoln and Pentland. There is a boat that lives on the street and has grass growing around its tires.

Ahlberg said that the ADA parking spaces at the Civic are all painted yellow, which means no parking. Blue is generally the color for ADA parking and maybe these should be repainted. Ahlberg also suggested an ADA parking space at the Courthouse. Ahlberg will be taking his wheelchair out on the sidewalks to document sidewalk problems. He is happy to see some bad sidewalk areas marked for repair.

Ahlberg also mentioned the Middle School and pedestrian access crossing 12th Street. The new crosswalks crossing 12th Street have curb cuts on the north side but dead-end on the south side. He would like to see this resolved.

Ahlberg said he has also noticed that there are driveway entrances that use a totally different design. He has used driveways for ADA access to sidewalks but this new design is very steep.

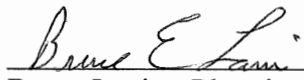
NEXT MEETING:

The next scheduled meeting is March 20, 2003 at 6:30 PM. There will be a quasi-judicial hearing for a Subdivision application from Port of The Dalles.

ADJOURNMENT:

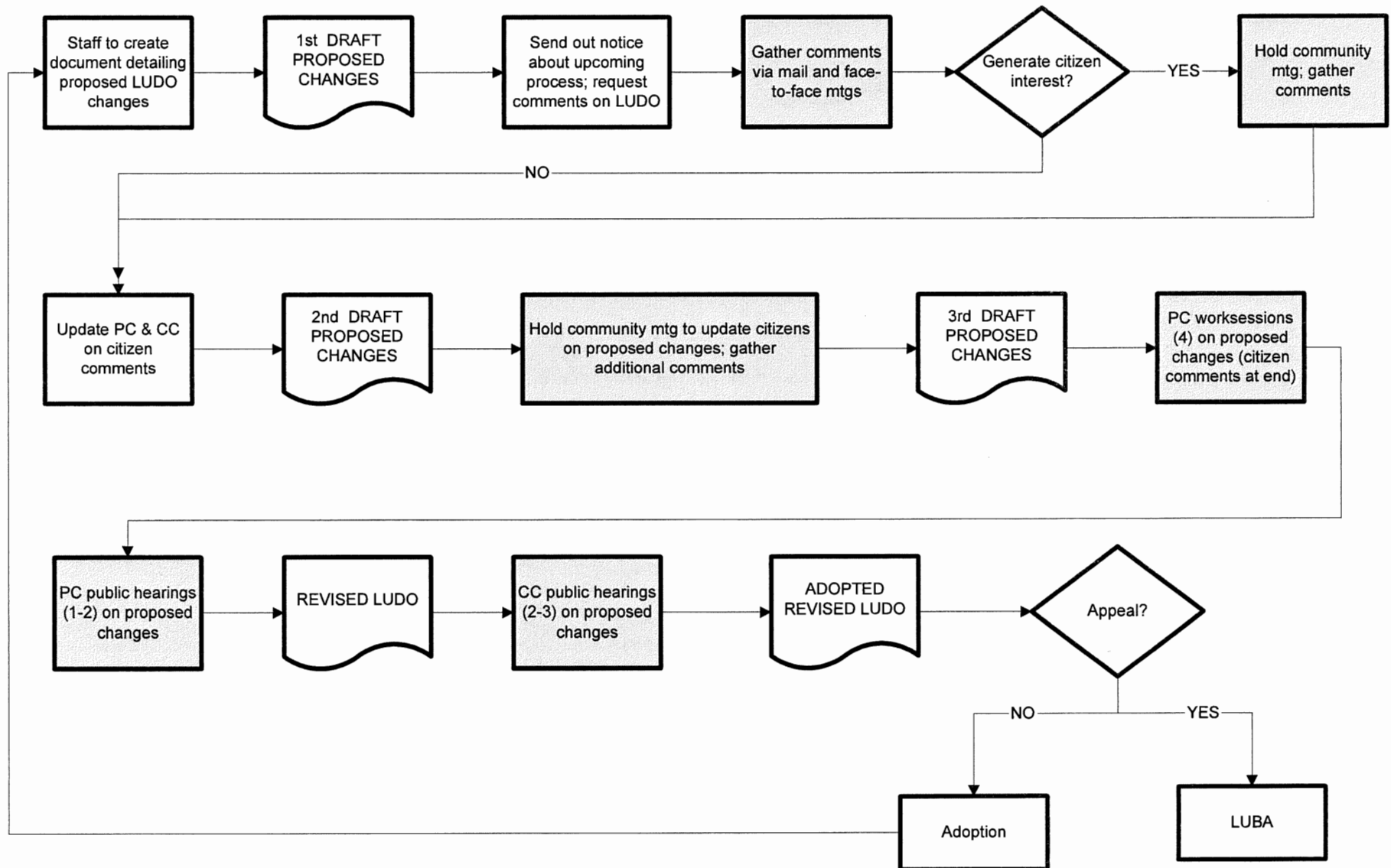
The regular Planning Commission meeting was adjourned at 7:55 p.m.





Respectfully submitted by Dawn Hert, Planner.









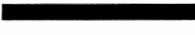

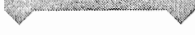


Bruce Lavier, Planning Commission Chair

DRAFT LUDO Amendment Process

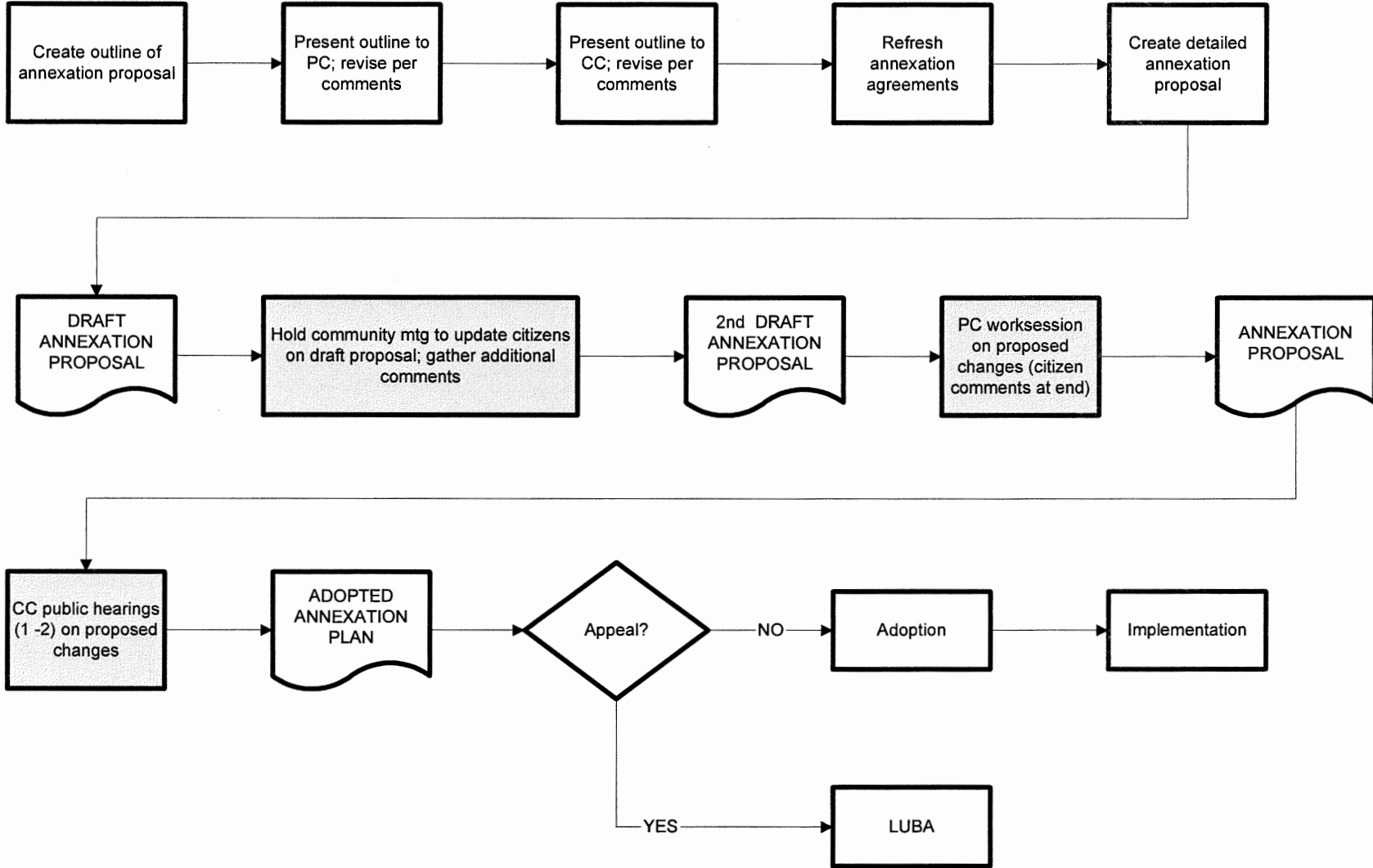






 = Process	 = Decision	PC = Planning Commission
 = Citizen participation	 = Document	CC = City Council

ID	Task Name	Duration	Start	Finish	2004											
					Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb
1	Create LUDO Changes Doc	81 days	Mon 03/10/03	Mon 06/30/03	█											
6	DMH maternity leave	90 days	Mon 06/30/03	Fri 10/31/03				█								
8	Public Commentary	79 days	Mon 11/03/03	Thu 02/19/04							█					
18	Hearings and Adoption	82 days	Fri 02/20/04	Mon 06/14/04										█		

Project: LUDO_amend_schl_030403 Date: Thu 03/06/03	Task		Summary		Rolled Up Progress	
	Split		Rolled Up Task		External Tasks	
	Progress		Rolled Up Split		Project Summary	
	Milestone		Rolled Up Milestone			

DRAFT Annexation Amendment Process



 = Process	 = Decision	PC = Planning Commission
 = Citizen participation	 = Document	CC = City Council

ID	Task Name	Duration	Start	Finish	2004														
					Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	
1	Create Annexation Proposal Outline	12.4 wks	Mon 02/10/03	Tue 05/06/03	█														
9	Refresh Annexation Agreements	30 wks	Wed 05/07/03	Tue 12/02/03				█											
11	Create Detailed Annexation Proposal	26.2 wks	Wed 05/21/03	Wed 11/19/03				█											
14	DMH maternity leave	12 18 wks	Mon 06/30/03	Fri 10/31/03				█											
16	Public Commentary	4.8 wks	Wed 11/19/03	Mon 12/22/03													█		
21	Hearings and Adoption	8.6 wks	Thu 01/08/04	Mon 03/08/04													█		

Project: Annexation Date: Thu 03/06/03	Task		Summary		Rolled Up Progress	
	Split		Rolled Up Task		External Tasks	
	Progress		Rolled Up Split		Project Summary	
	Milestone		Rolled Up Milestone			

City of The Dalles

STAFF REPORT

Subdivision 46-03

The Port of The Dalles

Prepared by: Chris Bernhardt, Senior Planner

Procedure Type: Quasi-judicial

Decision Date: March 20, 2003 (*tentative*)

Assessor's Maps: 2N 13 28 & 2N 13 28A

Tax Lots: 101, 107 & 100, 200 (respectively)

Address: Undeveloped and non-addressed land

Comprehensive Plan Designation: "I" Industrial

Zoning District: "I" Industrial

SYNOPSIS: This request is to further subdivide the Port of The Dalles' existing Chenoweth Creek Industrial Subdivision, to create 22 lots. 20 of the lots will be available for industrial development; the remaining two lots will be reserved for the River Front Trail and the onsite Bonneville Power Administration (BPA) transmission tower. A new road will also be created as part of the action.

The application request is for a Major Replat, which is processed as a subdivision. For the purposes of this Staff Report, the application will be referred to as a subdivision, to avoid confusion where the code notes subdivision applications.

In addition to the application to subdivide the land, the applicant has requested several modifications to development standards, as allowed per City Council Resolution #03-016. The requests for modifications are noted throughout this staff report. Additional modification requests are anticipated at the public hearing; these, too, are also noted within this staff report.

NOTIFICATION: Property owners within 100'; City Departments and Franchise Utilities.

COMMENTS RECEIVED: No comments were received as of noon on March 13, 2003.

Site Team Comments (February 13, 2003):

Public Utilities District

- A 7.5' public utility easement (PUE) will be required along the backside of the right-of-way (ROW) along all lots.
- A 7.5' PUE will be required along the sides and backs of all access easements.
- Lighting will be required at the two new intersections.

Sprint

- Sprint will follow PUD layout for trenches. A minimum 12" separation from other utilities will be required.
- Sprint will coordinate with the PUD.

Fire Marshal

- The minimum width to allow for fire access 20'; 24' is preferred.
- A block length exceeding the allowable standard of 1600 LF is not a concern, as long as two points of access are provided.

Engineering/Utilities

- Sidewalk construction will be required concurrently with street construction.
- Minimum trench depths will be required on all utility installations.
- NE intersection will need to be evaluated to ensure that it complies with vision clearance requirements.
- Utility construction shall be similar to those installed in the first phase, i.e., 6" reduction to 2" waterlines.
- The fire system needs to be designed for full capacity development.
- Utility easements will need to be required for the fire line.
- Storm and sanitary lines shall be stubbed to each property line along the public ROW.
- Private accessways to rear lots must be paved concurrently with the development of those lots.
- Detail storm connection/outfall on plans and in application.
- Before the final plat is recorded, a study shall be submitted to the Public Works Department detailing the site's ability to provide sufficient storm and sanitary sewer capacity at full build-out. This is per Wastewater Ordinance #97-1213 (see particularly Article III) and Water Ordinance #91-1133 (see particularly Sections 4 and 5.).
- Suitable backfill shall be 3" minus. This will need to be detailed in the construction documents, specifications, and contract documents.

- The Public Works Department recommends that the site utilize the standard street cross-section.
- Street cuts into Steelhead for the purpose of tying in utilities to the new street shall be constrained from curb radius to curb radius.

Planning

- Per the Director’s decision, the subdivision application will be processed as a quasi-judicial application. As such, it will go to the Planning Commission for a public hearing.
- The proposed street cross-section does not meet current City standards for width, sidewalks, curb type, or planter strips. Currently, the only mechanism by which the standards can be modified is through Sec. 3.070 – Variances. Staff will submit, with the Port of The Dalles approval, a request for a City Council Policy allowing flexibility in applying design standards for streets and accessways within the Chenoweth Creek Industrial Subdivision. Please note that locating the sidewalk on only one side of the street may be granted based upon the standards set forth in Sec. 10.040.A. The tentative subdivision plat shall definitively show on which side of the proposed street the sidewalk is to be located. Please also note that if a sidewalk is constructed on only one side of the street, that each individual development within the subdivision, at the time of site development, will be required to provide a walkway from the main structure to the sidewalk, per Sec. 10.040.B.3.a. & e. This standard may be modified if allowed under valid City Council Policy, but State of Oregon ADA standards will still apply to all development.
- Please indicate the block length on the plan set. Block length cannot exceed 1600 LF standard per Sec. 9.020.020.B.2. This standard may be modified if allowed under valid City Council Policy and Fire Marshal consent. The Community Development Department shall coordinate with Tenneson Engineer regarding the calculation of the block length.
- The plans are unclear as to the extent, location, area, dimension, and boundaries of Lot #11. Please clarify on the plans.
- Existing waterline on west edge of existing Lot #22 may be shown in the incorrect linetype.
- The applicant may want to consider extending the cross-access easements into Lots #7 & #8, #9 & #10, and #19 & #20 in order to accommodate cul-de-sac turn-around area.
- Initially, it was requested that the application plans detail the existing Riverside Trail. After the meeting, discussions between the Port and the Community Development Department resulting in an agreement that a survey showing the existing Riverside Trail will need to be submitted prior to final plat approval.

RECOMMENDATION: *Approval with conditions*, based on the following findings of fact:

A. LAND USE AND DEVELOPMENT ORDINANCE 98-1222:

5.090 I - Industrial District

5.090.040 Development Standards

Lot Size = 10,000 sq. ft. minimum

Lot Width, Depth = No minimum/maximum

FINDING A-1: As indicated on the Preliminary Plan submitted by the applicant, all lots exceed the minimum lot size. As there are no minimum lot width or depth standards, all lots are in conformance. Other standards in this section either do not apply to the proposal because they relate to site development, or are addressed in subsequent sections. Subsequently, the applicable criteria of this section are met.

6.050 Access Management

6.050.030 General Requirements

B. Connectivity. *The street system of any proposed development shall be designed to coordinate with existing, proposed, and planned streets outside of the development. ...*

FINDING A-2: As indicated on the Preliminary Plan submitted by the applicant, the proposed Geiger Way connects to the existing Steelhead Way and Columbia Road. No other proposed or planned streets are identified for the area. Subsequently, the applicable criteria of this section are met.

6.050.040 Access Standards

Separation Standards. *Separation between access points is based on the City's preferred spacing standards as specified below in Table 1;...*

Table 1: Preferred Spacing Standards, All Streets

Street Type	Posted Speed (MPH)	Access Separation
Collector	25 - 35	150 - 300 feet

FINDING A-3: As indicated on the Preliminary Plan submitted by the applicant, there are no accessways proposed with this application; the criteria of this section are not applicable. However, the applicant should note that the two most-westerly private access easements onto Geiger Way appear to not allow the minimum access spacing to be met. As such, at the time of development of the accesses along Geiger Way, the applicant may need to seek a reduction to the preferred access spacing standards, as allowed under ***Section 6.050.050 Exceptions to Standards.***

6.100 Vision Clearance

6.100.030 Clear Vision Areas

A clear vision area shall be the area on private property which falls within the clear vision triangle. The clear vision triangle shall be formed on 2 sides by the sight lines of the driver in a vehicle at a stop sign. (The third side of the triangle connects the 2 sight lines.) The distance of the sight lines is relative to the posted speed limit and specified below. On controlled intersections, the position of the driver shall always be assumed to be 15 feet back from the line of the intersecting street at intersections of streets with streets, and 10 feet back from the line of the intersecting street at intersections of alleys with streets. Where intersections are uncontrolled, the position of the driver shall also be the sight distance back from the extended intersection. Stop control is required on the minor intersecting street, and is assumed on intersecting alleys and driveways.

***B. Minor Collector Street Intersections (25-35 mph).** Clear vision areas shall be formed by sight lines measured back 115 feet from the position of the driver where the speed limit is 25 mph, 130 feet from the position of the driver where the speed limit is 30 mph, 160 feet from the position of the driver where the speed limit is 35 mph.*

FINDING A-4: As indicated on the Preliminary Plan, a clear vision area, subject to easement and grading, is noted at the northwest intersection of Columbia Road and the proposed Geiger Way. The exact bounds of the easement and the extent of the grading will be determined on the Final Plat and the construction documents, respectively. The applicable criteria of this section are therefore met.

6.100.040 Clear Vision Requirements

Vision clearance areas shall contain no plantings, fences, walls, screens, structures, or permanent or temporary obstructions exceeding 24 inches in height, measured from the top of the pavement, with the following exceptions:

A. Trees. Trees are allowed in the clear vision area only when all branches and foliage are removed from the trunk to a height of 8 feet above the top of the curb.

B. Other. Traffic control devices, street lights, signs erected for public safety, and utility installations meeting the approval of the City Engineer.

FINDING A-5: As indicated on the Preliminary Plan, the clear vision area does not show any of the objects described in this section. The applicable criteria of this section are therefore met.

9.020 Land Division Standards

9.020.020 General Provisions

***B. Applicability.** All land divisions shall be in conformance with the requirements of the zone district where the division is proposed, and all other applicable provisions of this Ordinance.*

FINDING A-6: As noted in the findings for Section 5.090, the proposed Subdivision conforms to the applicable standards for the Industrial zone. As noted in all other sections of this document, the proposed Subdivision conforms to the standards, can be conditioned to conform to the standards, or

can utilize appropriate mechanisms to gain relief from particular standards. The applicable criteria of this section are therefore be met or can be conditionally met.

B. Blocks.

1. General. *Length, width, and shape of blocks shall take into account need for adequate lot size, street width and circulation, recognizing limitations of the topography and conforming to the size requirements specified below.*

FINDING A-7: The length, width, and shape of the block allows for the creation of lot sizes that are appropriate for the type of industrial development that the applicant has conceived for the site. Specifically, the layout will allow lots to be consolidation into larger lots if necessary, but provide a sufficient number of lots for smaller industrial developments, thus meeting a full range of development needs. The site accommodates the preferred lot layout, by providing a block design that arranges the lots in a manner that the useable land can be maximized, and that aggregation of lots can occur.

The applicant has requested a modification to the street width, as detailed in the following section. The proposed street width is sufficient for the length, width, and shape of the block because it will allow sufficient passage for the types of vehicles and levels of traffic typically found in an industrial development. This finding is based partially on the existing industrial streets in the area that are the same width as the proposed street, where no serious conflicts have been identified.

The length, width, and shape of the block is adequate for circulation, as the vehicular, pedestrian, and bicycle traffic will easily and directly be able to access either Steelhead Way and/or Columbia Road. This will allow access to the remainder of the Port's industrial area, The Dalles and surrounding areas, and the highway.

The length, width, and shape of the block is generally not constrained by topographic features, with the exception of the bluff near the northeast corner of the site, upon which the BPA transmission tower is located. The shape of the block recognizes this limitation, and avoids the feature.

The applicable criteria of this section are therefore met.

2. Size. *No block frontage shall be less than 200 feet or more than 1,600 feet in length between corner lines unless topography or location of adjoining streets justifies an exception. Block size shall vary, depending on the adjacent street classification, with shorter blocks fronting local streets and longer blocks fronting collector and arterial streets. In addition the following shall apply:*

a) Local Streets and Minor Collectors. *Block width shall be a minimum of 200 feet and a maximum of 600 feet, with a maximum proportional ratio of width-to-length of 1:3. Block length shall be a minimum of 300 feet and a maximum of 600 feet. To provide a connection to the adjoining street, a permanent pedestrian/ bicycle through*

pathway, established by right-of-way and at least 10 feet wide, shall be provided near the middle of blocks greater than 450 feet in length/width.

FINDING A-8: As indicated on the Preliminary Plan submitted by the applicant, the proposed Geiger Way connects to the existing Steelhead Way and Columbia Road with a block length of approximately 1,734.1 lineal feet. This is in excess of the standards for the above sections. Unless the Planning Commission grants a modification, per City Council Resolution #03-016, to the standards in the above-noted sections, the project will have to be brought into conformance with the standards.

Please note that staff supports the proposed block length and lack of pedestrian/bicycle connection. The Fire Marshal has indicated that the block length does not create an impediment to provide fire and safety services. Due to the industrial nature of the subdivision, large, contiguous land areas are necessary to accommodate development. Proscribing maximum block dimensions ensures appropriate access to all parcels for various land owners; however, the Port of The Dalles owns all the land, and the subdivision application clearly delineates proposed private access easements for lots that do not front onto public rights-of-way.

Modifying the block length standard increases the area available for industrial development, which increases employment opportunities and positively impacts the City's tax base. Furthermore, the reduction of additional roadways decreases impervious area, thereby reducing stormwater runoff, and decreases the cost burden on the applicant.

Finally, the physical constraints of the Columbia River and Chenoweth Creek limit the ability and the need of the site to appropriately create blocks that are bounded by public rights-of-way.

Pedestrian/bicycle activity will be minimal, based upon the industrial nature of the development. The existing portion of the Port of The Dalles industrial park appears to adequately accommodate the low level of pedestrian and bicycle uses, and this sets a reasonable precedent for the continued development pattern on the proposed subdivision.

C. General Lot Requirements

1. Size and Shape. Lot size, width, shape, and orientation shall be appropriate for location of the subdivision and for the type of use contemplated. No lot shall be dimensioned to contain part of an existing or proposed street. Lot sizes shall not be less than required by this Ordinance for the applicable zone district. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for off-street parking and service facilities required by the type of use proposed.

FINDING A-9: The proposed lot sizes are appropriate for the location, because they are typical of industrial lots; they are appropriate for the type of use contemplated (industrial) because they are large enough to accommodate industrial-type buildings and uses allowed in the zone. They are also

appropriately sized because they can be combined if needed to accommodate large buildings and uses.

The widths of the proposed lots are intrinsically appropriate for the location, because they meet the standards for the zone; they are appropriate for the type of use contemplated (industrial) because they are large enough to accommodate industrial-type buildings and uses allowed in the zone.

The orientation of the lots is appropriate for the location and type of use contemplated (industrial), in that the orientation will allow the development of buildings and sites designs typical of modern industrial uses.

As indicated on the Preliminary Plan submitted by the applicant, none of the lot dimensions include existing or proposed streets.

As indicated on the Preliminary Plan submitted by the applicant, none of the lots are less than 10,000 square feet, which is the minimum lot size allowed in the zone.

The depth and width of the proposed lots typically run in excess of 200 feet, and no buildable lot is less than one acre in area. This is similar to other industrial lots in the area and in other industrial parks, which have sufficient area for off-street parking and facilities.

The applicable criteria of this section are therefore met.

2. Access. Each lot shall abut upon a public street, alley, or approved private access drive for a width of at least the minimum lot width specified by the development standards for the zone district where the lot is located, with the following exception:

FINDING A-10: As indicated on the Preliminary Plan submitted by the applicant, all the buildable lots front onto either the proposed Geiger Way or onto a 40' private access drive for more than zero feet, which is the minimum lot width for the zone. The applicable criteria of this section are therefore met.

5. Lot Side Lines. Side lines of lots, as far as practicable, shall be at right angles to the street the lots face.

FINDING A-11: The majority of side lot lines for the proposed lots are already at right angles to the proposed Geiger Way, and therefore meet this criterion outright. Several lots are not at right angles; however, they are as practicable as possible, based upon the need to maximize the buildable area with lot configurations that allow typical industrial site development. In no case are the side lot lines at such an angle as to preclude the safe location and placement of accesspoints onto the proposed Geiger Way. The applicable criterion of this section is therefore met in all instances.

9.040.070 Major Replats

Applications for major replats shall be reviewed and processed per the provisions of the subdivision application, public improvement, and final subdivision plat procedures in Sections 9.040.020, 9.040.030, 9.040.040, and 9.040.050 above.

FINDING A-12: The Land Use and Development Ordinance defines a Major Replat as:

[t]he reconfiguring of lots in a recorded subdivision plat that results in either the creation of 4 or more additional lots or deletion of 4 or more lots.

This application is for a major replat, as it does reconfigure lots recorded in the original Chenoweth Creek Industrial Subdivision, and results in the creation of more than four additional lots. As indicated in this staff report, the application is being subject to all standards applicable to a subdivision action, and is, for all intents and purposes, a subdivision application. The applicable criteria of this section are therefore met.

10.030 Timing of Improvements

B. *Sidewalks.* *The timing of the installation of sidewalks shall be as follows:*

1. *Sidewalks and planted areas along arterial and collector streets shall be installed with street improvements.*

FINDING A-13: As indicated on the Preliminary Plan submitted by the applicant, the sidewalk on the north and west side of the proposed Geiger Way is shown to be installed concurrently with the construction of said street. The applicable criteria of this section are therefore met, and will further be confirmed during the review proscribed in *Section 9.040.050 Construction Drawings for Specifications for Public Improvements.*

10.040 Pedestrian Requirements

A. *Sidewalks.* *Sidewalks shall typically be required along both sides of all arterial, collector, and local streets as follows. The approving authority may reduce the sidewalk requirement to one side of the street where significant topographic barriers exist (such as west Scenic Drive), or in other non-residential areas where the developer can demonstrate that sidewalks are not necessary on both sides of the street.*

2. *Collectors.* *Sidewalks along collector streets shall be a minimum of 5 feet wide and may be required to be separated from curbs by a planting area a minimum of 5 feet wide between the sidewalk and curb.*

FINDING A-14: As indicated on the Preliminary Plan and the narrative submitted by the applicant, the sidewalk on the north and west side of the proposed Geiger Way is shown to be five feet wide.

Staff supports the applicant's request to place the sidewalk on only one side of the street. As stated in the applicant's narrative, a large area of the Port of the Dalles property has been developed utilizing a sidewalk on one side of the streets, and this has not created demonstrable problems for vehicles, pedestrians, or bicyclists. The area experiences low traffic volumes moving

at low speeds; does not generate significant pedestrian traffic; and is not integral to external pedestrian systems.

Furthermore, not mandating the construction of sidewalks on both sides of the proposed Geiger Way will substantially reduce the financial burden on the applicant, allowing them to focus their funds on other economic development activities to support the surrounding community.

No planting area is required, because of the low traffic volume, low posted speed, and low numbers of pedestrians which need to be buffered from the vehicle travel lanes.

The applicable criteria of this section are therefore met.

B. Connectivity. *Safe and convenient pedestrian facilities that strive to minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new subdivisions, ... , as follows:*

1. *For the purposes of this section, "safe and convenient" means pedestrian facilities that are reasonably free from hazards which would interfere with or discourage pedestrian travel for short trips, that provide a direct route of travel between destinations, and that meet the travel needs of pedestrians considering destination and length of trip.*

FINDING A-15: The sidewalk along proposed Geiger Way will provide a hazard-free facility for pedestrian travel for short trips, and will provide a direct route of travel between existing and future developments in the area. Because several significant pedestrian barriers (the Northwest Aluminum Company property, Interstate 84, Chenoweth Creek, and the Columbia River) surround the area, most destinations that a pedestrian would be traveling to are in the immediate vicinity of the existing Port of The Dalles development. Most trips would be relatively short, again relating to the physical constraints. As such, safe and convenient pedestrian facilities will be provided with the proposed sidewalk.

The existing Riverfront Trail in proposed Lot #44 needs to be protected from encroachment by future development, in order for it to remain a safe pedestrian facility. If buildings, fences, berms, walls, or any other structures or site features are placed immediate adjacent to the paved edge of the trail, it could create an unsafe situation where pedestrians would have no refuge if they needed to step off the trail to avoid a hazardous situation. The application will therefore be conditioned to provide a minimum of three feet between the interior paved edge of the trail and the interior lot line of proposed Lot #44.

The applicable criteria of this section are therefore either met or can be conditionally met.

10.050 Bicycle Requirements

B. Connectivity. Safe and convenient bicycle facilities that strive to minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new subdivisions,....

1. For the purposes of this section, "safe and convenient" means bicycle facilities which are reasonably free from hazards that would interfere with or discourage bicycle travel for short trips, provide a direct route of travel between destinations, and meet the travel needs of bicyclists considering destination and length of trip.

FINDING A-16: The bi-directional travel lanes of proposed Geiger Way will provide a hazard-free facility for bicycle travel for short trips, and will provide a direct route of travel between existing and future developments in the area. Because several significant travel barriers (the Northwest Aluminum Company property, Interstate 84, Chenoweth Creek, and the Columbia River) surround the area, most destinations that a bicyclist would be traveling to are in the immediate vicinity of the existing Port of The Dalles development. Most trips would be relatively short, again relating to the physical constraints. As such, safe and convenient bicycling facilities will be provided with the proposed bi-directional travel lanes.

The existing Riverfront Trail in proposed Lot #44 needs to be protected from encroachment by future development, in order for it to remain a safe bicycle facility. If buildings, fences, berms, walls, or any other structures or site features are placed immediate adjacent to the paved edge of the trail, it could create an unsafe situation where bicyclists would have no refuge if they needed to step off the trail to avoid a hazardous situation. The application will therefore be conditioned to provide a minimum of three feet between the interior paved edge of the trail and the interior lot line of proposed Lot #44.

The applicable criteria of this section are therefore either met or can be conditionally met.

10.060 Street Requirements

A. Traffic Studies. Traffic studies shall be required of all development proposals with the potential for significant trip generation. Unless specifically waived by the City Engineer, development proposals for 16 or more single or multi-family dwellings, and any commercial, industrial, or public or quasi-public development proposal shall be considered as having the potential for significant trip generation. The traffic study shall be conducted in accordance with the following:

FINDING A-17: The requirement for a traffic study has been waived. This decision is based on the fact that the City of The Dalles Transportation System Plan (TSP) accommodates full development build-out for the Port of The Dalles industrial area in the City's trip forecast. The roadway development in the area was designed to accommodate the trips that will be generated from the development of the subdivision, and are accounted for in the TSP. The applicable criterion of this section is therefore met.

E. Connectivity.

1. *The street system of any proposed development shall be designed to coordinate with existing, proposed, and planned streets outside of the development as follows:*

c) *Arterial and Collector streets shall meet at 4-way 90° intersections unless a different intersection design is specifically authorized by the City Engineer.*

FINDING A-18: As indicated on the Preliminary Plan, the proposed Geiger Way intersects the existing Columbia Road and Steelhead Way at 90 degrees. The criterion that the intersection be 4-way is not applicable in this instance, because the Geiger Way is not proposed to continue past the intersections. The applicable criterion of this section is therefore met.

F. Street Names. *Except for extensions of existing streets, no street names shall be used that will duplicate or be confused with names of existing streets. Street names and numbers shall conform to the established pattern in the surrounding area and be subject to approval of the Director.*

FINDING A-19: “Geiger Way” is not a duplicate of an existing street name in the City of The Dalles. There are very few other street names that begin with the letter “G”, and none of them sound similar to “Geiger”, so there is likely to be little confusion. The name conforms to the existing street-naming pattern of utilizing locally-important persons, places, and things. The applicable criteria of this section are therefore met.

J. Location, Grades, Alignment and Widths. *Location, grades, alignment, and widths for all public streets shall be considered in relation to existing and planned streets, topographical conditions, public convenience and safety, and proposed land use. Where topographical conditions present special circumstances, exceptions to these standards may be granted by the City Engineer provided the safety and capacity of the street network is not adversely effected, and requests for exceptions are adequately justified and prepared and sealed by a licensed professional engineer. The following standards shall apply:*

1. *Location of streets in a development shall not preclude development of adjacent properties. Streets shall conform to planned street extensions identified in The Dalles Transportation Master Plan and/or provide for continuation of the existing street pattern or network in the surrounding area.*

FINDING A-20: The location of proposed Geiger Way does not preclude development of adjacent properties, in that it specifically creates opportunities to develop the adjacent land.

No planned street extensions are identified in The Dalles Transportation Master Plan; as such, this criterion is not applicable.

The proposed street continues the existing network in the surrounding area by providing a local industrial street, of similar design, to provide access to industrial lots.

The applicable criteria of this section are therefore met.

2. Grades shall not exceed 6 percent on arterial streets, 10 percent on collector streets, and 12 percent on local streets.

FINDING A-21: Street grades are not indicated on the Preliminary Plan, nor are they required. The applicable criteria of this section will be confirmed during the review proscribed in *Section 9.040.050 Construction Drawings for Specifications for Public Improvements*.

3. Centerline radii of curves shall not be less than 500 feet on arterial streets, 300 feet on collector streets, and 80 feet on local streets.

FINDING A-22: As shown on the Preliminary Plan, none of the centerline radii on proposed are a minimum of 300'. The applicable criteria of this section are therefore met. Unless the Planning Commission grants a modification, per City Council Resolution #03-016, to the standards in the above-noted sections, the project will have to be brought into conformance with the standards.

Please note that staff supports a modification to the centerline radii for the proposed Geiger Way as shown on the Preliminary Plan, with the following exception: the radius at the intersection of Columbia Road shall not be less than 150'.

The justification for this modification is based partially on the existing industrial streets in the area that have similar centerline radii, where no serious conflicts have been identified. Due to the industrial nature of the subdivision, traffic volumes and traffic speeds are low, which reduce the likelihood of problems.

4. Streets shall be designed to intersect at angles as near as practicable to right angles and shall comply with the following:

FINDING A-23: As indicated on the Preliminary Plan, the proposed Geiger Way intersects the existing Columbia Road and Steelhead Way at 90 degrees. The applicable criterion of this section is therefore met.

a) Alignment shall be as straight, and gradients as flat as practical. Substantial grade changes shall be avoided at intersections. Where conditions make the grade requirements in Subsections (b) and (c) below cost prohibitive, the City Engineer may allow grades up to 6% with a corresponding adjustment in related design factors. Requests for such exceptions shall be accompanied by a justification prepared and sealed by a licensed professional engineer.

FINDING A-24: As indicated on the Preliminary Plan, the alignment of proposed Geiger Way is as straight as possible to allow subdivision of the land into appropriately-sized parcels, and still connect the two existing streets. The alignment does not meander excessively, and allows good line-of-sight for vehicles.

Street grades are not indicated on the Preliminary Plan, nor are they required. The criteria of this section relating to grade requirements will be confirmed during the review proscribed in *Section 9.040.050 Construction Drawings for Specifications for Public Improvements*.

The applicable criteria of this section are therefore met.

b) *The intersection of an arterial or collector street with another arterial or collector street shall have a minimum of 100 feet of straight (tangent) alignment perpendicular to the intersection. Maximum design grade is 2% in this area.*

FINDING A-25: The centerline of proposed Geiger Way is not dimensioned on the Preliminary Plan. However, the tangent line at the intersection of Columbia Road scales to less than 100'. In order to provide safe and adequate access at the intersection, staff will require that the proposed Geiger Way maintain a minimum of 100' of tangency at the intersection of Columbia Road. The applicable criterion of this section can therefore be conditionally met.

e) *Intersections with arterial streets and established truck routes shall have a minimum curb corner radius of 20 ft.*

FINDING A-26: According to the City of The Dalles TSP, all streets in the Port of The Dalles industrial area are consider truck routes, and must therefore have a minimum curb corner radius of 20 feet. As indicated on the Preliminary Plan, the typical and minimum right-of-way radius is 45 feet. Subtracting five feet for the sidewalk and one-half foot for the curb will result in a 39.5 foot curb corner radius, which exceeds the minimum. The applicable criteria of this section are therefore met.

5. *Right-of-way and improvement widths and standards shall be as specified as follows:*

<i>Street Type</i>	<i>Speed (MPH)</i>	<i>Bike Lanes</i>	<i>Street Width (Feet)</i>	<i></i>
<i>Minor Collector (and Commercial/Industrial Local)</i>	<i>25-30</i>	<i>None</i>	<i>38-40 (8+11/12+11/12+8)</i>	<i>10-sid.</i>

FINDING A-27: The applicant requests that they be granted a modification to the above-noted standards for the proposed Geiger Way. Specifically, the applicant requests that the right-of-way width be reduced to 40 feet and the street width be reduced to 28 feet.

The applicant's rationale for the request is that the volume and type of traffic in the developed portion of the existing subdivision is well-served by the streets that possess the proposed width standards. They have indicated that there is no evidence to the contrary, and based upon such a finding, it would be unnecessary and costly for them to conform to the standards for this section.

Implicit in their request is the concept that it would be illogical to build a secondary street to a standard higher than the intersecting primary streets which it serves. Both Columbia Road and Steelhead Way service a greater area of development, and will therefore be supporting a greater level of traffic. To construct the proposed Geiger Way to full standards when it will be supporting less traffic than the smaller adjacent roadways is unnecessary.

The applicant also requests the right to utilize rolled curb on proposed Geiger Way, similar to the manner in which rolled curb was used in areas of the existing development. Staff has reviewed the technical reports submitted by the applicant for the initial Chenoweth Creek Industrial Subdivision application, and has found that the findings are still valid for the current application.

Staff supports all modifications specifically requested by the applicant in the application narrative and denoted in this section.

The applicable criteria of this section are therefore met.

10.070 Public Utility Extensions

A. General. *All development sites shall be provided with public water, sanitary sewer and storm drainage, except as specified in Subsection (F) below. The developer is responsible for extending these required services to and through the development site.*

FINDING A-28: As indicated on the Preliminary Plan and in the application narrative, all lots planned for development will receive public utilities. The public utilities will be distributed through the site in the following manner:

Public Water – An 8” diameter pipe will be looped through the subdivision, and connect to the existing 12” water main that runs north of Steelhead Way. At least one water service will be provided to each developable lot.

Sanitary Sewer – An 8” diameter pipe will connect to the existing sanitary sewer system along the east side of the project. The pipe will be extended along proposed Geiger Way. At least one sanitary sewer service will be provided to each developable lot.

Storm Drainage – A new storm sewer system will be built to service the proposed subdivision. It will consist of pipes ranging from 12” to 18” in diameter, which will connect to a new outfall into the Columbia River. The applicant indicates they are coordinating with the necessary regulatory agencies regarding installation and operation of the new storm outfall. At least one storm sewer service will be provided to each developable lot.

Regarding the proposed new outfall to the Columbia River, staff advises the applicant to be aware that the State of Oregon Department of

Environmental Quality may require an oil/water separator as a requirement for obtaining a NPDES from that agency.

As noted in the application narrative, a minimum of one service each will be provided to each lot. Staff strongly recommends that each lot be provided with a minimum of two services of each service, strategically placed to accommodate for future lot line adjustments or minor partitions. This would serve to minimize conflict with the City's street cut moratorium, by reducing the likelihood that revised lots would be "stranded" without service.

Based upon this proposed development scenario, the applicable criteria of this section are met.

B. Construction. *Where necessary to serve property as specified in Subsection (A) above, required public utility installations shall be constructed concurrent with development.*

FINDING A-29: As indicated on the Preliminary Plan and in the application narrative, the public utilities described in the aforementioned section are proposed to be built with the construction of the proposed Geiger Way. The applicable criterion of this section is therefore met.

C. Off-Site Extensions. *Off-site public utility extensions necessary to fully serve a development site and adjacent properties shall be constructed concurrent with development.*

FINDING A-30: The only off-site utility extension necessary to serve the project is the creation of the new stormwater outfall, which is shown to be constructed concurrently with the onsite utilities. The applicable criterion of this section is therefore met.

D. Extension Through The Site. *To provide for orderly development of adjacent properties, public utilities installed concurrent with development of a site shall be extended through the site to the edge of adjacent property(ies).*

FINDING A-31: There is no remaining developable undeveloped property adjacent to the project. As such, no public utility extensions are necessary. The applicable criteria of this section are therefore met.

10.100 Franchise Utility Installments

A. General.

1. *Where a land division is proposed, the developer shall provide franchise utilities to the development site. Each lot created with a subdivision shall have an individual service available or secured in accordance with provisions of Section 9.040.060(J): Franchise Utility Service prior to approval of the final plat.*

FINDING A-32: As indicated in the application narrative, individual private franchise utilities (natural gas, cable, telephone, communications, and electric service) will be provided to each buildable lot. A joint utility

trench will be provided for the placement of the utilities. The applicable criteria of this section are therefore met.

2. *Where necessary, in the judgment of the Director of Public Works, to provide for orderly development of adjacent properties, franchise utilities shall be extended through the site to the edge of adjacent property(ies), whether or not the development involves a land division.*

FINDING A-33: There is no remaining developable undeveloped property adjacent to the project. As such, no private franchise utility extensions are necessary. The applicable criterion of this section is therefore met.

B. *Location. Franchise utilities shall be placed in the public right-of-way, or on private property in a dedicated utility easement.*

FINDING A-34: As indicated on the Preliminary Plan, a 7.5-foot public utility easement will be provided on private property along each side of the public right-of-way on the proposed Geiger Way. This public utility easement shall be for the placement of private franchise utilities. The applicable criterion of this section is therefore met.

D. *Distribution Facilities. All franchise utility distribution facilities installed to serve new development shall be placed underground except as provided below. The following facilities may be installed above-ground:*

FINDING A-35: As indicated in the application narrative, individual private franchise utilities (natural gas, cable, telephone, communications, and electric service) will be provided in a joint utility trench, which means that the utilities will be underground. The applicable criterion of this section is therefore met.

1. *Poles for street lights ...*

FINDING A-36: As indicated on the Preliminary Plan, two above-ground street lights will be provided. The applicable criterion of this section is therefore met.

F. *Street Lighting. The developer shall be responsible for street lighting along all public streets and/or intersections improved in conjunction with the development in accordance with the following:*

FINDING A-37: As indicated on the Preliminary Plan, two above-ground street lights will be provided. The remaining criteria of this section will be addressed during the review proscribed in **Section 9.040.050 Construction Drawings for Specifications for Public Improvements**. The applicable criterion of this section is therefore met.

10.110 Land for Public Purposes

A. Easements. *Easements for public sanitary sewer, water, storm drain, and pedestrian and bicycle facilities shall be provided whenever these facilities are located outside a public right-of-way in accordance with the following:*

2. *The minimum easement width for a single utility is 15 feet. The minimum easement width for two adjacent utilities is 20 feet. The easement width shall be centered on the utility to the greatest extent practicable unless otherwise required or approved by the City Engineer. Wider easements may be required for unusually deep facilities, or for facilities on steep grades.*

FINDING A-38: As indicated on the Preliminary Plan, there are two instances where utilities need to be covered by easements: for the waterline that runs north-south between proposed Lots #50-53; and the waterline, sanitary sewer, and stormwater lines that run through proposed Lot #34.

In the first instance, the waterline is covered by a 15'-wide easement. In the second instance, the group utilities are covered by a 20'-wide easement. The applicable criteria of this section are therefore met.

B. Comprehensive Plan (June, 1994)

Goal #9 Economic Development

The following Comprehensive Plan Goals are applicable to the proposed subdivision:

1. *Provide family wage employment opportunities for The Dalles citizens.*

FINDING B-1: As indicated on the application narrative, the proposed subdivision is the first step necessary towards developing the site for light-industrial uses. Light industrial uses typically provide a portion of their jobs at a family-wage level. The applicable criterion of this section is therefore met.

2. *Diversify the economic base of the community.*

FINDING B-2: As indicated on the application narrative, the proposed subdivision is the first step necessary towards developing the site for light-industrial uses. Adding light industrial uses will diversify the existing economic base, particularly compared to the existing heavy industrial uses, such as the aluminum plant and tie plant. The applicable criterion of this section is therefore met.

3. *Increase the tax base needed to provide an adequate level of community services for The Dalles citizens.*

FINDING B-3: As indicated on the application narrative, the proposed subdivision is the first step necessary towards developing the site for light-industrial uses. Adding businesses to land within the City's limits will

increase the tax base. The applicable criterion of this section is therefore met.

4. *Encourage the growth of existing employers and attract new employers to The Dalles that compliment the existing business community.*

FINDING B-4: As indicated on the application narrative, the proposed subdivision is the first step necessary towards developing the site for light-industrial uses. Adding additional industrial parcels, ready for site development, will make it easier for new businesses to move to The Dalles, and more convenient for existing ones to relocate to a more appropriate site. Development and construction standards will ensure that any businesses that come to the new subdivision will compliment the existing business community. The applicable criteria of this section are therefore met.

5. *Utilize Port District lands for job creation, and development of the tax base in The Dalles.*

FINDING B-5: As indicated on the application narrative, the proposed subdivision is the first step necessary towards developing the site for light-industrial uses, and it is on land owned by the Port of The Dalles. The findings for Goals #1 & #3 indicate that job creation and development of the tax base are facilitated by this activity. The applicable criteria of this section are therefore met.

CONCLUSIONS

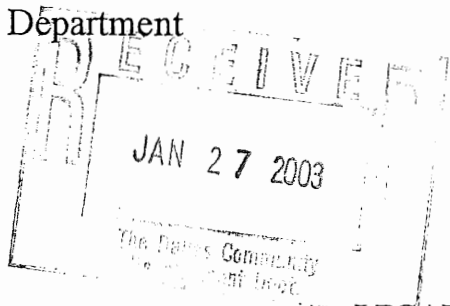
This proposal is consistent with the City of The Dalles Land Use and Development Ordinance and Comprehensive Plan.

Conditions of Approval:

1. The proposed subdivision shall conform to all applicable local, state, and federal laws and regulations. Nothing in the findings shall be construed to relieve the applicant of applicable standards for this or any other jurisdiction or agency.
2. A 7.5-foot wide public utility easement will be required along the backside of the right-of-way along all lots.
- ~~3.~~ ^{delete} A 7.5-foot wide public utility easement will be required along the sides and backs of all access easements.
4. The fire system will need to be designed for full capacity development.
5. Utility easements will be required for any fire lines placed as part of site development activity.
6. Utility construction shall be similar to those installed in the first phase, i.e., 6" reduction to 2" waterlines.
7. Private accessways to rear lots must be paved concurrently with the development of those lots.
8. Before the final plat is recorded, a study shall be submitted to the Public Works Department, and accepted as true and accurate by the Director of Public Works, detailing the site's ability to provide sufficient storm and sanitary sewer capacity at full build-out. This is per Wastewater Ordinance #97-1213 (see particularly Article III) and Water Ordinance #91-1133 (see particularly Sections 4 and 5.).
9. Suitable ^{renew} backfill for construction activities on the site shall be 3" minus. This will need to be detailed in the construction documents, specifications, and contract documents submitted by the applicant.
10. If necessary, street cuts into Steelhead Way for the purpose of tying into existing utilities shall be constrained from curb radius to curb radius.
11. Clear grading easements and grading to be detailed in the Final Plat and construction documents.
12. Prior to Final Plat approval, the existing Riverfront Trail in proposed Lot #44 shall be identified via a survey of the as-built location. The interior boundary of proposed Lot #44 shall be located no less than three feet from the interior paved edge of said trail. The location of the trail shall be shown on the Final Plat.
13. Unless otherwise allowed by the Planning Commission per City Council Resolution #03-016, proposed Geiger Way shall not exceed 600 lineal feet of frontage, and shall include a 10'-wide permanent pedestrian/ bicycle through pathway near the middle of the block.
14. Unless otherwise allowed by the Planning Commission per City Council Resolution #03-016, the centerline radii on proposed Geiger Way shall not exceed 300'.
15. At the intersection of Columbia Road, the proposed Geiger Way shall have a minimum of 100' of straight (tangent) alignment perpendicular to the centerline of Columbia Road. This dimension shall be measured from the centerline intersection of the two streets.

SUBDIVISION APPLICATION

CITY OF THE DALLES
Community Development Department
313 Court Street
The Dalles, OR 97058
(541) 296-5481, ext. 1125
Fax (541) 298-5490



Date Filed _____
File# _____
Date Deemed Complete _____
Hearing Date _____
Approval Date _____
Permit Log # _____
Other Cross Reference# _____

APPLICANT

Name Port of The Dalles
Address 3636 Klindt Drive
The Dalles, OR 97058
Telephone # 296-4148

LEGAL OWNER (If Different than Applicant)

Name _____
Address _____
Telephone # _____

PROPERTY INFORMATION

Address Steelhead Way and Columbia Road
Map and Tax Lot TLs 101 & 107 (2N-13-28) and TLs 100 & 200 (2N-13-28A)
Size of Development Site 41.01 acres
Zone District/Overlay I - Industrial
Comprehensive Plan Designation Industrial

PROJECT INFORMATION

Current Use of Property Vacant and Recreational trail
Proposed Use of Property Industrial development and Recreational trail

Briefly Explain the Project Subdivision of 4 lots in the Chenoweth Creek Industrial Subdivision into 22 lots. Lots to be provided with City water, sewer, and storm. Private franchise utilities include power, gas, phone, etc. The same improvement standards will be utilized as per previous subdivisions to maintain uniformity.

Signature of Applicant

C. de la Cruz 1/27/03
Date

Signature of Property Owner*

C. de la Cruz 1/27/03
Date

*Notarized Owner Consent Letter may substitute for signature of property Owner

NOTE: This application must be accompanied by the information required in Section 9.040.030: Subdivision Applications, contained in Ordinance No. 98-1222, The City of The Dalles Land Use and Development Ordinance (LUDO).

PLANS SUBMITTED (See LUDO Section 9.040.030: Subdivision Applications):

- 4 tentative plat sets (18" x 24"), 1 tentative plat set reduced to 11" x 17".
- 1 existing land use map (18" x 24" or 24" x 36"), 1 map reduced to 11" x 17".
- 1 copy of the project narrative.

SUBDIVISION REVIEW

Subdivision Applications follow The Dalles Development Review Process. A pre-application conference is required for all submittals. Approved Tentative Plans are valid for 2 years with a possible 1 year extension. Construction drawings and specifications for public improvements are required prior to final subdivision plat review and approval. Before the signature of the City Engineer is obtained on a Final Plat, required improvements must be installed to City Standards and Specifications, the applicant and the City have entered into an agreement to install improvements, or an improvement district is formed to construct improvements (Section 9.060.040 (F): Installation of Required Improvements). **Final Plat approval does not constitute City acceptance of public improvements.** Public improvements can only be accepted in writing by the Director of Public Works.

