



CITY of THE DALLES

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THE DALLES, OREGON 97058

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Community Development Dept.

CITY OF THE DALLES PLANNING COMMISSION MINUTES

Thursday, February 2, 2006

City Hall Council Chambers

313 Court Streets

The Dalles, OR 97058

Conducted in a handicap accessible room

CALL TO ORDER:

Chair Lavier called the meeting of The Dalles Planning Commission to order at 6:35 P.M.

ROLL CALL:

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

Absent: None

Staff: Gene Parker, City Attorney; Dan Durow, Community Development Director; Brian Stahl, Public Works Director; Dale McCabe, City Engineer; Dick Gassman, Senior Planner; Ed Goodman, Police Captain, and Denise Ball, Admin. Secretary

AGENDA:

Commissioner Bryant moved to approve the agenda and Commissioner Wilcox seconded. The motion carried unanimously.

MINUTES:

Chair Lavier asked if there were any corrections for the minutes of January 19, 2006.

Commissioner Wilcox moved to approve the minutes as submitted and Commissioner Bryant seconded. The motion carried unanimously.

PUBLIC COMMENT:

None.

PUBLIC HEARINGS – QUASI JUDICIAL:

Continuation of Planned Unit Development Application # 12-05 of Icon Holdings for a mixed use waterfront community including commercial and residential uses. Property is about 60 acres and is located between Interstate 84 and the Columbia River, west of Highway 197 and is further described as 1N 13E 1B tax lots 100, 101, and 103; 1N 13E 1BA tax lots 600, 601, and 700; 2N 13E 36 tax lots 400, 500 and 600. Property is zoned General Commercial and Commercial Recreational. This application is processed as a Conditional Use Permit.

Chair Lavier read the rules for conducting a public hearing. Chair Lavier asked City Attorney Parker to clarify the rules regarding a request for a continuance or to keep the record open. City Attorney Parker said the Commission may continue the hearing or keep the record open if new evidence is presented

tonight and the person requesting the continuance needs additional time to respond to the new evidence.

Chair Lavier asked the Commissioners if they had any bias, conflict of interest, or ex-parte contact to declare. There was none. The audience did not challenge any of the Commissioners.

Chair Lavier declared the public hearing open and asked for the Staff to provide an update. Senior Planner Gassman presented the revised recommendations and conditions of approval. Gassman pointed out that the Commission has several documents for review that were received by the Planning Office today.

Chair Lavier asked Senior Planner Gassman to review the process of a Concept Site Plan Review. Lavier said he has the feeling that there is some misunderstanding of what the process is.

Senior Planner Gassman said he would be glad to explain the Concept Site Plan Review process. This application allows for an overall concept approval at an early stage in the proposal. Approving a concept master plan helps an applicant keep early expenses under control by not requiring detailed engineering studies and drawings until they have an approval on the basic idea. The concept site plan is not intended to provide a lot of details. An example is the street proposal. The applicant has a basic proposal for the streets: the layout, width, etc. When it is time to design and build the streets the construction drawings will determine if there are changes needed in the details of the street plan. Staff is recommending that the Planning Commission look at the broad concept, the density, and the general layout of the streets. If the Commission approves this concept plan, then the applicant will have to come back and go through Site Plan Review, which is a much more detailed process done at Staff level. Property owners within 300 feet will be notified and will have a chance to comment. There will not be a public hearing unless Staff elevates the application to the Planning Commission or a party of record appeals Staff's decision.

Proponents:

Scott Keillor, HHPR, 700 E. Port Marina Drive, Suite 200, Hood River, Oregon informed the Commission that the applicant is presenting no new evidence. A rebuttal letter was presented to the Commission in their mail out and is for testimony presented at the January 19th meeting. Mr. Keillor said he would like to address the three main points of the concept proposal. Mr. Keillor told the Commission that their concept proposal meets all the Land Use and Development Ordinance criteria requirements. He concurs with Staffs conditions of approval and asked that the Commission approve the application. Mr. Keillor told the Commission that they have completed and submitted a number of detailed studies that support the request for approval. Lone Pine Drive will remain a public street. City standards will be met. Access, improvements, and truck movements will be ensured. The access solution of the roundabout is ODOT's decision and the applicant has responded to affected business owners by delaying the construction of the roundabout until the first three phases of the PUD are complete.

Mr. Keillor said there will be additional reviews and opportunities for comment during the development of the detailed plan phases. Mr. Keillor thanked the Commission for their time and asked if there were any questions.

Commissioner Bryant said the applicant's rebuttal letter refers to a trip credit and Bryant asked Mr.

Keillor what that is. Mr. Keillor explained that the permitted existing access point at Lone Pine Drive has a number of trips from the driving range, restaurant, and RV Park. When those uses go away, the development will have those trips in a "traffic bank" during development, thus delaying the need for the roundabout until Phase 3 is completed.

Commissioner Bryant asked Mr. Keillor how an additional Planning Commission review of the roundabout would affect the applicant's investments. Mr. Keillor said their approach has always been for a twelve-phased planned development concept approval. Mr. Keillor's objection is to an approval for only the first three phases with a second public hearing required for approval of phases 4 through 12. The investment is borne across the project in all phases and a truncated approval could limit the approval to only three phases, which does not work from the investment position.

Commissioner Bryant said the letter also quotes ODOT as saying the development does not warrant a Traffic Access Management Plan or Interchange Management Plan but Commissioner Bryant said the minutes of January 19th seem to say something different. Mr. Keillor said as he understands it, an Access Management Plan is required when there are multiple access points and congestion to be resolved. Mr. Keillor asked that his team review the minutes and respond after that review.

Mike Robinson, a Land Use Attorney with the firm Perkins Coie (representing the applicant), 1120 NW Couch St. Portland, Oregon spoke in favor of the application and support for the revised conditions of approval. Mr. Robinson also told the Commission that there is no need to keep the record open at this point. This is not the initial evidentiary hearing but a continued hearing. The statute allows for continuance if new evidence is submitted at the hearing. The applicant does not intend to submit any new evidence. Secondly, the word may not shall makes the statute permissive, so a continuance would not be required even if new evidence was presented. The third point Mr. Robinson made is that the application was submitted before the first of the year. The information has been available for public inspection, the Staff Report finds the applicant has met the review criteria, and he has not heard any contrary substantial evidence. He understands there is disagreement with the proposal but they have met the approval criteria. Mr. Robinson told the Commission that he will address Katie Young's two letters submitted tonight in rebuttal testimony.

Opponent Testimony:

Jennifer Clark, told the Commission she is speaking for The Dalles Area Watershed Council, 2325 River Road Suite 3, The Dalles, Oregon. Ms. Clark said she would like to state that the Council is not in opposition to the development but does have concerns to present regarding fill and wildlife habitat. A copy of the concerns was handed out (Exhibit 5) and Ms. Clark read them into the record also.

Chair Lavier informed Ms. Clark that the applicant had revised and reduced their fill plan at the previous hearing. Ms. Clark said she had not seen the revised plan. She appreciates the thought that has gone into the proposal and the applicant's willingness to work with peoples concerns.

Rolf Anderson, representing Amshe Holdings, The Comfort Inn, said the original Lone Pine PUD had covenants that were filed. Mr. Anderson said his client bought the Comfort Inn based upon that filed document and plat. This hearing started as a modification of the original Planned Unit Development but the master plan and the covenants have not been addressed. There are proposed changes that are inconsistent with what was approved before. Mr. Anderson submitted exhibits 6 and 7 for the record. Calling this a modification but only dealing with a part of the property is improper. The original master

plan must be looked at and the rights of the people who bought properties based upon the original master plan should be considered. The new plan shows a new access point and a new hotel sited next to the new access point. There is nothing on the plan that tells the Comfort Inn how their access will be provided. This process is giving control of the Comfort Inn business to the competitor. Mr. Anderson said the 1994 decision should be reviewed and should be consistent. There is no diagram that shows how the traffic will flow into his client's property.

Katie Young, 420 E. 3rd Street, The Dalles, is representing Doug Hattenhauer, owner the service station on Lone Pine Drive. Ms. Young submitted a letter, exhibit 4, for her client and said she would also like to address some additional concerns. Ms. Young said this proposal is one that was not anticipated. Because it is so big the background work that should have been done hasn't been. The Planning Commission is being asked to approve this proposal without adequate information. Ms. Young said this proposal should be consistent with the Transportation System Plan, "TSP", which is supposed to incorporate an Access Management Plan. An Access Management Plan is supposed to exist when there is a significant modification to an interchange or where land use plans will likely cause a deviation from what is existing. "TSP"s are required because Oregon Land Use laws encourage the consolidation of development, and, where possible, a reduction upon the dependency of the automobile. Ms. Young said The Dalles has not even considered the Lone Pine area in its TSP. Adequate and appropriate transportation planning for this area has not happened. Also, this plan should have provided an analysis of the economic, environmental, and social impacts on the community. This analysis was not provided and the Planning Department does not have the option to waive that requirement. Ms. Young went on to say that this is being processed as an amendment to the original PUD but the City has not looked at the residential density percent with the existing residential use added to the proposal to make sure it does not exceed the 30%. Ms. Young said the residential development is not allowed in the Commercial Recreational zone and she is not sure how the proposed density is acceptable. This is a housing development in a zone that does not provide for single family residences. If approved, this will be a defacto zone change without the opportunity for analysis, comment, and participation that a zone change proposal should have afforded the community. Ms. Young said this decision is premature and the City was caught unprepared to respond appropriately to this application. Approval should be denied until the zoning has been changed and the TSP has been updated. Young also requested additional conditions of approval if approval is given and they are included in the conclusion of her exhibit 4 submittal.

Ms. Young also raised her own personal concerns submitted in a letter, exhibit 3.

Commissioner Bryant said he was having a tough time listening to the speaker and trying to read the information they had just handed out.

Chair Lavier asked if he could poll the audience for additional written testimony and then call a recess to allow the Commissioners to read the material before verbal testimony continued. City Attorney Parker said he could do that. Doug Hattenhauer submitted exhibit 8 and Zaryab Sheikh submitted exhibit 9.

Commissioner Ahlberg asked Ms. Young to explain her concern regarding the Riverfront Trail. Ms. Young said they are the same concerns she raised at the last meeting and in a previous letter submitted in January.

Chair Lavier called a recess at 7:27 pm. The meeting was called back to order at 7:40 pm. and opposition testimony was continued.

Zaryab Sheikh, owner of the Comfort Inn, had submitted exhibit 9 earlier. Mr. Sheikh said this is a condemnation of his access to the property. Mr. Sheikh said this is a conspiracy to take away his business because the new proposed hotel is very conveniently located next to the new access. Mr. Sheikh said he had an agreement with Bill Van Nuys that there would be no other hotel on this property, he would have additional parking behind the restaurant, and use of two off-premise signs.

Commissioner Bryant asked Mr. Sheikh if the agreement with Mr. Van Nuys was verbal or in writing and Mr. Sheikh said it was verbal.

Doug Hattenhauer, 3205 Doane Road, The Dalles, had submitted exhibit 8 earlier. Mr. Hattenhauer said that Quasi-Judicial hearings should have sworn testimony in the event of an appeal. Everything he has read on the internet recommends this. Mr. Hattenhauer said the minutes of a Quasi-Judicial are to be verbatim and include all testimony. Next, he said the applicant is required to attend the public hearing unless his absence is authorized by the hearing body. Mr. Hattenhauer asked for a continuance because there has been new evidence presented. Mr. Hattenhauer went on to summarize his written testimony, exhibit 8.

Joan Chamness, 240 Lone Pine Lane #6, The Dalles, clarified the letter submitted by Anne and Paul Bialous, exhibit 2. A second letter in support of the revised proposal, retracting their earlier letter of opposition, should have been included. Ms. Chamness submitted the second letter as exhibit 2A.

Rebuttal Testimony:

Scott Keillor, HHPR, 700 E. Marina Drive, Hood River, representing the applicant, addressed some of the opposition testimony. The fill area that Ms. Clark was concerned about has been reduced and all issues regarding fill and wildlife habitat will be addressed as detailed site plans and other government approval is obtained. Mr. Keillor said it is important the Commission understands that they are not asking for a vacation of Lone Pine Drive. The existing access to the hotel will remain as a public street. Mr. Keillor addressed the residential density concern of Ms. Young. Including the existing condominiums and town homes, the residential percentage goes up to 23.8%, which is still well below the allowed 30% threshold. Mr. Keillor said they will continue to work through the access problems and concerns with the property owners and during detailed plan review. Mr. Keillor finished by saying the hearing was duly noticed, people have been given an opportunity to speak, and the applicant has worked hard with the existing residents to address or remove their concerns.

Scott Manser, DKS Associates, 1400 SW 5th Avenue, Portland, responded to the transportation items that were brought up. First, Mr. Manser responded to testimony by Rolf Anderson. The access point was determined by ODOT criteria and not due to proximity of any development that may occur on the site. The Traffic Study that was submitted did incorporate the safety and circulation of internal traffic and all required analysis. Second, he responded to Ms. Young's testimony. The application is not a zone change therefore there is no requirement to amend the City's Transportation System Plan. The City of The Dalles and ODOT standards have been met. Ms. Young made the statement that a traffic study was not submitted, which is not true, and Staff and the Commissioner's have had a copy of it since December 2005 when the original application was submitted. That study did look at off-site impacts as well as internal circulation. Third, Mr. Manser responded to Mr. Hattenhauer's testimony by

repeating that there was a Traffic Study submitted with the original application and the study meets the City's standard of a level of service D and ODOT's mobility standard .075 with the applications proposed mitigation measures. Finally, the opposition statement that an Access Management Plan is required is not true. The OAR's, Division 51, does not require an Access Management Plan for this development. Even if an Access Management Plan was done it would very likely come up with the same recommendations as presented by the applicant and ODOT. Mr. Manser said he would be happy to answer any questions the Commission might have. There were no questions.

Mike Robinson, a Land Use Attorney with the firm Perkins Coie (representing the applicant), 1120 NW Couch St., Portland, addressed the Commission. Mr. Robinson told the Commission his job is to satisfy the Commission that the approval criteria have been met. Mr. Robinson told the Commission he had some general comments to make first regarding opponent testimony. Mr. Robinson said that this hearing is not about competition; it is about approval criteria. If the competitive effects of development were paid heed to, there would be no development or change. He is sympathetic to the existing businesses not wanting change. However, the property is located at a great intersection and people have realized what a nice place The Dalles is. Change is going to happen on that property, if not with this application then with a different application. Access to the State Highway is controlled by ODOT whether people like it or not. Property owner participation is a part of the ODOT process. Also, an Interchange Management Plan is not required for this application nor would it add anything. This is a fairly narrow defined geographic area. It is bordered by the Columbia River and the Freeway. There are not a lot of solutions in this small an area. Mr. Robinson said that when he hears people asking for more planning he can hardly believe his ears. The City has an acknowledged Comprehensive Plan that is consistent with the 19 Statewide Planning Goals, an acknowledged set of Land Use Regulations, and an acknowledged TSP. Doing more planning would not make this an easier decision and he doubts it would change anyone's mind. The applicant's obligation is to comply with the criteria in effect on the date the application was submitted and Mr. Robinson said he feels they have met that obligation. The opponents are asking the Commission to hold up the hearing to engage in more unspecified planning. Mr. Robinson told the Commission that TSP's don't include local streets. They deal with collector and above level streets.

Mr. Robinson stated he would like to briefly address specific opponent testimony next. He has no problems with Ms. Young's personal letter Condition 1 or the second part of Condition 2.

Jennifer Clark's testimony was helpful and the applicant shares her view about making this an attractive area. However, there is no glorified habitat out there. There is probably not a piece of upland or a riparian area in Oregon where you won't find some animal or bird landing occasionally. This does not cause a requirement for a greater analysis. The fill permit approval process with the Federal agencies will take into account any threatened or endangered species. If the applicant can't satisfy them they won't get a fill permit.

Mr. Robinson said they have worked long and hard with Rolf Anderson and his client over the past two weeks but were unable to come to a compromise. CC & R's are not approval criteria and the City does not enforce them. He has reviewed the CC & R's and he is confident his client has the right to proceed with this application. The remedy for Mr. Anderson's client, if he disagrees, is in the Circuit Court. Secondly, the fact that an entry point is designated on a plat doesn't mean that entry point must stay there forever, especially on an entry point controlled by ODOT. The public road will not change, however. There is no "Reservation of Access" in this case so there is no guarantee that ODOT access

will remain where it is. The site plan submitted by the applicant and the traffic study both address Mr. Anderson's comments that the access and circulation must be shown within 300 feet.

Mr. Robinson went on to say that the application was submitted in December and the public hearing has been extended over three meeting dates. All pertinent issues have been raised and the information has been available for over a month. The comment that this type of development was not anticipated is incorrect. The code expressly provides that approved PUD's can be modified. Also, TSP's are discussed in LUDO Chapter 10 when dealing with improvements required with development but are not part of the approval criteria for a Concept Site Plan application. Mr. Robinson said Ms. Young also mentioned that some of these rules are to encourage the reduction in the dependence of automobiles and he's fairly sure Ms. Young's client Mr. Hattenhauer doesn't want to hear that. He heard testimony that there was no economic impact statement submitted by the applicant. Page 68 of the applicant's original submittal contains the impact statement and was accepted by Staff.

Mr. Robinson told the Commission that Ms. Young refers to the Site Plan Review criteria in Chapter Three as being relevant to the Concept Plan Review and it is not. This is certainly not a defacto rezoning and there is no such thing in Oregon. This is a PUD modification that allows for flexibility within those zones.

Mr. Sheikh commented that the access to his hotel was being condemned. Mr. Robinson told the Commission that his site access will be the same as it is today. ODOT has the authority to change the entrance point from Highway 197 but Mr. Sheikh will continue to have access on Lone Pine Drive, which will continue to be a public street. Mr. Robinson noted that change will happen and it is usually for the good. It must be accomplished in accordance with the law. Also, the verbal agreement Mr. Sheikh referred to with Mr. Van Nuys doesn't mean anything. Verbal agreements can't be made or enforced for real property; they must be in writing. Again, this would be a private, contractual matter, which has nothing to do with the approval criteria for this application.

Mr. Robinson had some things to say about Mr. Hattenhauer's written testimony. One, the Commission should decide if the hearing was fair. Two, many of Mr. Hattenhauer's comments apply to Comprehensive Plan amendments or zoning map changes but they do not apply to applications for concept approval. Three, there is no such thing as grandfathered access by ODOT. Four, the Commission is not required to grant a continuance or keep the record open for seven days. Mr. Robinson asked the Commission to approve the application with the conditions as recommended by Staff and said he is happy to answer any questions the Commission may have for him.

Deliberations:

Chair Lavier closed the public testimony portion of the hearing. He asked City Attorney Parker to clarify the legal points raised by the three attorney's testifying tonight.

City Attorney Parker said he felt the applicant's attorney responded appropriately when he stated a new TSP or access management plan was not required. Parker concurred with Robinson that CC & R's are civil matters and are not Planning Commission review criteria. Site Plan Review criteria, Parker agreed, does not apply to the Concept Plan approval criteria. Parker said he may need to look at the issues raised regarding consistency between the previous PUD and the current application. Parker said the Commission does need to decide if they are going to leave the record open. If there was any new

evidence presented tonight, it was presented by the opponents, not the applicant, and the applicant is not requesting additional time to respond.

Commissioner Ahlberg said he would like additional time to study the information but he could make a decision tonight if that is what the Commission decides.

Commissioner Wilcox pointed out that the Commission has been digesting the information for four weeks. Commissioner Ahlberg said new information is handed out at every meeting and he would like to read and study it.

Commissioner Wixon asked Ahlberg if he had any legal questions and he said not at this point. Commissioner Ahlberg said he feels the applicant has done a good job of trying to deal with all the problems. He does have concerns with the density but is happy about the public access the applicant will be providing.

Commissioner Wilcox said he has studied this application for four weeks. He said he has spent a lot of time studying at home. At the meetings he has listened to arguments that were covered by the applicants with their original proposal documents. Commissioner Wilcox feels that the current arguments are repetitious and are not new evidence that needs more review time. He is very ready to make a decision tonight.

Commissioner Ahlberg asked about the easement for the Riverfront Trail and also the Monument proposed on the point of the peninsula. He would also like clarification on where the public street begins and ends.

Senior Planner Gassman showed the Commissioner's the designated public right-of-way on the applicants drawing. The Trails and Monument locations are required to be on the final plat and will be recorded.

Commissioner Bryant said the applicant has been willing to work with the existing property and business owners during the public hearing process. Also, the applicant has stated that a partial approval would create a financial hardship. Commissioner Bryant said he thinks the applicant might be more willing to compromise with the business owners if required to come back to the Commission for a second public hearing after the completion of phase 3. Bryant compared the Commission's partial decision of this application against the Master Plan hearing decision for the Columbia Gorge Community College. Bryant said he sees no problem with the first three phases but would like to see another public hearing after Phase 3.

Senior Planner Gassman asked Bryant what the purpose of a public hearing at that point would be. Bryant said it would be an incentive for the applicant to negotiate with the existing business owners. Commissioner Wixon pointed out that there will be public hearings with ODOT at the point the Highway 197 access is required to change. Commissioner Wixon and Wilcox disagreed with Bryant on the need for another Planning Commission public hearing on the concept plan.

Director Durow told the Commissioner's that they can see the layout and the proposed buildings for this concept plan. If there is any kind of change to this conceptual approval that goes beyond a minor change, it will come back to the Commission as a public hearing to revise the PUD. A partial approval

of a concept plan gives the applicant no assurance that any phases beyond the partial approval are going to happen. There is nothing to rely upon in order for the applicant to take the financial risk for phases one, two, and three and the project is only cost effective with all 12 phases. Durow said the Commissioner's need to think about why it would need to come back to them. If the Commission wants to have some input into the access, that is not going to happen. The access is ODOT's decision and jurisdiction. Internal access detail will be determined by where ODOT approves the new 197 access. The turning radius, the widths, can be easily measured; it is not a discretionary issue at that point but is very exact.

Senior Planner Gassman added that Staff is very well aware that certain business owners on the property are very concerned. Should the Commission approve the concept plan, Staff will work with the applicant to make sure, as much as is feasibly possible, that all types of vehicles will be able to maneuver the street pattern and access those properties. Testimony indicates that at some point ODOT will require a change in the 197 access point.

Commissioner Ahlberg asked about the position of police and firemen in regards to this development. Gassman said that when the existing Lone Pine Drive access is terminated, the Fire Marshall would ask that a locking mechanism be placed as a barricade across the current access point to allow for emergency secondary access to the property. Police Captain Goodman added that there are other areas in town that are a mixture of public and private streets. The only complications for the police are ordinance and traffic enforcement issues, such as an abandoned vehicle. Major offenses will still be responded to, however. This is not an impediment to the police department.

City Attorney Parker told the Commissioner's that Mr. Robinson just pointed out to him that Commissioner Bryant's reference to the Master Plan approval for the College is not the same process as a Concept Plan Approval for an amended PUD. There are different review criteria. The Commission needs to decide if they are satisfied with what the applicant has presented for concept site plan approval. If the Commission is not satisfied the criteria have been met, they should vote accordingly. Parker said he feels the issues have been properly addressed by the applicant and he would probably concur with their rebuttal responses.

Commissioner Bryant asked for an example of what a major amendment to the plan would be. Senior Planner Gassman used the example of changing the streets from private to public. Also, if the applicant decided to expand or change the proposed development area that would be a major amendment. Changing residential setbacks could also be a major amendment.

Commissioner Poppoff asked about residential housing in the Commercial zones. Senior Planner Gassman said the Comprehensive Plan allows for a percentage of residential development in Commercial zones as a Planned Unit Development process.

Commissioner Poppoff next asked if changing the access point could reduce the value of the service station and become a Measure 37 claim. City Attorney Parker said approval of this application does not seem to fit the criteria for a Measure 37 claim. Parker said he would need to take a few minutes to review Measure 37. Chair Lavier asked if anyone else had questions while Parker was gone.

Commissioner Ahlberg asked if there was an assurance that the three existing business would not have to pay for the proposed street improvements and new 197 access. Director Durow said the developer

will be responsible for all costs; there will not be an LID process for existing businesses. Commissioner Ahlberg said he feels the businesses are already being harmed because of the change and he doesn't want them to have to pay for any of the development costs. Director Durow replied that, first of all, change doesn't necessarily mean harm. Secondly, the existing businesses will have no costs assessed to them.

City Attorney Parker returned to the meeting. His response to Poppoff's question was that one of the elements of a Measure 37 claim is that there has to be evidence that the enforcement of a land use regulation has restricted the use of property. The City's position is that this development does not restrict the use of the existing businesses. Access is still provided, just in a different location. Mr. Hattenhauer may believe he will have a reduced access but he still has the use of his property.

Commissioner Poppoff said he had a couple of other things to bring up. First, Poppoff said he would like to see fill only on the footprint of the homes. Second, the large parking area on the east side of 197 right-of-way is used by the Indians to sell their fish. Poppoff would like another fish sales area set up for them when the roundabout goes in.

Commissioner Wilcox moved to approve PUD 12-05, a modification of PUD 9-94 Lone Pine Village, with 23 conditions of approval as recommended by Staff based upon findings of fact and three long nights in this room. Commissioner Wixon seconded the motion.

City Attorney Parker interrupted the Commission and said it would be advisable to make a motion regarding the request to keep the record open for seven days. Chair Lavier said as he understands it, the applicant did not present any new evidence and the opponents would not have reason to review or respond to their own evidence so keeping the record open would serve no purpose. City Attorney Parker said that is correct.

The original motion and second were withdrawn. Wilcox moved that the record not be kept open for seven days. Poppoff seconded the motion and it carried unanimously.

Discussion: Commissioner Poppoff said he would like to add one more condition that fill be limited to only what is necessary for the roads and building pads. Commissioner Wilcox said the discussion from the previous meeting is that when the applicant goes through the permitting process for their fill they will only fill what is necessary to provide housing above the flood plain and that it will be adequately protected by rip-rap. Commissioner Poppoff said he understands the fill will extend to the edge of the Bonneville Pool. Chair Lavier said the applicant stated that the natural riverfront would not be filled. Commissioner Wilcox said the Planning Department will review the fill request and Director Durow said that is correct. Commissioner Ahlberg said the applicant made it clear they intend to keep fill to a minimum. Commissioner Wilcox asked Poppoff if he thinks the applicant would bring in more fill than is absolutely necessary. Commissioner Poppoff said he would like to see a more conservative use of fill in this development. Chair Lavier said at this point he would certainly hate to tell the applicant how to fill their development. Commissioner Poppoff said ok, just to leave it as it is.

Commissioner Ahlberg brought up the request of Katie Young regarding Riverfront Trail assurances. Commissioner Wilcox said condition 13 covers the Riverfront Trail. Ahlberg said condition 1 does too, according to Staff. Director Durow said condition 14 applies also.

Commissioner Wilcox moved to approve PUD 12-05, a modification of PUD 9-94 Lone Pine Village, with 23 conditions of approval as recommended by Staff based upon findings of fact. Commissioner Poppoff seconded the motion. The motion carried with Commissioners Lavier, Ahlberg, Poppoff, Hiser, Wixon, and Wilcox voting for and Commissioner Bryant voting against.

RESOLUTIONS – Wilcox moved to adopt Resolution 456-06 approving PUD 12-05 with 23 conditions of approval as recommended by Staff. Wixon seconded the motion and it carried with Commissioners Lavier, Ahlberg, Poppoff, Hiser, Wixon, and Wilcox voting for and Commissioner Bryant voting against.

STAFF COMMENTS:

Senior Planner Gassman advised the Commission that Associate Planner Hert has been out of the office since January 24 and is not expected to return until the middle of February. He explained that the office has been very busy. Should the Commission hear that our office is taking a little longer to approve things, that is the reason for it.

Director Durow told the Commission that City Council, at their February 13th meeting, will be considering the Staff recommendation of the Consultant for the Urban Growth Boundary Amendment project. Durow told the Commissioners that they will play a central role in recommending a Comprehensive Plan Amendment to the City Council for extending the Urban Growth Boundary. This will be handled as a legislative process and the first phase should be completed in 2007.

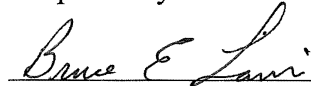
COMMISSIONER COMMENTS:

Commissioner Bryant said a four-plex was approved some ago up on 14th Street at the site of a partially burned out home. He has seen no activity and it is an attractive nuisance. Bryant said the building needs to be removed. Director Durow said he would report that to Julie Krueger who is in charge of derelict building ordinance enforcement. Bryant next asked about the Scenic View Estates subdivision. The first home that went in has never put their sidewalks in along Scenic Drive. The new homes going in are putting in the sidewalk. Director Durow said Staff would notify the property owner.

NEXT MEETING: The next scheduled meeting is February 16, 2006.

ADJOURNMENT: The regular Planning Commission meeting was adjourned at 9:25 p.m.

Respectfully submitted by Denise Ball, Secretary.



Bruce Lavier, Planning Commission Chair

LONE PINE 2-2-06

PROCEDURAL RECOMMENDATIONS:

1. Staff further recommends that if the applicant is required to submit a revised tentative plat, the staff be allowed to administratively determine if the resubmitted plat meets the conditions set out by the Planning Commission and give preliminary approval without returning to the Planning Commission.
2. At the time of final plat submission, staff recommends the Planning Commission delegate to staff the decision to accept the final plat.

RECOMMENDATION:

Staff recommends that Planned Unit Development application 12-05 and the associated subdivision be granted **TENTATIVE APPROVAL**, subject to the following conditions:

1. The submission of a final planned development and subdivision plat meeting all the requirements of the Land Use Development Ordinance and the conditions listed here. When a plat is filed consistent with the Land Use Development Ordinance, the conditions of this approval, and the representations of the developer as submitted to the Planning Commission, preliminary approval will be granted.
2. Applicant must obtain approval from the Oregon Department of Transportation for any access changes from Highway 197 and for mitigation of the increased traffic on the eastbound off-ramp of Interstate 84, as contained in the letter from ODOT dated January 19, 2006.
3. Dedication will be required for Public Utility Easements where public utilities are on private property.
4. A home owners or other similar organization will be established to manage the common areas.
5. Prior to any fill being placed on the site, the applicant must obtain approval from all entities having jurisdiction over grading and fill work.
6. Site Plan Review will be required for all commercial development, mixed use buildings, and townhouses. Additional information such as lighting plans and detailed landscaping plans will be required at that time.
7. All public improvements will need to get approval from the City Engineer for construction drawings and installation.

8. Detached single family homes must provide landscaping as required in the RL zone.
9. Applicant will need to provide engineering analysis that existing water and sanitary sewer lines are sufficient for this scale of development.
10. Any new storm water disposal points will require approval from all entities with jurisdiction of this site.
11. Provide two access points to existing condominium development.
12. Provide two parking spaces for cottage units.
13. Provide 15 foot public access and maintenance easement for new location of Riverfront Trail. Construct Riverfront Trail through property to meet all Trail development standards.
14. If other monies are acquired to build the Trail, the developer will permit construction of the Trail regardless of the phase of development.
15. All utilities shall be placed underground.
16. Allow zero setback for front and side yards for commercial and mixed use development.
17. All new streets shall be private streets except for a new connection from Hwy 197 to the point where that access connects to the existing Lone Pine Drive.
18. If streets are private, on street parking shall count toward required spaces.
19. Lots in the CG zone may be smaller than 10,000 square feet.
20. Landscaping for parking areas must only meet landscaping totals. The landscaping location requirements are waived.
21. Nothing in this conceptual approval affects any existing rights of Native Americans.
22. If there is a change in access to Hwy 197, the developer will provide at least 30 day notice to all property and business owners who use the current access point.
23. Applicant will submit a detailed wetlands map.



Oregon

Theodore R. Kulongoski, Governor

Department of Fish and Wildlife

Mid-Columbia Field Office

3701 West 13th Street

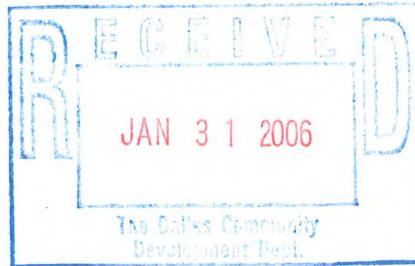
The Dalles, OR 97058

(541) 296-4628

FAX (541) 298-4993



January 26, 2006



Richard Gassman
City of The Dalles Planning
313 Court Street
The Dalles, Oregon 97058

Re: Lone Pine Concept Development

Dear Mr. Gassman:

Today I spoke to Scott Kiler, HHRP and Clint Emerson, The Resource Company concerning the proposed Lone Pine Concept Development. From my conversations, it is my understanding that the proposed project is in the concept phase and that there will be plenty of opportunities to address the various environmental concerns that this site has to offer. I look forward to working with HHRP and others to give input on wildlife and fish species and their habitats on and near the proposed project area.

Sincerely,

Keith Kohl
District Wildlife Biologist
Mid-Columbia District

EXHIBIT 1

2-2-06



**ANNE and PAUL E. BIALOUS
P. O. BOX 1156
THE DALLES, OR 97058**

**Telephone: Home: (541) 296-6932
Cell: (541) 980-7847**

February 2, 2006

To: The Dalles Planning Commission
City of The Dalles
313 Court Street
The Dalles, OR 97058

From: Anne and Paul Bialous

Re: File No. Planned Unit Development 12-05
(Modification of PUD 9-94, Lone Pine Village)

Dear Commissioners:

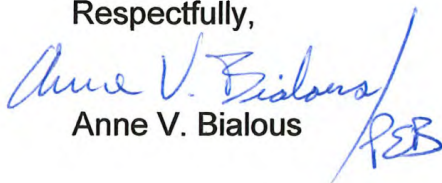
We previously submitted written opposition testimony dated January 4, 2006 (copy attached) in the above proceedings which have been continued to this date.

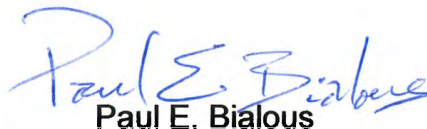
We have concerns over the original version of this Conceptual Development Plan. Since that time, Icon Holdings, LLC (Applicant), has met with representatives and members of the Columbia Shores Condominiums Homeowners Association and the Columbia Gorge Villas Homeowners Association. As a result, the Applicant has offered certain amendments in a modified proposal, the Settlement Agreement, a draft for discussion only, dated January 18, 2006.

The modifications deal with the status of the land area between the townhouses/condominiums and the Columbia River, stating that the land will be designated a conservation area and said land will be held perpetual open space to be used only for a pedestrian and bicycle trail.

Based on this Settlement Agreement, we conditionally withdraw our opposition, and support the modified proposal. If for any reason the Settlement Agreement is not signed or is subsequently breached in any manner by the Applicant, we reserve the right to change our position and our letter of opposition dated January 4, 2006 will be considered to have never been withdrawn and will remain in effect and on the record.

Respectfully,


Anne V. Bialous


Paul E. Bialous

2A
2.2-06

KATHERINE YOUNG
513 W 7TH STREET
THE DALLES, OREGON 97058
541-298-8933
541-296-5474

February 2, 2006

City of The Dalles Planning Commission
The Dalles City Hall
313 Court Street
The Dalles, Oregon 97058

Dear Planning Commissioners:

This letter supplements the letter I submitted on January 5 and the comments I made at the hearing on January 19 regarding the Icon Holdings LLC conceptual plan application..

If you approve the conceptual plan, please require as conditions of approval the following:

1. A condition that dedicates the trail, as shown on the plat, to the public, effective when the plat mat is filed; and
2. A condition that requires the dedication of the public access portion of the property effective immediately upon recording of the plat and not subject to amendment administratively without further notice and an opportunity for the public to comment.

Section 3.050.050 of the LUDO provides that the Planning Commission may require dedication for future construction of bikeways and paths and require conditions to protect wildlife, habitat and significant natural, historical or cultural resources.

Without these conditions, it is possible that a subsequent property owner could apply administratively to amend these requirements and that such amendment could be allowed without general public notice or hearing. Because many of the community concerns were quieted by the developers' agreement to set aside portions of the property for public access and use, these promises must become an unmodifiable part of the conceptual plan.

Thank you for considering my comments.

Sincerely,

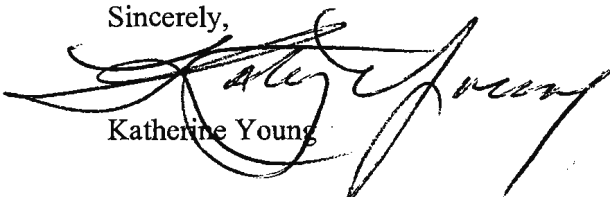

Katherine Young

EXHIBIT 3
2-2-06

FOSTER, PEACHEY & YOUNG, LLP

ATTORNEYS AT LAW
420 EAST THIRD STREET
THE DALLES, OREGON 97058
TELEPHONE: (541) 296-5474
FACSIMILE: (541) 296-5570

JAMES R. FOSTER
KATHERINE YOUNG

THOMAS C. PEACHEY
JOHN T. LEWIS (1925 - 1993)

February 2, 2006

City of The Dalles Planning Commission
The Dalles City Hall
313 Court Street
The Dalles, Oregon 97058

Re: Icon Holdings LLC proposed development at Lone Pine
PUD 12-05

Dear Planning Commissioners:

As you know, I represent J. D. Hattenhauer, the President of Hattenhauer Distributing Company. Mr. Hattenhauer owns property adjacent to the property being proposed for development in the above-referenced PUD application. Both Mr. Hattenhauer and I provided comment at the January 19 public hearing on this matter. This letter sets forth Mr. Hattenhauer's continuing concerns regarding the proposed development and the conceptual plan process which is being utilized in this application, and supplements the previous testimony and letters submitted by Mr. Hattenhauer and on his behalf.

1. Highway 197 access to Lone Pine.

The PUD concept plan process and the State's rules and processes for regulating access on state highways are not working together in this instance. Planning should not work like this.

The City says ODOT's rules and processes apply as to access. ODOT says that they are looking at a conceptual plan, with many decisions and details to be determined later. While each entity points to the other, the property owners who will be affected by a change in access to Highway 197 have been shut out. While this may not have been intentional, or foreseen, it certainly is not fair.

The City is required to have a Transportation System Plan ("TSP"). ODOT's Access Management Plans are to be included in the TSP. At the January 19th continuation of this hearing, the ODOT representative said that Access Management Plans are appropriate before modernizing a highway which will increase its capacity. The Icon Holdings, LLC proposal will increase the capacity.

EXHIBIT 4
2-2-06

This development was not anticipated and is not referenced in the City of The Dalles TSP, nor has an Access Management Plan been started or completed. In 1994, when the original Lone Pine planned unit development was being approved, the regional planner for ODOT wrote a letter to Scott Keillor, the representative from the City of The Dalles, pointing out that if the existing Lone Pine Drive was used for the Lone Pine PUD, it would be difficult to get other access later. A copy of that letter is attached. ODOT is now saying that the concept of this development is satisfactory to them, but at the same time they indicate that the roundabout location and design will be determined later; the timing as to the building of the roundabout is within ODOT's sole discretion; and at some time in the future Brett Clodfelter Way will need to be moved. While ODOT has not specifically said that an Access Management Plan or Access Plan for an Interchange Area is not warranted in light of this proposed development, it does appear that ODOT may be looking at this development as a way to shift public improvement costs to a developer instead of the taxpayer.

One might sympathize with ODOT's financial crunch and demand statewide, and one might also sympathize with a potential purchaser's desire for the "go ahead" to develop private property. But there is a gap in the planning here that could turn out to severely impact my client at some point in the future. Because neither the City nor the State have adequately planned, and are each passing the buck to each other, my client can object now, but without adequate record or specificity to know when, if, or how he will be harmed and what could be done to minimize the impacts. My client's ability to respond is further hindered by the applicant's failure to comply with other LUDO requirements as will be set forth below.

Mr. Hattenhauer proposes that the City undertake a TSP update and work with ODOT and the State of Washington and all affected property owners at the intersection, including this developer, to design, plan and then, through this development, implement the best plan suited to the City and region. ODOT's Access Management Plan process provides for the participation of all adjoining property owners. At this stage, and with this developer's financial contribution, adequate and fair planning can and should take place. The City can request an Access Management Plan and an Interchange Area Management Plan and it should. Attached as Exhibit B to my letter is a copy of OAR 734-051-0155 which describes Access Management Plans and Access Management Plans for interchanges. A quick perusal of that rule shows that an Access Management Plan is appropriate for this area at this time.

2. Combination of the 1994 PUD and the 2005 PUD proposal.

I have never been quite certain why the applicant is modifying the existing PUD instead of starting fresh. However, the City should do more investigation as to whether or not the zoning in that area allows the type of development proposed by the applicant and whether or not the density criteria has already been met. In 1994 when Mr. Van Nuys applied for and received the original PUD, the condominiums and the motel were built as part of the residential use allowed. The residences and motel were then sold as separate lots. Quite possibly these separate parcels

now exceed the density on their specific lots and have become non-conforming in their zone. Now the applicant and the Van Nuys Trust is asking to modify the original PUD to build additional residential facilities. However, the applicant is starting over with a new foot print and a new 30% residential requirement.

To ensure that the landowner cannot thwart the overall design and density once approved, the City should analyze this proposal in light of the overall density counting the original buildings built in accordance with the 1994 PUD. An increase in the overall density of the combined lots, both the Van Nuys Trust lots and the motel and condo lots which have been sold as originally calculated in the 1994 PUD should not be allowed. If the residential use percentage has been met, or partially met, the new proposal must start from that point.

No where in the CG or CR zoning are single family homes permitted. To the best of my recollection, single family homes were not provided for in the original PUD. Single family residences are not allowed conditionally in either the general commercial zone or the recreational commercial zone. As such, this application does not comply with existing land use ordinances as is required for the approval of a conceptual site plan.

3. The applicant has not complied with existing LUDO provisions.

A. Review of traffic system impacts/Site Plan Review.

Under LUDO 3.030.020(H), in the site plan review procedure section of the ordinance, a development likely to generate more than 400 average daily trips shall provide a traffic impact study to demonstrate the impact on the surrounding street system. To the best of my knowledge, I am not aware that any traffic impact study has been provided to the City which takes into account the effect and impact of closing Lone Pine Drive and rerouting traffic through the roundabout and into the proposed development. The effect of such a change on the surrounding street system which serves the service station and the motel has not been done.

In addition, the Commission is required to utilize the review criteria set forth in 3.030.040 which states that the elements of the site plan shall be arranged "to minimize potential adverse impact on surrounding properties". There does not appear to be evidence or substantiating information in this application to show the adverse impacts on the surrounding properties, let alone sufficient information to allow the Commission to approve conditions that would minimize the potential adverse impacts. There simply is not enough information in this application for the Commission to review to assure that this condition can be met.

B. The applicant does not meet the criteria for a variance or deviation in accordance with LUDO 3.070.010 et seq. To the extent the application is not consistent with existing land use law and would need a variance, the applicant would have to show exceptional or extraordinary circumstances applicable to this piece of property that does not apply generally to property in the same zone or vicinity. The applicant could not make such a showing and thus

would not be eligible for a variance.

C. The allowance of single family residential in the CR and CG zones amounts to a defacto zone change not in compliance with the procedures for zone changes set out in LUDO 3.100.010 et seq. One of the review criteria for zone changes is that the site be adequately served by streets for the volume of traffic permitted in this zone. The applicant may not be able to meet that requirement. Another review criteria in a zone change application is that the zone change will have "minimal adverse effect on existing and future surrounding development". This conceptual plan should not be approved until it can be shown that the development proposed is that allowed by its underlying zone.

D. Vehicle parking exceptions should not be allowed without adequate study and proof that the waiver of certain requirements will not adversely affect adjoining property owners. It appears that the applicant is requesting more and different waivers than those provided for in LUDO 7.020.040. The basis for which a waiver, as requested, could be granted is unclear to me and may not be supported by the ordinance.

E. The impact statements required by LUDO 9.050.030 have not been provided. 9.050.030 (I) states: "An impact statement containing an analysis of the social, environmental, and economic impact of the proposed development on the City shall accompany each application for planned development". (Emphasis added) The applicant has not provided an analysis of the social, environmental and economic impact supporting its statement. Without an analysis upon which the statement is based, the application is not complete and the Commission is not being provided the information it should have and is required to have under this section of the land use ordinance. This provision is not waivable by the Director.

F. Chapter 10 of the LUDO sets forth street requirements and requires review for consistency with The Dalles Transportation Master Plan. I did not find anything in the staff report to show that a determination has been made that the street plan is consistent with The Dalles Transportation Master Plan. If this area is not part of the Master Plan the traffic study required by this section of the LUDO cannot be compared to the Master Plan and a Master Plan would need to be completed before this analysis could be done.

CONCLUSION

The Planning Commission does not have enough evidence from the application and the record in this quasi judicial hearing to grant an approval of this plan. If the Commission nonetheless approves this plan, additional conditions should be imposed upon the developer to protect adjoining property owners. At a minimum, those conditions should include:

1. An Access Management Plan and revised TSP before access is changed or the roundabout is constructed;

City of The Dalles Planning Commission

February 2, 2006

Page 5

2. No less than 90 days advance notice of an access change to businesses using Lone Pine Drive;

3. If Lone Pine Drive's access to Highway 197 is closed:

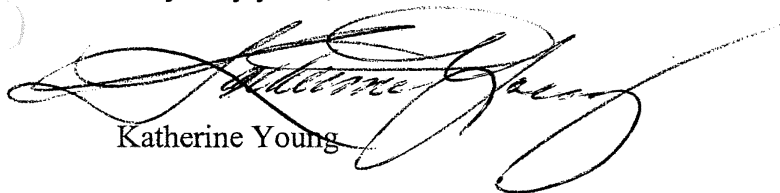
A. A requirement that there be a city street from Highway 197 to Lone Pine Drive and that the street be of adequate width and design for large trucks, recreational vehicles and trailers, and with adequate directional signage, to reduce the adverse impact of the Lone Pine Drive closure on Mr. Hattenhauer's business;

B. That building setbacks be required on the public street from the roundabout to Lone Pine Drive so as not to impede or interfere with vision clearance; and

C. That any improvements required of Mr. Hattenhauer's property, or assessments resulting from street improvements resulting from the development be paid for by the developer.

Thank you for considering my comments.

Very truly yours,



Katherine Young

cc: J. D. Hattenhauer
enclosures

January 10, 1994

DEPARTMENT OF
TRANSPORTATION

HIGHWAY DIVISION
Region 4

Scott Keillor
The Dalles Community and Economic Development Office
313 Court Street
The Dalles, OR 97058

FILE CODE:


**RE: ODOT Comment on Planned Unit Development 9-94 in
Lone Pine Area Adjacent to Highway 197**

Dear Scott:

The Oregon Department of Transportation (ODOT) is concerned about this application and has the following comments. First, we are concerned about the function and safety of the intersection of Lone Pine Drive with Highway 197. As I mentioned in my 1/3/94 letter commenting on the Boat Basin application, the applicant for this PUD should prepare traffic analysis documenting the affect of the proposed development on the Lone Pine Drive access and interchange ramp intersections. Secondly, it is important to note that the proposed subdivision may make it more difficult to provide an access north of the existing Lone Pine Drive access, if such an access were to become necessary. Therefore, it is important to make the determination of whether this access is needed prior to approving the PUD.

Thanks for considering our comments.

Cordially,


Mark DeVoney
Region Planner

cc Chet Anderson
Steve Wilson

EXHIBIT 'A'

thedalle.s1



RECEIVED JAN 12 1994

PO Box 5309
Bend, OR 97708
FAX (503) 388-6231

388-6372

(10) Traffic signals are approved with the following requirements:

(a) A signalized private approach must meet spacing standards for signalization relative to all planned future signalized public road intersections; and

(b) The effect of the private approach must meet traffic operations standards, signals, or signal systems standards in OAR 734-020-0400 through 734-020-0500 and 734-051-0115 and 734-051-0125.

(11) All highway improvements within the right of way resulting from mitigation constructed by the permittee, and inspected and accepted by the Department, become the property of the Department.

(12) Approval of an application with mitigation measures is an appealable decision.

Stat. Auth.: ORS 184.616, 184.619, 374.310, 374.312 & 374.345; Ch. 972 & Ch. 974, OL 1999

Stats. Implemented: ORS 374.305 - 374.345 & 374.990; Ch. 974, OL 1999, Ch. 371, OL 2003

Hist.: TO 4-2000, f. 2-14-00, cert. ef. 4-1-00; HWD 2-2004, f. 2-18-04, cert. ef. 3-1-04, Renumbered from 734-051-0210

734-051-0155

Access Management Plans, Access Management Plans for Interchanges, and Interchange Area Management Plans

(1) The Department encourages the development of Access Management Plans, Access Management Plans for Interchanges, and Interchange Area Management Plans to maintain highway performance and improve safety by improving system efficiency and management before adding capacity consistent with the 1999 Oregon Highway Plan.

(2) Access Management Plans and Access Management Plans for Interchanges are developed for a designated section of highway with priority placed on facilities with high volumes or providing important statewide or regional connectivity where:

(a) Existing developments do not meet spacing standards;

(b) Existing development patterns, land ownership patterns, and land use plans are likely to result in a need for deviations; or

(c) An access management plan would preserve or enhance the safe and efficient operation of a state highway.

(3) Access Management Plans and Access Management Plans for Interchanges may be developed:

(a) By the Department;

(b) By local jurisdictions; or

(c) By consultants.

(4) Access Management Plans and Access Management Plans for Interchanges comply with all of the following:

Exhibit B

- (a) Are prepared for a logical segment of the state highway and include sufficient area to address highway operation and safety issues and development of adjoining properties including local access and circulation.
 - (b) Describe the roadway network, right-of-way, access control, and land parcels in the analysis area.
 - (c) Are developed in coordination with local governments and property owners in the affected area.
 - (d) Are consistent with any applicable adopted Transportation System Plan, Local Comprehensive Plan, Corridor Plan, or Special Transportation Area or Urban Business Area designation, or amendments to the Transportation System Plan unless the jurisdiction is exempt from transportation system planning requirements under OAR 660-012-0055.
 - (e) Are consistent with the 1999 Oregon Highway Plan.
 - (f) Contain short, medium, and long-range actions to improve operations and safety and preserve the functional integrity of the highway system.
 - (g) Consider whether improvements to local street networks are feasible.
 - (h) Promote safe and efficient operation of the state highway consistent with the highway classification and the highway segment designation.
 - (i) Consider the use of the adjoining property consistent with the comprehensive plan designation and zoning of the area.
 - (j) Provide a comprehensive, area-wide solution for local access and circulation that minimizes use of the state highway for local access and circulation.
 - (k) Are approved by the Department through an intergovernmental agreement and adopted by the local government, and adopted into a Transportation System Plan unless the jurisdiction is exempt from transportation system planning requirements under OAR 660-012-0055.
 - (l) Are used for evaluation of development proposals:
 - (m) May be used in conjunction with mitigation measures.
- (5) The Department encourages the development of Interchange Area Management Plans to plan for and manage grade-separated interchange areas to ensure safe and efficient operation between connecting roadways:
- (a) Interchange Area Management Plans are developed by the Department and local governmental agencies to protect the function of interchanges by maximizing the capacity of the interchanges for safe movement from the mainline facility, to provide safe and efficient operations between connecting roadways, and to minimize the need for major improvements of existing interchanges;
 - (b) The Department will work with local governments to prioritize the development of Interchange Area Management Plans to maximize the operational life and preserve and improve safety of existing interchanges not scheduled for significant improvements; and

- (c) Priority should be placed on those facilities on the Interstate system with cross roads carrying high volumes or providing important statewide or regional connectivity.
- (6) Interchange Area Management Plans are required for new interchanges and should be developed for significant modifications to existing interchanges consistent with the following:
- (a) Should be developed no later than the time an interchange is designed or is being redesigned;
- (b) Should identify opportunities to improve operations and safety in conjunction with roadway projects and property development or redevelopment and adopt strategies and development standards to capture those opportunities;
- (c) Should include short, medium, and long-range actions to improve operations and safety in the interchange area;
- (d) Should consider current and future traffic volumes and flows, roadway geometry, traffic control devices, current and planned land uses and zoning, and the location of all current and planned approaches;
- (e) Should provide adequate assurance of the safe operation of the facility through the design traffic forecast period, typically 20 years;
- (f) Should consider existing and proposed uses of the all property in the interchange area consistent with its comprehensive plan designations and zoning;
- (g) Are consistent with any adopted Transportation System Plan, Corridor Plan, Local Comprehensive Plan, or Special Transportation Area or Urban Business Area designation, or amendments to the Transportation System Plan unless the jurisdiction is exempt from transportation system planning requirements under OAR 660-012-0055;
- (h) Are consistent with the 1999 Oregon Highway Plan; and
- (i) Are approved by the Department through an intergovernmental agreement and adopted by the local government, and adopted into a Transportation System Plan unless the jurisdiction is exempt from transportation system planning requirements under OAR 660-012-0055.

Stat. Auth.: ORS 184.616, 184.619, 374.310, 374.312 & 374.345; Ch. 972 & Ch. 974, OL 1999
 Stats. Implemented: ORS 374.305 to 374.345 & 374.990; Ch. 974, OL 1999, Ch. 371, OL 2003
 Hist.: TO 4-2000, f. 2-14-00, cert. ef. 4-1-00; HWD 2-2004, f. 2-18-04, cert. ef. 3-1-04, Renumbered
 from 734-051-0360

734-051-0165

Design of Approaches

- (1) Approach design must conform to standards in the 2002 Oregon Highway Design Manual and allow movement to and from the highway of vehicles reasonably expected to utilize the approach without undue conflict with other traffic.
- (2) Design of an approach may require mitigation measures as set forth in OAR 734-051-0145.

The Dalles Area Watershed Council

Fostering stewardship of Threemile Creek, Mill Creek, Chenoweth Creek and surrounding areas.

Mission: Protect, maintain and/or restore watershed functions across all land uses.

*c/o Wasco County Soil and Water Conservation District
2325 River Road, Suite 3
The Dalles OR 97058
(541) 296-6178 x119*

February 2, 2006

City of The Dalles Planning Commission
The Dalles City Hall
313 Court Street
The Dalles OR 97058

Dear Planning Commissioners:

The Dalles Area Watershed Council would like to support the Lone Pine development proposal, but express its concern with the loss of wildlife habitat that would be caused by the 75,000 cubic yards of fill in the current proposal. The Dalles Area Watershed Council would also like to propose a modification to the plan that would address this concern.

The current proposal includes 75,000 feet of fill extending down to the Corps of Engineers High Water Easement. This same development approach has already been used along much of the Columbia River, as the freeways, railroads and port districts were developed. Native wildlife habitat along the Columbia River is thus in short supply.

A previous letter to the Planning Commission written by local residents (Insley, 1/5/06) described the range of wildlife that uses that peninsula, including bald eagle, Canada geese, osprey, raccoon, skunks, thrushes, flickers and other birds. Habitat features currently in place include native rock, soil, grasses, trees and shrubs, a complex contour line, and of course, the river. Photo # 1 (following page) shows these features. Photo #2, taken from the Riverfront Trail where it runs through the Port, illustrates what this area would look like after fill had been placed. Most all habitat features would be gone, as well as much of the visual appeal that would draw homebuyers to the site.

Here are a few things we urge the developer and the planning commission to consider:

- Although engineered to standard, many of the landslides occurring in Clackamas and Multnomah counties are on lands that have been filled. The potential hazard is there in Lone Pine—draining and flooding should be primary concerns. Once that entire area is developed, where is that water going to go? How has the developer addressed these concerns?
- Has the approach of engineering houses to fit the land, rather than using fill, been considered? This is a more expensive but typically safer approach, and would increase the appeal of the houses.
- Should not Lone Pine offer something unique within the city limits? Is part of Lone Pine's uniqueness not access to riverfront resources such as a natural bank and native wildlife?

EXHIBIT 5
2.2.06

- Greenspace, especially along the waterfront, increases lot value. By not developing the western river bank, perhaps the reduced development costs (fill, utilities, roads, etc.) combined with an increase in value for the surrounding lots will offset that loss.

The Dalles Area Watershed Council proposes to the Planning Commission and the developer that a portion of the wildlife habitat could be preserved, along with much of the appeal of the area, by pulling the proposed fill back about 40 feet from the high water mark along Street "G". We'd also recommend eliminating the five lots on the end of the peninsula and instead leaving this as a neighborhood park. This would reduce the number of lots by about ten, but would increase the value of the remaining lots on that street. The attached map illustrates this proposed modification. As an added benefit, the volume of fill and thus construction costs would be vastly reduced, and the remaining fill would not be as deep.

We recommend that the planning committee place a **condition of approval** that the developer preserve the natural bank/wildlife habitat area. We appeal to the developer to build with sensitivity to the increasingly threatened natural environment along the banks of the Columbia River.

Thank you for considering this suggestion.



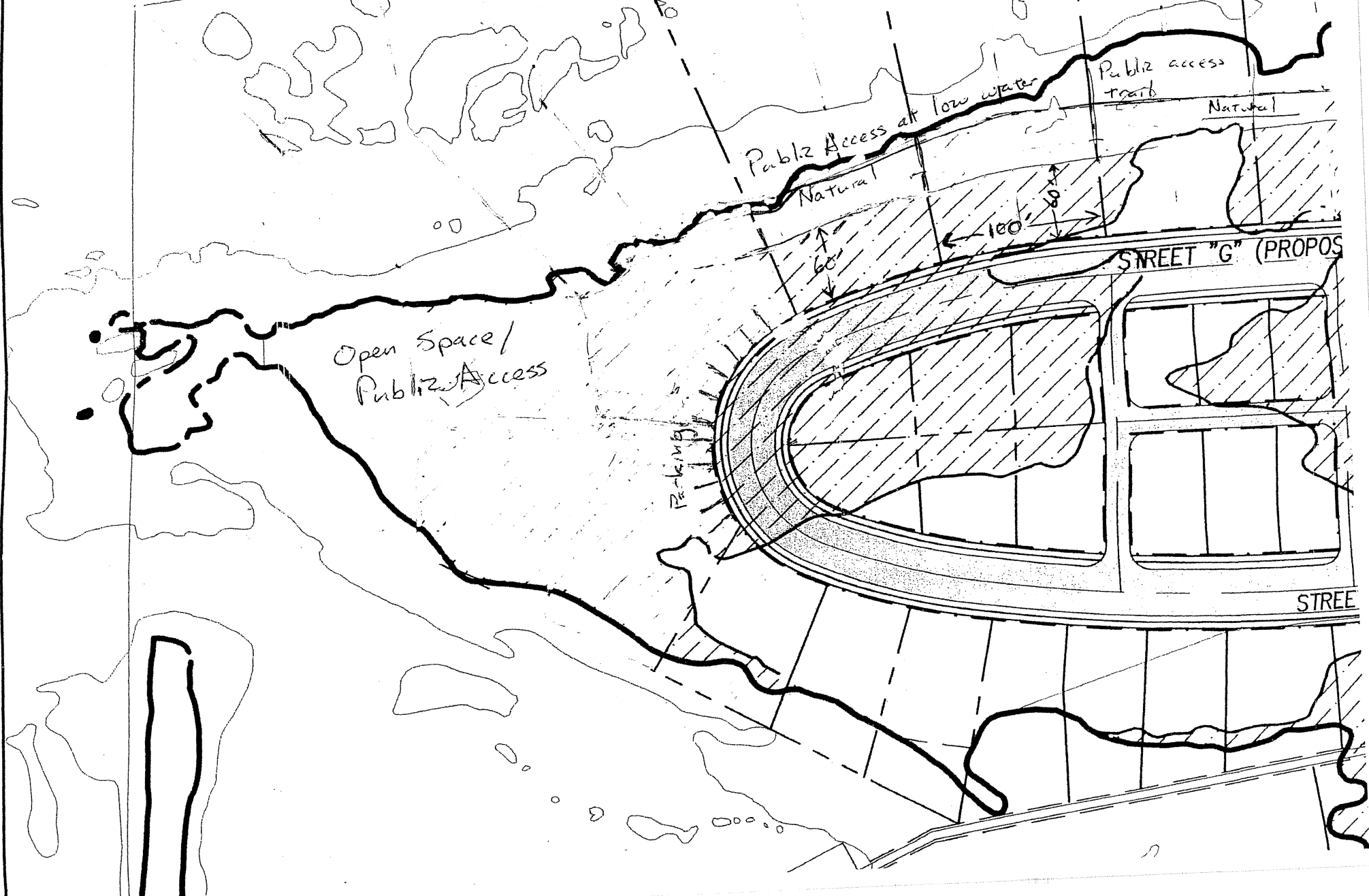
Jennifer Clark

Coordinator, The Dalles Area Watershed Council



Proposed Modifications
for Wildlife Habitat and
Open Space
The Dalles Area Watershed Council 2/2/06

EXISTING BOUNDARY
LINE (TYPICAL)



Anderson Law Office

17786 NW Elkcrest Court
Portland, OR 97229-7303

Rolf L. Anderson
rolflanderson@earthlink.net
Portland (503)781-2199
Fax (503)614-8554

February 2, 2006

The Dalles Planning Commission
301 Oak Street
The Dalles, OR 97058

Re: In the Matter of the Planned Unit Development Application # 12-05 of Icon Holdings

Applicant: Icon Holdings, LLC

Owner: Van Nuys Trust

Dear Commissioners:

I represent the Amshe Holdings, LLC. the owner of Lot 3 in the Lone Pine Subdivision Planned Unit Development which is the site of the Comfort Inn. Amshe Holdings, LLC., objects to the proposed development in its current form for the following reasons:

1. The consideration of this application should include the prior application for a PUD at the Lone Pine Subdivision and include all of the land included in the initial application. Amshe Holding, LLC., purchased the land as part of a PUD that had been submitted to the City. That process included a design for roads and other access as shown on the filed plat. My client relied, in part, on that plat along with the prior PUD application materials in purchasing the property. The plat for that prior PUD has been approved and signed by the City of The Dalles and it would be improper to ignore it and exclude from considering this "modification." The current application, which the City of The Dalles Planning Department staff ("Staff") refers to as a "modification", should fully disclose the prior file and all decisions made under that application.
2. In the Staff Report, at page 10, Staff acknowledges that the applicant must submit sufficient information on land areas within at least 300 feet of the subject property to indicate their relationship with the proposed development including land uses, lot lines, circulation systems, public facilities, and unique natural features of landscape.

The proposal desires to cut off the current direct access through a public street from US Highway 197 to my client's property. If this current access is changed, the entire design for access for my client will be in the hands of a competitor. One of the few commercial structures identified by the applicant is a hotel, which will compete with my client. It is unreasonable to permit a competitor to control the design and access

2-2-06
EXHIBIT 6

to the current Comfort Inn. At a minimum, the Planning Commission should require that a public hearing be held before the current access from US 197 to my client's property is changed and/or the applicant creates a design for the proposed new circulation to my client's property.

3. We disagree with Staff's finding A-29, on Page 12 of the Staff Report, that surface water run-off, issues has been met. The Comfort Inn is located at a lower elevation than most of the adjoining land the applicant intends to develop. Until the streets and other designs are complete, there is no basis to assume the Comfort Inn would not suffer potential problems from run-off from the development.
4. The City Planning Commission should make its own independent decision of road traffic, both for this site as well as US 197. Without the independent evaluation, this Planning Commission is not able to fulfill it's obligation to determine whether or not the proposed circulation patterns and proposed roads will be sufficient.

As proposed the application should be denied for the reasons stated above, or in the alternative, conditions imposed to address these issues. The Planning Commission must consider all of the elements of the prior PUD application and the plat that was approved and filed for the Lone Pine Planned Unit Development. Furthermore, the applicant should be required to present and address each operational characteristic of the proposed project to the Planning Commission so that public comment can be received and considered.

Sincerely,

Rolf L. Anderson

cc: Amshe Holdings, LLC.

City of The Dalles 2/2/06
Community Development Dept
313 Court Street
The Dalles, Oregon 97058

RE Public hearing PUD 12/05

This is a follow-up letter of 1/19/06 with issues and concerns as to the proposed conceptual plan PUD 12/05.

First of all, it is established that ODOT controls the access as to Lone Pine Drive as it exists today. The PUD 12/05 plan being discussed today has triggered a land use decision that may affect the travel of HWY 197. It should be very clear that ODOT has not triggered any decision to change the access point, but the City of The Dalles and its land use decisions is the trigger as to any changes to the current access. The current access is built out as to previous testimony and per testimony change to access may occur someday but not any time soon as per ODOT long term plans for HWY 197.

The City of The Dalles last Land Use issue with Lone Pine Drive was with PUD 94 and William Van Nuys. At that time there was no need or requests to change the current access points. There was discussion at that time with ODOT (letter 1/10/04) with Scott Keillor and it was determined at that time there was no need to change the access.

The City of The Dalles is required by its Land Use Rules to have a transportation system plan (TSP) in place. In the current plan (95) and the new proposed plan (05) there is no mention as to Lone Pine Drive. ODOT and the City are required to have an access management plan in place for HWY 197 and Lone Pine Drive. The City should have an Interstate Access Management Plan in place for Lone Pine Drive in addition to the access plan. See ORS 197.712(2)(e), Goal 11 and OAR chapter 660

It is my opinion we have been grandfathered as to the access of Lone Pine Drive as to the current PUD 94 that was initiated for the development of Lone Pine Drive. The Cities apparent position is that the access is an ODOT issue and not a City issue which is not true. If the City has adopted ODOT's rules as to the Lone Pine Access then they must follow those rules as well. The City is taking a position that it is not our problem but the Cities land use rules that is triggering ODOT to look at the current access. ODOT has no immediate plans to do anything in the near future (6 year plan) and no reason to based on current use and accidents for this section of HWY 197. See 734-051-0035 (2) and 734-051-0285 (9). We ask that the City honor our grandfathered position as the City has apparently adopted ODOT's rules as to the Lone Pine Access.

Based on current land use rules there must be an economic study provided for the surrounding businesses and how they will be affected by this development. For some reason the planning department is not requiring this rule as to this development. The applicant has stated that we will benefit from additional business from the development which may be true at the beginning because of no changes to the current access but there

EXHIBIT 8
2-2-06

will be a definite change if the current access is closed. There is no guarantee that all phases will be built once the roundabout is opened. This is another reason why an economic study is required and under LUDO rules is a requirement. If you look at the current traffic study now and into the future most access to Lone Pine is from the interstate I-84 highway. This development will never replace our history of customers from the Interstate. The roundabout as proposed will take away our historical customer base. This will have a severe impact on our business survival.

The City has failed to provide any traffic studies as to the future and current roads for Lone Pine's current development and future development. With the concept plan there potentially will be a lot of parking by residents in the commercial zones based on private streets vs. public streets. Issues that need to be resolved are clear vision standards for those accessing Lone Pine Drive, safety for biking and pedestrians, setback requirements, emergency services, enforcement on private streets, turning radius for trucks serving the commercial sectors, etc. etc. The only study was for the HWY 197 access and increased traffic on HWY 197 by the developer.

There is no clear plan how our current business will be served by any new access points. It appears by the concept that our driveways will change but how and when are not defined. The streets have planters as dividers and bulbouts that may make it very difficult for trucks with trailers to maneuver to our fueling station. Who is going to pay for these changes? Are sidewalks going to be required? The streets currently are 70 feet at South end and 60 feet at the North end approximately.

In summary, the City needs to define by an access management plan the current and future of Lone Pine Drive and its access with ODOT (TSP). Since the City is the trigger point to the change of access, the City needs to develop with ODOT an Interstate Access Management Plan based on the proposed Roundabout. The City needs to have an internal traffic study of the future of the Lone Pine area based on the current proposal before any building permits are issued.

As to the current Roundabout being proposed there are many issues that need to be resolved and the City needs to take an active role of how HWY 197 will look in the future. This is where an Interstate Access Management Plan is a must so that all parties will have a say in how HWY 197 will look in the future. Each current stakeholder using the current access should have a say in the Roundabout other than this forum. There are other plans that should be discussed even though ODOT claims they have explored other options; ODOT has not explored all options. If you would like to discuss, there are many options that could be explored that could benefit everyone. In my opinion this is not the appropriate. The appropriate forum is the Access management plan and/or Interstate Access Management plan. Thank you for this opportunity to voice my concerns.

J. D. Hattenhauer
3205 Doane Rd.
The Dalles, Ore 97058
541-298-1784



Oregon

January 10, 1994

DEPARTMENT OF
TRANSPORTATION

Scott Keillor
The Dalles Community and Economic Development Office
313 Court Street
The Dalles, OR 97058

HIGHWAY DIVISION
Region 4

FILE CODE:

**RE: ODOT Comment on Planned Unit Development 9-94 in
Lone Pine Area Adjacent to Highway 197**

Dear Scott:

The Oregon Department of Transportation (ODOT) is concerned about this application and has the following comments. First, we are concerned about the function and safety of the intersection of Lone Pine Drive with Highway 197. As I mentioned in my 1/3/94 letter commenting on the Boat Basin application, the applicant for this PUD should prepare traffic analysis documenting the affect of the proposed development on the Lone Pine Drive access and interchange ramp intersections. Secondly, it is important to note that the proposed subdivision may make it more difficult to provide an access north of the existing Lone Pine Drive access, if such an access were to become necessary. Therefore, it is important to make the determination of whether this access is needed prior to approving the PUD.

Thanks for considering our comments.

Cordially,


Mark DeVoney
Region Planner

cc Chet Anderson
Steve Wilson

Exhibit 'A'

thedalle.sl

RECEIVED JAN 12 1994



PO Box 5309
Bend, OR 97708
FAX (503) 388-6231

388-6372

February 2, 2006

City of The Dalles Planning Commission

Mr. Chairman and Commissioners:

My name is Zaryab Sheikh. I own the Comfort Inn located at 351 Lone Pine Drive in The Dalles OR 97058. Formally known as "Lone Pine Motel".

I am neither a lawyer nor a Large Developer. I am not supported by an entourage of paid consultants, advocates and staff. Just a small business man making a living.

I purchased "Lone Pine Motel" in December of 2000. I have been a good employer and a good citizen of this community. In that spirit, I come to you today to strongly object to the development as proposed.

Commissioners, I have been on the Economic Development Committee of The Dalles Chamber and consequently I am in favor of new Development. I do believe that rising tide lifts all boats. However, this one appears to be punching a hole through mine.

It appears that my vested interest in the entry and exit to the highway is being condemned for intensive purpose and being replaced with inferior access and visibility. In my opinion this constitutes a condemnation of my property.

When I bought Hotel it was based on an existing approved Plat and the Highway entrance to the Development was sufficient to support the Master Plan.

We have also heard in the last two (2) meetings from the consultants hired by the Developer that our businesses would not be affected. These are unsubstantiated statements coming from people who may never have owned or operated a hotel or a gas station.

I would also like to point out to you that contrary to the statements made here on how the developer has tried to work with the existing businesses, the first attempt was made after the Public Meeting of this commission and the Developer's position has been "My way or the Highway".

It is clear and obvious to me that if the plan is accepted in its current form I will be severely harmed from all sides:

1. My access will be condemned.
2. By allowing this plan to go through, the city will be allowing my competitor to be in charge of constructing access to my site and the access to their hotel site. It does not require Einstein to determine who will benefit and who will

EXHIBIT 9
2-2-06

- lose. It should be no surprise that their planned Hotel site is right next to the new entry. In layman terms we are asking the Fox to guard the Hen House.
3. If the access to the property is condemned and another Hotel is allowed to be built, it will cause great harm to my business and my livelihood and obviously the value of my property.

At the time I purchased the Hotel, I was given assurance by the owner Mr. Bill Van Nuys that no one can build another Hotel on this site.

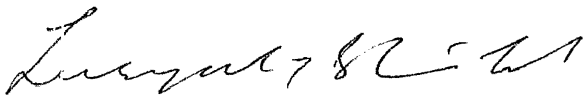
In addition to restricting another Hotel, I was also promised that the parking area behind the now closed restaurant was for permanent use by the Hotel, Restaurant and the RV Park. There is also a lighted directional sign on the corner of the entrance to the development which is for the joint use by The Hotel, The Restaurant and The RV Park. For the past 5 years I have been sharing expenses related to the sign with the Van Nuys Trust. Finally, there is another directional in front of the restaurant which the hotel has maintained and kept up for the past five (5) years. Had these promises or commitments not been made, I would not have purchased this Hotel (Copy of Aerial Photograph with locations identified is attached).

I realize that the legal issues may be outside the scope of this commission; however they must be brought to your attention.

Therefore, I request that the developer be allowed to proceed to the extent the current plat allows and then the developer must return to the commission for an open hearing at such time that future development would necessitate a change in access.

ODOT has not followed the proper procedures to change the access. This would legal proceedings by ODOT.

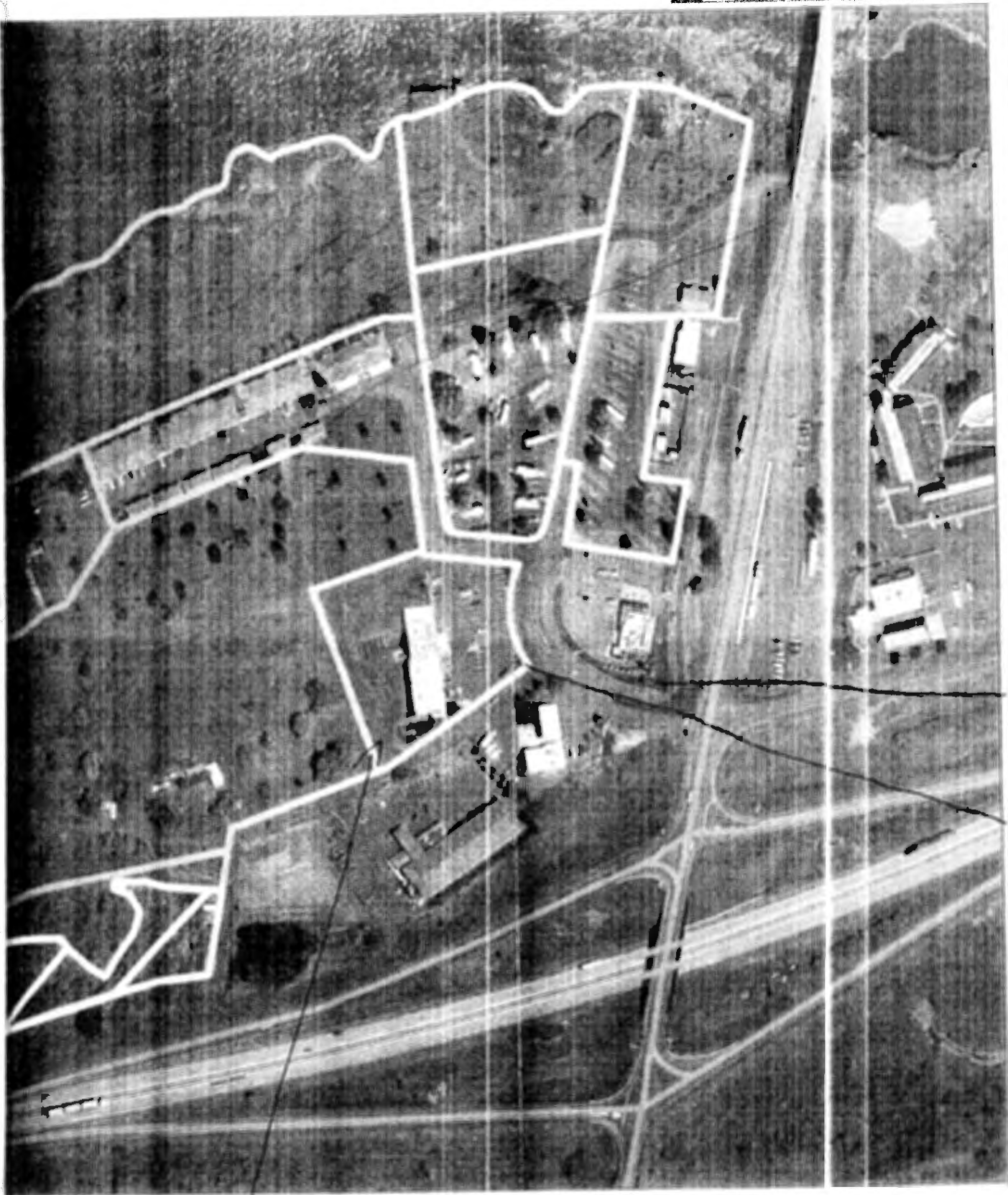
Sincerely,



Zaryab Sheikh

200 100 0

200 Feet



Listed
Sign

Sign

Source: Wasco County GIS; Wetlands: The Resource Company

TRUCK PARKING

ICO-01



January 19, 2006

To: The Dalles Planning Commission

From: Scott Keillor, AICP

RE: Lone Pine Village Planned Development (PUD 12-05)

Dear Commissioners,

Thank you for the opportunity to describe proposed changes to the Lone Pine Village Planned Development. Our purpose in revising the plan is three-fold, addressing concerns of the:

- 1) Lone Pine's existing condominium and townhome owners;
- 2) Adjacent business owners; and
- 3) City staff regarding public vs. private streets

In summary, we have addressed these concerns as follows:

- 1) Removal of the condominiums previously planned between the existing condos and townhomes and the Columbia River – this land will become a conservation area.
- 2) Delay of the roundabout until Phase 4, allowing 100 townhome and single family units to be accessed via the existing Lone Pine Drive. The Lone Pine Drive access would be closed after completion of the new roundabout in Highway 197.
- 3) Concur with staff, providing a public street loop from Lone Pine Drive eventually connecting to the new roundabout in the future. Remaining proposed streets will be private in order to allow on-street parking to count toward required parking standards. This encourages the compact urban streetscape envisioned for the core of this live-work neighborhood.

Attached you will find five revised exhibits supported by findings of compliance with the Land Use and Development Ordinance within this memorandum. A summary of the revisions include:

- ❖ **Sheet 4, Flood Plain Grading Plan.** The amount of proposed fill has been reduced from 100,000 cubic yards to 75,000 cubic yards.

- ❖ **Sheet 5, Preliminary Subdivision Plat.** Removes cottages from in front of existing condos, and adds townhomes to the east side of the “park blocks”. At the request of the Riverfront Trail Advisory Committee, a new note is added to ensure public pedestrian access along the western water front to a planned trail memorial on the point. This is envisioned as a signed, natural “spur” trail along the rock surface of the waterfront.
- ❖ **Sheet 6, Phasing Plan.** This plan has been revised, with shading to indicate that phases 1 through 3 will access via existing Lone Pine Drive. These 76 townhomes and 24 single family homes are allowed by ODOT because they replace the existing traffic trips that will be removed from the site. Phase 4 will construct the roundabout and close Lone Pine Drive, which will meet traffic demand for all twelve proposed phases of development.
- ❖ **Sheet 7, Site Parking Plan.** The parking plan has been adjusted slightly, showing 330 parking spaces are required for the development and that 337 spaces are provided, including (private) on-street parking in the mixed-use commercial core of the site.
- ❖ **Illustrated Site Plan Detail.** The new illustrated site plan provides detail on the central site area, removing cottages in front of the existing condos and townhomes, and adding townhomes to the east side of the park blocks.

The proposed changes meet the applicable requirements of The Dalles Land Development Ordinance as follows:

Section 9.050.030 (C) – Mixed-use Projects - Projects proposing to mix residential and commercial uses are limited to a maximum of 30% of the non-district use types in the total project. Example: In a residential zone, the commercial uses in a mixed-use planned development are limited to 30% of the total project.

Response: The amount of residential land has been reduced from 17.09 acres to 14.2 acres. The percentage of residential has gone from 27.7% to 23%. Open space has been increased by 2.89 acres.

10.060 (I.) - Private Streets. - Private streets, though discouraged in conjunction with land divisions, may be considered within a development site provided all the following conditions are met:

1. Extension of a public street through the development site is not needed for continuation of the existing street network or for future service to adjacent properties.

Response: The site is surrounded by the Columbia River, wetlands and I-84 freeway on three sides. There are no opportunities to extend roads through the site.

2. The development site remains in one ownership, or adequate mechanisms are established (such as a homeowners' association invested with the authority to enforce payment) to ensure that a private street installed with a land division will be adequately maintained.

Response: A home owners association will be established prior to final approval of Phase I of the project.

3. Private streets are designed to the City standards.

Response: Streets have been designed to City street standards, however, the applicant has requested some modifications to allow for pedestrian bulb-outs and center median islands.

4. Where a private street is installed in conjunction with a land division, construction standards consistent with City standards for public streets shall be utilized to protect the interests of future homeowners.

Response: Public street construction standards will be adhered to.

Conclusion

The proposed Conceptual Planned Development revisions have been made to address concerns of neighbors and City staff. Because the revised PUD Concept Plan for Lone Pine Village meets the provisions of the Land Use and Development Ordinance, the applicant respectfully requests approval of the application by the Planning Commission.



Lone Pine Master Plan - Revision

The Dalles, OR

1.19.06

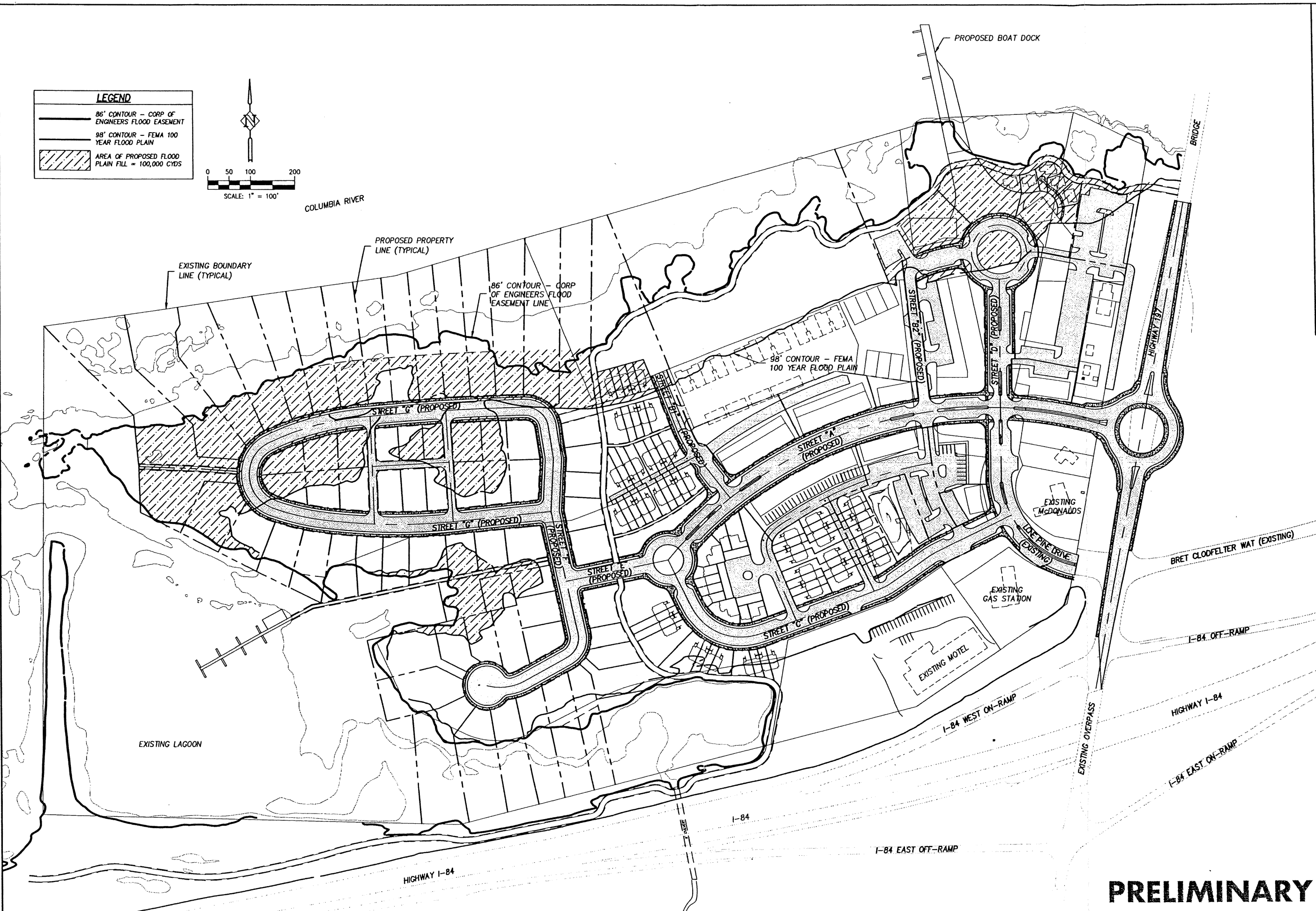
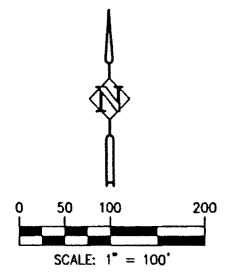
Scale: 1" = 50'

MYHRE GROUP

ARCHITECTS

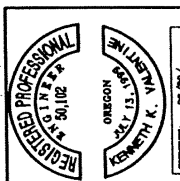
LEGEND

	86' CONTOUR - CORP OF ENGINEERS FLOOD EASEMENT
	98' CONTOUR - FEMA 100 YEAR FLOOD PLAIN
	AREA OF PROPOSED FLOOD PLAIN FILL = 100,000 CYDS



FLOOD PLAIN GRADING
LONE PINE VILLAGE PLANNED DEVELOPMENT
THE DALLES, OREGON

Harper Houf Peterson
 Righellis Inc.
 700 East Port Avenue, Suite 200, Hood River, OR 97031
 TEL: 541.387.2400 www.hhp.com Fax: 541.387.2410



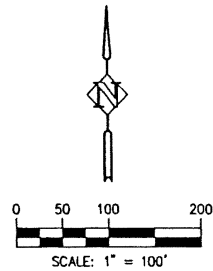
DESIGNED:	KKV
DRAWN:	HPR
CHECKED:	KKV
DATE:	12/2005

DATE	NO.	DESCRIPTION

SHEET NO. **4** OF **7**
 JOB NO. ICO-01

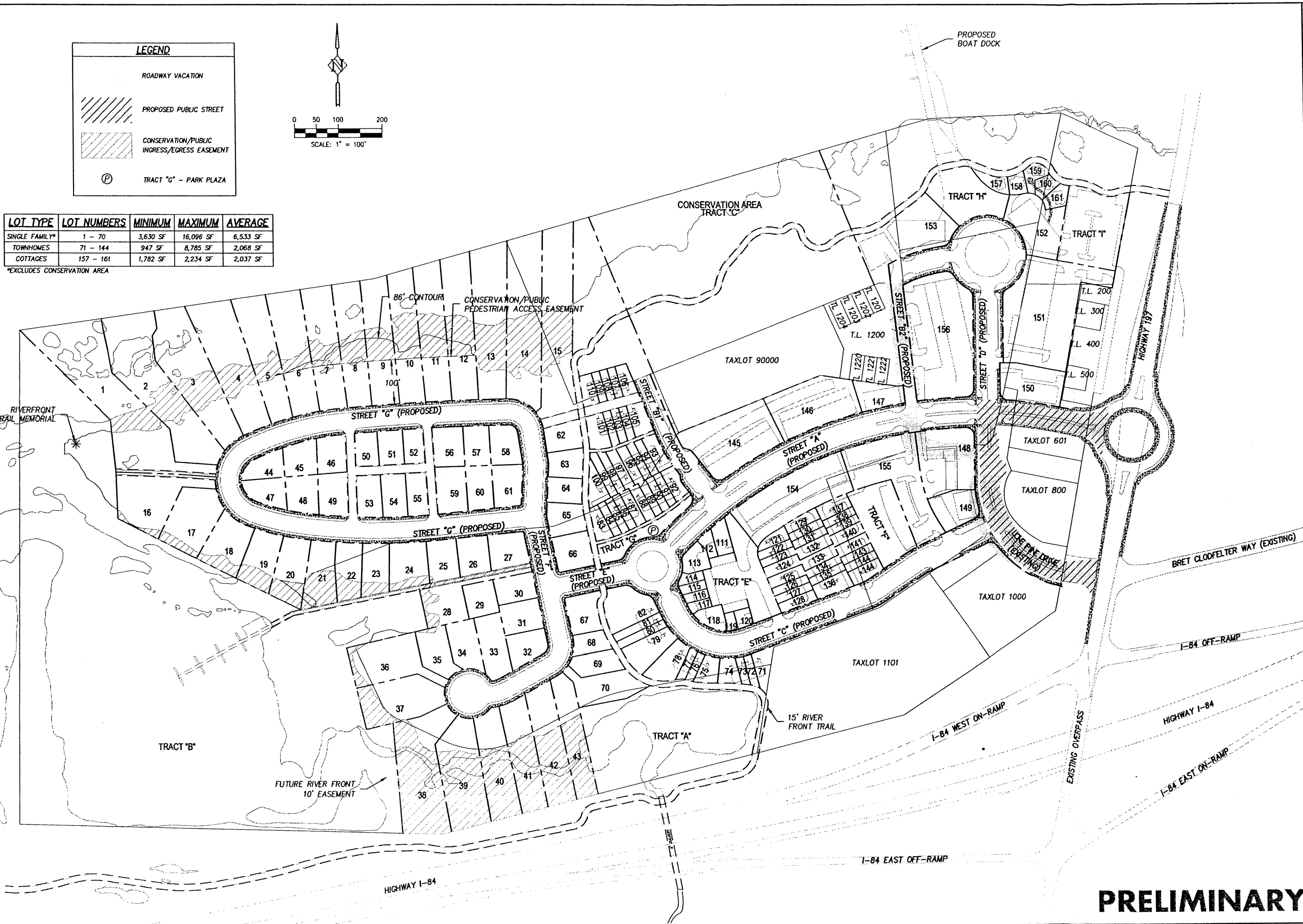
PRELIMINARY

LEGEND	
	ROADWAY VACATION
	PROPOSED PUBLIC STREET
	CONSERVATION/PUBLIC INGRESS/EGRESS EASEMENT
	TRACT "G" - PARK PLAZA



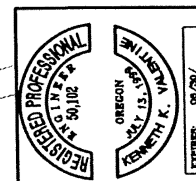
LOT TYPE	LOT NUMBERS	MINIMUM	MAXIMUM	AVERAGE
SINGLE FAMILY*	1 - 70	3,630 SF	16,096 SF	6,533 SF
TOWNHOMES	71 - 144	947 SF	8,785 SF	2,068 SF
COTTAGES	157 - 161	1,782 SF	2,234 SF	2,037 SF

*EXCLUDES CONSERVATION AREA



PRELIMINARY SUBDIVISION PLAT
 LONE PINE VILLAGE PLANNED DEVELOPMENT
 THE DALLES, OREGON

Harper Houf Peterson Righellis Inc.
 100 E. 1st Street, Suite 200, Hood River, OR 97031
 Tel. 541.387.2400 www.hhpri.com Fax 541.387.2410



DESIGNED:	KKV	DRAWN:	HHPR	CHECKED:	KKV	DATE:	12/2005
R E V I S I O N S							
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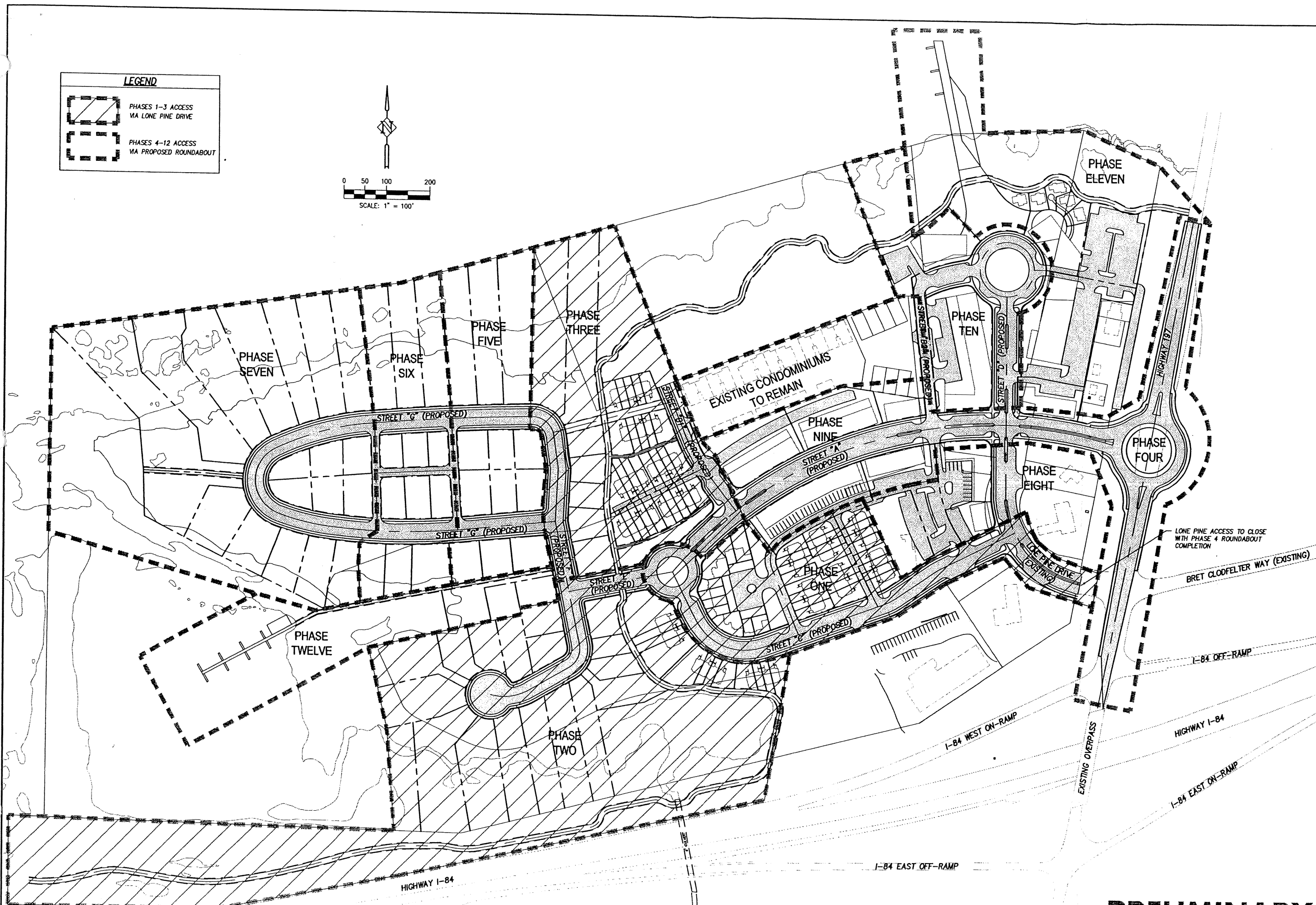
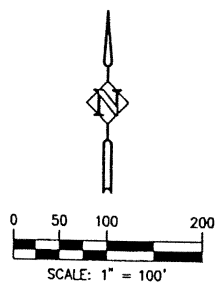
SHEET NO.
5 OF **7**
 JOB NO. ICO-01

PRELIMINARY

LEGEND

PHASES 1-3 ACCESS
VIA LONE PINE DRIVE

PHASES 4-12 ACCESS
VIA PROPOSED ROUNDABOUT

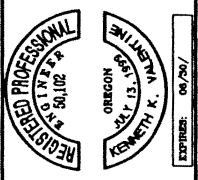


PHASING PLAN
LONE PINE VILLAGE PLANNED DEVELOPMENT
THE DALLES, OREGON

Harper
Houf Peterson
Righellis Inc.

HPR

REGISTERED PROFESSIONAL ENGINEERS
700 East Portland Avenue, Suite 200, Hood River, OR 97031
TEL 541.387.2400 www.hpr.com FAX 541.387.2410



DESIGNED:	KKV
DRAWN:	HPR
CHECKED:	KKV
DATE:	12/2005

DATE	NO.	DESCRIPTION

PRELIMINARY

COMMERCIAL & MIXED-USE PARKING TABLE

BUILDING	USE	SQUARE FOOTAGE	AUTO PARKING REQUIRED		AUTO PARKING CODE	
			MIN	MAX	MIN	MAX
C	RESTAURANT	5300	37	85	7.0	16.0
E	RESTAURANT	3500	25	56	7.0	16.0
F	COMMERCIAL	14500	44	58	3.0	4.0
G	RETAIL	600	21	30	3.5	5.0
G	OFFICE	4500	9	16	2.0	3.5
H	COMMERCIAL	6500	20	26	3.0	4.0
J	COMMERCIAL	6500	20	26	3.0	4.0
K	RETAIL	3100	11	16	3.5	5.0
L	COMMERCIAL	10000	30	40	3.0	4.0
M	GROCERY	5200	13	18	2.5	3.5
M	OFFICE	4500	9	16	2.0	3.5
N	COMMERCIAL	10000	30	40	3.0	4.0
R	RETAIL	2400	8	12	3.5	5.0

HOTEL	HOTEL	ROOMS	PER ROOM	
			MIN	MAX
		90	90	135

TOTAL		367	528
TOTAL PARKING SPACES REQUIRED 10% REDUCTION		330	

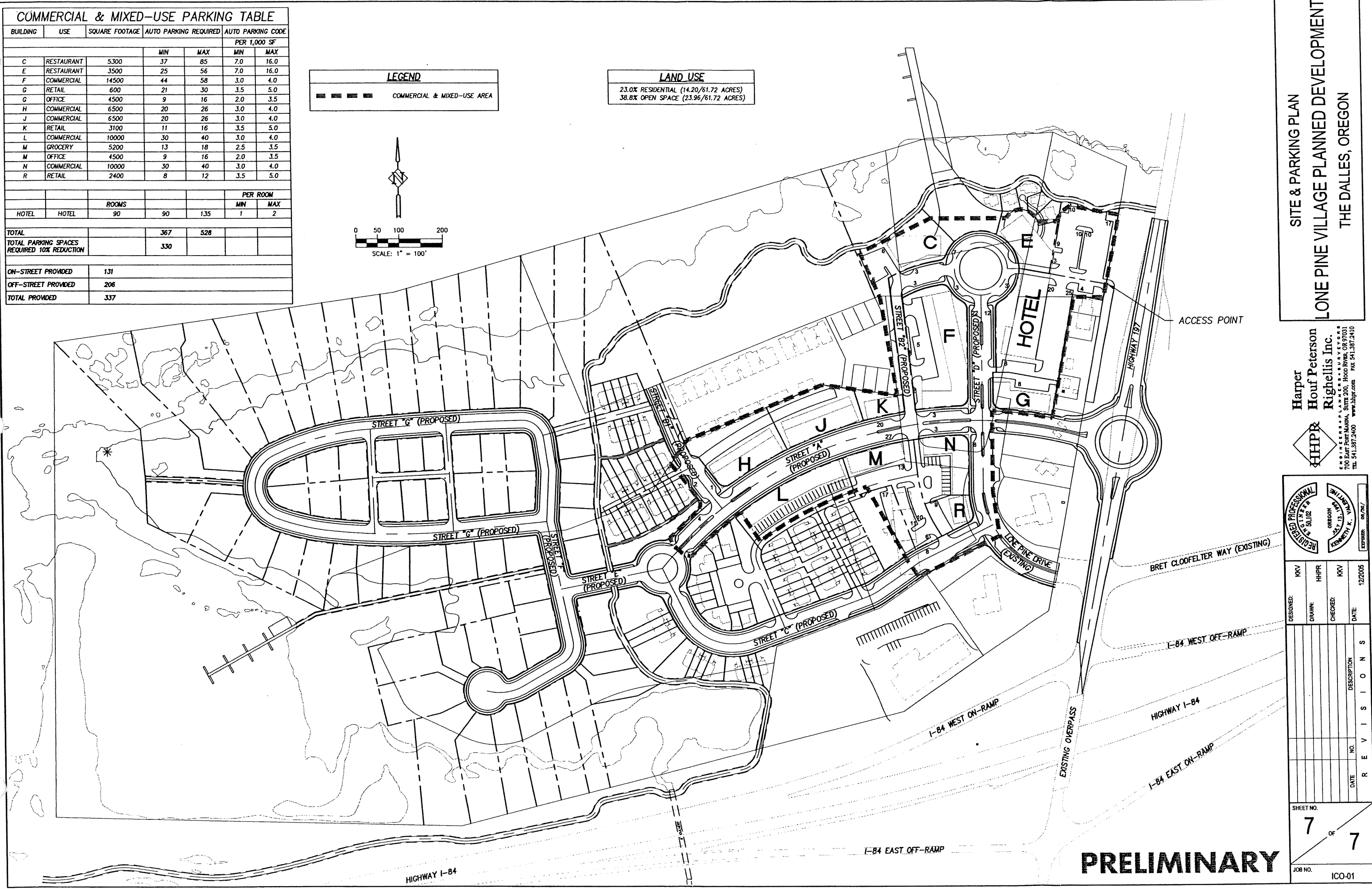
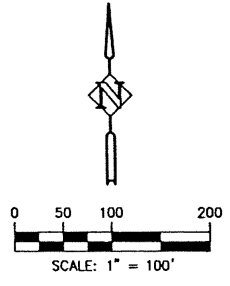
ON-STREET PROVIDED	131
OFF-STREET PROVIDED	206
TOTAL PROVIDED	337

LEGEND

--- COMMERCIAL & MIXED-USE AREA

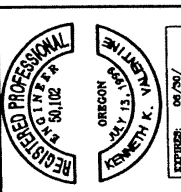
LAND USE

23.0% RESIDENTIAL (14.20/61.72 ACRES)
38.8% OPEN SPACE (23.96/61.72 ACRES)



SITE & PARKING PLAN
LONE PINE VILLAGE PLANNED DEVELOPMENT
THE DALLES, OREGON

Harper Houf Peterson Righellis Inc.
 700 East Post Macon, Suite 200, Hood River, OR 97031
 TEL 541.387.2400 www.hhpr.com FAX 541.387.2410



DESIGNED:	KKV	DATE:	12/2005
DRAWN:	HHPR		
CHECKED:	KKV		

SHEET NO.	7	OF	7
JOB NO.	ICO-01		

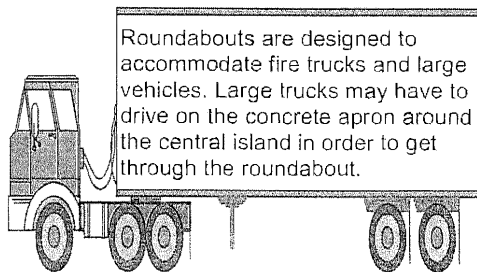
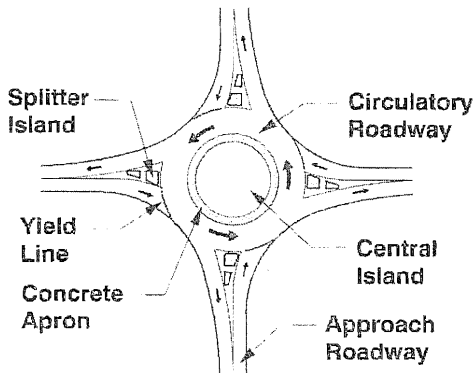
PRELIMINARY

What is a roundabout?

A modern roundabout is a type of intersection that has safety, operational and aesthetic benefits for many different road users.

Roundabouts are characterized by:

- ◆ A fairly large central island
- ◆ A circular roadway on which all vehicles travel counterclockwise
- ◆ Drivers entering the roundabout yield to traffic already in the circular roadway
- ◆ Design elements that cause drivers to use the roundabout at slow speeds, including splitter islands at all approaches



What are the general principles behind using a roundabout?

Think of roundabouts as a series of "T" intersections, where entering vehicles yield to one-way traffic coming from the left. A driver approaching a roundabout must slow down or stop for vehicles stopped ahead, yield to pedestrians in the crosswalk, and yield to traffic already in the roundabout. Then it's a simple matter of a right turn onto a one-way street. Once in the roundabout, the driver proceeds around the central island, then takes the necessary right hand exit.

What are the advantages of roundabouts?

A well-designed roundabout can improve safety, operations and aesthetics of an intersection:

- ◆ **Greater safety** is achieved primarily by slower speeds and elimination of left turns
- ◆ **Operation** is improved by smooth flowing traffic (with less stop and go than a signalized intersection)
- ◆ **Aesthetics** are enhanced by landscaping and less pavement

Are there any disadvantages? What about costs?

Drivers must pay attention; pedestrians don't have a signal to help them cross and bicyclists must merge with motor vehicles to enter the roundabout.

Construction costs are generally comparable to a traffic signal. Additional landscaping requires a long-term maintenance commitment, but normally costs less in the long run than signal maintenance.

Roundabouts

General Information & Step-by-Step Instruction

Bicyclists • Drivers • Pedestrians

Oregon Department of Transportation

Step-By-Step Instructions For Drivers & Bicyclists

NOTE TO BICYCLISTS: If you're riding a bicycle, ride as if you were driving a car. Roundabouts are designed so motorists will drive at about 15-25 MPH, close to your bicycling speed. Be assertive, so cars see you and respect your right to be on the road.

The first cue that you are approaching a roundabout is the following sign, telling you there is a roundabout ahead:



You should start slowing down. Next you will see a directional sign that shows where the exits are located on the roundabout:



Now the roundabout will be clearly visible. Slow down to 10-15 MPH as you approach. Stay in your lane, to the right of the splitter island.

Be sure to look for bicyclists merging into the travel lane, or pedestrians wanting to cross. Be considerate, and let the bicyclists merge. If you see a person in or about to enter the crosswalk, let them cross: **it's the LAW**.

NOTE TO BICYCLISTS: If you are riding on the shoulder or bike lane, merge into the travel lane before the shoulder ends. Prepare for this move early, look over your shoulder, and signal your intent to move into traffic. Don't be intimidated, assert your position upon entering the roundabout.

If you do not want to ride your bicycle in the roundabout, you may enter the sidewalk using the ramps, and proceed as a pedestrian. Refer to the step-by-step instructions for pedestrians for more details.

Then move slowly to the yield line, looking left. A YIELD sign will tell you to yield to traffic in the roundabout:



You may have to stop to yield to cars on your left. If the road is clear, simply enter the roundabout, turning right. You don't have to stop, just enter.

Proceed around the roundabout slowly. Don't pass bicyclists ahead of you within the roundabout, as your speeds should be nearly equal. Continue until you get to your exit. **Do not stop in the roundabout.**

NOTE TO BICYCLISTS: Once in the roundabout, don't hug the curb. Ride close to the middle of the lane to prevent cars from passing and cutting you off. Watch for cars waiting to enter the roundabout, as they may not see you.

Directional signs will tell you where to exit:



Exit carefully, using your right turn signal. Watch for pedestrians in or approaching the crosswalk and stop for them.

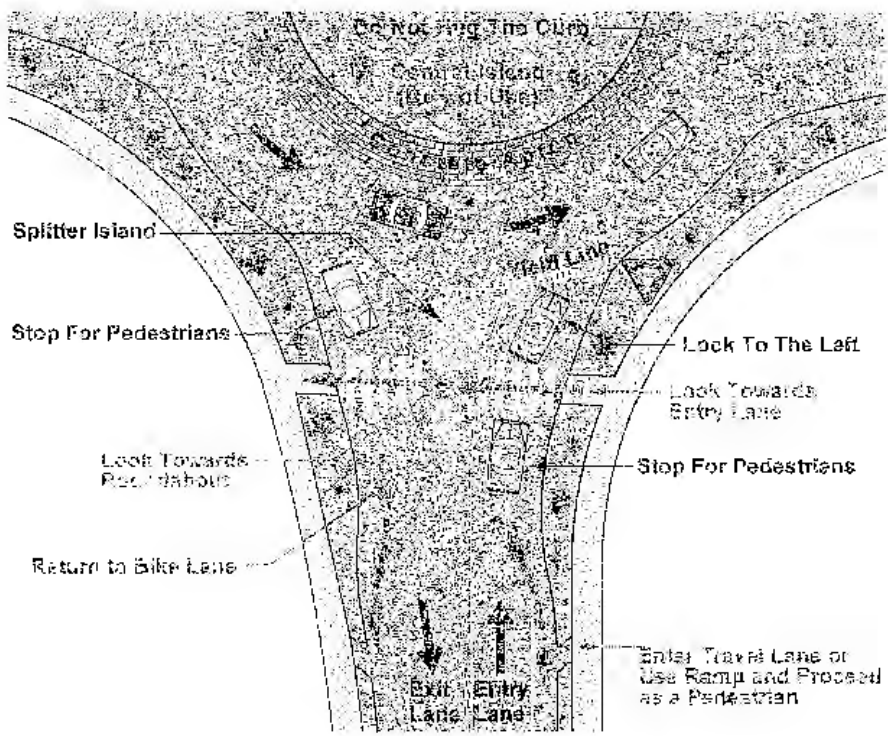
That's it, you're done! Go on to your destination and enjoy the rest of your trip.

If you have questions, contact the ODOT Preliminary Design Unit at (503) 986-3564.

Step-By-Step Instructions For Pedestrians

You can walk safely through a roundabout by following these simple steps:

- Proceed around the roundabout on the sidewalk and in the designated crosswalks. Never walk in the roundabout or to the central island.
- Cross one lane at a time to the splitter island. It's there to provide you a refuge between lanes.
- When crossing an entry lane, watch traffic coming at you down the entry lane. You have the right of way when you're in the crosswalk, but be careful to make sure that drivers can see you, and stop for you.
- When crossing an exit lane, watch for cars leaving the roundabout. Some vehicles will use their right-of-way to get to some work. You have the right of way, but do so as carefully.





Oregon

Theodore R. Kulongoski, Governor

Department of Transportation
Region 4 Program & Planning
63085 N Hwy. 97, Suite 107
Bend, Oregon 97701

January 19, 2006

File Code:

Mr. Dick Gassman
Senior Planner
City of The Dalles
313 Court St.
The Dalles, OR 97058

SUBJECT: Lone Pine Planned Unit Development (12-05)

Dear Dick:

The Oregon Department of Transportation (ODOT) appreciates the opportunity to comment on the proposed project. This project is of interest to ODOT because of its impacts to the state transportation system, in particular the project's access at Lone Pine Drive including the Bret Clodfelter leg of the intersection and the I-84 eastbound ramp terminal at US 197.

ODOT has reviewed the applicant's transportation impact study (DKS December 2005) and the City of The Dalles Staff Report (January 5, 2006 Decision Date) and concur with staff's findings that, with mitigation, the project will not adversely affect the transportation system. ODOT would request that the mitigation measures identified below be included as conditions of approval for the project.

Lone Pine Drive Roundabout

ODOT supports improving the US 197/Lone Pine Drive intersection by moving it north approximately 335 feet and building a roundabout as a traffic control device for the intersection. This new intersection would be roughly centered between the bridge and the I-84 ramps. The exact location and design of the roundabout will be determined at a later time during project development of the roundabout.

ODOT agrees that the actual construction of the roundabout can occur after the first portion of the project (67 peak hour trips) is developed. No further development of the project will be permitted until the roundabout is in place and operational. ODOT supports delaying the construction of the roundabout to minimize potential, adverse impacts on existing businesses. Further, since the project will remove other uses that currently generate approximately 67 peak hour trips through the intersection, the initial development of the project (up to 67 peak hour trips) will not degrade the operation of the intersection from what it is today.



I-84 Eastbound Off-Ramp

Traffic from the Lone Pine project causes the ramp to exceed ODOT's mobility standard and requires the addition of a left-turn lane. Similar to the roundabout, ODOT does not require the improvement to be constructed immediately. Based on ODOT's review of the traffic analysis provided by the project's traffic consultant, the addition of a left-turn lane to the eastbound I-84 off-ramp will be needed when the Lone Pine project reaches 378 cumulative trips. This is projected to occur in the 2009-2010 timeframe.

Bret Clodfelter Way

Bret Clodfelter serves as the east leg of the US 197/Lone Pine/Bret Clodfelter intersection and intersects US 197 only 150 feet from the I-84 westbound off-ramp. At some point in the future, ODOT would like the connection to relocate further north to provide a better separation between the intersection and the I-84 ramps. Improving the Bret Clodfelter connection to US 197 has been on ODOT's "needs list" for a number of years but has not been looked at in any great detail to date. A realignment of the road would necessarily affect the existing businesses in the northeast quadrant of the intersection and the operation of the intersection has been acceptable to this point so it has not been a high priority.

As an interim step, ODOT would request that at the time the roundabout is built, the project provide a right turn lane on Bret Clodfelter. This would allow left-turns from Bret Clodfelter (southbound) to instead head northbound and circle through the roundabout to go southbound on US 197. This minor out-of-direction travel will likely be preferable to waiting for an acceptable gap in traffic during peak hours and would ameliorate the site distance problem created by peak hour queuing at the roundabout.


Accordingly, ODOT requests that the following conditions be placed on the project:

- 1) The Lone Pine Development is responsible for all costs associated with the design and construction of a roundabout at their access on US 197. The roundabout will be substantially as shown in the 2005 DKS Lone Pine Traffic Impact Study. The final design and construction of the roundabout, including traffic calming, must be reviewed and approved by ODOT. The roundabout will be constructed and operational prior to the approval for any additional development of the Lone Pine project beyond the initial 67 peak hour trips. If safety and/or operational problems adversely affect the existing Lone Pine intersection, ODOT may, at its sole discretion, require the roundabout be constructed prior to the project's consumption of the 67 peak hour trip allowance.
- 2) When the roundabout is constructed, Lone Pine Development will also construct a right turn lane within the existing right-of-way on Bret Clodfelter.

- 3) The Lone Pine Development is responsible for all costs associated with the design and construction of a left-turn lane at the I-84 eastbound off-ramp intersection with US 197. The design and construction of the left-turn lane must be reviewed and approved by ODOT. Based on the analysis contained in the traffic impact study, the left-turn lane will be needed when the Lone Pine project reaches a cumulative trip generation of 378 peak hour trips. This is anticipated to occur in the 2009-2010 timeframe. If safety and/or operational problems adversely affect the I-84 eastbound off-ramp/US 197 intersection, ODOT, at its sole discretion, may require the left-turn lane to be constructed sooner than the 2009-2010 timeframe.
- 4) Lone Pine Development will enter into a binding agreement with ODOT consistent with the three conditions above. The agreement will be executed prior to the issuance of the first building permit for the project.

If you have any questions about these comments, or require further information, please feel free to contact myself or Brad DeHart. I can be reached in Bend at (541) 388-6437. Brad DeHart can be reached in The Dalles at (541) 296-2215.

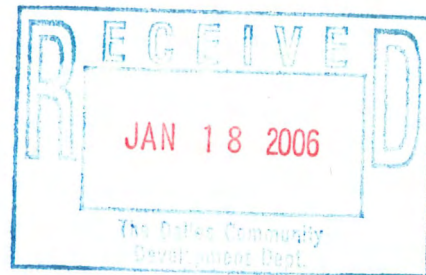
Sincerely,



James R. Bryant
ODOT Region 4 Planner

cc: Scott Keillor, HHPR (via E-mail)
Scott Mansur, DKS (via E-mail)
Joel McCarroll, ODOT Region 4 Traffic Manager (via E-Mail)
Brad DeHart, ODOT District 9 (via E-Mail)
David Boyd, ODOT Region 4 Access Management Engineer (via E-Mail)

Wayne D. and Laurel O. Lease
41 Private Lake Road
White Salmon, Washington 98672
509-493-3582



City of The Dalles
Planning Department
313 Union Street
The Dalles, Oregon 97058
Attention: Planning Commission

Regards: Lone Pine Development Plan

Honorable Committee Members,

January 14, 2006

Highway 197 is a major thoroughfare with connections to all major north-south and/or east-west arterials that run through a geographical area publicized as a designated "Hub of Commerce". This highway serves private and public entities located in both North Central Oregon and South Central Washington and has a long established history of significant importance.

The request before the Planning Commission to alter this avenue of commerce to approve in concept a 12 year plan for the reformation and development of the "Lone Pine" area needs further study and consideration. We support the suggestion to develop the Lone Pine property but alterations made to Highway 197 that may adversely impact existing vested businesses, interstate commerce, and the future development of the surrounding area must not be allowed.

The Lone Pine land mass is small in size by comparison to the total geographical area that will be affected by changes made to Highway 197. We therefore suggest comment and representation in the evaluation of any proposed alteration to this thoroughfare be solicited from all interested public and private entities in the State of Washington. The future of The Dalles Airport, The Port of Klickitat, and the citizens of Dallesport are indispensable to the Mid Columbia Area and they should not be exempted from the decision making process.

Wayne D. Lease, President
Laurel O. Lease, Secretary
Leaco Enterprises, Inc.
The Dalles, Oregon 97058

(5)



Klickitat County Port District

January 19, 2006

THE CITY OF THE DALLES

ATTN: Mr. Daniel Durow, Planning Director

313 Court St.

The Dalles, OR 97058

FAX 541-298-5490

RE: LONE PINE (SCOTT KEILLOR) DEVELOPMENT - PUBLIC HEARING 1/19/06

Dear Mr. Durow:

I am writing regarding the public hearing continued to this evening regarding the development at the Lone Pine area, adjacent to Hwy 197 and I-84.

It is imperative to the Klickitat County Port District #1 that highway access on Hwy 197 is not impeded and continues to be streamlined for the transportation of goods and services via large truck traffic. The Port of Klickitat owns and operates approximately 660 acres of industrially zoned property located approximately one (1) mile to the northeast of the subject property, on the Washington side of the Columbia River. Existing businesses and future businesses within our industrial park rely on good access via Hwy 197 to the interstate corridor of I-84.

It is imperative that this development not hamper the efficient transportation efforts of businesses that currently use or in the future may use this highway system. I encourage your department to ensure that if roundabouts are considered (or approved) for this site that they will truly benefit large trucks and the movement of freight. It is imperative to the economic vitality of our region that transportation efforts not be impeded.

Thank you for your consideration.

Sincerely,


Dianne Sherwood
EXECUTIVE DIRECTOR

cc: Wayne Wooster, KC EDC
Port Commissioners
Airport Board Managers

154 E. Bingen Point Way #A • Bingen, WA 98605 • (509) 493-1655 • Fax (509) 493-4257

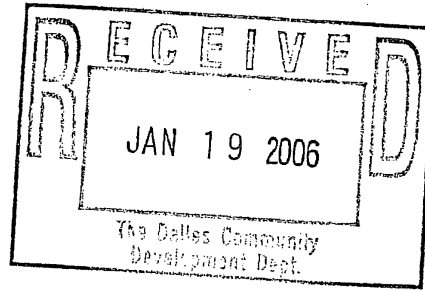


Oregon

Theodore R. Kulongoski, Governor

Department of Fish and Wildlife

Mid-Columbia Field Office
3701 West 13th Street
The Dalles, OR 97058
(541) 296-4628
FAX (541) 298-4993



January 19, 2005

Richard Gassman
City of The Dalles Planning
313 Court Street
The Dalles, Oregon 97058

Re: Lone Pine Development

Dear Mr. Gassman:

I have some comments related to the proposed Lone Pine Planned Development:

- 1) It is a usual and accustomed practice for a development of this size, given the potential environmental impacts that this proposed development may encounter, to have the involved parties submit the proper information to the Oregon Department of Fish and Wildlife (ODFW) for review and comment. The only information that ODFW received on the Lone Pine Planned Development, were maps supplied from concerned citizens. ODFW has received no information from the city or the developer.
- 2) The Lone Pine – Planned Development – Wetland Delineation Map clearly fails to adequately map the wetlands on the proposed project site. Additional wetlands mapping will be needed before a proper review of the site plan can be made.
- 3) The proposed development is in habitat that federal and state listed threatened and sensitive species utilize. Has the plan addressed the possible impacts to these species?

I would suggest that a meeting with the developers and the full site development plans be submitted to ODFW to address the impacts that the planned development will likely have on fish and wildlife and their habitats. After this has occurred, ODFW will be in a position to adequately comment on the proposed Lone Pine Planned Development.

Sincerely,

Keith Kohl
District Wildlife Biologist
Mid-Columbia District

Richard Gassman

Exhibit 7

From: Keith Jones [keithj@hhpr.com]
Sent: Thursday, January 19, 2006 3:21 PM
To: richard_gassman@ci.the-dalles.or.us
Cc: Scott Keillor
Subject: Lone Pine Development Wetland Study (ICO-01)



Wetland_Delineatio
n_1.jpg



lone pine
delineation_1.doc

Hi Dick,

Attached is the text and map from the wetland report for Lone Pine. Scott Keillor was wanting to have this entered into the record tonight.

In summary, the wetland consultant just finished the study. We are intending to submit the study to DSL for concurrence after the land use decision.

The wetland boundary was GPS'd by the wetland consultant and we used this to do the lot layout so it is fairly accurate. We had the consultant go out a second time and they found a small wetland along the Columbia River that does not impact the proposed layout.

I believe that there may have been a comment that the delineation is not accurate since it does not cover the entire lagoon. The wetland areas does not show all of the area covered by water since it is the edge of the wetland near the area of proposed development that we were concerned with.

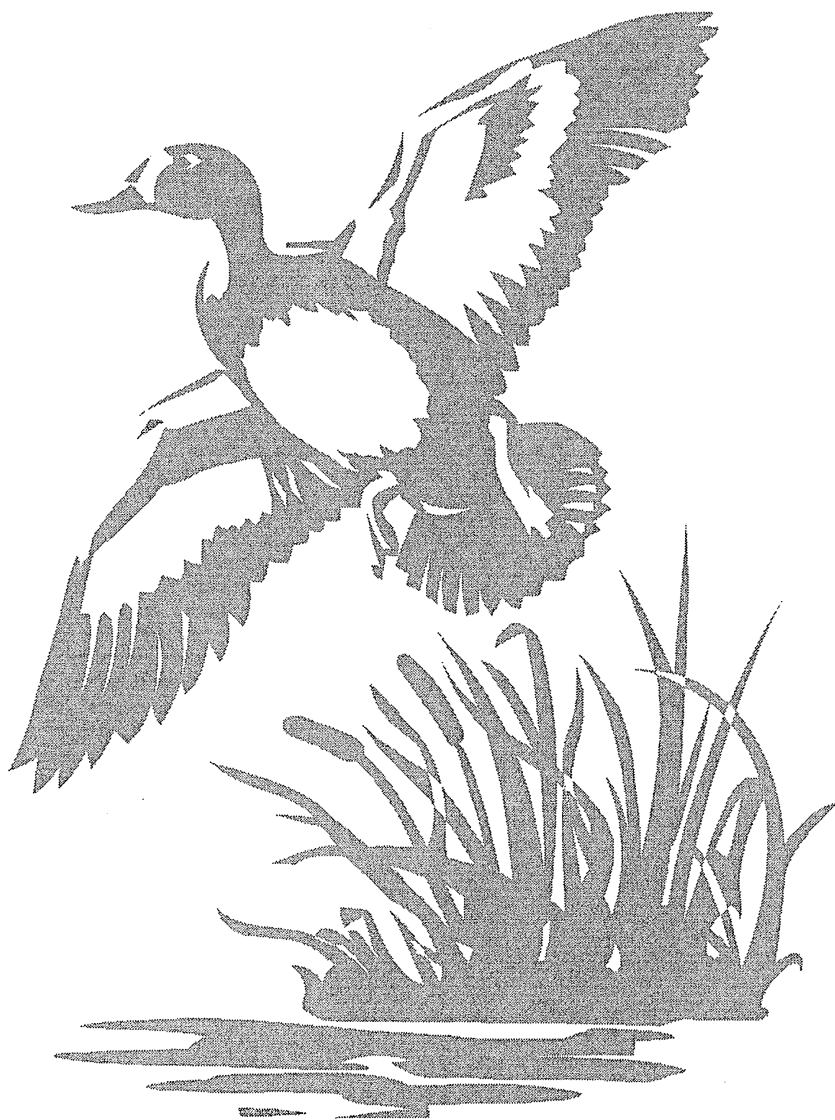
thanks

Keith

Keith B. Jones, AICP
Senior Planner
Harper Houf Peterson Righellis Inc.
5200 SW Macadam, Suite 580
Portland, OR 97239
ph: 503-221-1131 fax 503-221-1171

Wetland Delineation and Assessment

Lone Pine Project; The Dalles, OR



Prepared for:
Icon Holdings L.L.C.
C/O Kingswood Inc.
Robert Gilham
PO Box 1608
202 Oak St. Suite 550
Hood River, OR 97058

Prepared by:
The Resource Company, Inc.
2008 C Street
Vancouver, WA 98663
(360) 693-4555

December 13, 2005
Revised Date: January 6, 2006

LONE PINE PROJECT WETLAND DELINEATION and ASSESSMENT

Project/Applicant: Lone Pine / Icon Holdings, LLC
Location: 350 Lone Pine Drive, The Dalles, OR (Fig. 1)
County: Wasco County, OR
Legal Description: Section 1 Range 1N, Township 13E and Section 36 Range 2N, Township 13E; W.M.
Tax ID numbers: 1N 13 1/2N 13 36
Size: 60-acres
Lat/Long: 45.604 W/121.147 N
Project Type: Residential Development
Assessment by: Clint Emerson - The Resource Company, Inc.
Site Visits: November 30, December 12, 2005 and January 3, 2006
Report Date: December 13, 2005
Revised Date: January 6, 2006

INTRODUCTION

This report details the results of a routine onsite wetland delineation and assessment conducted by The Resource Company, Inc. (TRC) for Icon Holdings, LLC. This delineation report identifies the extent of wetlands found within the study area as defined and regulated by the Oregon Department of State Lands (DSL) and U.S. Army Corps of Engineers (COE). The Lone Pine project proposes to build a large sub-division covering a large portion of the 60 acre parcel. The overall layout of the proposed project will be completed following the results of the wetland delineation and subsequent verification by DSL.

The project site currently exists as vacant land located in the eastern outskirts of The Dalles. Three wetlands were identified within the property, two are small isolated shrub-scrub wetlands, and the other is a large shrub-scrub wetland complex extending across the south and southwest boundary of the property. Detailed information on the methods and results of the delineation are covered below.

PROJECT AREA

The project site consists of 60 acres of rocky barren land located at the intersection of I-84 and U.S. Hwy. 197 directly adjacent to the Columbia River. The site is predominately composed of vacant land with scattered rock outcroppings and few trees. Vegetation is mostly comprised of non-native species such as Himalayan blackberry (*Rubus discolor*), Diffuse knapweed (*Centaurea diffusa*), wild oat (*Avena fatua*) and quackgrass (*Elytrigia repens*). A portion of the site is currently being used as a driving range. Adjacent to the driving range is a moderately sized mobile home park and a group of existing condominiums. Past land uses were likely minimal considering the dry barren nature of the site but there is still evidence of fishing platforms used by Native Americans along the rivers edge. Surrounding land uses include

commercial uses for a gas station, hotel and restaurant. The topography of the study site is diverse with flat terraces dissected by narrow shallow canyons. (Fig. 2).

DELINEATION METHODS

The wetland delineation was conducted according to the Routine Onsite method described in the 1987 Corps of Engineers Wetlands Delineation Manual (Department of the Army 1987), hereafter, referred to as the manual. According to the manual, jurisdictional wetlands are defined as:

Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

The manual uses three parameters in making wetland determinations: hydrophytic vegetation, hydric soils and wetland hydrology.

Hydrophytic vegetation are plants that due to morphological, physiological, and/or reproductive adaptations, have the ability to grow, effectively compete, reproduce, and/or persist in anaerobic soil conditions. Hydric soils are soils that are saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions that favor the growth and regeneration of hydrophytic vegetation. Wetland hydrology is present when an area is inundated or saturated to the surface for at least 5 percent of the growing season. The growing season is defined as the portion of the year when soil temperature at 19.7 inches below the soil surface is greater than biological zero (5 degrees C).

Except in certain situations defined in the manual, evidence of a minimum of one positive wetland indicator from each of the three parameters (hydrology, soil, and vegetation) must be found in order to make a positive wetland determination.

Prior to the on-site investigations, a review of existing information related to determination of wetland boundaries was conducted. This review included the Wasco County Soil Survey, National Wetland Inventory maps, United States Geological Survey topographic maps, and aerial photographs.

Following the background information review, an on-site investigation was conducted on November 30 and December 12, 2005. In order to delineate wetlands within the study area, observation points were selected to correspond with terrain features, vegetation, hydrology and mapped hydric soils identified on the site. At each observation point, the vegetation, soils and hydrology were characterized and this information was then used as the basis for making the wetland determinations.

To determine if hydrophytic vegetation was present, the vegetation on the site was compared to the National List of Plant Species that Occur in Wetlands: 1988 - Northwest (Region 9) (Reed 1988) to determine plant wetland indicator status. This list places plants into four categories:

Obligate wetland plants (OBL) -- plants likely to occur in wetlands greater than 99 percent of the time.

Facultative wetland plants (FACW) -- plants likely to occur in wetlands 67 to 99 percent of the time.

Facultative plants (FAC) -- plants equally likely to occur in wetland and non-wetland areas (34-66 percent of the time).

Facultative upland plants (FACU) -- plants that only occur in wetlands 1 to 33 percent of the time.

Hydrophytic vegetation is present when more than 50 percent of the dominant species have an indicator status of OBL, FACW, and/or FAC. For each sample plot, relative coverage of vegetation was visually estimated and recorded for each strata of vegetation (tree, shrub, and herb). Dominant vegetation was then determined using the 50/20 method described in the COE manual.

The presence or absence of hydric soils was determined by digging soil pits to a depth of 18 inches when possible and examining the soil for hydric soil indicators. Organic soils such as peats and mucks are considered hydric soils. Sandy soils with organic matter on the surface and/or streaking lower in the horizon are considered hydric soils. Mineral hydric soils are generally either gleyed or have bright mottles and/or low matrix chroma immediately below the A-horizon or 10 inches (whichever is shallower). Soil colors are determined using the Munsell Soil Color Chart (Kollmorgen Instr. Corp. 1990).

The site was examined for standing water and/or saturated soils that serve as primary indicators of wetland hydrology. The area was also checked for other wetland hydrologic characteristics such as watermarks, drift lines, wetland drainage patterns, and morphological plant adaptations.

RESULTS AND DISCUSSION

The National Wetlands Inventory (NWI) map indicates two different wetland classes mapped on the site (Fig. 3). It should be noted however, that NWI wetlands are mapped using aerial photos and topographic maps and are therefore not meant to determine the extent of jurisdictional wetlands.

The Wasco County Soil Survey (USDA) identifies the following soil mapping units on this site (Fig. 4):

39-Rock outcrop-Xeropsammets complex. This complex is along the Columbia River. These areas were previously part of the Columbia River channel but are now terraces above the river. Stream action has scoured holes in the basalt lava beds and deposited sand and water-worn gravel. Numerous large and small outcrops of bedrock protrude from a few inches to as much as 15 feet above the soil and make up 50 to 75 percent of

the complex. The soil consists mostly of sandy water-laid and windlaid material 5 to more than 60 inches deep. It is light colored and contains little organic matter. The root zone is shallow, and the water-supplying capacity and natural fertility are low. The principal concerns are wind, erosion and fire. The complex is not subject to overflow. Slopes are 0 to 30 percent. This complex is poorly suited to grazing. Large areas are idle because they are not readily accessible to livestock.

The National Weather Service rain gauge in The Dalles has not produced any rainfall data for the last month. However, totals in the nearby town of Dufur, OR were 1.97 inches for the month prior to the delineation. The time of year is optimal for determining hydrology indicators with regards to delineating wetlands.

Based on the review of existing information and the results of the routine on-site delineation method described by the Army Corps of Engineers, one perennial stream and associated wetland along with a small isolated wetland were identified and delineated within the boundaries of the study site (Fig. 5). Wetland boundaries have been flagged in the field with orange wetland boundary tape. Wetland boundaries depicted in Figure 5 are based on the results of GPS surveying conducted by TRC. The accuracy of the GPS'd wetland boundary in Figure 5 has been established at 1-meter. A detailed description of the on-site wetlands, streams, and uplands is found below.

Wetlands

Wetland A

Wetland A exists as a perennial stream within a large palustrine shrub-scrub wetland (Fig. 5). The stream channel is extremely braided and difficult to differentiate from the surrounding wetland. The wetland extends along the entire south and southwestern portions of the property eventually terminating where the open lake drains into the Columbia River. Much of the wetland margin is bordered by large (15-25 foot) rock walls that differentiate the upland from the wetland. Vegetation within the wetland consists of dense mats of reed canarygrass (*Phalaris arundinacea* - FACW) with scattered patches of shrub areas dominated by Columbia River willow (*Salix fluviatilis* - OBL), Northwest willow (*Salix sessifolia* - FACW), Pacific willow (*Salix lasiandra* - FACW+) and thinleaf alder (*Alnus incana ssp. tenuifolia* - FACW). Positive indicators of wetland hydrology include saturation to the surface, areas of inundation, and wetland drainage patterns. Positive indicators of hydric soils were low chroma color soil matrices, the presence of mottles, organic muck and sand with mottles and organic matter accumulating within it.

Wetland B

Wetland B is a small isolated wetland similar in nature to the larger wetland but separated by an area of upland. Vegetation consists of Columbia River willow, scouring rush horsetail (*Equisetum hyemale* - FACW) and Pacific willow. Soils are sandy in nature but the lower strata (10-12") revealed a low chroma matrix with obvious mottling. Hydrology is indicated by the topographical depression that the wetland is occurring within.

Wetland C

Wetland C is also a small isolated wetland with much of the same vegetation as the others. The main difference is its location directly adjacent to the Columbia River (Fig. 5). Dominant species are Columbia River willow, reed canary grass and thinleaf alder. Soils are sandy with minor amounts of mottling and organic streaking. The wetland is completely enclosed by rock walls and much of the area has very shallow sandy soil that covers rock by only six inches or so. Hydrologic indicators are saturated soils in portions of the wetland.

Uplands

Upland areas within the site are dominated by non-native species. Diffuse knapweed has spread extensively throughout the area thriving on the open barren landscape. Other invasive species such as wild oat and quackgrass were found to occur quite abundantly. Black locust (*Robinia pseudoacacia* – UPL) is the dominant tree on the site. Himalayan blackberry (*Rubus discolor* – UPL) and crabapple (*Pyrus fusca* – FACW) were found consistently growing along the upland margin of the large wetland. Soils in the upland consist mostly of pure sand with some areas being a fine sandy loam. Further from the wetland boundaries the soils become very rocky.

REGULATORY ISSUES

The wetlands and streams found within the study area are regulated at the federal and state levels by the U.S. Army Corps of Engineers (COE) and the Oregon Department of State Lands (DSL) respectively.

Current COE regulations allow the filling of up to 1/10 acre of certain types of wetlands without receiving prior approval. DSL allows fills of up to 50 cubic yards in certain types of wetlands without obtaining a removal-fill permit. Any impacts above this 1/10-acre/ 50 cubic yard threshold however, will require formal approval from the COE and DSL. Direct impacts greater than the above listed amounts will require that mitigation measures be completed to offset impacts.

Currently, the city of The Dalles does not require buffers on streams and/or wetlands within the city's jurisdiction. However, it should be noted that if wetland impacts greater than 50 cubic yards are planned, DSL has the authority to require buffers on the remaining wetlands in order to protect critical wetland functions.

Since the COE and DSL have the final authority in determining wetland sizes and categories under the appropriate jurisdictions, it is recommended that this delineation report be submitted to these agencies for concurrence prior to starting any development or planning activities that would affect wetlands or streams on this site.

This wetland report documents the investigation, best professional judgment and conclusions of the investigator. It is correct and complete to the best of my knowledge. It should be considered a Preliminary Jurisdictional Determination of wetland and other waters and used at your own risk

unless it has been reviewed and approved in writing by the Oregon Department of State Lands in accordance with OAR 141-090-0055.

LITERATURE CITED

Department of the Army. 1987. Corps of Engineers Wetlands Delineation Manual. Technical Report Y-87-1, U.S. Army Engineer Waterways Experiment Station, Vicksburg, Mississippi.

Kollmorgen Instruments Corporation. 1990. Munsell Soil Color Charts. Macbeth Division of Kollmorgen Instruments Corporation, 2441 North Calvert Street, Baltimore, Maryland.

Reed, P.B., Jr. 1988. National List of Plant Species that Occur in Wetlands: Northwest (Region 9). U.S. Fish & Wildlife Service Biological Report 88(26.9). 89pp.

United States Department of Agriculture. 1983.- Soil Survey of Hood River County. Soil Conservation Service, in cooperation with Oregon Agricultural Experiment Station. 178 pp. plus maps.

Exhibit 8



Letter to The Dalles Planning Commission:

Re: File No. Planned Unit Development 12-05
(Modification of PUD 9-94, Lone Pine Village)

Dear Commissioners:

We have previously submitted opposition testimony in the above proceedings, which have been continued to this date.

We have had concerns over the original version of this proposal. Since that time, the applicant has met with representatives and members of the two condominium homeowners associations and the applicant have reached a Settlement Agreement (the "Settlement Agreement") on a modified proposal which has recently been or is at tonight's hearing to be submitted to the City. The modifications deal with the status of the area of land between the condominiums and the Columbia River, so that land will perpetually be in open space and used only for a pedestrian and bicycle trail.

Based on the Settlement Agreement, we withdraw our opposition to this modified proposal, and, in fact, support the same. As indicated, this position is based on the Settlement Agreement. If for any reason the Settlement Agreement is not signed or is subsequently breached by the Applicant, we reserve the right to take a different position.

Sincerely,

A handwritten signature in blue ink that reads "Gary C. Orsley". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

Exhibit 9

Letter to The Dalles Planning Commission:

Re: File No. Planned Unit Development 12-05
(Modification of PUD 9-94, Lone Pine Village)

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Sincerely,

Jim Heitkemper

Kathy Heitkemper

PDX_DOCS:367603.1
01/19/06 12:09 PM

*277 Lone Pine Ln
The Dalles, OR 97058*

Letter to The Dalles Planning Commission:

Re: File No. Planned Unit Development 12-05
(Modification of PUD 9-94, Lone Pine Village)

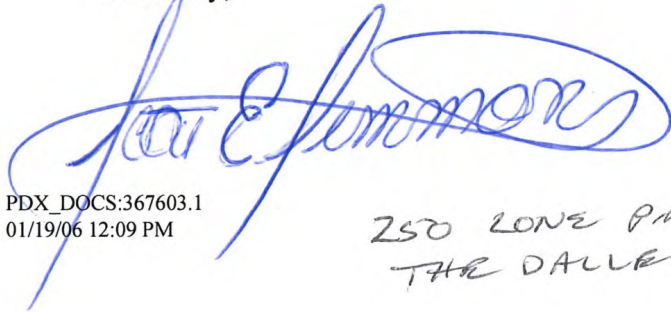
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We have previously submitted opposition testimony in the above proceedings, which have been continued to this date.

We have had concerns over the original version of this proposal. Since that time, the applicant has met with representatives and members of the two condominium homeowners associations and the applicant have reached a Settlement Agreement (the "Settlement Agreement") on a modified proposal which has recently been or is at tonight's hearing to be submitted to the City. The modifications deal with the status of the area of land between the condominiums and the Columbia River, so that land will perpetually be in open space and used only for a pedestrian and bicycle trail.

Based on the Settlement Agreement, we withdraw our opposition to this modified proposal, and, in fact, support the same. As indicated, this position is based on the Settlement Agreement. If for any reason the Settlement Agreement is not signed or is subsequently breached by the Applicant, we reserve the right to take a different position.

Sincerely,



PDX_DOCS:367603.1
01/19/06 12:09 PM

250 LONE PINE LANE #8
THE DALLES, OR 97058

Exhibit 11

T0: City of The Dalles Planning Commission
FROM: The Board of The Dalles' Lewis and Clark Riverfront Trail
DATE: 12 January 2006
SUBJECT: Icon Holdings Application (#12-05) to Develop the Lone Pine Site.

"The Board of The Dalles' Lewis and Clark Riverfront Trail supports Icon Holding's Lone Pine development proposal, contingent upon the fulfillment of Icon Holding's guarantee that the development will include a conservation easement and permanent public access along the waterfront to the westernmost point of the property, with the width of the access easement being enough to allow access even during normal periods of high water; that the Board will have the right to place a memorial (to Don Rohde) on that point; and that the developers will construct, to uniform trail standards and in phases along with the construction of other planned buildings and associated infrastructure, the portion of the Riverfront Trail that goes through the development. The Riverfront Trail Board urges The Dalles Planning Commission to include these stipulations as conditions of approval of this planned unit development. The Board would like to emphasize that Trail should go along the riverfront wherever possible."

1/19/06

City of The Dalles
Community Development Dept.
313 Court Street
The Dalles, Oregon 97058

Re: Public hearing PUD 12-05

My name is John Douglas Hattenhauer owner of land and improvements at 100 lone Pine Drive, (Lone pine 76) which is currently a 76 fueling station and a small mini-mart. I am also the president of Hattenhauer Distributing Co. that leases the property and operates the site. My wife and I have been involved with this property since it will built 40 years ago. Hattenhauer Distributing currently pays approximately over \$28,000.00 for the 2005 business year in City fuel taxes. The City also received \$811.25 for the 2005-2006 property tax year.

In 1981 I purchased the Texaco improvements from Texaco, Inc. and in 1989 purchased the Land from William Van Nuys. Before purchasing the Land was under one parcel that included the property where the current Chevron is located. At the time of my purchase the streets in front and side of my property were dedicated to the City. At the time the access to the approach road with ODOT was with W. J. Seufert Land Company. Today not sure who has the control of the access point but the City has implied that they are the Title holder but there is no written record of such. It needs to be established who is the legal owner of this access point as any changes will create economic hardships for our business. We currently have great access to our property and the existing business has survived based on the access and the location of the freeway. In the forty years of this business there have been only three tenants which only means that the freeway and the access points have supported this location.

In 1994 Mr. Van Nuys submitted a plan PUD9-94 for the development of Lone Pine that included a golf course, boat ramp, club house, retail space, 24 lane bowling alley, 36 Condo units maintaining the existing retail sites and a RV park. The application was in William Van Nuys name which has been transferred to the Van Nuys Trust. The Trust apparently has hired Kargl, Elwood, and Geiger, Inc. (agent) to sell the property. The agent currently has a buyer Icon Holdings, LLC that they also represent. I have the following questions:

1. Who or Whom is the Van Nuys Trust. Have all owners of the trust signed off as required by the site plan review.
2. What documents has the agent produced to verify they have the authority to bind the Van Nuys Trust for this undertaking
3. What documents have been provided to the planning commission as to future selling or leasing of the property as required (Section 9.050.040)?
4. What vested rights do each of these entities have as to the 1994 plan (Icon Holdings, LLC and Van Nuys Trust) as submitted by William Van Nuys as this plan completely has altered the vision by Mr. Van Nuys.

The plan calls for eliminating the current entrance and exit points to Lone Pine drive and move the entrance and exit points further north. It is being proposed that a 3-legged Roundabout be built to accommodate this change of access points. It has not been established as of this writing that the new access point will be owned by the City and how much if any will be dedicated streets and be built to City standards: I have the following concerns that will need to be addressed as to this PUD:

1. Who do we contact for loss of access, loss of business, devaluation of existing use or future uses?
2. The streets currently appear to be much larger than the proposed streets.
3. How does the City plan to vacate the streets
4. The commission should require an impact study as to any hardships to existing property owners before this plan is approved.
5. The current proposed streets do not meet handling of our Truck/Trailer deliveries.

The proposal call for the applicant to work with Oregon Department of Transportation to move the existing access further North via a Roundabout (3-legged) on HWY 197. A traffic impact study was required by the applicant. I have the following concerns:

1. The traffic study may be flawed:
2. There has been no Access Management Plan proposed to insure this is the best for all parties now and in the future.
3. The roundabout may be undersized
4. The roundabout does not take in the Clodfelter Way.
5. There may be safety issues as to speeds, off tracking by trucks, Etc.
6. No bike lanes are proposed on HWY 197, why not?
7. There should be input as to changing the speed from current 45 miles/hr to 35 miles/hr vs. the safe use of the roundabout to no more than 25 miles/hr from the public. Is this plan safe based on site and distance to the roundabout going south from Washington State?
8. This is a regional Highway but no input has been allowed or provided from our neighboring State of Washington.

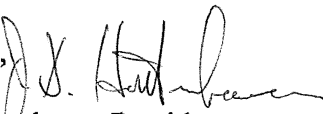
Before the Roundabout is built require an Access Management plan that could be funded by the State, the applicant, the County or City or jointly. The City collects over \$50,000.00/year from the two stations located in this area. There should be funds available for this very important long term Highway system.

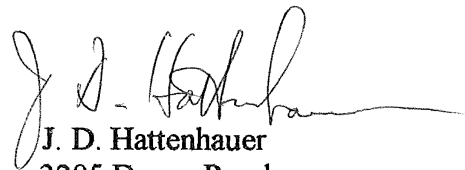
The current streets proposed in the Lone Pine Development area ask for ZERO setbacks. This should not be acceptable in area where there is potential conflict for trucks if this plan is approved. Sight of vision will be limited, pedestrians, biking may be safety issues if 0 setbacks are allowed. Again the proposed streets may be less in width than the current existing streets. Bulb outs and center lane planters in dedicated streets may be an issue for driving truck/trailers on Lone Pine Drive. We must be insured safety for my employees bringing supplies to our business.

The phase in plan originally proposed was for the roundabout to be built. This has possibly changed to phase four or four to five years from now. There is no current basis based on the traffic study that there is a problem at any of the entrance points as they are currently at a Level C or better based on the traffic study submitted and this may be the case until 2011. There is no need currently to build the roundabout until the density of this project will change which may never happen but most likely will not happen until five or six years out. We ask that you make a requirement that the roundabout will not be built until necessary and make that position known to ODOT.

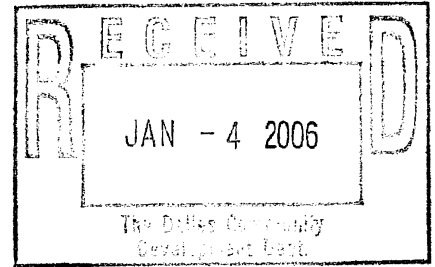
It is my opinion if this plan is built out that an additional access point would be in order and we ask that a right out only be continued at the current access point if the roundabout is built and Clodfelter Way is not required to be the fourth leg of the roundabout in its entirety. Again an Access management plan is in order.

With all of the changes we ask for a continuance of this hearing. It is my position that a new staff report would be in order. Since this is conceptual plan, we would ask that any phases that have changed from the concept plan that the process is not handled administrative as requested by the applicant but comes back to the commission for review so that any parties have a chance to comment on the proposed changes. It is my position at this time from the concepts that have been provided that this proposal be denied unless the issues raised here are satisfied.

Sincerely, 
J. D. Hattenhauer President
Hattenhauer Distributing Co.
P. O. Box 1397
The Dalles, Oregon 97058
541-296-3515


J. D. Hattenhauer
3205 Doane Road
The Dalles, Oregon 98058
541-298-1784

Anne and Paul Bialous
P. O. Box 1156
The Dalles, OR 97058



January 4, 2006

City of The Dalles
Community Development Dept.
313 Court Street
The Dalles, OR 97058

Att: Dan Durow, City Planning Director

As property owners at 275 Lone Pine Lane, we would like to express our concerns regarding the application number: PUD 12-5 by Icon Holdings, LLC.

The portion of land in front of the townhouses and condominiums which extends to the river, is of great concern to us. This is a nesting ground for Canada geese. The rocks, brush, and grasses provide cover and feed for other bird life as well, including quail, pheasants, bald eagles, golden eagles, great blue herons, several species of hawks, ospreys, and a variety of rodent species. Ducks, mergansers, and cormorants roost on the rocks near shore. During the past few summers we have also seen dozens of white pelicans using this habitat.

To fill this area in order to meet FEMA flood plane guidelines, as proposed in the plan, would destroy much of this natural bird habitat. The proposed cottages and the related human activity will be so close to the remaining wildlife habitat as to intimidate the birds and animals from any future use of it.

We bought our townhouse with the understanding that this area is environmentally sensitive and would not be used to build on, thus retaining our view. The proposed cottages would, however, destroy our view and eliminate the privacy that motivated us to purchase the existing residences. In addition to the loss of these benefits, the construction of the proposed road, parking areas, and cottages will reduce the value of the existing condominiums and townhouses.

We suggest that this phase of the proposed plan is excessively destructive to the habitat, harmful to the wildlife in the area, devastating to the environment that makes The Dalles attractive, and negative to the value of the existing residences. We propose, therefore, that this section of the plan be eliminated.

Very truly yours,



Anne V. Bialous



Paul E. Bialous

Richard Gassman

From: Keith Kohl [Keith.L.Kohl@state.or.us]
Sent: Tuesday, January 03, 2006 4:28 PM
To: Richard_Gassman@Cl.the-dalles.or.us
Cc: Rod French
Subject: Lone Pine Planned Development

Dick,

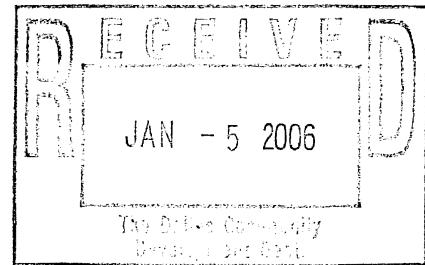
Today, January 3, 2006, at 3:00 p.m., I received information regarding a planned development proposed for the Lone Pine area. I was also informed today, January 3, 2006, that there will be a hearing on Thursday, January 5, with the city of The Dalles Planning Commission to give approval or denial on this project. The Department of Fish and Wildlife has not had sufficient time or been supplied with sufficient information to assess the potential impacts to fish and wildlife resources from the proposed project.

I ask that The Dalles City Planning Department extend the comment period to allow the Oregon Department of Fish and Wildlife time to adequately respond to this issue.

Keith Kohl
District Wildlife Biologist
Mid-Columbia District
The Dalles
541-296-4628

January 5, 2006

Gary C. and Debra K. Insley
250 Lone Pine Lane #7
The Dalles, OR 97058



City of The Dalles
Community Development Department
313 Court Street
The Dalles, OR 97058

Subject: Comments on Planned Unit Development Number 12-05, Modification of PUD 9-94,
Lone Pine Village

Dear Planning Commission,

The opportunity to comment on this proposal is welcome, however its timing is inopportune given that interested parties had essentially one week to comment, and that week was perfectly timed to hit a traditional slack time right around the Christmas and New Year's holidays, during the peak of the flu season, and during the peak of the out-of-town travel season.

We also register a protest since the traffic studies cited in the application were not mentioned or offered to the public as part of the review package. Significant traffic alterations are envisioned, and the application offers certain suspect conclusions with respect to traffic, so offering the study for review should be required. The existence of a Level II Environmental study was not made known until page 87 of the application, and this report has not been available for our review.

General Comments

This proposed development is drastically changing commitments made in PUD #9-94 upon which we and many other people invested. We believe the 1994 plan committed to no development between the townhouses/condominiums and the river. In fact, until this proposal, the Riverfront Trail has been proposed to be located on the north boundary of the existing townhome and condominium properties, effectively setting the boundary between development and the natural riverside environment and wildlife habitat. The course has even been marked on the ground with preliminary staking. To now build "cottages" and a two way street with parking on both sides in that area is a breach of promise. To claim no impacts on existing properties given the proposed development in this plan is ridiculous and calls into question the integrity and professionalism of the entities and individuals involved.

This proposal and the City staff report fail to fully and appropriately evaluate the impacts of this proposed development. Both the change in impacts from PUD 9-94 to PUD 12-05 and the cumulative impacts from PUD 12-05 should be evaluated.

The Lone Pine Master Plan (first map) is seriously misleading. If the townhomes and condominiums are shown to scale, i.e., square footage or footprint, then the cottages, townhomes, and single family residences are either deliberately misrepresented, miniscule (500-1000 square

feet), or small in footprint and several stories tall. If a 10,000 square foot lot allows up to 6000 square foot dwelling if that dwelling were the only lot coverage, yet that dwelling appears to be less than 25% of its true size, then something on the map is out of scale. The impacts are not equitably and truly represented and – a suspicious person might conclude – deliberately misleading.

This proposal needs to start with some definitions and baseline information, so ordinary citizens can understand the nuances of the proposal. What are “the park blocks”, what is special about those properties, and why should they deserve granting of special development privileges if any? What is a “cottage”, who is intended to own it, how big is it, why do they need only one parking space, and how is a cottage intended to be used and to relate to the other properties? What size and type of residences are intended to be built on the most northwestern lot? Are these million dollar properties earmarked for the rich and famous?

The intended ownership pattern of the proposed development is critical, i.e., whether owner occupied or rentals or timeshares or associated with the motel. The ownership pattern should be explicitly discussed in the proposal in a distinct section. The plan should explicitly state which areas, units, or proportions of either are required to be owner occupied and which portions are intended for rentals. This makes a huge difference in traffic patterns, parking requirements, quality of life, ambience, services such as garbage pickup and snow removal, potential for vandalism, etc. We urge that with the exception of any apartments, the requirement be for owner occupation, and to reduce or eliminate rentals.

Are the cottages individually owned and occupied fully, are they vacation homes, are they timeshares, or are they rented by the hotel complex? If the cottages are transient housing, the property has been “wasted” for the benefit of non-residents. It seems like the greatest good would be for that area to be in public ownership, so all can enjoy it with equal access.

In our opinion the developer should not be permitted to intrude at all outside of the tableland or plateau, that is the property at essentially the current elevation of the driving range et al. To do so would allow intrusion upon areas currently dedicated to wildlife habitat, recreation, riparian zones, intermittently flooded areas, etc., which are admitted in the application as being amenities of stream, river and wetland areas associated with the proposed development, which ironically will destroy most of those amenities by its fulfillment.

Is the developer paying for changes and increased length of the riverfront trail which undoubtedly is being lengthened by its forced swing to the north? How will the trail be protected from flood damage since the proposal locates it very close to the river and at a much lower elevation than presently planned, instead of placing the trail at the foot of the bank on the north side of the driving range, condominiums, and townhomes at approximately 90 feet elevation?

The only definitive way for the developer to state with any assurance any building's or unit's location with respect to a floodplain will be for the developer to survey the property and obtain a LOMA. Some flood insurers state the Lone Pine Condominiums are not in a 100-year floodplain. Others require upper level condominiums to have flood insurance, including a condo directly above a lower unit that is not required to have flood insurance.

Have the Corps of Engineers approved the intrusion of fill into their floodway? Importing that much fill and dumping it in the proposed areas is mind-boggling. Major areas of wildlife habitat and natural areas will be destroyed. If the City wants to encourage creating major new areas of

commercial development with a minimal impact on nature and the river, then it should investigate infill between the City and the freeway, not between the freeway and the river.

The property is not level, and fill is involved by admission of the developer. Since much of the site is bedrock, will blasting also be involved to cut down some of the rock knobs, or to make road cuts, excavate trenches for utilities, excavate near the marina, or to excavate foundations for some of the commercial buildings? The report fails to mention blasting, or adherence to blasting regulations. Blasting should not be permitted until the issue is addressed.

Is this level of density, this impact on existing residences, and this much infill the new standard for development in the City of The Dalles? Every other developer will want this degree of variance (remuneration). This development sets the bar rather low, i.e., cover every square foot of the City with high density, urban development consisting of multi-story, multi-family residences.

If fill is to be introduced within the floodplain, we suggest that the applicant be required to protect the fill with a protective rip-rap barrier to prevent probable flood erosion. In 1996, water was up to the base of the bank against the driving range. Putting in unprotected fill that close to the river is asking this development and these cottages to be flooded regularly and/or have their fill and foundations washed away with some regularity. If the City does not require the developer to protect against such damage, who is liable?

The fill should be required to be clean and compacted. Current fill material protruding from the bank between the condominiums and driving range contains a variety of construction debris, metal, etc. This is a waste of resources, and a source of settling as material decomposes.

What sort of traffic or event is envisioned to fill a 5 story hotel? Is this to become a destination resort? Of what sort? The developer should state what sort of destination is foreseen. Other than baseball tournaments, high school graduation, Cherry Festival, the rodeo, and the start of deer hunting season, I am not aware of sufficient traffic keep current transient housing near capacity, much less almost one hundred additional hotel rooms (plus an unspecified amount of other rental housing). Will a structure and business that big undermine other hotels and motels in the area?

Keep marinas and docks out of the river in these two proposed locations. The fish and wildlife in the two proposed areas are relatively unmolested except by people fishing from the bank. To suggest that an area of private homes is going to welcome the public traipsing through "their" backyard area to use a dock and interpretive area is off-base.

How have the effects on fish and wildlife and their habitat been addressed? Species present include bald eagle, osprey, Canadian geese, innumerable other waterfowl species, woodland birds and wildlife including pheasant, quail, flickers, woodpeckers, thrushes, skunks, raccoons, etc. This development leaves no place for these creatures. Their forced departure will detract from the intended and advertised environment of the Riverfront Trail.

At least for the cottages, and for probably any other development other than those with 2 car garages, there appears to be inadequate parking. The Lone Pine condominiums have 1 garage and 1.5 parking spaces per unit. The townhomes have 2 car garages. Both facilities have had residents with 5 or more vehicles, plus trailers and off-road vehicles. Requiring one space per cottage, townhome, or new condominium is ignorant of local lifestyles, especially when the intended use of

the cottages has not been disclosed. Either owner-occupation or rentals will need to accommodate people and their multitude of "toys".

The city should not allow a (private) street to be placed on the north side of the condominiums and townhomes, right on the property line essentially five feet from the decks of those buildings, with parking on both sides of the street, with inadequate parking for the cottages, and with unknown tenancy of the units. Are there no setbacks? How close can a street come to a building, especially when the building existed first and was put in place with the commitment of a completely different pattern of development? The street ("B") that essentially clips the corner of the westernmost condominium may be shown with a mistaken understanding of property boundaries. Should a road be allowed within 10 feet of an existing building? A street servicing that many buildings should not be allowed that close to a current building. You have seriously impacted the value of the existing units without compensation to the owners, a "taking". How will traffic and parking on those streets be regulated? If there is no regulation, you will foster chaos.

One hundred thousand cubic yards of fill is ten thousand dump truck loads. If trucks were to deliver fill for 12 hours a day, six days a week, for a year, a truck would be arriving once every 22 minutes to dump a load of fill – that is almost three trucks per hour. Placement and compaction of that fill by earthmoving equipment, the construction of the road with heavy earthmoving equipment, and the passage of big construction vehicles (cement trucks etc) all within 5-10 feet of the existing townhomes and condominiums will cause damage to them from vibration and settling and perhaps collision. How are owners to be compensated? Isn't prevention a better remedy? How can anyone state with a straight face "no impact to existing facilities" in the face of such numbers, or suggest that such a literal bomb going off in people's front yard is not able to be considered in the development process. The City and the developer should develop a contingency plan to house current residents when utility construction or the massive fill placement render the townhomes and condominiums uninhabitable for the short or long term.

Can double or triple trailer trucks navigate the proposed traffic circle, especially in poor weather conditions? With all of that traffic, one truck sliding off the road or catching its trailer will cause a major traffic jam. If there are no alternate or emergency entrances into the proposed development, how will adequate emergency access be maintained?

We question the depth of the traffic study. When a string of trucks comes through, added to grocery traffic, the comings and goings of hundreds of residents, hundreds of hotel trips, plus 10,000 dump truck loads of fill, plus construction traffic for the houses and commercial buildings, plus businesses, plus the RV traffic and deer hunters, how will traffic get through?

Will semi-trucks still be allowed to park alongside the Highway 197? Will their entry onto the highway interfere with the intended traffic pattern? Also note that the traffic study was not appended to the application, not summarized, and not offered to us as an affected property owner as part of the review package. Therefore we reserve all legal rights with respect to that aspect of the project.

How will the importation of 10,000 dump truck loads of fill impact the current residents, the roads and bridges, and current traffic patterns (presuming the fill comes early in the project)? How will 10,000 dump truck loads of fill be imported if the fill is brought in after some development is made and the traffic and residents are increased several-fold from present?

How will snow removal be accomplished given the diagrammed traffic islands throughout the development? Where will the snow be put, given the density of the development? Who will pay for the snow removal, since most of the streets are private streets?

What is the purpose of little “island” of cottages between hotel, bridge, and river? This area seems isolated and out of character with the commercial and public nature of this particular area. It appears to be an afterthought to recoup an investment from as much property as possible without consideration for the quality of lifestyle or nature of that little piece of property. Will it have adequate fire protection?

Page by Page Comments on The Application
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Page 1

Since this application is a change from a previous PUD approval, this development application should cite the previous PUD plan, intended uses, and ultimate development as a benchmark against which changes should be measured. Both the change in impacts from PUD 9-94 to PUD 12-05 and the cumulative impacts from PUD 12-05 should be evaluated.

Section 1, paragraph 3: We question whether the application truly addresses any other transportation options other than single vehicles, or perhaps walking by residents to destinations within the development. It is doubtful whether occupants of the 248 residences and uncounted residents of the over-commercial units will be the only employees of the complex and never visit the rest of the city, nor will the rest of the city likely never visit this development. The residents won't be accomplishing all of that movement by bicycle or transit. People in The Dalles drive to work, period, and this auto culture is aided especially by some of the weather extremes we have.

Page 5

Proposed Land Use Mix, paragraph 1

Is it entirely appropriate to incorporate “urban” commercial concepts into what is still an essentially rural commercial area (however, quasi-industrial east on Clodfelter Way)? Despite Highway 197, the freeway, and McDonalds wildlife is abundant, the river is overpowering, and if one ignores the activity within 50-100 feet of the roads, the area still is relatively quiet.

We suspect that a decent grocery in this end of town should draw from Columbia View Heights as well as the development's residents, through-traffic, and probably Dallesport since the nearest markets are on the west end of The Dalles. Parking for such abundance will be woefully inadequate. Is there a back-up plan for inadequate parking, other than frustration?

This development may “respect its rich historic setting” but we do not buy that it respects its rich natural setting.

Access and Traffic, paragraph 1

We question the data used for the traffic study, which was neither offered, appended, or summarized in the application. When the traffic from several hundred residents (at least ten times the existing population, but no impact??) going to or coming from work is added to existing semi-truck traffic, tourists that invade the area from April-September, deer hunters, comings and goings from the 5 story hotel, all of the probable construction vehicles, commuter and shopper traffic to/from Washington state, and the 10,000 dump truck loads of fill—and with that congestion coming in bunches, not a smooth flow, and perhaps in ice/snow conditions, we suggest that a better

solution would be a traffic signal with left turn and right turn lanes in both directions on Highway 197 – despite the roadway width and distance issues. We presume that as part of the road improvements, the state will be restricting any traffic parking along Highway 197 as is the current practice. Will double and triple-trailer semi-trucks be able to navigate the roundabout in this traffic, or in inclement weather?

Where is the second ingress/egress for fire and emergency vehicles?

Page 6

Streets

Currently traffic within Lone Pine is dangerous. Tourists and residents routinely go the wrong way despite the current use of center medians and signs. People freely park anywhere, especially near McDonalds. People don't stop at intersections. The plan is to increase the traffic tens or hundreds of times over. With that increase will come increased accidents. How will this design prevent this probable carnage?

RiverFront Trail

Sections of the trail are being placed well within the 100 year floodplain at the north side of the property. What is the plan for protection of the trail during flood events?

Page 7

Floodplain

In 1996/1997 the floodwaters were up to approximately the 90 foot level, i.e., to the base of the embankment near the driving range. If the plan is to fill only to the 86 foot level, the cottages will have 4 feet of water in them the next time. Not a good plan. Section does not meet requirements of section 8.030.040 to distinguish between fill elevations and the elevation of the lowest floor of structures.

Disagree with the need to fill or construct the cottages in the areas near the river on principle. If filled, to protect the investment by property owners and taxpayers the developer needs to riprap the presumed embankments to protect the cottages.

Utilities

Presume any relocation of utilities will be at the expense of the developer, not current residents. Also suggest that interruptions of service to current residents not be permitted.

Parking

To locate roads on the north edge of the property boundaries of the condominiums and townhomes, and then to allow parking on both sides of the streets is an abomination. The view will have changed from the Klickitats, the river, wildlife, etc, to roofs and buildings of an as yet undisclosed height (3 story cottages?) as well as strings of cars, RVs, travel trailers, etc parked down both sides of the road. This situation will constitute a "taking", and a reduction in those properties' values. How will owners be compensated? Again, the baseline should be the plan for PUD 9-94, which is not included, discussed or evaluated by either the developer or City staff. Both the change in impacts from PUD 9-94 to PUD 12-05 and the cumulative impacts from PUD 12-05 should be evaluated.

If this development is as successful as planned, off-street and business parking will be inadequate. What obligation does the developer have to correct the situation? One parking spot per residence is inadequate. What garages are planned?

Authority and Approval Request

The baseline for this application should either be start over and protect what is there, or the outcome of the PUD 9-94. The currently approved plan is not discussed or used as a comparative evaluation benchmark by either the developer or City staff.

Page 8

#3 Parking for townhomes in a shared space needs more description and or a denial until any garage provision is discussed. If no garages are planned (and none are mentioned), parking will be woefully inadequate. Even the requested variation and staff recommendations will be insufficient.

#4 We do not agree with variations in setbacks. Setbacks were designed for a purpose and should be required.

#6 Parking in a development of this size, and in the compact urban design proposed, will be inadequate. People in The Dalles drive, and many of them drive BIG TRUCKS, some of which take two parking spaces. RVs and trailers are the other main vehicles passing through. Recreational vehicles of any sort take extra space, and the Lone Pine area is a major tourist stop. RVs will be attracted to this area, including the gas station, McDonalds, hotel, and shops. The developers plan 248 residential units. Most of those will have 2-3 or more vehicles. This parking variance WILL NOT WORK, even with on-street parking.

#7 The City should require local native plants for landscaping. This requirement will increase plant survival probability, reduce watering requirements, and thus reduce replacement frequency.

What actions of this proposal will reduce the possibility of wildfire?

Page 19

#8 The application does not indicate height of existing buildings, at least on maps where heights of proposed structures are indicated. How many stories are the single family homes and cottages? Plopping multi-story buildings within 30 feet of the river, and importing 3- and 5-story commercial buildings in this area is out of character and transforms development of currently low visual impact into one of significant visual intrusion. The location of the current motel somewhat mitigates its visual impact.

The requirement to detail current fencing is not met. Current fencing is not shown, nor is its fate described. Require impermeable fencing between the service road/alley and the condominium garages and townhomes, so as to prevent entry of persons, trash, etc. Since 3 story apartments or condominiums of indeterminate ownership patterns, with their attendant transient population, will loom over the rear of the condominiums and townhomes, the Commission should require the developer to install security gates at the west end of the condominium property and the east end of the townhome property to prevent through-traffic and unauthorized entry by the significant transient population.

#9 Distances from roads and proposed buildings to current buildings are not indicated, making evaluation of impacts more difficult. In most cases, distances have been severely minimized

(possibly to the point of property intrusion on the west end of existing condominiums), thus creating maximum impact on existing uses.

#10 Dimensions of parking area size other than for number of vehicles, e.g., for “cottages” area, are not included on maps.

#11 Two way streets with on-street parking on both sides will impose significant maintenance burdens (e.g. plowing) on the city, will take up a maximum amount of space, and place significant impacts on the existing uses and residents.

#13 Where is the second emergency ingress/egress if the roundabout is out of service?

#14 Slopes greater than 20% are not described. There is, in effect, a steep bank around most of the area which forms a natural limit to human intrusion/development, at least to-date. The proposed development will fill low lying areas, create a new “bank” whose nature and protection are not described.

#15 Imposition of street lights will create an urban effect in an heretofore relatively natural area.

#16 How will parking and other storage areas be screened? Rather than have this proposal screen the view from the condominiums and townhomes toward the river, we would rather have no development out there from which to be screened.

#18 Signage is not discussed. As part of this process, presumably something can be done about the effect of the unnecessarily bright McDonald’s light.

#20 In the material in this proposal, the developer has minimized any discussion of the natural features and environment while waxing poetic about the recreational and urban aspects (which, in this specific case, would seem to be mutually exclusive) of the development. The plan minimizes and destroys the natural recreational attractions of the area, removes the driving range, imports apartments or lofts above businesses, and installs a dock or two.

Are each of the lots which extend to the river going to be permitted to install their own dock etc, or does ownership and any intrusion stop at the flood easement line? If not, why not sever ownership for all at the easement line and transfer ownership of that river/streamside property to the state or other public entity?

Page 20

#23 Proposed landscaping and or standards not discussed in sufficient detail to be evaluated. “Street trees”, “grass”, “shrubs” are rather generic terms on which to base judgment as to suitability, even in a concept plan. The developer does not even include the generic term “native”.

3.030.040 Review Criteria

B. Public Facilities Capacity – As noted previously, the traffic study is questionable and in our opinion does not address the multiplicity of factors that impact the site.

Page 21

C2. Arrangement of Site Elements –#2 This plan does not preserve and maintain significant natural amenities. It destroys this particular river, shore, and shrubland environment and the creatures that inhabit it, period.

C3. We dispute the assertion that the roundabout will avoid congestion on Highway 197, especially at peak times and under ice/snow conditions. It remains to be proven that it would do any better than would a signal-controlled intersection with adequate turn lanes. Unfortunately, you are gambling with people's lives. Slowing traffic without stopping traffic seems to encourage the "California stop" behavior so prevalent among drivers.

C4. Access to the gas station and McDonalds be relatively more labyrinthian and indirect than at present, and may endanger their commercial viability as compared to their competitors across the highway.

C4. We fail to see how placing roads and cottages a few feet from existing townhomes and condominiums minimizes impacts on existing uses. Please define impact as you see it.

D. Same comment as previous. Presumably lighting from the 3 story office/living buildings directly behind the condominium garages will not intrude onto the condominium area. Maybe those tall buildings will screen the condominiums from other commercial lighting and city lights?

Page 23

Section 3.050.030

B. Review

We hereby request to be placed on the list to receive notice of all detailed Site Plan Review documents.

Section 3.050.040 Review Criteria

We believe we have raised enough issues and questions that the proposed development does not adequately address all requirements and should not be granted without further study and conditions.

B. Standards

Again, we believe we have raised enough issues and questions that the proposed development does not adequately address all requirements and should not be granted without further study and conditions.

Page 24

C. Impact

Ignoring all other aspects of impact, the placement of a public roadway with two way traffic and on-street parking, and cottages with parking, directly in the view of and less than 5-10 feet from existing townhomes and condominiums would – on the face of it – seem to contradict the requirement that the proposed development be compatible with and have minimal adverse impact on the abutting properties and surrounding neighborhood. A dense cluster of cottages would not seem to be in harmony with the current undeveloped nature of the adjacent property. This development completely trashes the desirable natural feel of the area. The suggestion that this development will provide "open space", while carpeting an ostensibly natural area with businesses, town homes, cottages, and single family residences is ludicrous and illogical.

How will pedestrian and vehicle traffic be prevented from entering the [private] condominium property as a convenient through route out of the area?

D. Nuisances. Are existing developments (condominiums and townhomes) considered “off-site”? If so, it would seem logical that the intrusion of light, noise, traffic etc from the 248 residences and the commercial area would affect the existing townhomes and condominiums.

Page 26

5.060.040 Development Standards

Setbacks – Do the commercial buildings and access roads have a 15 foot setback from the condominium and townhome properties? Do not necessarily appear to based on the supplied maps which fail to note such distances.

Building height – We suggest that 2 stories or less is appropriate for the site.

Building orientation – Will the apartments over the businesses directly south of the townhomes and condominiums be oriented towards the south, or towards the north? If those structures have all of the access, stairs, balconies, appurtenances, noise, etc oriented north toward the townhomes and condominiums, that orientation will impact the existing use, impact property values and constitute a “taking.”

5.060.050 Design Standards

B. Entries – If the developer asks for zero setbacks on many of the commercial facilities, does the plan violate the requirement that doors not swing into public rights of way?

Page 28

5.080.010 Purpose

How are the banks of the creek and pond to be protected if the development is encouraging their use by the installation of a dock area? This dock will add to the pressure on and degrading use of the creek and pond, not protect the natural area and water quality. How will any of this development so close to the river affect salmon? If yards are located 30 feet from the river or closer, how will herbicide/pesticide runoff be controlled?

5.080.030 Conditional Uses

If this plan is a modification of Case File PUD 9-94, we find no reference to the prior plan as a baseline from which changes may be evaluated, and no reference material or maps from the prior plan are included either by the developer or by City staff. In our opinion, this proposal is presented as a green field proposal, essentially a new planned unit development proposal. Both the change in impacts from PUD 9-94 to PUD 12-05 and the cumulative impacts from PUD 12-05 should be evaluated, or the City has failed in its duties.

5.080.040 Development Standards

Comments on Response – Buildings should be set back a maximum amount from the Columbia River to maximize the natural values espoused elsewhere in the plan, to minimize services, and to minimize the possibility of flood damage. Placing potentially multi-story homes next to the river (the developer said no home will be located closer than 30 feet to the river) will be a travesty.

Page 30

6.010.010 Purpose and Section 6.010.020 Definition

Landscaping should use native materials, to better minimize invasive species, to enhance the natural environment espoused elsewhere in the plan as a vital attribute of the plan, and to minimize the

maintenance and replacement requirements of the material. This area is a harsh natural environment, with shallow soils and HOT temperatures. Most imported plant materials have a tough time surviving. To simply say “street trees” and “live material” is not informative, and allows the developer the potential latitude to use inappropriate materials. Their maintenance is passed on to the City or individual property owners who have had no say in the plant selection since the materials must have been installed prior to occupancy. But, the City or property owners are left with the problem and expense of their replacement.

Do adjoining property owners have any say in selection or placement of such trees and planting materials, or may the developer plop trees right in the main view from each adjoining property?

It would be useful to direct the developer to include native materials etc at this point to expedite the development of detailed landscape plans associated with the Site Plan Review processes.

Page 32

Section G – To top or pollard a tree is a complete and absolute waste of time and energy. It would be better to replace the tree with a more suitable specimen at the point where topping or pollarding would seem to be required.

Page 42

6.100.030 Clear Vision Areas

The developers commitment and requirement to maintain clear vision areas would appear to be somewhat contradictory to the townhome and condominium owners’ likely desire to screen the overparked street that is being proposed for location on their property line and at the northwest corner of the condominium property. The existing owners are likely to want the street screened to the extent their view is not worsened any more than it already would be by the imposition of a street 5-10 feet from their decks, (multi-story??) cottages, parking spaces, and parking on both sides of the street, etc.

Page 44

7.020.020 Vehicle Parking Plan Requirements

N. Places for deposit of snow are not shown.

O. Garbage collection points for townhomes are not shown.

P. Location, dimension, and surfacing of passenger and delivery loading areas are not shown.

Permitting conceptual locations of buildings and streets without allowing assessment of the construction and end result impacts of the proposed locations on existing property is improper.

If the proposed commercial buildings immediately to the south of the townhomes and condominiums are serviced from the “alley” to the north of the buildings, the condominium garages should be protected from errant delivery vehicles, garbage trucks, debris, noise, etc by a concrete wall or other protective structure erected between the garages and the “alley”.

It is not clear whether this “alley” is to provide parking for the residences located above the commercial space.

Page 51

7.030.050 Accessible Parking

Are the cottages required to have handicapped accessible parking? With all of the on-street parking on both sides of the roadways throughout the proposed development, and with residences distributed along all roads, are the only curb cuts at major intersections, or will curb cuts be distributed more frequently throughout the development to allow access closer to buildings?

Page 54

7.030.130 Stall and Aisle Dimensions

Since this area is currently frequented by recreational vehicles, BIG pickups, vehicles of every sort pulling trailers of every sort, semi-trucks, and -- per this plan -- the area will see the addition of hundreds of cars, plus commercial delivery vehicles, this plan and the city should address how those vehicles will be accommodated by the proposed variance in the number and size of parking spaces.

Page 57

Section 7.060 Minimum and Maximum Off-Street Parking Requirements

Depending on the intended ownership pattern, size, and thus use, one parking spot per cottage will be insufficient. See previous comments.

One space per condominium is insufficient. At the Lone Pine Condominiums, we have had residents who have had 5 or more vehicles. Including garage space, we have two and ½ spaces per unit, and that is barely sufficient. We do not expect that the lifestyles and affluence envisioned will diminish such parking and storage needs given society's penchant for boats, personal watercraft, RVs, and off road vehicles -- especially in such a recreation oriented development.

Page 58

There is the probability that people will attempt to use parking in the Lone Pine Condominiums. As suggested earlier, developer should provide gates etc to discourage such nuisances.

Page 61

8.020.070

As included in comments previously, to suggest that 100,000 cubic yards of fill, or 10,000 dump truck loads, will not cause damage or impact to the condominiums or townhomes during its placement and the construction of roads, etc., is just plain wrong. Having heavy earthmoving equipment -- trucks, bulldozers, and scrapers -- moving around 5-10 feet from these existing buildings and constructing the transition between the fill and existing properties will cause damage from vibration, shaking, collision, dust, etc. How does the developer plan to prevent this damage, and fully repair that which will occur should the development be allowed to proceed without mitigation or the elimination of the fill area?

What is the transition between the floodplain and the natural area near the river? What is the transition to the ancestral fishing sites -- a retaining wall, rip rap, a dirt bank, etc? Have Native Americans expressed any preference for protection and/or transition?

Again, the planned fill will place Street B and the cottages and parking directly at the view level of the current condominiums and townhomes. This is a "taking" of the view, tranquility, and property values.

Page 62

It is not clear that the requirements for a Physical Constraints Permit have been satisfied by this conceptual plan application. The plan does not indicate the elevation of the lowest floor of all new

structures, only the level of the fill. It is also not clear or directly stated that requirement B.2. has been met.

How will the fill be protected from flood damage, i.e., being washed away during high water?

Page 66

9.050.020 Purpose

Contrary to the assertions, the developer is imposing a highly urbanized environment upon significant natural features and open land, including the filling in and destruction of wildlife habitat. The imposition of clustered cottages on the land closest to the river does not seem to be in the best interest of the City nor users of the site.

9.050.030 General Provisions

Again the developer states that this is a modification of the PUD 9-94 without providing any comparison to that plan, nor does the staff report recognize the currently approved plan nor make comparisons to it. Both the change in impacts from PUD 9-94 to PUD 12-05 and the cumulative impacts from PUD 12-05 should be evaluated.

Page 67

E. Neighborhood Character

Imposition of a significant urban environment to the west of the gas station and McDonalds would seem to not be in accordance with the relatively low impact uses of the RV park, driving range, and open space.

Page 69

b) To allow 3 story detached residences in this area would seem to be out of character with the long low shapes provided by the natural environment, that is the low lying rock mounds, the low windswept trees, etc. This will have the same visual effect as a series of grain elevators being built across the area. To put a cluster of 3 story cottages in front of the view of the existing townhomes and condominiums is a "taking" that is not compensated.

Page 71

i) Note that some of the property well above the river has intermittent water standing on it during certain times of the year.

Page 72

Commercial near commercial, residential near residential development – not to put too fine a point on it, but a three story commercial building with condominiums or apartments above is being proposed to be developed directly adjacent to existing townhomes and condominiums.

Page 74

D. Modification of a Conceptual Development Plan

The developer offers no comparison to the currently approved plan upon which to base evaluations and comparisons.

Comments on Staff Report

Page 5

C. Impact

1. If not now, please inform us exactly WHEN during this process the impact of the road construction and fill directly on the adjacent properties is considered a relevant issue? We're not talking about digging one small foundation hole, we're talking 10,000 dump truck loads. Having bulldozers, scrapers, and ten thousand dump truck loads of fill being dropped and moved 5-10 feet from existing condominiums and townhomes is not an impact that is proper or legal to be ignored. What will that do to our foundations, utilities, etc. How are those impacts recognized – via lawsuit? Maybe the developer, Planning Commission, City staff, and consultants should offer to live in the townhomes and condominiums during the construction process and afterwards.

Noise respects no boundaries. Having all those machines running around for 8 plus hours per day for heaven knows how many days is going to affect the residents. Is this a plan to drive us all out the developer gets it all? How will mud and dirt from the construction site be kept off existing properties?

2. Can we be assured that these 3 story buildings looming over the townhomes and condominiums will not cause impacts to them from stray light intrusion?

3. Dust impacts – Dust respects no boundaries. How will dust from the fill, road construction, and building construction, and landscaping be prevented from affecting the townhomes and condominiums? When is dust impact a relevant consideration?

4. Does the exhaust from all of the construction equipment importing and moving 100,000 cubic yards of fill and building roads, etc, qualify as an air quality issue?

5. Vibration. See previously stated concern above regarding fill and road construction so close to existing residences.

Page 15

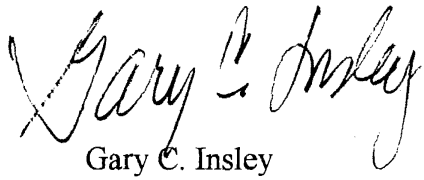
1. Street configuration – If streets are private, then how are issues like vehicle storage on street, derelict vehicles, abandoned vehicles, RVs, utility trailers, canoes, kayaks, trash, etc., to be resolved? Call the developer? Take someone to court? The City staff conveniently recommended that streets remain private so the City can wash their hands of the problems they will be creating if this proposal is approved without SIGNIFICANT revision.

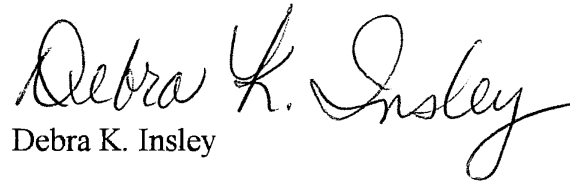
Page 16

Riverfront Trail – the trail never was intended to go between the existing condominiums and their garages, nor by extension, on the south side of the existing townhomes. The trail has been marked at least two times, the latter of which located the trail essentially at the north boundary of the townhome and condominium property at the foot of the bank. This location design included an aesthetically pleasing fence on the townhome/condominium boundary to minimize impacts on the existing residences. That location also minimized impacts on the existing wildlife habitat. This proposal totally destroys well over 75% of the current wildlife habitat while extolling that habitat as an amenity and claiming to preserve it by dedicating a few easements.

Thank you for the opportunity to comment.

Sincerely,

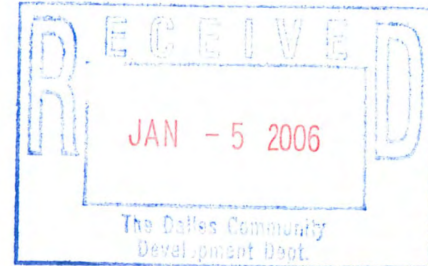
 Gary C. Insley

 Debra K. Insley

KATHERINE YOUNG
513 W 7TH STREET
THE DALLES, OREGON 97058
541-298-8933
541-296-5474

January 5, 2006

City of The Dalles Planning Commission
The Dalles City Hall
313 Court Street
The Dalles, Oregon 97058



Dear Planning Commissioners:

I am not able to attend the public hearing on the scheduled for PUD 12-05 but have comments I would like you to consider in your deliberation.

This proposal is significant and deserves adequate time for study and response. The short notice for this hearing, particularly in light of the legal holidays and closed offices, is a basis for continuing the hearing to another date. Please consider my letter a request that the hearing be continued and re-advertised so that reasonable responses may be brought forward. At a minimum the record should be kept open for additional comment after tonight's hearing.

While I am supportive of responsible development of the Lone Pine property, the City of The Dalles should take this opportunity to assure that development will be consistent with the comprehensive plan and Riverfront Trail Plan and that adequate natural and wildlife habitat will be maintained. Development at Lone Pine should be more centralized and consolidated and open space and natural areas should be maintained and protected. My specific comments follow.

1. Natural areas and wildlife habitat should be protected.

The western peninsula end of the property is presently habitat for beaver, foxes, bald eagles and osprey. Varied plant life and bird life is visually and audibly present on the property. The peninsula is one of the few remaining natural areas along the river in The Dalles. If the Port of The Dalles develops the Taylor Lake property as proposed, the Lone Pine peninsula property may be the only natural, above-flood-level land left in The Dalles. To cover this property with fill and then private homes, cutting off the public's access and view of the river and destroying the natural area is not in the community's or developer's best interest. Appropriate wildlife agencies and conservation agencies should be given notice of this development and given an adequate opportunity to respond before the conceptual application is approved.

The Dalles City Planning Commission

January 5, 2006

Page 2

At a minimum, the developer should be required to centralize and consolidate the development of this property by building residential units over commercial units, leaving large amounts of open space and natural area. This is one location in town where tall buildings, particularly if located in the center of the property, would not interfere with other resident's view.

2. The Dalles Riverfront Trail should be sited and built along the river.

Riverfront Trail should not be directed through the center of residential development for aesthetic and safety reasons. The Riverfront Trail should be located and built between development and natural areas along the river as originally conceptualized. Placement of the trail along the river and opening the natural areas to the public is in the public's interest and would serve the entire residential community at Lone Pine, not just the fortunate homeowners who purchased homes along the perimeter of the development.

A good comparison for public trail development is the Willamette River through Portland. Even with greater density and land values, the city of Portland has seen to it that a public path way is located between the river and the development. If Portland can do it, we certainly ought to be able to accomplish the same thing.

3. Culturally significant features should not be covered up by fill.

There is nothing in the staff report that requires the developer to locate or protect Native American sites along the river. A few years ago Don Rodhe pointed out to me and others "mortars" or worn places in the basalt rock in the Lone Pine area where Native Americans had ground corn. Filling the area to build houses is not an appropriate use of this culturally and historically significant land. Consolidating development in the center of the property, reducing the need for roads, lights etc, and allowing natural areas to remain undisturbed would be preferable. The river bank below the dam area is a testament to our history. It is better to protect it, identify it, and allow a public trail to traverse that property than to bury it for the benefit of those few individuals who will purchase homes.

4. Objections to Recommendations/Conclusions in the Staff Report:

A. Conditional Use Review 3.050.030 C.

Unless the developer has shared with the City the specific commercial development planned for the property, it is impossible to conclude that sufficient information to make an initial decision has been provided. The City cannot evaluate the environmental and economical impact on the

community without additional information.

B. Review Criteria; Standards

The 2020 plan, Comp. plan and assorted community goals and reports have all identified the need to maintain open space, park space and natural areas. The proposed use does not conform to those standards.

C. Finding A-11

It does not appear that the applicant has considered the effect of development on existing businesses. Access to existing businesses and residences should not be adversely affected by this development.

D. Finding A-13

Because of the short notice before the hearing, I was not able to view the original 9-94 PUD proposal. (I tried, but it wasn't available on 1/5/06 when I contacted the City.) If the original Planned Development for the Property did not include development on the natural and undeveloped areas such as the western peninsula, and the present application does anticipate development in the CR zone – the current application should not be allowed to boot strap itself to the earlier application, and the criteria should not be deemed to have been met.

E. Street Networks

If private streets are anticipated, and the public trail is accessed only over private roads, those roads must be dedicated to public use. No streets or alignments should be approved which made access less direct or more difficult to existing residences and business.

F. Neighborhood Character

The criterion is not met. The neighborhood character at Lone Pine is semi-rural.

G. Impact Statements

Because of the cultural, environmental and historical value of the area, full impact statements should be required, prior to conceptual plan approval, and the public should be given notice and an opportunity to comment upon the impact statements.

H. Open Space Requirement

Open space is defined in the LUDO as common areas and can be private putting greens, swimming pools or facilities benefitting solely the residents of Lone Pine. Because Open Space in the Scenic Area is defined differently, and there is an opportunity for the public to be misled by this requirement, the applicant should be required to describe (before the hearing and before acceptance of the conceptual plan) the specifics of the open space the developer plans to maintain.

The Dalles City Planning Commission
January 5, 2006
Page 4

I. Finding A-28, 29,30 etc.

Without the specifics of the development, the City should not anticipate that the developer will be able to meet criteria for noise, odors, signs and lights.

J. Improvement Required with Development

If the developer is providing homes for 240 plus families, the developer should be required to provide adequate park, open space and natural areas for a development of that size. There is no mention in the report of any requirement to provide park space or play areas or schools for children.

K. Comprehensive Plan

The proposal does not meet the requirements of Goal 1 by conserving and protecting open space, and the natural and scenic resources of the area. A few feet of river bank doesn't cut it in comparison to what is there now. Consolidation and centralization of the development away from the banks and natural areas would comply with this goal.

The proposal does not meet the requirement of Goal # 8 Recreational Needs because it sites the Riverfront Trail through the center of a subdivision instead of along the River. The Riverfront Trail concept, which preceded this application, placed the trail, where possible, along the river. It is possible here to place the trail along the river.

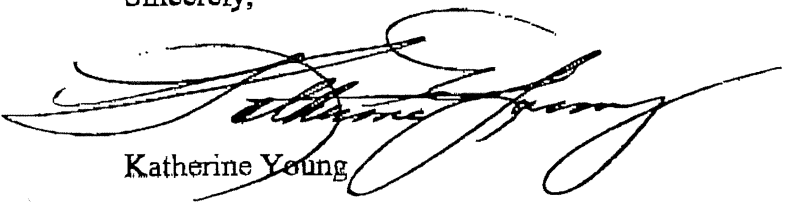
The proposal may not meet the requirements of Goal #10 by creating affordable housing. There is nothing in the staff report to suggest that units of varying price range will be offered. In a development of this size, a mix of affordability options should be required.

5. Re-submissions should be presented to the Commission, not approved by Staff

Because of the size and potential impact of this development on the community, all opportunities to consider input should be utilized in this development and future modifications to this proposal should be considered by the Planning Commission, with appropriate notice and opportunity for the community to participate.

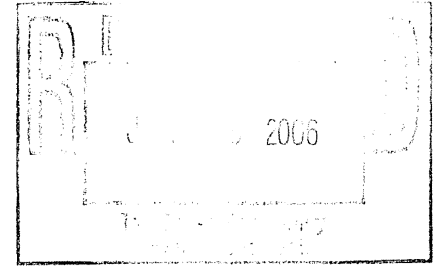
Thank you for considering my comments.

Sincerely,



Katherine Young

January 5, 2005



City of The Dalles
Community Development Dept.
313 Court Street
The Dalles, OR 97058

Attn: Dan Durow, City Planning Director
RE: application no. PUD 12-5 / Icon Holdings LLC

We see some exciting changes for the Lone Pine area on the recent architectural drawings. As a resident at 277 Lone Pine, however, we are concerned about the portion of the plan that includes the River Front Trail (which we are advocates for), a road, and parking for approximately 27 'Cottages' in front of the existing townhomes.

Attached are pictures from the 1996 flood taken from the existing townhome structure at the east end. Please note the log in each picture. It represents the 1996 flood line, which is about 75' from the bank of the existing east end townhomes. Also attached are pictures taken today from the same location that show the current river line with the same log, in the same location as in 1996.

The River Front Trail, according to the Northern Wasco County Parks and Recreation Department takes approximately 12 feet in width to complete. A road and parking to service 27 cottages would take approximately 50'. Assuming that building in a potential flood area would be less than ideal, and using the 75' figure, that would only leave approximately 13' for building structures.

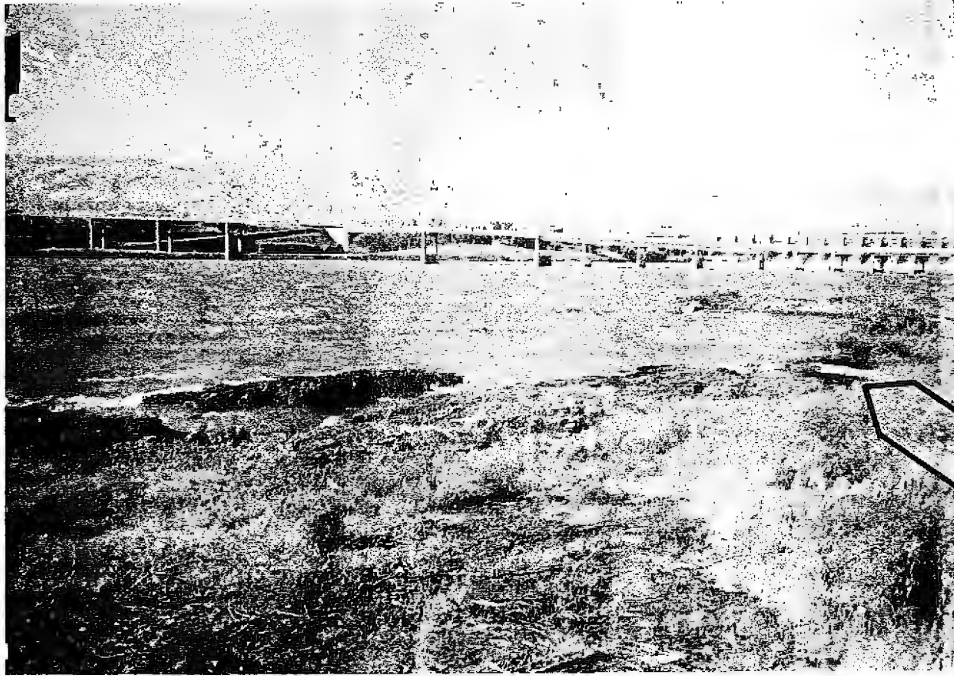
Also of concern is the environmentally sensitive nature of the area for migrating and local birds.

Sincerely,

Jim Heitkemper
Kathy Heitkemper

Jim & Kathy Heitkemper
277 Lone Pine Lane
The Dalles, OR 97058

1996 Flood



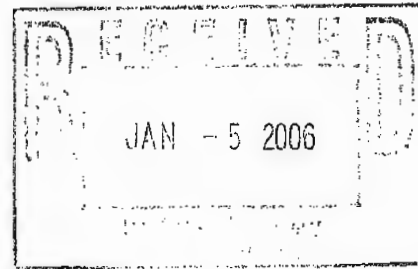
January 5, 2006



1996 Flood



January 5, 2006





January 26, 2006

To: The Dalles Planning Commission
From: Scott Keillor, AICP

RE: Lone Pine Village Planned Development (PUD 12-05) – Rebuttal

Dear Commissioners,

Thank you for the opportunity to provide rebuttal to testimony delivered at our hearing on January 19, 2006. We are very confident that the proposal has met all applicable provisions of The Dalles Land Use and Development Ordinance, and ask that you consider the following rebuttal during your deliberations on February 2, 2006. This letter is presented as argument only based on the evidence placed in the record before the Planning Commission. Also, a revised wetland study was submitted to the record on January 25, 2006 – it includes no substantive changes, so it is not new evidence.

1. Environmental Concerns

There was a concern raised regarding potential impacts to the environment.

Rebuttal: There was no evidence placed in the record to support claims of environmental impact. The applicant has completed a wetland delineation report, showing that two wetlands exist on site. One is associated with the lagoon and the mouth of Three-mile Creek. The other is a small wetland at the river's edge, located directly north of the existing (eastern) townhomes on site. The applicant is not proposing to impact these wetlands. We have also discussed next steps with the Division of State Lands, and have agreed to meet with DSL on the site this spring.

The applicant received concerns from the Oregon Department of Fish and Wildlife, and has followed up with several telephone discussions. In summary, all ODF&W concerns can be addressed following concept plan approval. The department has been advised that no construction can occur until detailed plans are approved.

Conceptual plan approval is requested. In exercising the approval, the applicant must meet all local, state and federal law. Such assurances will be delivered during the detailed plan development stage.

2. Public vs. Private Streets

At least one individual stated a preference for public streets within the development.

Rebuttal: The applicant has worked diligently with the City, Wasco County and ODOT to ensure that the proposal meets all requirements for street development. The consensus is that a public street loop (Lone Pine Drive) to connect with the future roundabout is preferred in order to accommodate existing business access. The applicant is requesting private streets throughout the remainder of the project in order to allow private off-street parking requirements to be met partly through on-street parallel parking. The applicant has stated that all private streets will be given perpetual public ingress and egress easements, so that all street are accessible to the public.

3. Public Access to the Western Riverfront

In supporting the project, the Riverfront Trail Advisory Committee requested access to the western waterfront for secondary nature trail access and for a memorial on the western point.

Rebuttal: The applicant is required to provide at least 30% open space within the PUD. The applicant is proposing nearly 39% open space. The applicant concurs with the provision of public access to the western waterfront and the point. This is indicated on plan notes presented at the last hearing (Sheet 5). The applicant concurs with staff-proposed condition No. 1, which ensures a binding site plan and follow-through in dedicating this public access easement. No further condition of approval is warranted.

4. Past Flooding

Some testimony focused on past floods in the Columbia River system.

Rebuttal: The flood plain as shown on the concept plan is based on published FEMA maps. The applicant is proposing no development below the 86' elevation, which is the elevation established for the Corps of Engineers Flow Easement. The applicant is proposing fill within the 100-year flood plain, and will secure all necessary permits to do so during the detailed plan review stage. The applicant's representatives include civil engineers and hydrologists very familiar with this type of work and permitting. No fill is proposed within wetland areas. No fill is proposed within the COE Flow Easement.

5. Site Access

There were several concerns raised about the adequacy of the proposed roundabout access at Highway 197. The concerns included the need to move trucks between Oregon and Washington and to commercial sites in Lone Pine (i.e. existing service station). The concern included statements that the new access could impact interstate truck traffic and/or reduce patronage to the existing service station. Some questions about the adequacy of the traffic study where raised. A request was made to bring the roundabout back to the Commission for review at Phase IV. Some suggestions for area-wide ODOT studies were made.

Rebuttal: The Planning Director correctly pointed during the hearing that the City must assure adequate site access, but that the actual design of the access to Highway 197 is

solely subject to ODOT review and approval. The applicant has submitted a traffic study as part of the application. There have been some 4-6 meetings with ODOT in order to evaluate the proposed access. A similar number of access alternatives were reviewed, with the proposed roundabout being the only viable traffic control device for this access approach. Per ODOT's statement at the hearing, the initial determination that the roundabout is an acceptable solution was made by the State Traffic Engineer. The applicant's traffic engineer designed and refined the traffic study methodology with close input from ODOT. The applicant and ODOT gave significant testimony about the standard approach to roundabout design (nationally) and about the elements of traffic calming and education that will accompany its implementation. The applicant has run truck turning templates showing that truck access can be provided to existing and proposed businesses. This includes dual-trailer semi trucks – triple trailers are not allowed on Highway 197. The applicant will ensure truck access into and through the site via final design at the detail plan stage.

The applicant has worked with ODOT to ensure that the roundabout can be delayed until traffic trips warrant its construction. This delay specifically responds to concerns raised by the service station for potential business impacts caused by the out-of-direction travel north through the roundabout. Lone Pine Village will begin to gain critical mass through construction of initial housing phases. The new roundabout is required for any new trips, but the applicant is willing to remove existing uses from the site in order to gain trip "credits". It is significant to note that these initial phases will be routed on existing Lone Pine Drive directly in front of the service station and neighbor businesses. Project residents and employees will frequent the service station, adding their business and developing the economy at the neighborhood and regional level.

The applicant strongly opposes an additional Planning Commission review for the roundabout at Phase IV for the following reasons:

- ❖ Significant investments must be made in design and permitting across all twelve phases (i.e. access; fill permit), such that it is not feasible to accept approval for only the initial three phases of the PUD; and
- ❖ The City has approval authority for the PUD; ODOT has the approval authority for the roundabout. Therefore, additional Planning Commission review would not be effective.
- ❖ We have held several meetings with the existing three Lone Pine business owners, and will continue to work with them to provide reasonable business-friendly design enhancements to assist them through the Highway 197 access transition.

Regarding any existing or proposed approach permit, ODOT has stated that it controls the access permits regardless of change in ownership. ODOT also stated that this case does not warrant an Access Management Plan or Interchange Management Plan.

Finally, it is important to note that the applicant is providing a transportation improvement to fix a broken system. The applicant has indicated that this fix can be delayed, but that ultimately ODOT will dictate the design and implementation of the new

roundabout. The applicant also stated that the project is likely to provide new trips that will feed existing businesses.

6. Utility Capacity

A question was raised about the adequacy of public utilities to serve the site

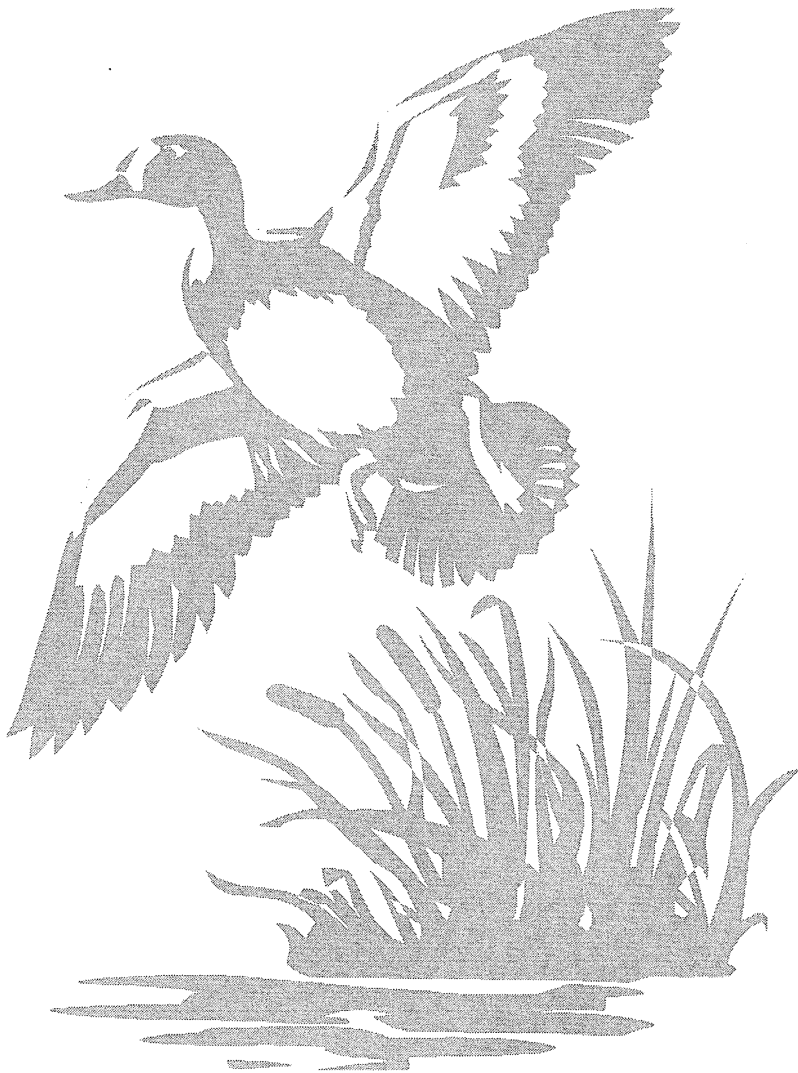
Rebuttal: The application establishes that public utilities are available to serve the site. HPR has been in contact with City engineering and is aware that upgrades to the existing system will be required. A number of proposed conditions of approval will ensure capacity and design standards are met through the detailed plan review process

Conclusion

The proposed Conceptual Planned Development for Lone Pine Village meets the provisions of the Land Use and Development Ordinance, and the applicant respectfully requests approval of the application by the Planning Commission.

Wetland Delineation and Assessment

Lone Pine Project; The Dalles, OR



Prepared for:
Icon Holdings L.L.C.
C/O Kingswood Inc.
Robert Gilham
PO Box 1608
202 Oak St. Suite 550
Hood River, OR 97058

Prepared by:
The Resource Company, Inc.
2008 C Street
Vancouver, WA 98663
(360) 693-4555

December 13, 2005
Revised Date: January 6, 2006

LONE PINE PROJECT WETLAND DELINEATION and ASSESSMENT

Project/Applicant: Lone Pine / Icon Holdings, LLC
Location: 350 Lone Pine Drive, The Dalles, OR (Fig. 1)
County: Wasco County, OR
Legal Description: Section 1 Range 1N, Township 13E and Section 36 Range 2N, Township 13E; W.M.
Tax ID numbers: 1N 13 1/2N 13 36
Size: 60-acres
Lat/Long: 45.604 W/121.147 N
Project Type: Residential Development
Assessment by: Clint Emerson - The Resource Company, Inc.
Site Visits: November 30, December 12, 2005 and January 3, 2006
Report Date: December 13, 2005
Revised Date: January 6, 2006

INTRODUCTION

This report details the results of a routine onsite wetland delineation and assessment conducted by The Resource Company, Inc. (TRC) for Icon Holdings, LLC. This delineation report identifies the extent of wetlands found within the study area as defined and regulated by the Oregon Department of State Lands (DSL) and U.S. Army Corps of Engineers (COE). The Lone Pine project proposes to build a sub-division covering a large portion of a 60-acre parcel. The overall layout of the proposed project will be completed following the results of the wetland delineation and subsequent verification by DSL.

The project site currently exists as vacant land located in the eastern outskirts of The Dalles. Three wetlands were identified within the property, two are small isolated shrub-scrub wetlands, and the other is a large shrub-scrub wetland complex extending across the south and southwest boundary of the property. Detailed information on the methods and results of the delineation are covered below.

PROJECT AREA

The project site consists of 60 acres of rocky barren land located at the intersection of I-84 and U.S. Hwy. 197 directly adjacent to the Columbia River. The site is predominately composed of vacant land with scattered rock outcroppings and few trees. Vegetation is mostly comprised of non-native species such as Himalayan blackberry (*Rubus discolor*), Diffuse knapweed (*Centaurea diffusa*), wild oat (*Avena fatua*) and quakgrass (*Elytrigia repens*). A portion of the site is currently being used as a driving range. Adjacent to the driving range is a moderately sized mobile home park and a group of existing condominiums. Past land uses were likely minimal considering the dry barren nature of the site but there is still evidence of fishing platforms used by Native Americans along the rivers edge. Surrounding land uses include

commercial uses for a gas station, hotel and restaurant. The topography of the study site is diverse with flat terraces dissected by narrow shallow canyons. (Fig. 2).

DELINEATION METHODS

The wetland delineation was conducted according to the Routine Onsite method described in the 1987 Corps of Engineers Wetlands Delineation Manual (Department of the Army 1987), hereafter, referred to as the manual. According to the manual, jurisdictional wetlands are defined as:

Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

The manual uses three parameters in making wetland determinations: hydrophytic vegetation, hydric soils and wetland hydrology.

Hydrophytic vegetation are plants that due to morphological, physiological, and/or reproductive adaptations, have the ability to grow, effectively compete, reproduce, and/or persist in anaerobic soil conditions. Hydric soils are soils that are saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions that favor the growth and regeneration of hydrophytic vegetation. Wetland hydrology is present when an area is inundated or saturated to the surface for at least 5 percent of the growing season. The growing season is defined as the portion of the year when soil temperature at 19.7 inches below the soil surface is greater than biological zero (5 degrees C).

Except in certain situations defined in the manual, evidence of a minimum of one positive wetland indicator from each of the three parameters (hydrology, soil, and vegetation) must be found in order to make a positive wetland determination.

Prior to the on-site investigations, a review of existing information related to determination of wetland boundaries was conducted. This review included the Wasco County Soil Survey, National Wetland Inventory maps, United States Geological Survey topographic maps, and aerial photographs.

Following the background information review, on-site investigations were conducted on November 30, December 12, 2005 and January 3, 2006. In order to delineate wetlands within the study area, observation points were selected to correspond with terrain features, vegetation, hydrology, and mapped hydric soils identified on the site. At each observation point, the vegetation, soils and hydrology were characterized and this information was then used as the basis for making the wetland determinations.

To determine if hydrophytic vegetation was present, the vegetation on the site was compared to the National List of Plant Species that Occur in Wetlands: 1988 - Northwest (Region 9) (Reed 1988) to determine plant wetland indicator status. This list places plants into four categories:

Obligate wetland plants (OBL) -- plants likely to occur in wetlands greater than 99 percent of the time.

Facultative wetland plants (FACW) -- plants likely to occur in wetlands 67 to 99 percent of the time.

Facultative plants (FAC) -- plants equally likely to occur in wetland and non-wetland areas (34-66 percent of the time).

Facultative upland plants (FACU) -- plants that only occur in wetlands 1 to 33 percent of the time.

Hydrophytic vegetation is present when more than 50 percent of the dominant species have an indicator status of OBL, FACW, and/or FAC. For each sample plot, relative coverage of vegetation was visually estimated and recorded for each strata of vegetation (tree, shrub, and herb). Dominant vegetation was then determined using the 50/20 method described in the COE manual.

The presence or absence of hydric soils was determined by digging soil pits to a depth of 18 inches when possible and examining the soil for hydric soil indicators. Organic soils such as peats and mucks are considered hydric soils. Sandy soils with organic matter on the surface and/or streaking lower in the horizon are considered hydric soils. Mineral hydric soils are generally either gleyed or have bright mottles and/or low matrix chroma immediately below the A-horizon or 10 inches (whichever is shallower). Soil colors are determined using the Munsell Soil Color Chart (Kollmorgen Instr. Corp. 1990).

The site was examined for standing water and/or saturated soils that serve as primary indicators of wetland hydrology. The area was also checked for other wetland hydrologic characteristics such as watermarks, drift lines, wetland drainage patterns, and morphological plant adaptations.

RESULTS AND DISCUSSION

The National Wetlands Inventory (NWI) map indicates two different wetland classes mapped on the site (Fig. 3). It should be noted however, that NWI wetlands are mapped using aerial photos and topographic maps and are therefore not meant to determine the extent of jurisdictional wetlands.

The Wasco County Soil Survey (USDA) identifies the following soil mapping units on this site (Fig. 4):

39-Rock outcrop-Xeropsammets complex. This complex is along the Columbia River. These areas were previously part of the Columbia River channel but are now terraces above the river. Stream action has scoured holes in the basalt lava beds and deposited sand and water-worn gravel. Numerous large and small outcrops of bedrock protrude from a few inches to as much as 15 feet above the soil and make up 50 to 75 percent of

the complex. The soil consists mostly of sandy water-laid and wind laid material 5 to more than 60 inches deep. It is light colored and contains little organic matter. The root zone is shallow, and the water-supplying capacity and natural fertility are low. The principal concerns are wind, erosion and fire. The complex is not subject to overflow. Slopes are 0 to 30 percent. This complex is poorly suited to grazing. Large areas are idle because they are not readily accessible to livestock.

The National Weather Service rain gauge in The Dalles has not produced any rainfall data for the last month. However, totals in the nearby town of Dufur, OR were 1.97 inches for the month prior to the delineation. The time of year is optimal for determining hydrology indicators with regards to delineating wetlands.

Based on the review of existing information and the results of the routine on-site delineation method described by the Army Corps of Engineers, one perennial stream and associated wetland along with two small isolated wetland were identified and delineated within the boundaries of the study site (Fig. 5). Wetland boundaries have been flagged in the field with orange wetland boundary tape. Wetland boundaries depicted in Figure 5 are based on the results of GPS surveying conducted by TRC. The accuracy of the GPS'd wetland boundary in Figure 5 has been established at 1-meter. A detailed description of the on-site wetlands, streams, and uplands is found below.

Wetlands

Wetland A

Wetland A exists as a perennial stream within a large palustrine shrub-scrub wetland (Fig. 5). The stream channel is extremely braided and difficult to differentiate from the surrounding wetland. The wetland extends along the entire south and southwestern portions of the property eventually terminating where the open lake drains into the Columbia River. Much of the wetland margin is bordered by large (15-25 foot) rock walls that differentiate the upland from the wetland. Vegetation within the wetland consists of dense mats of reed canarygrass (*Phalaris arundinacea* - *FACW*) with scattered patches of shrub areas dominated by Columbia River willow (*Salix fluviatilis* - *OBL*), Northwest willow (*Salix sessifolia* - *FACW*), Pacific willow (*Salix lasiandra* - *FACW+*) and thinleaf alder (*Alnus incana ssp. tenuifolia* - *FACW*). Positive indicators of wetland hydrology include saturation to the surface, areas of inundation, and wetland drainage patterns. Positive indicators of hydric soils were low chroma color soil matrices, the presence of mottles, organic muck and sand with mottles and organic matter accumulating within it.

Wetland B

Wetland B is a small isolated wetland similar in nature to the larger wetland but separated by an area of upland. Vegetation consists of Columbia River willow, scouring rush horsetail (*Equisetum hyemale* - *FACW*) and Pacific willow. Soils are sandy in nature but the lower strata (10-12") revealed a low chroma matrix with obvious mottling. Hydrology is indicated by the topographical depression that the wetland is occurring within.

Wetland C

Wetland C is also a small isolated wetland with much of the same vegetation as the others. The main difference is its location directly adjacent to the Columbia River (Fig. 5). Dominant species are Columbia River willow, reed canary grass and thinleaf alder. Soils are sandy with minor amounts of mottling and organic streaking. The wetland is completely enclosed by rock walls and much of the area has very shallow sandy soil that covers rock by only six inches or so. Hydrologic indicators are saturated soils in portions of the wetland.

Uplands

Upland areas within the site are dominated by non-native species. Diffuse knapweed has spread extensively throughout the area thriving on the open barren landscape. Other invasive species such as wild oat and quackgrass were found to occur quite abundantly. Black locust (*Robinia pseudoacacia* – UPL) is the dominant tree on the site. Himalayan blackberry (*Rubus discolor* – UPL) and crabapple (*Pyrus fusca* – FACW) were found consistently growing along the upland margin of the large wetland. Soils in the upland consist mostly of pure sand with some areas being a fine sandy loam. Further from the wetland boundary, the soils become very rocky.

REGULATORY ISSUES

The wetlands and streams found within the study area are regulated at the federal and state levels by the U.S. Army Corps of Engineers (COE) and the Oregon Department of State Lands (DSL) respectively.

Current COE regulations allow the filling of up to 1/10 acre of certain types of wetlands without receiving prior approval. DSL allows fills of up to 50 cubic yards in certain types of wetlands without obtaining a removal-fill permit. Any impacts above this 1/10-acre/ 50 cubic yard threshold however, will require formal approval from the COE and DSL. Direct impacts greater than the above listed amounts will require that mitigation measures be completed to offset impacts.

Currently, the city of The Dalles does not require buffers on streams and/or wetlands within the city's jurisdiction. However, it should be noted that if wetland impacts greater than 50 cubic yards are planned, DSL has the authority to require buffers on the remaining wetlands in order to protect critical wetland functions.

Since the COE and DSL have the final authority in determining wetland sizes and categories under the appropriate jurisdictions, it is recommended that this delineation report be submitted to these agencies for concurrence prior to starting any development or planning activities that would affect wetlands or streams on this site.

This wetland report documents the investigation, best professional judgment and conclusions of the investigator. It is correct and complete to the best of my knowledge. It should be considered a Preliminary Jurisdictional Determination of wetland and other waters and used at your own risk unless it has been reviewed and approved in writing by the Oregon Department of State Lands in accordance with OAR 141-090-0055.

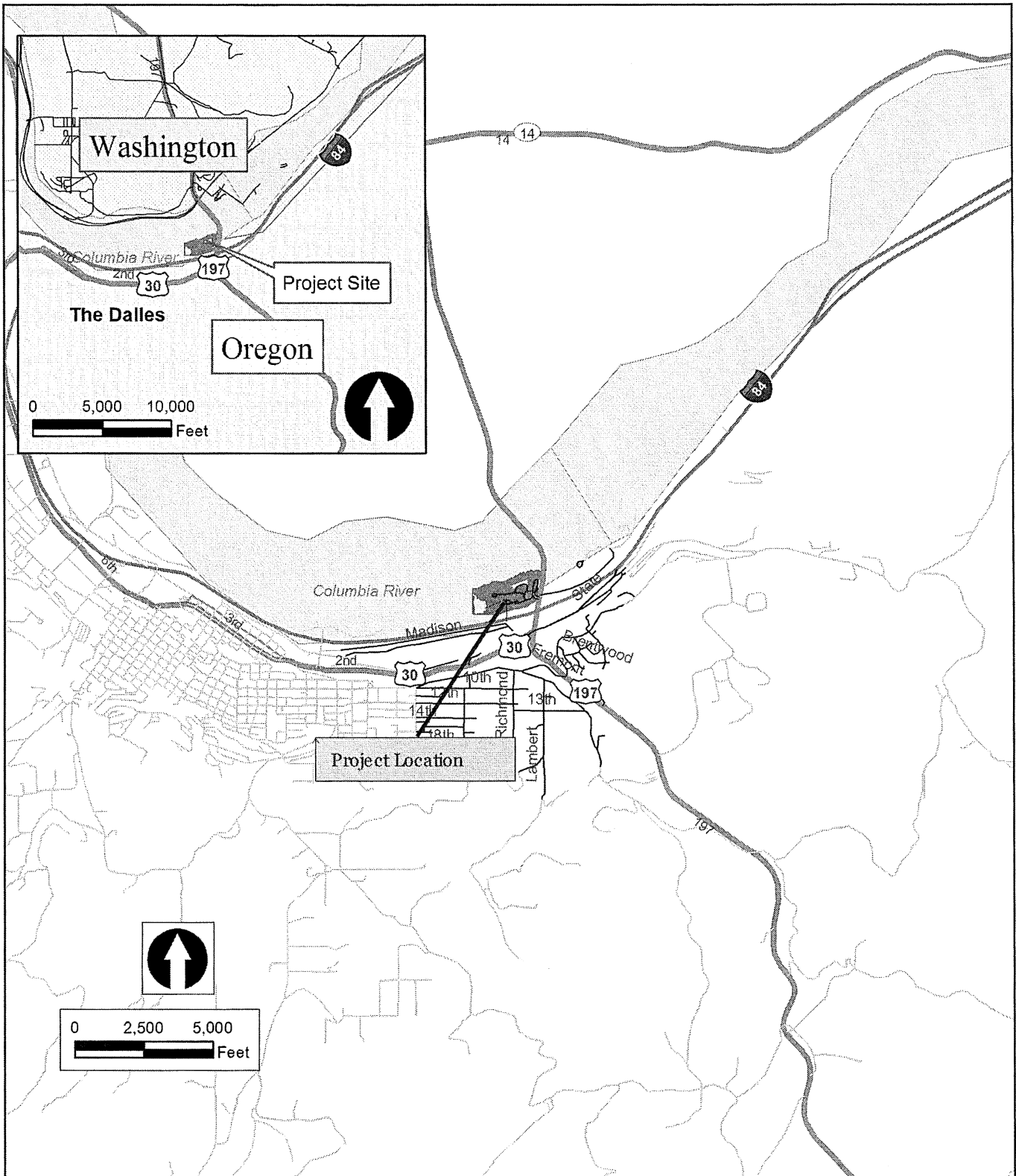
LITERATURE CITED

Department of the Army. 1987. Corps of Engineers Wetlands Delineation Manual. Technical Report Y-87-1, U.S. Army Engineer Waterways Experiment Station, Vicksburg, Mississippi.

Kollmorgen Instruments Corporation. 1990. Munsell Soil Color Charts. Macbeth Division of Kollmorgen Instruments Corporation, 2441 North Calvert Street, Baltimore, Maryland.

Reed, P.B., Jr. 1988. National List of Plant Species that Occur in Wetlands: Northwest (Region 9). U.S. Fish & Wildlife Service Biological Report 88(26.9). 89pp.

United States Department of Agriculture. 1982.- Soil Survey of Wasco County. Soil Conservation Service, in cooperation with Oregon Agricultural Experiment Station. 125 pp. plus maps.



Lone Pine Property Project

APPLICANT:
Icon Holdings
Robert Gilham
PO Box 1608
Hood River, OR 97058

PURPOSE: Wetland Delineation

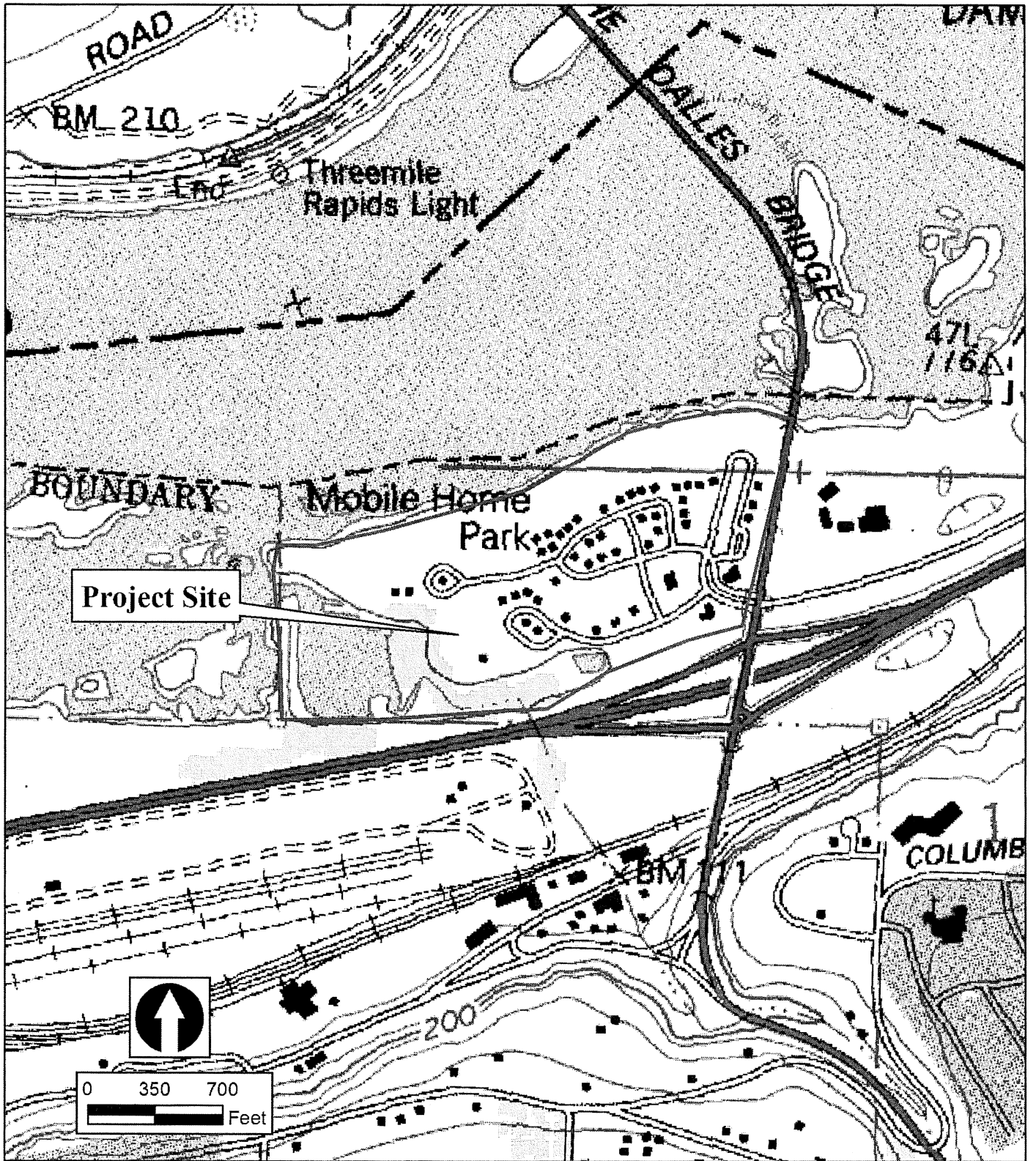
Location Map
Lone Pine Property Project
Wasco County, OR

The Resource Company, Inc.
Environmental Services

2008 C Street Vancouver, WA 98663 ph: 360-693-4555 fax: 360-699-6242

PROPOSED ACTIVITIES IN:
Columbia Basin
LEGAL: Section 1 T01N,
R13E, and Section 36 T02 N,
R13E W.M.
NEAR: The Dalles, OR
COUNTY: Wasco, OR

Figure 1



Lone Pine Property Project

APPLICANT:
 Icon Holdings
 Robert Gilham
 PO Box 1608
 Hood River, OR 97058

PURPOSE: Wetland Delineation

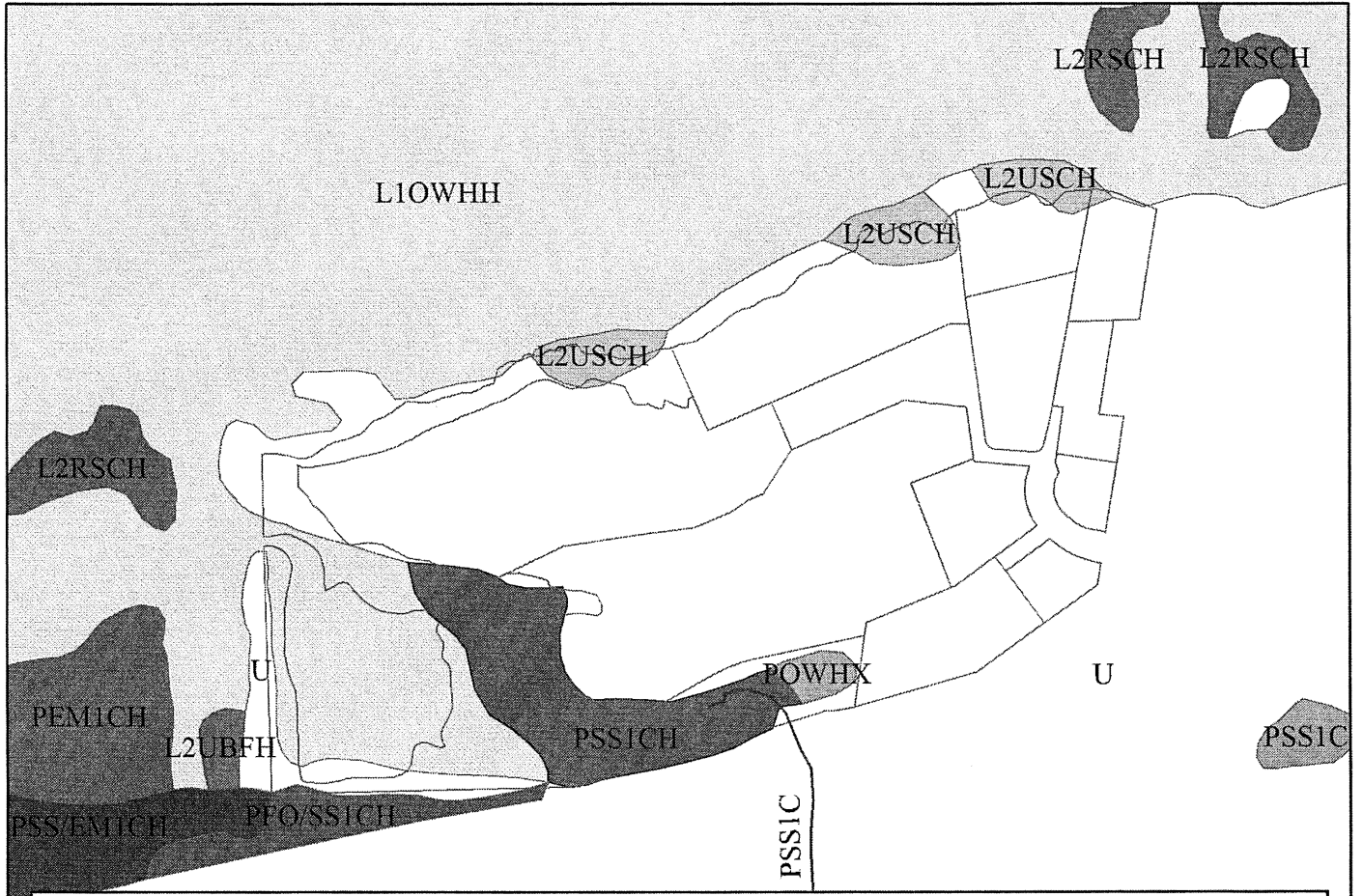
Topographic Map
 Lone Pine Property Project
 Wasco County, WA

The Resource Company, Inc.
 Environmental Services

2008 C Street Vancouver, WA 98663 ph: 360-693-4555 fax: 360-699-0218

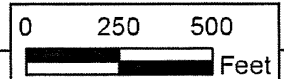
PROPOSED ACTIVITIES IN:
 Columbia Basin
 LEGAL: Section 1 T01N,
 R13E, and Section 36 T02 N,
 R13E W.M.
 NEAR: The Dalles, OR
 COUNTY: Wasco, OR

Figure 2



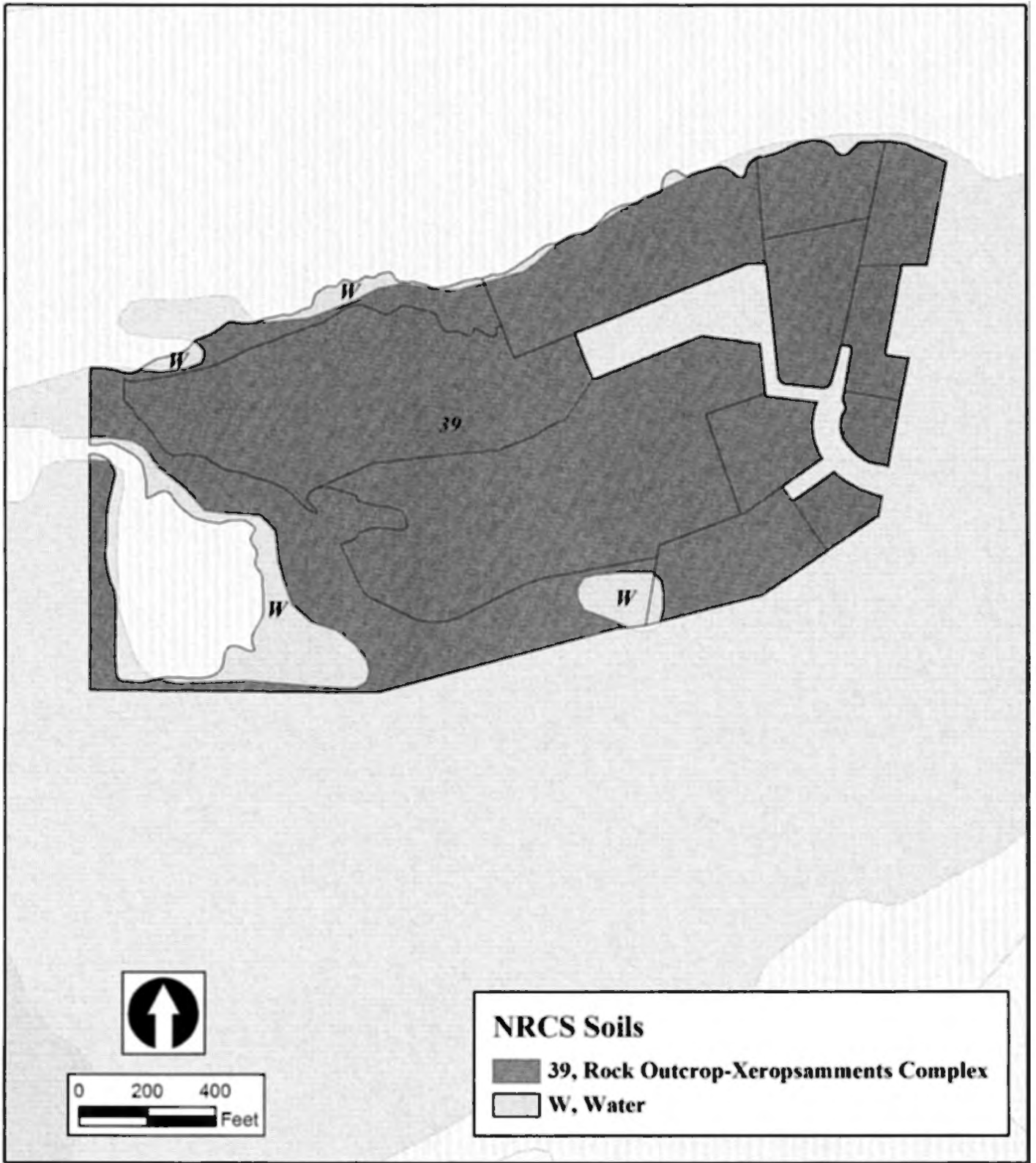
National Wetland Inventory

- PSS1C, Palustrine Shrub Scrub, Broad Leaved Deciduous, Seasonally Flooded
- L1OWHh, Lacustrine Limnetic, Open Water, Permanently Flooded, Diked/Impounded
- L2RSCh, Lacustrine, Littoral, Rocky Shore, Seasonally Flooded, Diked/Impounded
- L2UBFh, Lacustrine, Littoral, Unconsolidated Bottom, Semi-permanently Flooded, Diked/Impounded
- L2USCh, Lacustrine, Littoral, Unconsolidated Shore, Seasonally Flooded, Diked/Impounded
- PEM1Ch, Palustrine Emergent Persistent, Seasonally Flooded, Diked/Impounded
- PFO/SS1CH, Palustrine Forested/Shrub Scrub, Broad Leaved Deciduous, Seasonally Flooded, Diked/Impounded
- POWHX, Palustrine Open Water, Permanently Flooded, Excavated
- PSS/EM1Ch, Palustrine Shrub Scrub/ Emergent, Persistent, Seasonally Flooded, Diked/Impounded
- PSS1C, Palustrine Shrub Scrub, Broad Leaved Deciduous, Seasonally Flooded
- PSS1Ch, Palustrine Shrub Scrub, Broad Leaved Deciduous, Seasonally Flooded, Diked/Impounded
- U, Upland



<p>Lone Pine Property Project</p> <p>APPLICANT: Icon Holdings Robert Gilham PO Box 1608 Hood River, OR 97058</p> <p>PURPOSE: Wetland Delineation</p>	<p>NWI Map</p> <p>Lone Pine Property Project</p> <p>Wasco County, WA</p> <p>The Resource Company, Inc. Environmental Services</p> <p>2008 C Street Vancouver, WA 98663 ph: 360-693-4555 fax: 360-699-4555</p>	<p>PROPOSED ACTIVITIES IN: Columbia Basin LEGAL: Section 1 T01N, R13E, and Section 36 T02 N, R13E W.M. NEAR: The Dalles, OR COUNTY: Wasco, OR</p>
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Figure 3



Lone Pine Property Project

APPLICANT:
 Icon Holdings
 Robert Gilham
 PO Box 1608
 Hood River, OR 97058

PURPOSE: Wetland Delineation

Soils Map
 Lone Pine Property Project
 Wasco County, OR

The Resource Company, Inc.
 Environmental Services
 2008 C Street Vancouver, WA 98663 ph: 360-693-4555 fax: 360-699-6124

PROPOSED ACTIVITIES IN:
 Columbia Basin
 LEGAL: Section 1 T01N,
 R13E, and Section 36 T02 N,
 R13E W.M.
 NEAR: The Dalles, OR
 COUNTY: Wasco, OR

Figure 4



① - Sample Plot Locations

Lone Pine Property Project

APPLICANT:
 Icon Holdings
 Robert Gibson
 PO Box 1608
 Hood River, OR 97058

PURPOSE: Wetland Delineation

Aerial Photo w/ Wetland Boundaries
Lone Pine Property Project
Wasco County, OR

The Resource Company, Inc.
Environmental Services

200 E. Main Street, WA 97143 ph 503.675.4711 fax 503.675.4242

PROPOSED ACTIVITIES IN:
 County is Oregon
LEGAL: Section 1 73114,
 R13E and 6E and 2 on 28 T22 N,
 R13E W34
NEAR: The Dalles, OR
COUNTY: Wasco, OR

Figure 5

Data Form
Routine Wetland Determination
(1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: WA
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID: Transect ID: Plot ID: 1
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is the area a potential Problem Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If needed, explain on reverse side.)	

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Phalaris arundinacea</i> 80%	H	FACW			
<i>Salix lasiandra</i> 5%	T	FACW+			
<i>Rubus discolor</i> 5%	WV	FACU			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			> 50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input checked="" type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input checked="" type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit >18 in. Depth to Saturated Soil: >12 in.	
Remarks:	

Data Form
Routine Wetland Determination
(1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: WA
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID: Transect ID: Plot ID: 2
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is the area a potential Problem Area? (If needed, explain on reverse side.) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Rubus discolor</i> 70%	WV	FACU			
<i>Avena fatua</i> 10%	H	U			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			<50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit >18 in. Depth to Saturated Soil: >12 in.	
Remarks:	

SOILS

Map Unit Name (Series and Phase: 39-Rock outcrop-Xeropsamments complex)		Drainage Class: Moderately Well			
Taxonomy (Subgroup):		Field Observations Confirm Mapped Type? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Profile Description					
Depth (inches)	Horizon	Matrix (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/Contrast	Texture, Concretions, Structure, etc.
0 to 16	A			--	Sand
				--	
				--	
Hydric Soil Indicators:					
<input type="checkbox"/> Histosol		<input type="checkbox"/> Concretions			
<input type="checkbox"/> Histic Epipedon		<input type="checkbox"/> High Organic Content in Surface Layer in Sandy Soils			
<input type="checkbox"/> Sulfidic Odor		<input type="checkbox"/> Organic Streaking in Sandy Soils			
<input type="checkbox"/> Aquic Moisture Regime		<input type="checkbox"/> Listed on Local Hydric Soils List			
<input type="checkbox"/> Reducing Conditions		<input type="checkbox"/> Listed on National Hydric Soils List			
<input type="checkbox"/> Gleyed or Low-Chroma Colors		<input type="checkbox"/> Other (Explain in Remarks)			
Remarks					

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is this Sampling Point Within a Wetland? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Wetland Hydrology Present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Hydric Soils Present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Remarks:			

Data Form
Routine Wetland Determination
(1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: OR
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID:
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Transect ID:
Is the area a potential Problem Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If needed, explain on reverse side.)	Plot ID: 3

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Phalaris arundinacea</i> 80%	H	FACW			
<i>Salix lasiandra</i> 5%	T	FACW+			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			> 50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input checked="" type="checkbox"/> Inundated <input checked="" type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input checked="" type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input checked="" type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 3 in. Depth to Free Water in Pit Surface in. Depth to Saturated Soil: Surface in.	
Remarks:	

SOILS

Map Unit Name (Series and Phase: 39-Rock outcrop-Xeropsamments complex)		Drainage Class: Moderately Well			
Taxonomy (Subgroup):		Field Observations Confirm Mapped Type? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Profile Description					
Depth (inches)	Horizon	Matrix (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/Contrast	Texture, Concretions, Structure, etc.
0 to 15	A	10YR 2/1		--	Muck
				--	
				--	
Hydric Soil Indicators:					
<input checked="" type="checkbox"/> Histosol		<input type="checkbox"/> Concretions			
<input type="checkbox"/> Histic Epipedon		<input type="checkbox"/> High Organic Content in Surface Layer in Sandy Soils			
<input type="checkbox"/> Sulfidic Odor		<input type="checkbox"/> Organic Streaking in Sandy Soils			
<input type="checkbox"/> Aquic Moisture Regime		<input type="checkbox"/> Listed on Local Hydric Soils List			
<input type="checkbox"/> Reducing Conditions		<input type="checkbox"/> Listed on National Hydric Soils List			
<input checked="" type="checkbox"/> Gleyed or Low-Chroma Colors		<input type="checkbox"/> Other (Explain in Remarks)			
Remarks					

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Is this Sampling Point Within a Wetland? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Wetland Hydrology Present?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Hydric Soils Present?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Remarks:			

Data Form
Routine Wetland Determination
(1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: WA
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID:
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Transect ID:
Is the area a potential Problem Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If needed, explain on reverse side.)	Plot ID: 4

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Rubus discolor</i> 80%	WV	FACU			
<i>Centaurea diffusa</i> 10%	H	UPL			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			<50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit >18 in. Depth to Saturated Soil: >12 in.	
Remarks:	

SOILS

Map Unit Name (Series and Phase: 39-Rock outcrop-Xeropsamments complex)		Drainage Class: Moderately Well			
Taxonomy (Subgroup):		Field Observations Confirm Mapped Type? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Profile Description					
Depth (inches)	Horizon	Matrix (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/Contrast	Texture, Concretions, Structure, etc.
0 to 16	A			--	Sand
				--	
				--	
Hydric Soil Indicators:					
<input type="checkbox"/> Histosol		<input type="checkbox"/> Concretions			
<input type="checkbox"/> Histic Epipedon		<input type="checkbox"/> High Organic Content in Surface Layer in Sandy Soils			
<input type="checkbox"/> Sulfidic Odor		<input type="checkbox"/> Organic Streaking in Sandy Soils			
<input type="checkbox"/> Aquic Moisture Regime		<input type="checkbox"/> Listed on Local Hydric Soils List			
<input type="checkbox"/> Reducing Conditions		<input type="checkbox"/> Listed on National Hydric Soils List			
<input type="checkbox"/> Gleyed or Low-Chroma Colors		<input type="checkbox"/> Other (Explain in Remarks)			
Remarks					

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is this Sampling Point Within a Wetland? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Wetland Hydrology Present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Hydric Soils Present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Remarks:			

Data Form
Routine Wetland Determination
(1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: OR
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID: Transect ID: Plot ID: 5
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is the area a potential Problem Area? (If needed, explain on reverse side.) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Phalaris arundinacea</i> 80%	H	FACW			
<i>Salix fluviatilis</i> 15%	T	OBL			
<i>Equisetum hyemale</i> 5%	H	FACW			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			> 50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input checked="" type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input checked="" type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input checked="" type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit 6 in. Depth to Saturated Soil: Surface in.	
Remarks:	

Data Form
Routine Wetland Determination
(1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: WA
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID: Transect ID: Plot ID: 6
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is the area a potential Problem Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If needed, explain on reverse side.)	

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Rubus discolor</i> 80%	WV	FACU			
<i>Centaurea diffusa</i> 10%	H	UPL			
<i>Avena fatua</i>	H	UPL			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			<50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit >18 in. Depth to Saturated Soil: >12 in.	
Remarks:	

Data Form
Routine Wetland Determination
(1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: OR
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID: Transect ID: Plot ID: 7
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is the area a potential Problem Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If needed, explain on reverse side.)	

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Phalaris arundinacea</i> 80%	H	FACW			
<i>Salix fluviatilis</i> 15%	T	OBL			
<i>Equisetum hyemale</i> 5%	H	FACW			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			> 50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input checked="" type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input checked="" type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input checked="" type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit 6 in. Depth to Saturated Soil: Surface in.	
Remarks:	

Data Form
Routine Wetland Determination
(1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: WA
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID:
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Transect ID:
Is the area a potential Problem Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If needed, explain on reverse side.)	Plot ID: 8

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Rubus discolor</i> 80%	WV	FACU			
<i>Centaurea diffusa</i> 10%	H	UPL			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			<50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit >18 in. Depth to Saturated Soil: >12 in.	
Remarks:	

Data Form
Routine Wetland Determination
(1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: WA
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID:
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Transect ID:
Is the area a potential Problem Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If needed, explain on reverse side.)	Plot ID: 8

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Rubus discolor</i> 80%	WV	FACU			
<i>Centaurea diffusa</i> 10%	H	UPL			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			<50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit >18 in. Depth to Saturated Soil: >12 in.	
Remarks:	

Data Form
Routine Wetland Determination
(1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: OR
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID: Transect ID: Plot ID: 9
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is the area a potential Problem Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If needed, explain on reverse side.)	

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Phalaris arundinacea</i> 60%	H	FACW			
<i>Salix fluviatilis</i> 30%	T	OBL			
<i>Rubus discolor</i> 10%	SH	FACU			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			> 50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input checked="" type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input checked="" type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit >18 in. Depth to Saturated Soil: >12 in.	
Remarks:	

Data Form
Routine Wetland Determination
(1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: WA
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID: Transect ID: Plot ID: 10
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is the area a potential Problem Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If needed, explain on reverse side.)	

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Centaurea diffusa</i> 30%	H	UPL			
<i>Elytrigia repens</i> 5%	H	FACU			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			<50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit >18 in. Depth to Saturated Soil: >12 in.	
Remarks:	

SOILS

Map Unit Name (Series and Phase: 39-Rock outcrop-Xeropsamments complex)		Drainage Class: Moderately Well			
Taxonomy (Subgroup):		Field Observations Confirm Mapped Type? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Profile Description					
Depth (inches)	Horizon	Matrix (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/Contrast	Texture, Concretions, Structure, etc.
0 to 16	A			--	Sand
				--	
				--	
Hydric Soil Indicators:					
<input type="checkbox"/> Histosol		<input type="checkbox"/> Concretions			
<input type="checkbox"/> Histic Epipedon		<input type="checkbox"/> High Organic Content in Surface Layer in Sandy Soils			
<input type="checkbox"/> Sulfidic Odor		<input type="checkbox"/> Organic Streaking in Sandy Soils			
<input type="checkbox"/> Aquic Moisture Regime		<input type="checkbox"/> Listed on Local Hydric Soils List			
<input type="checkbox"/> Reducing Conditions		<input type="checkbox"/> Listed on National Hydric Soils List			
<input type="checkbox"/> Gleyed or Low-Chroma Colors		<input type="checkbox"/> Other (Explain in Remarks)			
Remarks					

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is this Sampling Point Within a Wetland? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Wetland Hydrology Present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Hydric Soils Present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Remarks:			

Data Form
Routine Wetland Determination
(1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: OR
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID: Transect ID: Plot ID: 11
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is the area a potential Problem Area? (If needed, explain on reverse side.) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Phalaris arundinacea</i> 60%	H	FACW			
<i>Salix fluviatilis</i> 30%	T	OBL			
<i>Rubus discolor</i> 10%	SH	FACU			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			> 50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input checked="" type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input checked="" type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit >18 in. Depth to Saturated Soil: >12 in.	
Remarks:	

Data Form
Routine Wetland Determination
 (1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: WA
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID:
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Transect ID:
Is the area a potential Problem Area? (If needed, explain on reverse side.) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Plot ID: 12

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Rubus discolor</i> 90%	SH	UPL			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			<50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit >18 in. Depth to Saturated Soil: >12 in.	
Remarks:	

SOILS

Map Unit Name (Series and Phase: 39-Rock outcrop-Xeropsamments complex)		Drainage Class: Moderately Well			
Taxonomy (Subgroup):		Field Observations Confirm Mapped Type? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Profile Description					
Depth (inches)	Horizon	Matrix (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/Contrast	Texture, Concretions, Structure, etc.
0 to 16	A			--	Sand
				--	
				--	
Hydric Soil Indicators:					
<input type="checkbox"/> Histosol		<input type="checkbox"/> Concretions			
<input type="checkbox"/> Histic Epipedon		<input type="checkbox"/> High Organic Content in Surface Layer in Sandy Soils			
<input type="checkbox"/> Sulfidic Odor		<input type="checkbox"/> Organic Streaking in Sandy Soils			
<input type="checkbox"/> Aquic Moisture Regime		<input type="checkbox"/> Listed on Local Hydric Soils List			
<input type="checkbox"/> Reducing Conditions		<input type="checkbox"/> Listed on National Hydric Soils List			
<input type="checkbox"/> Gleyed or Low-Chroma Colors		<input type="checkbox"/> Other (Explain in Remarks)			
Remarks					

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is this Sampling Point Within a Wetland? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Wetland Hydrology Present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Hydric Soils Present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Remarks:			

Data Form
Routine Wetland Determination
(1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: WA
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID: Transect ID: Plot ID: 14
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is the area a potential Problem Area? (If needed, explain on reverse side.) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Rubus discolor</i> 90%	SH	UPL			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			<50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit >18 in. Depth to Saturated Soil: >12 in.	
Remarks:	

Data Form
Routine Wetland Determination
(1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: OR
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID: Transect ID: Plot ID: 15
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is the area a potential Problem Area? (If needed, explain on reverse side.) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Salix fluviatilis</i> 65%	SH	OBL			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			> 50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input checked="" type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input checked="" type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input checked="" type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit >18 in. Depth to Saturated Soil: 6 in.	
Remarks:	

Data Form
Routine Wetland Determination
 (1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 12/12/05
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: WA
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID:
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Transect ID:
Is the area a potential Problem Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If needed, explain on reverse side.)	Plot ID: 16

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
Rubus discolor	WV	FACU			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			<50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit >18 in. Depth to Saturated Soil: >12 in.	
Remarks:	

Data Form
Routine Wetland Determination
 (1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 1/4/06
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: OR
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID: Transect ID: Plot ID: 17
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is the area a potential Problem Area? (If needed, explain on reverse side.) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Salix fluviatilis</i> 65%	SH	OBL			
<i>Phalaris arundinacea</i>	H	FACW			
<i>Alnus incana ssp. tenuifolia</i>	T	FAC			
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			> 50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input checked="" type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input checked="" type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input checked="" type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit >18 in. Depth to Saturated Soil: 6 in.	
Remarks:	

Data Form
Routine Wetland Determination
(1987 COE Wetlands Delineation Manual)

Project/Site: Lone Pine/ The Dalles	Date: 1/4/06
Applicant/Owner: Icon Holdings, LLC	County: Wasco
Investigator: Emerson	State: WA
Do Normal Circumstances exist on the site? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Community ID: Transect ID: Plot ID: 18
Is the site significantly disturbed (Atypical Situation)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is the area a potential Problem Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (If needed, explain on reverse side.)	

VEGETATION

Dominant Plant Species	Stratum	Indicator	Dominant Plant Species	Stratum	Indicator
<i>Lichens and mosses on basaltic rock</i>					
Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-).			<50%		
Remarks:					

HYDROLOGY

<input type="checkbox"/> Recorded Data (Describe in Remarks): <input type="checkbox"/> Stream, Lake, or Tide Gauge <input type="checkbox"/> Aerial Photographs <input type="checkbox"/> Other <input checked="" type="checkbox"/> No Recorded Data Available	Wetland Hydrology Indicators: Primary Indicators: <input type="checkbox"/> Inundated <input type="checkbox"/> Saturated in Upper 12 inches <input type="checkbox"/> Water Marks <input type="checkbox"/> Drift Lines <input type="checkbox"/> Sediment Deposits <input type="checkbox"/> Drainage Patterns in Wetlands Secondary Indicators <input type="checkbox"/> Oxidized Root Channels in Upper 12 inches <input type="checkbox"/> Water-Stained Leaves <input type="checkbox"/> Local Soil Survey Data <input type="checkbox"/> FAC-Neutral Test <input type="checkbox"/> Other (Explain in Remarks)
Field Observations: Depth of Surface Water 0 in. Depth to Free Water in Pit >18 in. Depth to Saturated Soil: >12 in.	
Remarks:	

SOILS

Map Unit Name (Series and Phase): 39-Rock outcrop-Xeropsamments complex		Drainage Class: Moderately Well			
Taxonomy (Subgroup): rock		Field Observations Confirm Mapped Type? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Profile Description					
Depth (inches)	Horizon	Matrix (Munsell Moist)	Mottle Colors (Munsell Moist)	Mottle Abundance/Contrast	Texture, Concretions, Structure, etc.
to 1	A			--	
				--	
				--	
Hydric Soil Indicators:					
<input type="checkbox"/> Histosol		<input type="checkbox"/> Concretions			
<input type="checkbox"/> Histic Epipedon		<input type="checkbox"/> High Organic Content in Surface Layer in Sandy Soils			
<input type="checkbox"/> Sulfidic Odor		<input type="checkbox"/> Organic Streaking in Sandy Soils			
<input type="checkbox"/> Aquic Moisture Regime		<input type="checkbox"/> Listed on Local Hydric Soils List			
<input type="checkbox"/> Reducing Conditions		<input type="checkbox"/> Listed on National Hydric Soils List			
<input type="checkbox"/> Gleyed or Low-Chroma Colors		<input type="checkbox"/> Other (Explain in Remarks)			
Remarks					

WETLAND DETERMINATION

Hydrophytic Vegetation Present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Is this Sampling Point Within a Wetland? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Wetland Hydrology Present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Hydric Soils Present?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Remarks:			