

AGENDA

PLANNING COMMISSION

November 3, 2022

5:30 p.m.

City Hall Council Chambers
313 Court Street, The Dalles, Oregon

Via Zoom

<https://us06web.zoom.us/j/82327794645?pwd=cld2UGhUb1BoVithR0tFUzZzcWtXQT09>

Meeting ID: **823 2779 4645** Passcode: **001537**

Dial: 1-669-900-6833 or 1-253-215-8782

1. CALL TO ORDER
2. ROLL CALL
3. PLEDGE OF ALLEGIANCE
4. APPROVAL OF AGENDA
5. APPROVAL OF MINUTES – October 6, 2022
6. PUBLIC COMMENT – During this portion of the meeting, anyone may speak on any subject that does not later appear on the agenda. Five minutes per person will be allowed.
7. QUASI-JUDICIAL PUBLIC HEARING
 - A. CUP 201-21, BTR, LLC, 905 Heritage Way
Request: Applicant is requesting approval to site and construct a 24-unit Recreational Vehicle Park.
 - B. CUP 208-22, Lonny Hutchison, 2510 W. Second Street
Request: Applicant is requesting conceptual approval to improve and expand an existing Recreational Vehicle Park, per TDMC 10.3.050.030 (C). Upon approval of conceptual review, the Applicant will proceed with a Site Plan Review to site and construct the development.
8. RESOLUTION
 - Resolution PC 608-22: Approval of CUP 201-21, BTR, LLC
 - Resolution PC 609-22: Approval of CUP 208-22, Lonny Hutchison
9. STAFF COMMENTS / PROJECT UPDATES

CITY OF THE DALLES

"By working together, we will provide services that enhance the vitality of The Dalles."

10. COMMISSIONER COMMENTS / QUESTIONS

11. ADJOURNMENT

Meeting conducted in a room in compliance with ADA standards.

Prepared by/
Paula Webb, Secretary
Community Development Department

MINUTES

PLANNING COMMISSION MEETING

October 6, 2022
5:30 p.m.

City Hall Council Chambers
313 Court Street, The Dalles, Oregon 97058
Via Zoom / Livestream via City Website

PRESIDING: Cody Cornett, Chair

COMMISSIONERS PRESENT: Karly Aparicio, John Grant, Mark Poppoff, Philip Mascher
(arrived 5:32 p.m.)

COMMISSIONERS ABSENT: Maria Pena, Nik Portela

STAFF PRESENT: Interim Director Joshua Chandler, Secretary Paula Webb

CALL TO ORDER

The meeting was called to order by Chair Cornett at 5:30 p.m.

PLEDGE OF ALLEGIANCE

Chair Cornett led the Pledge of Allegiance.

APPROVAL OF AGENDA

It was moved by Aparicio and seconded by Poppoff to approve the agenda as presented. The motion carried 4/0; Aparicio, Cornett, Grant, and Poppoff voting in favor, none opposed, Mascher, Pena and Portela absent.

APPROVAL OF MINUTES

It was moved by Poppoff and seconded by Cornett to approve the minutes of August 11, 2022 as submitted. The motion carried 4/0; Aparicio, Cornett, Grant, and Poppoff voting in favor, none opposed, Mascher, Pena and Portela absent.

PUBLIC COMMENT

None.

Commissioner Mascher joined the meeting at 5:32 p.m.

DISCUSSION ITEM

Second review of Land Use and Development Ordinance (LUDO) text amendments to clarify regulations relating to residential density.

Interim Director Chandler welcomed new Commissioner John Grant to the Planning Commission.

Interim Director Chandler provided a presentation on proposed Density Code Amendments, Attachment 1. He also referred to comments submitted by Alan Easling, Attachment 2.

Discussion topics included:

- Any rounded whole number resulting in a total number of dwelling units exceeding the maximum Comprehensive Plan density range, shall be permitted no more than one dwelling unit greater than the density range. Numbers 8.5 and greater will be rounded up; numbers less than 8.5 will be rounded down.
- For the purpose of calculating minimum density, an accessory dwelling unit (ADU) is counted as one dwelling unit. When calculating maximum density, an ADU is zero units. The ADU allows you to meet a minimum density requirement. If density is already met, an ADU may be added without exceeding maximum density.
- Staff does not anticipate negative feedback from City Council regarding gross density. Providing context for net density will minimize confusion and reduce negative feedback.
- Initially, the Planning Commission considered only lot sizes. Smaller lots do not necessarily increase density.
- Although the Commission is in agreement with density amendments, the City Council may not agree. How committed is the community to increased density?
- A suggestion was made to use only net or gross density to reduce confusion. Net density only would ultimately reduce density on constrained properties. Using both net and gross densities will allow a greater scope of development.
- To improve perception, replace “increased” with “adjust,” i.e. “adjust density ranges consistent with minimum lot sizes.” Interim Director Chandler noted that “increased” and “adjust” are used only in the staff report, not the Land Use and Development Code.

Interim Director Chandler said if there were no changes, staff is requesting direction to move into the adoption process.

Chair Cornett stated he was in favor of Option 2. He asked for a table reflecting the process for developing density. Interim Director Chandler will provide a sample of a basic development plan with recording fees to distribute to applicants.

The Planning Commission consensus was to move forward with adoption of the proposed amendments.

STAFF COMMENTS / PROJECT UPDATES

Interviews for a Planning Technician will be held next week [October 13, 2022].

Staff is compiling notes for future amendments to the Code.

No additional materials were submitted for the building height increase discussed in August. The applicant is working with the architect on submittal of a Site Plan Review.

Hiring for the position of Community Development Director is in progress. Applications will be accepted through next week.

City Council will consider restructuring of the Community Development Department at the October 10, 2022 Council meeting. Currently, the Community Development Director is also the Urban Renewal Manager. A new position within the Community Development Department, the Economic Development Officer, would oversee both economic development and the Urban Renewal Agency.

The October 20, 2022 Planning Commission meeting will be cancelled. The next scheduled meeting is November 3, 2022.

COMMISSIONER COMMENTS / QUESTIONS

None.

ADJOURNMENT

Chair Cornett adjourned the meeting at 6:27 p.m.

Submitted by/
Paula Webb, Secretary
Community Development Department

SIGNED:

Cody Cornett, Chair

ATTEST:

Paula Webb, Secretary
Community Development Department



City of The Dalles Planning Commission

THURSDAY, OCTOBER 6, 2022 | 5:30 PM

Density Code Amendments (7/7/22 Discussion)

- ❖ Density integral part of land use planning
- ❖ Comp Plan Density ranges vs. “minimum density”
- ❖ Density inconsistently enforced until 2020
- ❖ MIP 401-21
- ❖ PC directed staff to review TDMC pertaining to density – 2/10/22

Staff Report corrections (Page 2 & 3)

Corrections to report text shown in **red** below:

“Option #1”:

- “RL: Current = 5,000 SF; Option #1 increase = 7,260 SF (43,560 / **5,000 6**)”
- “RM: Current = 2,000 SF; Option #1 increase = 2,562 SF (43,560 / **2,000 17**)”
- “RH: Current = 1,500 SF; Option #1 increase = 1,742 SF (43,560 / **1,500 25**)”

“Option #2”:

- “RL: 3-8.71 units per **gross** acre (43,560 / 5,000 = 8.712)”
- “RM: 7-21.78 units per **gross** acre (43,560 / 2,000 = 21.78)
- “RH: 10-29.04 units per **gross** acre (43,560 / 1,500 = 29.04)”

Density Code Amendments (Timeline)

- ❖ February 2022: PC directed staff to review TDMC pertaining to density
- ❖ July 7, 2022: First PC Discussion on density
- ❖ August 11, 2022: Distributed proposed amendments to local contractors, surveyors, engineers requesting comment
 - 1 comment received
- ❖ October 6, 2022: Second PC Discussion on density (additional changes to the July 7 proposed amendments)

Density Code Amendments (7/7/22 Proposed Amendments)

- ❖ Definitions
- ❖ Calculating Density (Rounding, Truncation, Density Denominator, Net Area)
- ❖ Regulating Density (ADUs, Duplexes)
- ❖ Minimum Lot Allowances
- ❖ Gross vs. Net
- ❖ Redevelopment Plans

Density Code Amendments (10/6/22 Discussion)

- ❖ Definitions: *Gross and Gross Density*
- ❖ Density ranges and lot sizes
- ❖ Gross **and** Net Density

Major Modifications to 7/7/22 Proposed Amendments

1. Increase density ranges consistent with minimum lot sizes
2. Apply gross density calculations for maximum density and net density calculations for minimum density.

Density Code Amendments (10/6/22 Discussion)

- ❖ Definitions: *Gross and Gross Density*
- ❖ Density ranges and lot sizes
- ❖ Gross and Net Density

Major Modifications to 7/7/22 Proposed Amendments

1. Increase density ranges consistent with minimum lot sizes
2. Apply gross density calculations for maximum density and net density calculations for minimum density.

Density Ranges and Minimum Lot Sizes

- ❖ Currently density ranges and lot sizes are not evenly dividable into each other (density range / minimum lot size)
 - RL: 3 - 6 units/gross acre \neq 5,000 SF
 - RM: 7 - 17 units/gross acre \neq 2,000 SF
 - RH: 10 - 25 units/gross acre \neq 1,500 SF
- ❖ Example (RL):
 - 15,000 SF / 5,000 SF (*min. lot size*) = 3 dwellings/lots
 - 0.34 (15,000 SF) x 6 (max. density) = 2 dwellings/lots (2.06 rounded down)
- ❖ *Staff has detailed two options to address this discrepancy*

Density Ranges and Minimum Lot Sizes

- ❖ Option #1: Adjust minimum lots size per the density range
- ❖ Current Density Ranges
 - RL: 3 - 6 units/gross acre
 - RM: 7 - 17 units/gross acre
 - RH: 10 - 25 units/gross acre
- ❖ Calculations
 - RL: $43,560 \text{ SF} / \underline{6} = \mathbf{7,260 \text{ SF}}$ | Current (min lot size)= 5,000 SF
 - RM: $43,560 \text{ SF} / \underline{17} = \mathbf{2,562 \text{ SF}}$ | Current (min lot size) = 2,000 SF*
 - RH: $43,560 \text{ SF} / \underline{25} = \mathbf{1,742 \text{ SF}}$ | Current (min lot size) = 1,500 SF*

** Minimum lot sizes in the RM and RH zones vary depending on building type and number of dwelling units; therefore, Staff used the smallest lot size option in each of these zones for calculation*

Density Ranges and Minimum Lot Sizes

- ❖ Option #2: Adjust the density range per minimum lot size
- ❖ Current Minimum Lot Sizes
 - RL: 5,000 SF
 - RM: 2,000 SF
 - RH: 1,500 SF*
- ❖ Calculations
 - RL: $43,560 \text{ SF} / 5,000 \text{ SF} = \mathbf{8.712}$ | Current (max. density) = 6
 - RM: $43,560 \text{ SF} / 2,000 \text{ SF} = \mathbf{21.78}$ | Current (max. density) = 17
 - RH: $43,560 \text{ SF} / 1,500 \text{ SF} = \mathbf{29.04}$ | Current (max. density) = 25

** Minimum lot sizes in the RM and RH zones vary depending on building type and number of dwelling units; therefore, Staff used the smallest lot size option in each of these zones for calculation*

Density Ranges and Minimum Lot Sizes

- ❖ Option #1: Adjust minimum lots size per the density range
 - Less overall density
 - New restrictions placed on all residentially zoned properties
 - Contrary to recent housing code amendments
 - **Not Recommended**
- ❖ Option #2: Adjust the density range per minimum lot size
 - More overall density
 - More flexibility on all residentially zoned properties
 - **Recommended**

Density Ranges (pages 1, 6, 7, & 9 of 10)

- ❖ Proposed Code Amendment (“Options #2”):
 - RL: 3 - ~~6~~ **8.71** units/gross acre
 - RM: 7 - ~~17~~ **21.78** units/gross acre
 - RH: 10 - ~~25~~ **29.04** units/gross acre
- ❖ Rounding (Proposed Code Amendment):

Any rounded whole number, which results in a total number of dwelling units exceeding the maximum Comprehensive Plan density range, shall be permitted no more than one dwelling unit greater than the density range.

For example, a RL zoned development with a maximum density of 8.65 may be rounded up to 9; thus exceeding the 8.712 maximum allowed density of the RL zoning district.

Density Code Amendments (10/6/22 Discussion)

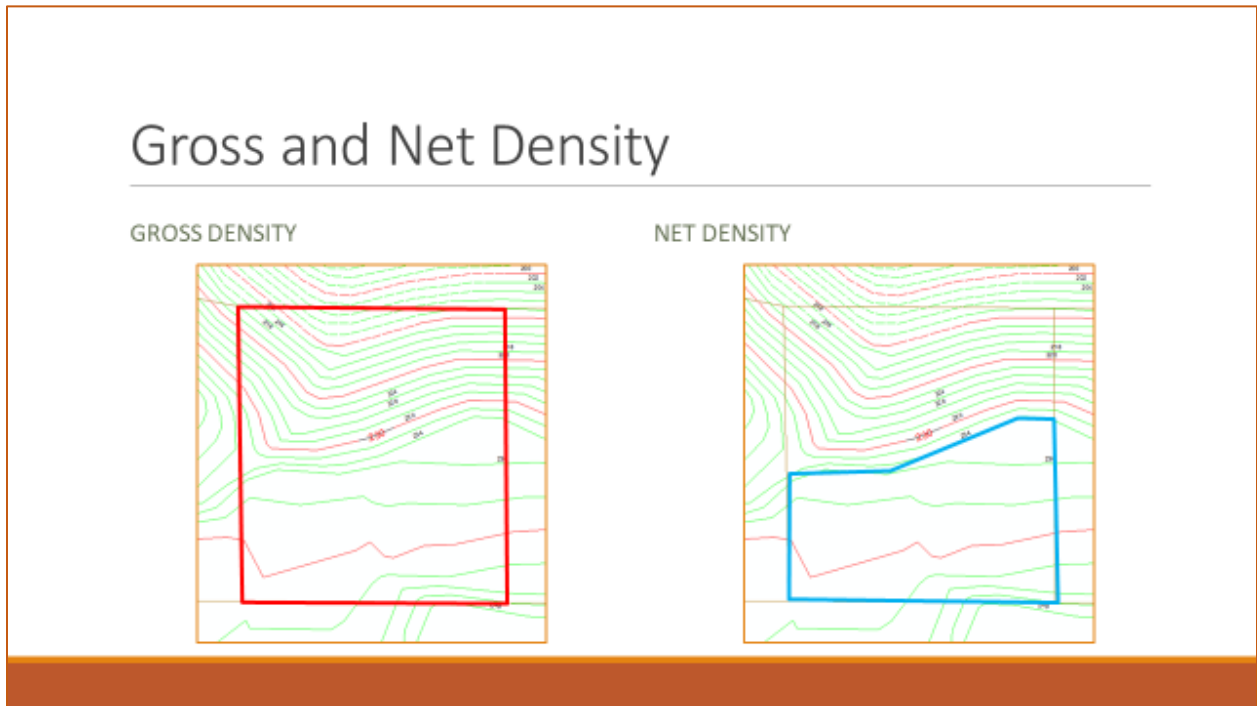
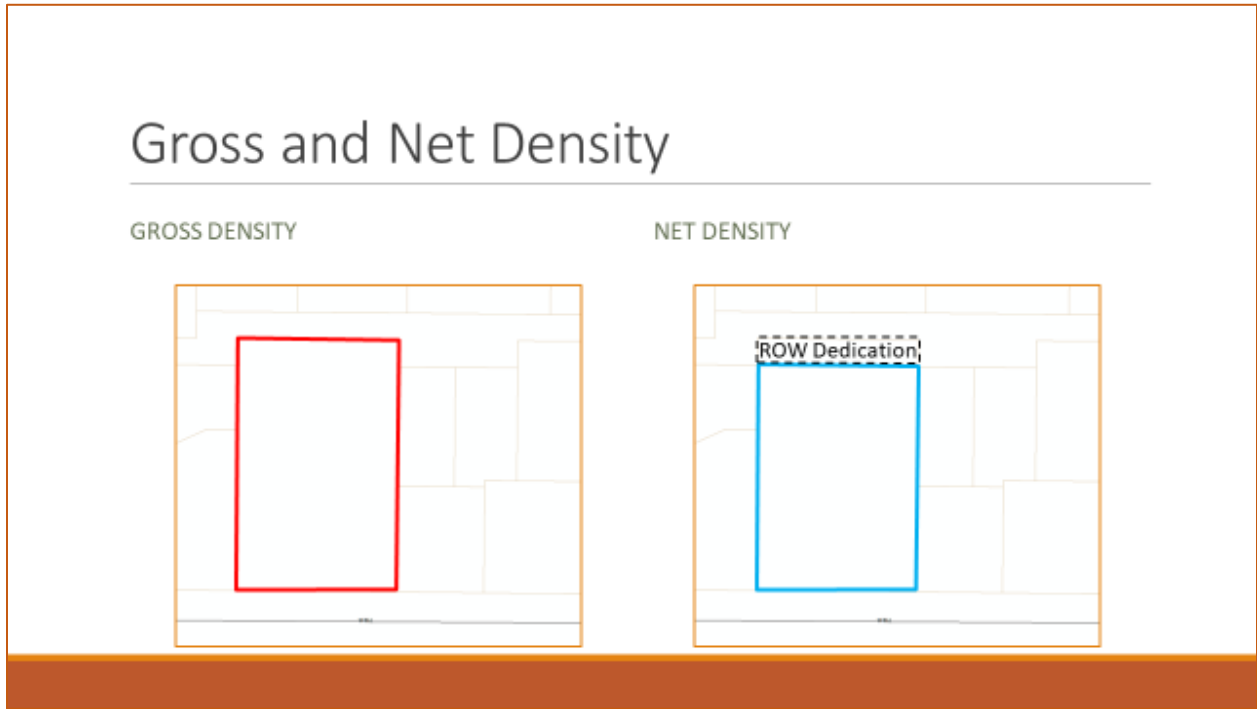
- ❖ Definitions: *Gross and Gross Density*
- ❖ Density ranges and lot sizes
- ❖ Gross **and** Net Density

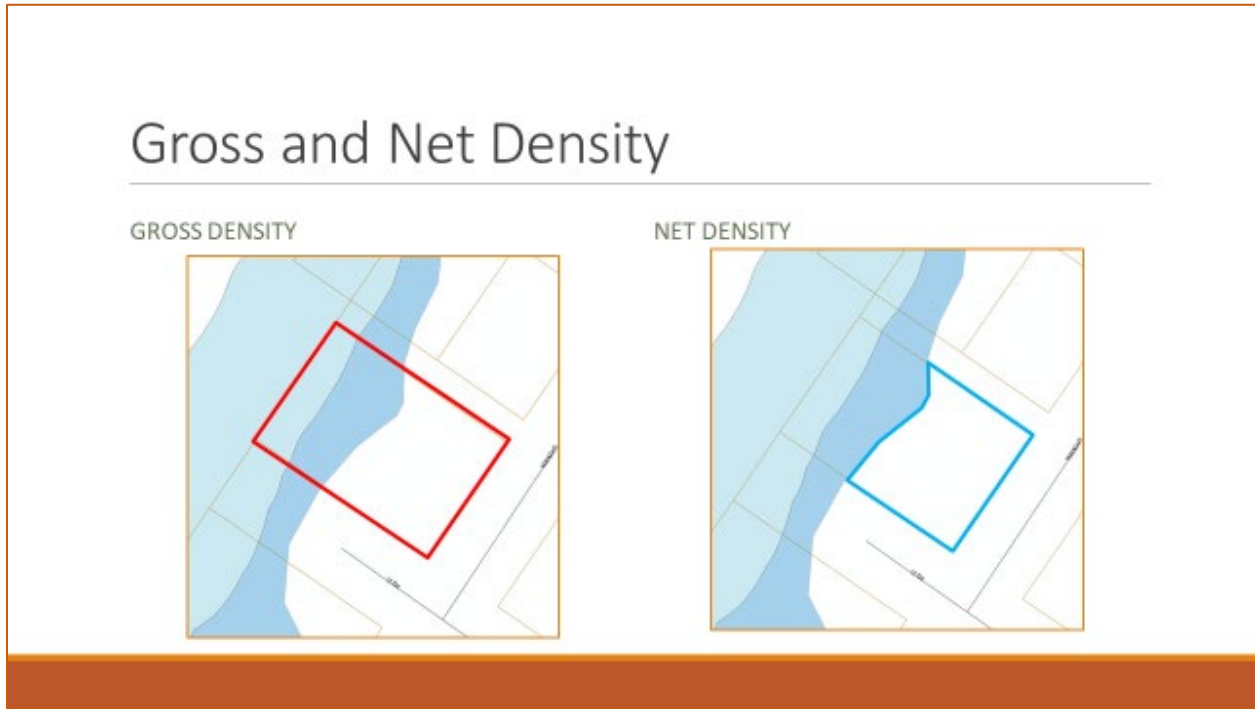
Major Modifications to 7/7/22 Proposed Amendments

1. Increase density ranges consistent with minimum lot sizes
2. Apply gross density calculations for maximum density and net density calculations for minimum density.

Gross and Net Density (page 1 & 2 of 10)

- ❖ “Gross Density” = number of residential units per overall acre
- ❖ “Net Density” = number of units per acre of land, excluding various constraints (such as ROW, slopes, wetlands, etc)





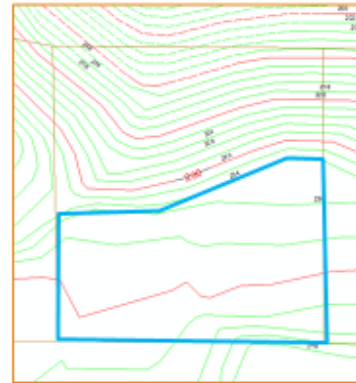
- ## Gross and Net Density
- ❖ July 7 Amendments: Staff proposed removing “gross” in TDMC and replacing with “net”
 - ❖ October 6 Amendments: Staff proposes net **and** gross
 - Net = minimum
 - Gross = maximum

Gross and Net Density

NET DENSITY

Proposed Code Amendment: When determining **minimum required density** of an individual development, net density is used for calculations.

- Only “buildable” area is considered
- Constrained land (ex. slopes) results in less required dwellings/lots
- Ability to “minimize” density

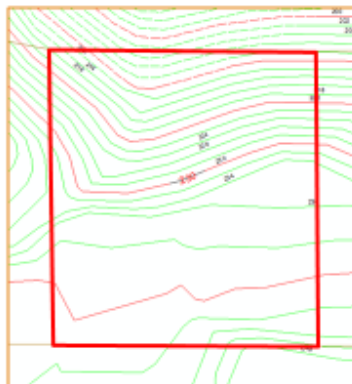


Gross and Net Density

GROSS DENSITY

Proposed Code Amendment: When determining **maximum allowed density** of an individual development, gross density is used for calculations.

- Constrained land (ex. slopes) may be used in overall calculation
- Ability to “maximize” density



Next Steps

1. Addressing necessary changes to draft code amendments, per PC direction
2. Proceed with formal land use application
3. Ballot Measure 56 (if needed)
4. Notices sent to DLCD and Wasco County
5. Two future legislative public hearings with Planning Commission and City Council

Next Steps

Anticipated adoption timeline:

- 11/17/22: Commission adoption/recommendation hearing
 - 10/13/22: DLCD notice (35 days prior to first evidentiary hearing)
- 12/12/22: City Council adoption hearing
 - 11/18/22: Newspaper Notice
 - 11/28/22: BM 56 Notice (if needed)
- 1/10/23: *Alternative City Council adoption hearing*
- Amendments take effect: January/February 2023

Paula Webb

From: Alan Easling <aeasling@yahoo.com>
Sent: Thursday, August 25, 2022 1:00 PM
To: Paula Webb
Subject: Re: Proposed Amendments to Density in The Dalles Municipal Code

Hello Paula,

I commend the Community Development Department and Planning Commission for striving to present the code in a clear and objective way.

Here is my input:

10.6.070.020 - This is easy to follow and is a great example of clear and objective language. Well done.

6.170.020 C 1 and 2 - Again, this is clear and objective. This should make it easier for property owners to understand what they can do with available land. It should also help potential property investors understand how the code will be applied to an individual property prior to them deciding to purchase the property. To further clarify things, perhaps an example or specific case study could be included in this section that shows how to do the calculation.

Article 3.120 Redevelopment Plans - I support this and think that it could potential promote infill development. This gives land owners more options for how to develop their land. Allowing development with regard to a redevelopment plan instead of a strict policy on minimum density is a great way to "unlock" underdeveloped properties within the city limits.

Great job.

Alan Easling

On Thursday, August 11, 2022 at 10:26:50 AM PDT, Paula Webb <pwebb@ci.the-dalles.or.us> wrote:

Greetings from The Dalles Community Development Department,

As a member of our Columbia Gorge community, we wanted to inform you of upcoming proposed amendments to The Dalles Municipal Code (TDMC), and would appreciate your input. At the direction of The Dalles Planning Commission, Department Staff conducted a comprehensive audit of TDMC as it pertains to all facets of density. In Oregon, administering density is mandatory to ensure responsible development within established urban growth boundaries. The ability to expand these boundaries relies heavily on a municipality monitoring growth and capacity, most commonly with prescribed density ranges.

Staff has prepared draft density code amendments that address the density unit of measure, defining common density related terms, changes to fractional results for density calculations, as well as modifying requirements for redevelopment of land below density ranges. These amendments were previously discussed with the Planning Commission at the July 7, 2022

meeting. The next step in the amendment process is sharing with members of the local development community.

Staff has attached the proposed amendments with this email; we encourage your response no later than August 26, 2022. Your input is greatly appreciated.

Please contact our office with any questions.

Thank you.

Community Development Department

City of The Dalles

Paula Webb

Secretary

Community Development Department

City of The Dalles

313 Court Street

The Dalles, Oregon 97058

Office: 541-296-5481 x1125

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**STAFF REPORT
CUP 201-21**

Applicant: BTR LLC
Procedure Type: Quasi-Judicial
Hearing Date: November 3, 2022
Property Owner: BTR LLC
Assessor's Map: Township 2 North, 13 East, Section 29 DC
Tax Lot: 11600
Address: 905 Heritage Way
Zoning District: "RM" Medium Density Residential
Prepared By: Joshua Chandler, Community Development Director

REQUEST: Applicant is requesting approval to site and construct a 24-unit Recreational Vehicle Park.

NOTIFICATION: Property owners within 300 feet, City Departments and Franchise Utilities.

COMMENTS RECEIVED: No comment received as of the date this report was published (October 27, 2022).

REVIEW CRITERIA:

I. City of The Dalles Municipal Code, Title 10 Land Use and Development

Section 10.3.010.040 Applications

A. Acceptance

FINDING #1: Applicant submitted a Pre-application/Site Team meeting request on November 4, 2021 for consideration of a Conditional Use Permit (CUP) application for a Recreational Vehicle (RV) Park. This meeting was held on November 18, 2021.

Following the Site Team meeting, Staff requested additional information to include with

the application material. On October 5, 2022, the Applicant submitted all required information. **Criterion met.**

B. Completeness

FINDING #2: The application was deemed complete on October 10, 2022. **Criterion met.**

Section 10.3.020.050 Quasi-Judicial Actions

A. Decision Types.

FINDING #3: Pursuant to The Dalles Municipal Code (TDMC), CUP applications are processed as Quasi-Judicial Actions. **Criterion met.**

B. Staff Report.

FINDING #4: This document serves as the staff report. **Criterion met.**

D. Notice of Hearing.

FINDING #5: Appropriate mailings to property owners within 300 feet and notice to affected departments and agencies were made on October 20, 2022. **Criterion met.**

Section 10.3.050.030 Applications

A. Applications.

FINDING #6: Digital copies of all required plans have been submitted. Staff determined no paper copies are required at this point. **Criterion met.**

B. Review.

FINDING #7: See Finding #3. Staff will include as a Condition of Approval that a revised site plan, construction/design, and landscape plan consistent with all Conditions of Approval be approved by the Community Development Director and the City Engineer prior to the issuance of a building permit. **Criterion met with conditions.**

Section 10.3.050.040 Review Criteria

A. Permitted Conditional Use. The proposed use is conditionally permitted in the zone district where it is proposed to be located.

FINDING #8: Pursuant to TDMC 10.12.020, RV parks are allowed conditionally in the I (Industrial), NC (Neighborhood Center Overlay), RH (High Density Residential), and RM (Medium Density Residential) zones. The subject property is zoned RM. **Criterion met.**

B. Standards. The proposed use conforms to all applicable standards of the zone district where the use is proposed to be located. The proposed use will also be consistent with the purposes of this Title, and any other statutes, ordinances, or policies that may be applicable.

FINDING #9: All applicable standards of TDMC are addressed within this staff report. **Criterion met.**

C. Impact. The proposed structure(s) and use(s) shall be designed and operated in such a way as to meet the standards of this Article. Impacts caused by the construction of

the conditional use shall not be considered regarding a decision on the validation of the application.

1. *Noise impacts across the property line shall not exceed 60 decibels. Noise related to traffic impacts shall not be included in this determination. Nothing in this Article shall modify other noise ordinance standards as adopted by the City.*

FINDING #10: Applicant is proposing to manage and operate the RV Park, with park maintenance occurring between 8a-5p. RV guests will have the ability to check in/out on a 24/7 basis. Staff will include as a Condition of Approval the Applicant establish and enforce reasonable quiet hours within the park and would encourage check-in/out times occur within these quiet hours. In addition to these hours, all guests must adhere to the requirements of TDMC concerning public offenses, specifically addressed in Chapters 5.04, 5.08, and 5.12. It is the responsibility of the property owner to monitor such offenses. Any nuisance concerns that may arise with this development will be addressed on a complaint basis.

To ensure noise impacts are mitigated within the park, no mechanical component of a RV, specifically generators, may exceed 60 decibels across property lines. Furthermore, no exterior generators may be permitted within the park; pursuant to TDMC 10.12.050 “Except for the allowed vehicles, there shall be no outside storage of materials or equipment belonging to the park or to any of the guests.” Staff will include these requirements as Conditions of Approval.

Criterion met with conditions.

2. *Lighting impacts across the property line shall not exceed 0.5 foot-candles (a foot-candle is the amount of light falling upon a 1-square-foot surface which is 1 foot away from a 1-candlepower light source.)*

FINDING #11: Applicant is proposing to install minimal lighting within the RV Park, including overhead lights at the restroom/shower building and low level landscape lighting. As required per 10.3.030.040 (F), proposed lighting shall not directly illuminate adjoining properties. Lighting sources shall be shielded and arranged so as not to produce glare in any public right-of-way (ROW). Maximum illumination at the property line must not exceed an average horizontal foot-candle of 0.3 for non-cut-off lights, and 1.0 for cut-off lights. Staff will include these lighting requirements as Conditions of Approval. **Criterion met with conditions.**

3. *Dust and other particulate matter shall be confined to the subject property.*

FINDING #12: Applicant is proposing to install gravel, asphalt/concrete, and grass throughout the park, as well as install a 6’ privacy fence with vegetation along all property lines and street frontages, which will help to mitigate dust and debris from impacting neighboring properties. **Criterion met.**

4. *The following odors shall be completely confined to subject property:*
 - a. *Industrial and/or chemical grade chemicals, solvents, paints, cleaners, and similar substances;*
 - b. *Fuels; and*

- c. *Fertilizers, manure, or other animal waste products, other than for landscape installation and maintenance.*

FINDING #13: Applicant included within their narrative that typical landscaping maintenance products would be stored on-site, with no industrial and/or chemical grade chemicals, solvents, paints, cleaners, and similar substances stored on-site. **Criterion met.**

- 5. *Vibrations shall not be felt across the property line.*

FINDING #14: Other than the incidental use of RVs moving throughout the park, Staff does not anticipate vibrations from the proposed use that will be felt across property lines. **Criterion met.**

- 6. *The transportation system is capable, or can be made capable, of supporting the additional transportation impacts generated by the use. Evaluation factors shall include, but are limited to:*
 - a. *Street designation and capacities;*
 - b. *On-street parking impacts;*
 - c. *Bicycle safety and connectivity;*
 - d. *Pedestrian safety and connectivity; and*

FINDING #15: Staff will address this criterion in Findings #24, #25, and #26. **Criterion met with conditions.**

- 7. *In areas designated as Historic Districts, proposed development and redevelopment shall first require review and approval of the Historic Landmarks Commission in accordance with the procedures of Chapter 11.12 - Historic Resources.*

FINDING #16: The proposed use is not located in a historic district or structure. **Criterion not applicable.**

Section 10.5.030.030 Conditional Uses

FINDING #17: See Finding #8. **Criterion met.**

Section 10.5.030.060 Development Standards

FINDING #18: Staff determined the proposal complies with setback requirements of the RM zoning district. Landscaping and access requirements will be addressed in subsequent findings. **Criterion met.**

Section 10.5.030.070 Design Standards

FINDING #19: Pursuant to TDMC 10.5.030.070, design standards of the RM zoning district do not apply to manufactured dwelling parks and RV Parks. The subject property is zoned RM. **Criterion not applicable.**

Article 6.010 Landscaping Standards

FINDING #20: Staff will address screening and landscaping standards in subsequent findings. **Criterion met.**

Article 6.050 Access Management

FINDING #21: Staff will address access management requirements in subsequent findings. **Criterion met.**

Article 6.060 Driveway and Entrance Standards

FINDING #22: See Finding #28. **Criterion met with conditions.**

Article 6.100 Vision Clearance

FINDING #23: Staff will address vision clearance requirements in subsequent findings. **Criterion met.**

Section 10.10.040 Pedestrian Requirements

B. Connectivity

FINDING #24: Pursuant to TDMC 10.10.040 (B), safe and convenient pedestrian facilities shall be provided with new development, with internal pedestrian circulation connecting to existing and planned pedestrian facilities which abut the development site. Staff determined from the submitted plans that an internal pedestrian system was not included in the overall design of the RV Park. To ensure pedestrian connectivity between the existing abutting sidewalk system and the RV Park, Staff will include as a Condition of Approval that the Applicant include an internal pedestrian walkway separated from vehicle parking or maneuvering areas by grade, different paving material, or landscaping. Applicant may request an alternative to these separation/surfacing standards subject to Planning Commission approval. This walkway must be included on a revised site plan. All proposed walking paths must be maintained to ensure safe and efficient circulation on the subject property. **Criterion met with conditions.**

D. Pedestrian Network

FINDING #25: Pursuant to TDMC 10.10.040 (D), “To provide for orderly development of an effective pedestrian network, pedestrian facilities installed concurrent with development of a site shall be extended through the site to the edge of adjacent property(ies).” Staff will include as a Condition of Approval that the Applicant install sidewalks along the W. Eighth Street frontage to the edge of the adjacent property and include this detail on a revised site plan. **Criterion met with conditions.**

Section 10.10.050 Bicycle Requirements

FINDING #26: The subject property has street frontage on Heritage Loop and Heritage Way, both classified in the City of The Dalles Transportation System Plan (TSP) as “Local Streets.” Pursuant to TDMC 10.10.050, on-street bike lanes are required on all new arterial and major collector streets; therefore, the Applicant is not required to provide bike lanes with this development. **Criterion not applicable.**

Section 10.10.060 Street Requirements

C. Traffic Impact Studies

FINDING #27: See Finding #35. **Criterion met.**

C. Improved to Standards

FINDING #28: Pursuant to TDMC 10.10.060 (C), “Where a development site abuts an existing public street not improved to City standards, the abutting street shall be improved to City standards along the full frontage of the property concurrent with development.” The subject property has existing sidewalks along the majority of the street frontage. Applicant will be required to install all remaining ROW improvements along the entire frontage of the subject property, including one drive approach along the Heritage Loop frontage (proposed) and one drive approach at the W. Eighth Street/ Heritage Way intersection, to replace the existing driveway of the subject property. Pursuant to TDMC 10.6.060.020, no approach/entrance shall be built closer than 5’ from any property line. Staff will include this requirement as a Condition of Approval. In addition, Applicant will be required to install sidewalks along the W. Eighth Street frontage to edge of the adjacent property, as discussed in Finding #25. Staff will include as a Condition of Approval that all ROW improvements be installed and shown on a revised site plan. **Criterion met with conditions.**

Section 10.10.070 Public Utility Extensions

FINDING #29: The subject property is currently connected to City services; however, additional upsizing will be required with this development. Applicant is proposing a private internal utility system and will be responsible for continued maintenance of this system. Staff will include this maintenance as a Condition of Approval. **Criterion met with conditions.**

Section 10.10.100 Franchise Utility Installations

A. General

FINDING #30: Applicant did not provide information regarding the installation of franchise utilities with the preliminary utility plan. All proposed franchise utilities are required to be installed in accordance with each utility provider. Staff will include this criterion as a Condition of Approval. **Criterion met with conditions.**

Section 10.12.020 Zoning

FINDING #31: See Finding #8. **Criterion met.**

Section 10.12.030 Development Standards

A. Laws and Regulations

FINDING #32: Pursuant to TDMC 10.12.030 (A), RV parks must adhere to all federal, state, and local laws and regulations. Staff will address all applicable TDMC standards within this staff report; however, it is the responsibility of the Applicants to ensure all other federal and state requirements are met. Staff will include as a Condition of Approval the Applicants contact Wasco County Building Codes and/or the State of Oregon Building Codes Division Department of Consumer and Business Services for additional permitting requirements associated with the proposed development. If any additional requirements involve modifications to RV park features, these features must be provided on a revised site plan. **Criterion met with conditions.**

B. Hazards to Property and Occupants.

FINDING #33: The proposed RV Park is located within a residentially zoned neighborhood and the site of a recently demolished neighborhood church. Staff does not anticipate park occupants will be subject to the any of the hazards outlined in TDMC 10.12.030 (B). **Criterion met.**

C. Setbacks

FINDING #34: See Finding #18. **Criterion met.**

D. Access in Residential Zones

FINDING #35: The subject property has street frontage on Heritage Loop and Heritage Way, both classified in the TSP as “Local Streets”. Pursuant to TDMC 10.12.030 (D), access to an RV Park must be from an arterial or collector street; however, if access is “not from an arterial or collector street, each access shall be evaluated on a case-by-case basis to determine if access is adequate for the type of RV which is anticipated to enter into, and exit from, the RV park.” With the proposed RV Park located on a local street, Staff determined a traffic impact analysis would be required to determine whether access to the site is adequate. Applicant coordinated project scope with the City Engineer and submitted a report for review on September 14, 2022. This analysis included traffic count comparisons between the proposed and previous uses, as well as turning templates for three nearby intersections. After review of the analysis, Staff determined no mitigation would be required with this development. Applicant is proposing two access points with this proposal, each designed to accommodate two-way traffic. In addition, Applicant submitted functional turning templates for multiple types of RVs demonstrating entrance/exit to the park, as well as maneuvering into proposed RV parking spaces. **Criterion met.**

E. Screening

FINDING #36: Pursuant to 10.12.030 (E), RV parks shall be screened with vegetation on all sides abutting ROWs and neighboring properties per the requirements of TDMC 10.11.050, which requires vegetation reach their required height within two (2) years of planting. Screening must be set back 15’ from the ROW and 5’ from abutting property lines. Applicant is proposing to install 6’ tall privacy fencing with vegetation along all abutting properties with adequate setbacks, as well as 6’ tall privacy screening along the ROW with minimal vegetation. Staff will include as a Condition of Approval that vegetation be installed along all ROW frontages, in addition to the proposed privacy fencing.

In addition, all perimeter screening must meet the vision clearance requirements of Article 6.100. As stated in Article 6.100, no plantings, walls, screens, structures, or permanent or temporary obstructions exceeding 24” in height, may be placed within the vision clearance area. This requirement would also apply to signage. In the event the Applicant would like to install park signage, Staff would recommend affixing the signs to the perimeter screening. In addition, an approved sign permit would be required. Staff will address the vision clearance requirements as a Condition of Approval. **Criterion met with conditions.**

F. Surfacing

FINDING #37: Applicant is proposing to install asphalt/concrete for each of the 24 RV spaces, with crushed gravel as the surface for each additional vehicle parking space.

Criterion met.

G. Non-Recreational Vehicle Parking Requirement

FINDING #38: Pursuant to TDMC 10.12.030 (G), there shall be a maximum of one parking space per RV space. Applicant is proposing to install one parking space for each of the 24 RV parking spaces. **Criterion met.**

Section 10.12.040 Landscaping

FINDING #39: Applicant is proposing to install asphalt/concrete for each of the 24 RV spaces, with crushed gravel as the surface for each additional vehicle parking space. All other areas within the RV Park will be a mixture of landscaping (with more than 70% live plant material), including arborvitaes, hedges, and English laurel trees. Staff will include as a Condition of Approval that all landscaping be maintained and irrigated to ensure survival of plant materials. **Criterion met with conditions.**

Section 10.12.050 Park Maintenance and Storage

FINDING #40: Applicant is proposing to manage and operate the RV Park, with park maintenance occurring between 8a-5p. Staff will include as a Condition of Approval that current contact information for park management be clearly displayed at all times within the park. It is the sole responsibility of the Applicant to ensure the park is kept in a neat appearance, with no outside storage of materials or equipment belonging to the park or to any of the guests. Staff will include these requirements as a Condition of Approval.

Criterion met with Conditions.

Section 10.12.060 Length of Stay

FINDING #41: Applicant is proposing to provide 24 long-term (up to one year) RV spaces; however, longer stays may be requested and approved by the Planning Commission. As of the date of this report, stays longer than one year have not been requested by the Applicant. Staff will include as a Condition of Approval that RV stays be limited to less than one year.

For purposes of calculating System Development Charges for RV Parks, Staff requires that all long-term spaces be charged at the same rate as a permanent dwelling (1 RV space = 1 dwelling).

Criterion met with conditions.

Section 10.12.070 Review Process

FINDING #42: This proposal is being reviewed as a CUP. **Criterion met.**

Section 10.12.080 Review Criteria

FINDING #43: See Finding #7. **Criterion met with conditions.**

RECOMMENDATION: Based on the application materials and findings demonstrating compliance with the applicable criteria, **Staff recommends approval of Conditional Use**

Permit 201-21, subject to the following conditions of approval. Any modifications to the approved plans other than those required by this decision will require a new land use application and approval.

1. Conditions Requiring Resolution Prior to Submission of Final Plan:

- a. Final plan submission must meet all the requirements of The Dalles Municipal Code, Title 10 Land Use and Development, and all other applicable provisions of The Dalles Municipal Code.
- b. A detailed site plan, construction/design and landscape plan consistent with all Conditions of Approval be approved by the Community Development Director and the City Engineer prior to the issuance of a building permit.
- c. All construction/design plans for public infrastructure, improvements, or rights-of-way (ROW) shall be approved by the City Engineer.
- d. Submit engineered plans for review and approval by the Public Works Department. All design and installation of public improvements shall be installed or bonded by the Applicant in accordance with the City of The Dalles Municipal Code, Title 10 – Land Use and Development Public Improvement Procedures and the APWA standards, specifications, and drawings, as amended and adopted by the City and approved by the City Engineer, or otherwise guaranteed to be completed by the applicant to the satisfaction of the City.
- e. Applicant must include an internal pedestrian walkway separated from vehicle parking or maneuvering areas by grade, different paving material, or landscaping on a revised site plan. Applicant may request an alternative to these separation/surfacing standards subject to Planning Commission approval.
- f. Applicant must include sidewalks along the W. Eighth Street frontage to edge of the adjacent property on a revised site plan.
- g. Applicant must replace the existing driveway at the W. Eighth Street/Heritage Way intersection with a City approved drive approach and include this detail on a revised site plan.
- h. All ROW improvements must be clearly shown on a revised site plan.
- i. Applicant must contact Wasco County Building Codes and/or the State of Oregon Building Codes Division Department of Consumer and Business Services for additional permitting requirements associated with the proposed development. If any additional requirements require modifications to recreational vehicle (RV) Park features, these features must be provided on a revised site plan.

2. Conditions Required Prior to Final Plan Approval

- a. All proposed landscaping must be installed.
- b. Applicant will be required to install half-street ROW improvements along the entire frontage of the subject property and must extend through the site to the edge of adjacent properties.

- c. Screening must be provided along all ROW frontages and neighboring properties, with vegetation reaching the required height of 6' within two (2) years of planting.

3. Conditions Required During Construction of Public Improvements and Franchise Utilities

- a. A pre-construction meeting including the City Engineer and Construction Inspector is required prior to construction or site prep work. All public improvements shall first obtain design and construction approval from the City Engineer.
- b. Applicant must warranty all public improvements against defect for one year from the date of final acceptance by the City.
- c. All proposed franchise utilities are required to be installed in accordance with each utility provider.
- d. All ROW improvements shown on the approved site plan must be installed.
- e. No approach/entrance shall be built closer than 5' from any property line.

4. Conditions Required Prior to City Building Permit Approval

- a. All Conditions of Approval listed in Sections #1 and #2 above.

5. Ongoing Conditions

- a. Applicant must establish and enforce reasonable quiet hours within the park. Staff encourages that all RV check-in/out times occur within these quiet hours.
- b. No mechanical component of a RV may exceed 60 decibels across property lines.
- c. No exterior generators may be permitted.
- d. All lighting shall not directly illuminate adjoining properties. Lighting sources shall be shielded and arranged so as not to produce glare in any public ROW, with a maximum illumination at the property line not to exceed an average horizontal foot-candle of 0.3 for non-cut-off lights, and 1.0 for cut-off lights.
- e. All development must adhere to the approved site plan for this development.
- f. Applicant will be responsible for continued maintenance of the internal private utility system.
- g. Current contact information for park management must be clearly displayed at all times within the park.
- h. It is the sole responsibility of the Applicant to ensure the park is kept in a neat appearance, with no outside storage of materials or equipment belonging to the park or to any of the guests.
- i. All proposed walking paths must be maintained to ensure safe and efficient circulation on the subject property.
- j. All landscaping must be maintained and irrigated to ensure survival of plant materials.

- k. No plantings, walls, screens, structures, or permanent or temporary obstructions exceeding 24” in height may be placed within the vision clearance are of the subject property.
- l. No RV stay may exceed more than one year.

COMMISSION ALTERNATIVES:

1. **Staff recommendation:** The Planning Commission move to adopt Resolution PC 608-22 approving Conditional Use Permit 201-21, with the proposed Conditions of Approval included with this report, based upon the findings of fact and conclusions of law set forth in the Agenda Staff Report.
2. If the Planning Commission desires to deny Conditional Use Permit 201-21, move to direct staff to prepare a resolution of denial. The Planning Commission shall identify the specific criteria concerning this decision.



City of The Dalles
Community Development Dept
 313 Court Street
 The Dalles, OR 97058
 (541) 296-5481, ext. 1125
 www.thedalles.org

Application #: CUP 201-21
 Filing Fee: \$275
 Receipt #: 245342
 Deemed Complete: 10/10/22
 Ready to Issue: _____
 Date Issued: _____

Received: November 5, 2021

Conditional Use Permit Application

Applicant

Name: BTR LLC
 Address: 4328 Lords Lane
Lake Oswego, OR 97035
 Phone #: 5033416700
 Email: chris@phasetwodev.com

Legal Owner (if different than Applicant)

Name: _____
 Address: _____
 Phone #: _____
 Email: _____

Property Information

Address: 905 Herritage loop Way
 Zone: RM
 City Limits: Yes No
 Geohazard Zone: _____

2N 13E 29 DC 11600
 Map and Tax Lot: SEC 29T.2NR13E 11600
 Overlay: _____
 Size of Development: 1.66 AC
 Flood Designation: _____

Project Information

- New Construction Expansion/Alteration Change of Use Amend Approved Plan

Current Use of Property: church
 Proposed Use of Property: RV park

Briefly Explain the Project:

We plan to construct a fenced and gated well appointed mostly long term RV park.

Proposed Building(s) Footprint Size (ft²): 1200

Total Number of Parking Spaces Proposed: 27

Total Landscaping Proposed (ft²): 40,000

Parking Lot Landscaping Proposed (ft²): _____

Percentage of Irrigated Landscaping: 100

Project Information (continued)

Economic Development Information

Proposed Project is in the Enterprise Zone

(for questions regarding Enterprise Zones, please contact the Assistant to the City Manager's Office at (541) 296-5481, ext. 1150)

Full Time Equivalent (FTE) jobs are currently provided: _____

FTE jobs are expected to be created by the proposed project: _____

In addition to the requirements of Article 3.010: Application Procedures, this application must be accompanied by the information required in Article 3.050 Site Plan Review, contained in Title 10 Land Use and Development of the City of The Dalles Municipal Code.

Upon submission of this application, please provide the following material:

Site Team / Pre-Application:

- Completed application
- Concept plan (PDF recommended)
- 50% application fee

Official Conditional Use Permit Review:

- Remainder of application fees
- Professional plans (PDF required)

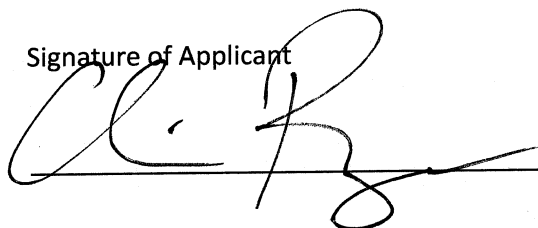
Following an approved Site Plan Review determination, plans with all necessary changes must be submitted to City Staff for final review. Please provide the following number of copies for review:

- 1 – PDF of final plans
- 1 – 11" x 17" set of final plans
- 2 – Full size sets of construction detail plans

Following final plan review, please provide the following number of copies:

- 1 – PDF of final plans
- 2 – 11" x 17" sets of final plans
- 4 – Full size sets of construction detail plans

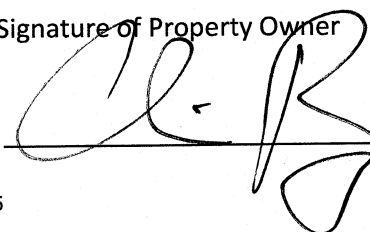
Signature of Applicant



Date

2 of 5

Signature of Property Owner



Date

Proposed RV Park to be located at 905 Heritage Way
Operational Plan

The RV Park will be accessed with private roadways to be illuminated by low level landscaping lights. Ingress and egress will be on Heritage loop and Heritage way. Trash and bathrooms will be located on the west end of the property. Checking in and out of the RV park will be 24/7 with maintenance occurring between the hours of 8 am and 5 pm.

The proposed RV park has 24 units intended for long term use (More than 30 days), with no sites proposed for short term stays. Each unit will have water and sewer connections provided and a parking space that is well designated. The submitted landscape shows the areas designated to be grass and bark ground cover. The landscape plan also shows a combination of arborvitae, hedges, and English laurel trees in conjunction with a six-foot-high chain link fence with slats for perimeter screenings. Irrigation will consist of a drip line for the hedges, trees, and English laurels with the grass being watered with underground sprinklers. The irrigation system will be on a timer for early morning watering to help reduce water loss. Utility connections will connect to existing city services previously used for the Heritage Baptist church. These connections are currently at the intersection of Heritage Way and West 8th ST. A larger water connection may be required depending on the use determined by Chenoweth Water.

The park will be managed and operated by the owners. Chris Rogers will initially be the contact and can be reached at (503) 341-6700, chris@phasetwodev.com.

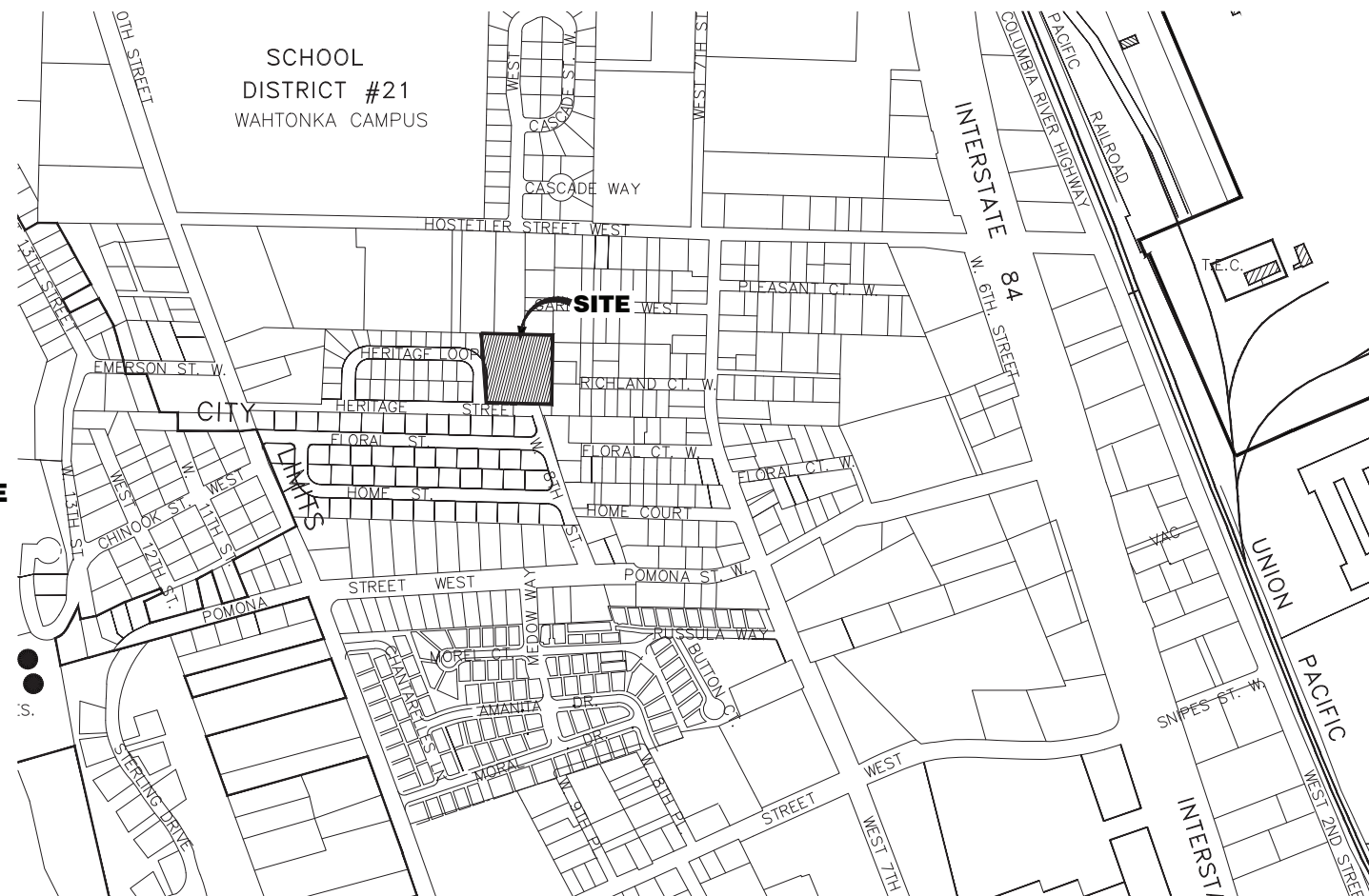
The proposed RV Park to be located at 905 Heritage Way is in the RM medium density zone which has a conditional use of recreational facility. The park has been designed to conform with the standards in Chapter 10.12 Recreational Vehicle Parks and 5.030 RM Medium Density Residential. Noise and vibration will be consistent with typical residential levels. The proposed lighting has only overhead lights on the bathrooms to light entrances and the rest of the park having low power landscape lights. This will keep light pollution from impacting across property lines. The park will confine and limit the generation of dust and other particle matter due to the asphalt drive and parking stalls and a majority of the landscaping being live (grass). Odors shall be consistent with typical residential levels by not storing large amounts of fertilizers, manure, or other animal waste products (except for landscape maintenance), and the park not storing industrial and/or chemical grade chemicals, solvents, paints, cleaners, and similar substances. A transportation study was conducted and found that the transportation system can support the additional traffic volume created by the proposed park. Please refer to the submitted study for more details. The proposed RV park is not in a historic district and therefore does not need review from the Historic Landmarks Commission.

PROPOSED BTR, LLC DEVELOPMENT FOR TAX LOT 02N-13E-29-DC 11600

LEGEND	
NEW	EXISTING
W	WATER LINE
SA	SEWER LINE
DR	STORM DRAIN LINE
⊙	SEWER MANHOLE
⊙	STORM DRAIN MANHOLE
⊕	WATER VALVE
⊕	WATER METER
⊕	FIRE HYDRANT
⊕	CATCH BASIN
⊕	UTILITY POLE
⊕	LIGHT POLE
⊕	SIGN
⊕	TREE
⊕	ELECTRICAL VAULT
⊕	TELEPHONE PEDESTAL
G	GAS LINE
E	UNDERGROUND POWER
T	UNDERGROUND TELEPHONE
X	BARBED WIRE FENCE
X	CHAIN LINK FENCE
~	CONTOUR LINE(2' INTERVAL)
---	CURB & GUTTER
---	SIDEWALK
---	ASPHALT

INDEX:

CE 1.0	COVER SHEET	CE 10.0 - CE10.8	TURNING TEMPLATE
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CE 3.0	SITE SURVEY		
CE 3.1	SITE PLAN		
CE 4.0	GRADING PLAN		
CE 4.1	SIDEWALK AND ROAD APPROACH		
CE 5.0	DRAINAGE AND UTILITY PLAN		
CE 6.0	DETAILS		
CE 7.0	DETAILS		
CE 7.1	DETAILS		
CE 7.2	DETAILS		
CE 8.0	EROSION CONTROL PLAN		
CE 9.0	EROSION CONTROL DETAIL		



THE DALLES VICINITY MAP
SCALE: N.T.S.

UTILITIES:

POWER:
NORTHERN WASCO CO. P.U.D.
2345 RIVER ROAD,
THE DALLES, OR. 97058.
PH. (541) 296-2226
CONTACT: ED ORTEGA

TELEPHONE:
CENTURY LINK
285 WEBBER STREET,
THE DALLES OR. 97058
PH. (541) 387-9255
CONTACT:

STREETS (WEST 7TH STREET):
CITY OF THE DALLES,
PUBLIC WORKS DEPT.
1215 W. 1ST STREET
THE DALLES, OR. 97058
PH. (541) 506-2021
CONTACT: DALE McCABE, CITY ENGINEER

FIRE PROTECTION:
MID-COLUMBIA FIRE AND RESCUE
1400 WEST 8TH. STREET
THE DALLES, OREGON 97058
PH. (541) 296-9445
CONTACT: JAY WOOD, FIRE MARSHAL

WATER:
CHENOWETH WATER
2312 W. 8TH STREET
THE DALLES, OR. 97058
PH. (541) 296-5363

PLANNING JURISDICTION:
CITY OF THE DALLES
COMMUNITY DEVELOPMENT/ PLANNING
313 COURT ST.
THE DALLES, OREGON 97058
PH. (541) 296-5481
CONTACT: DAWN HERT, PLANNER

TELEVISION:
CHARTER COMMUNICATIONS, INC.
409 UNION STREET
THE DALLES, OR. 97058
PH. (541) 296-1146
CONTACT: DAN WALLACE

BUILDING OFFICIAL:
WASCO COUNTY
2705 EAST 2ND STREET
THE DALLES, OREGON 97058
PH. (541) 506-2650

GAS:
NW NATURAL
1125 BARGEWAY ROAD
THE DALLES, OR. 97058
PH. (541) 296-2229
CONTACT: TONYA BRUMLEY

SANITARY SEWER:
CITY OF THE DALLES,
PUBLIC WORKS DEPT.
1215 W. 1ST STREET
THE DALLES, OR. 97058
PH. (541) 506-2021
CONTACT: DALE McCABE, CITY ENGINEER

OWNER:
BTR LLC
PH. (503) 341-6700
CONTACT: CHRIS RODGERS

ENGINEER:
PIONEER SURVEYING AND ENGINEERING
125 E SIMCOE DRIVE
GOLDENDALE, WA 98620
PH. 509-773-4945
DUSTIN CONROY (PROJECT MANAGER)

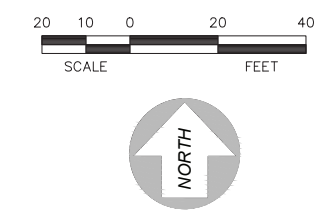
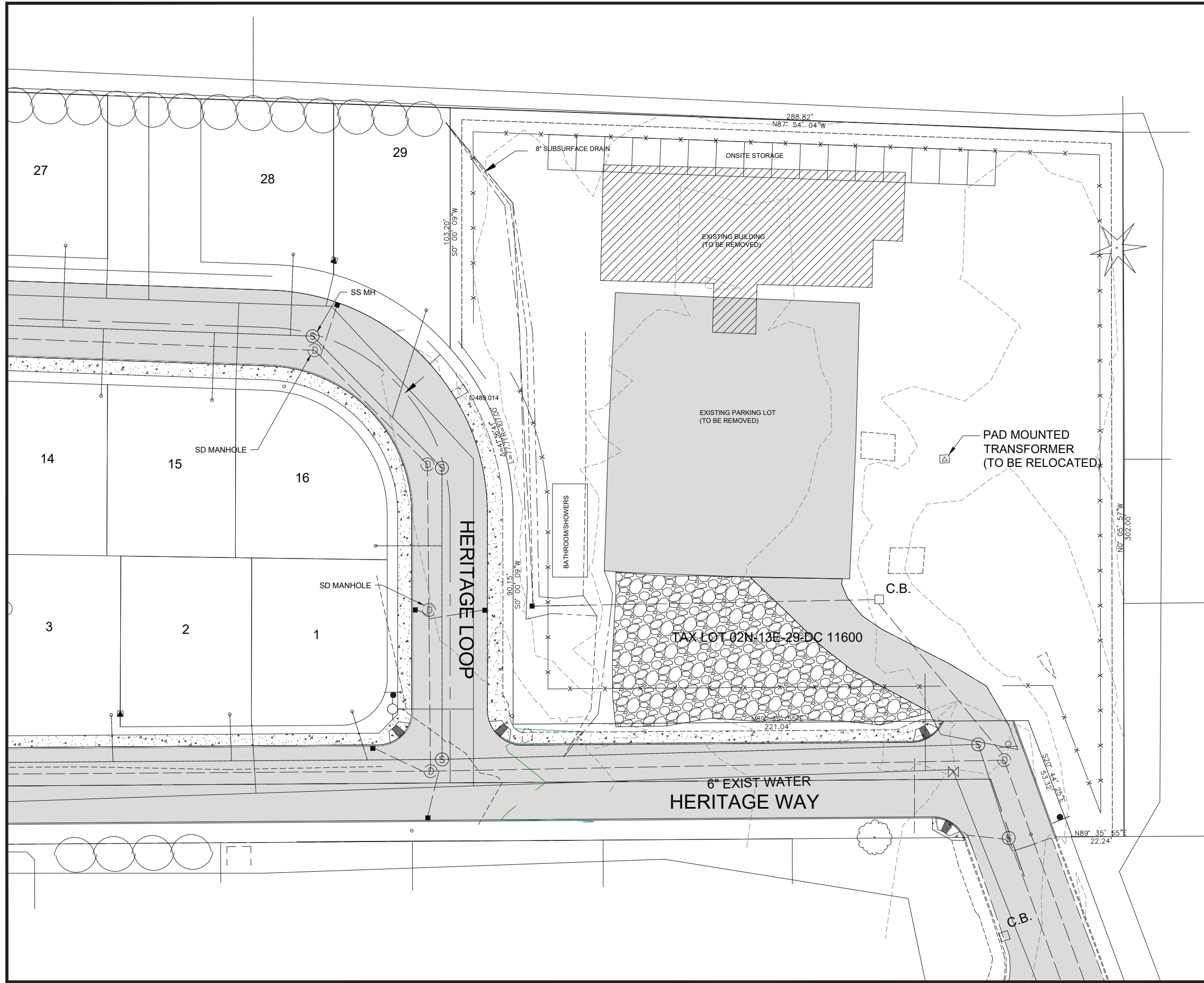
Pioneer Surveying & Engineering, Inc.
 Civil/Structural Engineering and Land Planning
 125 E. Simcoe Drive
 Goldendale, Washington 98620
 Phone (509) 773-4945, Fax (509) 773-5888, E-Mail pse@gorge.net.



BTR LLC DEVELOPMENT
 THE DALLES, OR
 COVER

No.	Date	Revisions
1.0	2-9-2021	SUBMITTED FOR REVIEW

SHEET NO.
CE 1.0
 SCALE: AS NOTED
 JOB NO. REV.
21-XX



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 Civil/Structural Engineering and Land Planning
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 Goldendale, Washington 98620
 Phone (509) 773-4945, Fax (509) 773-5888, E-Mail pse@gorge.net.

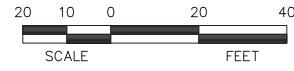
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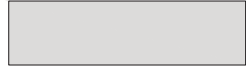

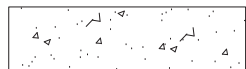
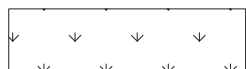
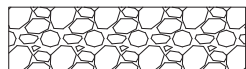
REGISTERED PROFESSIONAL ENGINEER
 79467
 OREGON
 MARCH 10, 2007
 DUSTIN DEAN CONROY
 EXPIRES: 12-21-21

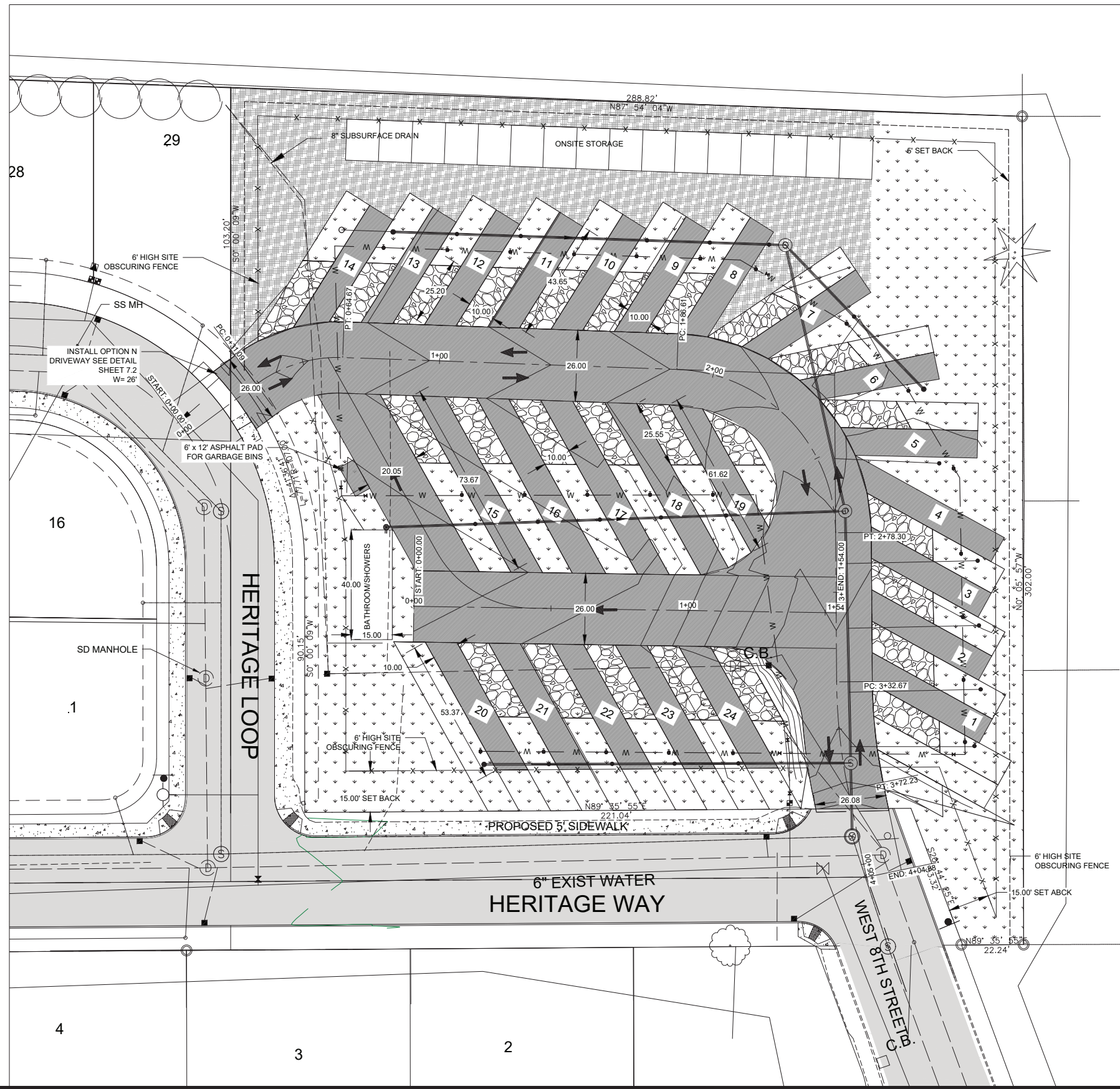
BTR LLC DEVELOPMENT
 THE DALLES, OR
 SITE SURVEY

No.	Date	Revisions
1.0	2-9-2021	SUBMITTED FOR REVIEW

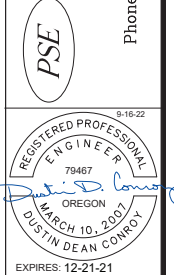
SHEET NO. **CE 3.0**
 SCALE: AS NOTED
 JOB NO. **21-XX** REV.



-  EXISTING ASPHALT
-  NEW ASPHALT
-  EXISTING CONCRETE S/W
-  GRASS
-  PROPOSED GRAVEL PARKING STALL



Pioneer Surveying & Engineering, Inc.
 Civil/Structural Engineering and Land Planning
 125 E. Simcoe Drive
 Goldendale, Washington 98620
 Phone (509) 773-4945, Fax (509) 773-5888, E-Mail pse@gorge.net.



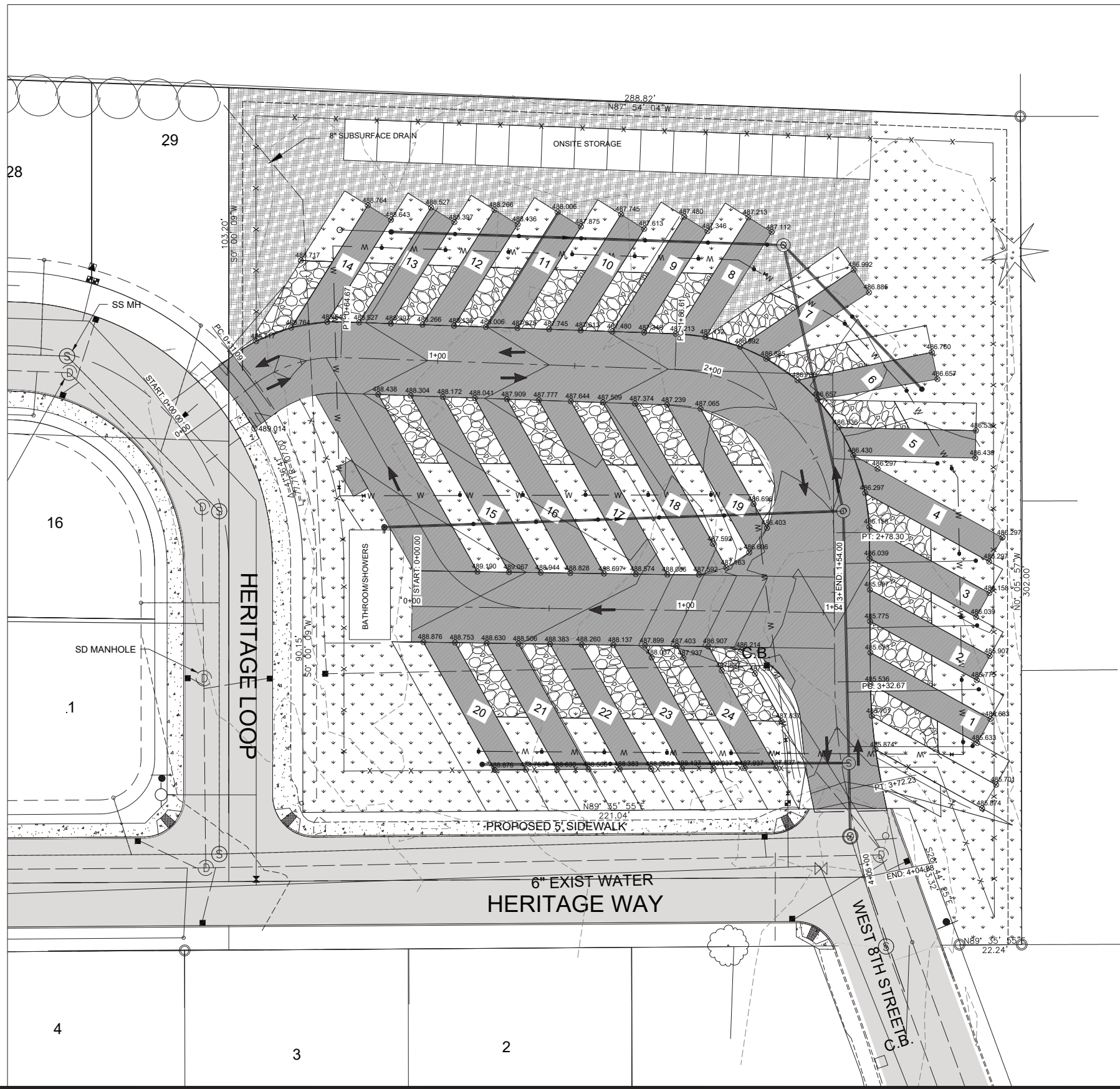
BTR LLC DEVELOPMENT
 THE DALLES, OR
 SITE PLAN

No.	Date	Revisions
1.0	2-9-2021	SUBMITTED FOR REVIEW

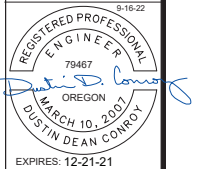
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 SCALE: AS NOTED
 JOB NO. REV.
21-XX



*NET 241 CUBIC YARDS FILL



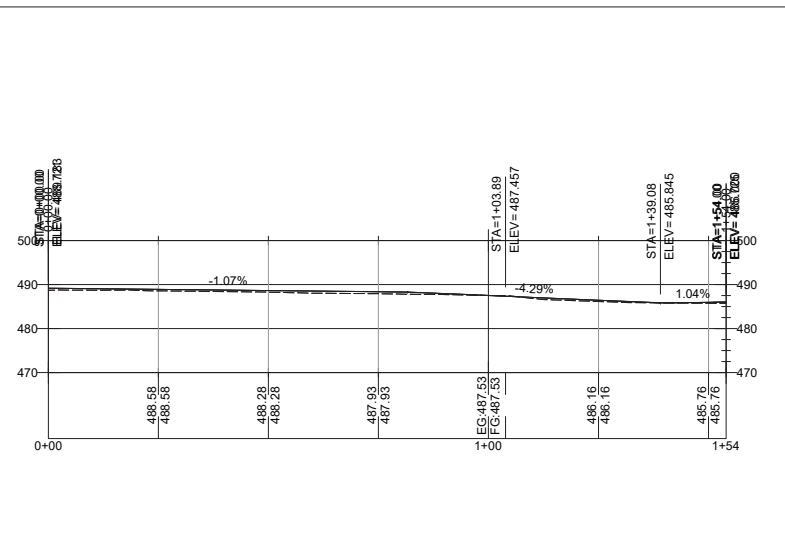
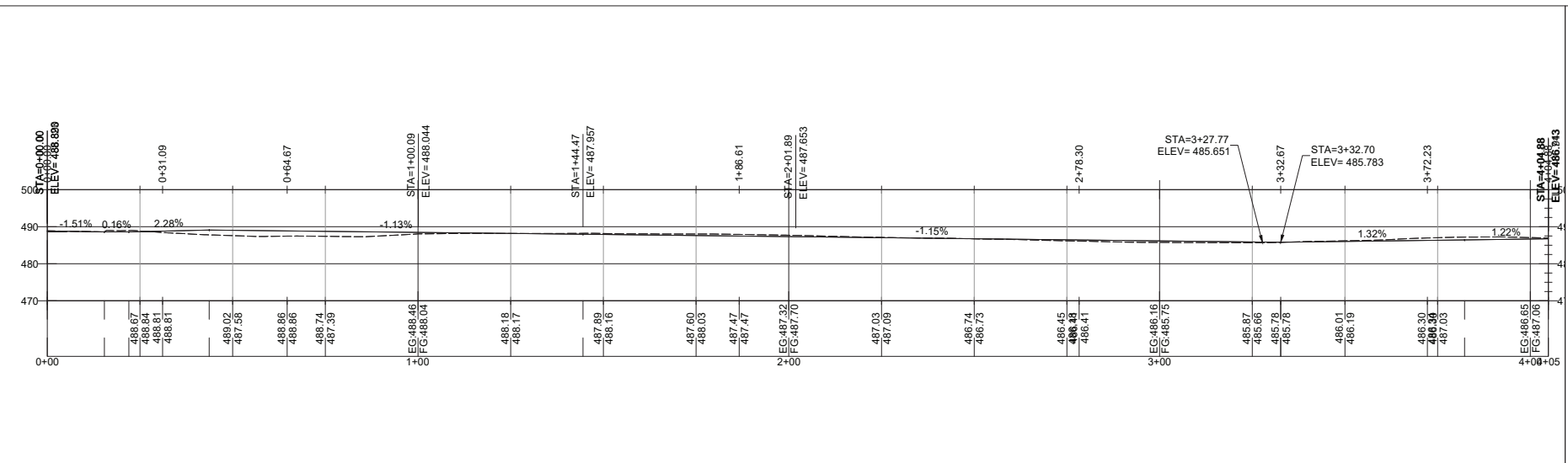
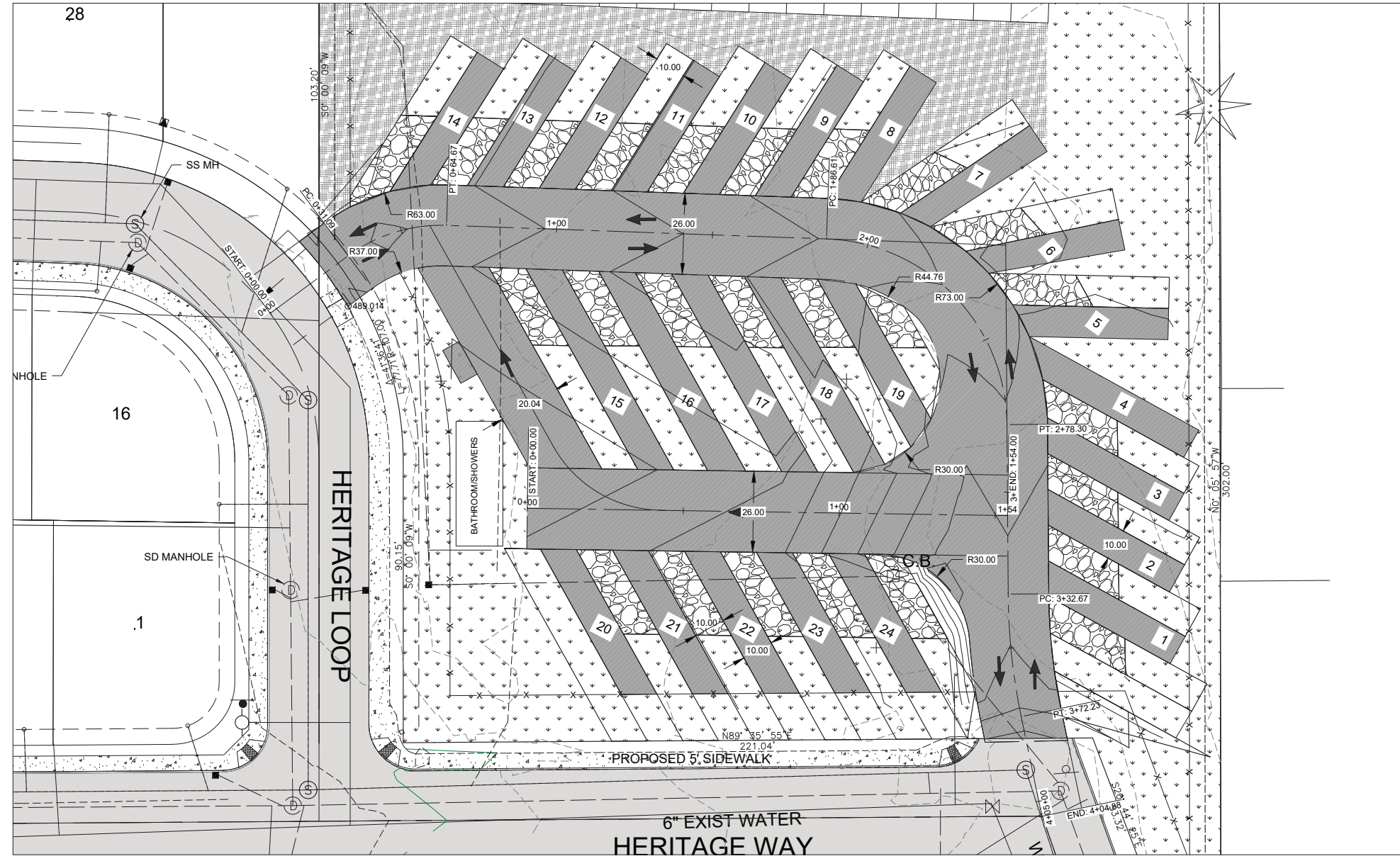
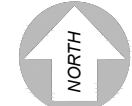
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 Civil/Structural Engineering and Land Planning
 125 E. Simcoe Drive
 Goldendale, Washington 98620
 Phone (509) 773-4945, Fax (509) 773-5888, E-Mail pse@gorge.net.



BTR LLC DEVELOPMENT
 THE DALLES, OR
 GRADING PLAN

No.	Date	Revisions
1.0	2-9-2021	SUBMITTED FOR REVIEW

SHEET NO.
CE 4.0
 SCALE: AS NOTED
 JOB NO. REV.
21-XX



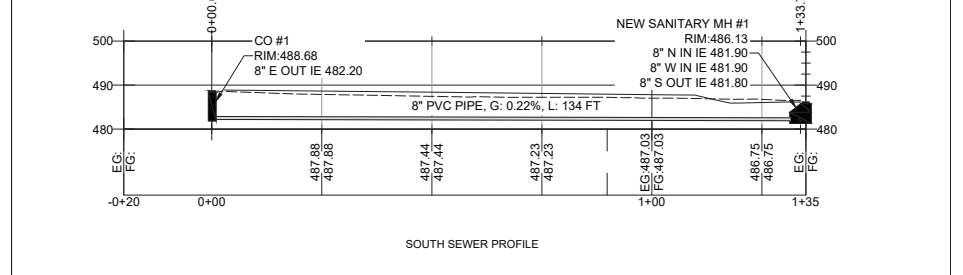
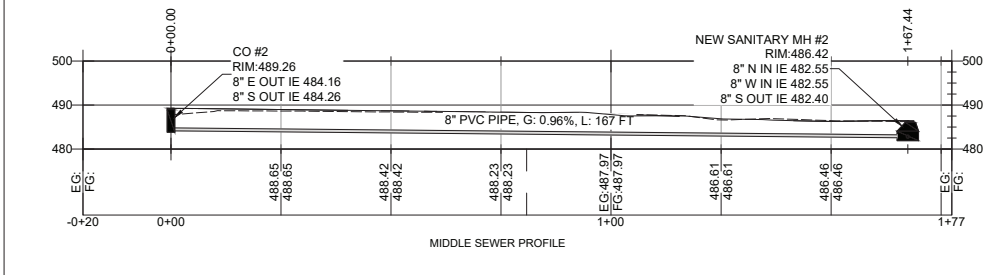
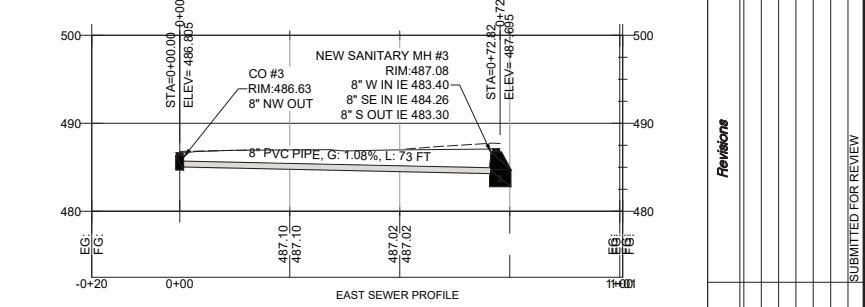
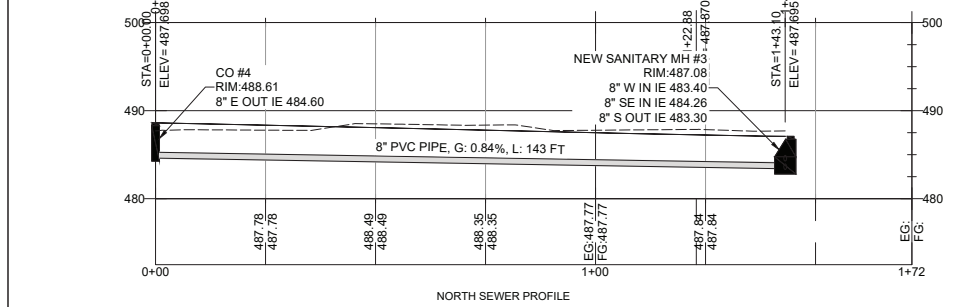
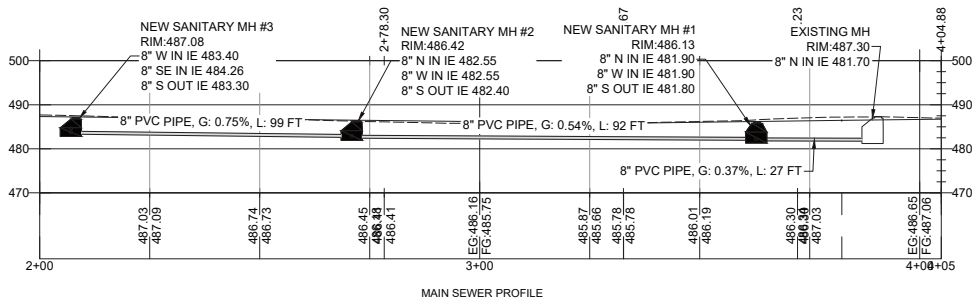
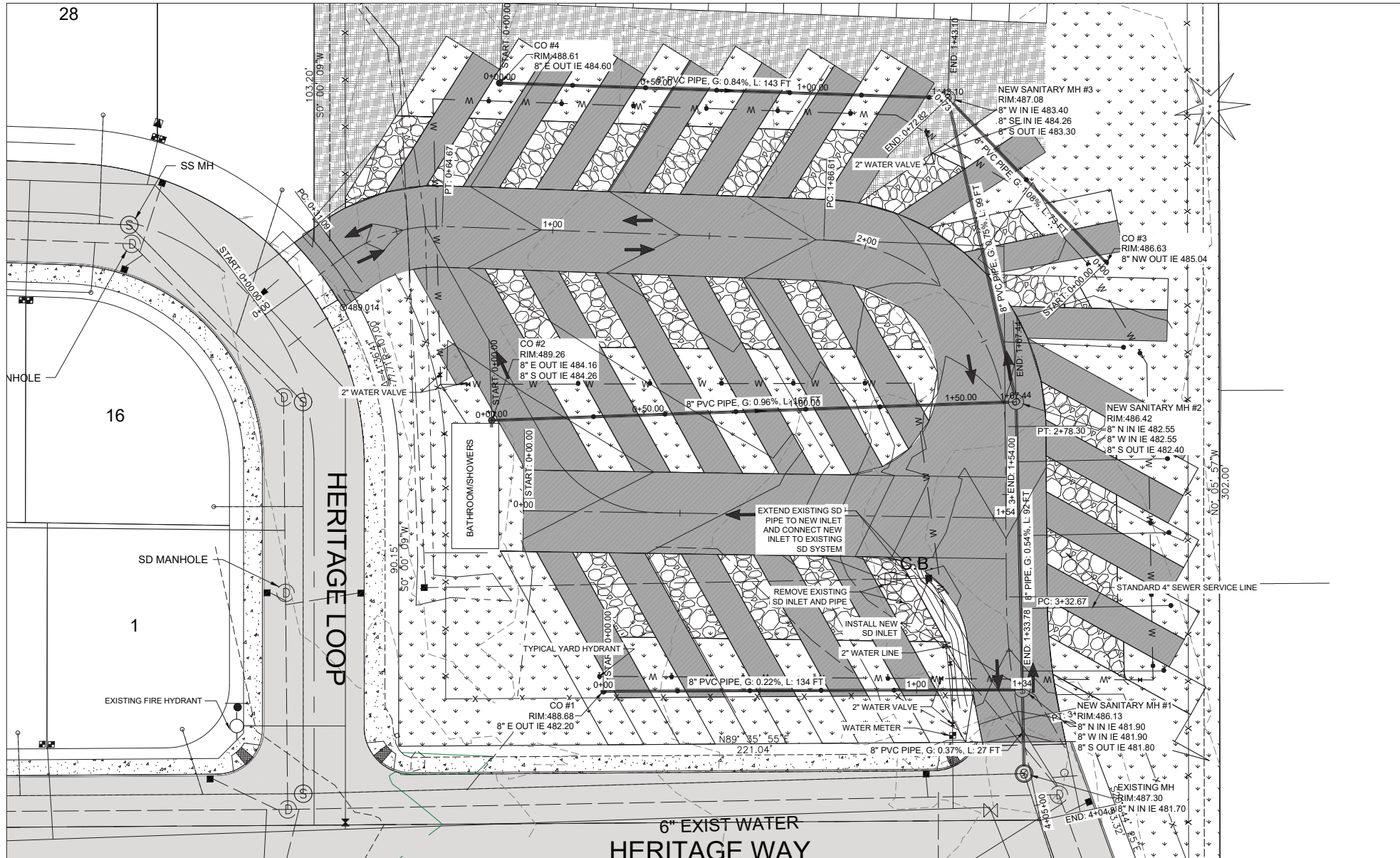
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BTR LLC DEVELOPMENT
 THE DALLES, OR
 ROAD PLAN AND PROFILE

No.	Date	Revisions
1.0	2-9-2021	SUBMITTED FOR REVIEW

SHEET NO. **CE 4.1**
 SCALE: AS NOTED
 JOB NO. **11-XX** REV. **0**



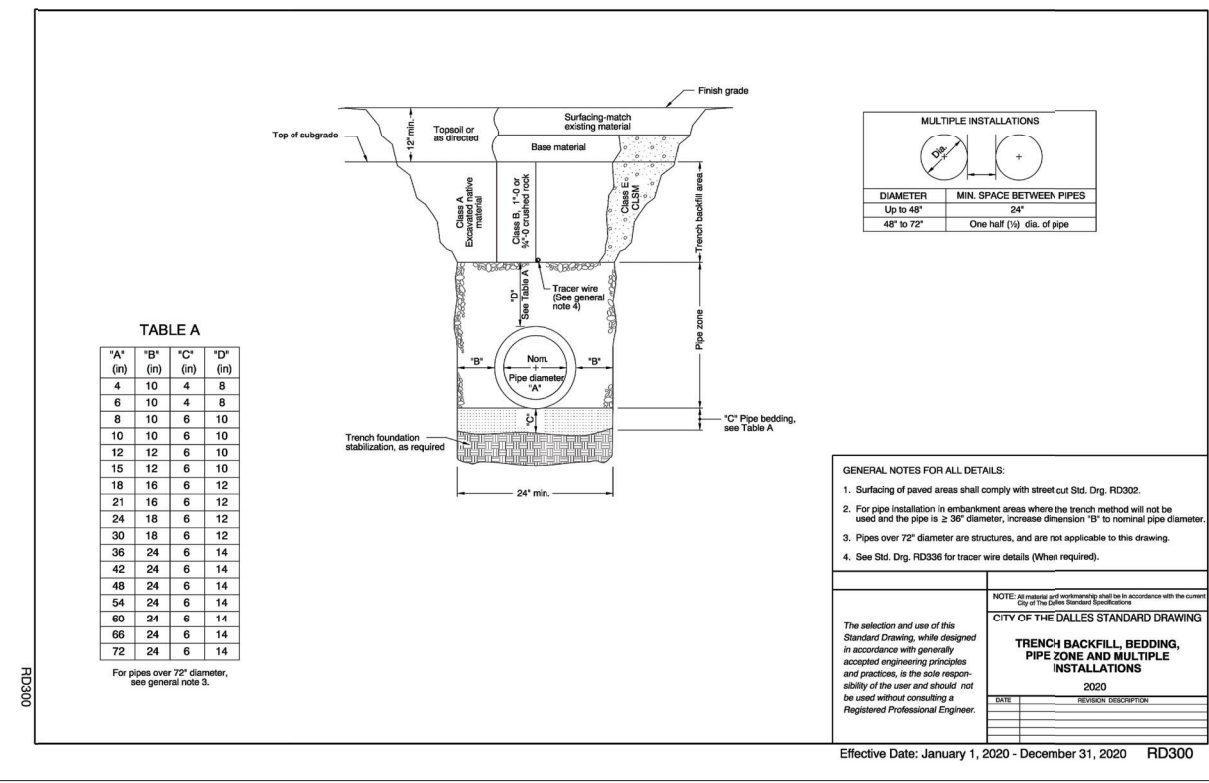
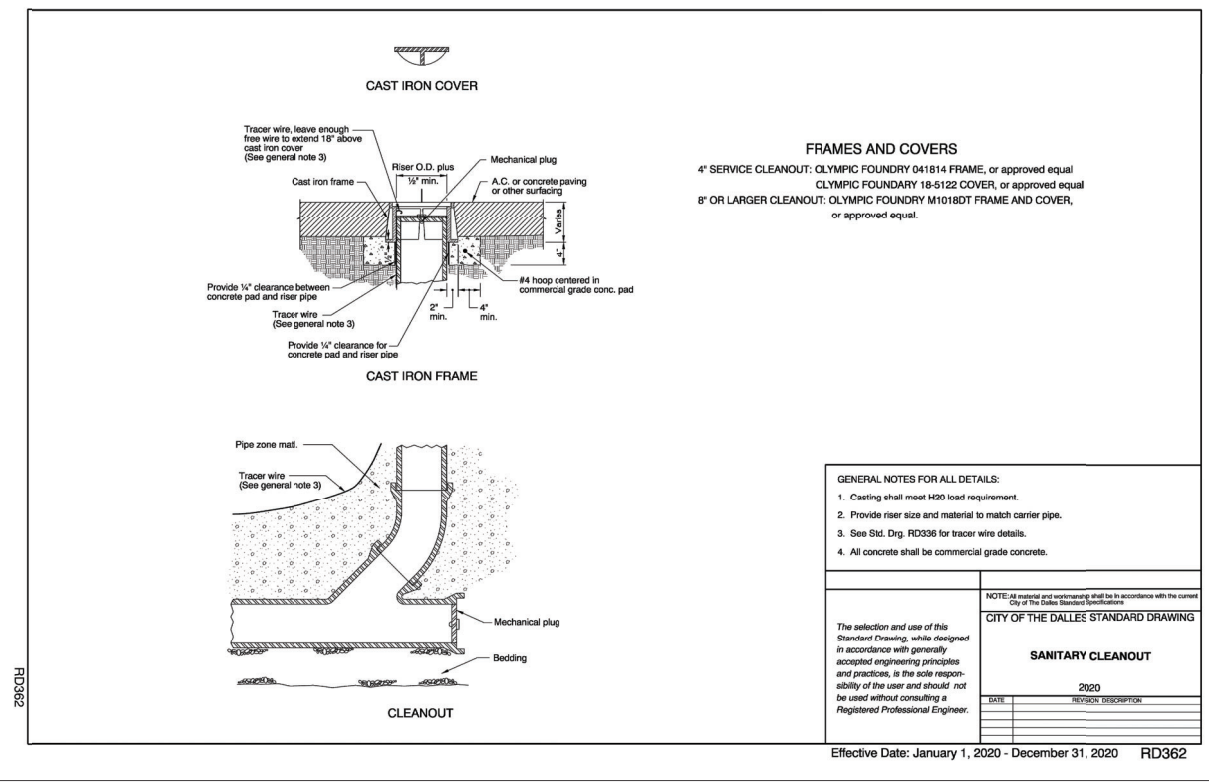
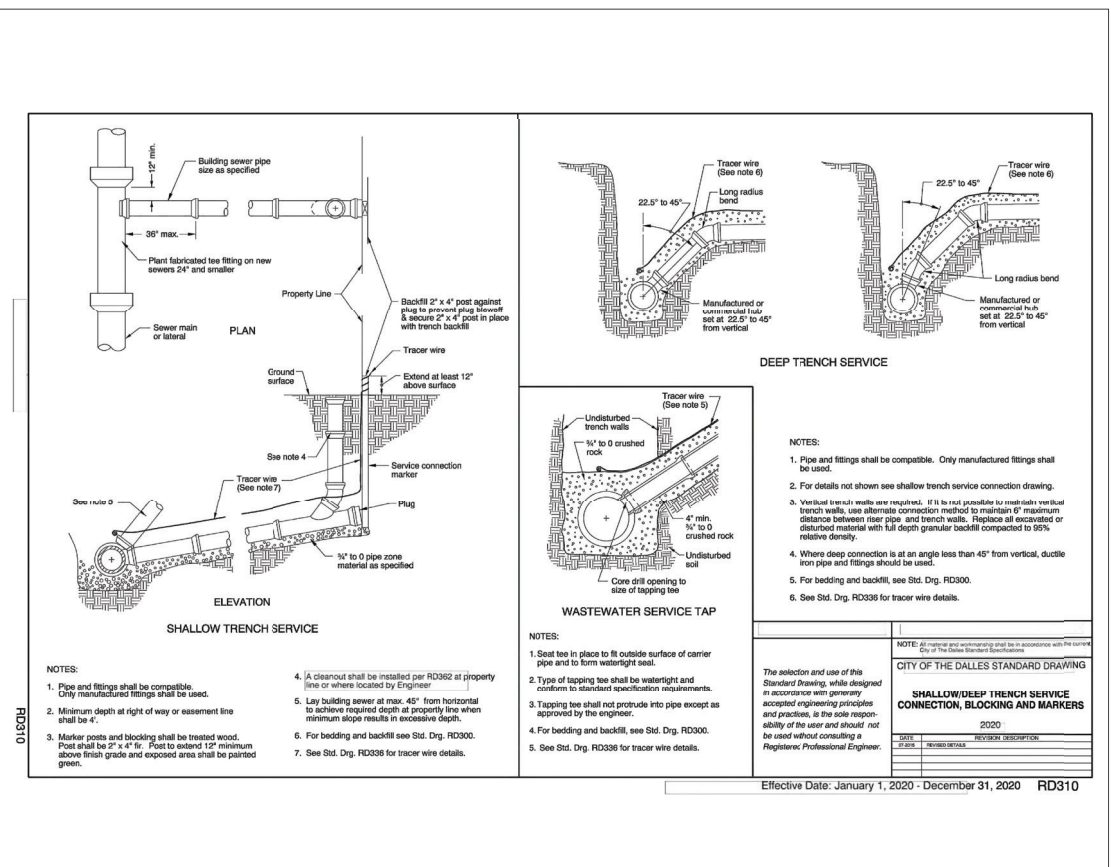
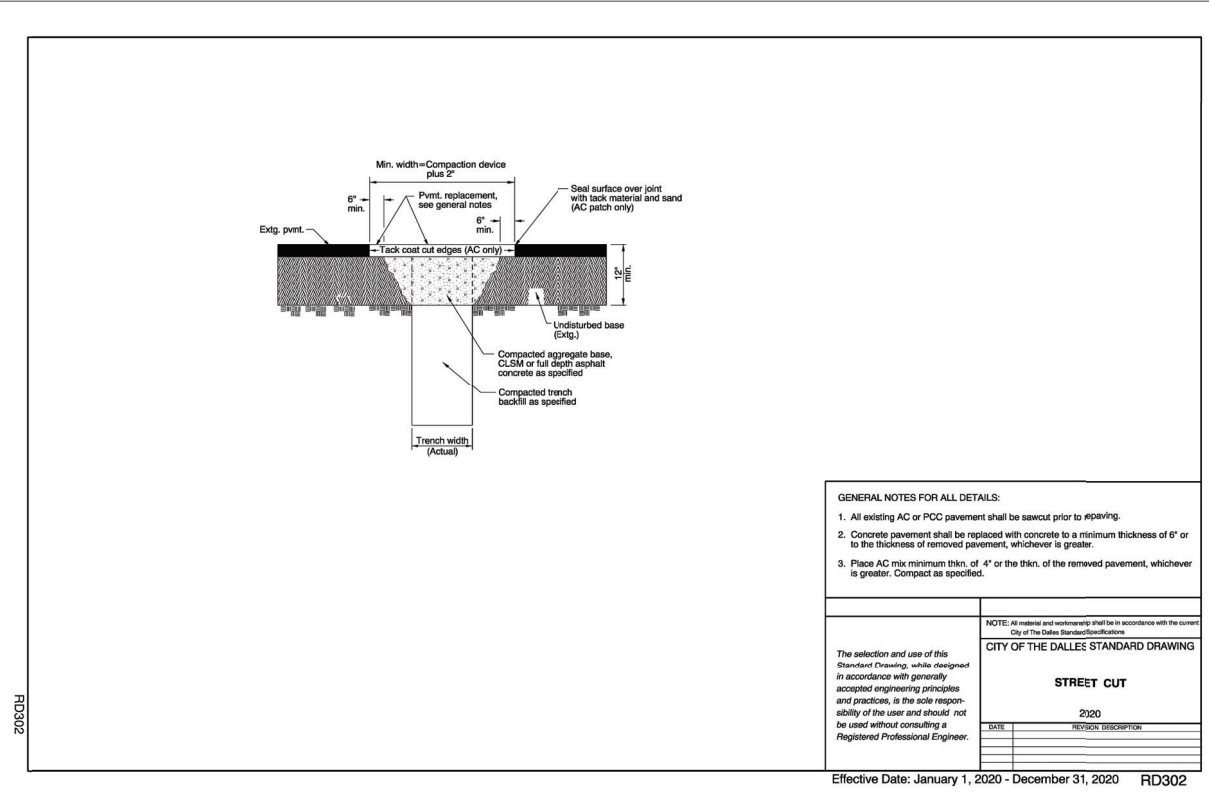
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PSE
 REGISTERED PROFESSIONAL ENGINEER
 79467
 OREGON
 MARCH 10, 2007
 DUSTIN DEAN CONROY
 EXPIRES 12-21-21

BTR LLC DEVELOPMENT
 THE DALLES, OR
 WATER AND SEWER PLAN

No.	Date	Revisions
1.0	2-9-2021	SUBMITTED FOR REVIEW

SHEET NO. **CE 5.0**
 SCALE: AS NOTED
 JOB NO. **21-XX** REV.



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PSE

REGISTERED PROFESSIONAL ENGINEER
 79487
 OREGON
 MARCH 10, 2007
 DUSTIN DEAN CONROY

EXPIRES: 12-21-21

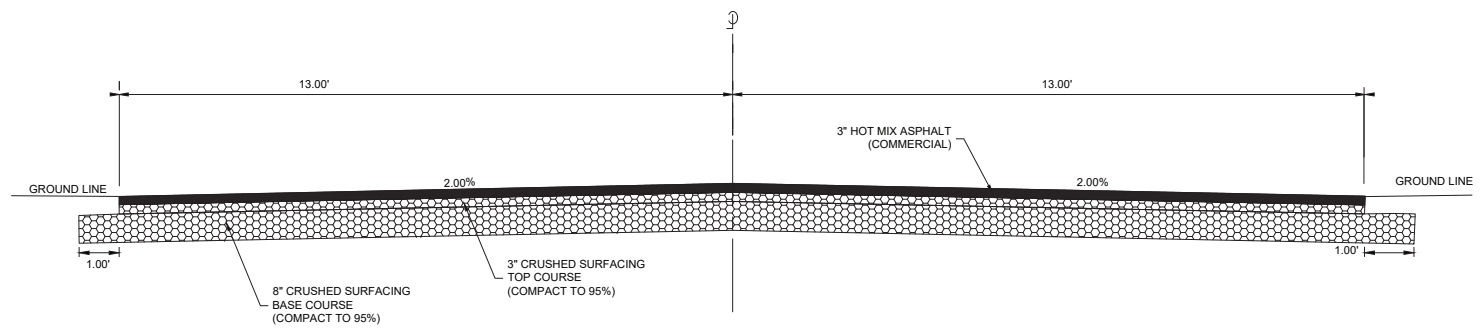
BTR LLC DEVELOPMENT
 THE DALLES, OR
 DETAILS

No.	Date	Revisions
1.0	2-9-2021	SUBMITTED FOR REVIEW

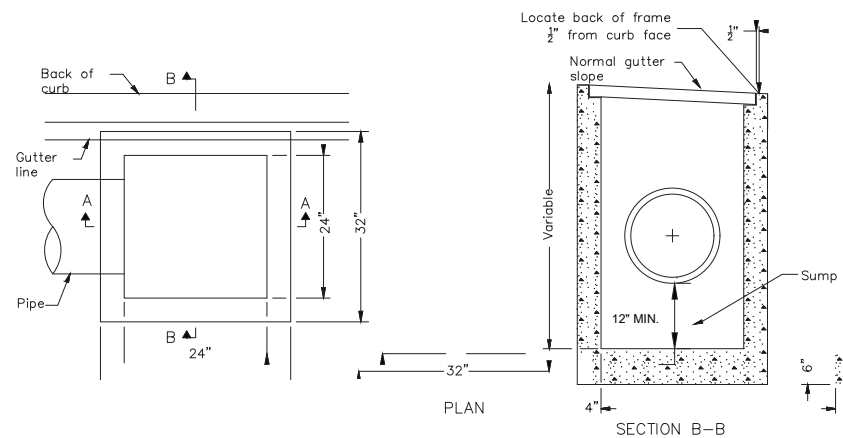
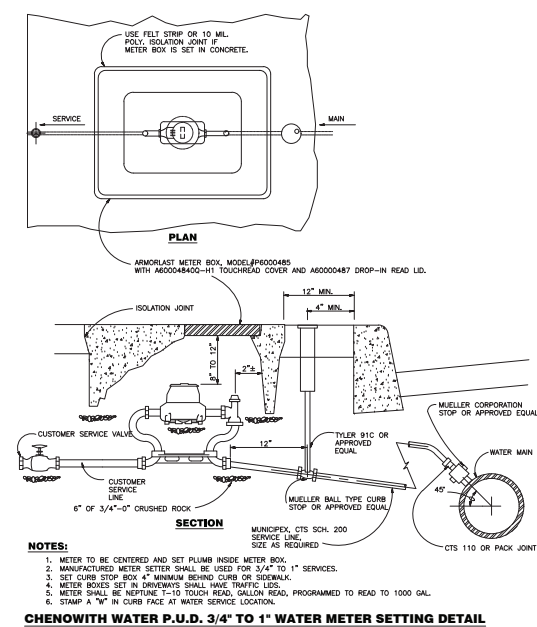
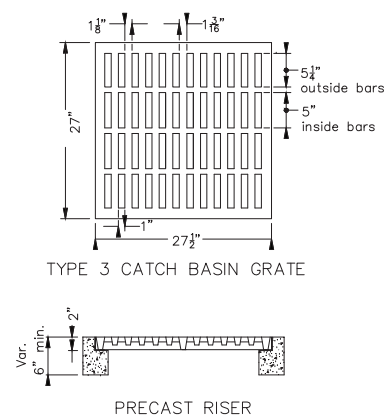
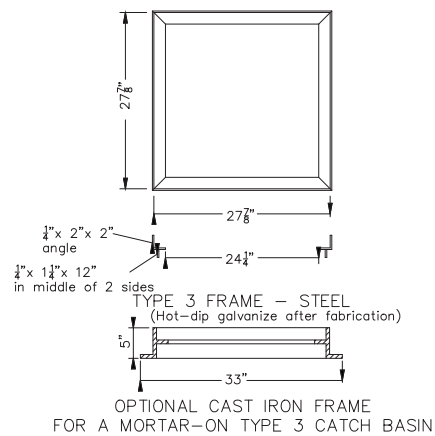
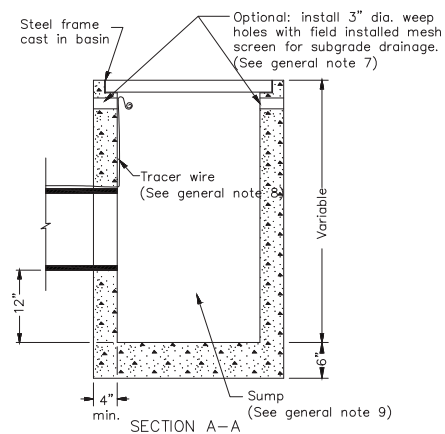
SHEET NO. **CE 6.0**

SCALE: AS NOTED

JOB NO. **21-XX** REV. **0**

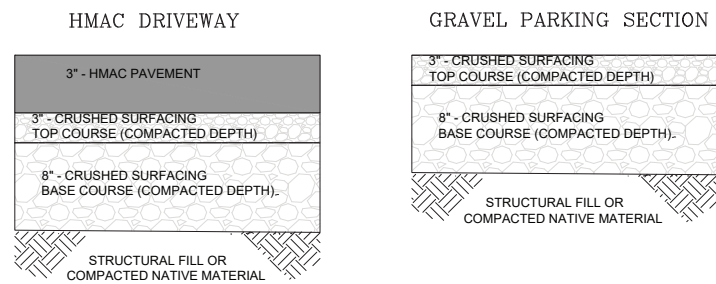


② MAIN ACCESS ROAD
(NOT TO SCALE)



- GENERAL NOTES FOR ALL DETAILS:
1. Catch basin & grate shall meet H20 loading.
 2. All concrete shall be commercial grade concrete.
 3. Precast walls shall be a minimum of 4\"/>

③ CATCH BASIN
NTS



⑤ HMAC DRIVEWAY AND PARKING SECTION
NTS

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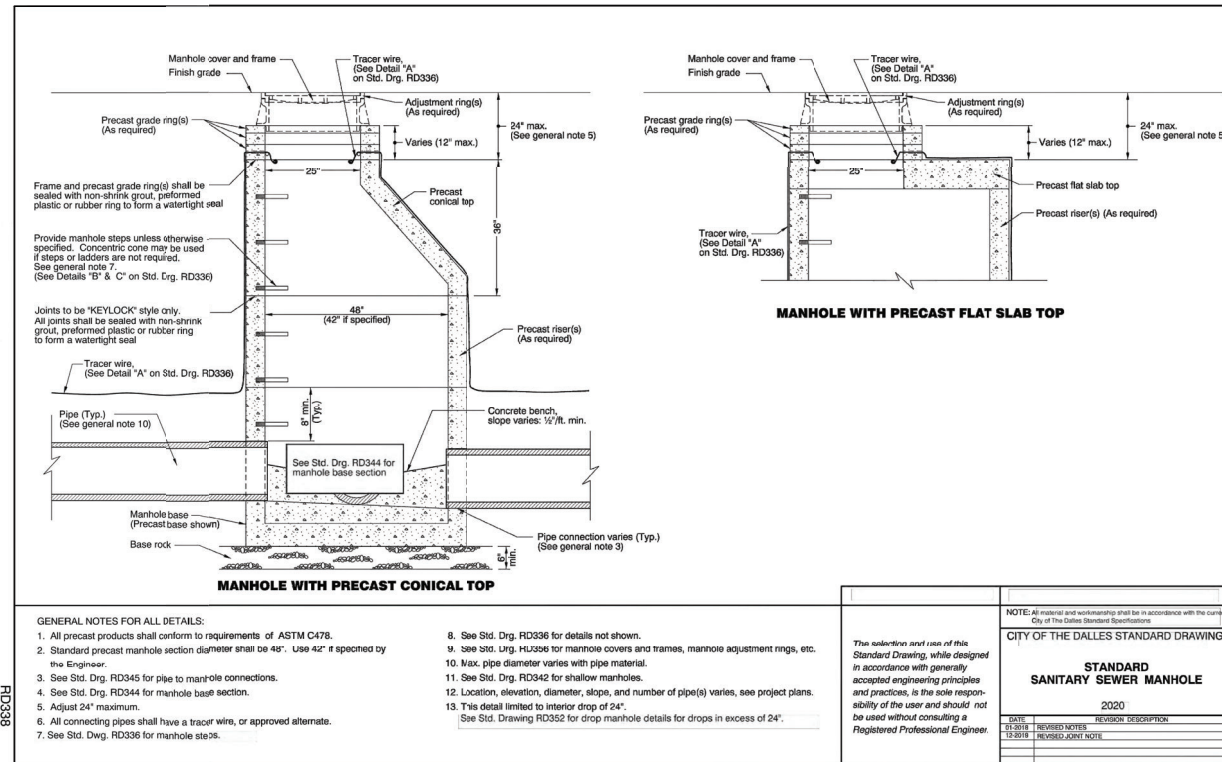
REGISTERED PROFESSIONAL ENGINEER
79487
OREGON
MARCH 10, 2007
DUSTIN DEAN CONROY
EXPIRES: 12-21-21

BTR LLC DEVELOPMENT
THE DALLES, OR
DETAILS

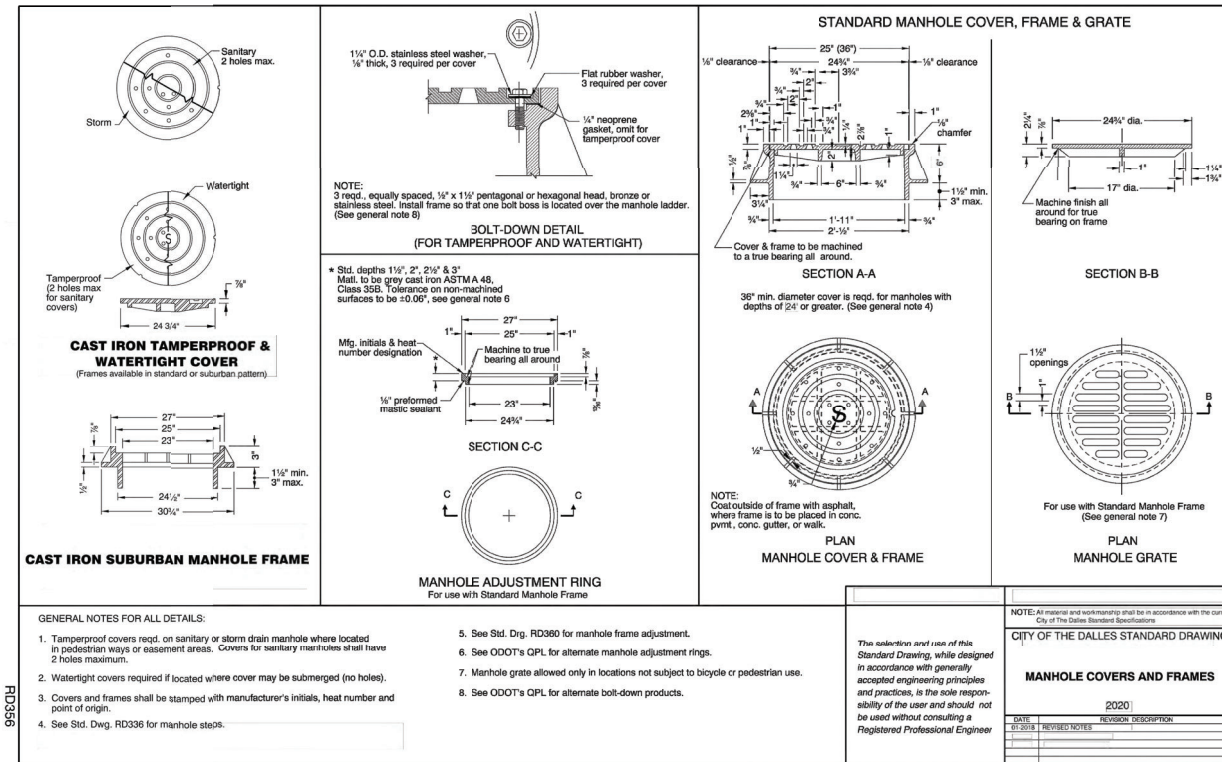
No.	Date	Revisions
1.0	2-9-2021	SUBMITTED FOR REVIEW

SHEET NO.
CE 7.0

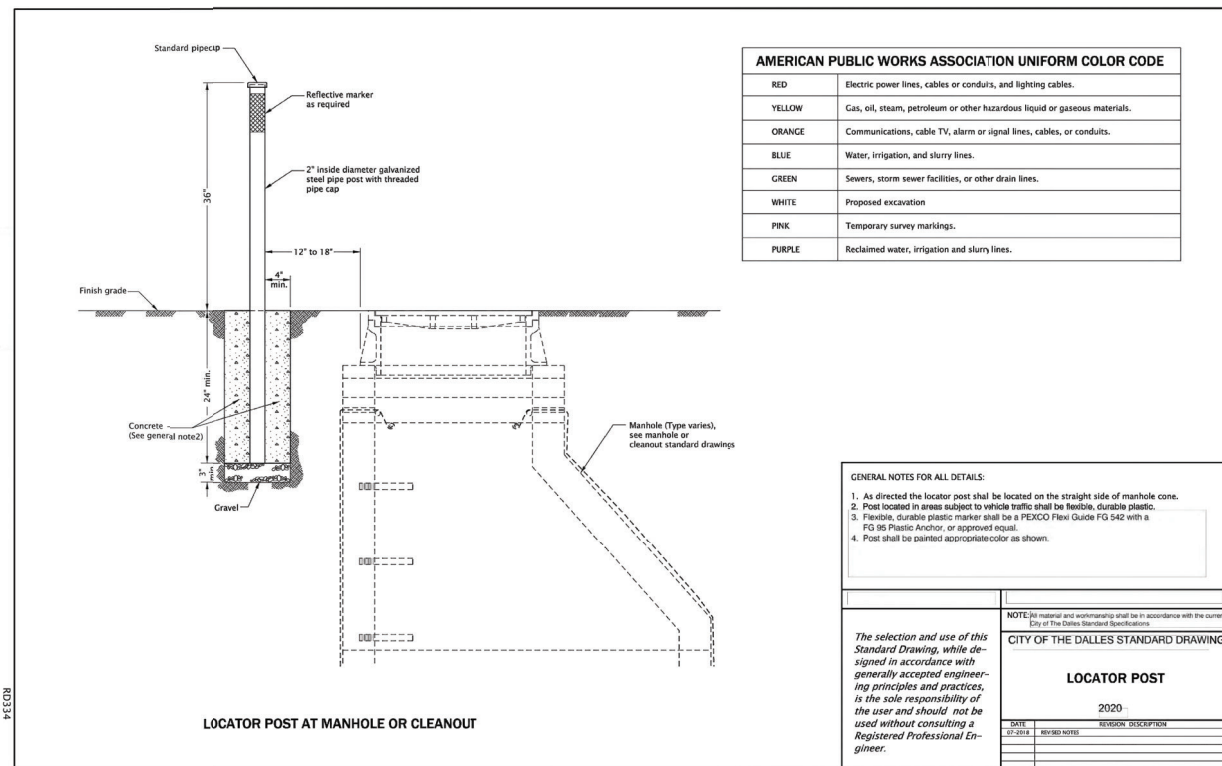
SCALE: AS NOTED
JOB NO. REV.
21-XX



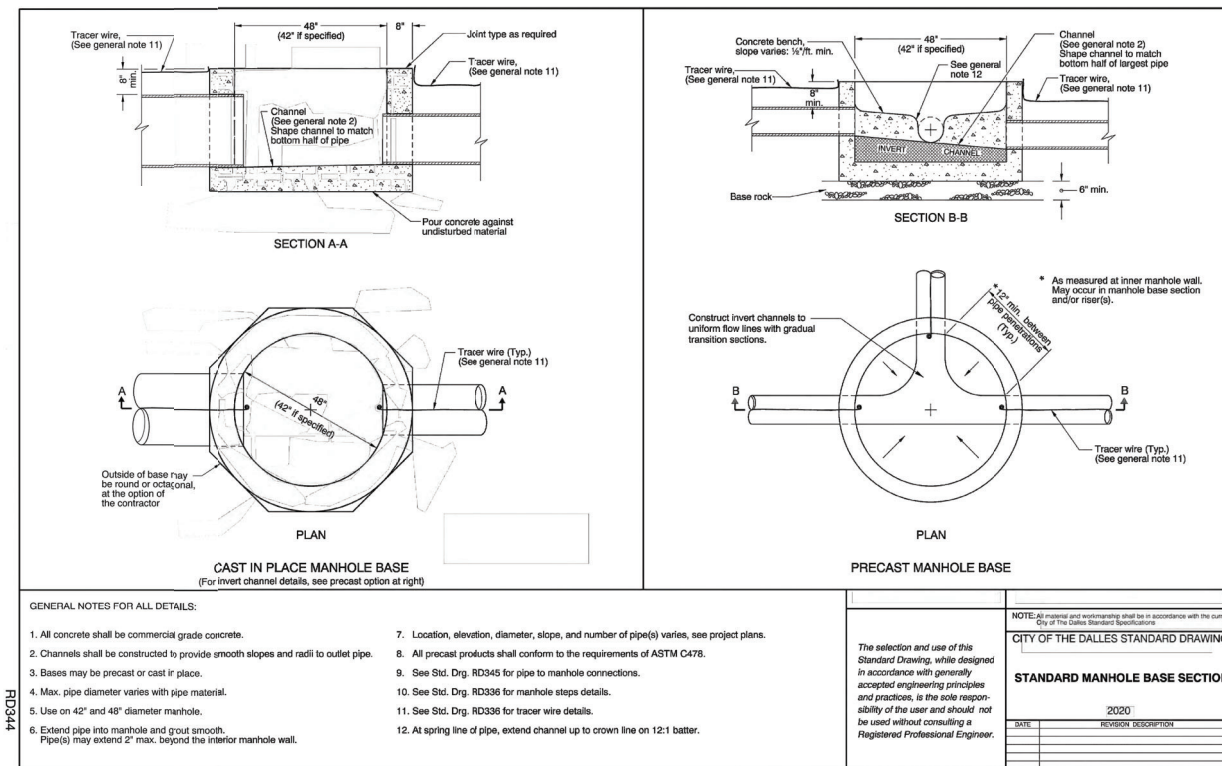
Effective Date: January 1, 2020 - December 31, 2020 RD338



Effective Date: January 1, 2020 - December 31, 2020 RD356



Effective Date: January 1, 2020 - December 31, 2020 RD334

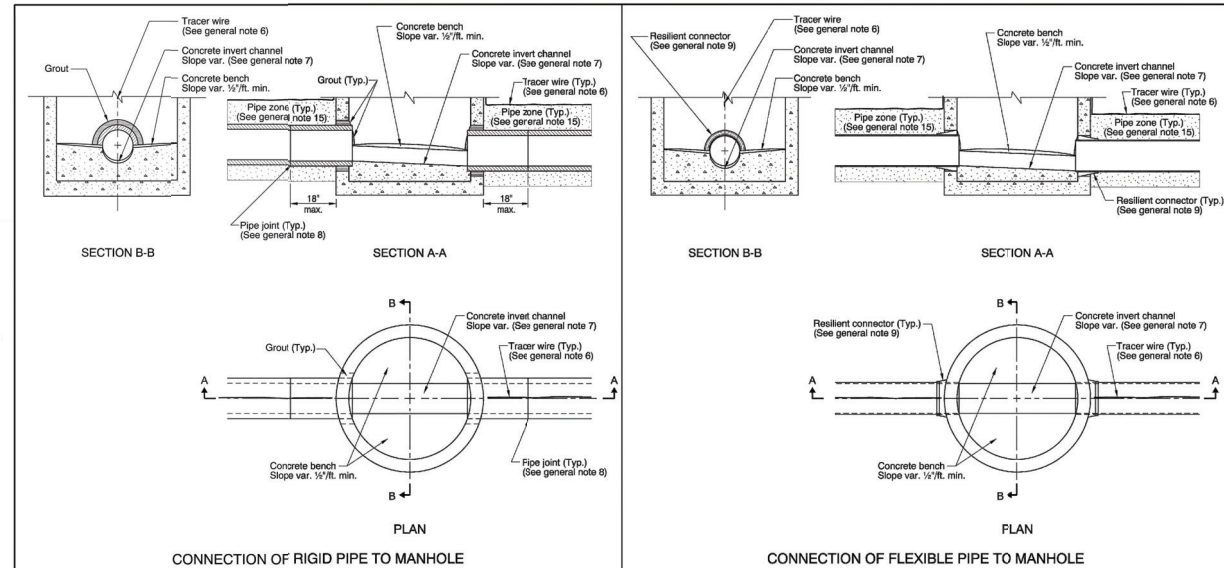


Effective Date: January 1, 2020 - December 31, 2020 RD344

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BTR LLC DEVELOPMENT		THE DALLES, OR		DETAILS	
No.	Date	Revision	SUBMITTED FOR REVIEW		
1.0	2-9-2021				
SHEET NO.			CE 7.1		
SCALE: AS NOTED			JOB NO. REV.		
21-XX			△		



GENERAL NOTES FOR ALL DETAILS:

- All precast sections shall conform to requirements of ASTM C478.
- Manhole base sections may be precast or cast-in-place.
- All concrete shall be commercial grade concrete.
- Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.
- Max. pipe diameter varies with pipe material.
- All connecting pipes shall have a tracer wire, or approved alternate. See Std. Dwg. RD336 for tracer wire details.
- Invert channels shall be constructed to provide smooth slopes and radii to outlet pipe.
- When rigid pipe is used, the connecting pipe shall have a flexible, gasketed and unrestrained joint with 18" of manhole wall. Joint type varies with manufacturer.
- When flexible pipe is used, install resilient connectors conforming to requirements of ASTM C823.
- See Std. Drgs. RD335, RD336, and RD338 for details not shown.
- See Std. Drg. RD336 for manhole steps details.
- See Std. Drg. RD342 for shallow manholes.
- See Std. Drg. RD344 for manhole base section.
- See Std. Drg. RD356 for manhole covers and frames, manhole adjustment rings, etc.
- Pipe zone varies, see Std. Drg. RD300.

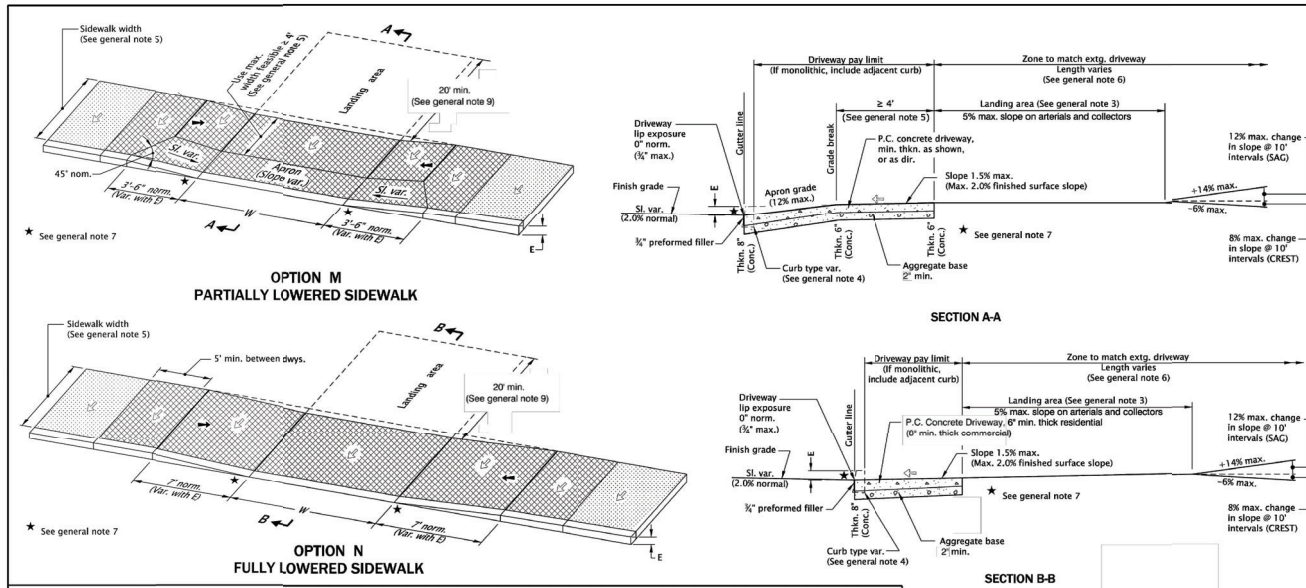
CITY OF THE DALLES STANDARD DRAWING

PIPE TO MANHOLE CONNECTIONS

2020

DATE	REVISION DESCRIPTION

Effective Date: January 1, 2020 - December 31, 2020 RD345



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

- Details are based on ODOT applicable standards.
- Only use details allowed by City Engineer.
- The following dimensions are as shown on plans, or as directed: driveway width, driveway slope, sidewalk width, curb exposure, driveway lip exposure, landing area length and width. See project plans for details not shown.
- Curb, gutter, and sidewalk types varies, see plans. See Std. Drgs. RD700 & RD701 for curb details. See Std. Dwg. RD720 for sidewalk details.
- A greater than or equal to 4' unobstructed clear passage with cross slope 1.5% max. (Max. 2.0% finished surface slope) is required behind driveway apron. Where existing driveways in good condition, and meets slope requirements, construct only as much as required for satisfactory connection with new work.
- Check the gutter flow depth at driveway locations to assure that the design flood does not overlap the back of sidewalk at driveway. If overtopping occurs place an inlet at upstream side of driveway or perform other approved design mitigation.
- Construct a full depth expansion joints with 1/2" (in) preformed joint filler at ends of each driveway.
- 20' min. of the driveway behind the sidewalk should be surfaced to prevent tracking of gravel onto the sidewalk.
- Monolithic curb & sidewalk shall retain thickened edge through lowered profile, to accommodate driveway use. See Std. Dwg. RD720 for details.

LEGEND:

- Sidewalk
- Driveway pay limit (if monolithic, include adjacent curb) (See project plans for details not shown)
- Slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Slope 7.5% max. (Max. 8.3% finished surface slope)
- W Width of driveway
- E Curb exposure

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

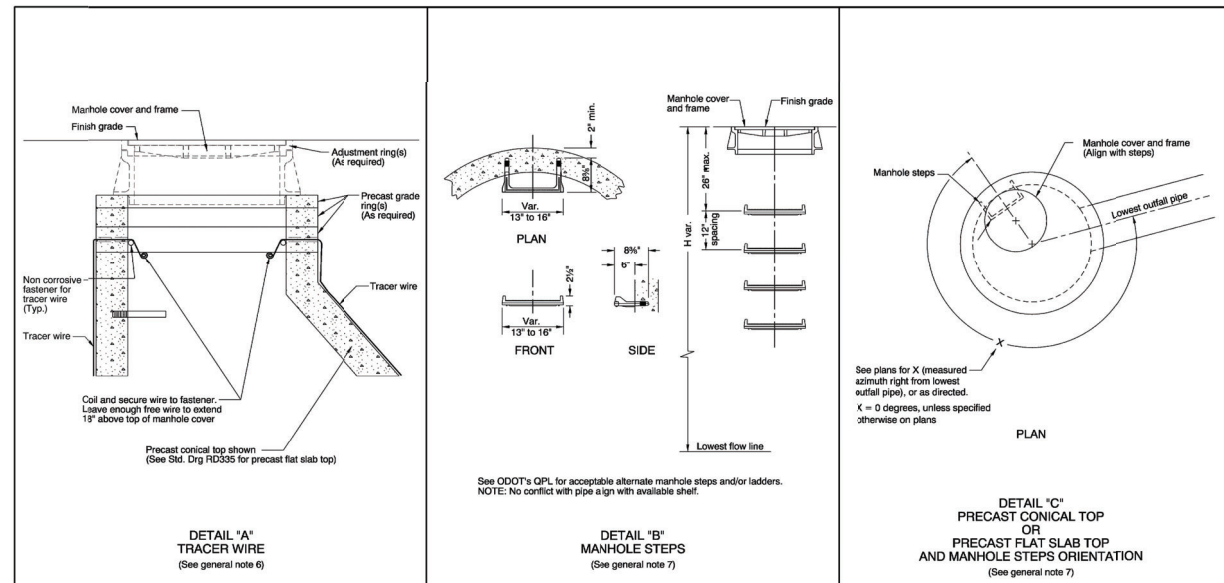
CITY OF THE DALLES STANDARD DRAWING

CURB LINE SIDEWALK DRIVEWAYS OR ALLEYS (OPTIONS M & N)

2020

DATE	REVISION DESCRIPTION

Effective Date: January 1, 2020 - December 31, 2020 RD750



GENERAL NOTES FOR ALL DETAILS:

- All precast products shall conform to requirements of ASTM C478.
- Standard precast manhole section diameter shall be 48". Use 42" if specified by the Engineer.
- See Std. Drg. RD345 for pipe to manhole connections.
- See Std. Drg. RD344 for manhole base section.
- Adjust 2" maximum.
- All connecting pipes shall have a tracer wire, or approved alternate. Place tracer wire directly over pipe centerline and on top of the pipe zone material.
- Steps and ladders shall conform to requirements of ASTM C478. When H=42" or less omit steps. See Detail "C" for alignment of steps, and manhole cover and frame.
- See Std. Drg. RD335 for details not shown.
- See Std. Drg. RD356 for manhole covers and frames, manhole adjustment rings, etc.
- Max. pipe diameter varies with pipe material.
- See Std. Drg. RD342 for shallow manholes.
- See project plans for details not shown.

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

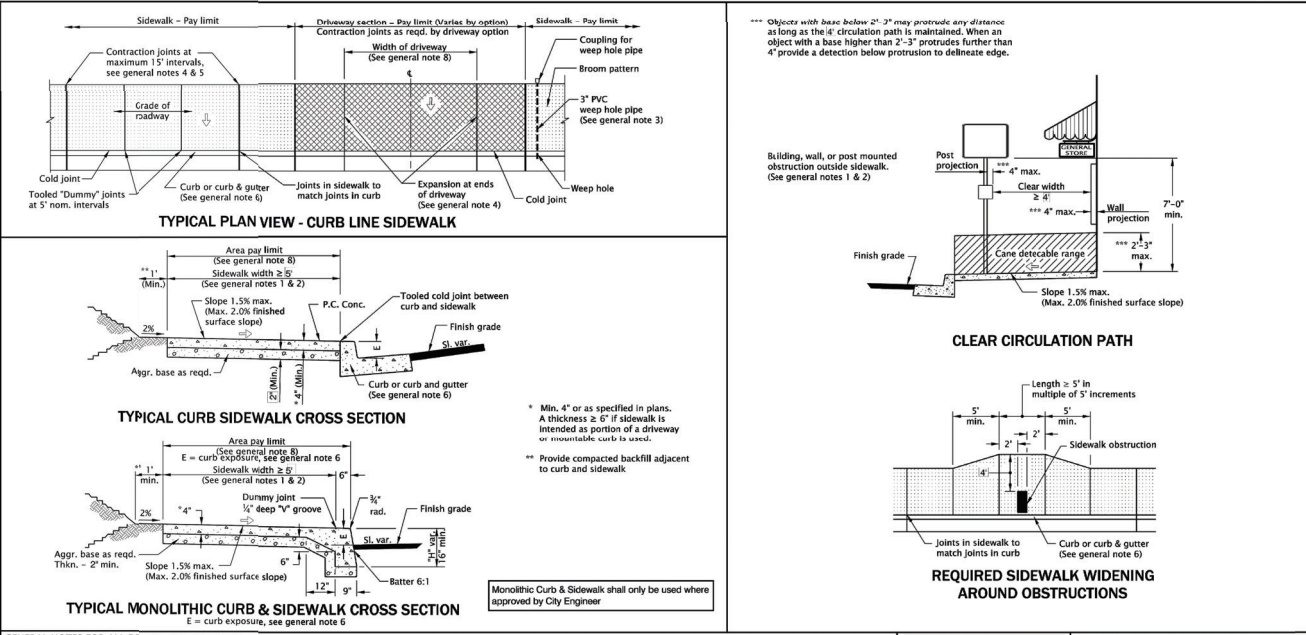
CITY OF THE DALLES STANDARD DRAWING

STANDARD MANHOLE DETAILS

2020

DATE	REVISION DESCRIPTION

Effective Date: January 1, 2020 - December 31, 2020 RD336



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

- Include additional paved or unpaved 2' shy distance to vertical faces higher than 5' such as retaining walls, sound walls, fences and buildings.
- Curb type and sidewalk width as shown on plans or as directed.
- On sidewalks 8' and wider, provide a longitudinal joint at the midpoint.
- Install 3" pvc weep hole pipes in sidewalks where shown on plans, and allowed by jurisdiction. Place contraction joint over top of pipe. See Std. Dwg. RD700 for weep hole details.
- Provide expansion joints around posts, boxes, at ends of each driveway, and other fixtures which protrude through or against the structures. For sidewalk, monolithic curb & sidewalk, const. expansion joints at 45' maximum spacing. See Std. Dwg. RD722 for expansion joints details.
- Const. contraction joints at 15' maximum spacing, and at ends of each curb ramp. See Std. Dwg. RD722 for contraction joints details.
- For curb details, see Std. Drgs. RD700 & RD701. City of The Dalles Standard - E=6'
- Sidewalk details are based on ODOT applicable standards.
- Fully lowered sidewalk shown; see project plans for the driveway design specified. For driveway details not shown, see Std. Drgs. RD725, RD730, RD735, RD740, RD745 & RD750.
- See project plans for details not shown.

LEGEND:

- Sidewalk pay limit.
- Driveway pay limit, varies by option, (See general note 8).
- Slope 1.5% max. (Max. 2.0% finished surface slope)

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

CITY OF THE DALLES STANDARD DRAWING

CURB LINE SIDEWALKS

2020

DATE	REVISION DESCRIPTION

Effective Date: January 1, 2020 - December 31, 2020 RD720

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CITY OF THE DALLES STANDARD DRAWING

CURB LINE SIDEWALKS

2020

DATE	REVISION DESCRIPTION

Effective Date: January 1, 2020 - December 31, 2020 RD720

REVISIONS

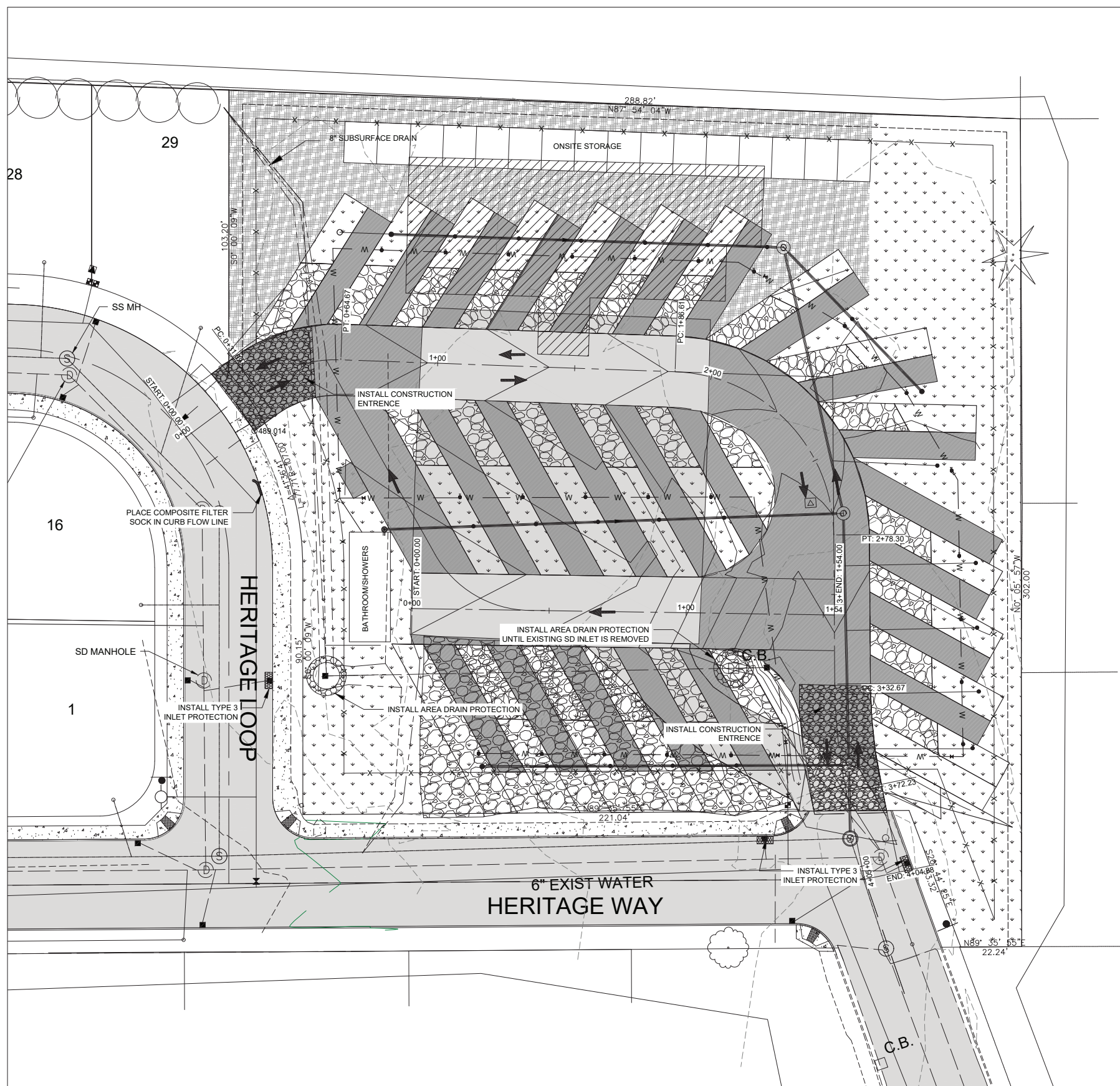
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SCALE: AS NOTED

JOB NO. REV.

21-XX



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BTR LLC DEVELOPMENT
 THE DALLES, OR
 EROSION CONTROL PLAN

No.	Date	Revisions
1.0	2-9-2021	SUBMITTED FOR REVIEW

SHEET NO.
CE 8.0
 SCALE: AS NOTED
 JOB NO. REV.
21-XX 0

EROSION CONTROL NOTES:

- CONTRACTORS AND BUILDERS SHALL KEEP CUTTING AND CLEARING TO A MINIMUM AND WITHIN THE PHASE UNDER CONSTRUCTION. EVERY EFFORT SHOULD BE MADE TO DISTURB AS LITTLE EXISTING VEGETATION AS POSSIBLE, AND TO REESTABLISH GOOD GROUND COVER AS SOON AS POSSIBLE AFTER GRADING.
- SEEDING OF DISTURBED AREAS, SUCH AS CUTS, FILLS, AND STORAGE AREAS SHALL BE DONE AS SOON AS POSSIBLE AFTER USE OF THE AREA IS CONCLUDED, OR CONSTRUCTION IS FAR ENOUGH ALONG THAT THE AREA WILL NOT BE DISTURBED.
- IF AN AREA IS NOT, OR CANNOT BE SEEDING ADEQUATELY TO PROTECT IT FROM EROSION, THEN IT SHALL BE PROTECTED BY COVERING WITH SOME PROTECTIVE MATERIAL, SUCH AS MULCH, STRAW, TARPS, PLASTIC AND CHIPPED BRUSH.
- WHERE SEEDING FOR TEMPORARY EROSION CONTROL IS REQUIRED, FAST GERMINATING GRASSES SHALL BE APPLIED AT AN APPROPRIATE RATE (E.G. ANNUAL OR PERENNIAL RYE APPLIED AT APPROXIMATELY 80 POUNDS PER ACRE). SEEDING OF CLEARED AREAS SHALL BE ACCOMPLISHED WITHIN SEVEN DAYS UNLESS OTHERWISE STABILIZED. TEMPORARY IRRIGATION MAY BE REQUIRED TO ESTABLISH AND MAINTAIN VEGETATION. ALL DISTURBED AREAS SHALL BE SEEDING.
- THE CONTRACTOR SHALL INSPECT ROADS DAILY AND CLEAN AS NEEDED SO THAT NO SEDIMENT IS WASHED OR CARRIED OFF-SITE.
- APPROVAL OF THIS EROSION/SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G., SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.)
- THE IMPLEMENTATION OF THESE ESC PLANS AND CONSTRUCTION, MAINTENANCE, REPLACEMENT AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE APPLICANT/CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED, AND VEGETATION/LANDSCAPING IS ESTABLISHED.
- THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.
- THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT LEAVE THE SITE.
- THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.
- THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN THE 24 HOURS FOLLOWING A STORM EVENT.
- STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
- WATER WILL BE USED AS NEEDED FOR DUST CONTROL DURING CONSTRUCTION ACTIVITIES.

SEDIMENT FENCE AND GEOTEXTILE BURY DETAIL - TYPE 1

ALTERNATE SEDIMENT FENCE W/O TRENCHING - TYPE 2

TABLE 1 FENCE SPACING FOR GENERAL APPLICATION

GRADE	MAXIMUM SPACING ON GRADE
Grade < 10%	300'
10% < Grade < 15%	150'
15% < Grade < 20%	100'
20% < Grade < 30%	50'
30% < Grade	25'

TABLE 2 POST SPACING

6'	Sediment Fence with Geotextile elongation less than 50%
4'	Sediment Fence with Geotextile elongation 50% or more

TABLE 3 FENCE SPACING FOR GENERAL APPLICATION

INSTALL PARALLEL ALONG CONTOURS AS FOLLOWS

NOTES:

- Use must be approved by the engineer.
- Not approved for use with sediment fencing with sewn-in post sleeves.

NOTES:

- Use 2" X 2" wood fence posts.
- Posts to be installed on downhill side of sediment fence geotextile. Position posts to prevent separation from geotextile.
- Compact fabric filter trench backfill and soil on uphill side of fence.
- Locate fence no closer than three feet to the toe of a slope.
- Wing spacing shall comply with table 1.

TABLE 4 GEOTEXTILE END CONNECTIONS

CONNECTION TYPE	MINIMUM SPACING
TURNED ENDS CONNECTION	1 post spacing min
POST SPACING OVERLAP CONNECTION	1 post spacing min

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CITY OF THE DALLES STANDARD DRAWING

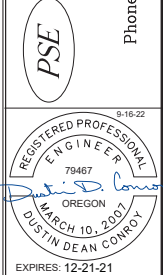
SEDIMENT FENCE

DATE: 2020

REVISION DESCRIPTION:

Effective Date: January 1, 2020 - December 31, 2020 **RD1040**

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BTR LLC DEVELOPMENT
 THE DALLES, OR
 EROSION CONTROL DETAILS

GEOTEXTILE/WIRE MESH/AGGREGATE - TYPE 2

PREFABRICATED FILTER INSERT - TYPE 3

SOD PROTECTION - TYPE 6

AREA DRAIN PLAN

AREA DRAIN PERSPECTIVE VIEW

CURB INLET PERSPECTIVE VIEW

COMPOST FILTER SOCK OR WATTLE - TYPE 7

INLET PROTECTION TYPE 2, 3, 6 AND 7

NOTES:

- Type 2 - Geotextile/wire mesh/aggregate. Place the wire mesh over the grate. Place sediment fence geotextile over the wire mesh and perimeter area around structure. Install aggregate over the geotextile fabric.
- Type 3 - Prefabricated filter inserts. Install prefabricated filter inserts according to the plans. Special provisions, and manufacturer recommendations. Prefabricated inserts with provisions for overflow are allowed only when accompanied by additional BMP to prevent the potential of sediments entering project storm systems. Field fabricated inserts are not allowed.
- Type 7 - Compost filter sock. Drive 2"x2" wood stakes a minimum of 6" into ground and flush with the top of the sock. Overlap ends of sock per manufacturer recommendations (1" min, 3" max). Use 8" to 12" dia sock on curbside in traffic areas. Use 12" to 18" dia sock in non-traffic areas or areas where the larger sock can be used safely.

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CITY OF THE DALLES STANDARD DRAWING

INLET PROTECTION TYPE 2, 3, 6 AND 7

DATE: 2020

REVISION DESCRIPTION:

Effective Date: January 1, 2020 - December 31, 2020 **RD1010**

CONSTRUCTION ENTRANCE - TYPE 1

CONSTRUCTION ENTRANCE - TYPE 2

CONSTRUCTION ENTRANCE - TYPE 3 (TYPE 1 OR 2 WITH EXISTING CURB)

WOODEN CURB RAMP SECTION D-D

CONSTRUCTION ENTRANCE TABLE

Length (FT)	Area Of Exposed Soil (Acres)
20	0.25
50	0.25 < A < 1.0
100	A > 1.0

NOTES:

- The type 1 entrance is a simple entrance without a diversion ridge or settling basin.
- The wooden ramp may be used on either type 1 or type 2 entrances in situations where there is curb and the curb is not removed for the construction entrance.

THE SELECTION AND USE OF THIS STANDARD DRAWING, WHILE DESIGNED IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRINCIPLES AND PRACTICES, IS THE SOLE RESPONSIBILITY OF THE USER AND SHOULD NOT BE USED WITHOUT CONSULTING A REGISTERED PROFESSIONAL ENGINEER.

CITY OF THE DALLES STANDARD DRAWING

CONSTRUCTION ENTRANCES

DATE: 2020

REVISION DESCRIPTION:

Effective Date: January 1, 2020 - December 31, 2020 **RD1000**

Revision

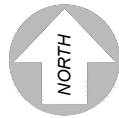
No.	Date	Description
1.0	2-9-2021	SUBMITTED FOR REVIEW

CE 9.0

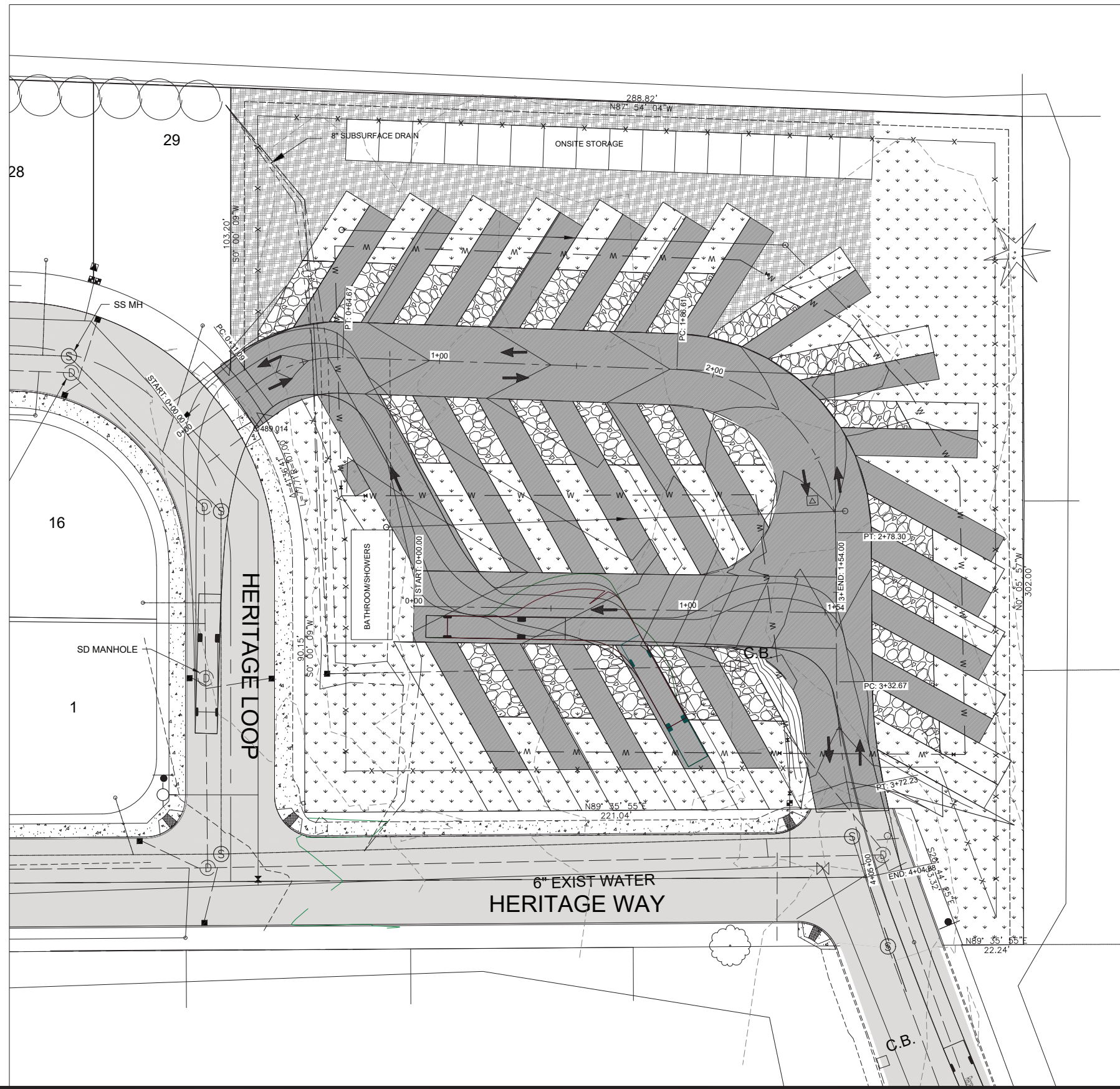
SCALE: AS NOTED

JOB NO. REV.

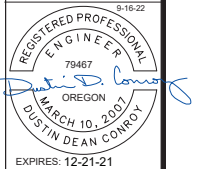
21-XX



RV WITH O.L. OF 50.8'



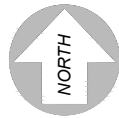
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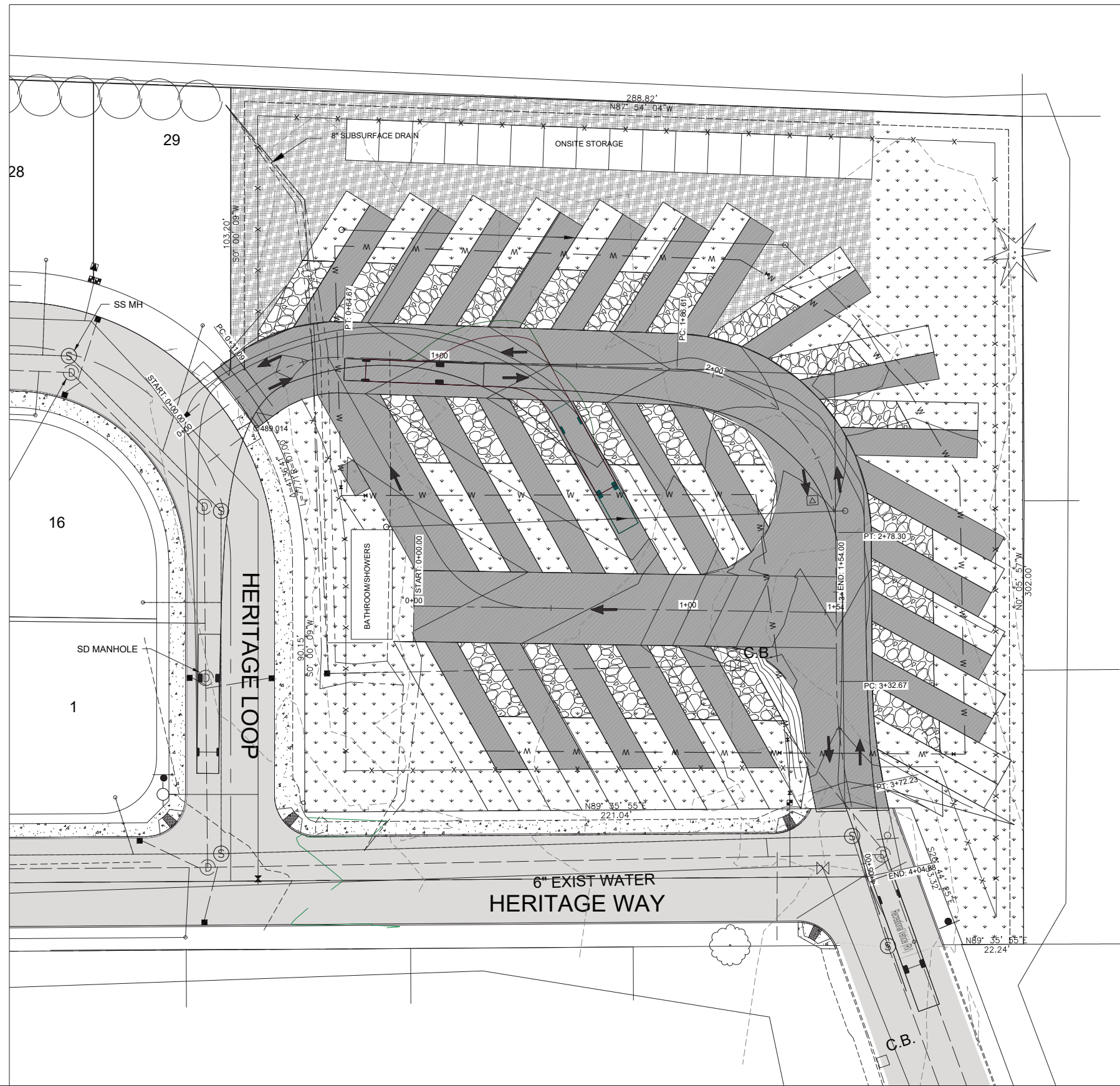
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 THE DALLES, OR
 TURNING TEMPLATE

No.	Date	Revisions
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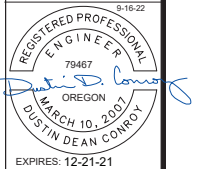
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21-XX



RV WITH O.L. OF 50.8'



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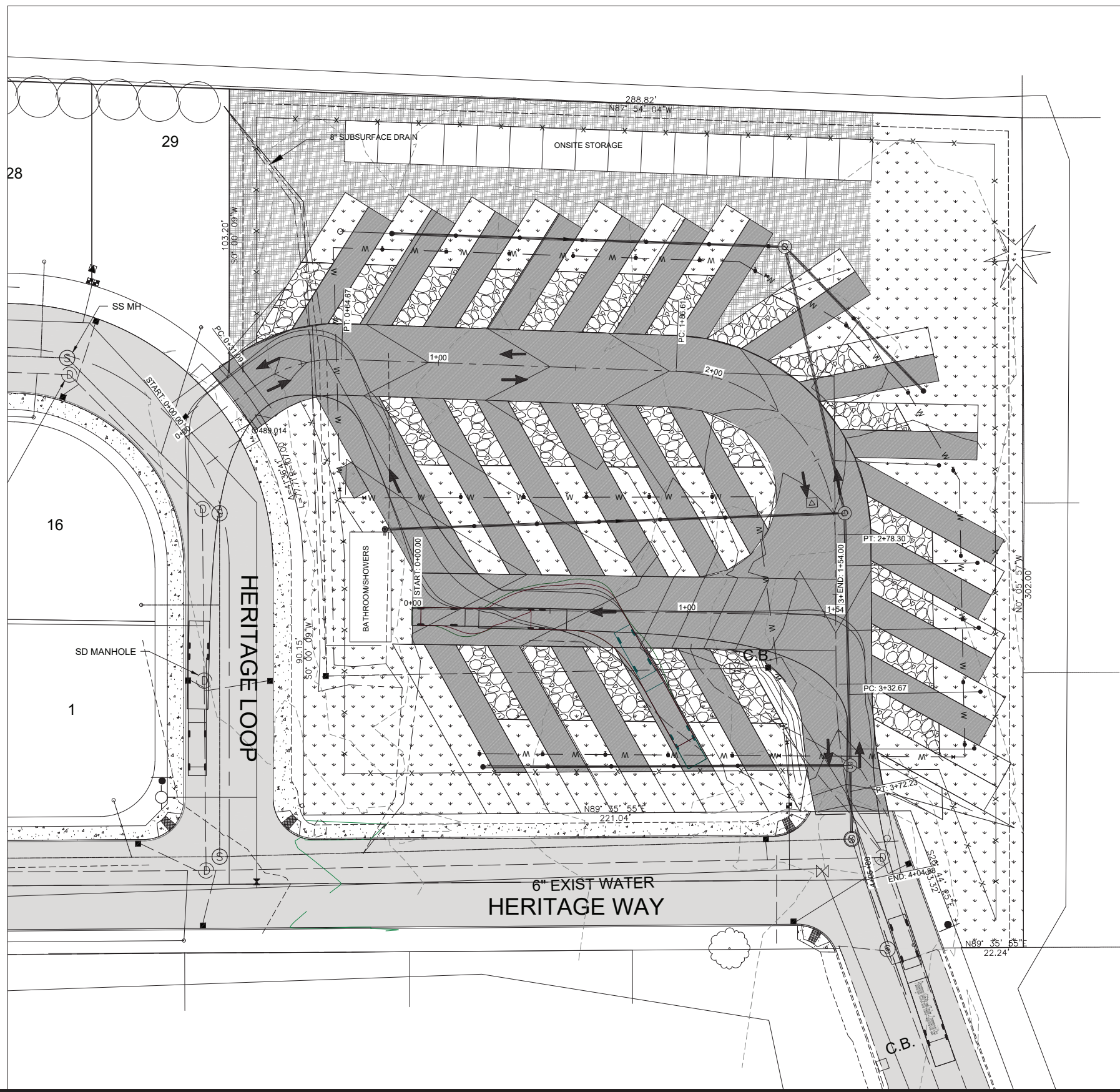
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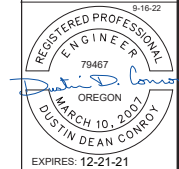
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CE 10.1
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21-XX



PASSENGER VEHICLE AND TRAILER O.L. 56.3'



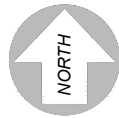
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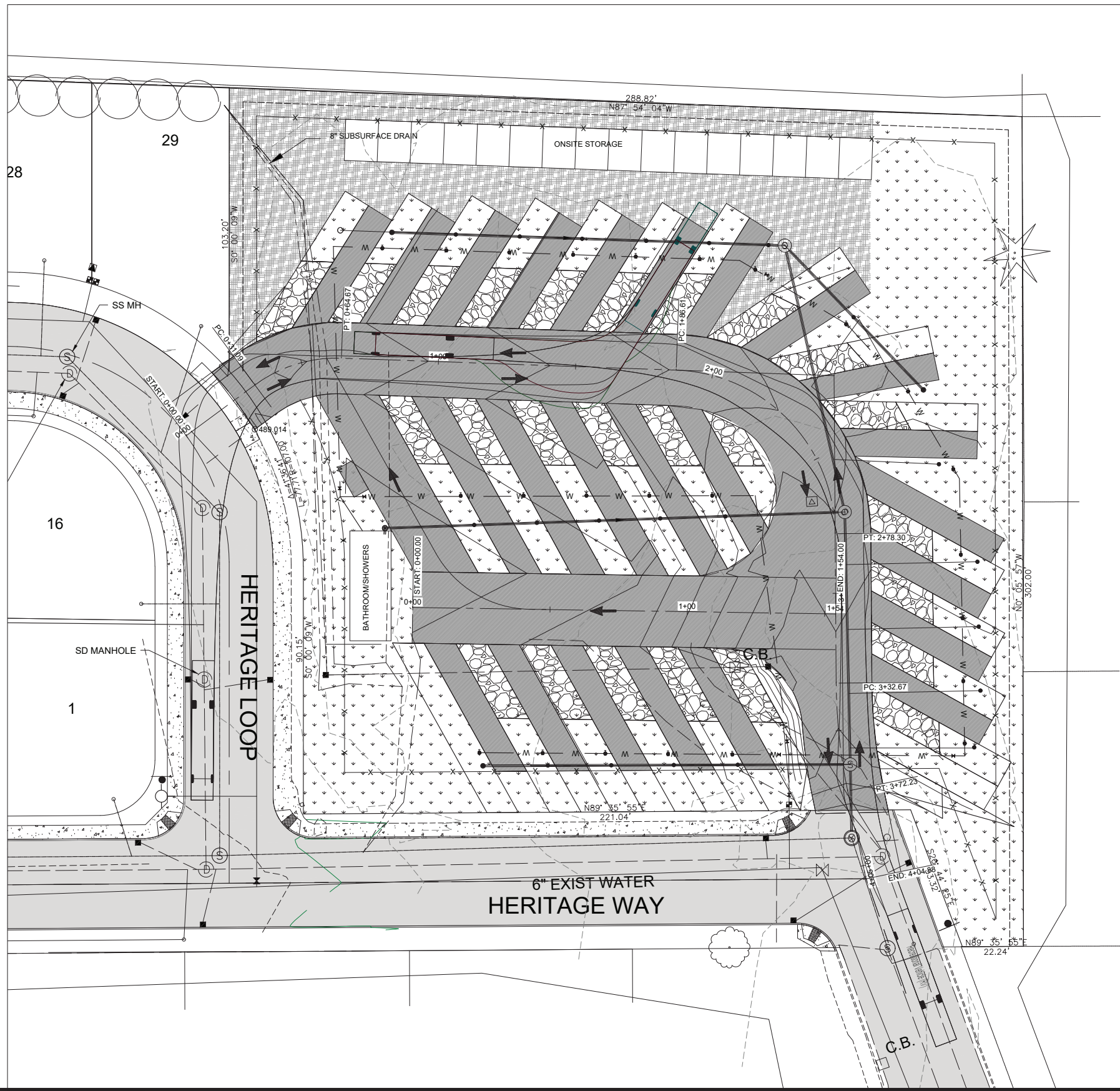
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No.	Date	Revisions
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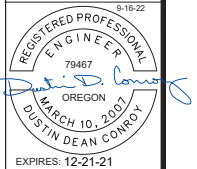
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RV WITH O.L. 50.8'



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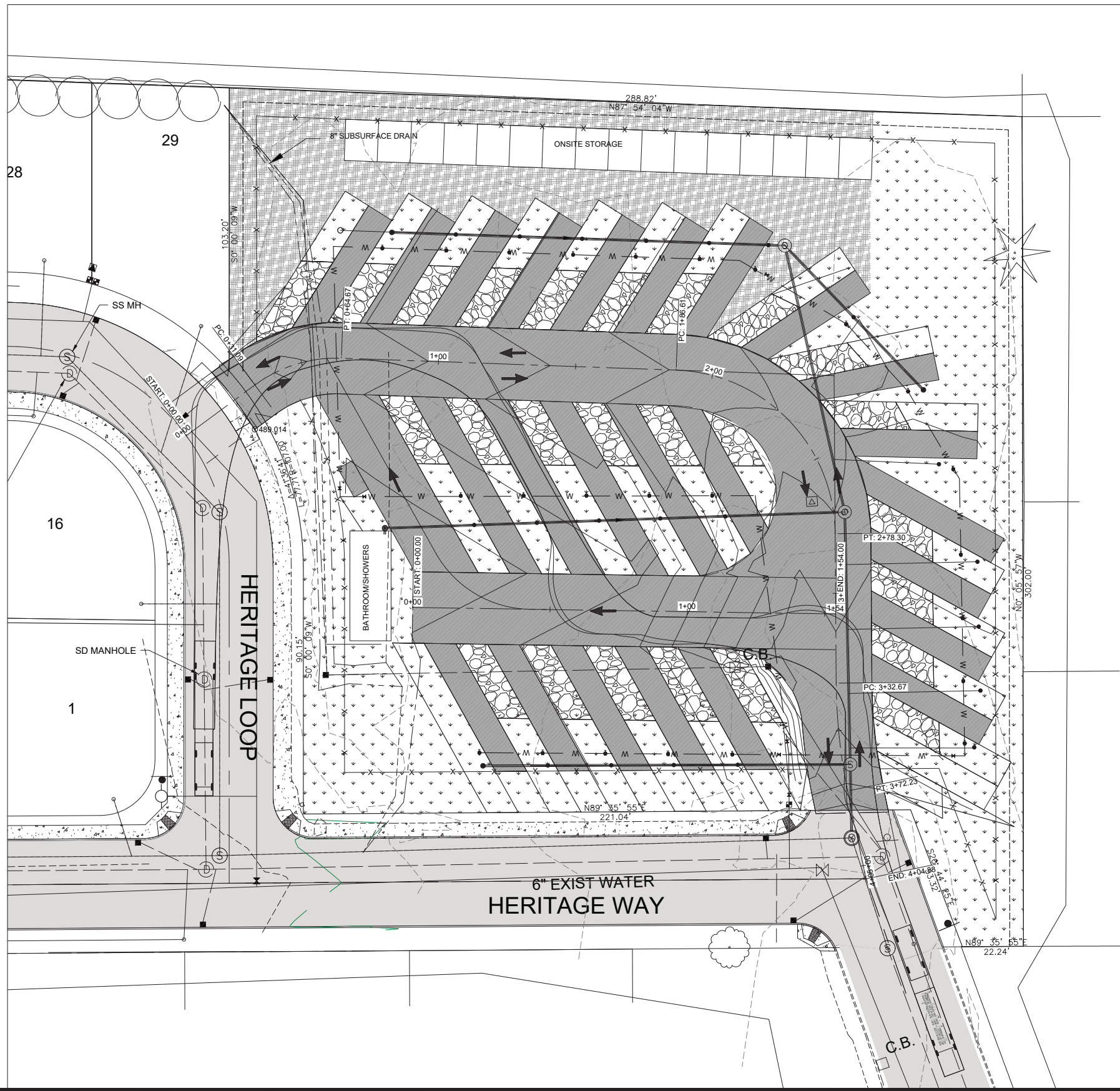
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No.	Date	Revisions
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CE 10.3
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21-XX



PASSENGER VEHICLE AND TRAILER O.L. 56.3'



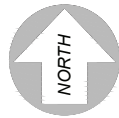
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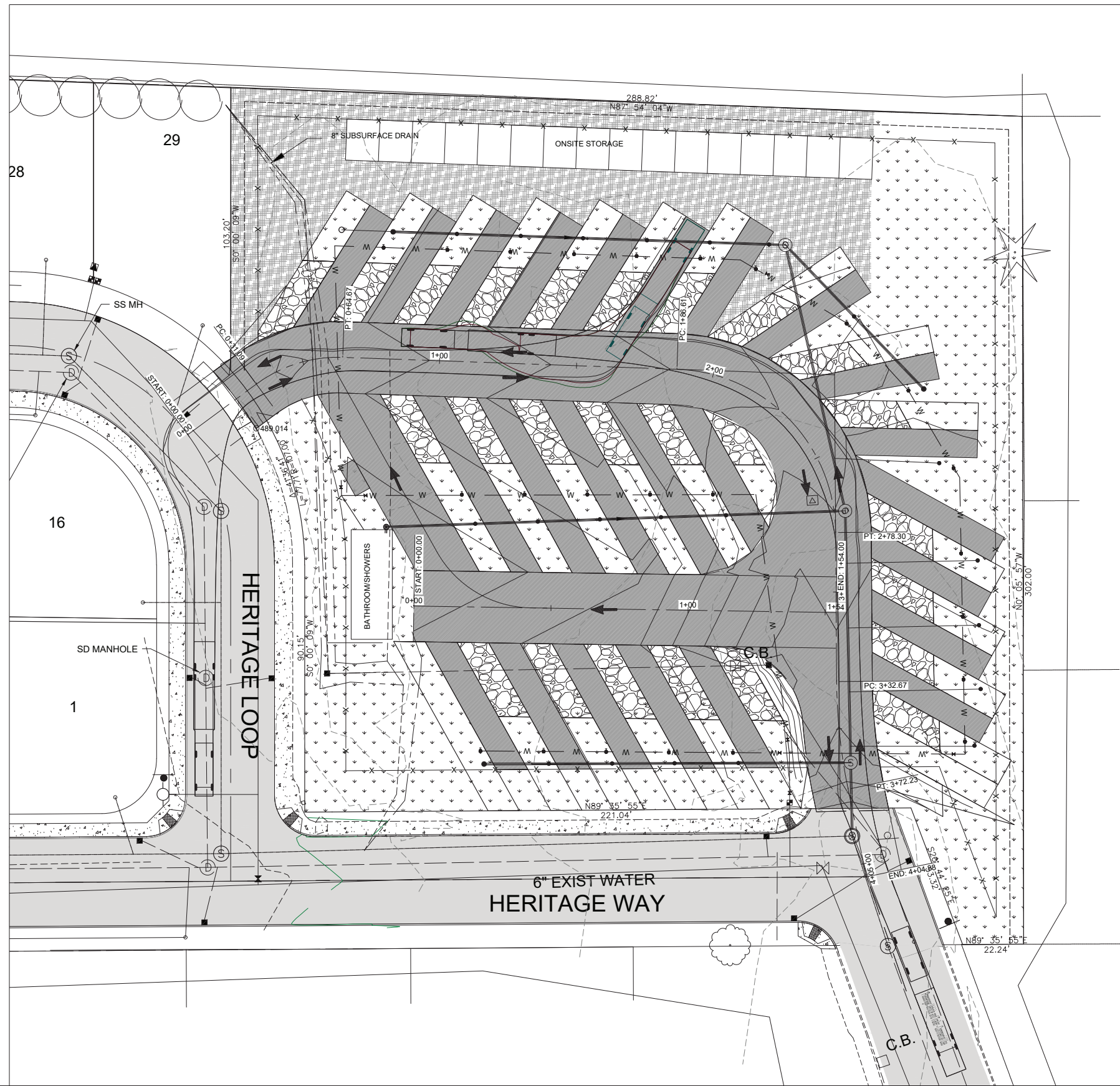
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1.0	2-9-2021	SUBMITTED FOR REVIEW

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CE 10.4
 SCALE: AS NOTED
 JOB NO. REV.
21-XX



PASSENGER VEHICLE AND TRAILER O.L. 56.3'



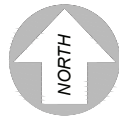
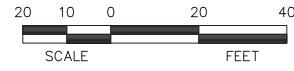
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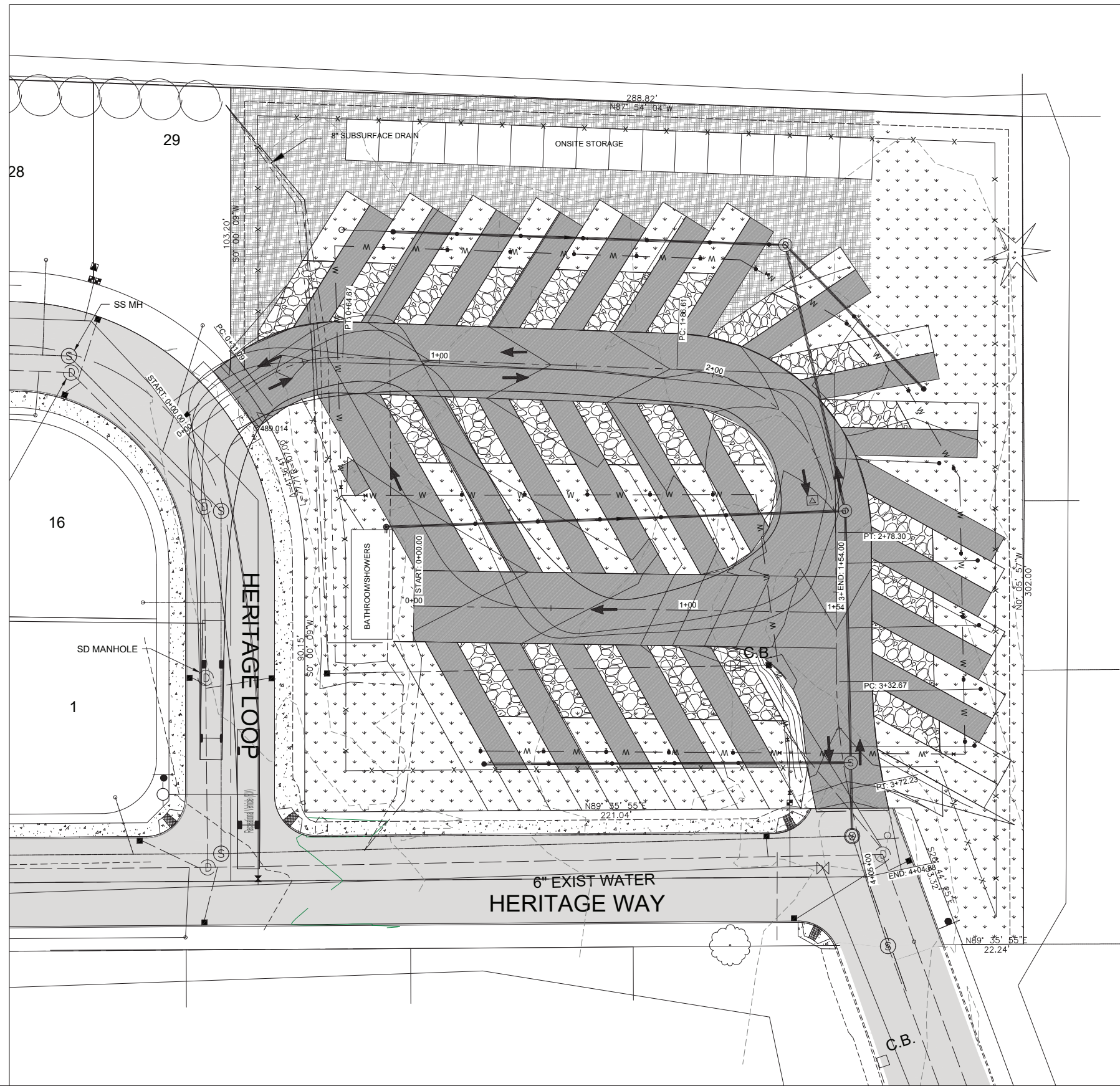
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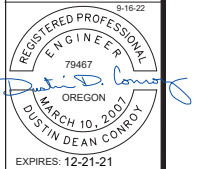
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21-XX 0



RV WITH O.L. 50.8'



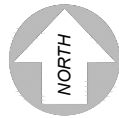
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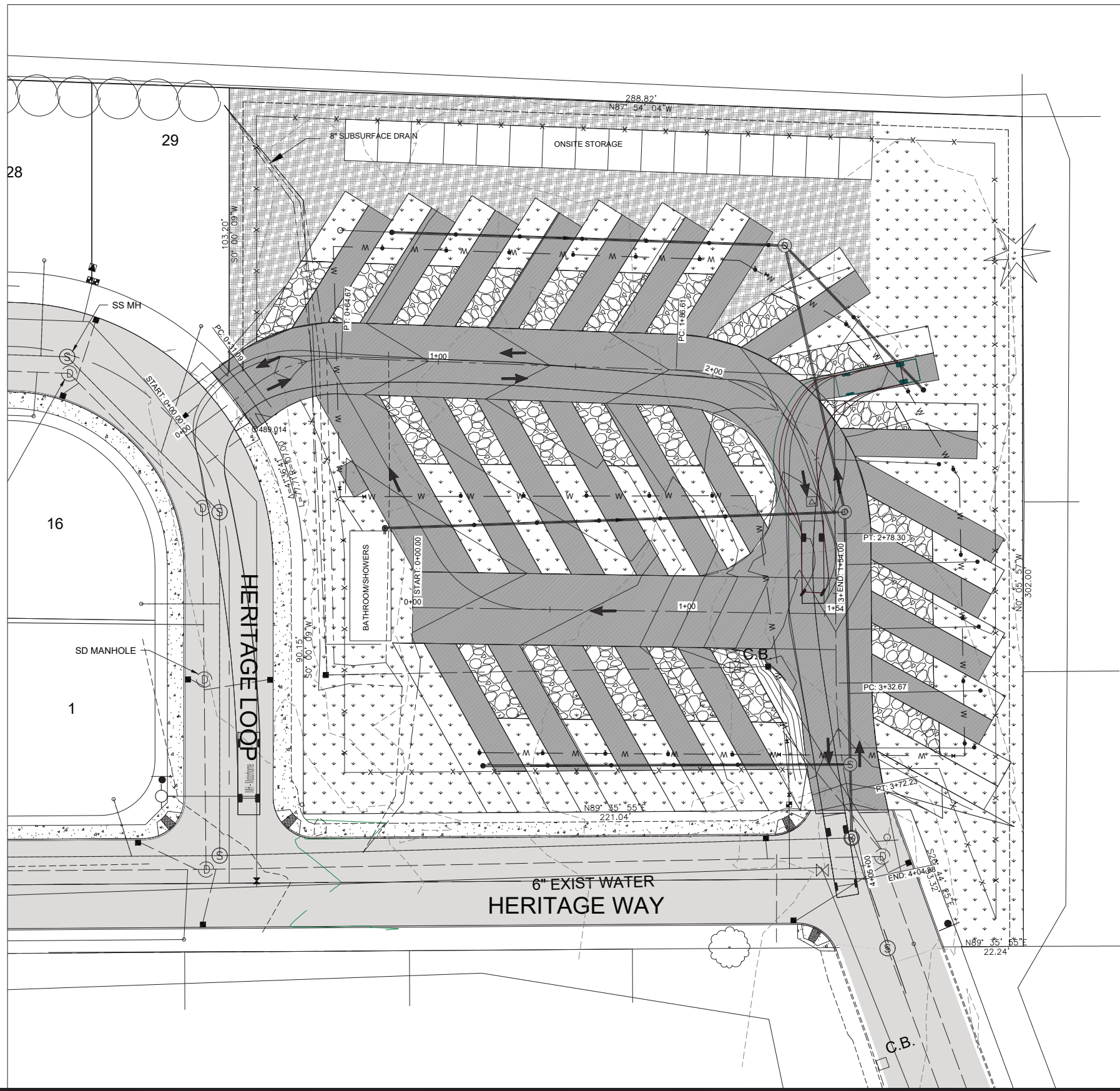
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RV WITH O.L. 30'



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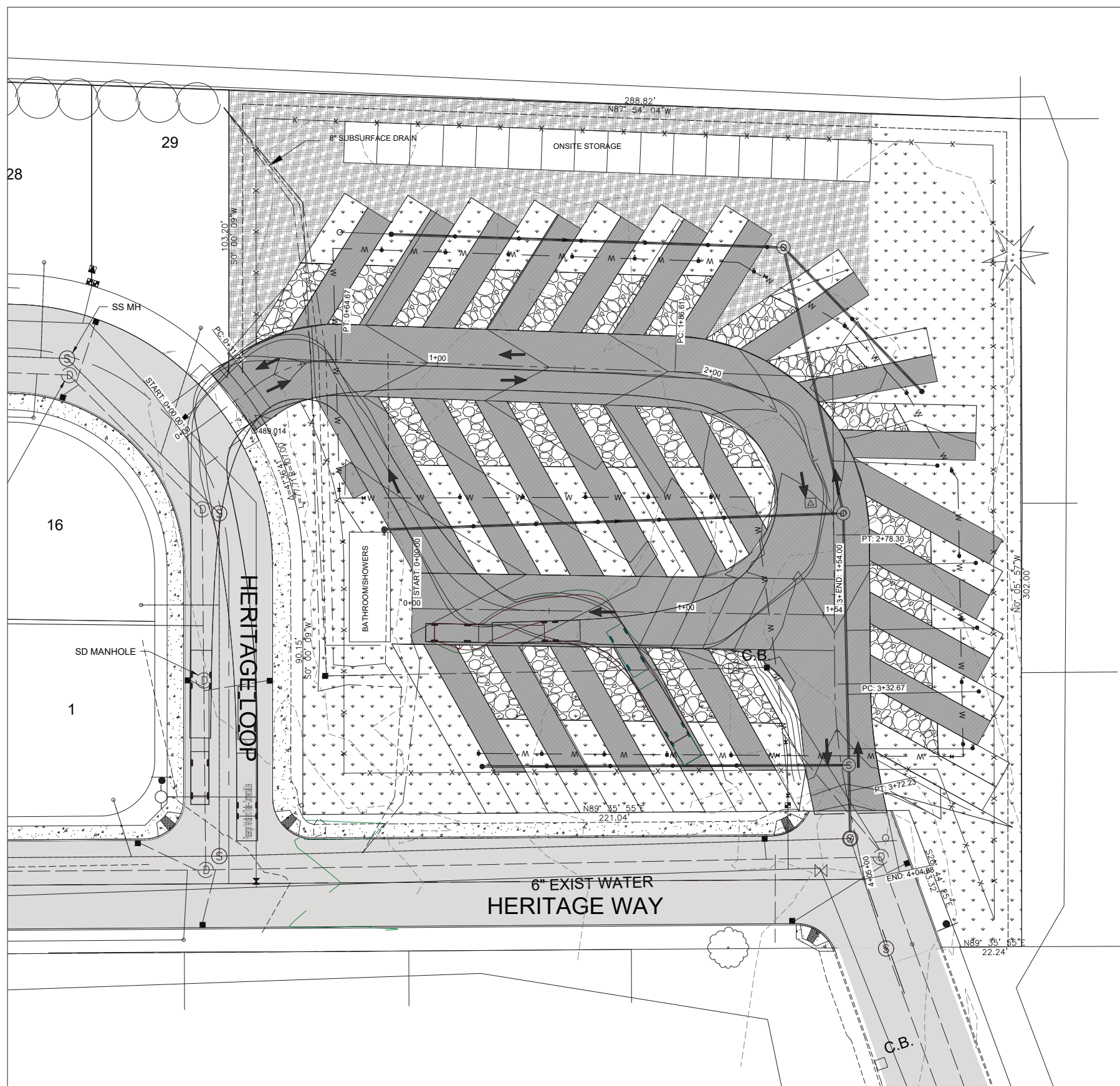
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PASSENGER VEHICLE AND TRAILER O.L. 56.3'



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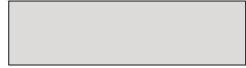

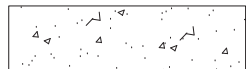
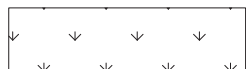
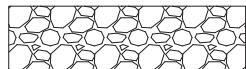



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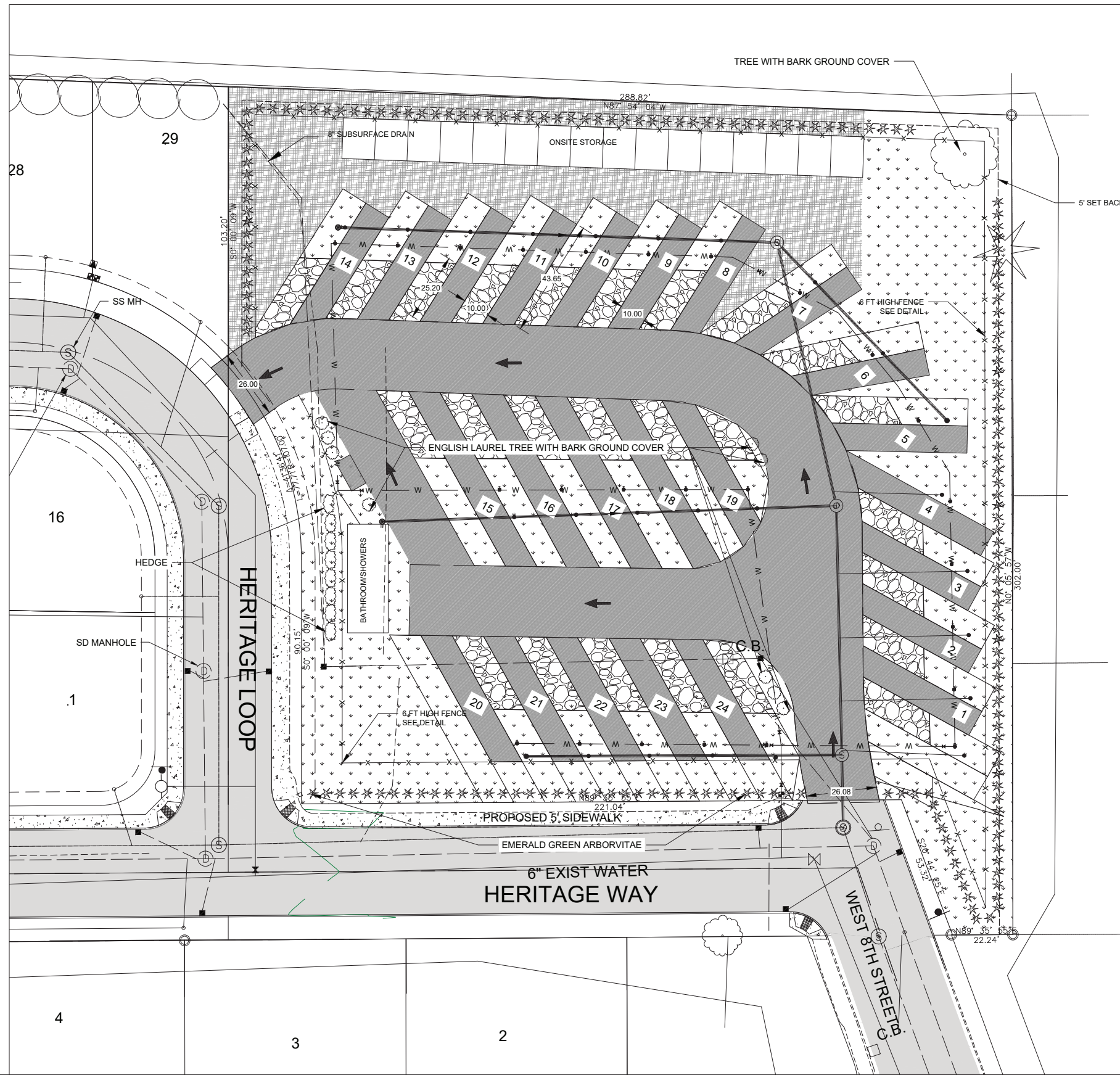
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1.0	2-9-2021	SUBMITTED FOR REVIEW

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CE 10.8
 SCALE: AS NOTED
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-  EXISTING ASPHALT
-  NEW ASPHALT
-  EXISTING CONCRETE S/W
-  GRASS
-  PROPOSED GRAVEL PARKING STALL
-  PROPOSED BARK GROUND COVER

NOTES
LIVE LANDSCAPE AREA 71%
DRY LANDSCAPE AREA 29%




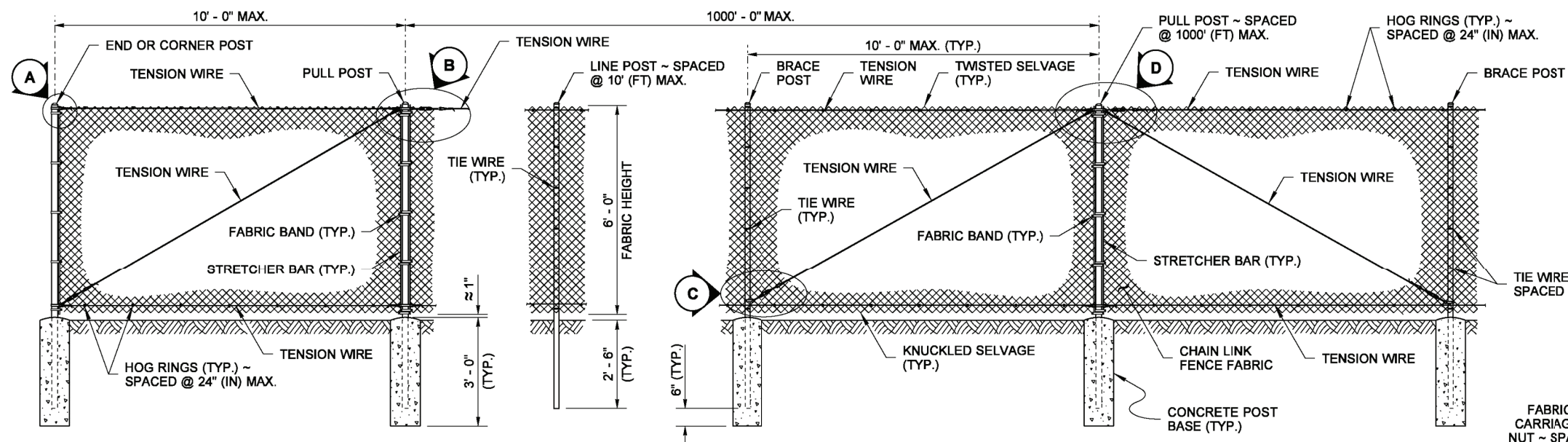
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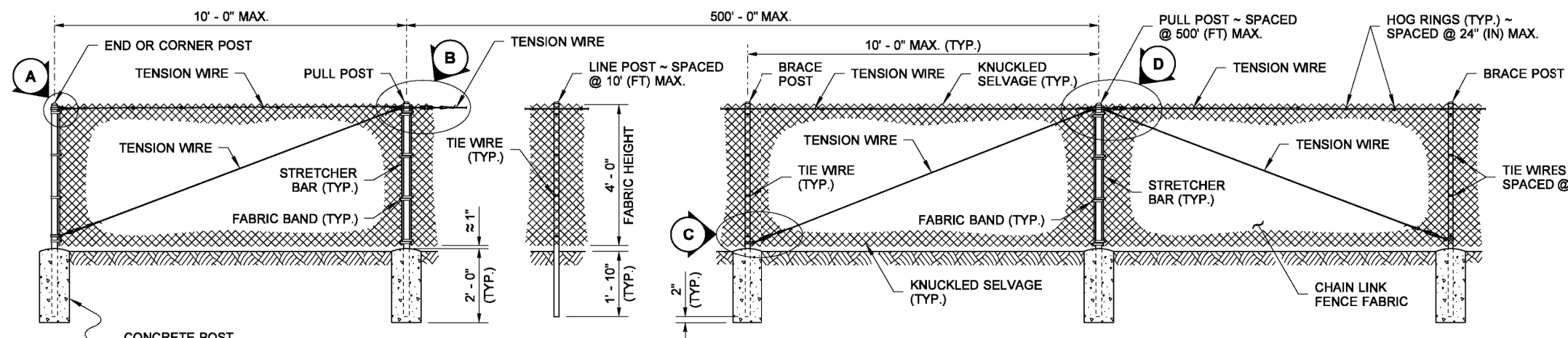
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THE DALLES, OR
SITE PLAN

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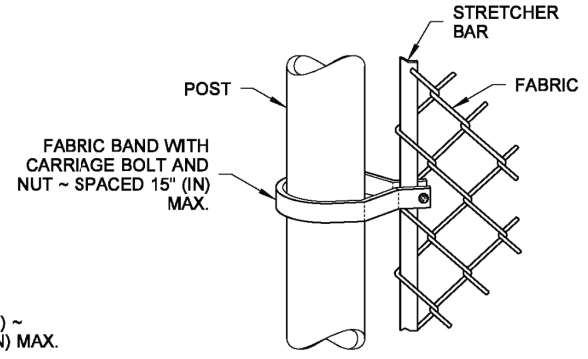


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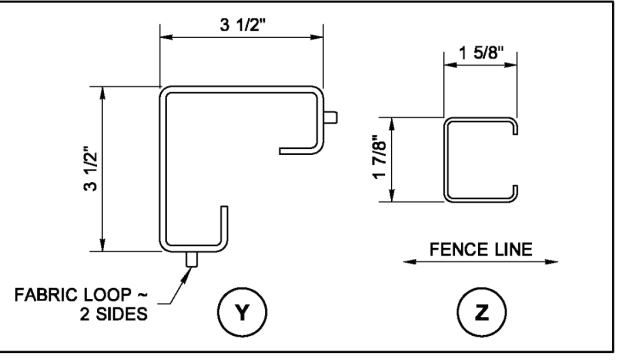
NOTES

1. All concrete post bases shall be 10" (in) minimum diameter.
2. Along the top and bottom, using Hog Rings, fasten the Chain Link Fence Fabric to the Tension Wire within the limits of the first full fabric weave.
3. Details are illustrative and shall not limit hardware design or post selection of any particular fence type.

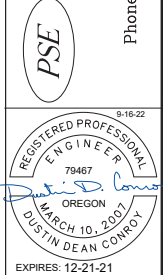
- INSTALL PRIVACY SLATS ACCORDING TO MANUFACTURE SPECIFICATIONS



POST AND RAIL SPECIFICATIONS			
POST	PIPE	ROLL FORMED	
	NOM. SIZE (SCH. 40) I.D.	SECTION	WEIGHT (lb/ft)
END, CORNER, OR PULL POST	2 1/2" DIAM.	(Y)	5.10
LINE OR BRACE POST	2" DIAM.	(Z)	1.85



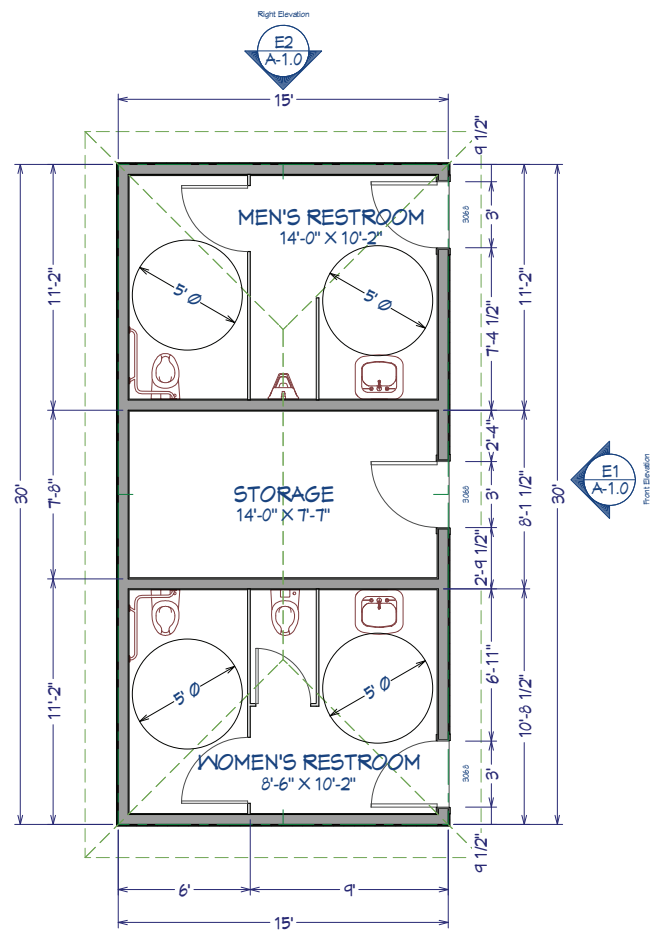
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BTR LLC DEVELOPMENT
 THE DALES, OR
 FENCE DETAIL

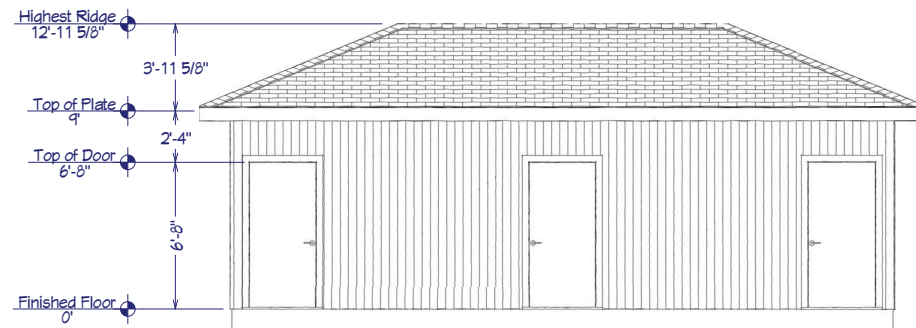
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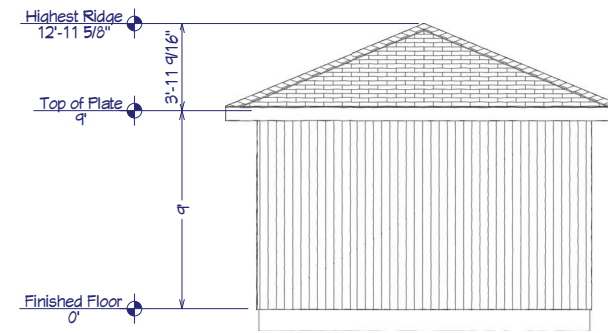


TOTAL AREA
450 SQ. FT.

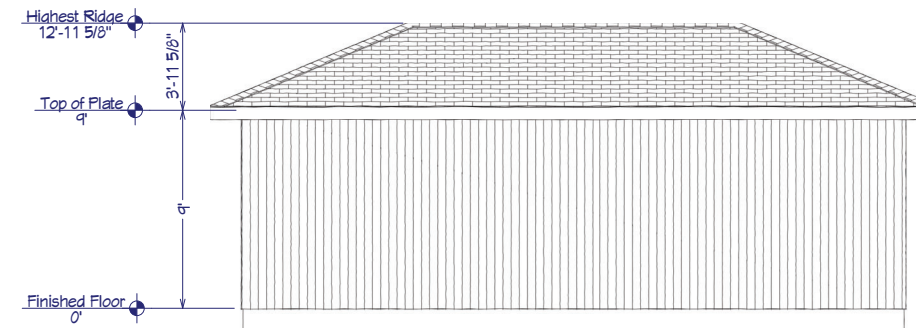
Restroom Floor Plan
Scale: 1/4" = 1'-0"



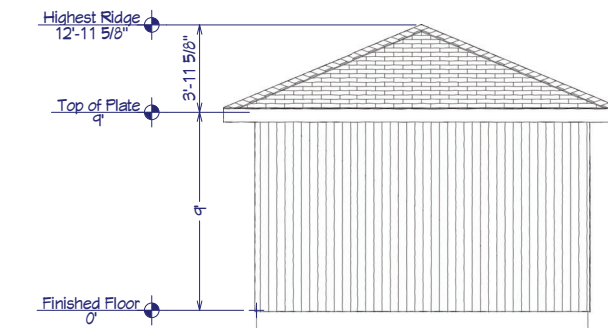
E1 - Front Elevation
Scale: 1/4" = 1'-0"



E2 - Right Elevation
Scale: 1/4" = 1'-0"



E3 - Back Elevation
Scale: 1/4" = 1'-0"



E4 - Left Elevation
Scale: 1/4" = 1'-0"

PSE
Pioneer Surveying & Engineering, Inc.
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125 E. Simcoe Drive
Goldendale, WA 98620
P: 509-773-4945
F: 509-773-5888
pse@pioneersurveying.com

BTR LLC DEVELOPMENT
RV PARK - RESTROOM & STORAGE DESIGN
THE DALLES, OR
RESTROOM PLAN

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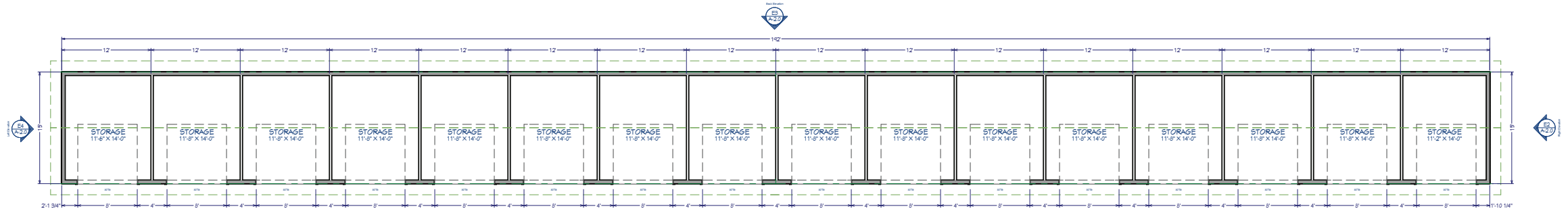
REGISTERED PROFESSIONAL ENGINEER
OREGON
MAY 13, 2014
COREY L. WEHR
EXPIRES: 6/30/2024

9/30/2022
DRAWN: CLW 9/30/22
CHECKED: CLW 9/30/22

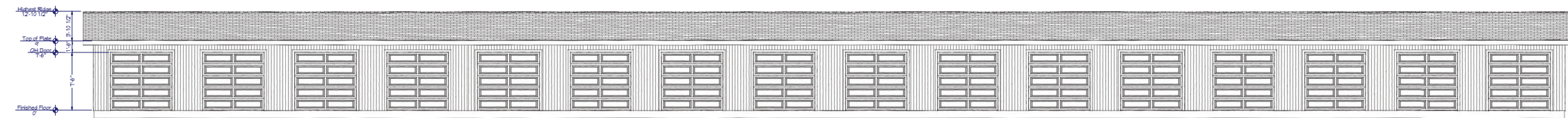
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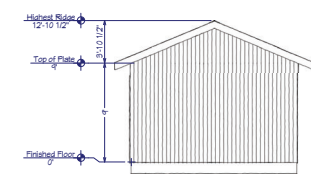
PRELIMINARY, NOT FOR CONSTRUCTION



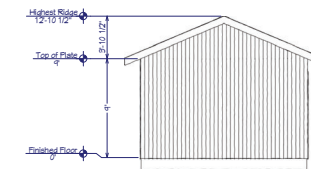
Storage Floor Plan
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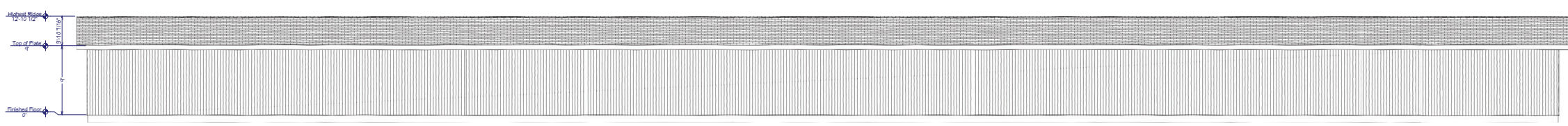
E1 - Front Elevation
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E2 - Right Elevation
Scale: 1/8" = 1'-0"



E4 - Left Elevation
Scale: 1/8" = 1'-0"



E3 - Back Elevation
Scale: 1/8" = 1'-0"

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BTR LLC DEVELOPMENT
RV PARK - RESTROOM & STORAGE DESIGN
THE DALLES, OR
STORAGE PLAN

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CHECKED: CLW 9/30/22

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MEMORANDUM

DATE: June 1, 2022
TO: Chris Rogers | ECO LAM
FROM: Reah Flisakowski, P.E. | DKS Associates
SUBJECT: The Dalles RV Park Traffic Impact Study and RV Turning Assessment

This memorandum documents the traffic impact analysis and recreational vehicle (RV) turning assessment conducted to support the proposed RV Park development located at 905 Heritage Way in The Dalles, Oregon.

STUDY AREA ROADWAY NETWORK

The proposed RV Park is located at the Heritage Way/8th Street intersection. The project study area and intersections are shown on Figure 1 below. The key roadways in the study area are summarized in Table 1 along with their existing roadway characteristics. All of the study area roadways are two-lane facilities with a 25 mile per hour posted speed limit.

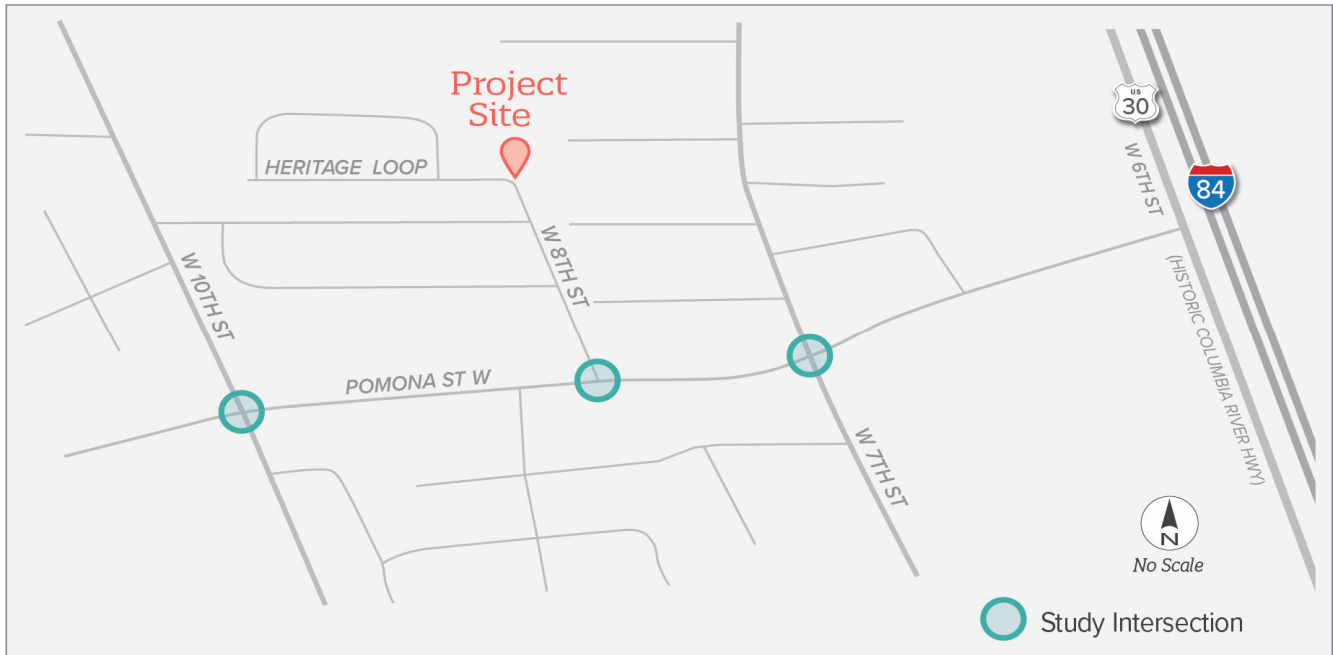


FIGURE 1: STUDY AREA

TABLE 1: STUDY AREA ROADWAY CHARACTERISTICS

ROADWAY	FUNCTIONAL CLASSIFICATION	SIDWALKS	BIKE FACILITIES	ON-STREET PARKING
W 7 TH STREET	Minor Collector	No	No	No
W 8 TH STREET	Local	Partial	No	Yes
W 10 TH STREET	Major Collector	Partial	Yes	Yes
PONOMASTREET W	Local (east of 7 th St) Minor Collector (west of 7 th St)	Partial	No	Yes

EXISTING TRAFFIC VOLUMES

Existing PM peak hour traffic operations were analyzed at the three study intersections, chosen based on coordination with the City of The Dalles. Weekday PM peak hour counts (4-6 PM) were conducted on Wednesday May 4th, 2022. The raw count data is provided in the appendix. The 2022 existing traffic volumes are shown in Figure 2.



FIGURE 2: EXISTING 2022 PM PEAK HOUR VOLUMES

INTERSECTION PERFORMANCE MEASURES

Level of service (LOS), described below, is a commonly used performance measures that provide a good picture of intersection operations.

- Level of Service (LOS):** A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity.

REQUIRED OPERATING STANDARDS

All three intersections are located on City of The Dalles facilities and are required to meet City mobility targets. The city defines intersection performance based on Level of Service (LOS), which correlates with average vehicle delay at an intersection. The City’s current TSP establishes a minimum Level of Service D standard, which correlates to a maximum delay of 35 seconds per vehicle on the minor street approach at unsignalized intersections.

EXISTING OPERATING CONDITIONS

Existing traffic operations at the study intersections were determined for the PM peak hour based on the Highway Capacity Manual (HCM) 6th Edition methodology for unsignalized intersections. The results were then compared with the City mobility targets. Table 2 reports the LOS and delay at each study intersection.

TABLE 2: EXISTING INTERSECTION OPERATIONS (2022)

STUDY INTERSECTION	OPERATING STANDARD	PM PEAK HOUR	
		LOS	DELAY (SECS)
W 7 TH STREET / PONOMA STREET W	LOS ≤ D	A/B	8/11
W 8 TH STREET / PONOMA STREET W	LOS ≤ D	A/A	7/9
W 10 TH STREET / PONOMA STREET W	LOS ≤ D	A/B	7/12

Unsignalized intersections: LOS and Approach Delay (seconds) for Major Street/Minor Street Approaches

As shown above, all the study intersections meet the City operating standards for the existing PM peak hour.

PROJECT IMPACTS

The potential impacts the proposed development may have on the transportation system within the study area was evaluated based the estimated trip generation, trip distribution, resulting future year traffic volumes and operating conditions at the study intersections. Supporting details for volumes and operations are provided in the appendix.

Future operating conditions were analyzed at the study intersections for the following future traffic scenario.

- **2022 Build** – This scenario represents the expected traffic conditions of the study area with the project trips for the proposed development, assuming it is built and fully occupied by 2022.

PROPOSED DEVELOPMENT

The proposed project would demolish the existing church building and construct a long-term stay RV park with 25 spaces. The RV Park will be accessed via the existing site driveway at the Heritage Way/W 8th Street intersection and a new driveway on Heritage Loop to allow adequate on-site circulation for large vehicles.

TRIP GENERATION

A trip generation assessment was conducted to estimate the number of vehicle trips generated by the proposed RV Park and the prior church use before it closed. The trip generation is shown in Table 3.

TABLE 3: VEHICLE TRIP GENERATION

LAND USE (ITE CODE)	SIZE	WEEKDAY AM PEAK HOUR TRIPS			WEEKDAY PM PEAK HOUR TRIPS			WEEKDAY TRIPS	SUNDAY TRIPS
		IN	OUT	TOTAL	IN	OUT	TOTAL		
MOBILE HOME PARK (240)	25 occupied sites	2	8	10	8	6	14	178	154
CHURCH (560)	6 KSF	1	1	2	1	2	3	46	189
NET NEW TRIPS		1	7	8	7	4	11	132	-35

Trip generation estimates were based on trip generation rates from the most current version of the Institute of Transportation Engineers (ITE) Trip Generation Manual.³ The proposed RV Park will provide long-term housing; therefore, the Mobile Home Park (land use code 240) was selected to represent the proposed development. The prior church trip generation was estimated using Church (land use code 560) and an approximated building area of 6,000 square-feet.

The trips generated by the prior church and proposed RV Park were compared to estimate the net new vehicle trips to the project site. As shown in Table 1, the number of net new vehicle trips generated by the proposed RV Park is estimated to be relatively low. The estimated net new vehicle trips were 8 AM peak hour trips, 11 PM peak hour trips, 132 weekday (Monday to Friday) trips and a reduction of 35 Sunday trips.

FUTURE TRAFFIC VOLUMES

The PM peak hour traffic volumes for the 2022 Build scenario is shown in Figure 3. The volumes were forecasted by adding the project trips to the existing traffic volumes. No background growth rate was applied because the project is expected to open in 2022, the same year as the existing conditions.

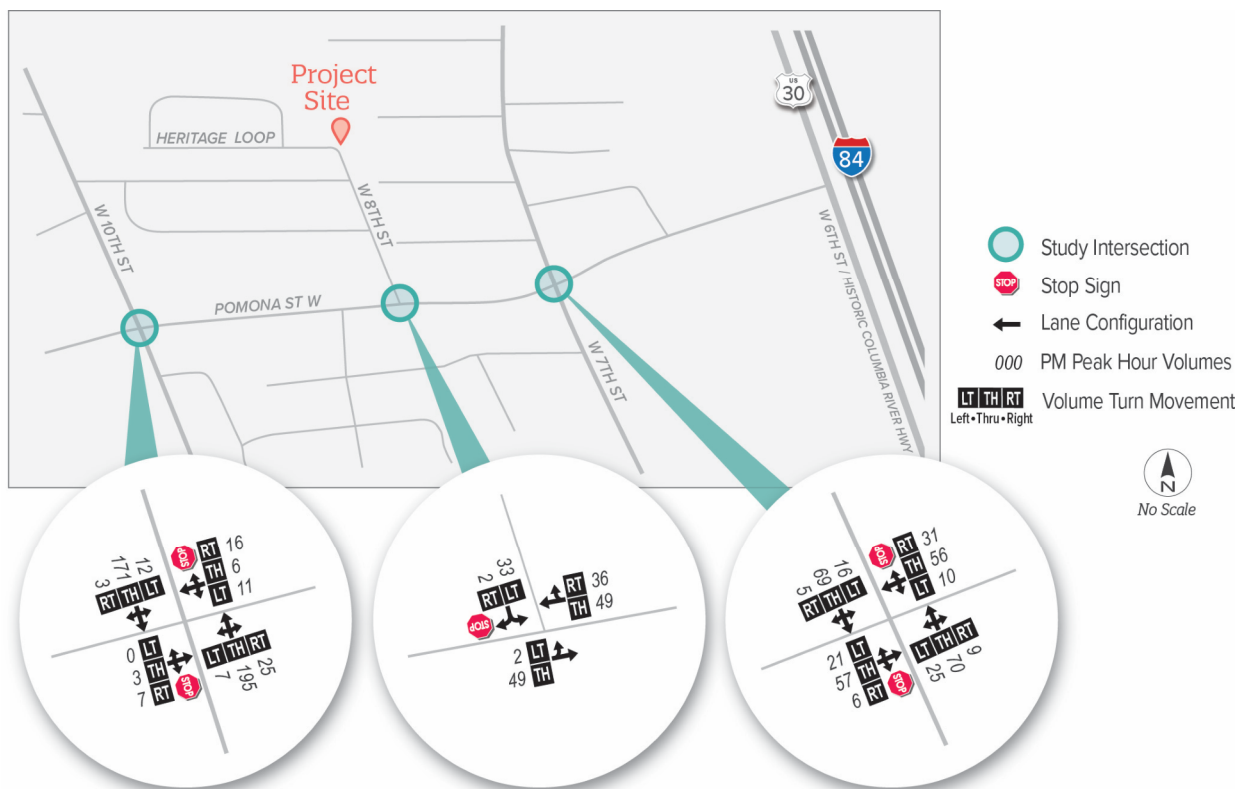


FIGURE 3: FUTURE 2022 BUILD PM PEAK HOUR VOLUMES

³ Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021.

FUTURE INTERSECTION OPERATIONS

Future traffic operations at the study intersections with the proposed project were determined for the PM peak hour based on the Highway Capacity Manual (HCM) 6th Edition methodology for unsignalized intersections. Table 3 reports the forecasted LOS and delay at each study intersection. The operational reports can be found in the appendix.

TABLE 3: FUTURE BUILD INTERSECTION OPERATIONS (2022) – PM PEAK HOUR

STUDY INTERSECTION	OPERATING STANDARD	PM PEAK HOUR	
		LOS	DELAY (SECS)
W 7 TH STREET / PONOMA STREET W	LOS ≤ D	A/B	8/11
W 8 TH STREET / PONOMA STREET W	LOS ≤ D	A/A	7/9
W 10 TH STREET / PONOMA STREET W	LOS ≤ D	A/B	7/12

Unsignalized intersections: LOS and Approach Delay (seconds) for Major Street/Minor Street Approaches

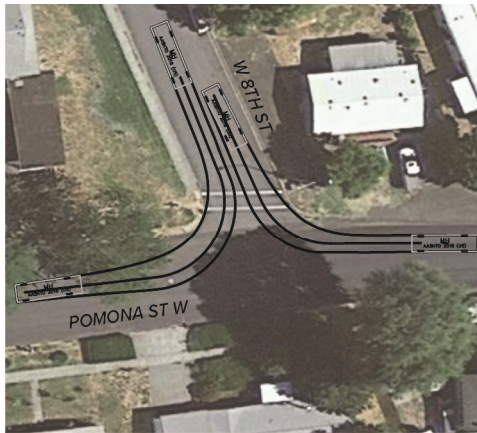
As shown above, all the study intersections meet the City operating standards with the proposed project. The 2022 Build scenario study intersection operations are similar to the existing intersection operations.

VEHICLE TURNING TEMPLATE SUMMARY

The study intersections were evaluated to determine if the existing geometrics can adequately accommodate a typical RV traveling to and from the proposed site. An AutoCAD AutoTURN evaluation was conducted using a 45-foot-long vehicle template to represent RV maneuvers. Based on the results, all three study intersections can adequately accommodate a RV vehicle. The right turn and left turn movements at each intersection are shown in Figures 4 and 5.



▪ W 10th Street/Pomona Street W

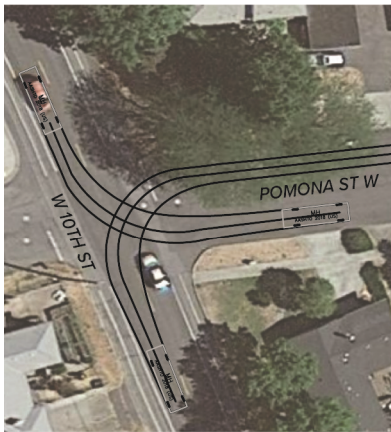


▪ W 8th Street/Pomona Street W

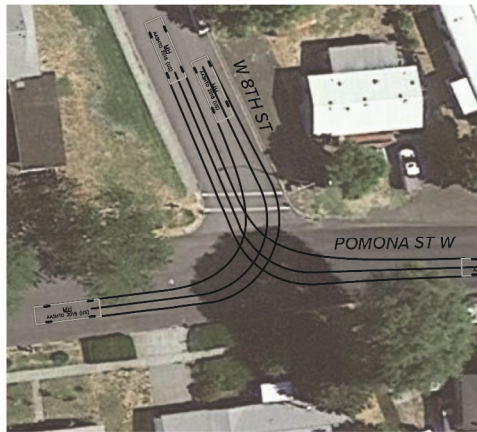


▪ W 7th Street/Pomona Street W

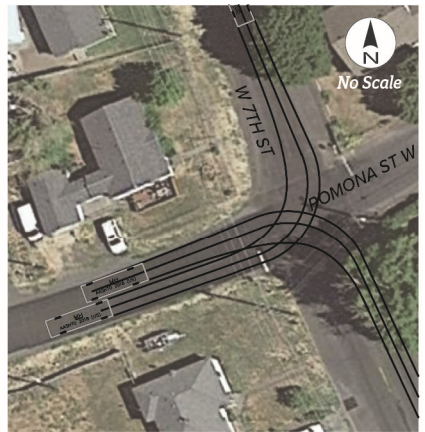
FIGURE 4: AUTOTURN RIGHT TURN MOVEMENTS



▪ W 10th Street/Pomona Street W



▪ W 8th Street/Pomona Street W



▪ W 7th Street/Pomona Street W

FIGURE 5: AUTOTURN LEFT TURN MOVEMENTS

APPENDIX

COUNT DATA



ALL TRAFFIC DATA SERVICES

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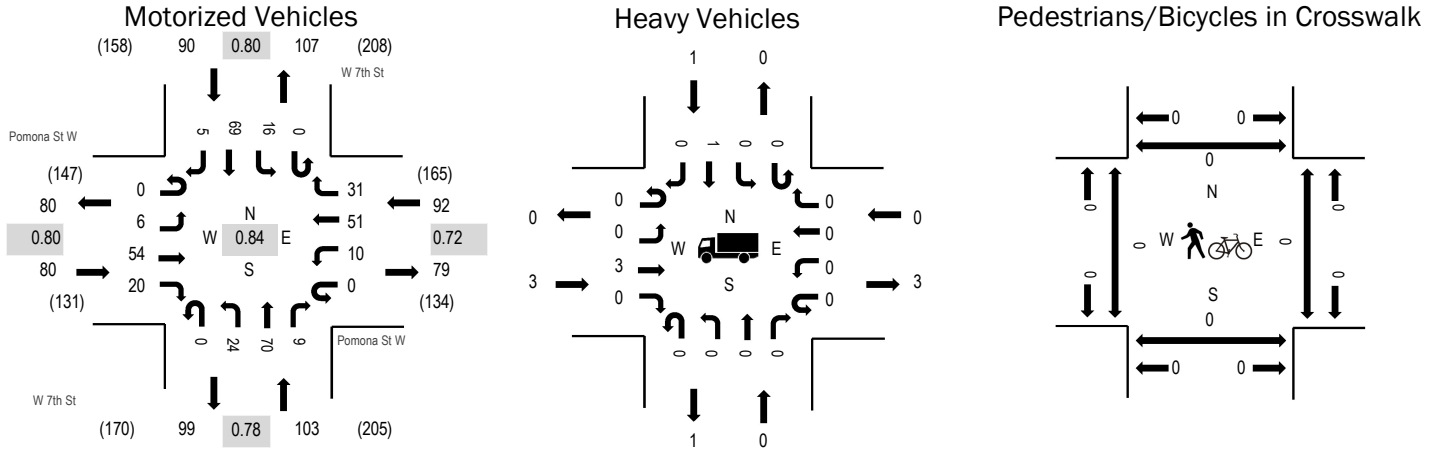
Location: 1 W 7th St & Pomona St W PM

Date: Wednesday, May 4, 2022

Study Peak Hour: 04:35 PM - 05:35 PM

Peak 15-Minutes in Study Peak Hour: 05:00 PM - 05:15 PM

Study Peak Hour (for all study intersections)



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.8%	0.80
WB	0.0%	0.72
NB	0.0%	0.78
SB	1.1%	0.80
All	1.1%	0.84

Traffic Counts - Motorized Vehicles

Interval Start Time	Pomona St W Eastbound				Pomona St W Westbound				W 7th St Northbound			W 7th St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	1	6	0	0	1	1	0	0	4	6	0	0	2	3	1	25	321
4:05 PM	0	0	2	0	0	0	4	1	0	4	8	1	0	2	3	1	26	340
4:10 PM	0	0	2	3	0	1	3	1	0	1	7	0	0	0	8	0	26	348
4:15 PM	0	3	3	1	0	1	3	2	0	4	3	0	0	1	4	0	25	352
4:20 PM	0	1	5	2	0	0	4	4	0	1	3	1	0	1	3	0	25	359
4:25 PM	0	0	1	2	0	1	3	5	0	1	8	2	0	1	3	1	28	364
4:30 PM	0	1	3	0	0	0	3	5	0	2	5	0	0	2	6	0	27	364
4:35 PM	0	1	2	1	0	2	5	3	0	3	9	0	0	1	3	0	30	365
4:40 PM	0	0	7	0	0	0	5	1	0	1	4	1	0	2	7	1	29	361
4:45 PM	0	0	8	2	0	0	2	2	0	2	5	1	0	2	7	0	31	351
4:50 PM	0	0	1	1	0	2	5	2	0	5	4	1	0	0	8	0	29	336
4:55 PM	0	0	1	2	0	1	3	1	0	0	3	1	0	0	8	0	20	331
5:00 PM	0	2	7	3	0	2	3	3	0	2	8	2	0	4	8	0	44	338
5:05 PM	0	0	5	0	0	0	5	7	0	3	9	0	0	2	1	2	34	
5:10 PM	0	0	2	2	0	1	7	4	0	0	9	0	0	0	5	0	30	
5:15 PM	0	1	8	4	0	1	3	2	0	1	4	0	0	0	8	0	32	
5:20 PM	0	0	3	0	0	0	6	3	0	2	7	0	0	3	6	0	30	
5:25 PM	0	0	6	3	0	1	3	1	0	4	4	2	0	0	3	1	28	
5:30 PM	0	2	4	2	0	0	4	2	0	1	4	1	0	2	5	1	28	
5:35 PM	0	0	4	0	0	2	1	3	0	3	8	0	0	2	3	0	26	
5:40 PM	0	0	2	1	0	2	1	2	0	2	4	1	0	0	3	1	19	
5:45 PM	0	1	2	0	0	0	3	1	0	1	2	0	0	3	3	0	16	
5:50 PM	0	0	1	2	0	0	6	0	0	1	8	1	0	2	3	0	24	
5:55 PM	0	0	0	2	0	3	4	2	0	3	6	1	0	1	5	0	27	
Count Total	0	13	85	33	0	21	87	57	0	51	138	16	0	33	116	9	659	
Peak Hour	0	6	54	20	0	10	51	31	0	24	70	9	0	16	69	5	365	

Location: 1 W 7th St & Pomona St W PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	1	0	3	0	4
4:05 PM	0	1	0	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	1	0	0	1	4:20 PM	0	0	2	0	2
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	1	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	2	0	0	0	2	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	1	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	2	2	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	1	0	1
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	1	0	1
Count Total	4	1	1	1	7	Count Total	0	1	0	2	3	Count Total	1	0	7	0	8
Peak Hour	3	0	0	1	4	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 2 W 8th St & Pomona St W PM



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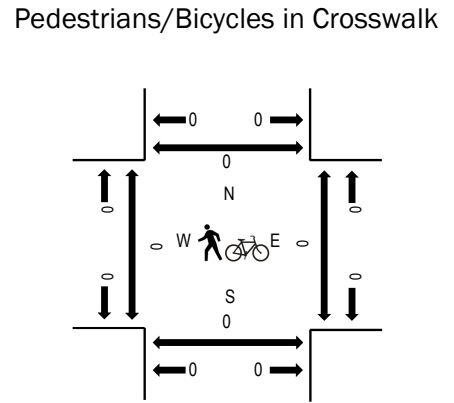
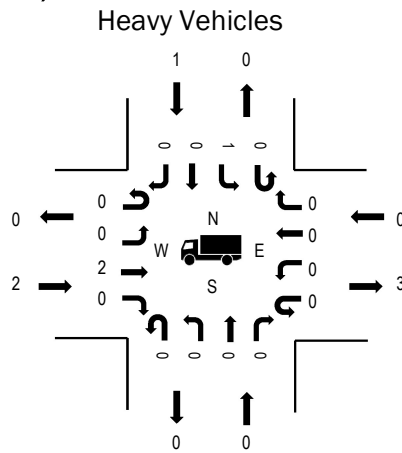
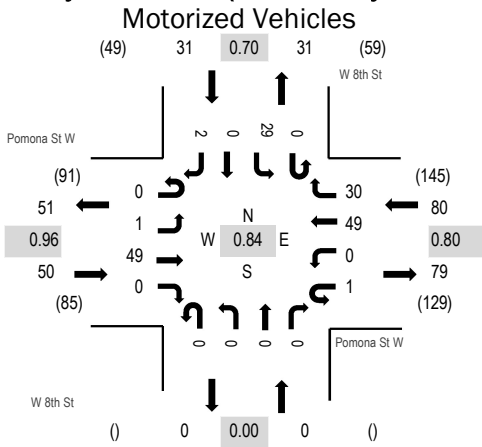
Location: 2 W 8th St & Pomona St W PM

Date: Wednesday, May 4, 2022

Study Peak Hour: 04:35 PM - 05:35 PM

Peak 15-Minutes in Study Peak Hour: 05:00 PM - 05:15 PM

Study Peak Hour (for all study intersections)



	HV%	PHF
EB	4.0%	0.96
WB	0.0%	0.80
NB	0.0%	0.00
SB	3.2%	0.70
All	1.9%	0.84

Traffic Counts - Motorized Vehicles

Interval Start Time	Pomona St W Eastbound				Pomona St W Westbound				W 8th St Northbound				W 8th St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	1	2	0	0	0	5	2	0	0	0	0	0	4	0	0	14	137
4:05 PM	0	0	3	0	0	0	4	4	0	0	0	0	0	0	0	0	11	138
4:10 PM	0	0	2	0	0	0	1	3	0	0	0	0	0	2	0	0	8	143
4:15 PM	0	0	6	0	0	0	3	4	0	0	0	0	0	1	0	0	14	152
4:20 PM	0	0	6	0	0	0	2	3	0	0	0	0	0	2	0	0	13	152
4:25 PM	0	0	1	0	0	0	4	1	0	0	0	0	0	2	0	0	8	150
4:30 PM	0	0	2	0	0	0	5	0	0	0	0	0	0	1	0	1	9	158
4:35 PM	0	0	3	0	0	0	5	3	0	0	0	0	0	1	0	0	12	161
4:40 PM	0	0	4	0	0	0	3	2	0	0	0	0	0	3	0	0	12	157
4:45 PM	0	0	6	0	0	0	1	4	0	0	0	0	0	4	0	0	15	152
4:50 PM	0	0	1	0	0	0	7	3	0	0	0	0	0	1	0	0	12	145
4:55 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	1	0	2	9	142
5:00 PM	0	0	6	0	0	0	3	1	0	0	0	0	0	5	0	0	15	142
5:05 PM	0	0	2	0	0	0	7	4	0	0	0	0	0	3	0	0	16	
5:10 PM	0	1	4	0	1	0	7	2	0	0	0	0	0	2	0	0	17	
5:15 PM	0	0	6	0	0	0	1	3	0	0	0	0	0	4	0	0	14	
5:20 PM	0	0	1	0	0	0	5	3	0	0	0	0	0	2	0	0	11	
5:25 PM	0	0	6	0	0	0	4	3	0	0	0	0	0	3	0	0	16	
5:30 PM	0	0	6	0	0	0	4	2	0	0	0	0	0	0	0	0	12	
5:35 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	1	0	0	8	
5:40 PM	0	0	4	0	0	0	1	2	0	0	0	0	0	0	0	0	7	
5:45 PM	0	0	3	0	0	0	2	2	0	0	0	0	0	0	0	1	8	
5:50 PM	0	0	1	0	0	0	5	2	0	0	0	0	0	1	0	0	9	
5:55 PM	0	0	1	0	0	0	2	4	0	0	0	0	0	2	0	0	9	
Count Total	0	2	83	0	1	0	87	57	0	0	0	0	0	45	0	4	279	
Peak Hour	0	1	49	0	1	0	49	30	0	0	0	0	0	29	0	2	161	

Location: 2 W 8th St & Pomona St W PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	1	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	2	0	0	0	2	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	1	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
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5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	2	0	1	2	5	Count Total	0	0	0	0	0	Count Total	0	0	0	0	0
Peak Hour	2	0	0	1	3	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

Location: 3 W 10th St & Pomona St W PM



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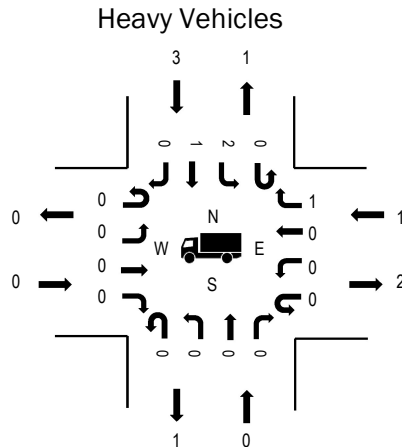
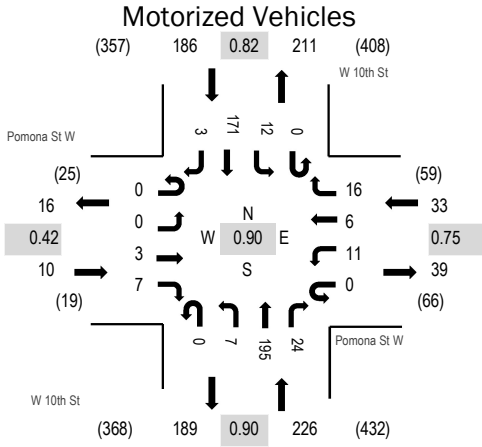
Location: 3 W 10th St & Pomona St W PM

Date: Wednesday, May 4, 2022

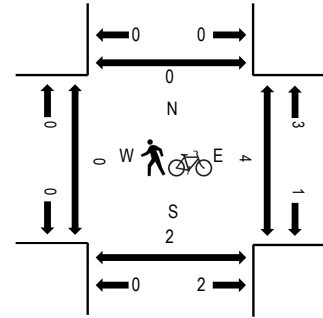
Study Peak Hour: 04:35 PM - 05:35 PM

Peak 15-Minutes in Study Peak Hour: 05:00 PM - 05:15 PM

Study Peak Hour (for all study intersections)



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.42
WB	3.0%	0.75
NB	0.0%	0.90
SB	1.6%	0.82
All	0.9%	0.90

Traffic Counts - Motorized Vehicles

Interval Start Time	Pomona St W Eastbound				Pomona St W Westbound				W 10th St Northbound				W 10th St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	1	0	0	1	0	0	0	0	24	0	0	1	14	1	42	421
4:05 PM	0	2	1	0	0	2	0	2	0	0	18	2	0	1	11	0	39	420
4:10 PM	0	0	0	0	0	1	0	0	0	0	11	2	0	0	15	0	29	418
4:15 PM	0	0	0	0	0	1	0	0	0	1	14	1	0	1	9	0	27	427
4:20 PM	0	0	0	0	0	1	0	2	0	0	11	6	0	0	8	0	28	435
4:25 PM	0	0	0	0	0	0	0	0	0	1	15	1	0	0	19	0	36	450
4:30 PM	0	0	0	0	0	1	1	2	0	0	15	0	0	1	23	0	43	451
4:35 PM	0	0	0	0	0	1	2	0	0	1	22	3	0	0	11	0	40	455
4:40 PM	0	0	0	0	0	1	1	1	0	0	20	1	0	0	11	1	36	457
4:45 PM	0	0	1	0	0	0	0	0	0	0	13	3	0	1	11	1	30	459
4:50 PM	0	0	0	0	0	1	0	2	0	1	19	1	0	0	17	0	41	453
4:55 PM	0	0	0	1	0	2	0	0	0	0	17	3	0	1	6	0	30	448
5:00 PM	0	0	0	1	0	2	0	1	0	1	11	1	0	4	20	0	41	446
5:05 PM	0	0	0	0	0	0	0	1	0	1	15	0	0	2	18	0	37	
5:10 PM	0	0	0	0	0	1	1	4	0	1	16	2	0	3	10	0	38	
5:15 PM	0	0	0	1	0	1	1	0	0	1	14	2	0	0	15	0	35	
5:20 PM	0	0	0	1	0	0	1	2	0	0	16	1	0	0	22	0	43	
5:25 PM	0	0	1	1	0	0	0	1	0	1	15	2	0	1	14	1	37	
5:30 PM	0	0	1	2	0	2	0	4	0	0	17	5	0	0	16	0	47	
5:35 PM	0	0	0	1	0	0	0	3	0	0	18	1	0	0	19	0	42	
5:40 PM	0	0	1	1	0	0	0	0	0	2	15	0	0	1	18	0	38	
5:45 PM	0	0	0	1	0	1	0	0	0	0	11	2	0	0	9	0	24	
5:50 PM	0	0	0	1	0	2	1	2	0	0	18	0	0	1	10	1	36	
5:55 PM	0	0	0	0	0	2	0	1	0	1	13	3	0	0	8	0	28	
Count Total	0	2	6	11	0	23	8	28	0	12	378	42	0	18	334	5	867	
Peak Hour	0	0	3	7	0	11	6	16	0	7	195	24	0	12	171	3	455	

Location: 3 W 10th St & Pomona St W PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	1	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1	4:30 PM	0	0	1	0	1
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	1	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	2	3	0	5
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	2	2	5:00 PM	0	1	0	0	1	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	1	0	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	2	0	0	2	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	2	0	0	2	5:55 PM	0	0	0	0	0
Count Total	0	0	1	5	6	Count Total	0	5	1	0	6	Count Total	0	2	6	0	8
Peak Hour	0	0	1	3	4	Peak Hour	0	3	0	0	3	Peak Hour	0	2	4	0	6

INTERSECTION OPERATIONS

2020 EXISTING CONDITIONS

HCM 6th TWSC

1: W 10th St & Ponoma St W

05/25/2022

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Traffic Vol, veh/h	0	3	7	11	6	16	7	195	24	12	171	3
Future Vol, veh/h	0	3	7	11	6	16	7	195	24	12	171	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	8	12	7	17	8	212	26	13	186	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	467	468	188	460	456	225	189	0	0	238	0	0
Stage 1	214	214	-	241	241	-	-	-	-	-	-	-
Stage 2	253	254	-	219	215	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	506	493	854	512	501	814	1385	-	-	1329	-	-
Stage 1	788	725	-	762	706	-	-	-	-	-	-	-
Stage 2	751	697	-	783	725	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	484	484	854	498	492	814	1385	-	-	1329	-	-
Mov Cap-2 Maneuver	484	484	-	498	492	-	-	-	-	-	-	-
Stage 1	782	717	-	757	701	-	-	-	-	-	-	-
Stage 2	723	692	-	764	717	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.3			11.2			0.2			0.5		

HCM LOS	B		B						
Minor Lane/Major Mvmt Capacity (veh/h)	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR	
HCM Lane V/C Ratio	1385	-	-	695	612	1329	-	-	
HCM Control Delay (s)	0.005	-	-	0.016	0.059	0.01	-	-	
HCM Lane LOS	7.6	0	-	10.3	11.2	7.7	0	-	
HCM 95th %tile Q(veh)	A	A	-	B	B	A	A	-	
	0	-	-	0	0.2	0	-	-	

Baseline Synchro 10 Report
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HCM 6th TWSC
2: Ponoma St W & W 8th St 05/25/2022

Intersection
Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	0	<1	1>	0	1>	0	
Traffic Vol, veh/h	1	49	49	30	29	2	
Future Vol, veh/h	1	49	49	30	29	2	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	-	None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage, #	-	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	1	53	53	33	32	2	

Major/Minor	Major1	Major2	Minor2	
Conflicting Flow All	86	0	125	70
Stage 1	-	-	70	-
Stage 2	-	-	55	-
Critical Hdwy	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	5.42	-

Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1510	-	-	-	870	993
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1510	-	-	-	869	993
Mov Cap-2 Maneuver	-	-	-	-	869	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	968	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt Capacity (veh/h)	EBL	EBT	WBT	WBR	SBLn1
HCM Lane V/C Ratio	1510	-	-	-	876
HCM Control Delay (s)	0.001	-	-	-	0.038
HCM Lane LOS	7.4	0	-	-	9.3
HCM 95th %tile Q(veh)	A	A	-	-	A
	0	-	-	-	0.1

Baseline Synchro 10 Report
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HCM 6th TWSC
7: W 7th St & Ponoma St W 05/25/2022

Intersection
Int Delay, s/veh 6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Traffic Vol, veh/h	20	54	6	10	51	31	24	70	9	16	69	5
Future Vol, veh/h	20	54	6	10	51	31	24	70	9	16	69	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None

Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	59	7	11	55	34	26	76	10	17	75	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	290	250	78	278	247	81	80	0	0	86	0	0
Stage 1	112	112	-	133	133	-	-	-	-	-	-	-
Stage 2	178	138	-	145	114	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	662	653	983	674	655	979	1518	-	-	1510	-	-
Stage 1	893	803	-	870	786	-	-	-	-	-	-	-
Stage 2	824	782	-	858	801	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	583	633	983	608	635	979	1518	-	-	1510	-	-
Mov Cap-2 Maneuver	583	633	-	608	635	-	-	-	-	-	-	-
Stage 1	877	793	-	854	772	-	-	-	-	-	-	-
Stage 2	725	768	-	780	791	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.6			10.8			1.7			1.3		
HCM LOS	B			B								

Minor Lane/Major Mvmt Capacity (veh/h)	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
HCM Lane V/C Ratio	0.017	-	-	0.137	0.14	0.012	-	-
HCM Control Delay (s)	7.4	0	-	11.6	10.8	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.5	0	-	-

2020 BUILD CONDITIONS

HCM 6th TWSC

1: W 10th St & Ponoma St W

05/25/2022

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Traffic Vol, veh/h	0	3	7	11	6	16	7	195	25	12	171	3
Future Vol, veh/h	0	3	7	11	6	16	7	195	25	12	171	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	
Free												
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	
None												
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0
-												
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	8	12	7	17	8	212	27	13	186	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	468	469	188	461	457	226	189	0	0	239	0	0
Stage 1	214	214	-	242	242	-	-	-	-	-	-	-
Stage 2	254	255	-	219	215	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	505	492	854	511	500	813	1385	-	-	1328	-	-
Stage 1	788	725	-	762	705	-	-	-	-	-	-	-
Stage 2	750	696	-	783	725	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	482	483	854	497	491	813	1385	-	-	1328	-	-
Mov Cap-2 Maneuver	482	483	-	497	491	-	-	-	-	-	-	-
Stage 1	782	717	-	757	700	-	-	-	-	-	-	-
Stage 2	722	691	-	764	717	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	11.3	0.2	0.5

HCM LOS	B		B						
Minor Lane/Major Mvmt Capacity (veh/h)	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR	
HCM Lane V/C Ratio	1385	-	-	694	611	1328	-	-	
HCM Control Delay (s)	0.005	-	-	0.016	0.059	0.01	-	-	
HCM Lane LOS	7.6	0	-	10.3	11.3	7.7	0	-	
HCM 95th %tile Q(veh)	A	A	-	B	B	A	A	-	
	0	-	-	0	0.2	0	-	-	

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HCM 6th TWSC
2: Ponoma St W & W 8th St 05/25/2022

Intersection
Int Delay, s/veh 2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	0	<1	1>	0	1>	0
Traffic Vol, veh/h	2	49	49	36	33	2
Future Vol, veh/h	2	49	49	36	33	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	0	0	-	0
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	53	53	39	36	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	92	0	130
Stage 1	-	-	73
Stage 2	-	-	57
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1503	-	864

Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1503	-	-	-	863	989
Mov Cap-2 Maneuver	-	-	-	-	863	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1503	-	-	-	869
HCM Lane V/C Ratio	0.001	-	-	-	0.044
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Baseline Synchro 10 Report
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HCM 6th TWSC
7: W 7th St & Ponoma St W 05/25/2022

Intersection
Int Delay, s/veh 6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	<1>	0	0	<1>	0	0	<1>	0	0	<1>	0
Traffic Vol, veh/h	21	57	6	10	56	31	25	70	9	16	69	5
Future Vol, veh/h	21	57	6	10	56	31	25	70	9	16	69	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	
Free												
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	
None												
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #		-	0	-	-	0	-	-	0	-	-	0
-												
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-

Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	62	7	11	61	34	27	76	10	17	75	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	295	252	78	281	249	81	80	0	0	86	0	0
Stage 1	112	112	-	135	135	-	-	-	-	-	-	-
Stage 2	183	140	-	146	114	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	657	651	983	671	654	979	1518	-	-	1510	-	-
Stage 1	893	803	-	868	785	-	-	-	-	-	-	-
Stage 2	819	781	-	857	801	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	574	631	983	602	634	979	1518	-	-	1510	-	-
Mov Cap-2 Maneuver	574	631	-	602	634	-	-	-	-	-	-	-
Stage 1	876	793	-	852	770	-	-	-	-	-	-	-
Stage 2	714	766	-	775	791	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	11.7			11			1.8			1.3		
HCM LOS	B			B								

Minor Lane/Major Mvmt Capacity (veh/h)		NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
HCM Lane V/C Ratio		1518	-	-	631	710	1510	-	-			
HCM Control Delay (s)		0.018	-	-	0.145	0.148	0.012	-	-			
HCM Lane LOS		7.4	0	-	11.7	11	7.4	0	-			
HCM 95th %tile Q(veh)		A	A	-	B	B	A	A	-			
		0.1	-	-	0.5	0.5	0	-	-			



MEMORANDUM

DATE: March 8, 2021
 TO: Chris Rogers | ECO LAM
 FROM: Reah Flisakowski, P.E. | DKS Associates
 SUBJECT: The Dalles RV Park – Trip Generation Estimate

This memorandum documents the trip generation analysis for the proposed RV Park located at 905 Heritage Way in The Dalles, Oregon. The site is currently occupied by a church building which recently closed (formerly Heritage Bible Baptist Church). The proposed project would demolish the existing church building and construct a long-term stay RV park with 25 spaces. The RV Park will be accessed via the existing site driveway at the Heritage Way/W 8th Street intersection and a new driveway on Heritage Loop to allow adequate on-site circulation for large vehicles. This memorandum presents a trip generation estimate for the proposed RV Park development. The estimated growth in vehicle trips is anticipated to be minimal and not adversely impact the surrounding neighborhood streets.

TRIP GENERATION

A trip generation assessment was conducted to estimate the number of vehicle trips generated by the proposed RV Park and the prior church use before it closed. The trip generation is shown in Table 1. Trip generation estimates were based on trip generation rates from the most current version of the Institute of Transportation Engineers (ITE) Trip Generation Manual.¹ The proposed RV Park will provide long-term housing; therefore, the Mobile Home Park (land use code 240) was selected to represent the proposed development. The prior church trip generation was estimated using Church (land use code 560) and an approximated building area of 6,000 square-feet.

TABLE 1: VEHICLE TRIP GENERATION

LAND USE (ITE CODE)	SIZE	WEEKDAY AM PEAK HOUR TRIPS			WEEKDAY PM PEAK HOUR TRIPS			WEEKDAY TRIPS	SUNDAY TRIPS
		IN	OUT	TOTAL	IN	OUT	TOTAL		
MOBILE HOME PARK (240)	25 occupied sites	2	8	10	8	6	14	178	154
CHURCH (560)	6 KSF	1	1	2	1	2	3	46	189
NET NEW TRIPS		1	7	8	7	4	11	132	-35

¹ Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021.

The trips generated by the prior church and proposed RV Park were compared to estimate the net new vehicle trips to the project site. As shown in Table 1, the number of net new vehicle trips generated by the proposed RV Park is estimated to be relatively low. The estimated net new vehicle trips were 8 AM peak hour trips, 11 PM peak hour trips, 132 weekday (Monday to Friday) trips and a reduction of 35 Sunday trips.

The estimated new trips during the morning and evening peak hour will be minimal and the 132 new weekday trips will be spread throughout the day. The total daily traffic volumes on the surrounding neighborhood streets with the project will be well below acceptable volumes for local streets. The project will result in fewer trips on Sundays. The estimated growth in vehicle trips is not expected to adversely impact the surrounding neighborhood streets.

Please let me know if you have any questions.



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

(541) 296-5481 ext. 1125
COMMUNITY DEVELOPMENT DEPARTMENT

**STAFF REPORT
CUP 208-22**

Applicant: Lonny Hutchison
Procedure Type: Quasi-Judicial
Hearing Date: November 3, 2022
Property Owner: Spee Dee Haulers, Inc.
Assessor’s Map: Township 2 North, 13 East, 33 Section BC 500
Tax Lot: 500
Address: 2510 West 2nd Street
Zoning District: “CLI” Commercial/Light Industrial
Prepared By: Kaitlyn Cook, Associate Planner

REQUEST: Applicant is requesting conceptual approval to improve and expand an existing Recreational Vehicle (RV) Park, per TDMC 10.3.050.030 (C). Upon approval of conceptual review, the Applicant will proceed with a Site Plan Review to site and construct the development.

NOTIFICATION: Property owners within 300 feet, City Departments and Franchise Utilities.

COMMENTS RECEIVED: No comment received as of the date this report was published (October 27, 2022).

REVIEW CRITERIA:

I. City of The Dalles Municipal Code, Title 10 Land Use and Development

Section 10.3.010.040 Applications

A. Acceptance

FINDING #1: The Applicant submitted the application for a concept review of the Conditional Use Permit (CUP) for a RV park on October 19, 2022. Following an

approved concept review, the Applicant will be required to submit a Site Plan Review (SPR) application to site and construct the development. **Criterion met.**

B. Completeness

FINDING #2: The application was deemed complete on October 19, 2022. **Criterion met.**

Section 10.3.020.050 Quasi-Judicial Actions

A. Decision Types.

FINDING #3: Pursuant to The Dalles Municipal Code (TDMC), CUP applications are processed as Quasi-Judicial Actions. **Criterion met.**

B. Staff Report.

FINDING #4: This document serves as the staff report. **Criterion met.**

D. Notice of Hearing.

FINDING #5: Appropriate mailings to property owners within 300 feet and notice to affected departments and agencies were made on October 20, 2022. **Criterion met.**

Section 10.3.050.030 Applications

A. Applications.

FINDING #6: Digital copies of all required plans have been submitted. Staff determined no paper copies are required at this point. **Criterion met.**

C. Concept Review.

FINDING #7: The City offers a two-stage review process that allows the Applicant to gain concept approval of a CUP. If concept approval is granted, the Applicant will be required to submit a SPR application for review to ensure all applicable requirements in TDMC are met. Staff found that the Applicant provided sufficient information including a narrative and site plan for the Planning Commission to render a decision on the concept review. Applicant has chosen to submit a concept review because they are requesting Planning Commission approval for stays greater than one (1) year in the proposed RV Park. As mentioned in Finding #25, Planning Commission approval is required for stays over one (1) year. Staff will add as a Condition of Approval that the Applicant submit a SPR application following concept approval by the Planning Commission. **Criterion met with conditions.**

Section 10.3.050.040 Review Criteria

A. Permitted Conditional Use. The proposed use is conditionally permitted in the zone district where it is proposed to be located.

FINDING #8: See Finding #26. **Criterion met.**

B. Standards. The proposed use conforms to all applicable standards of the zone district where the use is proposed to be located. The proposed use will also be consistent with the purposes of this Title, and any other statutes, ordinances, or policies that may be applicable.

FINDING #9: All applicable standards of TDMC for a concept review of an RV Park are addressed within this staff report. **Criterion met.**

C. Impact. The proposed structure(s) and use(s) shall be designed and operated in such a way as to meet the standards of this Article. Impacts caused by the construction of the conditional use shall not be considered regarding a decision on the validation of the application.

- 1. Noise impacts across the property line shall not exceed 60 decibels. Noise related to traffic impacts shall not be included in this determination. Nothing in this Article shall modify other noise ordinance standards as adopted by the City.*

FINDING #10: No equipment noise, such as generators, shall exceed 60 decibels. The Applicant is proposing quiet hours at the park from 10 pm to 8 am. The Applicant does not anticipate noise in excess of 60 decibels on site. **Criterion met.**

- 2. Lighting impacts across the property line shall not exceed 0.5 foot-candles (a foot-candle is the amount of light falling upon a 1-square-foot surface which is 1 foot away from a 1-candlepower light source.)*

FINDING #11: Applicant stated in their narrative that all internal streetlights shall be a warm light and will not exceed 0.5 foot candles across the property line. Staff will review the lighting plan during the Site Plan Review to ensure that the lighting on the property does not exceed 0.5 foot candles. **Criterion met.**

- 3. Dust and other particulate matter shall be confined to the subject property.*

FINDING #12: Applicant has proposed asphalt roads, landscaping, and irrigation to prevent any excessive dust on the subject property. A detailed landscaping plan will be required to be submitted with a SPR application. **Criterion met.**

- 4. The following odors shall be completely confined to subject property:*
 - a. Industrial and/or chemical grade chemicals, solvents, paints, cleaners, and similar substances;*
 - b. Fuels; and*
 - c. Fertilizers, manure, or other animal waste products, other than for landscape installation and maintenance.*

FINDING #13: Staff determined from the Applicant narrative that none of the above mentioned odorous items will be used on the subject property. **Criterion met.**

- 5. Vibrations shall not be felt across the property line.*

FINDING #14: Other than the incidental use of RVs moving throughout the park, Staff does not anticipate vibrations from the proposed use that will be felt across property lines. **Criterion met.**

- 6. The transportation system is capable, or can be made capable, of supporting the additional transportation impacts generated by the use. Evaluation factors shall include, but are limited to:*
 - a. Street designation and capacities;*

- b. *On-street parking impacts;*
- c. *Bicycle safety and connectivity;*
- d. *Pedestrian safety and connectivity; and*

FINDING #15: The subject property is located on W. Second Street, listed in The Dalles Transportation System Plan (TSP) as a Minor Collector with future plans for sidewalk improvements along the property frontage. The Applicant has demonstrated the intent to install network of internal sidewalks on site with sidewalks along W. Second Street. The Applicant will address additional public improvements including utilities, sidewalks, and bicycle facilities during the SPR process. **Criterion met.**

- 7. *In areas designated as Historic Districts, proposed development and redevelopment shall first require review and approval of the Historic Landmarks Commission in accordance with the procedures of Chapter 11.12 - Historic Resources.*

FINDING #16: The proposed use is not located in a historic district or structure. **Criterion not applicable.**

Article 5.070 CLI Commercial/Light Industrial District Conditional Uses

FINDING #17: Staff will review development standards of the underlying zoning district during the SPR process. **Criterion not applicable.**

Article 6.010 Landscaping Standards

FINDING #18: Staff will review screening and landscaping standards as part of the SPR process. **Criterion not applicable.**

Article 6.050 Access Management

FINDING #19: Staff will review access management during the SPR process. **Criterion not applicable.**

Article 6.060 Driveway and Entrance Standards

FINDING #20: Staff will review driveway standards during the SPR process. **Criterion not applicable.**

Chapter 10.7 Parking Standards

FINDING #21: Staff will review parking standards during the SPR process. **Criterion not applicable.**

Chapter 10.10 Improvements Required with Development

FINDING #22: Staff will review all improvement requirements during the SPR process. **Criterion not applicable.**

Chapter 10.10 Improvements Required with Development

FINDING #23: Staff will review all improvement requirements during the SPR process. **Criterion not applicable.**

Chapter 10.12 Recreational Vehicle Parks

As mentioned in previous findings, following an approved concept review, the Applicant must submit a SPR for review to ensure all applicable requirements in TDMC are met. This review will include all RV Park requirements of TDMC Chapter 10.12. For purposes of this report, Staff will address only those standards pertinent to concept review at this time.

Section 10.12.020 Zoning

FINDING #24: See Finding #26. **Criterion met.**

Section 10.12.060 Length of Stay

FINDING #25: Applicant is proposing to provide 48 RV parking spaces, with a mix of RV stays over one (1) year and “short-term” stays (up to 30 days). Per TDMC 10.12.060, stays longer than one (1) year may be approved by the Planning Commission. The existing RV Park was developed prior to adoption of the TDMC and has historically provided long-term stays. Since the Applicant is proposing to enlarge the existing non-conforming RV Park, it requires development review to bring the entire site into compliance. Applicant is requesting Planning Commission approval to allow RV stays longer than one (1) year. If the Commission approves stays longer than one (1) year, Staff will amend Resolution 609-22 and Notice of Decision to include language addressing the approved length of stay.

All RV spaces must be clearly identified on a revised site plan as well as labeled at the park. In addition, all short-term stays must pay Transient Lodging Taxes to the City’s Finance Department for each nightly stay. Staff will include these requirements as Conditions of Approval. **Criterion met with conditions.**

Section 10.12.070 Review Process

FINDING #26: Pursuant to TDMC Section 10.12.070, RV Parks shall be reviewed as a conditional use per the provisions of TDMC Article 3.050. **Criterion met.**

RECOMMENDATION: Based on the application materials and findings demonstrating compliance with the applicable criteria, **Staff recommends approval of Conditional Use Permit 208-22 subject to the following conditions of approval.** Any modifications to the approved plans, other than those required by this decision, will require a new land use application and approval.

1. Following an approved concept plan, a Site Plan Review shall be required to site and construct the development.
2. The site plan must clearly identify all RV spaces as long-term or short-term.
3. All short-term stays must pay Transient Lodging Taxes to the City’s Finance Department for each nightly stay.

COMMISSION ALTERNATIVES:

1. **Staff recommendation:** The Planning Commission move to adopt Resolution PC 609-22 approving Conditional Use Permit 208-22, with the proposed Conditions of Approval included with this report, based upon the findings of fact and conclusions of law set forth in the Agenda Staff Report.
2. If the Planning Commission desires to deny Conditional Use Permit 208-22, move to direct staff to prepare a resolution of denial. The Planning Commission shall identify the specific criteria concerning this decision.



City of The Dalles
Community Development Dept
 313 Court Street
 The Dalles, OR 97058
 (541) 296-5481, ext. 1125
 www.thedalles.org

Application #: CUP 208-22
 Filing Fee: \$275.00
 Receipt #: XBP 130303253
 Deemed Complete: _____
 Ready to Issue: _____
 Date Issued: _____

Received: 10/14/2022

Conditional Use Permit Application

Applicant

Name: Lonny Hutchison
 Address: 400 NE Lucas Rd
Troutdale OR 97060
 Phone #: 503-519-3778
 Email: lonny@luckylemon.us

Legal Owner (if different than Applicant)

Name: Spee Dee Haulers, Inc.
 Address: PO Box 35
The Dalles OR
 Phone #: _____
 Email: _____

Property Information

Address: 2510 W 2nd St
 Zone: Commercial/light industrial
 City Limits: Yes No
 Geohazard Zone: Moderate

Map and Tax Lot: 2N 13E 33 BC 500
 Overlay: _____
 Size of Development: 2.28 acre
 Flood Designation: NA

Project Information

New Construction Expansion/Alteration Change of Use Amend Approved Plan

Current Use of Property: Long term RV park.

Proposed Use of Property: Long term RV park

Briefly Explain the Project:

We intend to clean up and expand the current use. We would like to remove all existing permanent buildings and build back new laundry and shower building. update and improve driveways, ingress and egress, garbage and individual sites to make a clean low income option for long term housing.

Proposed Building(s) Footprint Size (ft²): 300

Total Number of Parking Spaces Proposed: 56

Parking Lot Landscaping Proposed (ft²): NA

Total Landscaping Proposed (ft²): _____

Percentage of Irrigated Landscaping: 10%

Project Information (continued)

Economic Development Information

Proposed Project is in the Enterprise Zone

(for questions regarding Enterprise Zones, please contact the Assistant to the City Manager’s Office at (541) 296-5481, ext. 1150)

Full Time Equivalent (FTE) jobs are currently provided: _____

FTE jobs are expected to be created by the proposed project: _____

In addition to the requirements of Article 3.010: Application Procedures, this application must be accompanied by the information required in Article 3.050 Site Plan Review, contained in Title 10 Land Use and Development of the City of The Dalles Municipal Code.

Upon submission of this application, please provide the following material:

Site Team / Pre-Application:

- Completed application
- Concept plan (PDF recommended)
- 50% application fee

Official Conditional Use Permit Review:

- Remainder of application fees
- Professional plans (PDF required)

Following an approved Site Plan Review determination, plans with all necessary changes must be submitted to City Staff for final review. Please provide the following number of copies for review:

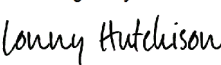
- 1 – PDF of final plans
- 1 – 11” x 17” set of final plans
- 2 – Full size sets of construction detail plans

Following final plan review, please provide the following number of copies:

- 1 – PDF of final plans
- 2 – 11” x 17” sets of final plans
- 4 – Full size sets of construction detail plans

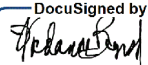
Signature of Applicant

Signature of Property Owner

DocuSigned by:

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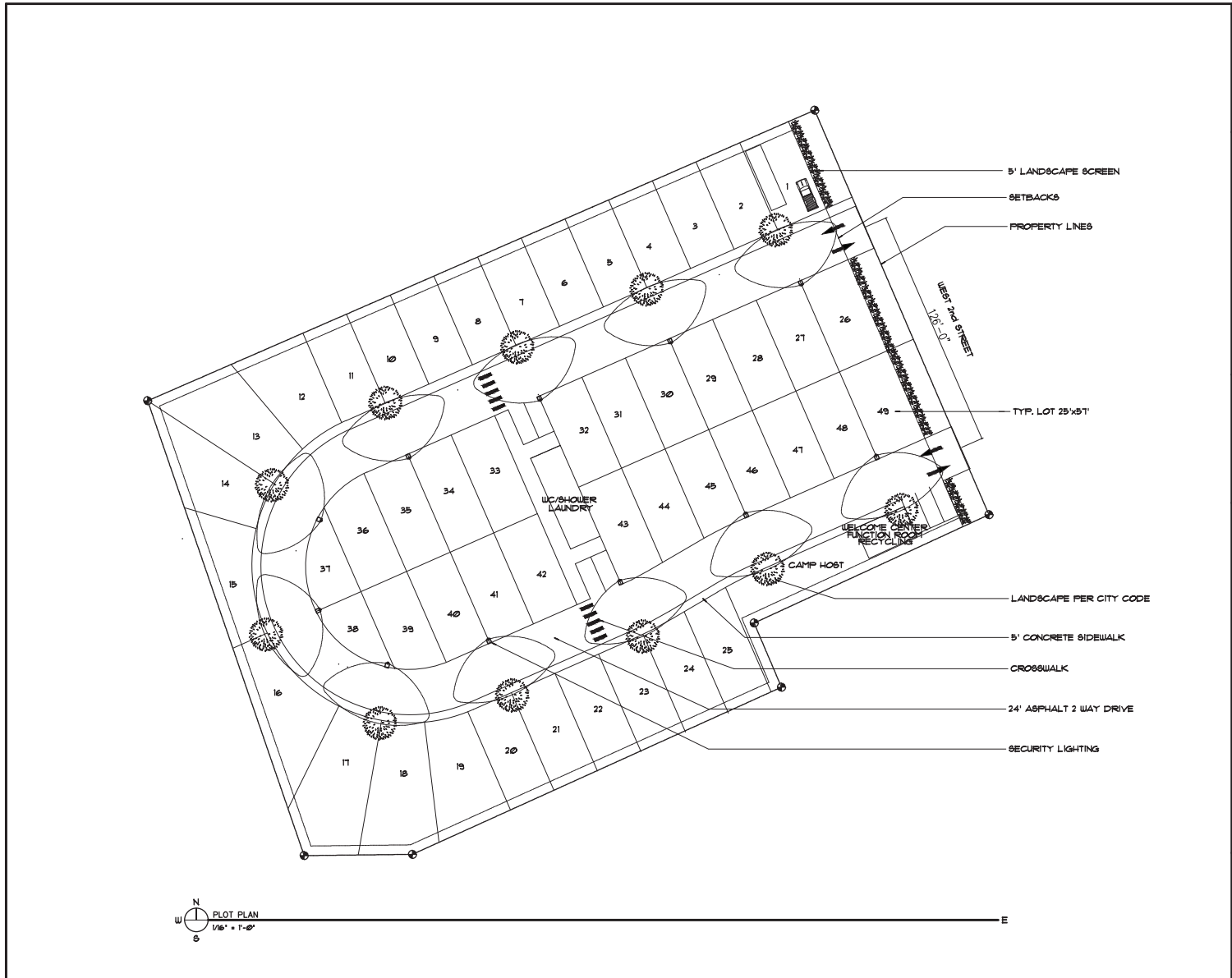
10/19/2022 | 1:16 PM P

Date

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10/19/2022 | 5:00 PM

Date



LIVINGSTONE STUDIOS
 DESIGN & PLANNING, LLC
 2758 SW SUMMIT PORTLAND OR 97201
 tel 503.888.9160 fax 503.293.8901

Date: 11 OCT 2022
 Revision:

R. V. PARK PROPOSAL
 2510 W. SECOND STREET
 THE DALLES, OR 97058

Sheet No.
 A1
 Sheet Size: 24X18

Narrative for 2510 W 2nd Street, The Dalles, OR 97058

The subject property is located in a Commercial/Light Industrial zone just East of Interstate 84 on West 2nd Street. It is a 2.28 acre parcel of land currently operating as a long-term RV park and providing housing to approximately 21 residents with older RV's, trailers and manufactured homes. There are also two uninhabitable apartment buildings which were previously built to provide long-term housing. The amenities include water, sewer and power hookups to provide services to the existing residents. The roads are dirt with light gravel and no paving. There are several large mature trees spread out among the property but several appear to be either dead or dying. There is a chain link fence around three of the four sides of the property but no screening.

The attached site plan outlines our vision for the property. The current zoning technically doesn't allow for **Long-Term** housing on the site despite the current use, the historical use as long-term housing and the presence of manufactured homes used as long-term housing. Current zoning/code also does not allow upgrades or modifications to the site to improve the safety and quality of life for the existing residents without risking losing the ability to provide that housing. In the event a permit was pulled for upgrades and/or changes the housing would be disallowed.

We would like to continue to provide this much needed affordable housing to the community but in a much more efficient manner by creating a clean, healthy and safe environment for approximately 49 families in The Dalles. This new concept for the property would be made up of both short-term and long-term spaces to allow the residents flexibility for interim housing as well as long-term housing. This would appeal to both seasonal and long term stays for newer RV's, trailers, 5th wheel's, motorhomes, park models and tiny homes.

Our plan is to purchase the property and convert it from an eyesore of the neighborhood for 21 residents to a lovely place for 49 residents to call home. Our primary goals are to provide affordable housing, minimize liability, maintain safety and run an efficient and appealing property. We plan to accomplish this over 12 to 24 months by completing the following:

1. Remove the existing dilapidated buildings.
2. Trim all large trees to maintain health and safety of the park while removing any which are dead or create risk.
3. Install appropriate fencing and signage.
4. Install appropriate landscaping, hedges, trees and shrubs to create a "neighborhood feel" in the park.
5. Install all new water supply lines, sewer lines and underground power hookups for each space.
6. Build a common laundry room and restrooms for park residents and visitors.
7. Pave a "Horseshoe" shaped road with proper ingress and egress for access to each space by residents as well as emergency services.
8. Pave parking pads for each site as well as parking for guests and additional vehicles.

9. Install sidewalks within the park for pedestrians, visitors and guests.
10. Hire a professional management company to manage the park with 24/7 availability for maintenance and communication from residents.
11. Hire an on-site manager to be the “eyes on the ground” for any noncompliance and meet with any prospective residents.
12. Screen all incoming long-term residents to confirm safety for all residents.
13. Allow current residents to remain after completion of the project and re-screening. This may require some temporary relocation during the work term and we may be able to accomplish this by working in phases.
14. Any future residents will be required to have a unit that is 10 years or newer in order to qualify for a space.
15. Park hours will be 8am to 6pm with options for late check-in noted at the office. As noted above we will have a professional property management company with 24/7 emergency phone numbers to be determined. We will also provide signage with emergency contact information for local services such as 911, non-emergency police numbers, fire department direct number, gas company contact information, electric company contact information and crime-stoppers.

In addition to the items outlined in the synopsis above, the operational plan includes the landscaping, irrigation and roadways referenced in the highlighted areas below. We intend to use LED lighting throughout the park in a non-intrusive manner. Streetlights will be used along the interior road to provide lighting to walkways and roads. Pathway lighting will be used along the pedestrian walkway near the laundry and community bath/shower house. All lighting will be on timers and programmed to come on ½ hour prior to sunset and turn off ½ hour after sunrise. There will also be exterior lighting on the common buildings and illuminating signage for safety.

We understand that the current zoning does not allow long-term stays. However, the property is currently being used as such and this type of housing has become much more popular for those residents who require less space and have less money to spend on housing. We request a conditional use permit to allow us to make this use permanent so we can put the funds into making it a great place to live for those with less money. The increased cost of housing, looming recession and shortage of available units in The Dalles and surrounding areas have created a strong need for a park like the one we want to create.

Lastly, we intend to spend approximately \$650,000 on the upgrades and remodeling of the property. That will create jobs for local vendors, generate funds for the city of The Dalles, eliminate a run-down property and upgrade the aesthetics of the neighborhood. Our team has completed similar projects on parks in Cascade Locks, Milton-Freewater and Evanston, WY. We intend to continue to provide affordable housing and look at this investment as a long-term strategy.

Please see the attached for applicable criterion:

10.12.030 Development Standards

A. Laws and Regulations. All the requirements of federal, state, and local laws and regulations shall be met. Refer to Oregon Revised Statutes Section 455.680 and Oregon Administrative Rules Chapter 918, Division 650 for State of Oregon requirements for RV parks.

We intend to follow all federal, state and local guidelines in development standards for compliance. All work will be permitted. All buildings, units and vehicles will be in compliance with said rules and regulations.

B. Hazards to Property and Occupants. The condition of soil, groundwater level, drainage, and topography shall not create hazards to the property or the health and safety of occupants. Park sites shall not be located in areas exposed to objectionable smoke, noise, odors, or other adverse influences. No portion of any park subject to unpredictable or sudden flooding, subsidence, or erosion shall be used for any purposes which would expose persons or property to hazards.

We intend to work with city planners, utility companies, excavation contractors and engineers to confirm all drainage and ground water levels are sufficiently directed to avoid any and all hazards. The property is not in a flood zone and no erosion is known to affect the property.

C. Setbacks. Setbacks shall be the same as the setbacks required by the zone district.

All setbacks will be in compliance with zoning allowed for an RV park. The front setback will be a minimum of 15 feet. The setback from the sides and back will be a minimum of 5 feet.

D. Access in Residential Zones.

1. Access to an RV park shall be from an arterial or collector street, or shall be from a street with sufficient width and ease of access to allow any RV to enter and exit without causing undue traffic problems. If the access is not from an arterial or collector street, each access shall be evaluated on a case-by-case basis to

determine if access is adequate for the type of RV which is anticipated to enter into, and exit from, the RV park. The evaluation will include on-street parking allowances and the condition of the street.

The access to the park is from W 2nd Street and has ample width to allow sufficient turn radius into the park. The interior road, exit and entrance will have a minimum 16 feet in width and is a one-way street. The entrance and exit have a distance of 150 feet between them leaving a more than sufficient turn radius on the "U" for navigation. A parking evaluation will be completed within the permitting process and the park will contain 58 parking spaces.

2. In order to facilitate ease of entry and exit, the Planning Commission may authorize a wider driveway entrance than is otherwise provided for in this Title.

3. Park access connections to public streets shall meet the requirements of Article 6.050: Access Management.

All entry and exit driveways will meet minimum standards for driveway distance and stopping sight distances per code in industrial areas. 150 feet minimum driveway distance and 150 feet stopping sight distance is assumed.

4. For RV parks of 10 or more spaces, at least 2 vehicular exits shall be provided in every park. Each exit shall be no closer than 75 feet (edge to edge) from any other exit.

There are 2 exits at the park approximately 150 feet apart.

E. Screening. Except for the access roadway into the park, the park shall be screened with vegetation on all sides abutting rights-of-way or neighboring properties per the provisions of Section 10.11.050: Park Perimeter Screening.

A 6-foot high sight-obscuring screen shall be provided through the use of fencing and vegetation. A minimum 15 foot setback for all public access shall be maintained.

F. Surfacing. All spaces for RVs shall be covered with crushed gravel or paved with asphalt, concrete or similar material and be designed to provide for the control of runoff or surface water. The part of the space which is not occupied by the RV, not intended as

an accessway to the RV or part of an outdoor patio, need not be paved or covered with gravel provided the area is landscaped or otherwise treated to prevent dust or mud.

Each space for RV's will be paved with asphalt to accommodate any unit placed on the space. Any space NOT occupied by the RV will be maintained by either grass or artificial turf and water systems used to control runoff.

G. Non-Recreational Vehicle Parking Requirement. In addition to the number of parking spaces required for park administration, there shall be a minimum of 0.15 and a maximum of 1 parking spaces per RV space. Parking areas shall meet all of the requirements of Article 7.030: General Design Standards for Surface Parking Lots.

- No parking spots will occupy setbacks.
- All parking spaces will be paved with asphalt and properly striped.
- All curb cuts will meet design requirements specified by the ADA, City Engineer and meet access management design requirements.
- Internal circulation shall be designed to facilitate movement of vehicles, emergency vehicles, bicycles and pedestrians in a safe and efficient manner, with a minimum of impervious surface coverage.
- Pedestrian walkways are provided as sidewalks and two crosswalks are provided in the design.
- There are currently several mature and large trees which will remain. An analysis of the health of those trees will be completed by an arborist in an effort to save/retain any which are healthy. Additional trees will be added to reduce the visual impact of glare from street lights and headlights. All trees will be a minimum of 2.5 inches in caliper at 5 ft. and a permanent irrigation system will be installed.
- A minimum of 60% of all landscaped areas, including required planting strips and planting islands, shall be covered with trees, shrubs, and ground cover. The remaining 40% may be dry landscaped with approved materials.
- A decorative wall or evergreen hedge screen no more than 48 inches in height and established parallel to, and no nearer than 2 feet from, the

right-of-way line. The area between the wall or hedge and the street/sidewalk line shall be landscaped. The wall or screening shall be designed to allow a free access to the site or sidewalk by pedestrians.

- Visual breaks, not more than 5 feet wide, shall be provided every 30 feet within evergreen hedges abutting public rights-of-way.
- We will meet or exceed the minimum 1 tree per 10 parking spaces in the CLI zoning by having a minimum of 6 trees.
- We will have a minimum of 2 accessible parking spaces with those for disabilities and those will be “van accessible”. These will be marked as such.
- A concrete pad shall be provided for refuse collection with a solid wall surrounding it and gate access for pickup.

10.12.040 Landscaping

All areas not occupied by buildings, streets, and RV spaces shall be landscaped per the provisions of Article 6.010: Landscaping. A landscape plan is required prior to the City signing a building permit application. The landscaping plan will include internal shade trees.

Once an arborist determines which existing large trees are healthy, a landscaping plan in accordance with Article 6.010 will be submitted for approval.

10.12.050 Park Maintenance and Storage

Each RV park shall at all times keep a neat appearance. Except for the allowed vehicles, there shall be no outside storage of materials or equipment belonging to the park or to any of the guests.

Park Rules prohibit any and all storage of personal items outside of their vehicles community buildings/sheds.

Impact. The proposed structure(s) and use(s) shall be designed and operated in such a way as to meet the standards of this Article. Impacts caused by the construction of the conditional use shall not be considered regarding a decision on the validation of the application.

1. Noise impacts across the property line shall not exceed 60 decibels. Noise related to traffic impacts shall not be included in this determination. Nothing in this Article shall modify other noise ordinance standards as adopted by the City.

There will be no excess of 60 decibels at the property. We have established noise limits in our park rules and quiet hours are 10pm to 8am for a minimized level of noise.

2. Lighting impacts across the property line shall not exceed 0.5 foot-candles (a foot-candle is the amount of light falling upon a 1-square-foot surface which is 1 foot away from a 1-candlepower light source.)

All street lights are "warm" lights which will not exceed the 0.5 foot candles.

3. Dust and other particulate matter shall be confined to the subject property.

Asphalt roads, grass, landscaping and irrigation systems will prevent and/or eliminate any excessive dust that may originate at the property.

4. The following odors shall be completely confined to subject property:
 - a. Industrial and/or chemical grade chemicals, solvents, paints, cleaners, and similar substances;
 - b. Fuels; and
 - c. Fertilizers, manure, or other animal waste products, other than for landscape installation and maintenance.

No production, industrial work, maintenance of equipment, painting or commercial chemical use is permitted on the premises. The only business allowed to be operated on site is the RV business itself to provide housing.

5. Vibrations shall not be felt across the property line.

This is not applicable as no industrial work is done on site.

6. The transportation system is capable, or can be made capable, of supporting the additional transportation impacts generated by the use. Evaluation factors shall include, but are limited to:

- a. Street designation and capacities;
- b. On-street parking impacts;
- c. Bicycle safety and connectivity;
- d. Pedestrian safety and connectivity; and
- e. Transit capacity and efficiency.

The impact on the transportation system is minimal while considering the size of the road, ingress and egress, minimal increase in density, ample parking added on-site and pedestrian safety features added on-site.



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

(541) 296-5481 ext. 1125
COMMUNITY DEVELOPMENT DEPARTMENT

RESOLUTION PC 608-22

Approval of Conditional Use Permit Application **201-21, BTR, LLC**, for approval to site and construct a 24-unit Recreational Vehicle Park. Property is located at 905 Heritage Way and further described as 2N 13E 29 DC tax lot 11600. Property is zoned RM – Medium Density Residential District.

I. RECITALS:

- A. The Planning Commission of the City of The Dalles has on November 3, 2022 conducted a public hearing to consider the above request. A staff report was presented, stating the findings of fact, conclusions of law, and staff recommendation.
- B. Staff's report of Conditional Use Permit 201-21 and the minutes of the November 3, 2022 Planning Commission meeting, upon approval, provide the basis for this resolution and are incorporated herein by reference.

II. RESOLUTION:

Now, therefore, be it FOUND, DETERMINED, and RESOLVED by the Planning Commission of the City of The Dalles as follows:

In all respects as set forth in Recitals, Part "I" of this resolution, Conditional Use Permit 201-21 is hereby approved with the following conditions of approval:

1. Conditions Requiring Resolution Prior to Submission of Final Plan:

- a. Final plan submission must meet all the requirements of The Dalles Municipal Code, Title 10 Land Use and Development, and all other applicable provisions of The Dalles Municipal Code.
- b. A detailed site plan, construction/design and landscape plan consistent with all Conditions of Approval be approved by the Community Development Director and the City Engineer prior to the issuance of a building permit.
- c. All construction/design plans for public infrastructure, improvements, or rights-of-way (ROW) shall be approved by the City Engineer.
- d. Submit engineered plans for review and approval by the Public Works Department. All design and installation of public improvements shall be installed or bonded by the Applicant in accordance with the City of The Dalles Municipal Code, Title 10 – Land Use and Development Public Improvement Procedures and the APWA standards, specifications, and drawings, as amended and adopted by the City and approved by the City Engineer, or otherwise guaranteed to be completed by the applicant to the satisfaction of the City.

- e. Applicant must include an internal pedestrian walkway separated from vehicle parking or maneuvering areas by grade, different paving material, or landscaping on a revised site plan. Applicant may request an alternative to these separation/surfacing standards subject to Planning Commission approval.
- f. Applicant must include sidewalks along the W. Eighth Street frontage to edge of the adjacent property on a revised site plan.
- g. Applicant must replace the existing driveway at the W. Eighth Street/Heritage Way intersection with a City approved drive approach and include this detail on a revised site plan.
- h. All ROW improvements must be clearly shown on a revised site plan.
- i. Applicant must contact Wasco County Building Codes and/or the State of Oregon Building Codes Division Department of Consumer and Business Services for additional permitting requirements associated with the proposed development. If any additional requirements require modifications to recreational vehicle (RV) Park features, these features must be provided on a revised site plan.

2. Conditions Required Prior to Final Plan Approval

- a. All proposed landscaping must be installed.
- b. Applicant will be required to install half-street ROW improvements along the entire frontage of the subject property and must extend through the site to the edge of adjacent properties.
- c. Screening must be provided along all ROW frontages and neighboring properties, with vegetation reaching the required height of 6’ within two (2) years of planting.

3. Conditions Required During Construction of Public Improvements and Franchise Utilities

- a. A pre-construction meeting including the City Engineer and Construction Inspector is required prior to construction or site prep work. All public improvements shall first obtain design and construction approval from the City Engineer.
- b. Applicant must warranty all public improvements against defect for one year from the date of final acceptance by the City.
- c. All proposed franchise utilities are required to be installed in accordance with each utility provider.
- d. All ROW improvements shown on the approved site plan must be installed.
- e. No approach/entrance shall be built closer than 5’ from any property line.

4. Conditions Required Prior to City Building Permit Approval

- a. All Conditions of Approval listed in Sections #1 and #2 above.

5. Ongoing Conditions

- a. Applicant must establish and enforce reasonable quiet hours within the park. Staff encourages that all RV check-in/out times occur within these quiet hours.

- b. No mechanical component of a RV may exceed 60 decibels across property lines.
- c. No exterior generators may be permitted.
- d. All lighting shall not directly illuminate adjoining properties. Lighting sources shall be shielded and arranged so as not to produce glare in any public ROW, with a maximum illumination at the property line not to exceed an average horizontal foot-candle of 0.3 for non-cut-off lights, and 1.0 for cut-off lights.
- e. All development must adhere to the approved site plan for this development.
- f. Applicant will be responsible for continued maintenance of the internal private utility system.
- g. Current contact information for park management must be clearly displayed at all times within the park.
- h. It is the sole responsibility of the Applicant to ensure the park is kept in a neat appearance, with no outside storage of materials or equipment belonging to the park or to any of the guests.
- i. All proposed walking paths must be maintained to ensure safe and efficient circulation on the subject property.
- j. All landscaping must be maintained and irrigated to ensure survival of plant materials.
- k. No plantings, walls, screens, structures, or permanent or temporary obstructions exceeding 24” in height may be placed within the vision clearance are of the subject property.
- l. No RV stay may exceed more than one year.

The Secretary of the Commission shall (a) certify to the adoption of the Resolution; (b) transmit a copy of the Resolution along with a stamped approved/denied site plan or plat to the applicant.

APPROVED AND ADOPTED THIS 3RD DAY OF NOVEMBER, 2022.

Cody Cornett, Chair
 Planning Commission

I, Joshua Chandler, Community Development Director for the City of The Dalles, hereby certify that the foregoing Resolution was adopted at the regular meeting of the City Planning Commission, held on the 3rd day of November, 2022.

AYES: _____

NAYS: _____

ABSENT: _____

ABSTAIN: _____

ATTEST: _____

Joshua Chandler
Director, Community Development Department
City of The Dalles



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

(541) 296-5481 ext. 1125
COMMUNITY DEVELOPMENT DEPARTMENT

RESOLUTION PC 609-22

Approval of Conditional Use Permit Application **208-22, Lonny Hutchison**, for conceptual approval to improve and expand an existing Recreational Vehicle Park, per TDMC 10.3.050.030 (C). Upon approval of conceptual review, the Applicant will proceed with a Site Plan Review to site and construct the development. Property is located at 2510 W. Second Street and further described as 2N 13E 33 BC tax lot 500. Property is zoned CLI – Commercial/Light Industrial District.

I. RECITALS:

- A. The Planning Commission of the City of The Dalles has on November 3, 2022 conducted a public hearing to consider the above request. A staff report was presented, stating the findings of fact, conclusions of law, and staff recommendation.
- B. Staff's report of Conditional Use Permit 208-22 and the minutes of the November 3, 2022 Planning Commission meeting, upon approval, provide the basis for this resolution and are incorporated herein by reference.

II. RESOLUTION:

Now, therefore, be it FOUND, DETERMINED, and RESOLVED by the Planning Commission of the City of The Dalles as follows:

In all respects as set forth in Recitals, Part "I" of this resolution, Conditional Use Permit 208-22 is hereby approved with the following conditions of approval:

1. Following an approved concept plan, a Site Plan Review shall be required to site and construct the development.
2. The site plan must clearly identify all RV spaces as long-term or short-term.
3. All short-term stays must pay Transient Lodging Taxes to the City's Finance Department for each nightly stay.

The Secretary of the Commission shall (a) certify to the adoption of the Resolution; (b) transmit a copy of the Resolution along with a stamped approved/denied site plan or plat to the applicant.

APPROVED AND ADOPTED THIS 3RD DAY OF NOVEMBER, 2022.

Cody Cornett, Chair
Planning Commission

I, Joshua Chandler, Community Development Director for the City of The Dalles, hereby certify that the foregoing Resolution was adopted at the regular meeting of the City Planning Commission, held on the 3rd day of November, 2022.

AYES: _____

NAYS: _____

ABSENT: _____

ABSTAIN: _____

ATTEST: _____

Joshua Chandler
Director, Community Development Department
City of The Dalles