AGENDA

PLANNING COMMISSION
April 17, 2025
5:30 p.m.

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

Via Zoom
https://us06web.zoom.us/j/82327794645?pwd=c1d2UGhUb1BoVithR0tFUzczcWtXQT09
Meeting ID: **823 2779 4645** Passcode: **001537**
Dial: 1-669-900-6833 or 1-253-215-8782

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Contact the City Clerk at (541) 296-5481 ext. 1119, or amell@ci.the-dalles.or.us.

1. CALL TO ORDER
2. ROLL CALL
3. PLEDGE OF ALLEGIANCE
4. APPROVAL OF AGENDA
5. APPROVAL OF MINUTES – April 3, 2025
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

   APL 38-25, Pam Danzer
   Request: Appeal of the administrative approval of Subdivision (SUB) 86-24 on March 21, 2025, for the approval to site and develop a two-phase, single-family residential subdivision. Phase 1 will consist of 14 lots on 3.33 acres inside the City limits. The remainder will be annexed into the City and later divided into 15 lots.
8. RESOLUTIONS

   Resolution PC 627A-25: Denial of APL 038-25, Pam Danzer

   Resolution PC 627B-25: Approval of APL 038-25, Pam Danzer

9. DISCUSSION ITEM

10. STAFF COMMENTS / PROJECT UPDATES

11. COMMISSIONER COMMENTS / QUESTIONS

12. ADJOURNMENT

Meeting conducted in a room in compliance with ADA standards.

Prepared by/
Paula Webb, Secretary
Community Development Department

MINUTES

PLANNING COMMISSION MEETING
April 3, 2025
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: Addie Case, John Grant, Maria Peña, Carrie Pipinich

COMMISSIONERS ABSENT: Mark Poppoff, Nik Portela

STAFF PRESENT: Director Joshua Chandler, City Attorney Jonathan Kara, 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 Grant and seconded by Case to approve the agenda as submitted. The motion carried 5/0; Case, Cornett, Grant, Peña, and Pipinich voting in favor, none opposed, Poppoff and Portela absent.

APPROVAL OF MINUTES

It was moved by Peña and seconded by Case to approve the minutes of April 3, 2025 as submitted. The motion carried 5/0; Case, Cornett, Grant, Peña, and Pipinich voting in favor, none opposed, Poppoff and Portela absent.

PUBLIC COMMENT

Chris Grant introduced himself as the new Fire Marshal for Mid-Columbia Fire and Rescue.

DISCUSSION ITEM

Director Chandler presented a comprehensive overview of two potential restructuring options for the Planning Commission:

1. Reducing regular monthly meetings from two to one
2. Introducing a Hearings Officer for quasi-judicial applications

Director Chandler noted that over the past 11 years, approximately 55% of Planning Commission meetings have been cancelled. Staff recommends holding regular meetings on the first Thursday of each month, reserving the third Thursday for special meetings or potential Hearings Officer sessions. This change is proposed to improve efficiency, alleviate staff workload, and avoid back-to-back meetings during weeks when both Planning Commission and Urban Renewal Agency meetings occur.

Chair Cornett and the Commissioners expressed support for the proposal, noting the benefits of better time management and more substantive discussions in fewer meetings.

Hearings Officer Proposal

Director Chandler introduced a proposal to incorporate a contracted Hearings Officer – a third-party land use attorney – to preside over quasi-judicial land use applications, including conditional use permits, variances, and appeals of administrative decisions. This role would not extend to ministerial (Type I) or administrative (Type II) reviews, nor to legislative matters such as zone changes or code amendments.

The Hearings Officer model is widely used throughout Oregon and has been successfully implemented in Wasco County, Deschutes County, Happy Valley, and Salem. The goal is to streamline the land use review process, improve legal defensibility, and reduce staff and volunteer burden.

Director Chandler emphasized that the Planning Commission's role would shift more toward long-range planning, policy work, and legislative review. In return, quasi-judicial hearings that can be time-intensive and legally complex would be handled by a trained land use attorney.

Commissioners discussed what this would look like in practice:

- Hearings would still be public, accessible, and scheduled in the familiar evening time slots (typically third Thursdays at 5:30 p.m.).
- Commissioners expressed concern about being informed and connected to ongoing land use actions. Director Chandler and Attorney Kara reassured them that the Planning Commission would continue receiving application notices and post-decision updates, and could attend Hearings Officer meetings as observers.
- Cost estimates for this model fall between $135–$350/hour depending on the attorney. Staff proposed allocating $10,000 in the upcoming fiscal year to pilot the program. This estimate is based on an average of 7–8 qualifying applications per year.

- Rather than hiring a salaried officer, the City would conduct an RFP process to select qualified legal professionals for on-call work.

Commissioner Case noted concerns about being distanced from community land use concerns. She suggested staff provide pre-hearing notices, not just post-hearing summaries, so the Planning Commission can stay engaged with controversial or impactful developments. City Attorney Kara agreed, stating that notifying Commissioners during the application and appeal phases would be simple to implement and similar to current notice practices.

Commissioner Grant questioned whether The Dalles' size justifies this change. He also voiced concern that raising application fees to support a Hearings Officer might discourage development or feel out of step with the community's expectations for transparency and direct access to decision-makers.

City Attorney Kara provided a legal perspective, noting that the use of a Hearings Officer may reduce liability and the potential for costly appeals due to inconsistent or biased decisions. While he emphasized that current Commissioners conduct themselves professionally, future Commissions could act differently. A Hearings Officer would provide consistency, objectivity, and legal rigor, helping protect the City from reversals at the state level.

Commissioners agreed that if implemented, Hearings Officer decisions must still reflect clear and objective application of the City's land use code, which the Planning Commission itself helps develop and revise.

Appeals Process Discussion

A key part of the discussion centered on who should have the final say in land use appeals – the Hearings Officer or the City Council.

Director Chandler outlined two options:

1. Hearings Officer as the final City decision-maker, with appeals proceeding directly to the Land Use Board of Appeals (LUBA).

2. City Council as the final decision-maker, with Hearings Officer decisions appealable to Council before potentially proceeding to LUBA.

Staff's initial recommendation aligns with the second model, where the City Council retains the final decision, a structure currently used by Wasco County. This allows for local oversight while still delegating the bulk of hearing logistics and legal findings to a trained professional.

Chair Cornett voiced support for making the Hearings Officer's decision final, bypassing the City Council to speed up the development timeline and alleviate Council workloads. He noted the City Council's agendas are often overloaded and suggested that removing land use appeals could improve City operations. However, he acknowledged concerns about removing local voices from decision-making and emphasized the importance of Commissioner and Council engagement in tracking Hearings Officer decisions.

Commissioner Case preferred a hybrid approach, where Hearings Officer decisions are appealable to City Council, at least during an initial trial period. This would preserve community trust and allow for future reevaluation of the model. She suggested that after a year or two, the City could reassess whether Hearings Officer decisions should stand on their own.

Commissioner Pipinich echoed support for keeping City Council involvement in appeals to maintain local access and accountability, especially for decisions with significant community impact.

City Attorney Kara confirmed the City has legal flexibility to customize the appeals process. For instance, the City could allow certain types of applications (e.g., those in the historic downtown) to be appealable to Council, while others go directly to LUBA. He noted that the decision structure would be codified as part of the larger implementation process, which would also involve code and bylaw amendments, community outreach, and formal adoption through City Council.

Chair Cornett concluded that regardless of structure, it is essential for elected and appointed officials to remain informed, engaged, and accessible to the public. He stressed the need to balance efficiency with community connection and said the Planning Commission must stay proactive in monitoring trends, resident feedback, and how Hearings Officer decisions are affecting local land use policy.

Commission Feedback Summary:

The Planning Commission provided a range of perspectives on the Hearings Officer proposal and how it might impact the Commission's role, public engagement, and the City's land use process.

There was unanimous support for reducing the Commission's meeting schedule to one regular meeting per month, held on the first Thursday, with the option to schedule special meetings as needed. Commissioners agreed this would improve staff efficiency and promote more substantive, consolidated meetings, while allowing for flexibility when urgent matters arise.

Commissioners were divided on the proposal to adopt a Hearings Officer:

- Commissioner Grant expressed hesitation, citing concerns about community connection, transparency, and whether The Dalles' current volume of applications justified the expense. He felt that the Planning Commission is currently equipped to handle quasi-judicial matters and was not yet ready to recommend implementing the Hearings Officer model.

- Commissioner Case initially expressed discomfort with the potential disconnect from active land use issues, but later stated she felt much more comfortable knowing Hearings Officer decisions would be made through public, accessible hearings – and that Commissioners would continue to be informed before and after those hearings. She appreciated the possibility of attending Hearings Officer meetings as a way to stay engaged and recommended this transparency be a core part of the model.

- Commissioner Pipinich supported the concept as a way to streamline development review and allow the Planning Commission to focus more on long-range policy and code work. She emphasized the importance of local involvement and agreed that initial appeals should go to City Council, rather than directly to LUBA.

- Chair Cornett expressed the strongest support for having the Hearings Officer serve as the final City decision-maker, believing this would significantly reduce delays and ease the burden on City Council. He acknowledged concerns about losing a local voice but emphasized that decisions would still be based on code developed by the Planning Commission. He urged all members and elected officials to stay informed and present at Hearings Officer meetings to ensure continued awareness of community issues.

When asked for a recommendation regarding who should make the final decision on appeals, most Commissioners supported the City Council retaining that authority, especially during the initial rollout phase. They viewed this as a way to maintain local oversight, with the option to reevaluate and streamline later if the process proves successful.

Chair Cornett was the sole Commissioner in favor of the Hearings Officer being the final City decision-maker, citing a desire for greater efficiency and continuity in land use review.

Director Chandler summarized that, while feedback was not entirely unified, the Commission generally supported continued local appeals to City Council and saw value in bringing the proposal forward to Council for further discussion.

STAFF COMMENTS / PROJECT UPDATES

Director Chandler reported several upcoming items:

- April 17, 2025 Meeting: Appeal of a subdivision variance (hospital area), filed by a neighborhood group with about 15 signatories.
- May 2025 Meeting: Conditional Use Permit for a proposed storage facility on the west side, located in a general commercial zone.
- Basalt Commons: Undergoing building permit review.
- New Subdivisions: One subdivision approved on West 15th Street near Kingsley Street; another proposed off East 9th Street with six townhomes.
- Staffing Updates: Final interviews underway for the Administrative Assistant position. Economic Development Officer recruitment is active following the retirement of Dan Spatz.
- Upcoming Planning Work: Floodplain code amendments, Economic Opportunities Analysis, sign code updates, and other long-range planning initiatives.

COMMISSIONER COMMENTS / QUESTIONS

Commissioner Grant inquired about staffing progress. Director Chandler confirmed multiple ongoing recruitment efforts across City departments.

ADJOURNMENT

Chair Cornett adjourned the meeting at 6:50 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
313 COURT STREET
THE DALLES, OREGON 97058

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

STAFF REPORT
Appeal No. 38-25
of
Subdivision No. 86-24 – Jason Alford

Procedure Type:	Administrative
Assessor's Map:	Township 1 North, 13 East, Section 11 BC
Tax Lots:	2300, 2800
Address:	No Address Assignment
Zoning District:	"RL" Low Density Residential
Prepared by:	Joshua Chandler, Community Development Director
Date Prepared:	April 10, 2025

Appeal

On March 21, 2025, the Community Development Director (**Director**) approved Subdivision (**SUB**) No. 86-24 (**Application**) submitted by Jason Alford (**Applicant**). The Application proposed approval to site and develop a two-phase, single-family residential subdivision. Phase 1 will consist of 14 lots on 3.33 acres inside the City limits. The remainder will be annexed into the City and later divided into 15 lots.

On March 31, 2025, Pam Danzer (**Appellant**) submitted and Community Development Department (**CDD**) received Notice of Appeal No. 38-25, an appeal of the Director's decision to approve SUB 86-24, (**APL 38-25**). Appellant submitted a narrative with APL 38-25 outlining key concerns regarding the development, along with three individual letters from nearby property owners and a petition signed by 14 adjacent property owners opposing the development. In addition, the property owner immediately abutting the development site submitted comment on March 31, 2025, not included as part of the appeal request. Staff will address all of the primary concerns raised in the application materials in this Staff Report.

Appeal Issues

APL 38-25 describes six (6) reasons the Planning Commission should grant the appeal request and reverse the Director's previous decision:

1. ***Site Suitability and Geological Hazards***
    - *The site includes areas with high susceptibility to mass land movement (Land Use Classes 4 & 6).*
    - *Identified moderate landslide risk and steep slopes on the Oregon Statewide Landslide Susceptibility Map.*
    - *Documented history of landslides and land slippage in nearby properties, requiring costly mitigation.*
    - *Proposed public roads pass through hazardous zones, increasing landslide risks.*
    - *The site has not been included in prior city hazard zone studies.*
    - *A site-specific geologic impact study should be required before approval.*
2. ***Compliance with Development Standards and Development Feasibility***
    - *Lots 2, 3, and 23-29 have only 15-20 feet of usable land before reaching the escarpment, making setback compliance difficult.*
    - *Lots 12-19 are constrained by a 30-foot private drive, reducing buildable area and affecting setbacks.*
    - *Lots 16 and 17 have further reduced buildable areas due to a paved fire turn-around.*
    - *Lot 19 is 95% steep slopes, leaving little to no viable building area.*
    - *Lots 4-7 do not meet the RL zone's 50-foot minimum lot width along East 21st Street.*
3. ***Traffic, Access, and Emergency Response Issues***
    - *The projected 302 additional daily vehicle trips will impact local traffic.*
    - *The existing access road is steep, not well-maintained, and has a history of winter-related accidents.*
    - *Emergency response challenges include:*
        - *Road grades exceeding 10%, making access difficult for fire trucks;*
        - *Proposed road width and design do not meet Oregon Fire Code requirements;*
        - *Lack of a secondary emergency access road, increasing fire risks; and*
        - *Recent 2024 brush fire highlighted emergency access limitations.*
    - *Suggests considering East 20th Street as an alternative access route.*
    - *Easement to the south of the development has not been address and result in restricting access to the property to the south.*
    - *A left turn lane at the intersection of East 19th Street and Dry Hollow Road must be documented, with funds placed in escrow before final plat recording to ensure completion by 2030.*
4. ***Infrastructure and Utility Concerns***
    - *Water pressure is already low in the neighborhood; additional homes could worsen the issue.*
    - *The City has addressed similar water pressure issues in other areas by upgrading infrastructure—this should be required here.*
    - *Utility installations should ensure adequate fire suppression systems.*

- *Annexation must precede approvals to avoid blighting the neighborhood.*

5. ***Compatibility with Neighborhood and Housing Needs***
    - *The proposed lot sizes (starting at 5,020 sq. ft.) are significantly smaller than the neighborhood average (>8,000 sq. ft.).*
    - *The proposed home sizes (2,000–2,500 sq. ft., priced at $500,000+) do not align with the city's affordable housing goals.*
    - *City of The Dalles Housing Goals promote development that minimizes environmental impact, which this proposal does not achieve.*
    - *The project does not address the need for more diverse and affordable housing options.*
    - *Several lots in the proposed layout are unable to meet standard setbacks of the underlying zoning district.*
6. ***Transparency, Notification, and Legal Compliance***
    - *The City failed to properly notify all impacted residents, leaving some unaware of the project.*
    - *Delivery issues with City notices further limited public awareness.*
    - *The short response timeline prevented meaningful community input.*
    - *Key information—such as the developer's ownership of adjacent lots—was allegedly withheld, raising concerns about undisclosed future development.*
    - *Potential violations of ORS 221.916 and 221.917 may have compromised residents' property rights and safety.*
    - *These issues collectively raise legal and ethical concerns about the integrity of the approval process.*

Scope of Review

A copy of Appellant's Notice of Appeal is attached to and made part of this Staff Report. Pursuant to The Dalles Municipal Code (**TDMC**) 10.3.020.080(A), an appeal is reviewed by the Planning Commission at a *de novo* evidentiary hearing. Consistent with ORS 227.175(10)(a)(E), tonight's hearing allows for and the Planning Commission must consider the presentation of all relevant testimony, arguments, and evidence it accepts at the hearing.

Staff Response to Appeal Issues

1. Site Suitability and Geologic Hazards

Appellant's first reason for the appeal is the claim that the subject property is unsuitable for development due to geotechnical concerns, specifically citing the presence of steep slopes, classification as Land Use Classes 4 and 6 under the Wasco County Soil Land Use system, moderate susceptibility to landslides as indicated on the Oregon Statewide Landslide Susceptibility Map, and a historical record of slope failure and costly mitigation on adjacent properties. Appellant further argues that proposed public road alignments traverse potentially unstable terrain, that the site was not analyzed in prior City-led hazard inventories, and that approval of the subdivision should be contingent upon completion of a site-specific geologic impact study.

The subject property (both Phase 1 and Phase 2) is located entirely within the City's Urban Growth Boundary (**UGB**). The western parcel (i.e., Phase 1, depicted in Assessor's Map No. 1N 13E 11 BC as Tax Lot 2300), is within the City's corporate limits and the eastern parcel (i.e., Phase 2, depicted in Assessor's Map No. 1N 13E 11 BC as Tax Lot 2800) is located outside the City's corporate limits (but still wholly within the UGB). Since 1997, the City has had an intergovernmental agreement with Wasco County (*Joint Management Agreement*) delegating Wasco County's land use authority within the UGB to the City (unless a property is located within the National Scenic Area (**NSA**)). Since this development site is not within the NSA, the City (through TDMC Title 10) governs the review and approval process for the entire site.

The applicable code section regarding geologic and slope constraints is TDMC Chapter 10.8 (*Physical and Environmental Constraints*), which regulates development in areas with steep slopes, geologic instability, erosive soils, floodplains, or other physical hazards—under that Chapter, any proposed development that falls within certain mapped/identified constraint areas may be required to obtain approval of a physical constraints permit prior to construction activities to ensure all design, engineering, and mitigation measures are appropriately applied. Staff addresses all applicable TDMC Chapter 10.8 standards in Findings #14-19, below.

Appellant's referenced external sources (e.g., Wasco County Land Use Classifications and the Oregon Statewide Landslide Susceptibility Map) are not incorporated into TDMC and are therefore not a basis for site-specific hazard determinations within the City's planning jurisdiction. Instead, the City relevantly applies the 2010 Geologic Hazards Study (prepared by Hydrogeologist Mark Yinger, R.G.) (**Study**) pursuant to the City's Comprehensive Plan (**Comprehensive Plan**) Goal #7 (*Natural Hazards*) and TDMC 10.8.040.010. That Study provides a detailed analysis of geologic hazard zones within the UGB and delineates five (5) geologic hazard zones (Zones 1 - 5) based on field assessments, slope-stability modeling, and historical land movement data. Zones 1 and 4 are recognized as the most critical and are characterized by evidence of recent or active landslides, shallow slope failures, or chronic instability. All geologic hazard zones are incorporated into the Comprehensive Plan, TDMC Title 10, the City's GIS data inventory, and are available on the City's public GIS Web Map.

Staff determined no portion of the development site falls within any mapped geologic hazard Zone identified in the Study. Consequently, the criteria and development requirements outlined in TDMC Article 8.040 (*Geological Hazard Provisions*) are not applicable—put another way, the City cannot require a formal geologic hazard or geotechnical impact study for this land use decision.

However, substantial portions of the development site contain slopes in excess of 25%, as depicted on Sheet C3 of the Preliminary Grading Plan (Attachment 1). TDMC Title 10 does not prohibit development on such slopes—instead, it imposes specific permitting and engineering requirements to ensure all development is technically sound, properly mitigated, and does not pose downstream or adjacent property risks; specifically, TDMC 10.8.020.010(A)(4) and (5) require a physical constraints permit for all development: (i) on slopes greater than 25% and (ii) which includes grading, filling, cutting, or other earth-moving activity involving more than 50 cubic yards of material on any lot or parcel of land, respectively.

Given that preliminary estimates for site preparation exceed those thresholds, the Applicant will be required to submit full civil engineering plans and obtain a physical constraints permit pursuant to TDMC 10.8.020.060 prior to site disturbance. Furthermore, since the proposed area

of soil disturbance exceeds one acre, a Department of Environmental Quality (**DEQ**) 1200-C permit will also be required to ensure erosion and sediment control practices are implemented consistent with state regulations. Accordingly, a condition of approval has been included that requires a 1200-C permit from DEQ if site disturbance exceeds 1 acre and requires as follows:

Following preliminary approval of the subdivision, the Applicant shall submit a Physical Constraints Permit application covering all site work, grading, and utility extensions associated with the subdivision.

With those conditions met, the Application has shown the development site is suitable and geologic hazards will be mitigated.

2. Compliance with Development Standards and Development Feasibility

Appellant's second reason for the appeal is the claim that several proposed lots cannot comply with the dimensional and setback standards of the Low Density Residential (**RL**) zoning district due to topographic constraints, limited buildable areas, and inadequate frontage. Those concerns, while noted, are not substantiated at this stage of review and do not constitute grounds for denying the Application.

Setback compliance is reviewed at the time of individual building permit submittal—not during preliminary subdivision approval. Pursuant to TDMC Chapter 10.5 (*Zone District Regulations*), all required setbacks are verified based on the submitted site plan and structural placement proposed with each building permit. The Applicant has not proposed specific building locations or structural footprints as part of this subdivision application. Therefore, the City cannot evaluate setback compliance for this Application.

TDMC Title 10 neither defines "buildable area", nor does it restrict development solely due to the presence of steep slopes. Instead, TDMC Title 10 requires applicants to obtain a physical constraints permit and submit engineered plans demonstrating compliance with applicable standards when slopes exceed 25%. It is the Applicant's (i.e., not the City's) responsibility to design future development in a manner that meets all of the City's dimensional standards on each approved lot.

With regard to lot width—TDMC 10.9.020.020(D)(2) requires each lot abut a public street or approved access drive for at least the minimum width specified by the zone district. For the RL zone, TDMC 10.5.010.060 establishes a minimum lot width of 50 feet, or 25 feet for corner lots or duplex lots. Since no building type was specified in this application, Staff applied the standard 50-foot minimum for single-family dwellings.

Appellant asserts Lots 4–7 fail to meet that requirement along East 21st Street, which is not the applicable standard—the applicable standard here is that *each lot abut a public street or approved access drive for least 50 feet*. In this case, Lots 4–7 are classified as "through lots" because they abut both East 21st Street and Smith Ridge Loop. Lots 4 and 5 abut Smith Ridge Loop for over 50 feet and Lots 6 and 7 abut East 21st Street for over 50 feet. While access via Smith Ridge Loop may present slope challenges, TDMC 10.9.020.020(D)(2) does not require that the (at least) 50 feet of conforming frontage be used for access; instead, the City requires only that the lot abut any public street for (at least) 50 feet. The Application shows Lots 4-7 meet that standard.

Staff did identify one lot (Lot 11) which provides only 46.2 feet of frontage along East 21st Street. A condition of approval has been included that requires the Applicant to revise the preliminary plat to ensure that lot meets the required 50-foot minimum.

All applicable development standards will be reviewed and enforced at the time of final plat and building permit submittal, with additional conditions applied as necessary to ensure compliance with the City's development standards.

3. Traffic, Access, and Emergency Response Issues

Appellant's third reason for the appeal 'are concerns regarding traffic, access, and emergency response associated with the proposed subdivision. Specifically, Appellant asserts the projected increase of 302 daily vehicle trips will significantly impact local traffic. Additionally, Appellant describes the existing access roads (View Court and East 21st Street) as steep, poorly maintained, and prone to winter-related accidents. Appellant also argues emergency response is hindered by road grades exceeding 10%, road width and design are inadequate, and the lack of a secondary emergency access all contribute to unacceptable increased fire risks. Appellant references a recent 2024 brush fire to highlight those emergency access limitations. Furthermore, Appellant proposes East 20th Street as an alternative access route, claims that the easement south of the development site has not been adequately addressed, and insists that a left-turn lane at the intersection of East 19th Street and Dry Hollow Road be required with funds placed in escrow to ensure its completion by 2030.

Regarding Appellant's *traffic concerns*, a Traffic Impact Study (**TIS**), included as Attachment 2, was conducted (as required by TDMC 10.10.060, which mandates a TIS for developments involving the creation of 16 or more dwelling units). The Applicant's TIS, prepared by Ferguson & Associates (dated June 17, 2022), addresses the potential impacts of the projected 302 additional daily vehicle trips and concludes that all four study intersections will meet the City's operational standards by 2030 (i.e., the projected date for full build-out of the development). Specifically, the TIS determined the threshold otherwise requiring a left-turn lane at East 19th Street and Dry Hollow Road will not be met. A review of the last 5 years' crash data at that intersection revealed only one minor incident involving a left-turning vehicle, with no injuries or significant safety concerns. Consequently, the City's Engineering Division concurs with the TIS's findings and no off-site mitigation improvements (including the left-turn lane) are deemed necessary for this development.

With respect to *emergency access*, Appellant's concerns about steep grades and inadequate fire access are addressed in the proposed plans. View Court and East 21st Street already have grades exceeding 10% (with portions reaching 16.5%). The proposed access improvements will maintain the existing alignment but reduce the grade at the development site to 15.6%, which is lower than the current grade of 16.5%. Furthermore, all other portions of East 21st Street and Smith Ridge Loop within the development site will have grades of less than 10%.

To address *fire apparatus access*, Applicant will be required to either install temporary turnarounds at the ends of both East 21st Street and Smith Ridge Loop in Phase 1 or construct road improvements in Phase 2 to support fire trucks weighing up to 85,000 pounds (the typical weight for emergency fire apparatus). Additionally, due to the steep access roads, all future dwellings will be required to install NFPA 13D residential fire suppression systems, which will be reviewed by Wasco County Building Codes during the building permit process—those measures will ensure that fire access is sufficient for the proposed subdivision.

Appellant's suggestion to use East 20th Street as an alternative access route is not feasible due to existing topographical constraints. The development site's terrain does not support this alternative, which makes it unsuitable for safe and practical access to the subdivision. In addition to topography, TDMC does not require an additional access to the development site.

The concern regarding the easement to the south has been adequately addressed in the proposed plans. The Applicant has delineated a 30-foot-wide easement along the southern boundary of the development site, between proposed Lots 11 and 12, which provides rear access to Lots 12-19 as well as access to adjacent properties to the south. This easement will be hard-surfaced with 24 feet of asphalt, and no parking will be permitted along its entire length to ensure uninterrupted access. The Applicant is also required to coordinate construction activities to ensure that the property to the south maintains access during the construction process.

4. Infrastructure and Utility Concerns

Appellant's fourth reason for the appeal is based on concerns regarding existing low water pressure in the neighborhood and the potential for the proposed development to exacerbate this issue. Appellant points out the City has addressed similar water pressure problems in other areas by upgrading infrastructure and suggests such upgrades should be required for this development as well. Additionally, Appellant asserts utility installations should ensure adequate provisions for fire suppression systems. Finally, Appellant argues annexation of the development site should occur prior to any approvals to prevent blighting of the surrounding neighborhood due to incomplete public facilities.

As detailed in Finding #53, Staff has confirmed the availability of public water, sanitary sewer, and storm drainage services to the development site. The City's Engineering Division provided the Applicant's engineer with additional information relating to static water pressure at the nearest hydrant to the development site (northeast corner of the intersection of View Court and East 21st Street at an elevation of 549 feet). One of the highest residences in the vicinity is 2102 Claudia Lane—it has a street elevation of 628 feet, which indicates a static pressure at the meter of about 65 psi. The State of Oregon requires a standard 30 psi under normal flow and 20 psi during fire flow events. The record shows the Application meets that standard. ***Note***: that standard is not a requirement for subdivision approval but Staff includes it here to address Appellant's general concern.

The Applicant will be required to extend the main utility lines for each of those services through the development, ensuring that each proposed lot is adequately served. The design and installation of the public utilities, including provisions for water supply necessary to support fire suppression systems on each lot in addition to standard household use, will be required to meet City standards. Those plans must be reviewed and approved by the City Engineer as part of the development's approval process. All costs associated with upgrading infrastructure to accommodate the proposed development will be the Applicant's requirement.

As referenced above, the development site lies within the UGB, with Phase 1 located within the City's corporate limits and Phase 2 located outside the City's corporate limits. As a condition of approval, the Phase 2 parcel must be annexed into the City's corporate limits prior to any connection to City utilities. Appellant's concerns about potential blight arising from incomplete aspects of the development are speculative and are not substantiated by the current facts or development plans. Additionally, Appellant's concerns regarding the possible blighting effects of the development are not considered a criterion for determining compliance with TDMC Title

10—any issues or nuisances that may arise from the development will be addressed on a complaint-driven basis (i.e., exactly how all other similar concerns are managed in other developments).

5. Compatibility with Neighborhood and Housing Needs

Appellant's fifth reason for the appeal is that the proposed development is allegedly inconsistent with the City's housing goals and existing neighborhood standards. Specifically, Appellant argues the proposed minimum lot size of 5,020 square feet is significantly smaller than the surrounding neighborhood's average lot size of over 8,000 square feet and thus is an indicia of the incompatible scale and character of the existing neighborhood. Furthermore, Appellant asserts the proposed homes, ranging in size from 2,000 to 2,500 square feet and priced at $500,000 or more, do not align with the City's housing goals to provide affordable and diverse housing options. They also contend the development fails to adequately minimize environmental impacts as stipulated by City housing policies.

However, those concerns misinterpret the legal framework for land use decisions within The Dalles. Under Oregon statutes and relevant case law, the City is required to apply **only** clear and objective standards when reviewing housing proposals, including subdivisions in residentially zoned areas—the primary legal basis for that requirement is ORS 197A.400, which prohibits the City from applying subjective criteria (e.g., neighborhood compatibility or general perceptions of affordability). As a result, the City must evaluate the proposed subdivision based on measurable clear and objective criteria outlined in TDMC Title 10, rather than on subjective concerns (such as compatibility based on lot size relative to neighboring properties).

Here, the City applies a minimum lot size of 5,000 square feet for the underlying zoning district (RL)—the proposed subdivision exceeds that minimum, with all lots meeting or exceeding the 5,000 square foot requirement. Therefore, the proposed lot sizes are entirely consistent with the zoning code'. Moreover, while Appellant's concerns about the scale of the proposed homes are noted, the City can only apply objective standards rather than subjective determinations of "neighborhood compatibility."

The market-driven nature of the proposed pricing for new homes within this development do align with the broader goal of increasing overall housing stock to alleviate supply constraints, even if those homes are not classified as "affordable" by certain metrics. As such, while the proposed development may not directly address the most pressing affordability concerns in The Dalles, it nevertheless contributes to the broader housing supply by relieving pressure on the market and potentially freeing-up lower-priced housing options. Further, because housing price is not an approval standard in TDMC Title 10, speculation about the final sale price of the homes does not provide a basis to deny the Application.

Additionally, Appellant appears to selectively quote sections of the Comprehensive Plan to argue the development is inconsistent with the City's housing goals—plainly, those quotes lack context and omit key language that modifies their interpretation. For example, the following offers a more thorough understanding of the relevant sections of the Comprehensive Plan when compared to Appellant's selected excerpt (***Note***: **bold text** highlights the Appellant's excerpt within the broader context of the Comprehensive Plan language):

1. Appellant Excerpt: *"Plan for a full range of housing types consistent with the findings of the City's Housing Needs Analysis."*

- Comprehensive Plan Language (Goal 10, Policy #1): ***"Plan for a full range of housing types,*** *including multi-family and affordable home ownership opportunities, single-family residential, duplexes and other middle housing types, townhomes, cottage cluster housing, accessory dwelling units, and manufactured housing development* ***consistent with findings of the City's Housing Needs Analysis."***

Goal 10, Policy #1 encourages a range of housing types but does not require every development to include all types or meet specific price points. With the recent adoption of the 2025 Housing Production Strategy (**HPS**), the City identified 19 strategies to both plan for various housing types and address the diverse needs of the community, particularly for low-income households, communities of color, people with disabilities, seniors, and those experiencing homelessness. Given the decline in approved housing units each year, the City is actively working to eliminate barriers to all housing types, including those that may not meet affordability metrics. While the proposed development may not offer lower-priced housing, it adds new housing options to the overall supply. By increasing availability at higher price points, the development may indirectly support greater housing availability across the market, potentially benefiting those seeking more affordable options.

2. Appellant Excerpt: *"Protect identified steeply sloped ravines."*

   - Comprehensive Plan Language (Goal 10, Policy #5): ***"Protect identified steeply sloped ravines****, wetlands, and stream corridors for their natural resource values and benefits while allowing for or encouraging density transfer to adjacent buildable areas."*

Goal 10, Policy #5 references a "density transfer" mechanism for land development, but its primary focus is on the protection of specific natural features like ravines and wetlands. The development site does not include those features and is not within any environmental hazard zones. Therefore, that policy does not apply and no density transfer is proposed or required for this development. While density transfer is a permissible option under TDMC Title 10, the Applicant is neither proposing nor required to utilize this mechanism. See Finding #7 for more on density.

3. Appellant Excerpt: *"Residential development shall occur on designated buildable lands free from flood hazard, severe soil limitations, or other natural or manmade hazards."*

   - Comprehensive Plan Language (Goal 10, Policy #12): **"Residential development shall occur,** to the greatest extent possible, **on designated buildable lands free from flood hazard, severe soil limitations, or other natural or manmade hazards** such as stream corridors and wetlands."

Goal 10, Policy #12 states residential development shall occur on buildable lands, "to the greatest extent possible." The proposed subdivision meets this criterion, as the development site is designated as buildable land and does not contain significant flood hazards, soil limitations, or environmental constraints. Any concerns regarding slope stability or other physical conditions are being addressed through the City's physical constraints permit process.

Appellant's argument overlooks the City's ongoing commitment to addressing the housing shortage and affordability crisis. The 2023 Housing Needs Analysis (**HNA**) identifies a need for 505 new housing units over the next 20 years, requiring an average of 26 units per year to keep

pace with population growth. However, recent building permit approvals reveal a concerning downward trend in new housing development: in 2021, 50 units were approved; in 2022, 40 units were approved; in 2023, only 21 units were approved; and, in 2024, just 12 units were approved. That decline highlights the City's urgent need for housing production and the proposed subdivision, compliant with zoning standards and conditions of approval, may represent a timely and necessary contribution to the housing stock.

6. Transparency, Notification, and Legal Compliance

Appellant's sixth reason for the appeal is the City failed to ensure a fair and transparent approval process. Appellant claims not all impacted residents were properly notified of the project and that delivery issues further limited public awareness. Additionally, Appellant contends a short response timeline hindered meaningful community input. Appellant also raised concerns regarding the alleged withholding of key information (such as the developer's ownership of adjacent parcels) which raises concerns about undisclosed future development. Finally, Appellant asserts those procedural flaws may constitute violations of ORS 221.916 and 221.917, potentially compromising residents' property rights and safety.

However, the process followed for this Application adhered to the standard procedures established for administrative land use applications within the UGB in accordance with applicable regulations of TDMC Title 10 and Oregon law. On August 21, 2024, the Application was submitted to CDD. The Application was deemed complete on September 17, 2024. Pursuant to TDMC 10.3.020.040, subdivisions are processed as Administrative Actions unless the application is elevated to a Quasi-Judicial Action. As such, the Notice of Administrative Action (**NOAA**) for the Application was mailed to all property owners within 100 feet of the proposed subdivision site as identified in the most recent Wasco County property tax assessment roll and relevant governmental agencies, departments, and public districts within the jurisdiction of the subject property.

The 14-day comment period for the Application ended on October 1, 2024—during that period, CDD received five responses, one of which was a document signed by 22 local residents. Appellant's concerns about improper notification are not substantiated by the record, which includes a complete affidavit of mailing confirming the accurate and timely delivery of notices. Furthermore, while the City does not currently have an online database of active land use applications, all relevant Application materials were also available upon request to any person consistent with the Oregon Public Records Law.

Regarding Appellant's concerns about *delivery issues*—ORS 197.797(8) and TDMC 10.3.020.040(C)(3) and 10.3.020.050(D)(5) make clear: an individual's failure to receive notice does not invalidate the approval process if the local government can demonstrate notice was in fact properly given. Put another way, the City is not responsible for any missed mailings or failure of delivery attributable to the United States Postal Service or other external factors beyond the City's control. As set forth in those authorities, the City's responsibility is fulfilled if proper notification procedures were followed and those procedures were adhered to. In this case, the affidavit of mailing confirms the City satisfied that responsibility.

Appellant further contends the notification timeline was too short to allow for effective community participation. However, as previously stated, the City adhered to the required 14-day comment period for the Application in compliance with TDMC Title 10 regulations. Additionally, the development proposal underwent a separate review (Variance No. 131-25

(**VAR 131-25**)), which addressed a block width deficiency on the development site. That variance was processed as a Quasi-Judicial Action, requiring notification of property owners within 300 feet of the development site in accordance with TDMC 10.3.020.050 and was required to be mailed no less than 10 days prior to the public hearing for the variance (which occurred on March 6, 2025). The VAR 131-25 Notice of Public Hearing notifications were mailed on February 21, 2025 (13 days prior to the hearing), exceeding the minimum notification requirement.

Appellant's claim information about the Applicant's ownership of adjacent parcels was withheld is factually incorrect. This Application concerns the creation of 29 new lots on two existing parcels. An abutting parcel to the east of the proposed development (depicted in Assessor's Map No. 1N 13E 11 BC as Tax Lot 2900) is also under the Applicant's ownership but was not part of the Application since it was not included in the development proposal. The Wasco County BaseMap GIS platform provides full access to property records, including ownership data for all parcels within the UGB, and public access to this information was readily available throughout the application process.

Moreover, the abutting parcel was subject to a separate Minor Partition No. 435-24 in 2024, which resulted in the approval to replat two existing parcels into three, with the goal of subdividing the westernmost parcels into the proposed 29-lot subdivision—that application followed the standard administrative review process, including notification to property owners within 100 feet consistent with TDMC Title 10. That application was approved on March 26, 2024, and the plat was recorded on June 17, 2024. The information Appellant claims was unavailable was in fact available for public review—in any and all cases, however, that availability had and has no bearing on the current Application, since the abutting parcel was not part of the subdivision proposal.

Lastly, Appellant attempts to creatively assert the City potentially violated ORS 221.916 and 221.917 during this Application's processing and approval. Those statutes (concerning protection of property rights and general notions of public safety) neither apply to the City specifically nor to the land use process generally. ORS 221.916 and 221.917 only apply to certain cities that incorporated under a 1893 act of the Oregon legislature—the City was incorporated in 1857, nearly 40 years prior to that act.

Process

A pre-application meeting (Site Team) was held on July 11, 2023. Applicant submitted the Application and materials for the Application on August 21, 2024. Following that submittal, Staff deemed the application complete on September 17, 2024. A NOAA was mailed consistent with TDMC 10.3.020.040(C) on September 17, 2024, to property owners within 100 feet, as well as any affected governmental agency, department, or public district within whose boundaries the subject property lies.

The Applicant requested multiple extensions to the project timeline. ORS 227.178 requires final action on an application within 120 days of being deemed complete, unless extended as allowed under ORS 227.178(5). This statute limits the total extension period to a maximum of 245 days, setting the final deadline at May 20, 2025.

On December 17, 2024, the Applicant requested a 45-day extension, moving the initial 120-day deadline to March 31, 2025. Subsequently, on February 24, 2025, the Applicant submitted an

additional 50-day extension, further extending the timeline to the maximum allowable deadline of May 20, 2025.

REQUEST: Applicant is requesting approval to site and develop a two-phase, single-family residential subdivision. Phase 1 will consist of 14 lots on 3.33 acres inside the City limits. The remainder will be annexed into the City and later divided into 15 lots. This document is limited to Subdivision review only.

CDD has reviewed one additional land use application for the development:

- Variance No. 131-25 (VAR 131-25): Approval to reduce the block width internal to the proposed subdivision. *Approved on March 6, 2025.*

NOTIFICATION: Property owners within 100 feet, City Departments and Franchise Utilities.

COMMENTS RECEIVED: As of the date this Staff Report was published, CDD Staff received one (1) comment in response to the Notice of Public Hearing for APL 38-25. This comment is included as Attachment 3.

- April 8, 2025: Dianna Thomas, 1612 East 21st Street

  The comment was in opposition of the proposed subdivision layout due to concerns about limited access, noting that routing all traffic for 29 new homes through a single entrance and exit via East 21st Street and View Court is unreasonable and could pose safety risks in the event of an emergency. The commenter states they would not oppose the development if a second access point were included.

RESPONSE #1: Staff will address all relevant TDMC criteria within this Staff Report.

REVIEW CRITERIA:

City of The Dalles Municipal Code

Title 10 Land Use and Development

Chapter 10.3 Application Review Procedures

Article 3.020 Review Procedures

Section 10.3.020.080 Appeal Procedures

A. De Novo

FINDING #1: The Planning Commission's hearing is de novo. Consistent with ORS 227.175(10)(a)(E), tonight's hearing allows for and the Planning Commission must consider the presentation of all relevant testimony, arguments, and evidence it accepts at the hearing. **Criterion met.**

B. Right to Appeal Decisions.

FINDING #2: Appellant is a party of record because they submitted comment on September 30, 2024, during the 14-day comment period for the Application. **Criterion met.**

C. Filing Appeal.

FINDING #3: On March 31, 2025, Appellant submitted the Notice of Appeal to CDD, which was within 10 days of the Notice of Decision of SUB 86-24. The Notice of Appeal was filed with the CDD during normal business hours and date stamped upon receipt. **Criterion met.**

D. Notice of Appeal.

FINDING #4: TDMC 10.3.020.080(D)(3) provides every notice of appeal shall include the "specific grounds why the decision should be reversed or modified, based on the applicable criteria or procedural error." The Notice of Appeal describes six reasons why the Appellant should reverse the Planning Commission's decision. Staff will address the issues raised in the Notice of Appeal regarding applicable criteria of the Code and/or procedural errors. **Criterion met.**

E. Jurisdictional Defects.

FINDING #5: Staff determined no jurisdictional defects exist with the APL 38-25 request. **Criterion met.**

G. Notification of Appeal Hearing.

FINDING #6: Appropriate mailings to property owners within 300 feet and notice to affected departments and agencies were made on April 3, 2025. **Criterion met.**

Article 3.120 Redevelopment Plans

FINDING #7: TDMC allows for a range of three (3) units per net acre to 8.712 units per gross acre within the RL zone. The gross acreage for this parcel is 7.28 acres. Pursuant to TDMC 10.6.170.020(C), various elements of the proposed site are taken into consideration when determining net area, including right-of-way (**ROW**) dedications, public utility easements, and land constrained by slopes of 25% or greater. After accounting for the above-listed elements, the net site area of the subject development site is 2.25 acres. Staff determined the following density calculations for the proposed development:

- Minimum density: 2.25 acres x 3 = 6.7, rounded to 7 dwelling units
- Maximum density: 7.28 acres x 8.712 = 63.4, rounded to 63 dwelling units

The Applicant is proposing 29 lots within the subdivision request; therefore, meeting the minimum density requirements of the RL zoning district. Staff determined a Redevelopment Plan is not required. **Criterion met.**

Chapter 10.5 Zone District Regulations

Article 5.010 RL Low Density Residential District

Section 10.5.010.020 Permitted Uses

A. Primary Uses Permitted Outright.

1. Residential use types:

a. Single-family.

2. Residential building types:

a. *Single-family detached.*

b. *Single family detached (zero lot line) when used in a cluster of zero lot line lots*

c. *Duplex and single-family attached (zero lot line, 2 units)*

FINDING #8: The Applicant submitted a proposed phased subdivision layout for the development, which features Phase 1 creating 14 lots on a parcel within city limits, and Phase 2 which creates 15 lots on an adjacent parcel that will first be required to annex into the City. Building/Use permits for each individual lot will be reviewed separately, as each lot is proposed for development. **Criterion met.**

Section 10.5.010.060 Development Standards

RL Low Density Residential	***One Dwelling Unit per Lot***	***Duplex***	***Attached Row House***
Minimum Lot Area	*5,000 ft^2 minimum*	*2,500 ft^2 minimum per unit*	*3,200 ft^2 minimum with density transfer*
Minimum Lot Width	*50 ft. minimum*	*25 ft minimum per dwelling for a duplex on a corner lot each unit shall front on a separate street*	
Minimum Lot Depth	*65 ft. minimum average*	*65 ft. minimum average*	*65 ft. minimum average*

FINDING #9: The Applicant submitted a request to divide two (2) parcels (7.24 gross acres total) into 29 lots of varying sizes. The RL zone requires a minimum lot size of 5,000 ft^2; minimum lot widths of 50 ft., and 25 ft. for corner lots/lots with a duplex fronting each side street; and minimum depths of 65 ft. The Applicant is proposing lot sizes ranging between 5,020 ft^2 to 15,926 ft^2. Staff determined from Sheet C1 of the Preliminary Subdivision Plan (Attachment 1), that all proposed lots meet the minimum lot width and depth requirements of the underlying zoning district as measured per Section 10.6.070.080. **Criterion met.**

Chapter 10.6 General Regulations

Article 6.050 Access Management

Section 10.6.050.030 General Requirements

B. Connectivity.

FINDING #10: As demonstrated on Sheet C1 of the Preliminary Subdivision Plan (Attachment 1), the proposed subdivision includes a fully developed street system with an extension of East 21st Street as well as the creation of a new ROW, "Smith Ridge Loop", which will connect this subdivision with existing Local Roads. **Criterion met.**

C. Corner Clearance.

FINDING #11: Pursuant to The Dalles Transportation System Plan (**TSP**) Functional Roadway Classification System, East 21st Street is classified as a "Local Road". Table 3 of

TDMC 10.6.050.040 requires a minimum spacing of 10 ft. between driveways and/or streets on Local Residential Streets. Staff determined lot sizes and frontages of each lot are sufficient to accommodate the 10 ft. spacing requirements and will address standards of Article 6.050.040 at the time of each building permit application. **Criterion not applicable.**

E. Emergency Access.

FINDING #12: During the July 11 Site Team meeting, representatives from Wasco County Building Codes and Mid-Columbia Fire and Rescue informed the Applicant of fire apparatus requirements for the development with consideration of slope of View Court and East 21st Street. The preliminary subdivision plat (Sheet C1 of the Preliminary Subdivision Plan, Attachment 1) includes temporary turn-arounds along Smith Ridge Loop. The ROW for East 21st Street and Smith Ridge Loop is shown as 50 feet, meeting the minimum width requirements for emergency vehicle access.

To ensure adequate emergency access throughout the development site, the Applicant has two options:

1) Install temporary turn-arounds at the ends of both East 21st Street and Smith Ridge Loop within Phase 1 of the subdivision (as shown on the preliminary plat Sheet C1 of the Preliminary Subdivision Plan (Attachment 1)), *or*
2) Install road improvements into Phase 2 that can support fire apparatus weighing up to 85,000 pounds (typical fire truck weight).

Additionally, due to site access roads leading to the development site (View Court and E. 21st Street) exceeding a 10% grade, all future dwellings must install NFPA 13D residential fire suppression systems. These systems will be reviewed by Wasco County Building Codes during the building permit process for each dwelling.

As a condition of approval, the Applicant must indicate on the final subdivision plat their chosen option for emergency access (option 1 or 2 outlined above). Additionally, the Applicant must comply with all other fire safety and road construction requirements outlined in the Staff Report. **Criterion met with conditions.**

G. Phased Development Requirements.

FINDING #13: Each phase of the phased development, including the final development, shall be planned to conform to the provisions of this Article, all conditions stated in this Staff Report and the preliminary subdivision plat. This requirement is included as a condition of approval. **Criterion met with conditions.**

Chapter 10.8 Physical and Environmental Constraints

Article 8.020 Review Procedures

Section 10.8.020.010 Permit Requirements

FINDING #14: A physical constraints permit is required for the development of the subdivision as a condition of approval. In addition, all future building permits within the subdivision may require individual physical constraints permits pursuant to TDMC 10.8.020.010. **Criterion met with conditions.**

Section 10.8.020.060 Review Procedures

A. Ministerial Actions. Applications for physical constraint permits which are not part of a planning action shall be reviewed and decided by the Director per the provisions of Section 10.3.020.030: Ministerial Actions.

FINDING #15: In accordance with TDMC 10.8.020.060(A), physical constraints permits which are not part of a planning action must be reviewed and decided pursuant to TDMC 10.3.020.030 (*Ministerial Actions*). Therefore, after receiving preliminary approval for the subdivision, the Applicant must submit a physical constraints application for all site-work associated with development of the subdivision. This Application will be reviewed as a ministerial action under TDMC 10.3.020.030 and that requirement is included as a condition of approval. **Criterion met with conditions.**

Article 8.040 Geological Hazard Provisions

Section 10.8.040.010 Purpose

This Article describes the permit requirements for lands proposed to be developed within the areas designated Zones 1 to 6 in the 2010 Geologic Hazards Study prepared by Mark Yinger, R.G., Hydrogeologist. Land within Zones 1 and 4, land within Zones 2, 3, or 5 that exceed a slope of 30%, or land in Zone 3 which is located in areas of groundwater discharge, have been determined to be within a geographic area that has characteristics which make the ground potentially unstable. Any cut, fill, or construction on these sites may add to this potential instability. The requirements of this Article are intended to reduce as much as possible the adverse effects of development for the owner and for other properties which may be affected by a ground movement.

FINDING #16: Staff has determined the proposed development site is not located within any of the designated geohazard zones as identified in the City's 2010 Geologic Hazard Study prepared by Mark Yinger. **Criterion not applicable.**

Article 8.050 Erosion, Slope Failure, and Cuts and Fill

Section 10.8.050.020 Runoff Control

FINDING #17: Any development that increases natural runoff by decreasing the infiltration rate by any means shall provide methods for storage and/or conveyance of stormwater. Roof drainage and dry wells will be addressed at the time of individual building permitting. Drainage and run-off from future roadways, driveways, parking areas, and structures shall be connected to the City's stormwater system and must be approved by the City Engineer prior to final plat approval. This requirement is included as a condition of approval. **Criterion met with conditions.**

Section 10.8.050.030 Erosion and Slope Failure

FINDING #18: As mentioned in previous findings, the proposed development site includes significant areas of slope greater than 25%. Pursuant to TDMC 10.8.050.030, development on lands with highly erosive soils or slopes greater than 25% requires a physical constraints permit. The Applicant is required to submit a physical constraints permit for the development of the subdivision, which must include temporary erosion control measures that will be implemented during all phases of construction. This requirement is included as a condition of approval. **Criterion met with conditions.**

Section 10.8.050.040 Cuts and Fill

FINDING #19: All cuts, grading or fills shall be designed to ensure stability for the intended use, conform to the applicable requirements of the Uniform Building Code and the Oregon Structural Specialty Code. A physical constraints permit will be required on all excavation that exceeds 50 cubic yards; if the excavation exceeds 250 cubic yards, plans must be completed by a licensed engineer. This requirement is included as a condition of approval. **Criterion met with conditions.**

Chapter 10.9 Land Divisions

Article 9.020 Land Division Standards

Section 10.9.020.020 General Provisions

A. Applicability

FINDING #20: The submitted land division is in conformance with the requirements of the RL zoning district, as well as all other applicable provisions of Title 10 of TDMC. The Applicant was previously approved for a modification to block width standards pursuant to VAR 131-25 further addressed in subsequent findings. No other modifications to the above-mentioned criteria are proposed with this application. **Criterion met.**

B. Annexation

FINDING #21: The subject properties are located within the UGB. Phase 1 of the subdivision is located within city limits, while Phase 2 is located outside of the city limits. As a condition of approval, the Phase 2 parcel is required to be annexed into the city limits prior to any connection to city utilities. **Criterion met with conditions.**

C. Blocks

FINDING #22: Pursuant to TDMC 10.9.020.020(C)(2), block frontages must be between 200 and 1,600 feet in length between corner lines unless topography or adjoining street locations justify an exception. However, exceptions apply only to collector and arterial streets and do not pertain to the ROWs within the development site. As outlined in the project narrative and shown on Sheet C1 of the Preliminary Subdivision Plan (Attachment 1), the proposed block frontage measures approximately 1,200 feet around the perimeter, meeting TDMC 10.9.020.020(C)(2) requirements.

In addition to block frontage standards, TDMC 10.9.020.020(C)(2)(a) establishes block length limits for local and minor collector streets, requiring a minimum of 200 ft. and a maximum of 600 ft., with a width-to-length ratio not exceeding 1:3. As depicted on Sheet C1 of the Preliminary Subdivision Plan (Attachment 1), the internal block is approximately 503 ft. long (east-west) and 132 ft. wide (north-south). Due to site constraints, including topography, lot size, and required street width, the irregularly shaped block necessitated a design modification. On March 6, 2025, the Planning Commission approved VAR 131-25, allowing a reduction in block width to 132 ft. to accommodate these limitations. However, when applying the 1:3 width-to-length ratio, the reduced width permits a maximum block length of 396 ft. Consequently, the proposed 503-foot block length exceeds this standard.

To address this, TDMC 10.9.020.020(C)(2)(a) requires that blocks exceeding 450 ft. in length provide a pedestrian/bicycle pathway at least 10 ft. wide, established by ROW, to

connect to the adjoining street. By establishing said pathway, the internal block of the subdivision will effectively be split into two separate blocks, although only accessible by bicycles and pedestrians; therefore, each meeting the 1:3 width-to-length ratio.

As a condition of approval, the Applicant must revise the development plat to ensure full compliance with TDMC 10.9.020.020(C)(2) by establishing a pedestrian/bicycle pathway no less than 10 ft. wide within the internal block. Placement of the pathway must meet block frontage and 1:3 block width-to-length ratio. **Criterion met with conditions.**

D. General Lot Requirements

1. Size and Shape

FINDING #23: See Finding #9. **Criterion met.**

2. Access

FINDING #24: The subject property will provide street frontage on two (2) proposed new local roads: East 21st Street and Smith Ridge Loop. Lots 4-7, and 20-22 are proposed through lots (further described in subsequent findings) and abut both East 21st Street and Smith Ridge Loop. Due to the overall layout of the development site, one of the two frontages on each of these lots comply with the required minimum lot width for the RL zoning district. One of the proposed lots (Lot 11), abuts East 21st Street for less than the required minimum for the RL zoning district (46.2 ft.). As a condition of approval, the Applicant will be required to revise the development plan to provide no less than a 50 ft. property frontage along East 21st Street for Lot 11. **Criterion met with conditions.**

3. Access Points

FINDING #25: There are no arterial or collector streets located adjacent to or within the subdivision. **Criterion not applicable.**

4. Through Lots

FINDING #26: The Applicant is proposing multiple through lots as part of this development: Lots 4-7, and 20-22, will front both East 21st Street and Smith Ridge Loop. Pursuant to TDMC 10.9.020.020(D)(4),

> *"Through lots shall be avoided except where essential to provide separation of residential development from collector or arterial streets, or to overcome specific disadvantages of topography and orientation. No rights of access shall be permitted across the rear lot line of a through lot."*

In the project narrative, the Applicant explained that efforts were made to avoid the creation of through lots, but the existing topographical constraints of the site made this unavoidable. As shown on Sheet C1 of the Preliminary Subdivision Plan (Attachment 1), approximately one-third of the development site consists of sloped areas greater than 25%.

To ensure compliance with this standard, the Applicant must distinguish lot access points on Lots 4-7, and 20-22, as well as establish a deed restriction for future access on the opposing frontage. This requirement must be demonstrated on the final plat and included as a condition of approval. **Criterion met with conditions.**

5. Lot Side Lines

FINDING #27: Staff determined from Sheet C1 of the Preliminary Subdivision Plan (Attachment 1), that the majority of the proposed side lot lines are at, or nearly at, right angles with consideration for topography and existing easements. **Criterion met.**

6. Lot Grading

FINDING #28: See Findings #14, 15, 17, 18, and 19. **Criterion met with conditions.**

Article 9.040 Subdivisions and Major Replats

Section 10.9.040.030 Subdivision Applications

FINDING #29: On August 21, 2024, the Applicant submitted a Subdivision application, a project narrative, a preliminary subdivision plan (Attachment 1, Sheet C1), a preliminary utility plan (Attachment 1, Sheet C2), a preliminary grading plan (Attachment 1, Sheet C3), and a land use map (Attachment 1, Sheet C4). **Criteria met.**

Section 10.9.040.040 Subdivision Application Review

FINDING #30: Subdivision applications are processed as Administrative Actions unless elevated to a Quasi-Judicial Action. This Staff Report will address all relevant review criteria in the findings. **Criterion met.**

Section 10.9.040.050 Construction Drawings and Specifications

FINDING #31: The Applicant submitted a preliminary subdivision plat with lot sizes and configurations, utilities, and street layout for reference in reviewing this application. Engineered plans must be submitted to the City Engineer for final review and approval, pursuant to all applicable criteria stated in TDMC. This requirement is included as a condition of approval. **Criterion met with conditions.**

Section 10.9.040.060 Final Subdivision Plat Review

A. Application Requirements.

FINDING #32: The final plat shall substantially conform to the approved tentative subdivision plat, construction drawings, specifications for public improvements, TDMC Article 9.020, and any conditions required in this report. This requirement is included as a condition of approval. **Criterion met with conditions.**

B. Additional Materials.

FINDING #33: Additional information required prior to formal plat approval include a copy of all proposed covenants, conditions, and restrictions (CC&Rs), or a written statement signed by the applicant that no such restrictions will be established, a title guarantee, a statement by the Postal Service to verify location(s) of proposed mail delivery facilities as shown on the final subdivision plat or accompanying sheet, and a description of the entity receiving a dedication for public use (City, homeowner's association, special district, etc.). If a homeowner's association is receiving the dedication, articles of incorporation must be included. Staff will include this requirement as a condition of approval. **Criteria met with conditions.**

C. Dedications and Public Utility Requirements.

FINDING #34: The final subdivision plat must clearly demonstrate all proposed public ROW, pedestrian paths, and easements. All land proposed for public use must have clear, unencumbered title. Additionally, an environmental assessment must be conducted for all lands to be dedicated to the City. These requirements are included as conditions of approval. **Criteria met with conditions.**

E. Monumentation Requirements.

FINDING #35: As a condition of approval, all subdivision monumentation shall be set according to provisions of state law, the County Surveyor, and the requirements of this section. **Criterion met with conditions.**

H. Installation of Required Public Improvements.

FINDING #36: Prior to City Engineer approval of the final plat, the Applicant shall install required improvements including public improvements (sewer, water, stormwater drainage, roads and ROW improvements) and private franchise utilities (power and natural gas), agree to install required improvements, or have gained approval to form an improvement district for installation of required improvements for this subdivision. Staff will include this requirement as a condition of approval. **Criterion met with conditions.**

J. Public Improvements.

FINDING #37: See Finding #36

K. Franchise Utility Service.

FINDING #38: Prior to approval of the final plat, the Applicant shall install or provide financial assurances to the satisfaction of the Director, that franchise utility services are or will be provided for each lot. Staff will include this requirement as a condition of approval. **Criterion met with conditions.**

Chapter 10.10 Improvements Required with Development

Section 10.10.10.030 Timing of Improvements

A. General.

FINDING #39: See Finding #36

B. Sidewalks

FINDING #39: The Applicant is proposing to dedicate and improve to City standards an existing access easement on the development site currently providing access to multiple abutting properties (depicted in Assessor's Map No. 1N 13E 11 BC as Tax Lots 900, 1100, 2301, and 2302). As discussed in subsequent findings, to ensure pedestrian connectivity to and through the development site, the Applicant will be required to install sidewalks on each existing developed lot (Parcels 900, 1100, 2301, and 2302), as well as the existing developed parcel (depicted in Assessor's Map No. 1N 13E 11 BC as Tax Lot 2200), abutting East 21st Street prior to final plat approval of Phase 1 of the project. Individual sidewalks and all ADA ramps on each lot frontage of the newly created lots will be installed by the individual property owner at the time of building permit approval. This requirement is included as a condition of approval. **Criterion met with conditions.**

C. Phased Development

FINDING #40: As outlined in previous findings, the development will proceed in two phases. Pursuant to TDMC 10.10.030(C), "where specific approval for a phasing plan has been granted for a subdivision, improvements may similarly be phased in accordance with that plan." Once subdivision approval is granted for the entire development site, the Applicant may initiate the plan review for the first phase. Once the plans are reviewed and approved, Phase 1 improvements can be implemented. Plat approval will be issued upon completion of the improvements of each phase. As a condition of approval, the Applicant shall provide a method for emergency fire access throughout the development site previously outlined in Finding #12 above. **Criterion met with conditions.**

D. Annexation

FINDING #41: See Finding #21.

Section 10.10.040 Pedestrian Requirements

A. Sidewalks.

FINDING #42: Pursuant to TDMC 10.10.040(A), all sidewalks on local streets shall have a minimum width of 5 ft. As shown on Sheet C1 of the Preliminary Subdivision Plan (Attachment 1), the Applicant is proposing to install 5 ft. sidewalks to and through the entire development site, including sidewalks along the frontages of five abutting developed parcels depicted in Assessor's Map No. 1N 13E 11 BC as Tax Lots 900, 1100, 2200, 2301, and 2302. Additionally, to ensure continued vehicular access to the above-mentioned developed properties, the Applicant will be required to provide drive approaches to each property at the time of sidewalk installation. As mentioned in Finding #31, engineered plans must be submitted to the City Engineer for final review and approval, pursuant to all applicable criteria stated in TDMC Title 10. Those requirements are included as conditions of approval. **Criteria met with conditions.**

B. Connectivity

FINDING #43: Pursuant to TDMC 10.10.040(B), safe and convenient pedestrian facilities that strive to minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new subdivisions. As mentioned in previous findings, to ensure pedestrian connectivity to and through the development site, the Applicant will be required to install a 10 ft. wide permanent pedestrian/bicycle pathway, sidewalks to the subdivision, as well as along each existing developed lot abutting the development site (depicted in Assessor's Map No. 1N 13E 11 BC as Tax Lots 900, 1100, 2200, 2301, and 2302). Additionally, to ensure continued vehicular access to the above-mentioned developed properties, the Applicant will be required to provide drive approaches to each developed property at the time of sidewalk installation. Pedestrian facilities shall be installed at the connecting point of the subdivision with East 21st Street, and shall be built to City standards. Sidewalks that extend throughout the subdivision will be developed concurrent with each building approval. These requirements are included as conditions of approval. **Criterion met with conditions.**

D. Pedestrian Network

FINDING #44: To provide for orderly development of an effective pedestrian network, pedestrian facilities shall be extended through the site to the edge of all adjacent properties. Although new pedestrian improvements for Lots 1-29 will be installed with each future building permit, in order to fulfill this requirement, the Applicant shall be required to install pedestrian improvements (sidewalks, ADA ramps, and drive approaches) along each of the developed properties abutting the development site (depicted in Assessor's Map No. 1N 13E 11 BC Tax Lots 900, 1100, 2200, 2301, and 2302) up and to the edges of the subdivision. This requirement is included as a condition of approval. **Criterion met with conditions.**

E. Off-Site Improvements

FINDING #45: To ensure improved access between the subdivision and the adjacent existing residential development to the west along East 21st Street, the Applicant shall be required to install pedestrian improvements which connect to the existing sidewalk system. This requirement is included as a condition of approval. **Criterion met with conditions.**

Section 10.10.050 Bicycle Requirements

FINDING #46: Pursuant to The Dalles TSP Functional Roadway Classification System, East 21st Street is classified as a "Local Road". No new arterial or collector streets are proposed to be installed within this subdivision; therefore, bicycle facilities and the provisions in this section do not apply. **Criterion not applicable.**

Section 10.10.060 Street Requirements

A. Traffic Impact Studies

FINDING #47: Due to this subdivision proposal creating more than 16 lots, the Applicant was required to provide a TIS for the development at the time of application submission. City Staff reviewed the TIS and determined the development would not require additional traffic mitigation tactics to control congestion at any of the nearby intersections. **Criterion met.**

B. Pass Through Traffic

FINDING #48: No pass-through ROWs are being proposed with this development. **Criterion not applicable.**

C. Orderly Development

FINDING #49: See Finding #12. Temporary dead ends created by this phased subdivision shall require turnarounds to be installed complete with erosion control features until Phase 2 roads are installed. This requirement is included as a condition of approval. **Criterion met with conditions.**

D. Connectivity

FINDING #50: The Applicant is proposing to dedicate a full east/west ROW (East 21st Street) and a new ROW (Smith Ridge Loop), on the northern section of the subject property. East 21st Street is consistent with the alignment of East 21st Street west of the subject property. Smith Ridge Loop will not extend an existing ROW path but will, with its installation, improve on the existing access easement within the development site. This easement currently provides access to several adjacent properties, as depicted on Assessor's

Map No. 1N 13E 11 BC as Tax Lots 900, 1100, 2301, and 2302. This location will establish block dimensions for the development by connecting East 21st Street and Smith Ridge Loop to promote circulation of the proposed lots within the existing neighborhood. **Criterion met.**

E. Street Names

FINDING #51: CDD Staff determined that the naming convention of East 21st Street is appropriate for the main road through the subdivision as it connects on the west with the existing East 21st Street. In addition, upon initial review of the proposed naming of "Smith Ridge Loop" for the newly proposed ROW within the development, Staff have confirmed the nearest reference to a "Smith Ridge" appears to be located in Bellingham, Washington, and should not cause any confusion or conflict with any existing street names in the surrounding area. Due to the developed properties adjacent to the development site (Map No. 1N 13E 11 BC, tax lots: 900, 1100, 2301, and 2302), all of which are addressed as "East 21st Street" or "Claudia Lane," and although access is currently provided via an existing easement from East 21st Street, readdressing of the neighboring properties may be required. Prior to final plat approval, CDD Staff will ensure that all street names are validated by the Post Office and will coordinate the assignment of individual lot number addresses with the Postmaster. **Criterion met.**

J. Location, Grades, Alignment and Widths

FINDING #52: See Finding #32. Due to the development site's existing topography, some sections of East 21st Street do not meet the grade requirements for local streets (12%) as specified in TDMC 10.10.060(J). However, exceptions can be granted by the City Engineer if topographical conditions warrant it, as long as the safety and capacity of the street network are not compromised. As a condition of approval, all engineering plans for the development must be reviewed and approved by the City Engineer before final plat approval to ensure compliance with applicable TDMC and TSP standards. **Criterion met with conditions.**

Section 10.10.070 Public Utility Extensions

FINDING #53: Staff determined there is public water, sanitary sewer and storm drainage available to the development site. The Applicant will be required to extend the main line for each of these utilities through the development to ensure service availability to each parcel. Design and installation of public utilities including sufficient water to install fire suppression systems to each lot, in addition to that required for regular household use, shall conform to City standards and must be reviewed and approved by the City Engineer as a condition of approval. **Criterion met with conditions.**

Section 10.10.080 Public Improvement Procedures

FINDING #54: Pursuant to TDMC 10.10.080, public improvements installed in conjunction with development shall be constructed in accordance with all applicable City policies, standards, procedures, and ordinances. The developer shall warranty all public improvements against defect for one (1) year from the date of final acceptance by the City. These requirements are included as a conditions of approval. **Criteria met with conditions.**

Section 10.10.100 Franchise Utility Installations

A. General

FINDING #55: During the July 11 Site Team meeting, representatives from NW Natural Gas and Northern Wasco County PUD provided information to the Applicant regarding available utility options near the subject property. The Applicant did not provide information regarding the installation of franchise utilities with the preliminary utility plan. All proposed franchise utilities shall be installed in accordance with each utility provider. Staff will include this requirement as a condition of approval. **Criterion met with conditions.**

B. Location

FINDING #56: Pursuant to TDMC 10.10.100 (B), franchise utilities shall be placed in the public ROW, or within dedicated utility easements when located on private property. During the July 11 Site Team meeting, representatives from Northern Wasco PUD required a 10 ft. public utility easement be established along the frontage of all proposed lots to ensure location for all future franchise utilities. As a condition of approval, all franchise utilities are required to be placed within the dedicated 10 ft. public utility easements or public ROW. **Criterion met with conditions.**

C. Natural Gas and Cable TV

FINDING #57: As a condition of approval, the developer will be required to install natural gas and cable television, or provide evidence that an extension of these franchise utilities are not necessary for the future orderly development of adjacent properties. **Criterion met with conditions.**

D. Distribution Facilities

FINDING #58: All new utility distribution facilities for franchise utilities must be installed underground, with certain exceptions. Overhead utility lines may be permitted, if approved by the City Engineer due to difficult terrain, soil conditions, or other factors that make underground installation impractical. In such cases, overhead lines should be placed along rear or side lot lines whenever possible. The Applicant is required to confirm franchise utility distribution methods with the City Engineer. This requirement is included as a condition of approval. **Criterion met with conditions.**

E. Developer Responsibility

FINDING #59: The Applicant shall be responsible for making necessary arrangements with franchise utility providers for provision of plans, timing of installation, and payment for services installed. Plans for franchise utility installations shall be submitted concurrent with plan submittal for public improvements to facilitate review by the City Engineer. This requirement is included as a condition of approval. **Criterion met with conditions.**

F. Street Lighting

FINDING #60: The Applicant has exhibited on Sheet C1 of the Preliminary Subdivision Plan (Attachment 1), street lights to be placed at both intersections of the subdivision. Design and installation of public utilities shall conform to City standards and must be reviewed and approved by the City Engineer. This requirement is included as a condition of approval. **Criterion met with conditions.**

Section 10.10.110 Land for Public Purposes

D. Dedication of Right-of-Way and Easements

FINDING #61: The Applicant is proposing to dedicate two full east/west ROWs (East 21st Street and Smith Ridge Loop) within the subject property. As demonstrated on Sheet C1 of the Preliminary Subdivision Plan (Attachment 1), both proposed ROWs are 50 ft. in width in accordance with the "Roadway Design Standards for Local City Streets" in the TSP. As a condition of approval, the Applicant will be required to deed record all ROW dedications at the time of final plat approval. **Criterion met with conditions.**

E. Recording Dedications

FINDING #62: The Applicant will be required to deed record all ROW dedications and easements proposed for this development on the final plat, including the access easement for Map and Tax Lot No. 1N 13E 11 1200, which provides access to the orchard outside of the UGB directly south of the subject property. This requirement is included as a condition of approval. **Criterion met with conditions.**

F. Environmental Assessments

FINDING #63: An environmental assessment sufficient to evaluate potential liabilities and hazards for all lands to be dedicated to the public and the City shall be completed prior to the acceptance of dedicated lands in accordance with the stipulations set forth in Section 10.10.110(F). This requirement is included as a condition of approval. **Criterion met with conditions.**

Section 10.10.120 Mail Facility Services

FINDING #64: As of the date of this Staff Report, the US Postal Service did not provide comment regarding this application. The Applicant will be required to contact the Postmaster to ensure that the proper mailboxes are provided for this subdivision. This requirement is included as a condition of approval. **Criterion met with conditions.**

COMMISSION ALTERNATIVES:

1. **Staff recommendation:** ***Move to adopt Resolution No. PC 627A-25, a resolution denying the Appeal and affirming the Director's approval of Subdivision No. 86-24, based upon the findings of fact and conclusions of law set forth in the Agenda Staff Report, with all conditions of approval outlined below***.

2. If the Planning Commission desires to affirm the Director's decision based upon additional findings and conclusions, or with different conditions of approval, move to adopt Resolution No. PC 627A-25, a resolution denying the Appeal and affirming the Director's approval of Subdivision No. 86-24, based upon the findings of fact and conclusions of law set forth in the Agenda Staff Report, as modified by the Commission, with all conditions of approval outlined below.

3. If the Planning Commission desires to affirm the Appeal, move to adopt Resolution No. PC 627B-25, a resolution affirming the Appeal and overturning the Director's decision. Under this alternative, the Planning Commission is required to identify the specific criteria it believes are not met'.

CONDITIONS OF APPROVAL:

1. **Conditions Requiring Resolution Prior to Submission of Final Plans and Plat:**
    a. Final plat submission shall 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. The design of public utilities shall conform to City standards and must be reviewed and approved by the City Engineer prior to final plat approval to ensure compliance with applicable TDMC and TSP standards.
    c. The final plat shall substantially conform to the approved tentative subdivision plat, construction drawings, specifications for public improvements, TDMC Article 9.020, and any conditions required in this report.
    d. To ensure adequate emergency access throughout the development site, the Applicant has two options:
        i. Install temporary turn-arounds at the ends of both East 21st Street and Smith Ridge Loop within Phase 1 of the subdivision (as shown on the preliminary plat Sheet C1 of the Preliminary Subdivision Plan (Attachment 1)), *or*
        ii. Install road improvements into Phase 2 that can support fire apparatus weighing up to 85,000 pounds (typical fire truck weight).
    e. After preliminary approval of the subdivision, the Applicant shall submit a physical constraints application for all site-work associated with development of the subdivision, which will be reviewed as a Ministerial Action consistent with TDMC 10.8.020.060(A) and pursuant to TDMC 10.3.020.030.
    f. The Applicant shall revise the development plan to provide no less than a 50 ft. property frontage along East 21st Street and Smith Ridge Loop for Lot 11.
    g. The Applicant must distinguish lot access points on Lots 4-7 and 20-22 and establish a deed restriction for future access on the opposing frontage. This requirement must be demonstrated on the final plat.
    h. The final subdivision plat must clearly show streets, pedestrian paths, easements, and other public rights-of-way. The land proposed for public use must have clear, unencumbered title.
    i. An environmental assessment shall be conducted for all lands to be dedicated to the public and the City, ensuring a thorough evaluation of potential liabilities and hazards.
    j. All subdivision monumentation shall be set according to provisions of state law, the County Surveyor, and the requirements of TDMC 10.9.040.060 (E).
    k. Plans for franchise utility installations shall be submitted concurrent with plan submittal for public improvements to facilitate review by the City Engineer.
    l. Design and installation of public utilities shall conform to City standards and must be reviewed and approved by the City Engineer.

m. Engineered plans must be submitted to the City Engineer for final review and approval, pursuant to all applicable criteria stated in TDMC.

n. To provide connectivity through the site, a permanent pedestrian/bicycle through pathway, established by ROW and at least 10 ft. wide, shall be provided near the middle of the block.

2. Conditions Required Prior to Construction

a. A physical constraints permit shall be required with all cuts and fills exceeding 50 cubic yards. Engineered cut and fill plans will be required prior to any cut or fills over 250 cubic yards. This shall require the approval of the City Engineer. Disturbance of more than an acre will require a 1200-C Permit to be obtained from the DEQ. The physical constraints permit submitted for this development will be consistent with TDMC 10.8.020.060(A) and reviewed pursuant to TDMC 10.3.020.030.

b. A pre-construction meeting including the City Engineer and Construction Inspector is required prior to construction or site prep work.

c. Requirements for a mail delivery facility will be determined by the local United States Postal Service (USPS). Installation of facilities, if any, will be required to meet USPS standards; installation will be required prior to a signature on the final plat.

d. Design and installation of public utilities including sufficient water to install fire suppression systems to each lot, in addition to that required for regular household use, shall conform to City standards and must be reviewed and approved by the City Engineer.

e. The Applicant is required to confirm franchise utility distribution methods with the City Engineer.

f. The Phase 2 parcel is required to be annexed into the City's corporate limits prior to any connection to City utilities.

3. Conditions Required During Construction:

a. Temporary erosion control measures shall be taken during all phases of construction.

b. The Applicant shall construct the ROW within the subdivision to City standards.

c. Temporary dead ends created by this phased subdivision shall require turnarounds to be installed complete with erosion control features until Phase 2 roads are installed.

d. The Applicant will be required to extend the main line for each public utility line through the development to ensure service availability to each parcel.

e. All proposed franchise utilities shall be installed in accordance with each utility provider.

f. All franchise utilities are required to be placed within the dedicated 10 ft. public utility easements or public right-of-way.

g. The Applicant will be required to install franchise utilities, or provide evidence that an extension of these franchise utilities is not necessary for the future orderly development of adjacent properties.

h. To ensure pedestrian connectivity to and through the development site, the Applicant will be required to install permanent pedestrian/bicycle pathway no less than 10 ft. wide, as well as sidewalks along each existing developed lot abutting the development site (depicted on Assessor's Map No. 1N 13E 11 BC as Tax Lots 900, 1100, 2200, 2301, and 2302).

i. To ensure continued vehicular access to the above-mentioned developed properties, the Applicant will be required to provide drive approaches to each developed property at the time of sidewalk installation (depicted on Assessor's Map No. 1N 13E 11 BC as Tax Lots 900, 1100, 2200, 2301, and 2302).

j. Pedestrian facilities shall be installed at the connecting point of the subdivision with East 21st Street, and shall be built to City standards. Sidewalks that extend throughout the subdivision will be developed concurrent with each building approval.

4. Conditions Requiring Resolution Prior to Final Plat Approval:

a. Final plat 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. All easements for public utilities on private property shall be shown on the final plat.

c. Three (3) copies of the surveyed and recorded plat must be received in the Community Development Department within two (2) years from the effective approval date.

d. Drainage and run-off from future roadways, driveways, parking areas, and structures shall be connected to the City's stormwater system and must be approved by the City Engineer prior to final plat approval.

e. All required improvements must be installed, approved inspected, and accepted prior to the City signing the final plat. Alternatively, the Applicant may provide an Engineer's Estimate to be reviewed and approved by the City; this option requires the project to be fully bonded for the approved amount prior to the City signing the final plat.

f. Additional information required prior to formal plat approval include a copy of all proposed covenants, conditions, and restrictions (CC&Rs), or a written statement signed by the applicant that no such restrictions will be established, a title guarantee, a statement by the Postal Service to verify location(s) of proposed mail delivery facilities as shown on the final subdivision plat or accompanying sheet, and a description of the entity receiving a dedication for public use (City, homeowner's association, special district, etc.). If a homeowner's association is receiving the dedication, articles of incorporation must be included.

g. The Applicant will be required to deed record all ROW dedications and easements proposed for this development on the final plat, including the access easement on the lot depicted on Assessor's Map No. 1N 13E 11 as Tax Lot 1200, which provides access to the orchard outside of the UGB directly south of the subject property.

h. The Applicant shall install or provide financial assurances to the satisfaction of the Director that electrical power, natural gas, cable television, and telephone service is or may be provided for each lot.

i. The Applicant must warranty all public improvements against defect for one (1) year from the date of final acceptance by the City.

j. Prior to City Engineer approval of the final plat, the Applicant shall install required improvements including public improvements (sewer, water, stormwater drainage, roads and ROW improvements) and private franchise utilities (power and natural gas), agree to install required improvements, or have gained approval to form an improvement district for installation of required improvements for this subdivision.

5. Ongoing Conditions

a. A physical constraints permit will be required for all development with all cuts and/or fills exceeding 50 cubic yards. Engineered plans will be required for all development with cuts and/or fills which exceed 250 cubic yards.

b. All future building permits within the subdivision are required to install sidewalks along the entire property frontage.

c. All development shall be in accordance with The Dalles Municipal Code, Title 10 Land Use and Development.

ATTACHMENTS:

1. SUB 86-24 Preliminary Plans
2. SUB 86-24 Traffic Impact Study
3. APL 38-25, Comments Received
4. APL 38-25, Public Hearing Notice
5. Comment Received, dated March 31, 2025
6. APL 38-25, Notice of Appeal
7. SUB 86-24, Notice of Decision
8. SUB 86-24, Staff Report
9. SUB 86-24 Comments Received
10. SUB 86-24, Notice of Administrative Action
11. SUB 86-24, Application

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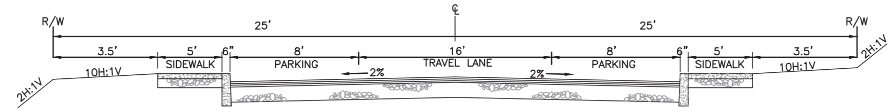


TYPICAL STREET SECTION
SCALE: NONE

PROJECT DENSITY

	PHASE 1	TOTAL
GROSS AREA	144,975	317,221 S.F.
ROW AREA	47,450	77,556 S.F.
PUE AREA	15,303	35,540 S.F.
SLOPES >25%	27,928	105,859 S.F.
NET AREA	54,294	98,266 S.F.
MIN. UNITS	4	7
LOTS PROPOSED	14	29
MAX. UNITS	29	63

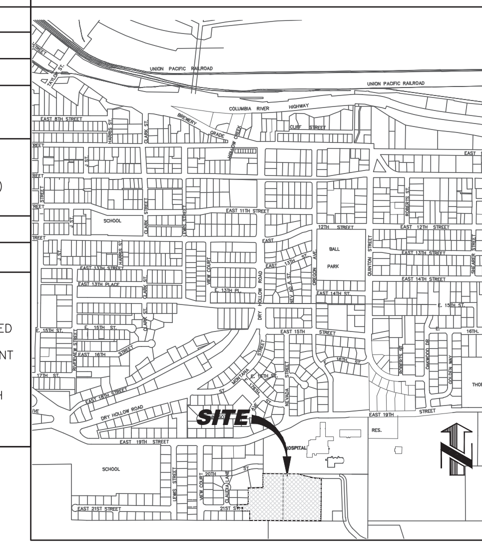
SITE INFO

TAX LOTS:	01N–13E–11BC 2300 & 2800
ZONING:	RL – LOW DENSITY RESIDENTIAL
SITE AREA:	7.282 ACRES (317,221 S.F.) – 5,000 S.F. MIN.
SETBACKS:	FRONT: 15 FEET (20 FEET AT GARAGES/CARPORTS) SIDE: 5 FEET REAR: 10 FEET
LOT SIZES:	WIDTH: 50.0 FT. (MIN.) > 50 FT. (REQ'D MIN.) DEPTH: 79.1 FT. (MIN.) > 65 FT. (REQ'D MIN.) SIZE: 5,020 S.F. (MIN.) > 5,000 S.F. (REQ'D MIN.) AVERAGE: 8,264 S.F.
BUILDING HEIGHT:	32 FEET MAX.

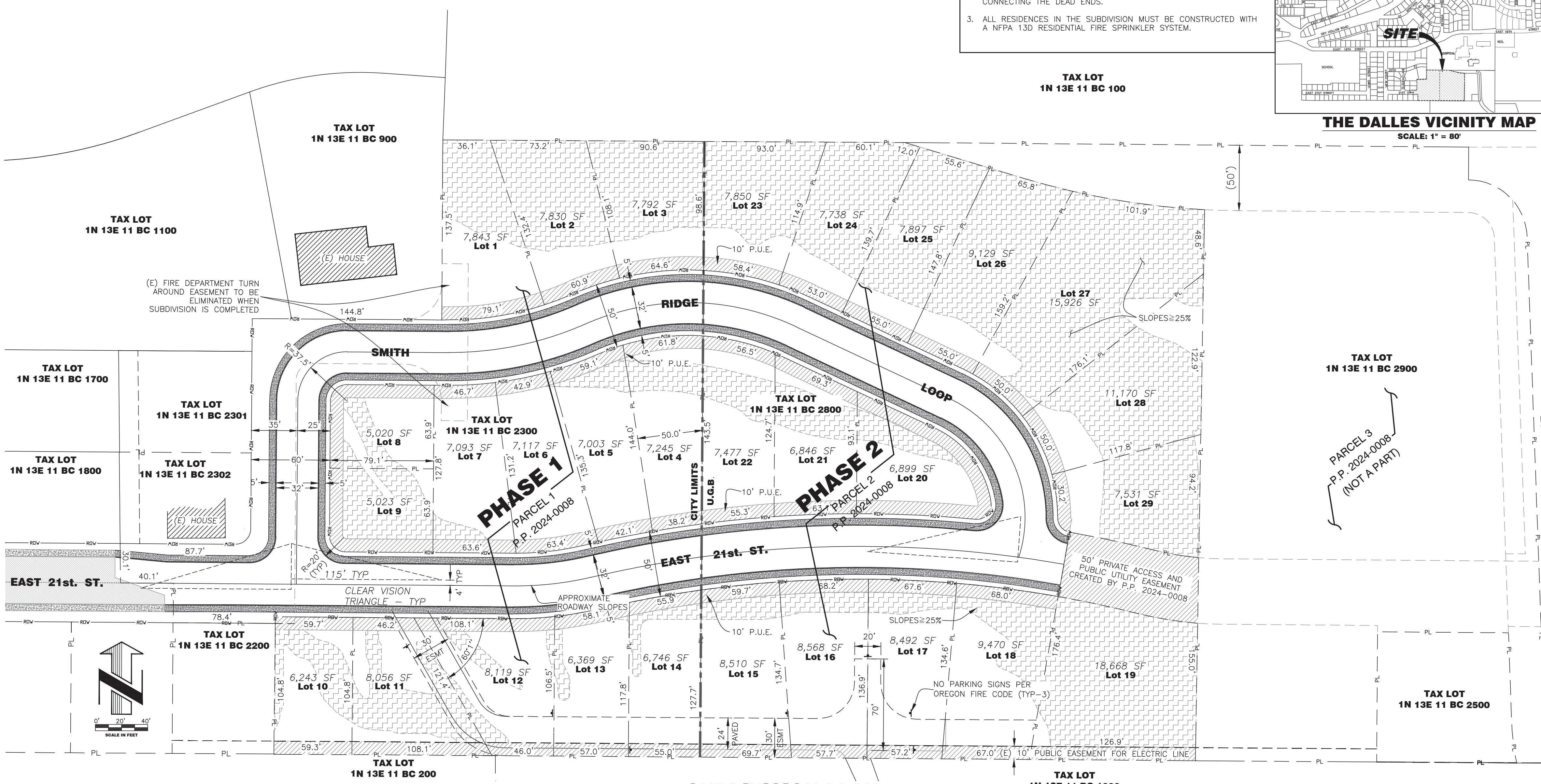
SHEET NOTES

1. SEE GRADING PLAN FOR HATCH LEGEND AND ADDITIONAL INFORMATION.
2. TEMPORARY FIRE DEPARTMENT TURN AROUND WILL BE CONSTRUCTED AT THE ENDS OF THE ROADS IN PHASE 1. ALTERNATIVELY A 20 FOOT WIDE GRAVELED ROAD WILL BE CONSTRUCTED IN AN EASEMENT CONNECTING THE DEAD ENDS.
3. ALL RESIDENCES IN THE SUBDIVISION MUST BE CONSTRUCTED WITH A NFPA 13D RESIDENTIAL FIRE SPRINKLER SYSTEM.

VICINITY MAP



THE DALLES VICINITY MAP
SCALE: 1" = 80'



SUBDIVISION PLAN
SCALE: 1" = 40'

SURVEY: T.E.C.
DESIGN: DESIGNER
DWG. FILE:
DATE: 8/14/2024
DRAWN: K.W.C.
WORK ORDER: WO 15866
SCALE: AS NOTED

PRELIMINARY SUBDIVISION PLAN
OF THE
SMITH RIDGE SUBDIVISION
FOR
JASON ALFORD
THE DALLES, OR

TENNESON ENGINEERING | AN AKS COMPANY
3775 CRATES WAY
THE DALLES, OR 97058
541.296.9177
WWW.AKS-ENG.COM

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

AGENCY REVIEW ONLY

IF THIS BAR IS NOT ONE INCH, THEN ADJUST SCALES ACCORDINGLY

REGISTERED PROFESSIONAL ENGINEER
51,430
OREGON
JULY 13, 1999
DARRIN O. ECKMAN
RENEWAL DATE: 12/31/25

SUBDIVISION

SHEET
C1

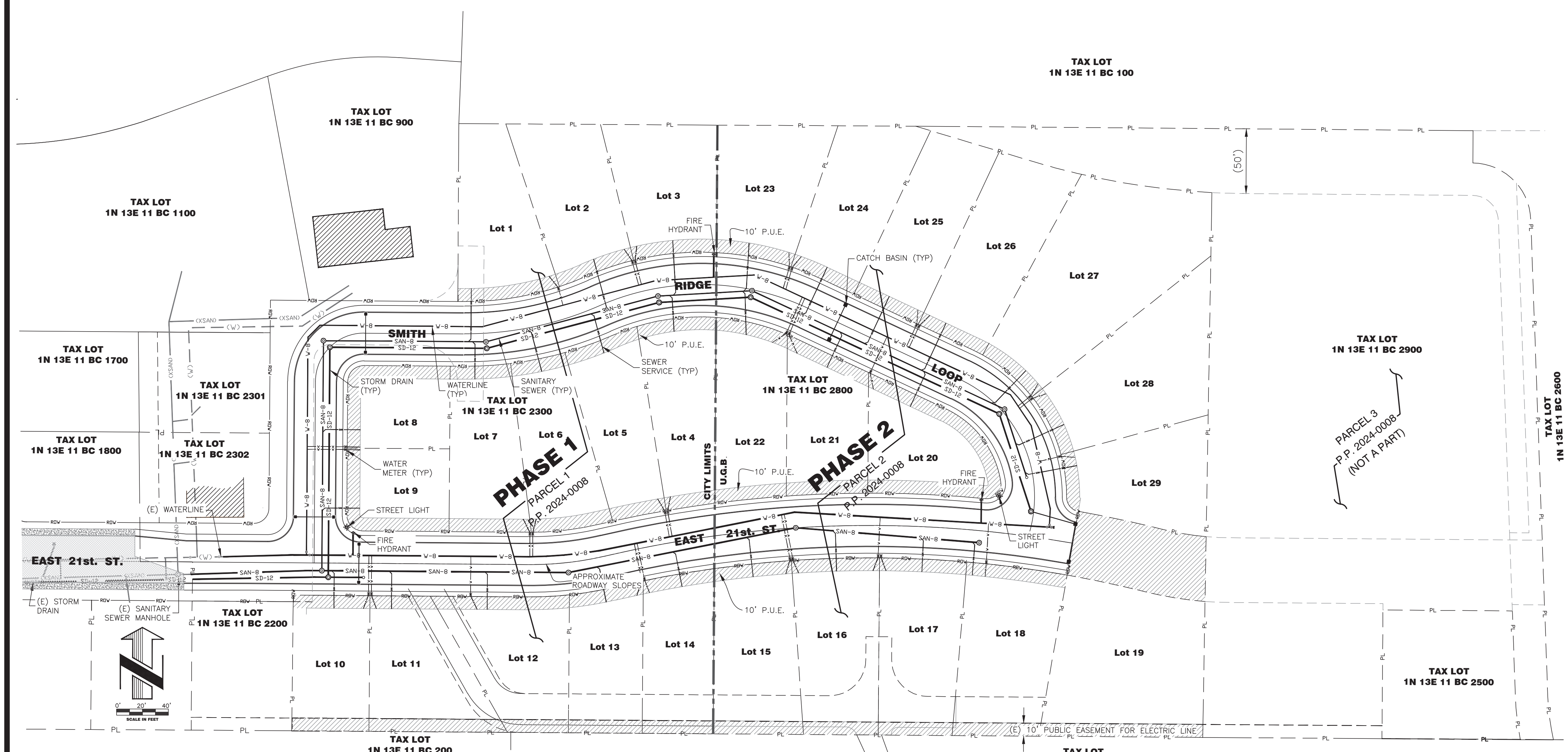
Work Order No.
TEC 15866
AKS 10518

SHEET NOTES

1. SEE GRADING PLAN FOR HATCH LEGEND AND ADDITIONAL INFORMATION.
2. A 10-FOOT WIDE PUBLIC UTILITY EASEMENT (PUE) WILL BE PROVIDED OUTSIDE THE ROW FOR FRANCHISE UTILITIES.
3. ALL RESIDENCES IN THE SUBDIVISION MUST BE CONSTRUCTED WITH A NFPA 13D RESIDENTIAL FIRE SPRINKLER SYSTEM. WATER SERVICES TO BE SIZED ACCORDINGLY.
4. LOTS 1-3, 19, AND 23-29 MAY REQUIRE PRIVATE SEWER LIFT STATIONS, DEPENDING UPON RESIDENCE LOCATION AND CONFIGURATION.

UTILITY SIZES

- STORM – 8" & 12" PVC
- SANITARY – 4" & 8" PVC
- POTABLE WATER – 6" & 8" DUCTILE IRON



UTILITY PLAN

SCALE: 1"= 40'

DESIGN: DESIGNER | SURVEY: T.E.C.
DWG. FILE:
DATE: 8/14/2024 | DRAWN: K.W.C.
WORK ORDER: WO 15866 | SCALE: AS NOTED

PRELIMINARY UTILITY PLAN
OF THE
SMITH RIDGE SUBDIVISION
FOR
JASON ALFORD
THE DALLES, OR

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AGENCY REVIEW ONLY

IF THIS BAR IS NOT ONE INCH, THEN ADJUST SCALES ACCORDINGLY

REGISTERED PROFESSIONAL ENGINEER
51,430
OREGON
JULY 13, 1999
DARRIN O. ECKMAN
08/12/24
RENEWAL DATE: 12/31/25

UTILITY

SHEET
C2

Work Order No.
TEC 15866
AKS 10518

LEGENDS

HATCH

- PROPOSED ASPHALT
- EXISTING ASPHALT
- EXISTING CONCRETE
- LANDSCAPING
- PROPOSED CONCRETE
- EXISTING GRAVEL
- PROPOSED NATIVE RESORATION
- EXISTING BUILDING
- PROPOSED BUILDING
- ASPHALT TO BE REMOVED
- PROPOSED GRAVEL

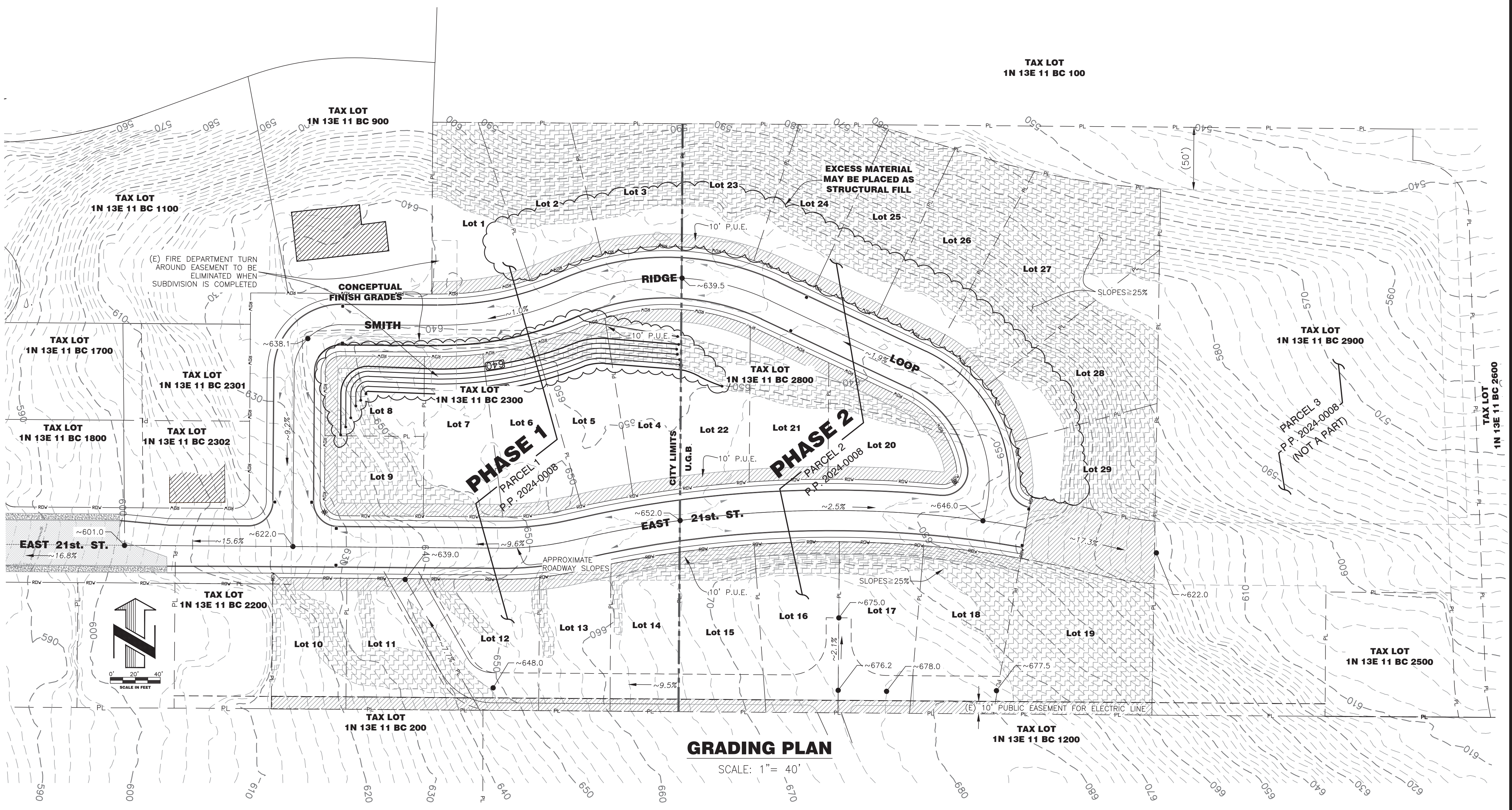
- SAN SEWER
- STORM SEWER
- CATCH BASIN
- CLEAN OUT
- WATER LINE UNKNOWN DIAMETER
- WATER LINE "X"" DIAMETER
- FIRE HYDRANT
- WATER VALVE
- BLOW-OFF VALVE
- WM = WATER METER
- NATURAL GAS LINE
- OVERHEAD TELEPHONE CABLE
- UNDERGROUND TELEPHONE CABLE
- FIBER OPTIC
- TELEPHONE CABLE
- CABLE TELEVISION
- GRADE BREAK
- CATCH LINE
- DITCH LINE
- OVERHEAD ELECTRIC POWER
- UNDERGROUND ELECTRIC
- POWER POLE
- FENCE LINE
- EDGE OF PAVEMENT
- GUARDRAIL OR CHAIN LINK FENCE
- CULVERT
- TELEPHONE PEDESTAL
- GAS METER POWER
- TRANSFORMER EM = ELECTRIC METER
- CONTOUR LINE
- INDEX CONTOUR LINE

PROPOSED

- PROPOSED SAN SEWER
- PROPOSED STORM SEWER
- PROPOSED WATER
- HYDRANT
- WATER VALVE
- SAMPLING STATION
- WATER METER
- CONTOUR
- INDEX CONTOUR

SHEET NOTES

1. ALL CONSTRUCTED SLOPES TO BE 2H:1V OR FLATTER.
2. EROSION CONTROL MEASURES WILL BE IMPLEMENTED DURING CONSTRUCTION IN COMPLIANCE WITH AN OREGON DEQ 1200-C CONSTRUCTION STORMWATER PERMIT.
3. SEE SUBDIVISION PLAN FOR ADDITIONAL INFORMATION.
4. CONTOURS SHOWN AT 2-FOOT INTERVALS CONTOURS OBTAINED FROM PUBLICLY AVAILABLE DATA.
5. ARROW DIRECTION INDICATES DOWNWARD GRADE.
6. FINISH GRADE SPOT ELEVATIONS AND FINISH CONTOURS SHOWN ARE CONCEPTUAL AND WILL BE FINALIZED IN THE CONSTRUCTION PLANS.



GRADING PLAN

SCALE: 1"= 40'

SURVEY: T.E.C.
DESIGN: DESIGNER
DRAWN: K.W.C.
DATE: 8/14/2024
SCALE: AS NOTED
WORK ORDER: WO 15866

PRELIMINARY GRADING PLAN OF THE SMITH RIDGE SUBDIVISION FOR JASON ALFORD
THE DALLES, OR

TENNESON ENGINEERING | AN AKS COMPANY
3775 CRATES WAY
THE DALLES, OR 97058
541.296.9177
WWW.AKS-ENG.COM

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AGENCY REVIEW ONLY

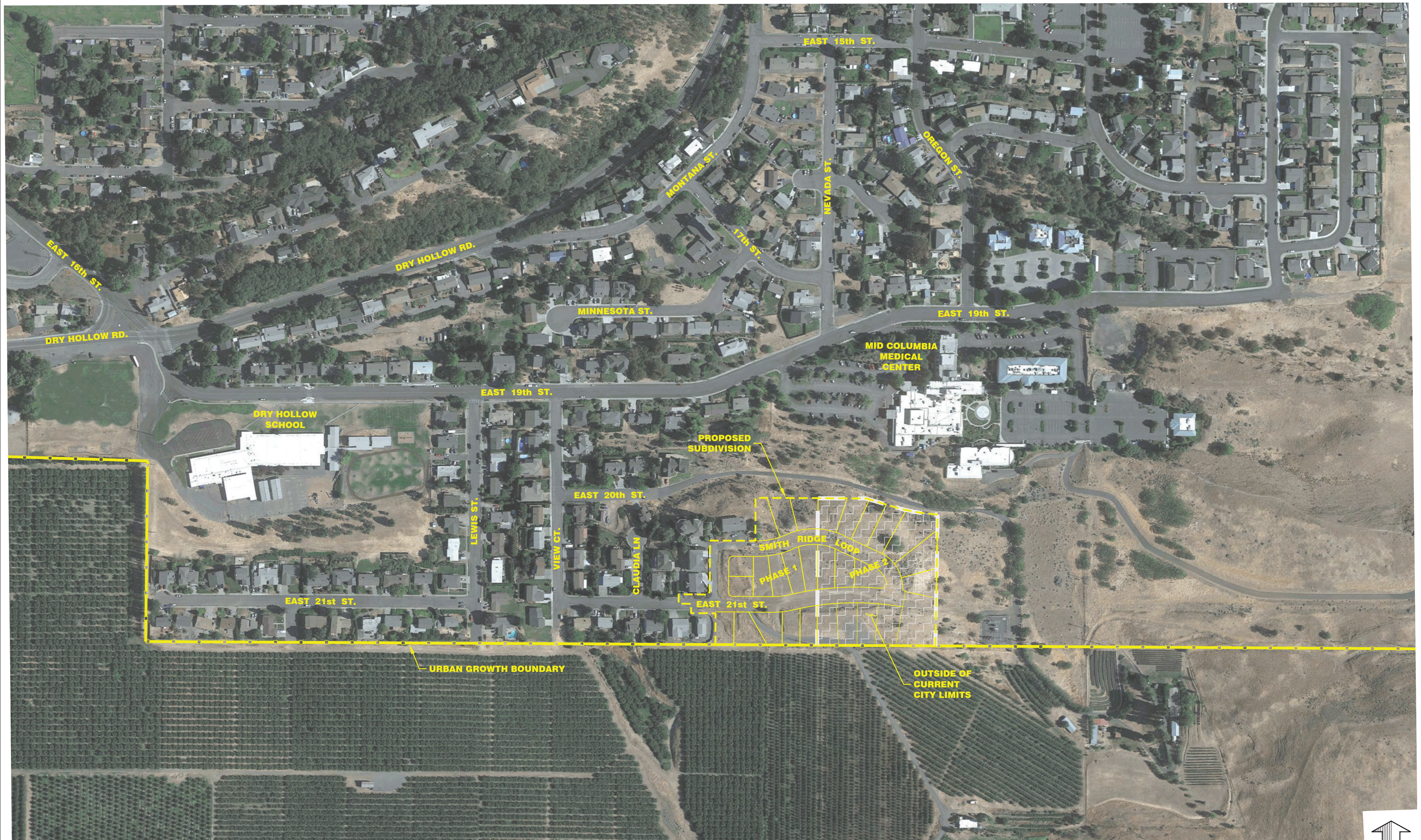
IF THIS BAR IS NOT ONE INCH, THEN ADJUST SCALES ACCORDINGLY

REGISTERED PROFESSIONAL ENGINEER 51,430 OREGON JULY 13, 1999 DARRIN O. ECKMAN
RENEWAL DATE: 12/31/25

GRADING

SHEET **C3**

Work Order No. TEC 15866 AKS 10518



NOTES:

1. AERIAL IMAGERY SHOWN ON THESE PLANS WAS OBTAINED FROM ONLINE OPEN SOURCES, INCLUDING BUT NOT LIMITED TO GOOGLE EARTH 2015.

LAND USE MAP

SCALE: 1"= 150'

0' 75' 150' SCALE IN FEET

DESIGN: DESIGNER
SURVEY: T.E.C.
DWG. FILE: X:\TECDATA\WORK ORDERS\15800\15866\DRAWINGS\OSITE_15866 UPD 2023 RELAYOUT.DWG
DATE: 8/14/2024
DRAWN: K.W.C.
WORK ORDER: WO 15866
SCALE: AS NOTED

LAND USE MAP
OF THE
SMITH RIDGE SUBDIVISION
FOR
JASON ALFORD
THE DALLES, OR

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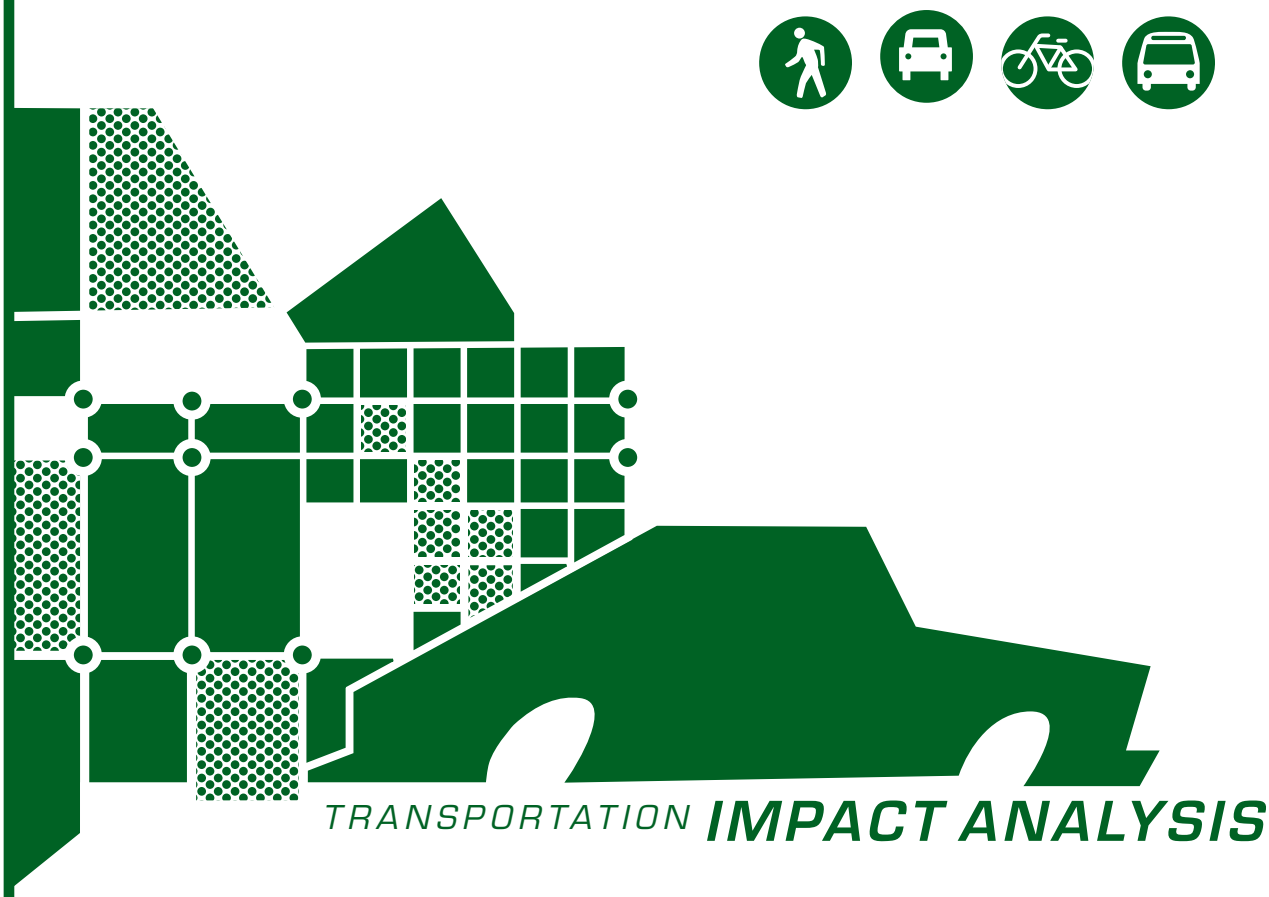
REGISTERED PROFESSIONAL ENGINEER
51,430
OREGON
JULY 13, 1999
DARRIN O. ECKMAN
08/12/24
RENEWAL DATE: 12/31/25

LAND USE

SHEET
C4

Work Order No.
TEC 15866
AKS 10518



TRANSPORTATION IMPACT ANALYSIS

project	**Jason Alford Subdivision**
location	E 21st St
	The Dalles, Oregon
client	Jason Alford
date	June, 2022

P.O Box 1994, Redmond OR 97756 **PHONE** *(541) 788.6282* **EMAIL:** *info@traffic-team.us*

FERGUSON & ASSOCIATES, INC.
Transportation Planning/Traffic Engineering

Jason Alford Subdivision

Traffic Impact Study

Prepared for:

Jason Alford

by:

Ferguson & Associates, Inc

June 17, 2022

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Appendix C – Crash Data
Appendix D – Level of Service Calculations

EXECUTIVE SUMMARY

This study addresses the traffic impacts of a proposed 31 to 32 lot single family residential subdivision in The Dalles, Oregon. The site for the proposed development is located between E 20th Street and E 21st Street, to the south of the Mid-Columbia Medical Center. This study focuses on p.m. peak hour traffic operations nearby intersections. The analysis was conducted for the buildout of the 2-phase development (year 2025), and for a five year scenario after buildout (year 2030). This study addresses key transportation issues such as roadway capacity, site distance, left-turn lane warrants, and crash history at the study intersections.

STUDY AREA

Four intersections were studied in this report. With agreement from City Staff, the following study intersections were analyzed for this report:

- 19th Street and View Court (primary access);
- 19th Street and Dry Hollow Road;
- 19th Street and Nevada Avenue; and.
- 19th Street and Oregon Avenue.

FINDINGS AND CONCLUSIONS

1. The proposed 31 to 32 single family residential lot subdivision was forecast to generate 30 p.m. peak hour trips and 302 daily trips.

2. All study intersections were forecast to meet City of The Dalles operation standards.

3. The guideline for adding a left-turn lane would not be met at the study intersections with the project in year 2030.

4. The one crash was at the intersection of 19th Street and Dry Hollow Road in the most recent 5-years of available data. One crash over a 5 year period is not significant. The crash involved a left-turning vehicle. No injuries were reported. No safety issues were identified.

5. All future streets should be constructed to City of The Dalles requirements and modern engineering standards.

INTRODUCTION

This study addresses the traffic impacts of a proposed 31 to 32 lot single family residential subdivision in The Dalles, Oregon. The site for the proposed development is located between E 20th Street and E 21st Street, to the south of the Mid-Columbia Medical Center.

This study focuses on p.m. peak hour traffic operations at the site access and nearby higher-order (collector and arterial streets) intersections. The analysis was conducted for the buildout of the 2-phase development (year 2025), and for a five year scenario after buildout (year 2030). All scenarios include an assessment of conditions with and without the proposed project. This study addresses key transportation issues such as roadway capacity, site distance, traffic signal warrants, left-turn lane warrants, and site access as appropriate.

PURPOSE AND OBJECTIVES

This study has been performed for submission to the City of The Dalles and is based on the City of The Dalles Transportation Impact Analysis Policy and the Development Code. The scope of this study has been reviewed in advance with- and accepted by City Staff. The policy provides a general guide on transportation study requirements. One purpose of the policy is to provide a means of identifying significant off-site impacts as well as less significant and longer-range traffic operational conditions for the purpose of planning (programming and prioritizing) future street improvements. The City of The Dalles Transportation Impact Analysis Policy applies to new development and expansions of existing development going through the City's land use approval process. This policies are contained in Appendix A of this report.

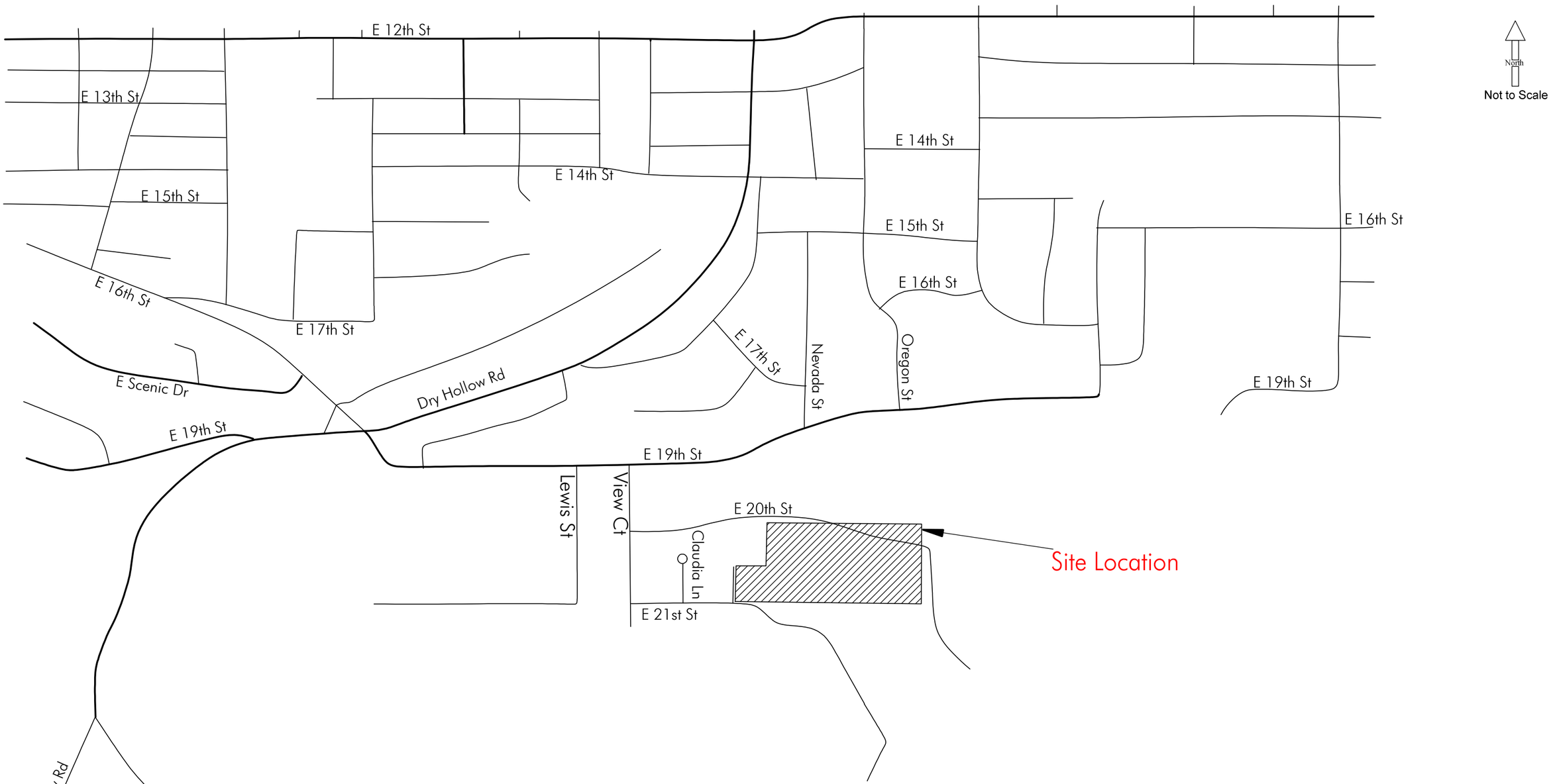
PROPOSED DEVELOPMENT

The proposed project is for a residential subdivision that would include 31 to 32 single family lots. The attached site plan shows 31 lots, but as the site plan is refined, the refinements may result in 32 lots. The conservative approach was taken in this report and it was assumed that there would be 32 lots for single family homes. The proposed project would be completed in two phases.

SITE LOCATION AND STUDY AREA

The site for the proposed development is located between E 20th Street and E 21st Street, to the south of the Mid-Columbia Medical Center, in The Dalles, as shown in Figure 1. A site plan is shown in Figure 2. In consultation with City staff, the following study four (4) intersections were analyzed for this report:

1. 19th Street and View Court (primary access);
2. 19th Street and Dry Hollow Road;
3. 19th Street and Nevada Avenue; and.
4. 19th Street and Oregon Avenue.



Site Location
Jason Alford Subdivision - The Dalles, Oregon

#01703
June 17, 2022

Figure 1
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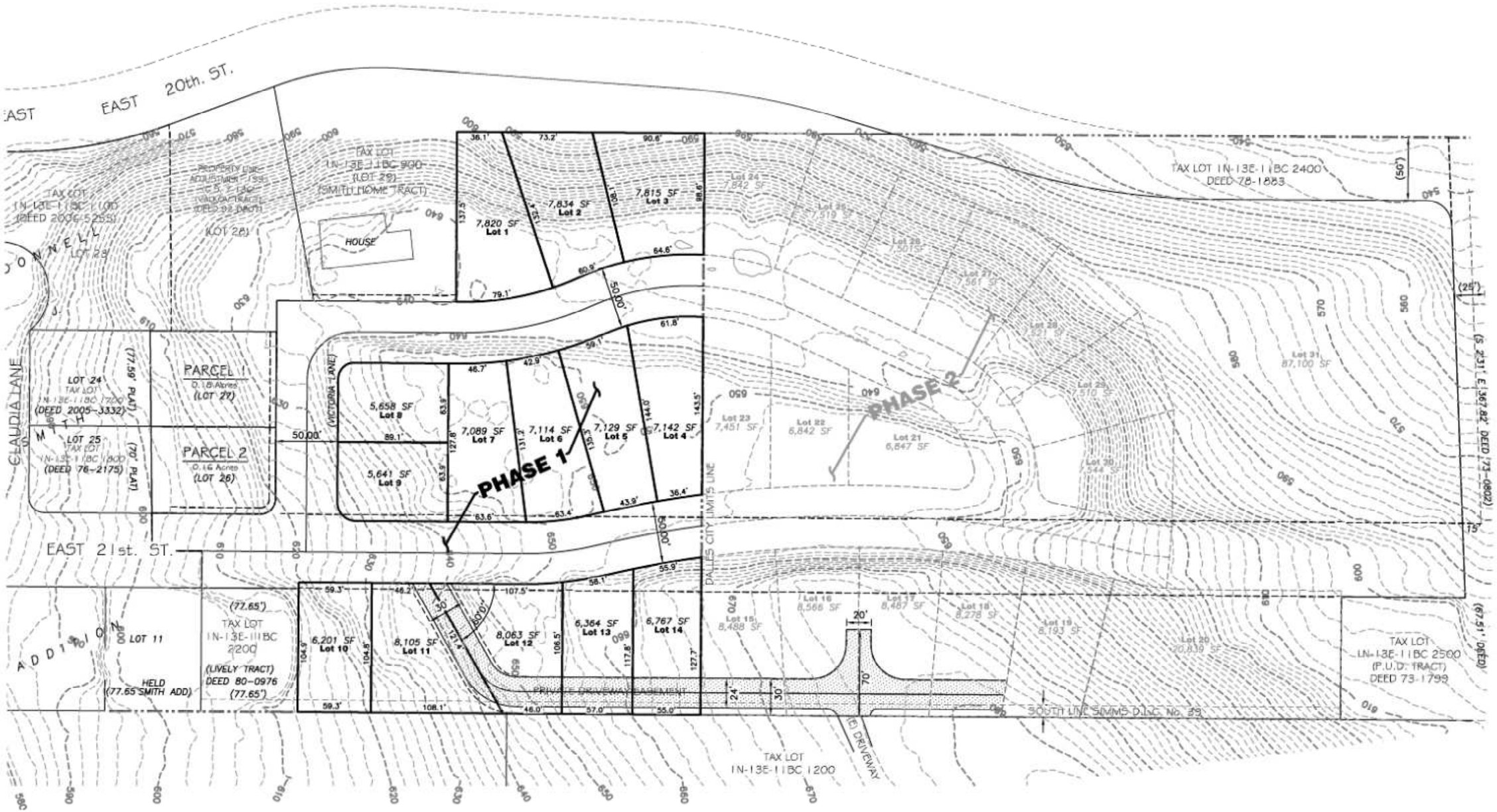

Site Plan
Jason Alford Subdivision - The Dalles, Oregon

#01703
June 17, 2022

Figure 2

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AREA CONDITIONS

The characteristics of the surrounding street network, existing uses, and current zoning are presented in this section. The Transportation Analysis Policy requires that nearby developments that have been approved by the City but are not currently constructed and occupied be considered in a traffic operations analysis. This area development is also presented in this section (noting that no significant development was identified). Finally, relevant policies and plans for future street improvements in the vicinity of the proposed project are discussed.

EXISTING LAND USES

There are no structures on the site. No reductions were made in the traffic assignments for existing development that would be removed.

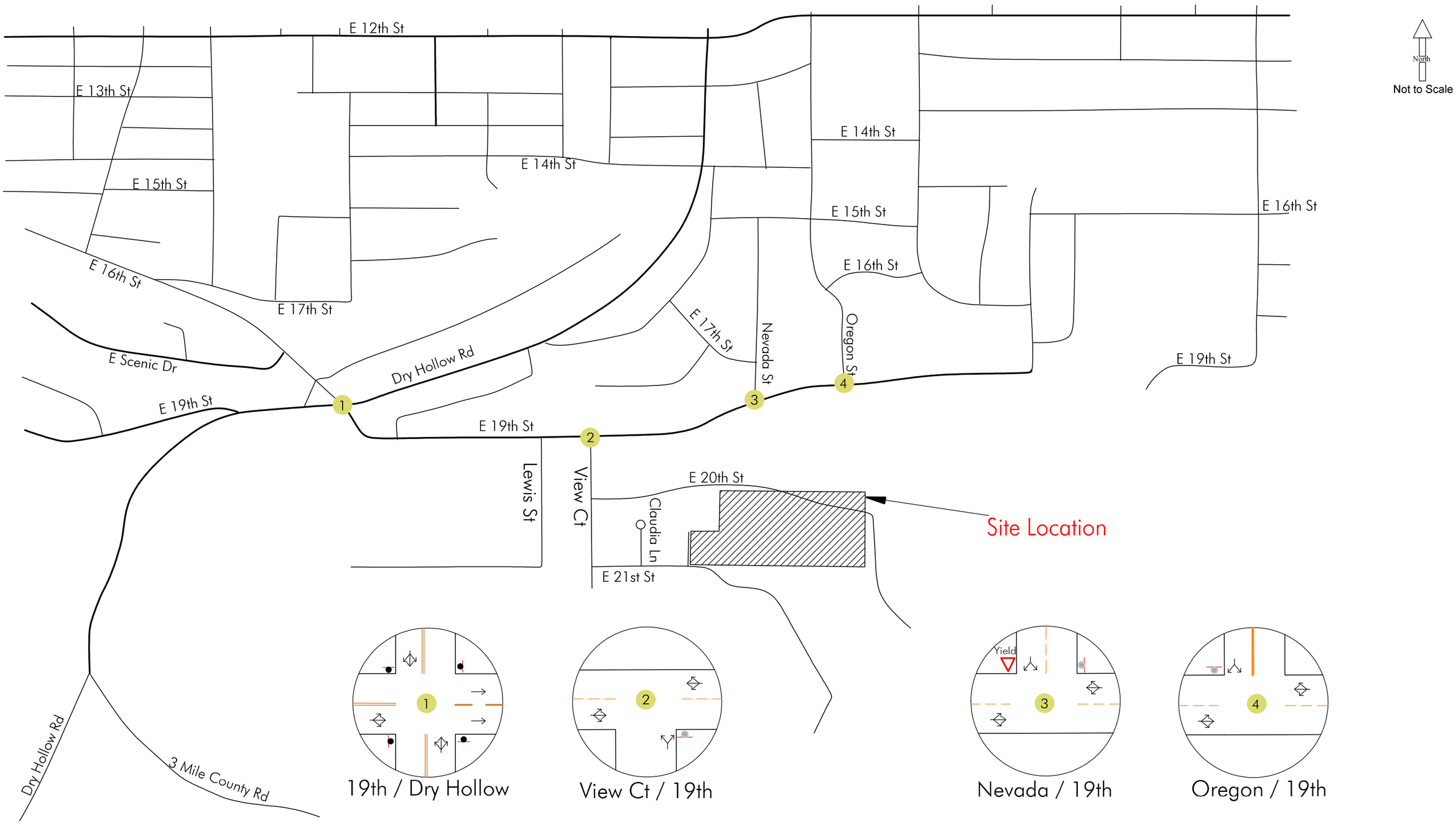
EXISTING STREET NETWORK

This report analyzes traffic impacts on 19th Street at: Dry Hollow Road, View Court, Nevada Avenue, and Oregon Avenue. See Table 1 for existing street characteristics. Existing lane configurations and intersection controls at study intersections are illustrated in Figure 3. Of note is the intersection of 19th Street and Nevada Street, which has a one-way stop in the westbound direction, a yield sign in the southbound direction, and no control in the eastbound direction. This configuration is not rational from the perspective of traffic flow; however, it is presumed that there is a rationale related to ambulance-access to the hospital.

All future streets should be built to current standard.

TABLE 1 – STREET CHARACTERISTICS

STREET	CLASS	LANES	POSTED SPEED (MPH)	CURBS	SIDE-WALKS	BIKE LANE	ON STREET PARKING
19th Street	Major Collector	2	25	Yes	Yes	No	No
Dry Hollow Road	Major Collector	2	25/35	Yes	Partial	Partial	No
View Court	Local	2	25	Yes	Yes	No	Yes
Nevada Ave	Local	2	25	Yes	Yes	No	Yes
Oregon Ave	Local	2	25	Yes	Yes	No	Yes



Lane Configuration and Intersection Controls
Jason Alford Subdivision - The Dalles, Oregon

#01703
June 17, 2022

Figure 3

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EXISTING TRAFFIC FLOW AND CONDITIONS

PM peak period traffic counts were conducted at the study intersections in 15 minute intervals between 4:00 p.m. and 6:00 p.m., except at the intersection of 19th Street and Dry Hollow Road, where counts began at 2:00 p.m., as per the scope of work. The counts were conducted in the last twelve months. The p.m. peak hour flow is defined as the hourly traffic flow representing the highest one-hour of traffic flow between 4:00 p.m. and 6:00 p.m. For the intersection of Dry Hollow Road, which is located next to the school, the highest one-hour of flow was used despite being outside the typical commuter peak.

Conversations with count personnel suggested that historically there has been significant congestion at the intersection of 19th Street and Dry Hollow Road. Since that time, the school has organized a queueing area for parents picking up their children, which allows for vehicles to wait in a gravel area and not block traffic at the intersection. This appeared to work very well. And it was noted that once school lets out, the area clears in about 15 minutes.

Intersection count data summaries can be found in Appendix B. The traffic flow shown in Figure 4 does not include trips expected to be generated by approved projects (area development) in the area.

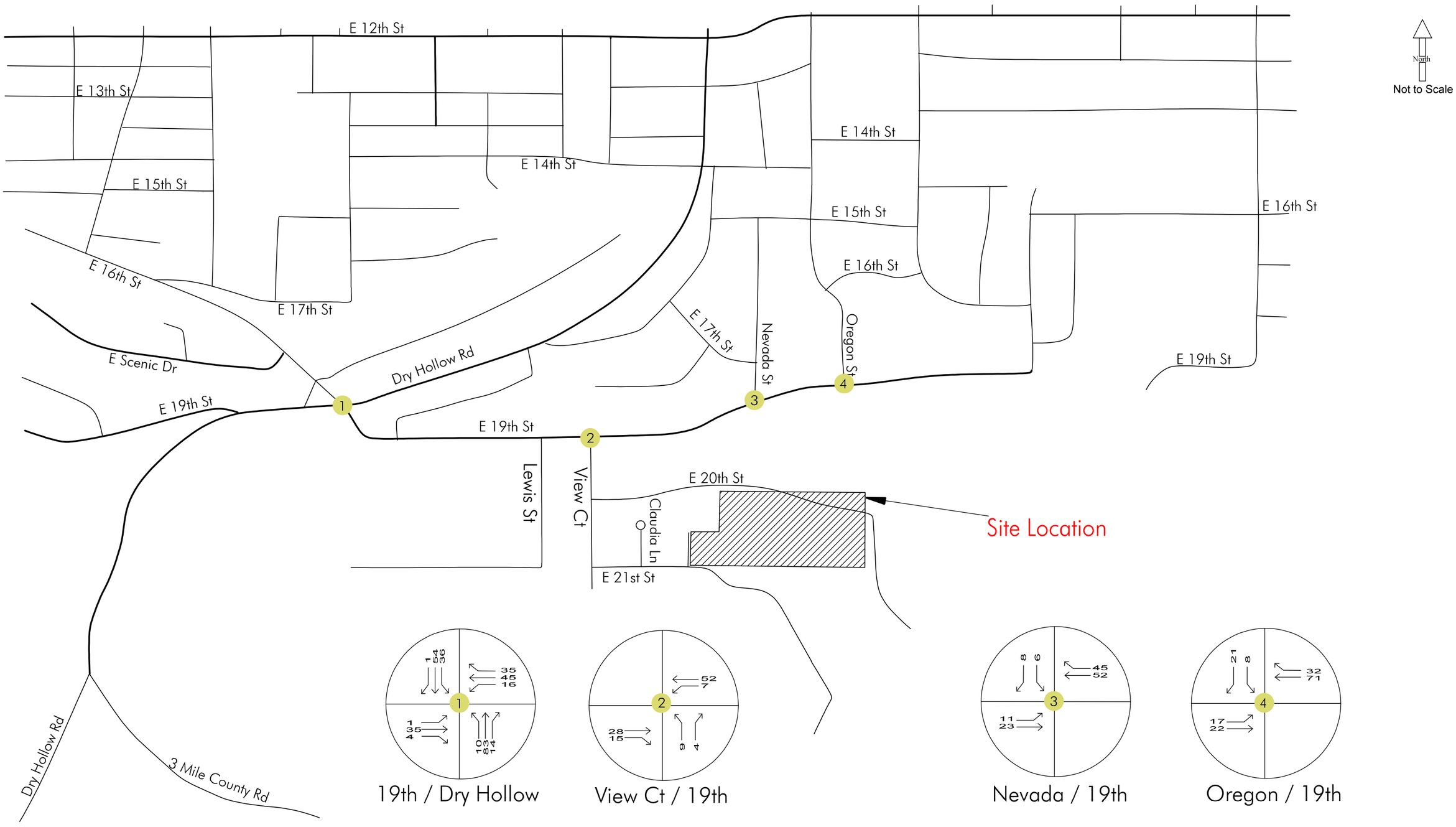
COVID-19 Adjustments – It is widely recognized that traffic flows have decreased after the onset of restrictions aimed at reducing the spread of COVID-19. And it is generally agreed that the Covid-19 impact on traffic has normalized and is no longer a consideration.

APPROVED AREA DEVELOPMENT

The study considered a number of other development projects which are constructed but not fully occupied, currently under construction, approved, or planned. No projects were identified in the area that would require special consideration that would not be otherwise accounted for using a 1.5 percent annual adjustment factor.

CRASH ASSESSMENT

Crash data was obtained from the state crash database for the most recent five years (January 1, 2016 to December 31, 2020). The results of the database queries are contained in Appendix C of this report. At all four intersections, there was only one reported crash during this period. The one crash was at the intersection of 19th Street and Dry Hollow Road. One crash over a 5 year period is not significant. The crash involved a left-turning vehicle. No injuries were reported.



Existing PM Peak Hour Traffic Flow (As Counted)
Jason Alford Subdivision - The Dalles, Oregon

#01703
June 17, 2022

Figure 4

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COMMITTED OR PLANNED STREET IMPROVEMENTS

The City of The Dalles Transportation System Plan (TSP) defines the long term (20 year) transportation network. No projects were identified in the area. The project would, however, construct new local streets.

LOCAL AND STATE PROGRAMS, POLICIES, AND REGULATIONS

Adopted plans that regulate transportation facilities in the City of The Dalles that apply to this study include: the City of The Dalles Transportation Impact Analysis Policy, the City of The Dalles TSP, and the Development Code.

The City of The Dalles Transportation Impact Analysis Policy - sets the criteria used to review traffic impact studies. This policy, as found in The Dalles Development Code, defines the minimum requirements for a traffic study for a new development or expansions of existing development and the Level of Service standards.

The Dalles Development Code - Section10.10.060 also addresses traffic impact requirements for Traffic Impact Studies within the City.

The Dalles TSP – The TSP establishes the Level of Service standards for The Dalles. LOS D is considered to represent the minimal acceptable design standard for intersections during peak hour traffic operations.

TRAFFIC FORECAST

The analysis scenarios were selected according to the requirements of the City of The Dalles Transportation Impact Analysis Policy. This policy requires that a traffic study provides a p.m. peak hour analysis for the following horizon years, both with and without the project:

- Existing conditions;
- Completion year of each significant phase of development; and
- Five-year forecast beyond the final phase.

If the application is for a project to be built in multiple phases, the Transportation Impact Analysis Policy calls for an analysis for each phase plus an analysis of traffic conditions five years after the completion of each phase. Since a multi-phased project would require a significant number of scenarios to be analyzed, this process was simplified: the analysis was limited to two horizon years: the year of project build-out, and five-years after build out. If standards are met under these conditions, they would also be met during intermediate phases. This approach provides an efficient way of conducting the analysis and it can determine if an interim year analysis should be provided at specific intersections where operational problems are identified.

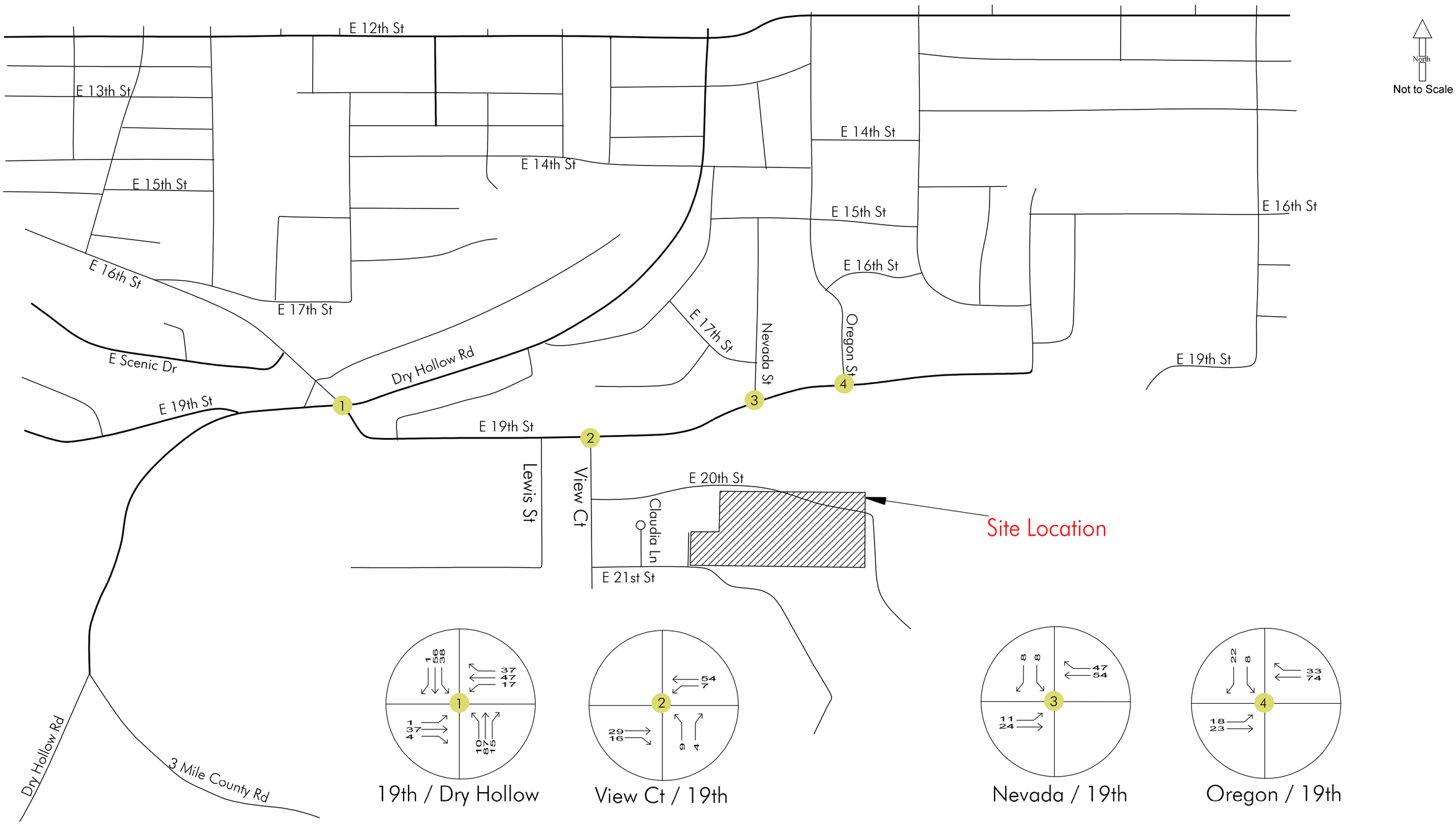
Accordingly, the forecast for p.m. peak hour traffic presented in this section is for year 2025 (year of buildout) and year 2030 (five year scenario), for conditions with and without the proposed project. Each horizon year includes in-process development and an appropriate growth factor. The section concludes with a table showing the percentage increase in traffic at the study intersections due to the proposed development.

TRAFFIC FLOW FORECAST WITHOUT PROJECT

Traffic flow was forecast for the study-year horizons without the addition of traffic from the proposed development. The purpose of the non-project scenarios is to allow one to compare the operational characteristics between a with-project and a no-project scenario so that the relative impacts of the proposed project may be understood.

Year 2025 Flow without Project Forecast - Year 2025 traffic flow without the project, as illustrated in Figure 5, was forecast by factoring existing counts by 1.5 percent per year, for a total of 4.5 percent.

Year 2030 Flow without Project Forecast - Year 2030 traffic flow without the project, as illustrated in Figure 6, was forecast by factoring the existing p.m. peak hour traffic upwards by 1.5 percent per year, for a total of 12 percent.



PM Peak Hour Traffic - Year 2025 without Project
Jason Alford Subdivision - The Dalles, Oregon

#01703
June 17, 2022

Figure 5
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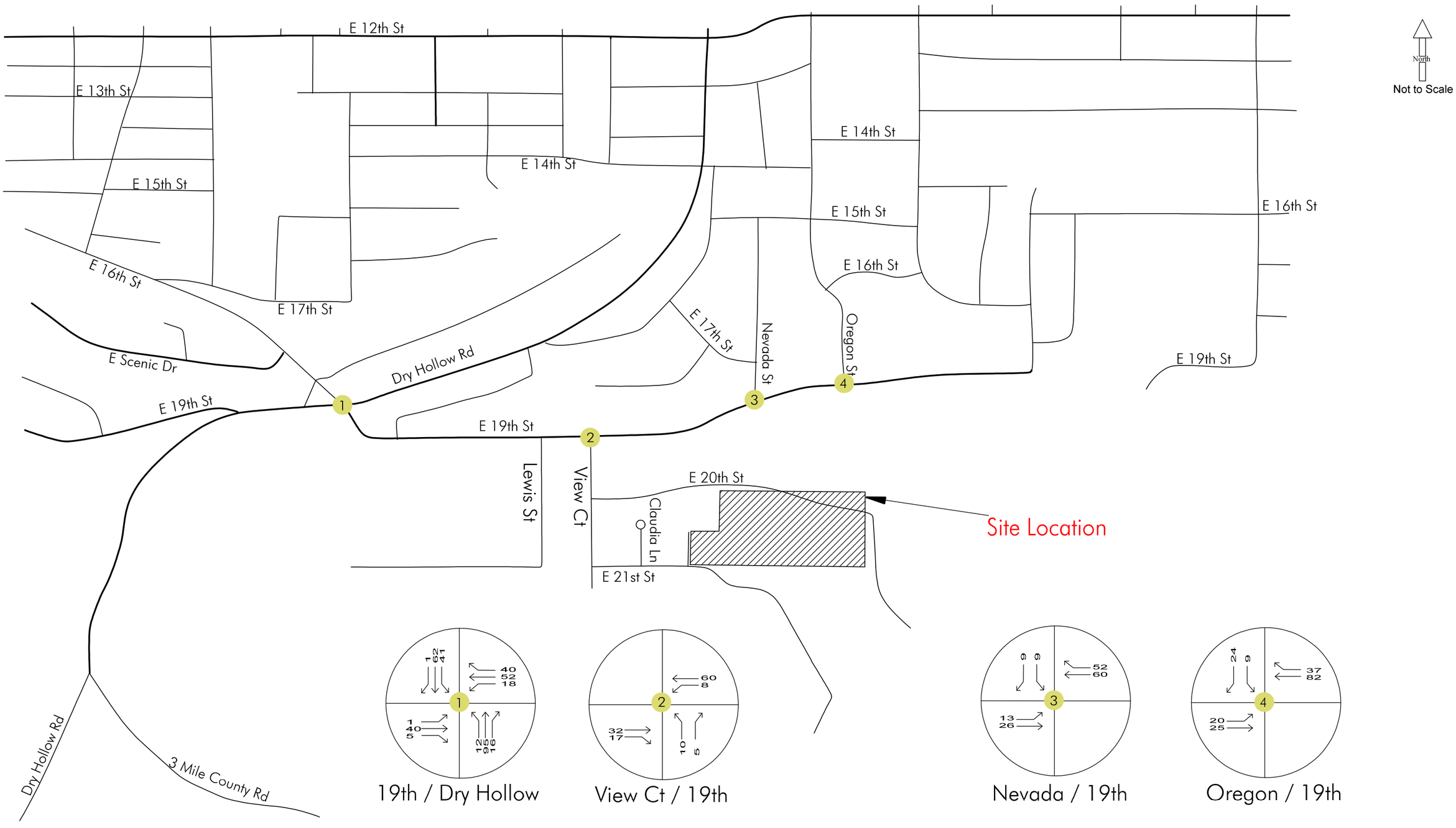

PM Peak Hour Traffic - Year 2030 without Project
Jason Alford Subdivision - The Dalles, Oregon

#01703
June 17, 2022

Figure 6
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SITE GENERATED TRAFFIC

Daily and p.m. peak hour trips generated by the proposed project were forecast. The forecast considered pass-by trips and modal split. The p.m. peak hour trips were then distributed and assigned to the study area network. Details are presented below.

Trip Generation - The proposed development is a 31 to 32 lot single family residential subdivision. Future trips generated by the project were forecast using trip generation rates found in the 11th Edition of Trip Generation (ITE, 2021). Land use code 210, single family residential, was used to calculate the trips that would be generated by the proposed development, as shown in Table 2.

TABLE 2 - TRIP GENERATION RATES

		Trip Ends Rate (trips per t.s.f)		In/Out Split (percent)	
ITE Land Use & Code	Ind. variable	PM Peak Hour	Daily	PM Peak Hour	Daily
Single Family Homes 210	DU	0.94	9.43	63/37	50/50

The proposed development was forecast to generate 30 p.m. peak hour trips and 302 daily trips, as shown in Table 3.

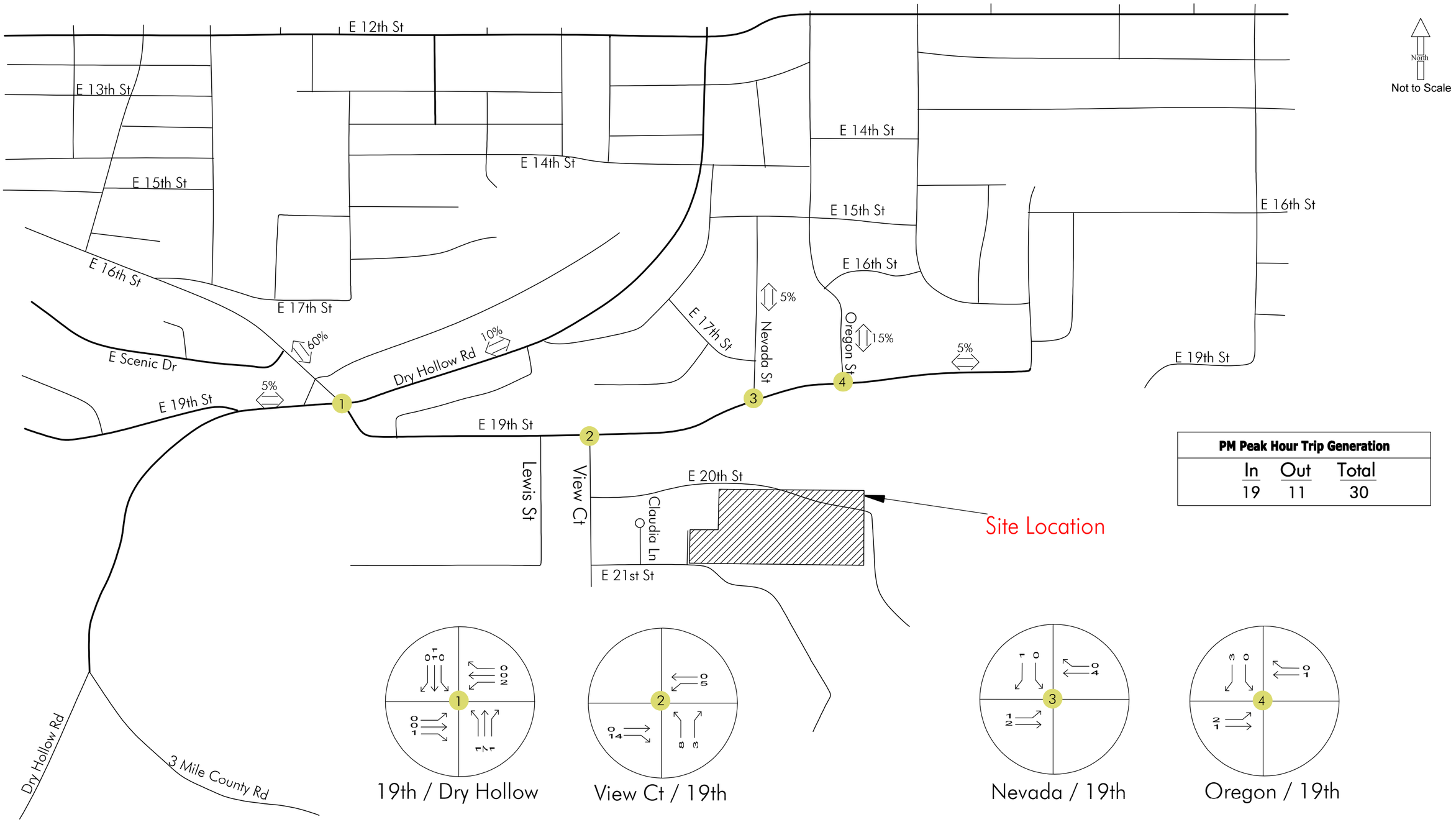
TABLE 3 - TRIP GENERATION FORECAST

	Size	PM Peak Hour Trip Ends			
ITE Land Use & Code	(units)	In	Out	Total	Daily
Single Family Homes 210	32 DU	19	11	30	302

Pass-by Trips - Very few residential trips are pass-by trips; thus, no reduction in trip generation was made to account for pass-by trips.

Modal Split - No reduction in vehicle trips was made to account for a potential shift away from the automobile. ITE trip rates are based on observed vehicle trip patterns at each land use and thereby account for a basic amount of non-auto travel.

Trip Distribution and Assignment - PM peak hour trips generated by the proposed project were distributed and assigned to the roadway system as shown in Figure 7. Distribution percentages are derived from turning movements documented in traffic counts performed for this report combined with a general knowledge of traffic distribution patterns in The Dalles. The traffic operations calculations presented within this report are not highly sensitive to distribution assumptions, given the relatively small percentage increase in total intersection traffic at higher-order street intersections.



PM Peak Hour Trip Generation		
In	Out	Total
19	11	30

Existing PM Peak Hour Traffic Trip Distribution & Assignment
Jason Alford Subdivision - The Dalles, Oregon

#01703
June 17, 2022

Figure 7

Ferguson & Associates, Inc.

Traffic Flow Forecast With Project

PM peak hour traffic flow generated by the proposed project was added to the no-project scenarios as discussed below.

Year 2025 Flow with Project Forecast - Year 2025 flow with project forecast, as illustrated in Figure 8, was derived by adding the project trips (Figure 7) to the year 2025 without project forecast flow (which includes in-process development).

Year 2030 Flow with Project Forecast - The year 2030 flow with project forecast, as illustrated in Figure 9 was derived by adding the project trips (Figure 7) to the year 2030 without project forecast flow.

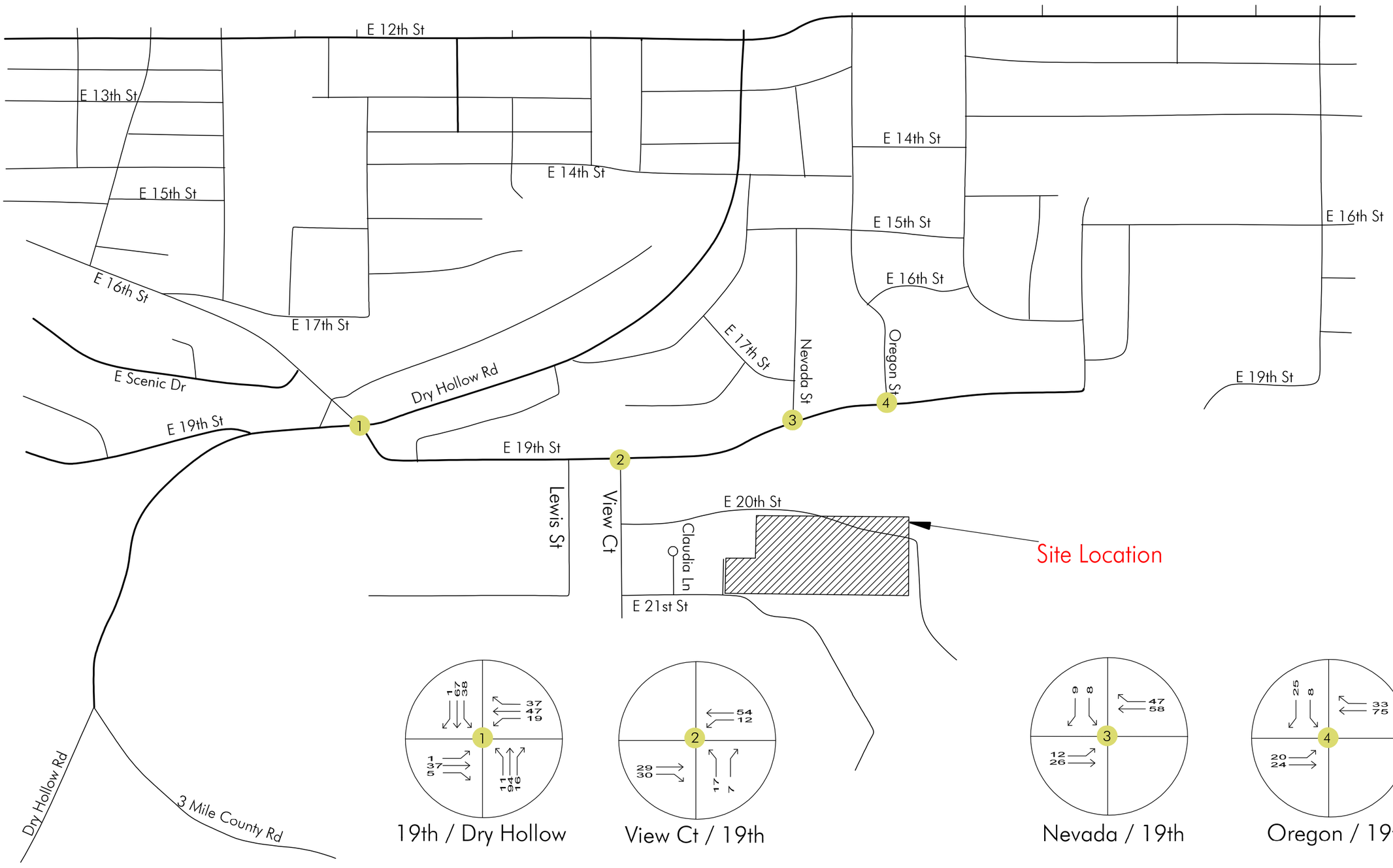
Site Traffic Contribution

After built and occupied, the proposed project would result in an overall increase in the number of vehicles traveling in the area. The impact at each of the study area intersections for the p.m. peak hour traffic contribution is shown in Table 4 expressed as a percentage of total traffic.

Table 4 – Site Traffic Contribution

Intersection	PM Peak Hour Traffic				
		Year 2025		Year 2030	
	Project Total (vph)	Intersection Total* (vph)	Percent of Total	Intersection Total* (vph)	Percent of Total
19th Street/Dry Hollow Ave	23	372	6.2	407	5.7
19th Street/View Court	30	150	20.0	162	18.5
19th Street/Nevada Avenue	8	162	4.9	177	4.5
19th Street/Oregon Avenue	7	186	3.8	204	3.4

Notes: *Total traffic includes proposed project traffic.



PM Peak Hour Traffic - Year 2025 with Project
Jason Alford Subdivision - The Dalles, Oregon

#01703
June 17, 2022

Figure 8

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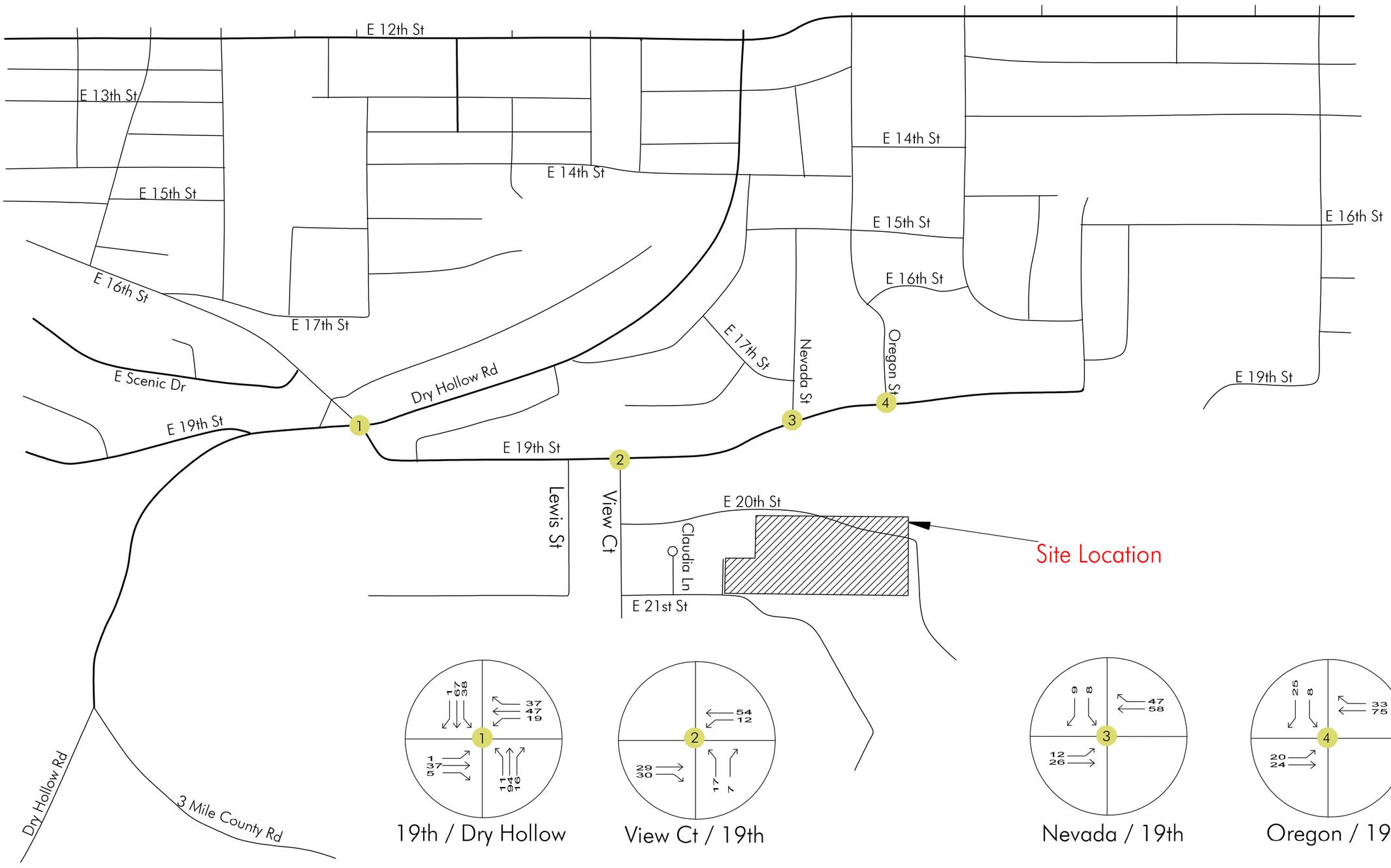
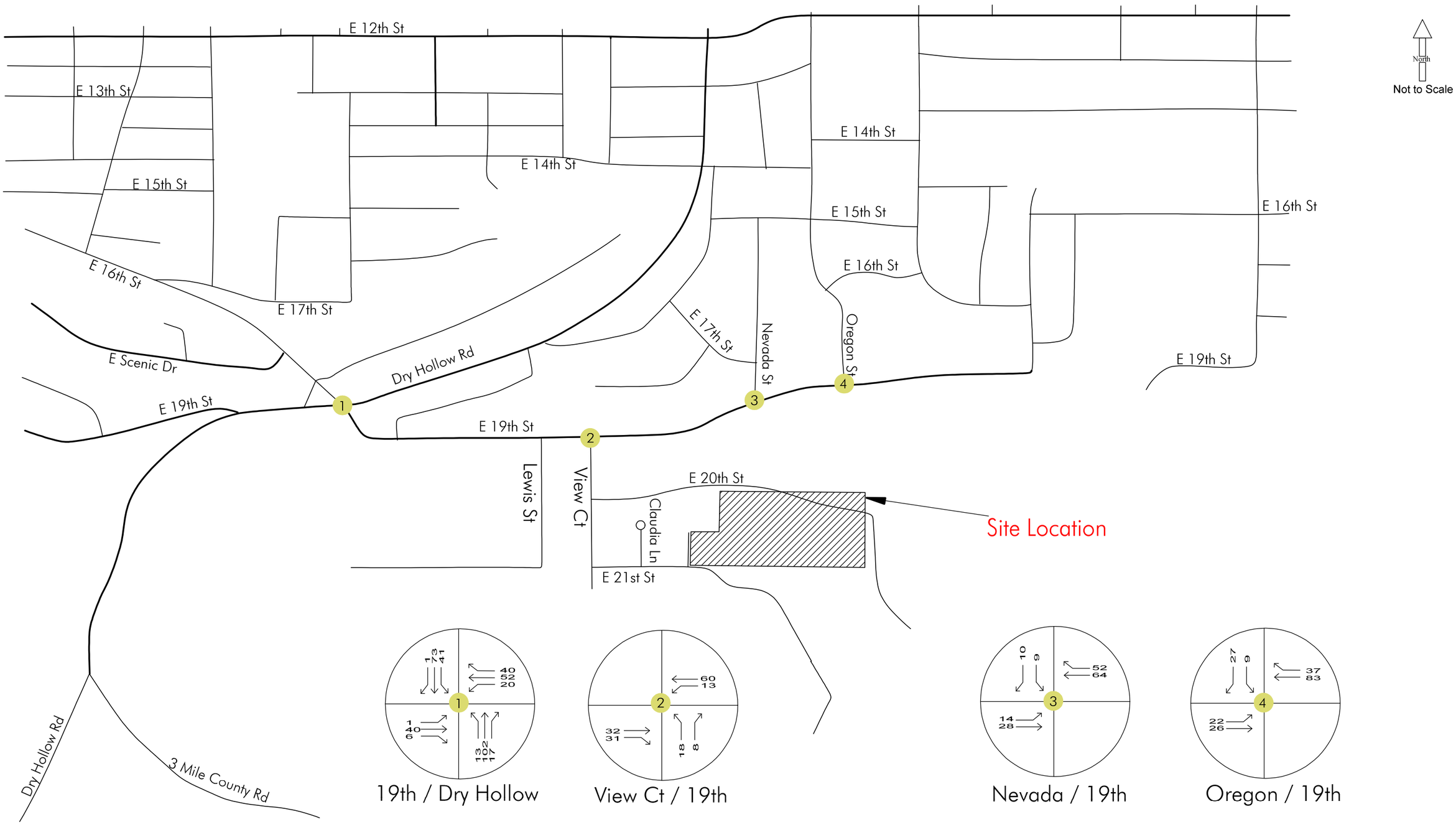


PM Peak Hour Traffic - Year 2025 with Project
Jason Alford Subdivision - The Dalles, Oregon

#01673
June 17, 2022

Figure 8

Ferguson & Associates, Inc.



PM Peak Hour Traffic - Year 2030 with Project
Jason Alford Subdivision - The Dalles, Oregon

#01703
June 17, 2022

Figure 9
Ferguson & Associates, Inc.

TRAFFIC ANALYSIS

This section of the report presents the intersection operations analysis and the findings from other analysis conducted in the study area. The operations analysis is a means of assessing the quality of traffic flow at the key study intersections and is used to determine if City of The Dalles Level of Service standards are met. Other issues are also addressed, including: the potential need for traffic signals; the need for new turn lanes; and, intersection sight-distance. Finally, where needs are identified, potential mitigation actions are presented.

INTERSECTION OPERATIONS

Average vehicle delay and volume-capacity ratios were calculated at the study intersections for the peak one-hour period during the p.m. peak period. Existing and future scenarios without traffic from the project were analyzed and compared with scenarios where project traffic was added. Average delay and volume-capacity ratios reflect conditions for the peak 15-minutesa during the peak hour. Level of service calculations are found in Appendix D.

As per the City of The Dalles TSP, the acceptable Level of Service for City Streets in The Dalles is a Level of Service D or better the peak hour.

As shown below in Tables 5 to 8, all 4 study intersections would meet City of The Dalles standards, with all movements operating at Level of Service A. As can be seen by examining these tables, the proposed project would have only a minor influence on future intersection operations.

TABLE 5 – PM PEAK HOUR OPERATIONS – 19TH STREET/DRY HOLLOW ROAD*

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	MEETS THE DALLES STANDARD?
Year 2025 without Project	NB Approach	A	8.1	Yes
	SB Approach	A	8.2	
	EB Approach	A	7.8	
	WB Approach	A	8.0	
	Overall	A	8.1	
Year 2025 with Project	NB Approach	A	8.3	Yes
	SB Approach	A	8.3	
	EB Approach	A	7.9	
	WB Approach	A	8.1	
	Overall	A	8.2	
Year 2030 without project	NB Approach	A	8.3	Yes
	SB Approach	A	8.4	
	EB Approach	A	7.9	
	WB Approach	A	8.2	
	Overall	A	8.2	
Year 2030 without project	NB Approach	A	8.5	Yes
	SB Approach	A	8.5	
	EB Approach	A	8.0	
	WB Approach	A	8.3	
	Overall	A	8.4	

* These operational calculations are based on the highest observed peak hour, which was outside the typical the 4-6 p.m. peak period. While school let out on this day before the data collection started at 2:00 p.m., there was a peak that lasted about 15 minutes when school let out when traffic volumes were higher than reported here. During this period, traffic was controlled by traffic crossing guards who gave priority to children crossing the intersection and to school buses, with traffic controlled by the all-way stop control when there we no children or buses to be accommodated. Intersection operations would be lower during this 15-minute peak; however, it would not be appropriate to design for a 15 minute peak when operations are otherwise operating at Level of Service A. The appropriate approach in situations like this is to have a traffic management plan, which the school does: crossing guards manage traffic and there is a gravel area to the north of the play grounds were drivers can queue off-street waiting for school to let out. It was observed that this solution worked smoothly.

TABLE 6 – PM PEAK HOUR OPERATIONS – 19TH STREET/VIEW COURT

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	MEETS THE DALLES STANDARD?
Year 2025 without Project	NB Approach	A	9.0	Yes
	WB Left	A	7.3	
Year 2025 with Project	NB Approach	A	9.2	Yes
	WB Left	A	7.3	
Year 2030 without project	NB Approach	A	9.1	Yes
	WB Left	A	7.3	
Year 2030 without project	NB Approach	A	9.2	Yes
	WB Left	A	7.4	

TABLE 7 – PM PEAK HOUR OPERATIONS – 19TH STREET/NEVADA AVE *

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	MEETS THE DALLES STANDARD?
Year 2025 without Project	NB Approach WB Left	A A	9.1 7.4	Yes
Year 2025 with Project	NB Approach WB Left	A A	9.1 7.5	Yes
Year 2030 without project	NB Approach WB Left	A A	9.1 7.5	Yes
Year 2030 with project	NB Approach WB Left	A A	9.2 7.5	Yes

* The intersection is configured as a one-way stop (westbound) and a yield on the north; this is not a normal configuration and is not readily analyzed by available methodologies. Given the light flow of traffic, it would be reasonable to approximate operations at this intersection by assuming it was configured as a typical stop controlled T-intersection. Either way, the intersection clearly meets operational standards for the City of The Dalles.

TABLE 8 – PM PEAK HOUR OPERATIONS – 19TH STREET/OREGON AVE

SCENARIO	MOVEMENT	LEVEL OF SERVICE	DELAY (SEC/VEH)	MEETS THE DALLES STANDARD?
Year 2025 without Project	SB Approach EB Left	A A	9.2 7.5	Yes
Year 2025 with Project	SB Approach EB Left	A A	9.2 7.5	Yes
Year 2030 without project	SB Approach EB Left	A A	9.3 7.5	Yes
Year 2030 without project	SB Approach EB Left	A A	9.3 7.5	Yes

TRAFFIC SIGNAL WARRANTS

There are a variety of traffic signal warrants, of which at least one must be met to justify the installation of a new traffic signal. These warrants reflect a minimum threshold under which a traffic signal should not be installed. In general, unwarranted traffic signals can lead to increased delay, more accidents, and unnecessary spending. For all of these reasons, unwarranted traffic signals are highly discouraged.

All intersections were forecast to meet City of The Dalles operation standards for all scenarios for conditions with and without the proposed project. Therefore no signal warrants were checked.

SIGHT DISTANCE

Sight distance is a measure of how far a driver can see the road and/or other vehicles or potential hazards from various points in the roadway. Sight distance is measured in different ways and acceptable sight distance varies, depending on the type of sight distance that is important for a particular segment of road or intersection. There are two types of sight distance that are reviewed here: intersection sight-distance and stopping sight-distance. Stopping sight distance was measured only at the intersection (not along the travel way). These guidelines would allow the City of The Dalles to assess the safety of intersections, which is part of the City's Transportation Impact Analysis Policy.

Stopping Sight Distance Guidelines - Stopping sight distance is the minimum required distance for a vehicle to stop before reaching a stationary object in its path. The standard assumptions used to determine minimum stopping sight distance are: Wet pavement, a driver's vision height of 3.5 feet, and a stationary object 2.0 feet high (A Policy on Geometric Design of Highways and Streets, AASHTO, 2004). Table 17 shows the AASHTO guidelines for stopping sight distance at a given speed.

Intersection Sight Distance Guidelines - Intersection sight distance is the distance a driver can see from a stop controlled approach to an intersection. The measurement is typically taken from a point about 14.4 feet back from the edge of the travel-way at a height of 3.5 feet to a height of 3.5 feet in the travel lane. The AASHTO intersection sight distance guidelines, as shown in Table 9, reflect the minimum distance that a driver needs to be able to see while stopped at an intersection so that the driver may proceed without slowing vehicles on the main street by more than 15 percent. The distance required for a left turn is slightly longer than the distance for a right-turn.

TABLE 9 – AASHTO GUIDELINES FOR STOPPING AND INTERSECTION SIGHT DISTANCE

DESIGN SPEED	STOPPING SIGHT DISTANCE (FT.)	INTERSECTION SIGHT DISTANCE FOR LEFT-TURNS FROM STOP (FT.) (1)	INTERSECTION SIGHT DISTANCE FOR RIGHT-TURNS FROM STOP AND CROSSING MANEUVER (FT.) (2)
15	80	170	145
20	115	225	195
25	155	280	240
30	200	335	290
35	250	390	335
40	305	445	385
45	360	500	430
50	425	555	480
55	495	610	530
60	570	665	575
65	645	720	625
70	730	775	670
75	820	830	720
80	910	885	765

Source: A Policy on Geometric Design of Highways and Streets, AASHTO 2004
(1) Minimum distance to the right from the stopped approach
(2) Minimum distance to the left for the right turn movements and in both directions for the stopped movement.

Sight Distance at Study Intersections - Stopping sight distance and intersection sight distance standards should be designed for with the new street intersections. At the existing intersections, horizontal lines of sight were checked. It was found that sight distance guidelines would be met at posted speeds.

Stopping sight distance and intersection sight distance were measured at a distance of 15 feet back from the edge of the travel way. Measured sight distance at each of the study intersections was greater than 400 feet.

SPEED CHANGE LANES

Speed-change lanes (acceleration/deceleration lanes) are auxiliary lanes that accommodate traffic entering or leaving a roadway. Speed-change lanes are used primarily on high-speed, limited access roadways. Speed-change lanes are not typically constructed on the City's arterial/collector streets.

LEFT-TURN ANALYSIS

The purpose of a left-turn storage lane is to provide a waiting area for vehicles to turn left while waiting for a gap so that through vehicles do not stack behind the left turning vehicles. This analysis applies to traffic on a major street that is not controlled by a traffic signal or stop sign while turning left to a minor street. When

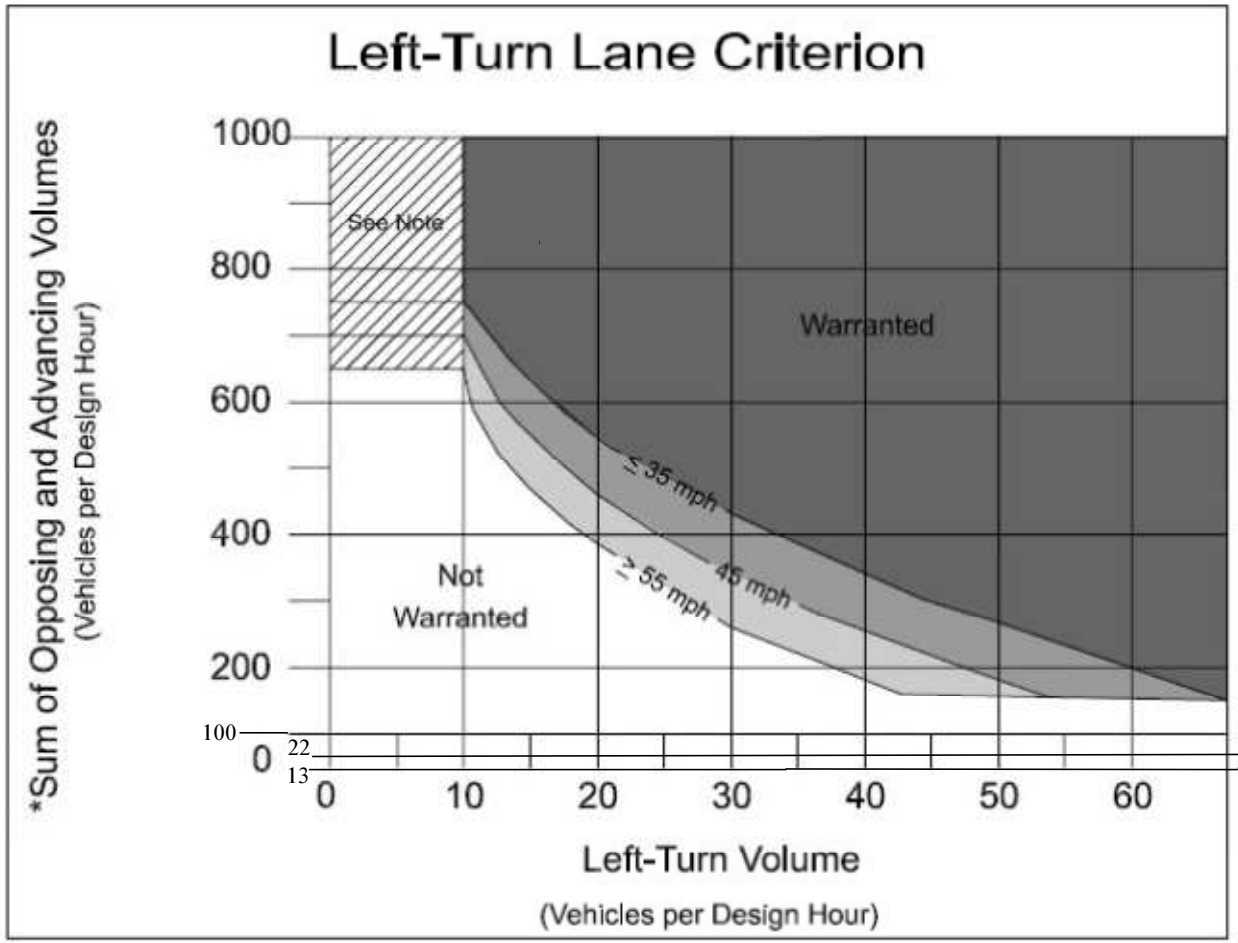
the guideline is met, the left-turn lane can improve capacity and safety. When the guideline is not met, transportation dollars can probably be better spent elsewhere.

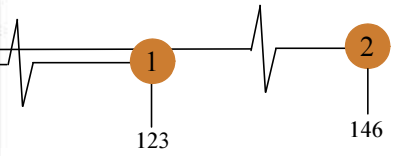
As shown in Figure 10, the guideline would be met this intersection with future traffic flows, with or without the proposed project, at the intersections were this measure is relevant.

MITIGATION MEASURES

The analysis provided in this report indicates that no off-site traffic mitigation would be required to add capacity at existing intersections.

All new streets should be constructed to City of The Dalles Standards.





1 View Ct / 19th

2 Oregon St / 19th

Source: Oregon DOT Analysis Procedures Manual 2008

*(Advancing Vol/ # of Advancing Through Lanes)+
(Opposing Vol/ # of Opposing Through Lanes)

#01703
June 17, 2022

Left-Turn Lane Analysis
Jason Alford Subdivision - The Dalles, Oregon

Figure 10

Ferguson & Associates, Inc.

FINDINGS AND CONCLUSIONS

1. The proposed 31 to 32 single family residential lot subdivision was forecast to generate 30 p.m. peak hour trips and 302 daily trips.

2. All study intersections were forecast to meet City of The Dalles operation standards.

3. The guideline for adding a left-turn lane would not be met at the study intersections with the project in year 2030.

4. The one crash was at the intersection of 19th Street and Dry Hollow Road in the most recent 5-years of available data. One crash over a 5 year period is not significant. The crash involved a left-turning vehicle. No injuries were reported. No safety issues were identified.

5. All future streets should be constructed to City of The Dalles requirements and modern engineering standards.

Appendix A – Traffic Study Policy

10.10.060 Street Requirements

A. Traffic Impact Studies.

1. Traffic Impact Studies (TIS) shall be required of all development proposals that meet one or more of the following:

   a. Development of 16 or more dwelling units.

   b. Any development proposal that is likely to generate more than 400 average daily motor trips.

   c. Any development proposal that is within 500 feet of an intersection that is already at or below level of service “D.”

2. Limited Traffic Impact Studies (LTIS).

   a. Notwithstanding paragraph 1 above, the City may require an initial, limited traffic study for development proposals to determine the level of service at intersections within 500 feet of the proposed development.

   b. If the limited traffic study finds the level of service to be at or below “D,” the City may require a TIS.

3. The TIS shall be conducted in accordance with the following:

   a. A proposal establishing the scope of the traffic study shall be submitted for review to the Director. The study requirements shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. Projects should assess all nearby key intersections.

   b. Once the scope of the traffic study has been approved, the applicant shall present the results with an overall site development proposal. The study shall be sealed and signed by a licensed professional engineer specializing in traffic.

4. Approval Criteria.

a. Location of new arterial streets shall conform to the Transportation System Plan, and traffic signals should generally not be spaced closer than 1,500 feet for reasonable traffic progression.

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

c. For affected non-highway facilities, the TIS establishes that level-of-service standards adopted by the City have been met.

5. Conditions of Approval.

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

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

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

B. Pass-Through Traffic. Local residential streets are intended to be designed to discourage pass-through traffic. (NOTE: For the purposes of this Chapter, “pass-through traffic” means the traffic traveling through an area that does not have a local origination or destination.) To discourage pass-through traffic the following street designs shall be considered, as well as other designs intended to discourage traffic:

1. Straight segments of local streets should be kept to less than a quarter mile in length, and include design features such as curves and “T” intersections.

2. Local streets should typically intersect in “T” configurations rather than 4-way intersections to minimize conflicts and discourage through traffic.

3. Non-through streets should not exceed 440 feet nor serve more than 16 dwelling units.

C. Improved to Standards. Development sites shall be provided with access from a street improved to City standards in accordance with the following:

1. 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, or the improvements shall be constructed and paid for in accordance with the implementation policy for local improvements set forth in Resolution No. 07-007.

2. Half-street improvements, as opposed to full-width street improvements, are generally not acceptable. However, these may be approved by the approving authority where essential to the reasonable development of the property. A typical example of an allowed half-street improvement would be for a residential rear lot development option (see Section 10.9.020.030: Residential Rear Lot Development). Approval for half-street improvements may be allowed when other standards required for street improvements are met and when the approving authority finds that it will be possible to obtain the dedication and/or improvement of the remainder of the street when property on the other side of the half-street is developed.

3. To ensure improved access to a development site consistent with policies on orderly urbanization and extension of public facilities the approving authority may require off-site street improvements concurrent with development.

D. Orderly Development. To provide for orderly development of adjacent properties, public streets installed concurrent with development of a site shall be extended through the site to the edge of the adjacent property(ies) in accordance with the following:

1. Temporary dead-ends created by this requirement to extend street improvements to the edge of adjacent properties shall always be installed with turn-around, unless waived by the Fire Marshal.

2. In order to assure the eventual continuation or completion of the street, reserve strips may be required in accordance with Section 10.9.040.060(D): Designation and Conveyance of Reserve Strips.

3. Drainage facilities, and erosion control measures as appropriate, shall be provided to properly manage stormwater run-off from temporary dead-ends.

E. Connectivity.

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

a. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to access abutting properties or to logically extend the street system into the surrounding area. All street stubs shall be provided with a temporary turnaround unless specifically exempted by the City Engineer. The restoration and extension of the street shall be the responsibility on any future developer of the abutting land.

b. Residential streets shall connect with surrounding streets to permit the convenient movement of traffic between neighborhoods or facilitate emergency access or evacuation. Connections shall be designed to minimize pass through traffic on local streets. Appropriate design and traffic controls such as four-way stops, “T” intersections, roundabouts, and traffic calming measures are the preferred means of discouraging through traffic.

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

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

G. Alleys. Alleys are encouraged as functionally efficient for rear loading on all types of property, and may be required by the approving authority to:

1. Provide for continuation of existing alleys.

2. Provide for rear lot vehicle access to properties fronting on arterial and collector streets.

H. Unusual Situations. Where standards do not exist to address unusual situations, the approving authority may require as a condition of development the approval of special design standards recommended by the City Engineer.

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

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

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

3. Private streets are designed to the City standards contained in subsection J of this section.

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

5. In addition to the name of the street, all private street signs shall also contain the words "Private Street" in letters of the same size as the name of the street.

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

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

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

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

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

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

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

c. The intersection of a local street with another street shall have a minimum of 50 feet of straight (tangent) alignment perpendicular to the intersection. Maximum design grade is 3% in this area.

d. Where right angle intersections are not possible, exceptions can be granted by the City Engineer provided that intersections not at right angles have a minimum angle of 60 degrees and a corner radius of 20 feet along the right-of-way lines of the acute angle.

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

f. All other intersections shall have a minimum curb corner radius of 15 feet.

5. Street right-of-way and improvement shall conform to the widths and standards in Table 6-1 of the Transportation System Plan, or as modified in paragraph 6 below. Streets designated in the Transportation System Plan as local and located in residential zones shall meet development standards as established by City Council resolution. A copy of the latest resolution can be obtained from the Planning Department.

6. Modification of right-of-way standards.

a. When new right-of-way is created adjacent to existing right-of-way that does not match City standards, the City Engineer may modify the standard widths for safety purposes and to achieve the greatest consistency feasible. Primary goals are for safety of pedestrians and vehicles, connectivity, and smooth flow of traffic.

b. In lieu of right-of-way standards set out in paragraph 5 above, when development occurs on a lot adjacent to existing right-of-way that does not have a full range of public improvements, the City Engineer in conjunction with the Community Development Director may:

i. Require the installation of public improvements as contained in paragraph 5 above; or

ii. Require payment into the improvement fund for missing improvements; or

iii. Allow a combination of paragraphs i and ii above; or

iv. Allow an alternative street design that meets the needs for pedestrian and vehicular safety. In selecting an alternate design the City Engineer may consider existing improvements, improvements on adjacent properties, topography, current and future street usage, cost, and other relevant factors.

K. Transportation Improvements Permitted Outright. Except where otherwise specifically regulated by this Title, the following improvements are permitted outright:

1. Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.

2. Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.

3. Projects that are consistent with projects identified and planned for in the Transportation System Plan.

4. Landscaping as part of a transportation facility.

5. Emergency measures necessary for the safety and protection of property.

6. Acquisition of right-of-way for public roads, highways, and other transportation improvements designated in the Transportation System Plan.

7. Construction of a street or road as part of an approved subdivision or land partition consistent with the applicable land division ordinance.

The Dalles Residential Street Standards Matrix

Residential Street Type	Volume (Average Daily Trips)	Speed (MPH)	Street Width (Feet)	Sidewalk/Planter Strip (Includes Curb)	ROW (Feet)
Alley		15	18 (no parking)	None	20-25
Lane (limited to 16 or fewer lots and/or 440 linear feet)	0-150	20	28 (8+12+8 non-striped)	11 feet each side	50
Neighborhood Street (requires traffic study)	150-500	25	32 (8+16+8 non-striped)	11 feet each side	54
Residential Street	500-1,000	25	36 (8+10+10+8	11 feet each side	58

			striped)		
Minor Collector (Residential)	1,000-3,000	25-30	38-40 (8+11/12+11/12+8 striped)	12.5 feet each side	64
Private Road			20 (no parking)	11 feet each side	42

The Dalles Arterial, Collector and Industrial/Commercial Street Standards Matrix

Street Type	**Speed (MPH)**	**Bike Lanes**	**Street Width (Feet)**	**Sidewalk/Planter Strip**	**ROW (Feet)**
Three Lane Arterial	25-35	Required (6+6)	50 (6+12+14+12+6 no parking) or 66 (8+6+12+14+12+6+8)	12-20 feet each side	90
One Way Arterial	25	Required (6)	46 (8+12+8+6+8)	10.5-15.5 feet each side	67-77
Major Collector	25-35	Required (6+6)	52 (8+6+12+12+6+8)	5.5-12 feet each side	63-76
Industrial Major Collector	25-35	Required (6+6)	40 (6+14+14+6 no parking)	10 feet each side (sidewalk may be one side only)	60
Minor Collector (and Commercial/Industrial Local)	25-30	None	38-40 (8+11/12+11/12+8)	10-11 feet each side	60

Note: All streets in this matrix will be striped.

Contact:

City Clerk: 541-296-5481

CITY OF THE DALLES
POLICY FOR TRAFFIC IMPACT STUDIES

POLICY

The purpose of this policy is to provide consistency in the preparation of traffic impact studies using certain established criteria. It has been prepared for the purpose of assisting consultants, developers, and other interested parties in evaluating traffic impacts within the City of The Dalles. Consultants are encouraged to discuss proposed projects with City staff prior to beginning the analysis. Doing so will provide an opportunity to discuss and determine parameters to be used and open a communication link between City staff and the developer/consultant. This communication will help in creating land uses with traffic characteristics that are in the best interest of the entire community.

TRAFFIC ANALYSIS

The City Engineer will require a traffic impact study as determined by the type of development and its potential impact to the existing street system. A traffic analysis will generally be required for a development which 1) will generate 400 average daily vehicle trips or more, or 2) when a development's location, proposed site plan, and/ or traffic characteristics could affect traffic safety, access management, street capacity, and/ or when known traffic problems and deficiencies exist in the development's study area.

CONTENTS

All traffic studies shall address the following required information:

Introduction

The introduction should provide a summary of the purpose and objectives of the traffic impact study.

Proposed Development

This section of the study should provide a thorough description of the proposed development including land use and intensity, site location, study area, and project phasing. A vicinity map shall be included to provide a clear graphical representation of the site location and study area.

Existing Area Conditions

The section that covers area conditions shall include a brief description of the following subtopics:

- Existing Land Uses
- Existing Zoning
- Other Developments
- Existing Street Network
- Site Access Location(s)
- Committed or Planned Street Improvements
- Existing Traffic Volumes and Conditions
- Local and State Programs, Policies, and Regulations

Projected Traffic

Site Generated Traffic and Trip Generation Rates

Trip generation rates should be obtained from the "Trip Generation Manual" published by the Institute of Transportation Engineers (ITE), most recent edition, unless otherwise approved by the City Engineer.

Trip Distribution and Assignment

Trip distribution and assignment can be estimated from the most recent Average Daily Traffic (ADT) data provided by the City, if available and directional volumes obtained from recent manual intersection turning movement counts. The consultant performing the traffic study shall be required to obtain this information if current data is not available. The City will also consider allowing research information provided by the developer so long as it clearly demonstrates a directional distribution specific to the development. A figure shall be included to show the estimated trip distribution as it is applied to each intersection within the study area.

Annual Growth Rate

An annual growth rate will need to be established for the purpose of estimating projected traffic volumes at both the time of project completion and in the forecast analysis. According to the City of The Dalles Transportation System Plan (TSP) completed in 1997, the estimated average annual growth rate is 1%. This value shall be verified with current data to see if the 1% growth rate continues to be a valid estimate.

Traffic Analysis

Intersection Operations

The intersection conditions to be analyzed are:

- **Existing** peak hour traffic operations based on a current manual turning movement count at the intersection(s) in the study area. Manual turning movement counts may be considered valid for a period of one year, so long as no developments or road construction has occurred within the study area that has the potential to alter traffic patterns.
- **Background** peak hour traffic operations at time of project completion. Background traffic is the estimated traffic volumes based on current manual intersection turning counts, plus trips generated from other proposed developments within the study area. A growth factor shall be applied to the background traffic volumes if the development is scheduled to open more than a year from the time of the study.
- **Total** peak hour traffic operations at time of project completion. Total traffic is background traffic plus site generated traffic.
- **Forecast background** peak hour traffic operations. A minimum forecast analysis is 5-years from the time of project completion; however, certain circumstances may require a longer forecast time and shall be considered on an individual basis. It should also be noted that intersections under ODOT's jurisdiction may require a 20-year forecast analysis.
- **Forecast total** peak hour traffic operations. Forecast total traffic is the background traffic plus site generated traffic, taking into consideration the average annual growth rate for both.

Typically, the peak hour of traffic operations is between 4:00 p.m. and 6:00 p.m. on a weekday, but each site and use should be evaluated to determine if there are circumstances which make the peak hour occur at other times. Extended manual turning movement counts may need to be preformed to determine what the most appropriate time for analysis should be.

The traffic analysis needs to include figures for each of the intersection conditions analyzed; existing, background, total, forecast background, and forecast total. The figures should clearly show the traffic volumes applied to each turning movement for the study area intersections.

Level-of-Service and Capacity

At the time the City's TSP was completed, it was found that intersections in The Dalles operated at a Level of Service (LOS) C or better during non peak hours. LOS D is considered to represent the minimum acceptable design standard for signalized and unsignalized intersections during peak hour traffic operations. Computer generated capacity analysis reports shall be included as appendices to the report.

Mitigation Measures

Mitigation measures shall be addressed for each of the study area intersections that fail to operate at the minimum acceptable LOS under both background and total traffic conditions. Mitigation measures will be sufficient when peak hour traffic operations are functioning at or above LOS D. Mitigation measures which include the placement of stop controls will need to demonstrate that they meet the criteria established in the most recent edition of the Manual on Uniform Traffic Control Devices.

Site Access and Circulation

The proposed site access and internal circulation for vehicular, bicycle, and pedestrian traffic will need to be clearly identified in the study. The site access locations will need to include a detailed analysis for sight distance, right and left turn lanes, and intersection traffic operations. Proposed site access locations will need to comply with the access management standards as set in the City of The Dalles Land Use and Development Ordinances (LUDO).

Sight Distance: Stopping Sight Distance, Passing Sight Distance, and Intersection Sight Distance

Sight distance analysis shall follow the guidelines established in the most current edition of A Policy on Geometric Design for Highways and Street, AASHTO.

Right and Left Turn Lanes

The need for right and left turn lanes shall be considered at each of the site access locations and at any intersections in which turn lanes are recommended for mitigation measures.

Traffic Accidents

Traffic accident data can be obtained from the Oregon Department of Transportation crash records. The City of The Dalles Police Department and Wasco County Sheriff may also have accident data available. Accident reports shall be included as appendices to the traffic study.

Summary of Findings and Recommendations

All final submittals for traffic studies and/or reports shall be signed and sealed by an Oregon Registered Civil Engineer.

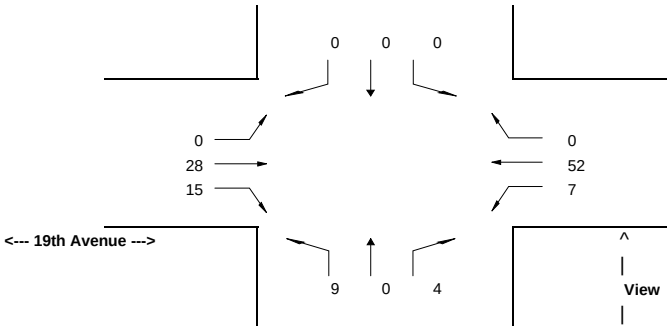
Appendix B – Intersection Count Summaries

PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: The Dalles
Count Date(s): Thursday, June 09, 2022

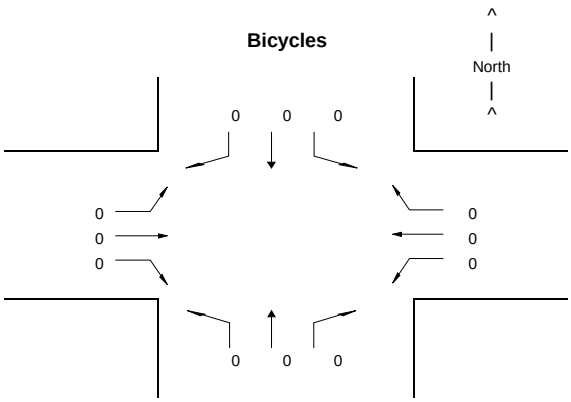
East-West Street Name: 19th Avenue
North-South Street Name: View
Peak Hour: 4:15 to 5:15 p.m.

Vehicles per Hour (all vehicles)



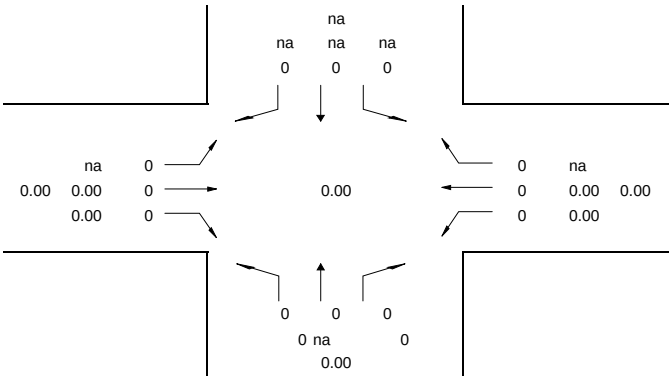
Total Entering Vehicles: 115

Bicycles



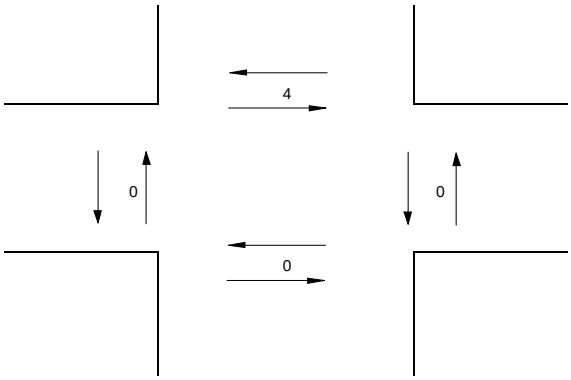
Total Entering Bicycles: 0

Heavy Vehicles (trucks per hour)

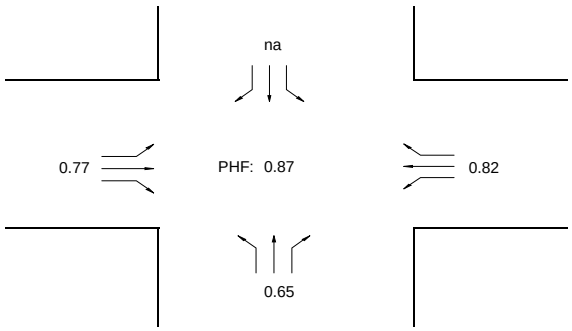


Total Entering Heavy Vehicles: 0

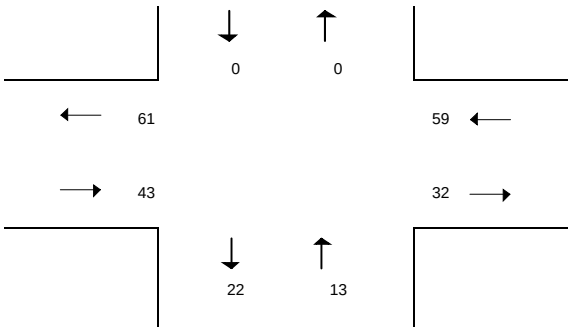
Pedestrians (crossings per hour)



Peak Hour Factor by Approach



Approach & Departure Volumes (vehicles per hour)



Ferguson & Associates, Inc
PO Box 1336
Bend, OR 97709
Phone: 541-617-9352
gscott@traffic-team.us

Project #:

PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location:	The Dalles	*East-West Street Name:*	19th Avenue
		North-South Street Name:	View
Count Date(s):	Thursday, June 09, 2022	*Peak Hour:*	4:15 to 5:15 p.m.

ALL VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	1	1	10	0	0	0	0	0	15	0	27
4:15	4:30	0	0	2	2	8	0	0	0	0	0	12	1	25
4:30	4:45	1	0	1	2	7	0	0	0	0	0	17	1	29
4:45	5:00	1	0	3	6	8	0	0	0	0	0	8	2	28
5:00	5:15	2	0	3	5	5	0	0	0	0	0	15	3	33
5:15	5:30	1	0	1	1	4	0	0	0	0	0	11	2	20
5:30	5:45	0	0	0	1	5	0	0	0	0	0	10	1	17
5:45	6:00	0	0	1	1	2	0	0	0	0	0	9	0	13
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		5	0	12	19	49	0	0	0	0	0	97	10	192
Peak Hour		**4**	**0**	**9**	**15**	**28**	**0**	**0**	**0**	**0**	**0**	**52**	**7**	**115**

HEAVY VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

BICYCLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PEDESTRIANS

TIME		CROSSINGS			
STARTING	ENDING	South Leg	West Leg	North Leg	East Leg
4:00	4:15	0	0	0	0
4:15	4:30	0	0	1	0
4:30	4:45	0	0	1	0
4:45	5:00	0	0	1	0
5:00	5:15	0	0	1	0
5:15	5:30	0	0	0	0
5:30	5:45	0	0	0	0
5:45	6:00	0	0	0	0
6:00	6:15	0	0	1	0
6:15	6:30	0	0	0	0
6:30	6:45	0	0	0	0
6:45	7:00	0	0	0	0
7:00	7:15	0	0	0	0
7:15	7:30	0	0	0	0
7:30	7:45	0	0	0	0
7:45	8:00	0	0	0	0
TOTAL		0	0	5	0
Peak Hour		0	0	4	0

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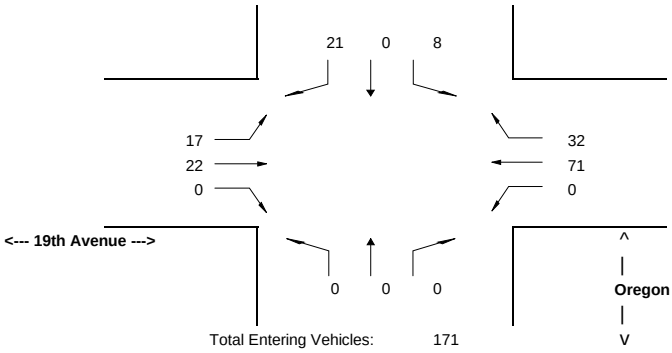
Project #:

PEAK HOUR TRAFFIC COUNT SUMMARY

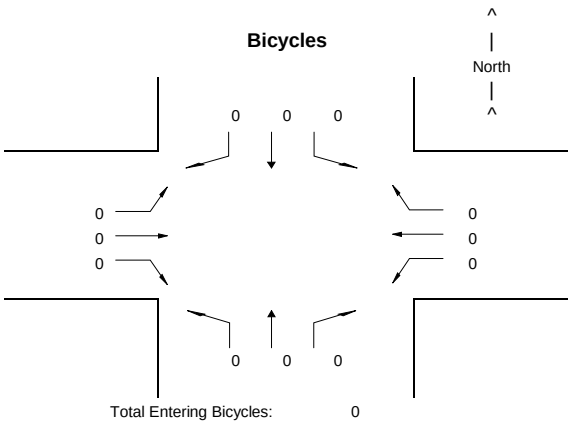
Count Location: The Dalles
Count Date(s): Thursday, June 09, 2022

East-West Street Name: 19th Avenue
North-South Street Name: Oregon
Peak Hour: 4:15 to 5:15 p.m.

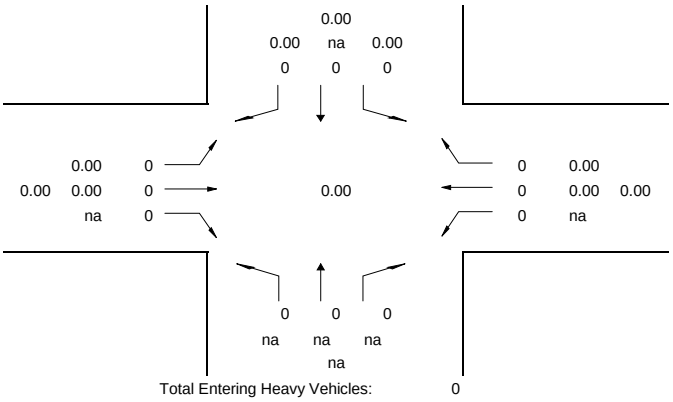
Vehicles per Hour (all vehicles)



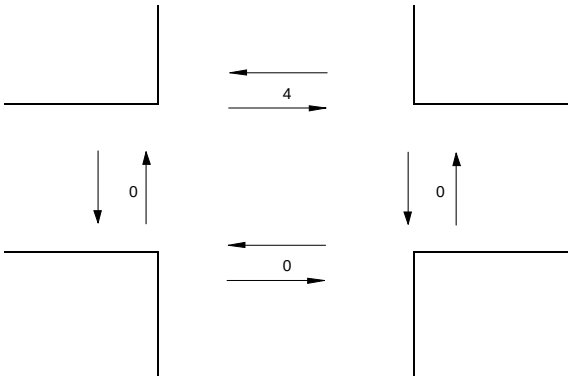
Bicycles



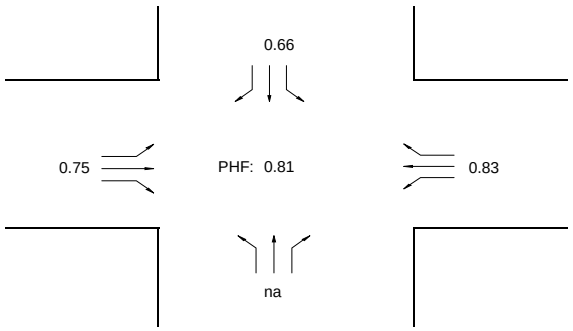
Heavy Vehicles (trucks per hour)



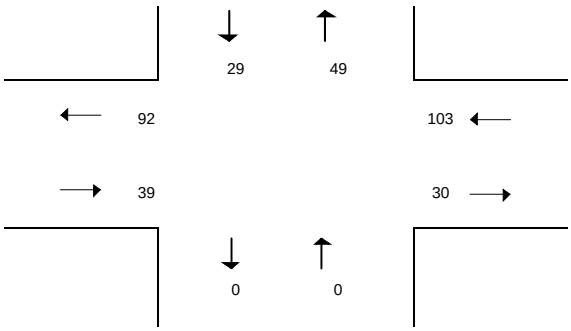
Pedestrians (crossings per hour)



Peak Hour Factor by Approach



Approach & Departure Volumes (vehicles per hour)



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Project #:

PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location:	The Dalles	*East-West Street Name:*	19th Avenue
		North-South Street Name:	Oregon
Count Date(s):	Thursday, June 09, 2022	*Peak Hour:*	4:15 to 5:15 p.m.

ALL VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	6	3	4	0	2	7	19	0	41
4:15	4:30	0	0	0	0	8	5	4	0	3	8	20	0	48
4:30	4:45	0	0	0	0	3	3	3	0	0	9	14	0	32
4:45	5:00	0	0	0	0	5	4	6	0	2	6	15	0	38
5:00	5:15	0	0	0	0	6	5	8	0	3	9	22	0	53
5:15	5:30	0	0	0	0	7	4	3	0	3	7	17	0	41
5:30	5:45	0	0	0	0	5	3	2	0	2	5	12	0	29
5:45	6:00	0	0	0	0	0	2	2	0	0	4	5	0	13
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	40	29	32	0	15	55	124	0	295
Peak Hour		**0**	**0**	**0**	**0**	**22**	**17**	**21**	**0**	**8**	**32**	**71**	**0**	**171**

HEAVY VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

BICYCLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PEDESTRIANS

TIME		CROSSINGS			
STARTING	ENDING	South Leg	West Leg	North Leg	East Leg
4:00	4:15	0	0	0	0
4:15	4:30	0	0	1	0
4:30	4:45	0	0	1	0
4:45	5:00	0	0	1	0
5:00	5:15	0	0	1	0
5:15	5:30	0	0	0	0
5:30	5:45	0	0	0	0
5:45	6:00	0	0	0	0
6:00	6:15	0	0	1	0
6:15	6:30	0	0	0	0
6:30	6:45	0	0	0	0
6:45	7:00	0	0	0	0
7:00	7:15	0	0	0	0
7:15	7:30	0	0	0	0
7:30	7:45	0	0	0	0
7:45	8:00	0	0	0	0
TOTAL		0	0	5	0
Peak Hour		0	0	4	0

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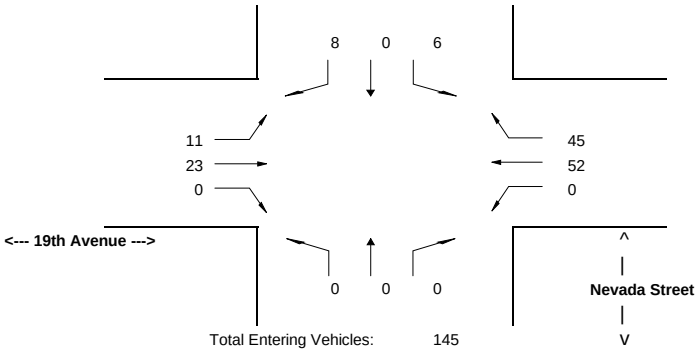
Project #:

PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: The Dalles
Count Date(s): Thursday, June 09, 2022

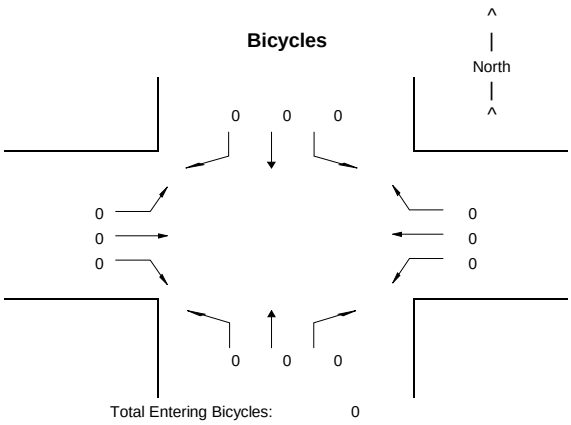
East-West Street Name: 19th Avenue
North-South Street Name: Nevada Street
Peak Hour: 4:15 to 5:15 p.m.

Vehicles per Hour (all vehicles)



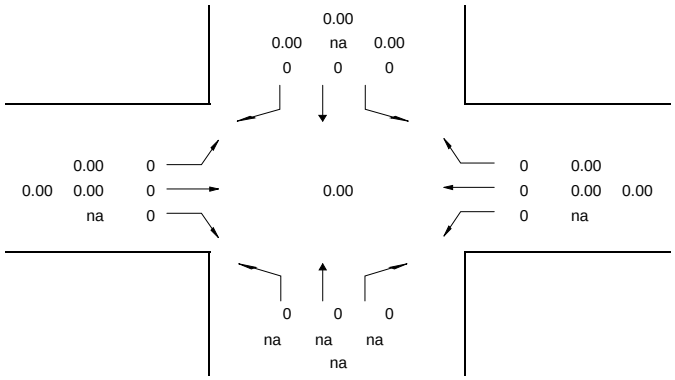
Total Entering Vehicles: 145

Bicycles



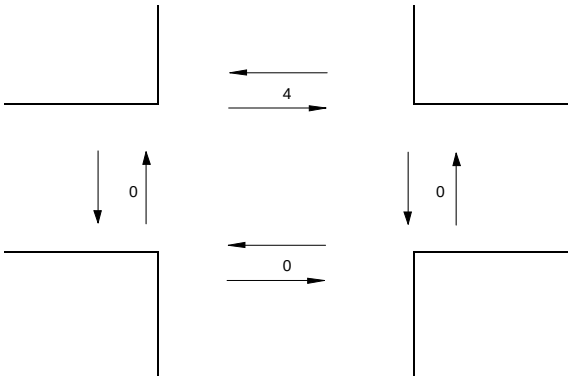
Total Entering Bicycles: 0

Heavy Vehicles (trucks per hour)

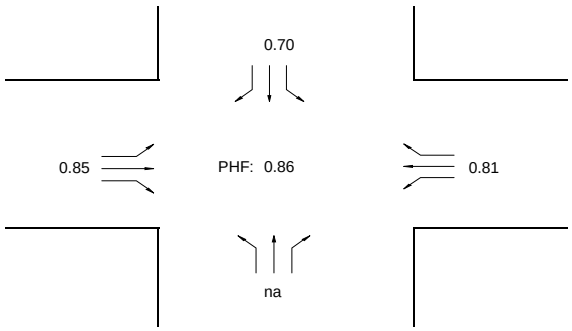


Total Entering Heavy Vehicles: 0

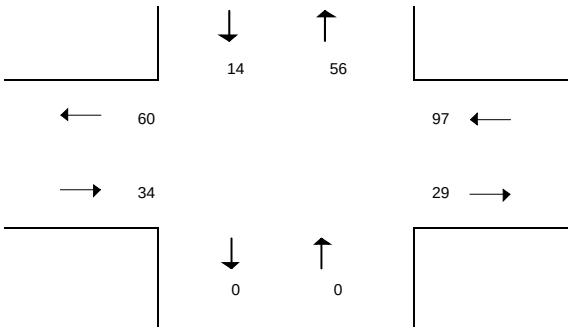
Pedestrians (crossings per hour)



Peak Hour Factor by Approach



Approach & Departure Volumes (vehicles per hour)



Ferguson & Associates, Inc PO Box 1336 Bend, OR 97709	Phone: 541-617-9352 gscott@traffic-team.us	Project #:

PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location:	The Dalles	*East-West Street Name:*	19th Avenue
		North-South Street Name:	Nevada Street
Count Date(s):	Thursday, June 09, 2022	*Peak Hour:*	4:15 to 5:15 p.m.

ALL VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	10	5	4	0	1	5	15	0	40
4:15	4:30	0	0	0	0	6	3	2	0	2	13	12	0	38
4:30	4:45	0	0	0	0	7	3	1	0	0	9	17	0	37
4:45	5:00	0	0	0	0	6	2	2	0	2	8	8	0	28
5:00	5:15	0	0	0	0	4	3	3	0	2	15	15	0	42
5:15	5:30	0	0	0	0	4	4	5	0	1	7	11	0	32
5:30	5:45	0	0	0	0	5	2	1	0	0	4	10	0	22
5:45	6:00	0	0	0	0	2	3	0	0	0	1	9	0	15
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	44	25	18	0	8	62	97	0	254
Peak Hour		**0**	**0**	**0**	**0**	**23**	**11**	**8**	**0**	**6**	**45**	**52**	**0**	**145**

HEAVY VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

BICYCLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
4:00	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PEDESTRIANS

TIME		CROSSINGS			
STARTING	ENDING	South Leg	West Leg	North Leg	East Leg
4:00	4:15	0	0	0	0
4:15	4:30	0	0	1	0
4:30	4:45	0	0	1	0
4:45	5:00	0	0	1	0
5:00	5:15	0	0	1	0
5:15	5:30	0	0	0	0
5:30	5:45	0	0	0	0
5:45	6:00	0	0	0	0
6:00	6:15	0	0	1	0
6:15	6:30	0	0	0	0
6:30	6:45	0	0	0	0
6:45	7:00	0	0	0	0
7:00	7:15	0	0	0	0
7:15	7:30	0	0	0	0
7:30	7:45	0	0	0	0
7:45	8:00	0	0	0	0
TOTAL		0	0	5	0
Peak Hour		0	0	4	0

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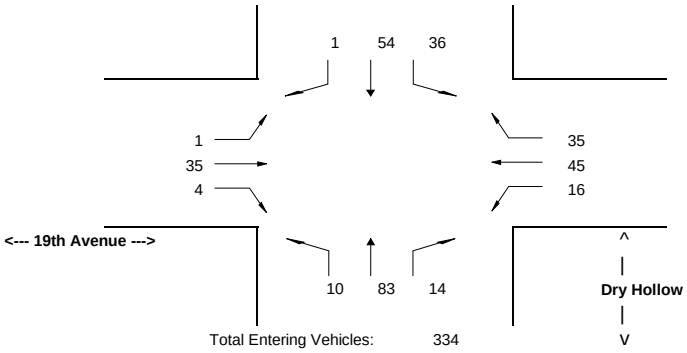
Project #:

PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: The Dalles
Count Date(s): Thursday, June 09, 2022

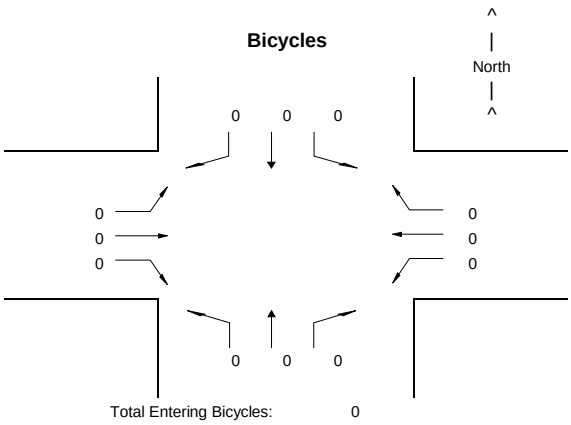
East-West Street Name: 19th Avenue
North-South Street Name: Dry Hollow
Peak Hour: 3:15 to 4:15 p.m.

Vehicles per Hour (all vehicles)



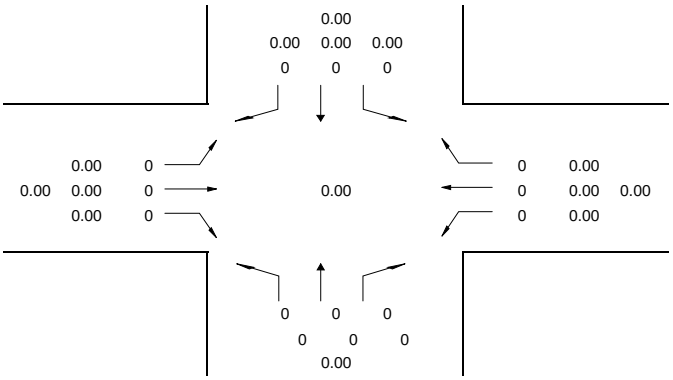
Total Entering Vehicles: 334

Bicycles



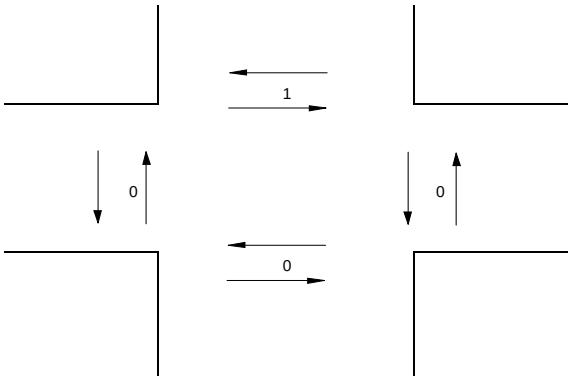
Total Entering Bicycles: 0

Heavy Vehicles (trucks per hour)

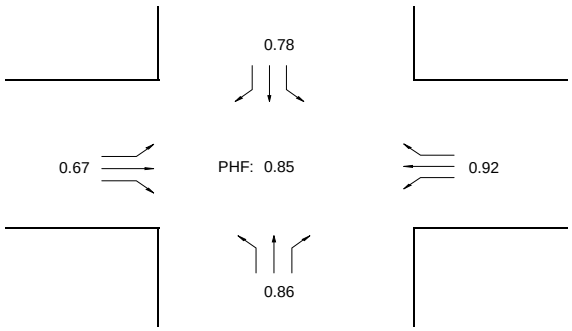


Total Entering Heavy Vehicles: 0

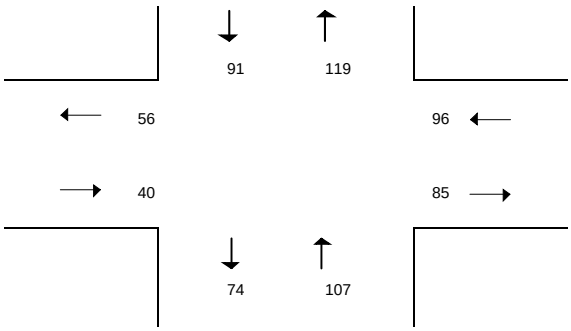
Pedestrians (crossings per hour)



Peak Hour Factor by Approach



Approach & Departure Volumes (vehicles per hour)



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Project #:

PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location:	The Dalles	*East-West Street Name:*	19th Avenue
		North-South Street Name:	Dry Hollow
Count Date(s):	Thursday, June 09, 2022	*Peak Hour:*	3:15 to 4:15 p.m.

ALL VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
2:00	2:15	3	11	0	2	8	0	0	13	5	11	9	9	71
2:15	2:30	5	12	0	3	15	0	0	7	4	5	10	6	67
2:30	2:45	4	7	0	0	5	0	0	13	6	7	6	4	52
2:45	3:00	4	15	0	0	5	0	0	7	11	4	10	6	62
3:00	3:15	2	15	1	1	15	1	0	16	11	6	6	1	75
3:15	3:30	3	22	3	1	5	0	0	17	11	7	12	4	85
3:30	3:45	4	21	6	0	11	1	0	19	10	10	10	6	98
3:45	4:00	5	20	0	0	7	0	0	11	9	10	10	3	75
4:00	4:15	2	20	1	3	12	0	1	7	6	8	13	3	76
4:15	4:30	3	18	2	2	7	1	0	9	5	1	9	5	62
4:30	4:45	3	23	3	0	15	0	0	8	5	8	15	4	84
4:45	5:00	1	5	2	0	15	0	0	13	9	7	7	0	59
5:00	5:15	4	18	0	1	9	1	0	16	10	8	15	6	88
5:15	5:30	3	12	3	0	10	0	0	6	7	6	12	1	60
5:30	5:45	0	7	2	0	10	0	0	11	7	6	15	2	60
5:45	6:00	2	9	4	3	8	1	1	6	7	6	9	2	58
TOTAL		48	235	27	16	157	5	2	179	123	110	168	62	1,132
Peak Hour		**14**	**83**	**10**	**4**	**35**	**1**	**1**	**54**	**36**	**35**	**45**	**16**	**334**

HEAVY VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
2:00	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

BICYCLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	TOTAL
2:00	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PEDESTRIANS

TIME		CROSSINGS			
STARTING	ENDING	South Leg	West Leg	North Leg	East Leg
2:00	2:15	0	0	0	0
2:15	2:30	0	0	1	0
2:30	2:45	0	0	1	0
2:45	3:00	0	0	1	0
3:00	3:15	0	0	1	0
3:15	3:30	0	0	0	0
3:30	3:45	0	0	0	0
3:45	4:00	0	0	0	0
4:00	4:15	0	0	1	0
4:15	4:30	0	0	0	0
4:30	4:45	0	0	0	0
4:45	5:00	0	0	0	0
5:00	5:15	0	0	0	0
5:15	5:30	0	0	0	0
5:30	5:45	0	0	0	0
5:45	6:00	0	0	0	0
TOTAL		0	0	5	0
Peak Hour		0	0	1	0

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Project #:

Appendix C – Crash Data

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Attachment 2

19TH ST at VIEW CT, City of The Dalles, Wasco County, 01/01/2016 to 12/31/2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
FINAL TOTAL														

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Attachment 2

19TH ST at OREGON AVE, City of The Dalles, Wasco County, 01/01/2016 to 12/31/2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
FINAL TOTAL														

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

19TH ST at NEVADA ST, City of The Dalles, Wasco County, 01/01/2016 to 12/31/2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
FINAL TOTAL														

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CITY OF THE DALLES, WASCO COUNTY

19TH ST at DRY HOLLOW RD, City of The Dalles, Wasco County, 01/01/2016 to 12/31/2020

1 - 1 of 1 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	D M R U G S	J I N V	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / TYPE / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
00042	Y	N	N				02/09/2019	17	DRY HOLLOW RD	INTER	CROSS	N	N	SNOW	ANGL-OTH	01	NONE 9	TURN-R										124	01
NONE							SA	0	19TH ST	SE		STOP SIGN	N	SNO	TURN		N/A	SW-SE									001		00
N							3P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N							45 35 15.41	-121 10 26.6																UNK					
																02	NONE 9	STOP											
																	N/A	SE-NW									012		00
																	PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																								UNK					

Attachment 2

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

19TH ST at DRY HOLLOW RD, City of The Dalles, Wasco County, 01/01/2016 to 12/31/2020

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2019														
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
YEAR 2019 TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**
FINAL TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Appendix D – Level of Service Calculations

PM Peak Hour Traffic -- Year 2025 (buildout scenario)
#01703 -- The Dalles

Scenario Report

Scenario:	Base Year
Command:	base year
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Base Year

PM Peak Hour Traffic -- Year 2025 (buildout scenario)
#01703 -- The Dalles

Turning Movement Report
TripGen

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 19th/Dry Hollow													
Base	10	87	15	38	56	1	1	37	4	17	47	37	349
Added	1	7	1	0	11	0	0	0	1	2	0	0	23
Total	11	94	16	38	67	1	1	37	5	19	47	37	372
#2 View Drive/19th													
Base	9	0	4	0	0	0	0	29	16	7	54	0	120
Added	8	0	3	0	0	0	0	0	14	5	0	0	30
Total	17	0	7	0	0	0	0	29	30	12	54	0	150
#3 Nevada/19th													
Base	0	0	0	8	0	8	11	24	0	0	54	47	154
Added	0	0	0	0	0	1	1	2	0	0	4	0	8
Total	0	0	0	8	0	9	12	26	0	0	58	47	162
#4 Oregon/19th													
Base	0	0	0	8	0	22	18	23	0	0	74	33	179
Added	0	0	0	0	0	3	2	1	0	0	1	0	7
Total	0	0	0	8	0	25	20	24	0	0	75	33	186

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to FERGUSON and ASSOC.

Base Year Mon Jun 20, 2022 13:27:16 Page 3-1

PM Peak Hour Traffic -- Year 2025 (buildout scenario)
#01703 -- The Dalles

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #1 19th/Dry Hollow

Cycle (sec):	100	Critical Vol./Cap.(X):	0.164	
Loss Time (sec):	0	Average Delay (sec/veh):	8.1	
Optimal Cycle:	0	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Volume Module:												
Base Vol:	10	83	14	36	54	1	1	35	4	16	45	35
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	10	87	15	38	56	1	1	37	4	17	47	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	12	102	17	44	66	1	1	43	5	20	55	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	102	17	44	66	1	1	43	5	20	55	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	102	17	44	66	1	1	43	5	20	55	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.78	0.13	0.40	0.59	0.01	0.02	0.88	0.10	0.17	0.47	0.36
Final Sat.:	75	623	105	307	460	9	19	662	76	133	374	291
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.14	0.14	0.14	0.07	0.07	0.07	0.15	0.15	0.15
Crit Moves:		****			****			****			****	
Delay/Veh:	8.1	8.1	8.1	8.2	8.2	8.2	7.8	7.8	7.8	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.1	8.1	8.2	8.2	8.2	7.8	7.8	7.8	8.0	8.0	8.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.1			8.2			7.8			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			8.2			7.8			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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PM Peak Hour Traffic -- Year 2025 (buildout scenario)
#01703 -- The Dalles

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #1 19th/Dry Hollow

Cycle (sec):	100	Critical Vol./Cap.(X):	0.178	
Loss Time (sec):	0	Average Delay (sec/veh):	8.2	
Optimal Cycle:	0	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Volume Module:												
Base Vol:	10	83	14	36	54	1	1	35	4	16	45	35
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	10	87	15	38	56	1	1	37	4	17	47	37
Added Vol:	1	7	1	0	11	0	0	0	1	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	94	16	38	67	1	1	37	5	19	47	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	13	110	18	44	79	1	1	43	6	22	55	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	110	18	44	79	1	1	43	6	22	55	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	110	18	44	79	1	1	43	6	22	55	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.78	0.13	0.35	0.64	0.01	0.02	0.86	0.12	0.18	0.46	0.36
Final Sat.:	76	618	103	274	491	8	18	636	90	143	360	280
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.16	0.16	0.16	0.07	0.07	0.07	0.15	0.15	0.15
Crit Moves:		****				****	****				****	
Delay/Veh:	8.3	8.3	8.3	8.3	8.3	8.3	7.9	7.9	7.9	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	8.3	8.3	8.3	8.3	7.9	7.9	7.9	8.1	8.1	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.3			8.3			7.9			8.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			8.3			7.9			8.1	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

```
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-------------------------------------------------------------------------------
            PM Peak Hour Traffic -- Year 2025 (buildout scenario)
                        #01703  -- The Dalles
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 View Drive/19th
*******************************************************************************
Average Delay (sec/veh):      1.5       Worst Case Level Of Service: A[  9.0]
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  0  1  0    0  1  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9    0     4     0    0     0     0   28    15     7   52     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    9    0     4     0    0     0     0   29    16     7   54     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.87 0.87  0.87  0.87 0.87  0.87  0.87 0.87  0.87  0.87 0.87  0.87
PHF Volume:    11    0     5     0    0     0     0   34    18     8   62     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   11    0     5     0    0     0     0   34    18     8   62     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  122  122    43   124  131    62  xxxx xxxx xxxxx    52 xxxx xxxxx
Potent Cap.:  878  772  1034   855  763  1008  xxxx xxxx xxxxx  1567 xxxx xxxxx
Move Cap.:    875  768  1034   847  759  1008  xxxx xxxx xxxxx  1567 xxxx xxxxx
Volume/Cap:  0.01 0.00  0.00  0.00 0.00  0.00  xxxx xxxx  xxxx  0.01 xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  918 xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx  9.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.3 xxxx xxxxx
Shared LOS:     *    A     *     *    *     *     *    *     *     A    *     *
ApproachDel:        9.0           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:          A                *                *                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```



```
Base Year                 Mon Jun 20, 2022 13:27:16                 Page 6-1
-------------------------------------------------------------------------------
            PM Peak Hour Traffic -- Year 2025 (buildout scenario)
                        #01703  -- The Dalles
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #2 View Drive/19th
*******************************************************************************
Average Delay (sec/veh):      2.1       Worst Case Level Of Service: A[  9.2]
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  0  1  0    0  1  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9    0     4     0    0     0     0   28    15     7   52     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    9    0     4     0    0     0     0   29    16     7   54     0
Added Vol:      8    0     3     0    0     0     0    0    14     5    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   17    0     7     0    0     0     0   29    30    12   54     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.87 0.87  0.87  0.87 0.87  0.87  0.87 0.87  0.87  0.87 0.87  0.87
PHF Volume:    20    0     8     0    0     0     0   34    34    14   62     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   20    0     8     0    0     0     0   34    34    14   62     0
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  141  141    51   146  159    62  xxxx xxxx xxxxx    68 xxxx xxxxx
Potent Cap.:  856  753  1023   828  737  1008  xxxx xxxx xxxxx  1546 xxxx xxxxx
Move Cap.:    850  746  1023   815  730  1008  xxxx xxxx xxxxx  1546 xxxx xxxxx
Volume/Cap:  0.02 0.00  0.01  0.00 0.00  0.00  xxxx xxxx  xxxx  0.01 xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  894 xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx  9.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.3 xxxx xxxxx
Shared LOS:     *    A     *     *    *     *     *    *     *     A    *     *
ApproachDel:        9.2           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:          A                *                *                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

```
Base Year                 Mon Jun 20, 2022 13:27:16                 Page 7-1
--------------------------------------------------------------------------------
            PM Peak Hour Traffic -- Year 2025 (buildout scenario)
                        #01703  -- The Dalles
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Nevada/19th
********************************************************************************
Average Delay (sec/veh):      1.5       Worst Case Level Of Service: A[  9.1]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     8    0     8    11   23     0     0   52    45
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    0    0     0     8    0     8    11   24     0     0   54    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.86 0.86  0.86  0.86 0.86  0.86  0.86 0.86  0.86  0.86 0.86  0.86
PHF Volume:     0    0     0    10    0    10    13   28     0     0   63    55
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    10    0    10    13   28     0     0   63    55
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  150  173    28   145  145    91   118 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  822  724  1053   852  750   973  1483 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    808  718  1053   846  743   973  1483 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00  0.00  0.01 0.00  0.01  0.01 xxxx  xxxx  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx  xxxx  905 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.1 xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx  9.1 xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    A     *     A    *     *     *    *     *
ApproachDel:    xxxxxx              9.1           xxxxxx           xxxxxx
ApproachLOS:         *                A                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```



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Base Year                 Mon Jun 20, 2022 13:27:16                 Page 8-1
--------------------------------------------------------------------------------
            PM Peak Hour Traffic -- Year 2025 (buildout scenario)
                        #01703  -- The Dalles
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #3 Nevada/19th
********************************************************************************
Average Delay (sec/veh):      1.6       Worst Case Level Of Service: A[  9.1]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     8    0     8    11   23     0     0   52    45
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    0    0     0     8    0     8    11   24     0     0   54    47
Added Vol:      0    0     0     0    0     1     1    2     0     0    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     8    0     9    12   26     0     0   58    47
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.86 0.86  0.86  0.86 0.86  0.86  0.86 0.86  0.86  0.86 0.86  0.86
PHF Volume:     0    0     0    10    0    11    15   30     0     0   68    55
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    10    0    11    15   30     0     0   68    55
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  160  182    30   155  155    95   123 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  810  716  1050   842  741   967  1477 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    795  709  1050   835  734   967  1477 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00  0.00  0.01 0.00  0.01  0.01 xxxx  xxxx  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx  xxxx  900 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.1 xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx  9.1 xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    A     *     A    *     *     *    *     *
ApproachDel:    xxxxxx              9.1           xxxxxx           xxxxxx
ApproachLOS:         *                A                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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Base Year                 Mon Jun 20, 2022 13:27:16                Page 9-1
--------------------------------------------------------------------------------
            PM Peak Hour Traffic -- Year 2025 (buildout scenario)
                          #01703  -- The Dalles
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Oregon/19th
********************************************************************************
Average Delay (sec/veh):      2.3       Worst Case Level Of Service: A[  9.2]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     8    0    21    17   22     0     0   71    32
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    0    0     0     8    0    22    18   23     0     0   74    33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81
PHF Volume:     0    0     0    10    0    27    22   28     0     0   92    41
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    10    0    27    22   28     0     0   92    41
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  198  205    28   184  184   112   133 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  765  695  1052   809  713   946  1464 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    735  684  1052   800  703   946  1464 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00  0.00  0.01 0.00  0.03  0.01 xxxx  xxxx  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx  xxxx  901 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.1 xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx  9.2 xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    A     *     A    *     *     *    *     *
ApproachDel:    xxxxxx              9.2           xxxxxx           xxxxxx
ApproachLOS:         *                A                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```



```
Base Year                 Mon Jun 20, 2022 13:27:16               Page 10-1
--------------------------------------------------------------------------------
            PM Peak Hour Traffic -- Year 2025 (buildout scenario)
                          #01703  -- The Dalles
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #4 Oregon/19th
********************************************************************************
Average Delay (sec/veh):      2.4       Worst Case Level Of Service: A[  9.2]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     8    0    21    17   22     0     0   71    32
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    0    0     0     8    0    22    18   23     0     0   74    33
Added Vol:      0    0     0     0    0     3     2    1     0     0    1     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     8    0    25    20   24     0     0   75    33
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81
PHF Volume:     0    0     0    10    0    31    24   30     0     0   93    41
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    10    0    31    24   30     0     0   93    41
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  207  213    30   192  192   113   134 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  755  688  1051   802  707   945  1463 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    721  677  1051   791  695   945  1463 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00  0.00  0.01 0.00  0.03  0.02 xxxx  xxxx  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx  xxxx  901 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.1 xxxxx   0.1 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx  9.2 xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    A     *     A    *     *     *    *     *
ApproachDel:    xxxxxx              9.2           xxxxxx           xxxxxx
ApproachLOS:         *                A                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

PM Peak Hour -- 2035 (buildout plus five years)
#01703 -- The Dalles

Scenario Report

Scenario:	Base Year Plus Five
Command:	base year plus five
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Base Year Plus Five

PM Peak Hour -- 2035 (buildout plus five years)
#01703 -- The Dalles

Turning Movement Report
TripGen

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 19th/Dry Hollow													
Base	12	95	16	41	62	1	1	40	5	18	52	40	384
Added	1	7	1	0	11	0	0	0	1	2	0	0	23
Total	13	102	17	41	73	1	1	40	6	20	52	40	407
#2 View Drive/19th													
Base	10	0	5	0	0	0	0	32	17	8	60	0	132
Added	8	0	3	0	0	0	0	0	14	5	0	0	30
Total	18	0	8	0	0	0	0	32	31	13	60	0	162
#3 Nevada/19th													
Base	0	0	0	9	0	9	13	26	0	0	60	52	169
Added	0	0	0	0	0	1	1	2	0	0	4	0	8
Total	0	0	0	9	0	10	14	28	0	0	64	52	177
#4 Oregon/19th													
Base	0	0	0	9	0	24	20	25	0	0	82	37	197
Added	0	0	0	0	0	3	2	1	0	0	1	0	7
Total	0	0	0	9	0	27	22	26	0	0	83	37	204

```
Base Year Plus Five        Mon Jun 20, 2022 13:27:20                Page 3-1
------------------------------------------------------------------------------
               PM Peak Hour -- 2035 (buildout plus five years)
                          #01703 -- The Dalles
------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Base Volume Alternative)
******************************************************************************
Intersection #1 19th/Dry Hollow
******************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):         0.183
Loss Time (sec):       0               Average Delay (sec/veh):         8.2
Optimal Cycle:         0               Level Of Service:                  A
******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0     0  0  1! 0  0     0  0  1! 0  0     0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10   83   14    36   54    1     1   35    4    16   45   35
Growth Adj:  1.15 1.15 1.15  1.15 1.15 1.15  1.15 1.15 1.15  1.15 1.15 1.15
Initial Bse:   12   95   16    41   62    1     1   40    5    18   52   40
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85
PHF Volume:    14  112   19    49   73    1     1   47    5    22   61   47
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   14  112   19    49   73    1     1   47    5    22   61   47
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   14  112   19    49   73    1     1   47    5    22   61   47
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.09 0.78  0.13  0.40 0.59  0.01  0.02 0.88  0.10  0.17 0.47  0.36
Final Sat.:    74  613   103   302  453     8    18  647    74   131  367   285
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.18  0.18  0.16 0.16  0.16  0.07 0.07  0.07  0.17 0.17  0.17
Crit Moves:  ****             ****                 ****        ****
Delay/Veh:    8.3  8.3   8.3   8.4  8.4   8.4   7.9  7.9   7.9   8.2  8.2   8.2
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   8.3  8.3   8.3   8.4  8.4   8.4   7.9  7.9   7.9   8.2  8.2   8.2
LOS by Move:    A    A     A     A    A     A     A    A     A     A    A     A
ApproachDel:        8.3               8.4               7.9               8.2
Delay Adj:         1.00              1.00              1.00              1.00
ApprAdjDel:         8.3               8.4               7.9               8.2
LOS by Appr:          A                 A                 A                 A
AllWayAvgQ:   0.2  0.2   0.2   0.2  0.2   0.2   0.1  0.1   0.2   0.2  0.2   0.2
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```



```
Base Year Plus Five        Mon Jun 20, 2022 13:27:20                Page 4-1
------------------------------------------------------------------------------
               PM Peak Hour -- 2035 (buildout plus five years)
                          #01703 -- The Dalles
------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
******************************************************************************
Intersection #1 19th/Dry Hollow
******************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):         0.198
Loss Time (sec):       0               Average Delay (sec/veh):         8.4
Optimal Cycle:         0               Level Of Service:                  A
******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1! 0  0     0  0  1! 0  0     0  0  1! 0  0     0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10   83   14    36   54    1     1   35    4    16   45   35
Growth Adj:  1.15 1.15 1.15  1.15 1.15 1.15  1.15 1.15 1.15  1.15 1.15 1.15
Initial Bse:   12   95   16    41   62    1     1   40    5    18   52   40
Added Vol:      1    7    1     0   11    0     0    0    1     2    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   13  102   17    41   73    1     1   40    6    20   52   40
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85
PHF Volume:    15  121   20    49   86    1     1   47    7    24   61   47
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   15  121   20    49   86    1     1   47    7    24   61   47
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   15  121   20    49   86    1     1   47    7    24   61   47
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.09 0.78  0.13  0.36 0.63  0.01  0.02 0.86  0.12  0.18 0.46  0.36
Final Sat.:    74  609   102   272  480     8    18  625    87   140  354   276
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.20  0.20  0.18 0.18  0.18  0.08 0.08  0.08  0.17 0.17  0.17
Crit Moves:             ****        ****              ****        ****
Delay/Veh:    8.5  8.5   8.5   8.5  8.5   8.5   8.0  8.0   8.0   8.3  8.3   8.3
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   8.5  8.5   8.5   8.5  8.5   8.5   8.0  8.0   8.0   8.3  8.3   8.3
LOS by Move:    A    A     A     A    A     A     A    A     A     A    A     A
ApproachDel:        8.5               8.5               8.0               8.3
Delay Adj:         1.00              1.00              1.00              1.00
ApprAdjDel:         8.5               8.5               8.0               8.3
LOS by Appr:          A                 A                 A                 A
AllWayAvgQ:   0.2  0.2   0.2   0.2  0.2   0.2   0.1  0.1   0.2   0.2  0.2   0.2
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

```
Base Year Plus Five        Mon Jun 20, 2022 13:27:20                Page 5-1
--------------------------------------------------------------------------------
               PM Peak Hour -- 2035 (buildout plus five years)
                           #01703 -- The Dalles
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #2 View Drive/19th
********************************************************************************
Average Delay (sec/veh):      1.5       Worst Case Level Of Service: A[  9.1]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  0  1  0    0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9    0     4     0    0     0     0   28    15     7   52     0
Growth Adj:  1.15 1.15  1.15  1.15 1.15  1.15  1.15 1.15  1.15  1.15 1.15  1.15
Initial Bse:   10    0     5     0    0     0     0   32    17     8   60     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.87 0.87  0.87  0.87 0.87  0.87  0.87 0.87  0.87  0.87 0.87  0.87
PHF Volume:    12    0     5     0    0     0     0   37    20     9   69     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   12    0     5     0    0     0     0   37    20     9   69     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  134  134    47   137  144    69  xxxx xxxx xxxxx    57 xxxx xxxxx
Potent Cap.:  864  760  1028   839  751  1000  xxxx xxxx xxxxx  1561 xxxx xxxxx
Move Cap.:    860  756  1028   831  746  1000  xxxx xxxx xxxxx  1561 xxxx xxxxx
Volume/Cap:  0.01 0.00  0.01  0.00 0.00  0.00  xxxx xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  906 xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx  9.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.3 xxxx xxxxx
Shared LOS:     *    A     *     *    *     *     *    *     *     A    *     *
ApproachDel:        9.1           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:          A                *                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```



```
Base Year Plus Five        Mon Jun 20, 2022 13:27:20                Page 6-1
--------------------------------------------------------------------------------
               PM Peak Hour -- 2035 (buildout plus five years)
                           #01703 -- The Dalles
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #2 View Drive/19th
********************************************************************************
Average Delay (sec/veh):      2.1       Worst Case Level Of Service: A[  9.2]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  0  1  0    0  1  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9    0     4     0    0     0     0   28    15     7   52     0
Growth Adj:  1.15 1.15  1.15  1.15 1.15  1.15  1.15 1.15  1.15  1.15 1.15  1.15
Initial Bse:   10    0     5     0    0     0     0   32    17     8   60     0
Added Vol:      8    0     3     0    0     0     0    0    14     5    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   18    0     8     0    0     0     0   32    31    13   60     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.87 0.87  0.87  0.87 0.87  0.87  0.87 0.87  0.87  0.87 0.87  0.87
PHF Volume:    21    0     9     0    0     0     0   37    36    15   69     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   21    0     9     0    0     0     0   37    36    15   69     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2   7.1  6.5   6.2 xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3 xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  154  154    55   158  172    69  xxxx xxxx xxxxx    73 xxxx xxxxx
Potent Cap.:  843  742  1018   812  725  1000  xxxx xxxx xxxxx  1540 xxxx xxxxx
Move Cap.:    836  734  1018   799  718  1000  xxxx xxxx xxxxx  1540 xxxx xxxxx
Volume/Cap:  0.03 0.00  0.01  0.00 0.00  0.00  xxxx xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  882 xxxxx  xxxx    0 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx  9.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
Shared LOS:     *    A     *     *    *     *     *    *     *     A    *     *
ApproachDel:        9.2           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:          A                *                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
Base Year Plus Five        Mon Jun 20, 2022 13:27:20                Page 7-1
--------------------------------------------------------------------------------
               PM Peak Hour -- 2035 (buildout plus five years)
                           #01703 -- The Dalles
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Nevada/19th
********************************************************************************
Average Delay (sec/veh):      1.6       Worst Case Level Of Service: A[  9.1]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     8    0     8    11   23     0     0   52    45
Growth Adj:  1.15 1.15  1.15  1.15 1.15  1.15  1.15 1.15  1.15  1.15 1.15  1.15
Initial Bse:    0    0     0     9    0     9    13   26     0     0   60    52
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.86 0.86  0.86  0.86 0.86  0.86  0.86 0.86  0.86  0.86 0.86  0.86
PHF Volume:     0    0     0    11    0    11    15   31     0     0   70    60
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    11    0    11    15   31     0     0   70    60
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  165  190    31   160  160   100   130 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  804  709  1049   836  736   962  1468 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    789  701  1049   829  729   962  1468 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00  0.00  0.01 0.00  0.01  0.01 xxxx  xxxx  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx  xxxx  891 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.1 xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx  9.1 xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    A     *     A    *     *     *    *     *
ApproachDel:    xxxxxx              9.1           xxxxxx           xxxxxx
ApproachLOS:         *                A                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```



```
Base Year Plus Five        Mon Jun 20, 2022 13:27:20                Page 8-1
--------------------------------------------------------------------------------
               PM Peak Hour -- 2035 (buildout plus five years)
                           #01703 -- The Dalles
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #3 Nevada/19th
********************************************************************************
Average Delay (sec/veh):      1.6       Worst Case Level Of Service: A[  9.2]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     8    0     8    11   23     0     0   52    45
Growth Adj:  1.15 1.15  1.15  1.15 1.15  1.15  1.15 1.15  1.15  1.15 1.15  1.15
Initial Bse:    0    0     0     9    0     9    13   26     0     0   60    52
Added Vol:      0    0     0     0    0     1     1    2     0     0    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     9    0    10    14   28     0     0   64    52
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.86 0.86  0.86  0.86 0.86  0.86  0.86 0.86  0.86  0.86 0.86  0.86
PHF Volume:     0    0     0    11    0    12    16   33     0     0   74    60
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    11    0    12    16   33     0     0   74    60
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  175  199    33   169  169   104   134 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  792  700  1046   826  727   956  1463 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    776  693  1046   819  719   956  1463 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00  0.00  0.01 0.00  0.01  0.01 xxxx  xxxx  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx  xxxx  886 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.1 xxxxx   0.0 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx  9.2 xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    A     *     A    *     *     *    *     *
ApproachDel:    xxxxxx              9.2           xxxxxx           xxxxxx
ApproachLOS:         *                A                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
Base Year Plus Five        Mon Jun 20, 2022 13:27:20                Page 9-1
--------------------------------------------------------------------------------
               PM Peak Hour -- 2035 (buildout plus five years)
                           #01703 -- The Dalles
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Oregon/19th
********************************************************************************
Average Delay (sec/veh):      2.3       Worst Case Level Of Service: A[  9.3]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     8    0    21    17   22     0     0   71    32
Growth Adj:  1.15 1.15  1.15  1.15 1.15  1.15  1.15 1.15  1.15  1.15 1.15  1.15
Initial Bse:    0    0     0     9    0    24    20   25     0     0   82    37
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81
PHF Volume:     0    0     0    11    0    30    24   31     0     0  101    45
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    11    0    30    24   31     0     0  101    45
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  218  226    31   203  203   124   146 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  743  677  1049   790  697   933  1448 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    710  666  1049   780  685   933  1448 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00  0.00  0.01 0.00  0.03  0.02 xxxx  xxxx  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx  xxxx  885 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.1 xxxxx   0.1 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx  9.3 xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    A     *     A    *     *     *    *     *
ApproachDel:    xxxxxx             9.3           xxxxxx           xxxxxx
ApproachLOS:         *               A              *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```



```
Base Year Plus Five        Mon Jun 20, 2022 13:27:20               Page 10-1
--------------------------------------------------------------------------------
               PM Peak Hour -- 2035 (buildout plus five years)
                           #01703 -- The Dalles
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
              2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #4 Oregon/19th
********************************************************************************
Average Delay (sec/veh):      2.5       Worst Case Level Of Service: A[  9.3]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     8    0    21    17   22     0     0   71    32
Growth Adj:  1.15 1.15  1.15  1.15 1.15  1.15  1.15 1.15  1.15  1.15 1.15  1.15
Initial Bse:    0    0     0     9    0    24    20   25     0     0   82    37
Added Vol:      0    0     0     0    0     3     2    1     0     0    1     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0     0     9    0    27    22   26     0     0   83    37
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81  0.81 0.81  0.81
PHF Volume:     0    0     0    11    0    34    27   32     0     0  102    45
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    11    0    34    27   32     0     0  102    45
-----------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5   6.2   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
-----------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  227  233    32   210  210   125   147 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  732  671  1047   782  690   931  1447 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    696  658  1047   771  677   931  1447 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00  0.00  0.01 0.00  0.04  0.02 xxxx  xxxx  xxxx xxxx  xxxx
-----------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx    0 xxxxx  xxxx  885 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.2 xxxxx   0.1 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx  9.3 xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    A     *     A    *     *     *    *     *
ApproachDel:    xxxxxx             9.3           xxxxxx           xxxxxx
ApproachLOS:         *               A              *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

Paula Webb

Subject: FW: The Dalles Planning Commission Application APL 038-25

From: Dianna Thomas <ldydi6@charter.net>
Sent: Tuesday, April 8, 2025 6:42 PM
To: Joshua Chandler
Subject: The Dalles Planning Commission Application APL 038-25

My name is Dianna Thomas, I own property at 1612 East 21st Street The Dalles, Oregon under the Bob D. and Dianna L. Thomas Living Trust.

I object to the current planned layout of an initial 14 lots at the end of 1600 block of East 21st (with an additional 15 lots to be later divided). My objection is that it appears the only entrance and egress for this addition is East 21st Street, then View Court to exit out onto East 19th Street. The traffic of an additional 29 homes with only one way to get in and out is unreasonable. In the event of a catastrophe (fire, earthquake, or ???) this would be a nightmare for both the residents and emergency response vehicles.

If this addition could include two ways in and out I would not have any objection, I recognize that our City and County need more homes.

Regards,
Dianna Thomas
1425 East 21st Street
The Dalles, OR 97058
541-980-1405

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058

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

CERTIFICATE OF MAILING

I hereby certify that I served the attached

Notice of Public Hearing

regarding:

APL 038-25 – Pam Danzer

On April 3, 2025, by mailing a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid and deposited in the post office at The Dalles Oregon on said day. Between the said Post Office and the address to which said copy was mailed, there is a regular communication by US Mail.

DATED: April 3, 2025

Paula Webbs

Secretary
Community Development Department

Name: PC Public Hearing Notices 2025-02-28

Name	E-mail
Amie Ell	amell@ci.the-dalles.or.us
Art Smith	arthurs@co.wasco.or.us
Aviation Contacts	
Ben Beseda	BBeseda@tennesoneng.com
Bradley Cross	bradleyc@co.wasco.or.us
CDD	cotdcdd@gmail.com
Chris Grant	cgrant@mcfr.org
customerservice2044@wasteconnections.com	customerservice2044@wasteconnections.com
Cynthia Keever	ckeever@ci.the-dalles.or.us
Dale McCabe	dmccabe@ci.the-dalles.or.us
Dan Shanahan	dan.t.shanahan@odot.oregon.gov
Dave Anderson	danderson@ci.the-dalles.or.us
Don Morehouse	donald.morehouse@odot.oregon.gov
Ernie Garcia	ernie.garcia@charter.com
Jamie Carrico	JCarrico@ci.the-dalles.or.us
Jay Wood	jwood@mcfr.org
Jeff Teel	Jeff-Teel@nwascopud.org
Jonathan Kara	jkara@ci.the-dalles.or.us
Joshua Chandler	jchandler@ci.the-dalles.or.us
Karly Aparicio	kcnaparicio@gmail.com
Kelsey Dobo	dobo.kelsey@deq.state.or.us
MEDIA	
ODOT Region 4 Plan Manager	ODOTR4PLANMGR@odot.state.or.us
Pat Cimmiyotti	Patrick.M.Cimmiyotti@odot.state.or.us
Paula Grendel	paulag@ncphd.org
Riley Skov	riley.skov@odot.oregon.gov
Sean Bailey	seanb@co.wasco.or.us
Shane Johnson	Shane.R.Johnson@odot.state.or.us
Shilah Olson - Wasco County SWCD	shilah.olson@or.nacdnet.net
TD Irrigation District	tdid@gorge.net
Tom Holmes	tholmes@dunncarney.com
Tom Worthy	tworthy@ci.the-dalles.or.us
Tonya Brumley	tlb@nwnatural.com
Ty Wyman	twyman@dunncarney.com
Wasco County Assessor	assessor@co.wasco.or.us
Wasco County Planning	wcplanning@co.wasco.or.us

Name: Aviation Contacts

Name	E-mail
Brandon Pike	brandon.pike@odav.orgeon.gov
Jeff Renard	manager@flycgra.com
ODA	oda.planning@odot.oregon.gov
WA DOT Aviation	AviationLandUse@wsdot.wa.gov

CENTURY LINK
902 WASCO ST
HOOD RIVER OR 97031

ALFORD JASON W
219 STATE ROUTE 115
OCEAN SHORES WA 98569

ALFORD LAUREL A
1645 E 21ST
THE DALLES OR 97058

BANSCH DOUGLAS W & WADONNA L
1819 SW BOXWOOD LN
DALLAS OR 97338

BELLONI STEPHEN
PO BOX 8
RUFUS OR 97050

CHANCE TIMOTHY & MERCEDES
2108 VIEW CT
THE DALLES OR 97058

CONLEY DENNIS L & MYONG S
2108 CLAUDIA LANE
THE DALLES OR 97058

DANZER PAMELANNE
2100 CLAUDIA LN
THE DALLES OR 97058

FOLEY FAMILY LTD PARTNERSHIP
530 HIGHLINE RD
HOOD RIVER OR 97031

FRICK JOHN H & CHRISTOPHER S
1636 E 19TH ST
THE DALLES OR 97058

GEITER JOHN M & DEANNA L
1628 E 21ST ST
THE DALLES OR 97058

HERTEL GARY W & SANDRA M
2112 VIEW CT
THE DALLES OR 97058

JENKINS THOMAS N & SHERRI A
1654 E 19TH
THE DALLES OR 97058

LAUTERBACH BRIAN P & MICHELLE D
1900 E 23RD ST
THE DALLES OR 97058

LIVELY RICHARD G & DENA I
1634 E 21ST
THE DALLES OR 97058

MADD PROPERTIES LLC
2650 THREE MILE RD
THE DALLES OR 97058

MATHEWS DOUGLAS & DAWN
2111 CLAUDIA LN
THE DALLES OR 97058

MC CLUNG LARRY & CYNITA
2100 VIEW CT
THE DALLES OR 97058

MID COLUMBIA MEDICAL CENTER
1700 E 19TH ST
THE DALLES OR 97058

MILLER DAVID E
2104 VIEW CT
THE DALLES OR 97058

PETERSON ALLAN R
1625 E 20TH ST
THE DALLES OR 97058

REQUA CHANTELLE A
1630 E 21ST
THE DALLES OR 97058

RUNYON HEATHER MARIE
1630 E 19TH ST
THE DALLES OR 97058

STEPHENS LANE G & SUE A
1618 E 21ST ST
THE DALLES OR 97058

STROUD JAMES H & SHAWN M TRUST
90571 BIGGS RUFUS HWY
WASCO OR 97065

THE DOROTHY NIETHAMMER SMITH TRUST U/I/D
1639 E 21ST ST
THE DALLES OR 97058

THOMAS BOB D & DIANNA L LT
1425 E 21ST ST
THE DALLES OR 97058

VALKOV TEODOR V
2102 CLAUDIA LANE
THE DALLES OR 97058

WILDER KATHLEEN J
1637 E 21ST ST
THE DALLES OR 97058

ZORTMAN TERESA M
1621 E 21ST
THE DALLES OR 97058

SMITH LOWELL & DOROTHY
1639 E 21ST ST
THE DALLES OR 97058

SCHOCK GAREN
2008 VIEW CT
THE DALLES OR 97058

SCHOCK ALLYSON
2008 VIEW CT
THE DALLES OR 97058

SPERRY DONALD
2105 VIEW CT
THE DALLES OR 97058

DIRKSEN BRUCE
2011 VIEW CT
THE DALLES OR 97058

CARRICO JAIME
2111 VIEW CT
THE DALLES OR 97058

CARRICO DEANNE
2111 VIEW CT
THE DALLES OR 97058

MARICK WILLIAM T
1620 E 19TH ST
THE DALLES OR 97058

WARD MARK
2101 VIEW CT
THE DALLES OR 97058

HUTCHINSON MARTIN
2010 VIEW CT
THE DALLES OR 97058

LEAL PAMELA
2000 VIEW CT
THE DALLES OR 97058

LEAL IVAN
2000 VIEW CT
THE DALLES OR 97058

DIRKSON JEANINE
2011 VIEW CT
THE DALLES OR 97058

RUFENER MARLIS
1700 E 21ST ST
THE DALLES OR 97058

WADE GARY
2650 THREE MILE RD
THE DALLES OR 97058

WICKWIRE BOB & DEBBIE
2007 VIEW CT
THE DALLES OR 97058

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058

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

April 3, 2025

NOTICE OF PUBLIC HEARING

Notice is hereby given that the City of The Dalles Planning Commission will conduct a quasi-judicial public hearing on **Thursday, April 17, 2025 at 5:30 p.m.** The meeting will be held in the City Hall Council Chambers, 313 Court Street, The Dalles, Oregon 97058. The meeting will be conducted in a room in compliance with ADA standards. Anyone requiring accommodations may call the office of the City Clerk, (541) 296-5481, ext. 1119, Monday through Friday, from 8:00 a.m. to 5:00 p.m. to make arrangements. Interested parties may attend in person, via Zoom at https://us06web.zoom.us/j/82327794645?pwd=c1d2UGhUb1BoVithR0tFUzczcWtXQT09, or by phone at 1-253-215-8782 or 1-669-900-6833. Meeting ID: **823 2779 4645**, Passcode: **001537**. The livestream can be viewed at www.thedalles.org/live_streaming.

This notice is sent to affected agencies, parties of record, and property owners within 300 feet of the subject property. The request is outlined below, and followed by procedures for the public hearing. **The application and all related documents, as well as the applicable criteria, are available for viewing in the Community Development Department in City Hall.**

APPELLANT: Pam Danzer

APPLICATION NUMBER: APL 038-25

REQUEST: Appeal of the administrative approval of Subdivision (SUB) 86-24 on March 21, 2025, for the approval to site and develop a two-phase, single-family residential subdivision. Phase 1 will consist of 14 lots on 3.33 acres inside the City limits. The remainder will be annexed into the City and later divided into 15 lots.

PROPERTY OWNER: Jason Alford

LOCATION: The property is located in the 1600 block of E. 21st Street and is further described as 1N 13E 11 BC tax lots 2300 and 2800. Property is zoned RL – Low Density Residential District.

REVIEW CRITERIA: City of The Dalles Municipal Code Title 10 Land Use and Development, Section 3.020.080 Appeal Procedures, Article 5.010 RL – Low Density Residential District, Chapter 10.6 General Regulations, Chapter 10.9 Land Divisions, Chapter 10.10 Improvements Required with Development.

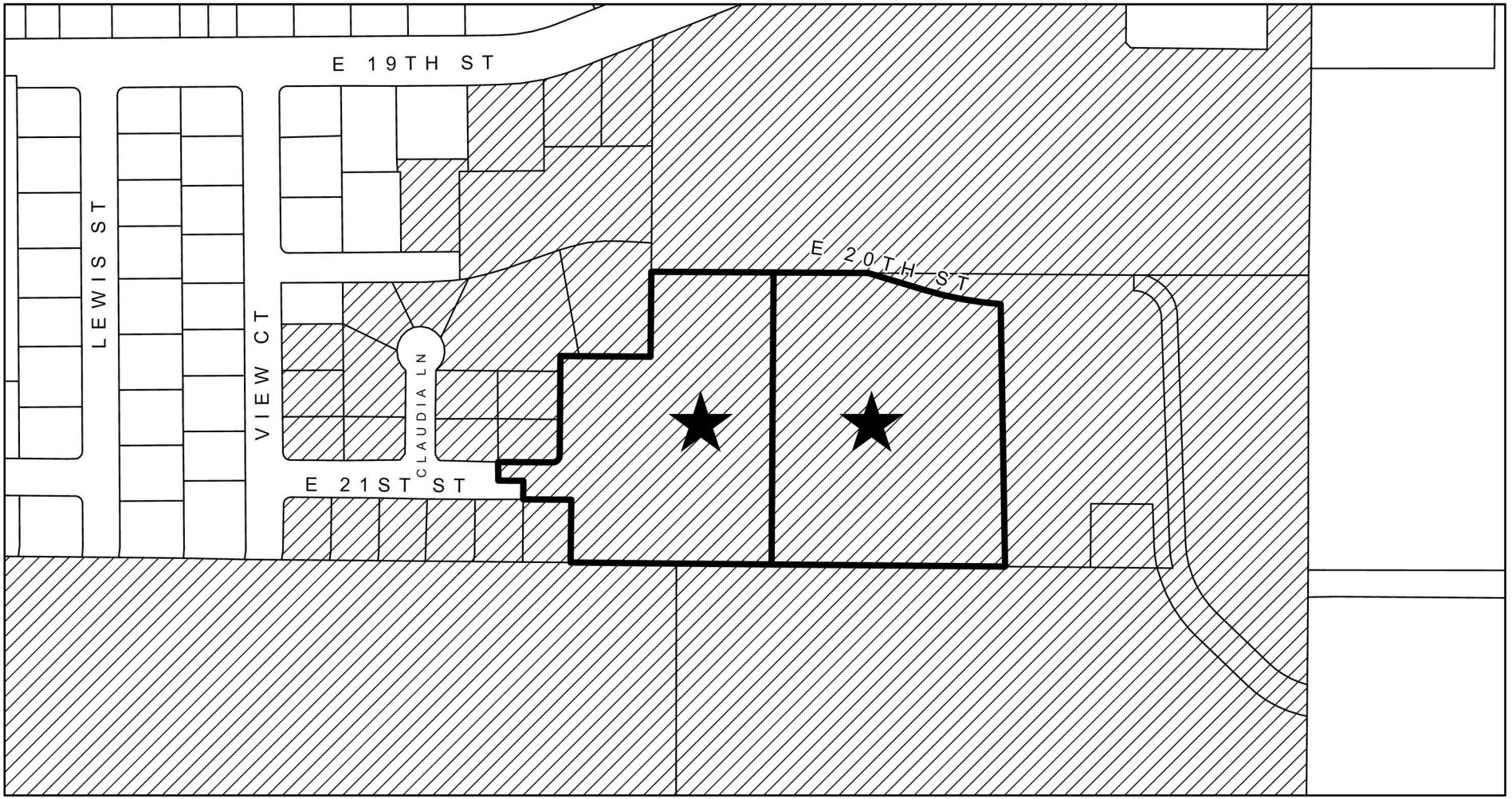
COMMENT PROCEDURE:

1. Signed written comments may be submitted prior to the hearing by mail or personal delivery. Faxes will be accepted only if sent to 541-296-6906. Emails will be accepted only if sent to jchandler@ci.the-dalles.or.us. All comments must include the name and address of the person making the comments. Comments for a quasi-judicial hearing which are longer than one side of one page shall be accepted only by mail or in person and only if 12 copies are presented. Comments must be at least equal in size to ten point type. Comments must be received by 5:00 p.m .on the hearing date or may be presented in person at the hearing. Additional information relating to comments and the quasi-judicial hearing process can be found in The Dalles Municipal Code, Title 10 Land Use and Development, Article 3.020.070. The full Code is on line at www.thedalles.org.
2. Failure to raise an issue during the public hearing process, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue will preclude an appeal to the City Council and the Land Use Board of Appeals based upon that issue.
3. Copies of all review criteria and evidence relied upon by the decision maker or evidence provided by the applicant are available for free review or may be purchased at the Community Development Department, 313 Court Street, The Dalles, Oregon 97058. **A Staff Report will be available for inspection seven days prior to the hearing.**

DECISION PROCESS:

1. An application is received, decision date set, and notice mailed to property owners within 300 feet of the subject property.
2. All affected City departments and other agencies are asked to comment.
3. All timely comments and the application are weighed against the approval criteria in a Staff Report.
4. The provisions of The Dalles Municipal Code must be met.
5. A decision is reached by the Planning Commission based on the Findings of Fact in the Staff Report and other evidence submitted.
6. Parties of Record (notified property owners, affected public agencies, and other parties who make timely comment) will receive a Notice of Decision.
7. Aggrieved parties may appeal a quasi-judicial decision to the City Council within 10 days of the date a Notice of Decision is mailed, subject to the requirements for appeal procedures.

Please direct any questions to Joshua Chandler, Director, Community Development Department at (541) 296-5481, ext. 1121, or contact via e-mail jchandler@ci.the-dalles.or.us.



Taxlots
Subject Properties
Notified Properties

Properties within 300 feet of
APL 038-25
1N 13E 11 BC 2300
1N 13E 11 BC 2800

0 150 300 450 600
Feet

City of The Dalles
Community Development
Department
April 3, 2025

Paula Webb

From: CDD
Subject: Notice of Administrative Decision SUB 86-24 Jason Alford

From: Marlis Rufener <marlis@wrorchards.com>
Sent: Monday, March 31, 2025 4:49 PM
To: CDD <cdd@ci.the-dalles.or.us>
Subject: Notice of Administrative Decision SUB 86-24 Jason Alford

March 31, 2025
MADD Properties LLC
Marlis Rufener
1700 E 21st Street
Mailing address: 2650 Three Mile Road
The Dalles, OR 97058

City of The Dalles
313 Court Street
The Dalles, OR 97058

RE: Administrative Decision, SUB 86-24 , Jason Alford

I am the owner of the orchard and homes located at 1700 East 21st St. The access to our property runs through this proposed subdivision. I have an agreement with the previous owner that as the subdivision is developed the developer must provide us with access "that is adequate to serve our property".

During construction, excavation for roads and utilities would likely cut off our access to my property. This must not occur since this is the only access to the property.

My other concerns regarding this development are mainly three:

- Soils engineering is critical to provide for total safety of the new construction and for the homes below
- Secondary egress from the new homes must be addressed. Considering fire or other natural disasters, homes must always have secondary egress and the same should be true of a development with this magnitude. This would require East 21st to be developed to the private extension of 20th. This could alleviate the pressure from excess traffic on the existing neighborhood.
- This hillside provides incredible view properties which would most appropriately be developed as high end large lot homes parcels, providing for safer and more appropriate home sitings which would also provide for higher property taxation for the city.

Sincerely,

Marlis Rufener
MADD Properties LLC
1700 East 21st St
The Dalles, Or

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

Application #: APL 038-25
Filing Fee: $1,000.00
Receipt #: 875669
Received: 03/31/2025

Notice of Appeal for Land Use Decision

Appellant's Name: Pam Danzer
Address: 2100 Claudia Lane
The Dalles, OR 97058
Phone: 503 357-5657
Email: pamdanzer@gmail.com

Please state the reasons why the appellant qualifies as a party entitled to file a notice of appeal:

The attached signatories and I have previously submitted a letter of petition regarding SUB 86-24, Smith Ridge Subdivision. As have established standing in the matter, we were notified and have been provided the Notice of Administrative Decision. We are now submitting this Notice of Appeal.

Please provide the date and a brief description of the decision being appealed:

SUB 86-24, Smith Ridge Subdivision (Tax Map 1N 13E 11BC, Tax Lots 2300 & 2800)
Notice of Administrative Decision, March 21, 2025

Please cite the specific grounds why the decision should be reversed or modified, and cite the applicable criteria or procedural error which supports the grounds for appeal:*

Please see attached.

Appellant Signature

31 March 2025
Date

*Attach additional sheets as necessary.

Notice of Appeal - SUB 86-24, Smith Ridge Subdivision

We, as residents of the existing neighborhood into which the proposed subdivision is proposed have significant concerns as to site suitability and sustainability of the above proposed subdivision and the resulting Notice of Administrative Decision. We are concerned that the administrative decision for approval to site and develop the two-phase, single-family residential subdivision does not meet with applicable local, county and state codes, nor has the ongoing process been transparent to the public. Previous land use actions in the area have failed to follow regulations detailed in City of the Dalles Municipal Code, Title 10 Land Use and Development and we do not want to see that happen again on a site that poses great risk to public safety and welfare. We are not against development, what we want is responsible development acknowledging the existing physical land constraints, accommodating for potential hazards inherent to the area and development of the area be consistent with the existing neighborhood.

FACT:

1. The subject site is currently located within both The Dalles and Wasco County jurisdictions. The subject site is within the UGB and properties farther east are within the city limits. The eastern portion of the site, Phase II, is in Wasco County. The part of the subject site not within the city limits has only been evaluated by standards set within Wasco County Soil Land Use Classifications. It is documented by Wasco County that approximately 25 percent of Tax Lot 2300 and over 60 percent of Tax Lot 2800 have soils within Landuse Class 4 and Class 6. Classes 4 and 6 are defined as areas susceptible to mass land movement. Since both properties are proposed to be developed within the City, it should be noted that much of the land cannot sustain development
2. The Oregon Statewide Landslide Susceptibility Map as identify this area as having Moderate susceptibility to landslides with a “head scarp” of steep, nearly vertical slope indicating where the mass of soil and rock has moved downslope.
3. The proposed development wants to build a public road in areas identified as hazardous with high potential for landslides.
4. There are occurrences of land slides and land slippage on existing lots in the area. These instances were addressed, at extensive expense, by individual property owners.

RESPONSE:

The subject site has not been included in previous hazard zone studies of the City. In accordance with Goal #7 of the The Dalles Comprehensive Plan which focuses on

protecting people and property from natural hazards by requiring local governments to adopt comprehensive plans that include implementing measures to reduce risks. The Dalles Municipal Code, Title 10.8.040 Geologic Hazard Provisions stipulates lands proposed to be developed within areas designated Zones 1 to 6 on in the 2010 Geologic Hazards Study or exceed 30% slopes have been determined to be within a geographic area that has characteristics which make the ground potentially unstable. The intent of the article is to reduce adverse effects of development for the owner and for other properties which may be affected by such ground movement. In light of public safety, studies to the subject site should be done prior to any approvals.

Under Title 10.8.040.030 Permit Requirements, a physical constraints permit is required for proposed development located within hazard areas. The entirety of the proposed subdivision will become part of The City of The Dalles and we, as existing residents, want to see a clear stipulation in the Notice of Decision for a site-specific geologic impact statement, prepared by a Qualified Geotechnical or Geological Consultant, addressing that the entirety of the development complies with the limitations imposed by existing land features prior to any site disturbance. The subject site needs to be evaluated in totality. A public road is proposed through defined hazard zones. Any construction in the hazard area and close to the existing escarpment increases potential land slippage and/or landslides in the area. Furthermore, a comprehensive grading plan showing disturbance limits and any slope stabilizing features such as retaining walls and/or graded slopes required to support any public access to the site should be made available for review.

FACT:

1. The existing neighborhood lot size average is greater than 8,000 square feet with the smallest lot being 6,969 square feet. The proposed development is out of character with the existing neighborhood with proposed lots starting at 5,020 square feet. Many of the larger lots have square footage where slopes greater than 25%, hedging toward 45%, leaving a very small footprint to safely construct a house.
2. The property to the south; Tax Map 01N 13E 11, Tax Lot 1200; has an access road through the property, per agreement in recorded document Doc. #2015-003811.
3. The developer has stated that he anticipates 2,000 – 2,500 square foot homes on these lots. This appears to be a target market for homes priced at $500,000 and above.
4. In response to ORS 197.307 Needed Housing Policy, The Dalles Vision 2040 Action Plan was initiated and updates to The Dalles Comprehensive Plan Housing Chapter resulted. Measures were put in place to address current and future housing needs

and promote opportunities for a wide range of housing choices and efficient land use.

City of The Dalles Housing Goals were defined, in part, to encourage affordable homeownership opportunities and to promote the development of housing that minimizes or avoids impacts to the natural environment and surrounding land uses.

Goal 10 Policies

- Plan for a full range of housing types consistent with the findings of the City's Housing Needs Analysis.
- Protect identified steep sloped ravines.
- Residential development shall occur on designated buildable lands free from
- flood hazard, sever soil limitations or other natural or manmade hazards.

RESPONSE:

The proposed development is not consistent with established housing goals and policies. The current housing inventory for the city has several vacant, high value homes ($500,000+) which have been on the residential housing market for several weeks. The additional high value residential inventory proposed by this development only adds to an excess of this type of housing.

It is clearly visible that the subject site contains lands that impede development. Natural features of the site clearly show hazardous soils and slopes, and protection of those natural features should be paramount to public welfare and safety. Designating future development to identified areas of buildable lands free of sever soil limitations should be a part of any approvals regarding this development.

Specifically, several lots in the proposed layout are unable to sustain a building footprint and still meet the standard RL zone setbacks due to existing topography. Lots 2, 3, 23-29 have only 15-20' of usable land until the edge of the escarpment. Lot 8 shows a proposed 2:1 slope to accommodate Smith Ridge Loop does not allow for vehicular access. Lots 12-19 are accessible by a 30' private drive due to 25+% slopes along the street frontage. This reduces the building envelopes of the affected lots. Lots 16 & 17 have buildable areas reduced by a paved fire turn-around. Lot 19 is 95% steep slopes.

There is also the access road agreement with property owners to the south. This has not been addressed in the proposed layout leaving them without outlet to East 21st Street.

We propose a more responsible approach to subdividing the land where the number of lots is reduced and development is kept out of the landslide area. A more careful inventory of

the existing conditions of the subject property and diligent review of the proposal by City and County departments should occur prior to the City providing any approvals.

Responses to the Notice of Decision

1. Conditions Requiring Resolution Prior to Submission of Final Plans and Plat:

b. The design of public utilities shall conform to City standards and must be reviewed and approved by the City Engineer prior to final plat approval to ensure compliance with applicable TDMC and TSP standards.

RESPONSE:
The Transportation Impact Analysis prepared June 2022 by Ferguson & Associates forecasts 302 daily vehicular trips with a guideline for establishing a left-turn lane at the intersection of 19th Street and Dry Hollow Road in the year 2030. The additional vehicle trips will affect the quality of life in the existing neighborhood. The mitigating factor of adding the left turn lane needs to be clearly documented and funds need to be put into escrow prior to final plat recording for this improvement to be realized in the year 2030.

c. The final plat shall substantially conform to the approved tentative subdivision plat.

RESPONSE:

To fulfill the requirements of this condition of approval, a revised development plan should be submitted for review and made available to the community.

d. Adequate Emergency Access throughout the development site.

FACT:

Mid-Colombia Fire and Rescue enforces the 2014 Oregon Fire Code. Existing access to the development does not meet Oregon State Fire Code, Appendix D.

- Section D102.1 Access and loading. Approved fire apparatus access road with an asphalt, concrete or other approved driving surface.
- Section D103 Minimum Specifications. The minimum road Width shall be 26 feet.

- The proposed street section has a travel lane of 16' with 8' parking on both sides.

- Section D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.
  - The proposal shows grades within the site up to 15.6 percent with an approach grade of 16.8 percent on East 21st Street.
- Section D103.4 Dead Ends. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with width and turn-around provisions in accordance with Table D103.4

RESPONSE:

It is clear the existing streets providing access to the proposal, View Court and 21st Street, exceed the 10 percent maximum grade for fire truck accessibility. There was a brush fire in the summer of 2024, just south of the existing power station, east of the proposed subdivision. The standard fire truck was unable to access the site and pumper trucks had to respond. Even with the installation of fire hydrants on the subject site, if the appropriate fire response vehicle cannot access the site, a brush fire can easily spread along the steep slopes and from home to home with only a ten-foot separation between structures.

With Public Safety being paramount, the proposed increase of residential housing in an area highly susceptible to brush fire needs to be balanced with a definitive plan of fire safety including fire suppression along the steep slopes of the site along with adequate fire vehicle access to address outdoor and/or structural fires that may occur.

The addition of 29 residential structures to the existing 34 homes that currently have a single emergency access via View Court is compounding existing fire hazards in the neighborhood posing additional endangerment to the area.

A secondary emergency access would be favorable to the entire area, upgrading the safety of all concerned. This can easily be accomplished by accessing the subject site from the east along the existing paved private road owned by both Jason Alford and the Mid-Columbia Medical Center. This road currently provides access to the public utility power station. Access to the subject site can then be gained through property currently owned by Jason Alford. The existing paved road can be extended to the west and designed to meet Oregon Fire Code. Another option may include the purchase of an adequate fire vehicle that can accommodate the steeps slopes of the neighborhood.

f. A 50 ft, property frontage along East 21st Street.

g. Establish lot access points for Lots 4-7 and 20-22.

FACT:

Development Standards of the RL Low Density Residential Zone state a minimum lot width of 50'. Establishing the access points for Lots 4-7 along East 21st Street does not provide the required 50 foot of property frontage. Access from Smith Ridge Loop is not obtainable due to the proposed 2:1 slope on the north side of the lots.

RESPONSE:

All lots need establish property frontage and meet the standard lot width frontage requirement of 50 feet.

2. Conditions Required Prior to Construction

d. Design and installation of public utilities including sufficient water to install fire suppression systems to each lot, in addition to that required for regular household use.

FACT:

Existing water pressure in the area is in question, numerous households have made complaints to the City. A comparable issue was encountered by the residents of Lewis Street. The City water department addressed the issue with additional water main infrastructure and the problem was resolved.

RESPONSE:

The addition of 29 households requiring water for both regular household use and interior water fire suppression systems does not appear to be supportable. As per the Notice of Decision, the water system needs to be evaluated by a registered engineer knowledgeable in this area, and sufficient infrastructure improvements need to be designed to support the proposed additional strain on the existing water system. This may include upgrades to the existing water system in View Court and East 21st Street.

f. The Phase 2 parcel is required to be annexed into the city limits.

FACT:

Parcel 2800 is currently in Wasco County and the proposed plan indicates annexation of the parcel prior to the submittal of the final plat for Phase 2.

RESPONSE:

The annexation should occur prior to any approvals. The eastern portion of the proposed development is fundamental to the overall proposal. It also provides potential for the creation of a secondary fire access. The City should require annexation of Tax Lot 2800 prior to submission of the Final Plans and Plat for Phase 1. If annexation is not accomplished, the resulting unfinished public facilities would be a blite the existing neighborhood.

Once again, as a neighborhood, we are not against developing the site. What we want is responsible development acknowledging site-specific concerns. We want to see the number of issues arising with the current proposal addressed in a an open and transparent forum with the results incorporated into a revised Notice of Decision. A public hearing in front of the Planning Commission will bring forward these and other concerns the community has regarding this proposal. The developer should be required to provide the Planning Commission and the public with a revision of the proposed development addressing the aforementioned issues prior to any approvals being proffered by the City.

Attachments:

- Neighborhood Signature Sheet
- Wasco County Soil Classes for Planning
- Hazard Areas / Landslides
- State of Oregon Geohazard Zones
- City of The Dalles Topographic Map
- Appeal Letter, Theodore V. Valkov
- Appeal Letter, Jamie Carrico
- Appeal Letter, Bob and Debbie Wickwire

NOTICE OF APPEAL REGARDING SMITH RIDGE SUBDIVISION ALFORD DEVELOPMENT (SUB 86-24)

We, the undersigned, are serving our Notice of Appeal regarding the Administrative Decision dated March 21, 2025

Name	Address	Phone	email
Bruce Dirksen	2011 View Court	298-4322	jeaninedirksen@yahoo.com
Jeanine Dirksen	2011 View Court	541-300-0007	" "
Evan Leal	2000 View Court	661-213-7557	leal.nash173@yahoo.com
Pamela Leal	2000 View Court	503-680-6577	Pamfrasier16@gmail.com ~~pamfrasier@gmail.com~~
Claudia Leach	2003 View Ct.	541-296-2171	
Allyson Schock	2008 View CT	541-965-1696	schock21@yahoo.com
Bob Wickwire	2007 View CT	541-380-0604	wckwr.bb@gmail.com
Debbie Wickwire	2007 View CT	541-980-3535	debruder@gmail.com
Donna Lawrence	2017 View Court	-	dlawrence5555@me.com
Garth Schock	2018 View CT.	509-261-0700	
Mark Ward	2101 View Ct	541-296-3463	jandmward@gmail.com
JoAnne Ward	2101 View Ct	541 296 3463	"
Julie Maynard	2109 View Ct	541-980-9591	Julie@labmandist.com

Name	Address	Phone	email
THEODORE VALKOV	2102 CLAUDIA LN, TDS 97058	541-980-6411	TED@AMITYLABS.COM

Theodore V. Valkov
2102 Claudia Ln, The Dalles, OR 97058 • 541-980-6411

March 29, 2025

Mr. Richard Mays, Mayor
Mr. Jonathan Kara, City Attorney
Mr. Joshua Chandler, Director, Community Development Department

City of The Dalles
313 Court St
The Dalles OR 97058

SUBJECT: APPEAL OF SUB-84-24

Dear Sirs,

Please do not dismiss this letter, also attached as companion material to the formal Appeal filed by Ms. Pam Danzer against the approval of SUB-84-24. The letter may not be quite conforming to procedure, yet it is necessary for it to be addressed also to you, since said procedure so far has prevented us from alerting you of what are possibly considerable public safety issues and legal jeopardy arising from SUB-84-24.

I have resided at 2102 Claudia Ln, The Dalles OR 97058 since 2006. I am a party of record for SUB-84-24. By way of further background, I am not a Professional Engineer licensed in the State of Oregon. However, I hold three degrees in Engineering and Sciences from accredited institutions. For more than thirty years, I have worked with technology and property development enterprises, gaining in the process some technical, legal and commercial knowledge relevant to the matter herein.

I am not writing this to vaunt my expertise – but in outrage, because my fellow residents have been belittled and ignored by the City of the Dalles Community Development

Theodore V. Valkov
2102 Claudia Ln, The Dalles, OR 97058 • 541-980-6411

Department as they have tried to raise valid objections to SUB-84-24. There are many dozens of taxpayers opposed to SUB-84-24, who have resided for decades-long periods in the area impacted by SUB-84-24. Collectively, these people hold the equivalent of hundreds of man-years of deep knowledge of local conditions, including landslide, fire, traffic and other safety and quality-of-life issues specific to this location. We have held several community meetings to ascertain that the hazards and detriments posed to all by SUB-84-24 are real and substantial. For the record, I briefly summarize these below:

- The development as proposed in SUB-84-24 creates significant hazards to current residents of the community, to future residents of the development, and to their guests. These hazards include, but are not limited to, loss of life, injury and loss of property due to fire, ground movement, vehicular accidents, and limitations to access. These hazards arise primarily from the poor manner in which the proposed development is currently conceived. They are substantial in scope, affecting not only dozens of homes in the area, but also public infrastructure.

- Said defects in the proposed development also interfere with the right of quiet enjoyment of current and future property owners in the area. This is not a trivial matter. Given the number of people affected and the nature of interference, the net effect is a substantial material and psychological detriment to the community.

Many of us have fruitlessly tried to bring these points to consideration by the Community Development Department. Others have not been able to do so due to factors listed further on. Instead, the City has readily acceded to the wishes of the developer in SUB-84-24, while dismissing the concerns of residents on narrow procedural grounds.

Theodore V. Valkov
2102 Claudia Ln, The Dalles, OR 97058 • 541-980-6411

Several Oregon Revised Statutes, such as ORS 221.916 and ORS 221.917, require City officials and alderpersons to protect the residents' safety and quiet enjoyment of property. There are many precedents where Oregon courts have limited the property rights of subdivision developers in order to uphold the safety and property rights of municipal residents. With this in mind, I respectfully submit that these Statutes may have been violated, and that local procedures and regulations used in the approval of SUB-84-24 (and in the grant of related variances), may themselves be at variance with governing laws. In particular:

- The development as proposed in SUB-84-24 affects significantly more residents than contacted by the City. The footprints used by the Community Development Department are not adequate to implement the intent of statutes regarding public notices. As a result, many residents have been disenfranchised from their rights to participate in the City decision-making processes and to appeal the results thereof.

- The response times as provided by the current procedures are not adequate to allow the dozens of affected residents to study, process and respond adequately to City decisions regarding SUB-84-24. This fact arises from the scope of SUB-84-24 and for the complexity of the issues it creates. The net result is that decisions of far-reaching consequences have been made without adequate input from the community.

- There seem to have been problems with delivery of notices from the City to residents. For example, I normally receive communications from the City without loss. Yet, at least two crucial notices have never been delivered to me. This is likely a coincidence, but the City has had communication technology issues in the recent past. The response of the Community Development Department in that regard is not only dismissive of the concerns of your own constituents, but also contradicts established practices and precedents for legal notices. The net result is that residents have been

Theodore V. Valkov
2102 Claudia Ln, The Dalles, OR 97058 • 541-980-6411

disenfranchised of their right to participate in the chain of administrative decisions surrounding SUB-84-24.

- Facts have been withheld by the City when informing residents of the proposed development. For example, the applicant owns additional lot(s) adjacent to the subject property of SUB-84-24. With this fact, it becomes apparent that SUB-84-24 is a spearhead for a much more massive development, which will affect public safety and quality of life in a manner far deeper than SUB-84-24 alone implies.

- Important decision factors, such as the applicant ability to execute the proposed development to safe and successful completion, have been glossed over or altogether omitted from the decision process. While such factors may not be significant for the typical applications processed by the Community Development Department, they are important in granting subdivision rights of such scale and impact.

By pushing through SUB-84-24 as a simple by-rights project with minimal public input, and by disenfranchising residents from participating in the decision-making process, the City has created an additional jeopardy for its resident taxpayers. Who will be liable in case of major losses arising from the hazards created by the development as currently conceived? At the end of the day, we "are" the City – as stated in the Preamble of the City Charter. When the developer and his experts have moved on, we the resident taxpayers/ ratepayers will be the ones left "holding the bag" for disaster recoveries, public infrastructure works, and judgments against the City and those who hastily made poor development decisions.

This is not an exhaustive list of the nuisances created by SUB-84-24, nor of the violations of residents' rights involved in its approval. My purpose with this companion letter to the

Theodore V. Valkov
2102 Claudia Ln, The Dalles, OR 97058 • 541-980-6411

Appeal of SUB-84-24 is to alert you of these elements, so that a proper and transparent consultative process for the planning of a development free of such defects can be pursued.

Please do not construe my letter as confrontational. My intent is not to deprive the applicant of his just rights to develop the vacant land. However, we demand that such development be conceived in a manner balancing the rights of one particular individual with public safety, public interest, and the property rights of existing residents. This is not an outrageous demand – it is a foundational principle of many statutes, including the Municipal Code. As approved, SUB-84-24 does not conform to this principle. Hopefully, by rejecting SUB-84-24 on appeal, the City will actually create an opportunity to cure the multiple defects and hazards of this development without undue expense for all parties involved.

Thank you for your attention.

Sincerely,

Theodore Valkov
Owner, 2102 Claudia Ln, The Dalles OR 97058

March 27th, 2025

City of The Dalles Community Development Department
Planning Commission
313 Court Street
The Dalles, OR 97058
Attention: Director Joshua Chandler

Mr. Chandler,

Please consider this formal appeal for the approval of the site and develop a two-phase, single-family residential subdivision located at the property located at the 1600 Block of East 21st street, which is further described as 1N 13E 11 BC tax lots 2300 and 2800.

We feel that the development of this property has detrimental effects on the safety and livability of the neighborhood.

Safety is our first concern being there is only one entrance and exit to the property. This access road is a steep grade and as of now, is not always maintained. With the expected traffic flow from the development, the street will continue to degrade at a much faster pace.

Children, animals, and pedestrians walk and bike on this road all day long. A heavy flow of construction equipment would put the safety of everybody in danger. Also, the consideration that each household will have a minimum of two vehicles per household, which would be 60 cars in the morning and 60 cars in the evening traveling up and down this one road, East 21st. Why would East 20th not be considered as an alternative and additional route?

Snow and ice are another concern. With the steep grade, there is high probability that with all these cars coming into the neighborhood, one or more will not be able to navigate the road. Already, we have had one crash into our property, multiple stranded vehicles, and countless "near misses" as we live right at the bottom of East 21st.

There is also a concern that fire trucks would have difficulty with the steep grade of the east end of East 21st. Has the fire department had an opportunity to evaluate the location of the development and make a decision whether they would be able to respond accordingly?

We are also concerned about the water supply to all these homes. As of now, with our current neighborhood size, our water pressure is less than desirable during peak hours. What is the city's plan to make sure water pressure at least stays on par with what the neighborhood gets now?

Deanne and I did not receive prior notice of the development being in the process of approval. We did, however, hear about it from the neighbors. As a homeowner that currently resides in this neighborhood and would be directly affected by the development, we feel the above listed concerns and possibilities must be heard.

Jamie M. Carrico

Deanne M. Carrico

March 28, 2025

Subject: 29 house Development

To whom it may concern,

We have lived on View court for eight years now and being the second house from the bottom of the street, so 99% of the traffic passes by our home. Even though no additional building has taken place (that we are aware of) the traffic has increased substantially while we have lived here.

The thought of building this development makes no logical sense. Unfortunately, this appears to be pretty much approved. It is apparent that TAX revenue is the driving force behind the city's approval for this project.

Another project that will be pushed through without having everything figured out. This seems to be normal for the City of The Dalles.

Do not take into consideration that after school is let out at Dry Hollow each day, several cars come up View Court to turn around so they can go west on 19th. This adds to the traffic and this is before this proposed development.

What about snow plowing, access by emergency vehicles, water pressure for existing residents and more questions?

More than likely, you have had a study that shows that there will be no negative impact on the neighborhood. I find it humorous that the city always seems to have a study when there is any objection to a proposal that shows things in a favorable light for the city. Funny how when you pay a consultant and the city tells him what the city's goal is, it turns out the consultant always supports the city. It really does not matter what the people that are directly affected (tax payers) think.

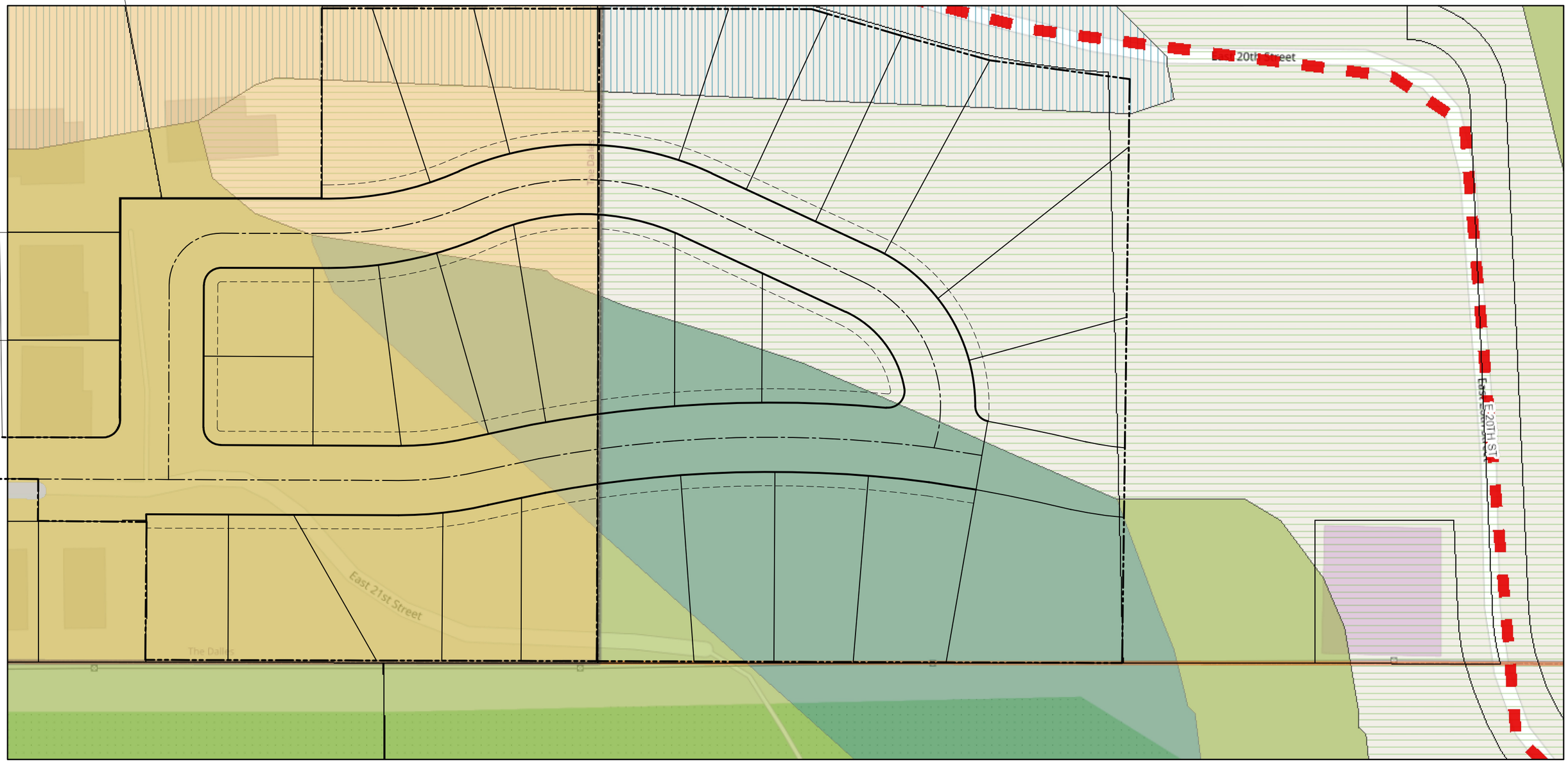
It is my understanding that there are numerous red flags regarding this project however we are so fortunate that the city's development team knows better than everyone else.

Do the right thing and do NOT base the decision on tax revenue. I agree that the city needs more affordable housing, but this project will not provide this!

Sincerely,

Bob and Debbie Wickwire

Wasco County Soil Classes for Planning



9/26/2024, 11:27:06 AM

Taxlots
Railroad

Roads
State
County

City
Public Access
Private

Road Labels

Urban Growth Boundaries
Municipalities

Soil Landuse Class North Wasco
2
3
4
6

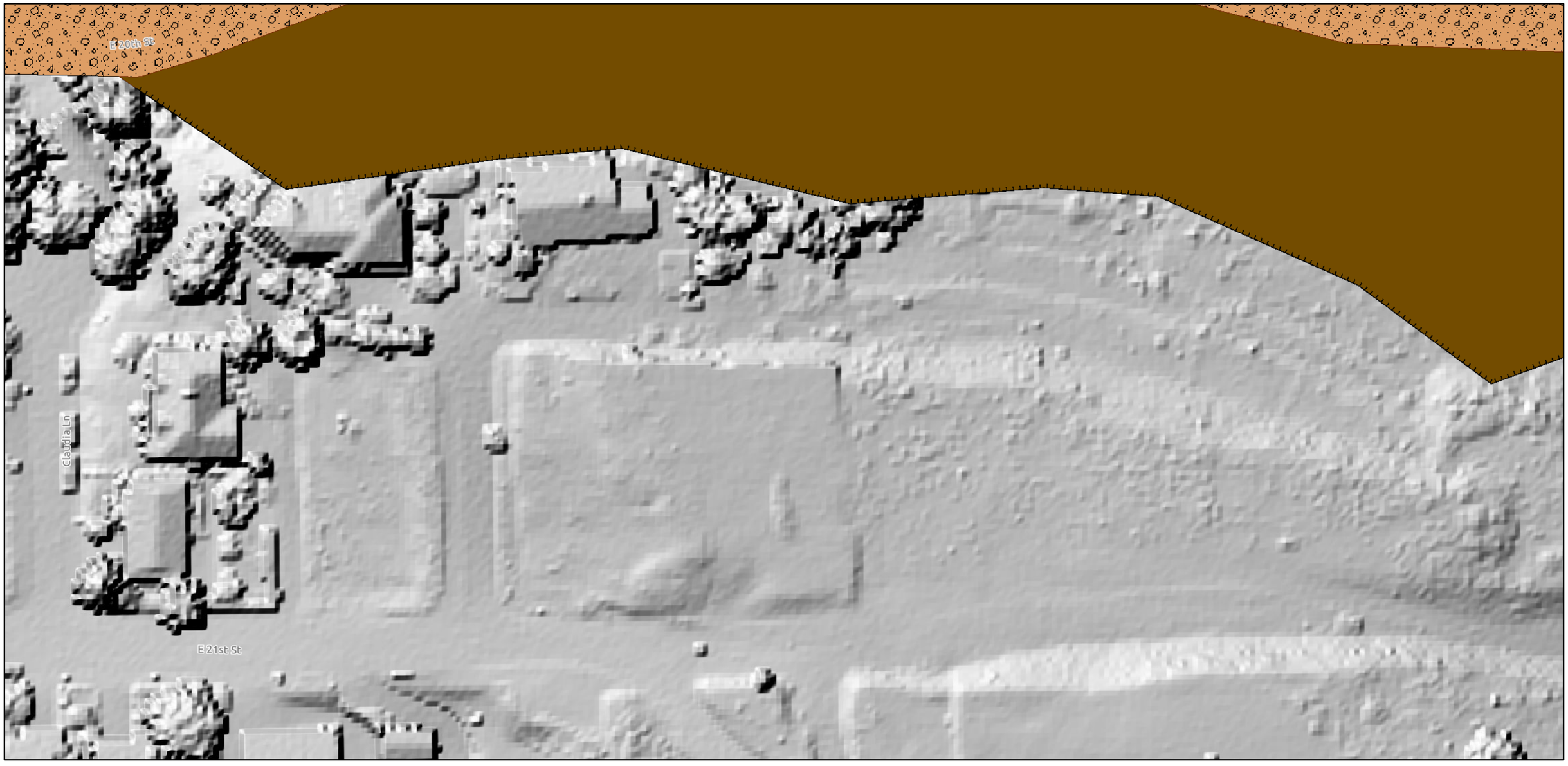
1:1,200

0 55 110 220 ft

0 15 30 60 m

Web AppBuilder for ArcGIS
This Map is for Informational Purposes Only.

HAZARD AREAS / LANDSLIDES



March 26, 2025

Scarp

Head Scarp

Deposits

Talus-Colluvium

Fan

Landslide

Highest Hit Lidar Hillshade (elevation: feet)

11244

-21

1:960

0 0.01 0.01 0.03 mi

0 0.01 0.02 0.04 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Geohazard Zones

March 26, 2025

Detailed Susceptibility Reference Maps

Deep Susceptibility

- Low susceptibility to deep landslides
- Moderate susceptibility to deep landlides
- High susceptibility to deep landslides

Shallow Susceptibility

- Low susceptibility to shallow landslides
- Moderate susceptibility to shallow landslides
- High susceptibility to shallow landslides

Statewide Landslide Susceptibility Overview Map

- Low
- Moderate
- High
- Very High
- Scarp
- Head Scarp

Deposits

- Talus-Colluvium
- Fan
- Landslide

Bare Earth Lidar Hillshade

255

0

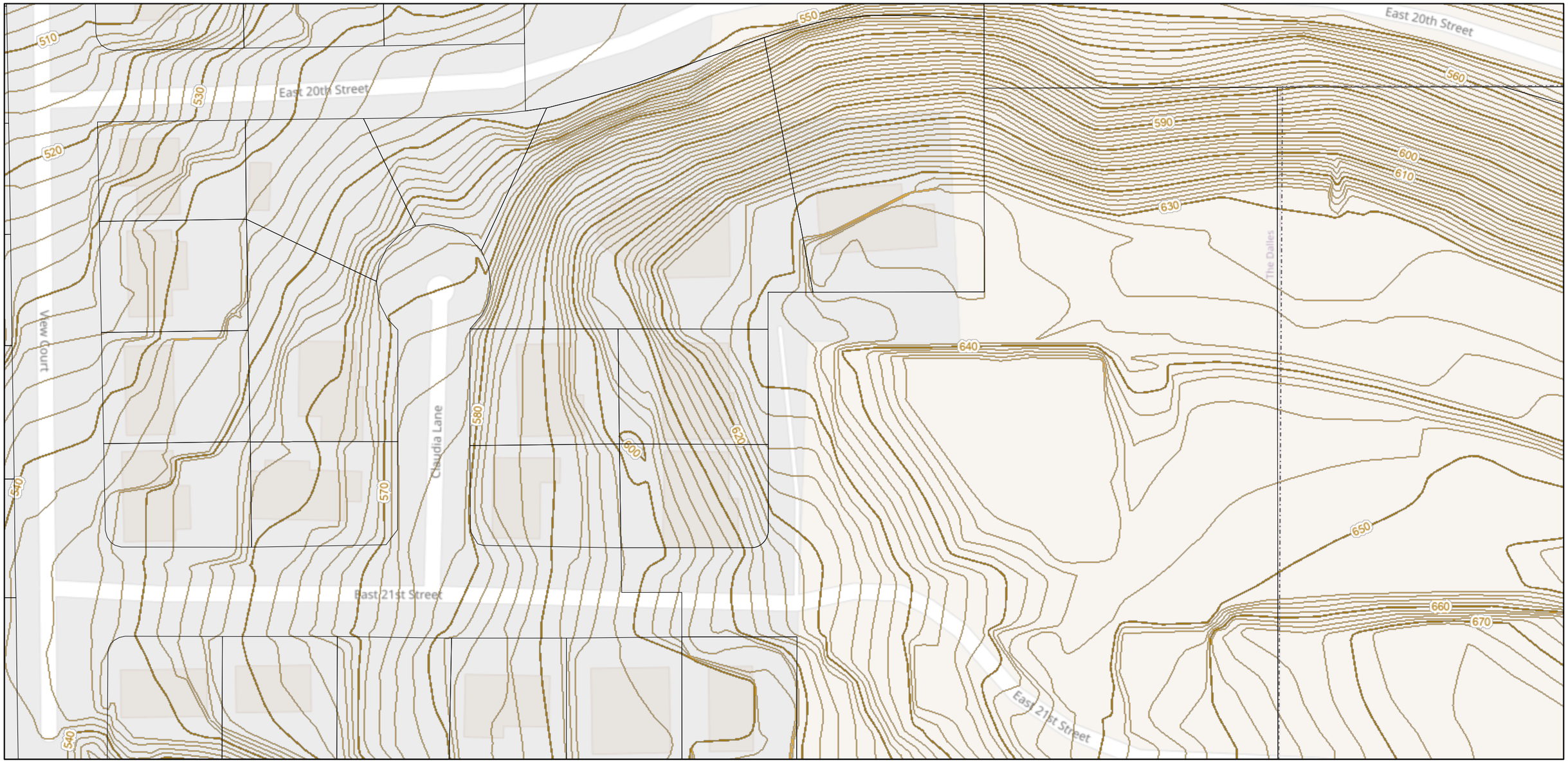
1:2,257

0 0.02 0.04 0.07 mi

0 0.03 0.06 0.11 km

City of The Dalles Topographic Map

Attachment 6



3/26/2025, 5:29:27 PM

City Limits

Taxlots

The Dalles, 2' Interval, 2003

2003_CONTOUR

2003_CONTOUR_INDEX

1:1,128

0 0.01 0.01 0.03 mi

0 0.01 0.03 0.06 km

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058

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

CERTIFICATE OF MAILING

I hereby certify that I served the attached

Notice of Administrative Decision

regarding:

SUB 86-24 – Jason Alford

On March 21, 2025, by mailing a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid and deposited in the post office at The Dalles Oregon on said day. Between the said Post Office and the address to which said copy was mailed, there is a regular communication by US Mail.

DATED: March 21, 2025

Paula Webbs

Secretary
Community Development Department

Theodore Valkov
2102 Claudia Lane
The Dalles, OR 97058

Pam Danzer
2100 Claudia Lane
The Dalles, OR 97058

Gary Hertel
2112 View Court
The Dalles, OR 97058

Sandy Hertel
2112 View Court
The Dalles, OR 97058

Deana Geiter
1628 E. 21st Street
The Dalles, OR 97058

John Geiter
1628 E. 21st Street
The Dalles, OR 97058

Garen Schock
2008 View Court
The Dalles, OR 97058

Allyson Schock
2008 View Court
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Donald Sperry
2105 View Court
The Dalles, OR 97058

Bruce Dirksen
2011 View Court
The Dalles, OR 97058

Jaime Carrico
2111 View Court
The Dalles, OR 97058

Deanne Carrico
2111 View Court
The Dalles, OR 97058

Darlene Marick
1620 E. 19th Street
The Dalles, OR 97058

William T. Marick
1620 E. 19th Street
The Dalles, OR 97058

Mark Ward
2101 View Court
The Dalles, OR 97058

Martin Hutchinson
2010 View Court
The Dalles, OR 97058

Pamela Leal
2000 View Court
The Dalles, OR 97058

Jeanine Dirksen
2011 View Court
The Dalles, OR 97058

Marlis Rufener
1700 E 21st Street
The Dalles, OR 97058

Gary Wade
Wade & Rufener Orchards Co
2650 Three Mile Road
The Dalles, OR 97058

Douglas Mathews
2111 Claudia Lane
The Dalles, OR 97058

Lowell R. & Dorothy N. Smith
1639 E. 21st Street
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Kathleen Wilder
1637 E. 21st Street
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Name NOD 2025-02-28

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CITY of THE DALLES
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THE DALLES, OREGON 97058

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

NOTICE OF ADMINSTRATIVE DECISION
SUB 86-24
Jason Alford

DECISION DATE: March 21, 2025

APPLICANT: Jason Alford

REQUEST: Approval to site and develop a two-phase, single-family residential subdivision. Phase 1 will consist of 14 lots on 3.33 acres inside the City limits. The remainder will be annexed into the City and later divided into 15 lots.

LOCATION: Property is located in the 1600 block of E. 21st Street and is further described as 1N 13E 11 BC tax lots 2300 and 2800.

PROPERTY OWNER: Jason Alford

AUTHORITY: City of The Dalles Municipal Code, Title 10 Land Use and Development

DECISION: Based on the findings of fact and conclusions in the staff report of SUB 86-24, the request by **Jason Alford** is hereby **approved** with the following conditions:

Prior to the recording and filing of a Final Plat with the Wasco County Assessor's office, the following conditions shall be met:

1. **Conditions Requiring Resolution Prior to Submission of Final Plans and Plat:**
   a. Final plat submission shall 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. The design of public utilities shall conform to City standards and must be reviewed and approved by the City Engineer prior to final plat approval to ensure compliance with applicable TDMC and TSP standards.
   c. The final plat shall substantially conform to the approved tentative subdivision plat, construction drawings, specifications for public improvements, TDMC Article 9.020, and any conditions required in this report.

d. To ensure adequate emergency access throughout the development site, the Applicant has two options:

   i. Install temporary turn-arounds at the ends of both East 21st Street and Smith Ridge Loop within Phase 1 of the subdivision (as currently shown on the preliminary plat), *or*

   ii. Install road improvements into Phase 2 that can support fire apparatus weighing up to 85,000 pounds (typical fire truck weight).

e. After preliminary approval of the subdivision, the Applicant shall submit a physical constraints application for all site-work associated with development of the subdivision, which will be reviewed as an Administrative Action, pursuant to TDMC 10.3.020.040.

f. The Applicant shall revise the development plan to provide no less than a 50 ft. property frontage along East 21st Street and Smith Ridge Loop for Lot 11.

g. The Applicant must distinguish lot access points on Lots 4-7, and 20-22, as well as establish a deed restriction for future access on the opposing frontage. This requirement must be demonstrated on the final plat.

h. The final subdivision plat must clearly show streets, pedestrian paths, easements, and other public rights-of-way. The land proposed for public use must have clear, unencumbered title.

i. An environmental assessment shall be conducted for all lands to be dedicated to the public and the City, ensuring a thorough evaluation of potential liabilities and hazards.

j. All subdivision monumentation shall be set according to provisions of state law, the County Surveyor, and the requirements of TDMC 10.9.040.060 (E).

k. Plans for franchise utility installations shall be submitted concurrent with plan submittal for public improvements to facilitate review by the City Engineer.

l. Design and installation of public utilities shall conform to City standards and must be reviewed and approved by the City Engineer.

m. Engineered plans must be submitted to the City Engineer for final review and approval, pursuant to all applicable criteria stated in TDMC.

n. To provide connectivity through the site, a permanent pedestrian/bicycle through pathway, established by ROW and at least 10 ft. wide, shall be provided near the middle of the block.

2. Conditions Required Prior to Construction

a. A Physical Constraints Permit shall be required with all cuts and fills exceeding 50 cubic yards. Engineered cut and fill plans will be required prior to any cut or fills over 250 cubic yards. This shall require the approval of the City Engineer. Disturbance of more than an acre will require a 1200-C Permit to be obtained from the DEQ. The Physical Constraints Permit submitted for this development will be reviewed pursuant to TDMC 10.3.020.040.

b. A pre-construction meeting including the City Engineer and Construction Inspector is required prior to construction or site prep work.

c. Requirements for a mail delivery facility will be determined by the local United States Postal Service (USPS). Installation of facilities, if any, will be required to meet USPS standards; installation will be required prior to a signature on the final plat.

d. Design and installation of public utilities including sufficient water to install fire suppression systems to each lot, in addition to that required for regular household use, shall conform to City standards and must be reviewed and approved by the City Engineer.

e. The Applicant is required to confirm franchise utility distribution methods with the City Engineer.

f. The Phase 2 parcel is required to be annexed into the city limits prior to any connection to City utilities.

3. Conditions Required During Construction:

a. Temporary erosion control measures shall be taken during all phases of construction.

b. The Applicant shall construct the ROW within the subdivision to City standards.

c. Temporary dead ends created by this phased subdivision shall require turnarounds to be installed complete with erosion control features until Phase 2 roads are installed.

d. The Applicant will be required to extend the main line for each public utility line through the development to ensure service availability to each parcel.

e. All proposed franchise utilities shall be installed in accordance with each utility provider.

f. All franchise utilities are required to be placed within the dedicated 10’ public utility easements or public right-of-way.

g. The Applicant will be required to install franchise utilities, or provide evidence that an extension of these franchise utilities is not necessary for the future orderly development of adjacent properties.

h. To ensure pedestrian connectivity to and through the development site, the Applicant will be required to install a permanent pedestrian/bicycle pathway no less than 10 ft. wide, as well as sidewalks along each existing developed lot abutting the development site (Map No. 1N 13E 11 BC, tax lot 900, 1100, 2200, 2301, and 2302).

i. To ensure continued vehicular access to the above-mentioned developed properties, the Applicant will be required to provide drive approaches to each developed property at the time of sidewalk installation (Map No. 1N 13E 11 BC, tax lot 900, 1100, 2200, 2301, and 2302).

j. Pedestrian facilities shall be installed at the connecting point of the subdivision with East 21st Street, and shall be built to City standards. Sidewalks that extend throughout the subdivision will be developed concurrent with each building approval.

4. Conditions Requiring Resolution Prior to Final Plat Approval:

a. Final plat 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. All easements for public utilities on private property shall be shown on the final plat.

c. Three (3) copies of the surveyed and recorded plat must be received in the Community Development Department within two (2) years from the effective approval date.

d. Drainage and run-off from future roadways, driveways, parking areas, and structures shall be connected to the City's stormwater system and must be approved by the City Engineer prior to final plat approval.

e. All required improvements must be approved, installed, inspected, and accepted prior to the City signing the final plat. Alternatively, the Applicant may provide an Engineer's Estimate to be reviewed and approved by the City; this option requires the project to be fully bonded for the approved amount prior to the City signing the final plat.

f. Additional information required prior to formal plat approval include a copy of all proposed covenants, conditions, and restrictions (CC&Rs), or a written statement signed by the applicant that no such restrictions will be established, a title guarantee, a statement by the Postal Service to verify location(s) of proposed mail delivery facilities as shown on the final subdivision plat or accompanying sheet, and a description of the entity receiving a dedication for public use (City, homeowner's association, special district, etc.). If a homeowner's association is receiving the dedication, articles of incorporation must be included.

g. The Applicant will be required to deed record all ROW dedications and easements proposed for this development on the final plat, including the access easement for Map and Tax Lot No. 1N 13E 11 1200, which provides access to the orchard outside of the UGB directly south of the subject property.

h. The Applicant shall install or provide financial assurances to the satisfaction of the Director that electrical power, natural gas, cable television, and telephone service is or may be provided for each lot.

i. The Applicant must warranty all public improvements against defect for one (1) year from the date of final acceptance by the City.

j. Prior to City Engineer approval of the final plat, the Applicant shall install required improvements including public improvements (sewer, water, stormwater drainage, roads and ROW improvements) and private franchise utilities (power and natural

gas), agree to install required improvements, or have gained approval to form an improvement district for installation of required improvements for this subdivision.

5. Ongoing Conditions

a. A Physical Constraints Permit will be required for all development with all cuts and/or fills exceeding 50 cubic yards. Engineered plans will be required for all development with cuts and/or fills which exceed 250 cubic yards.

b. All future building permits within the subdivision are required to install sidewalks along the entire property frontage.

c. All development shall be in accordance with The Dalles Municipal Code, Title 10 Land Use and Development.

Signed this 21st day of March, 2025, by

Joshua Chandler, Director
Community Development Department

TIME LIMITS: The period of approval is valid for the time period specified for the particular application type in The Dalles Municipal Code, Title 10 Land Use and Development. All conditions of approval shall be fulfilled within the time limit set forth in the approval thereof, or, if no specific time has been set forth, within a reasonable time. Failure to fulfill any of the conditions of approval within the time limits imposed can be considered grounds for revocation of approval by the Director.

Please Note: No guarantee of extension or subsequent approval either expressed or implied can be made by the City of The Dalles Community Development Department. Please take care in implementing your approved proposal in a timely manner.

APPEAL PROCESS: The Director's approval, approval with conditions, or denial is the City's final decision, and may be appealed to the Planning Commission if a completed Notice of Appeal is received by the Director no later than 5:00 p.m. on **March 31, 2025**. The following may file an appeal of administrative decisions:

1. Any party of record to the particular administrative action.
2. A person entitled to notice and to whom no notice was mailed. (A person to whom notice is mailed is deemed notified even if notice is not received.)
3. The Historic Landmarks Commission, the Planning Commission, or the City Council by majority vote.

A complete record of application for public hearing action is available for review upon request during regular business hours, or copies can be ordered at a reasonable price, at the City of The

Dalles Community Development Department. Notice of Appeal forms is also available at The Dalles Community Development Office. **The appeal process is regulated by Section 10.3.020.080: Appeal Procedures of The Dalles Municipal Code, Title 10 Land Use and Development**.

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058

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

RESOLUTION PC 627A-25

DENIAL of Appeal Application **APL 38-25, Jason Alford**, and affirming the Community Development Director's approval of Subdivision Application 86-24 for approval to site and develop a two-phase, single-family residential subdivision. Phase 1 will consist of 14 lots on 3.33 acres inside the City limits. The remainder will be annexed into the City and later divided into 15 lots. The property is located at the terminus of East 21st Street and further depicted in Assessor's Map No. 1N 13E 11 BC as Tax Lots 2300 and 2800. Property is zoned RL – Low Density Residential District.

I. RECITALS:

A. On April 17, 2025, the Planning Commission of the City of The Dalles conducted a public hearing to consider APL 38-25. Testimony and other evidence was submitted and entered into the hearing record, including a Staff Report stating findings of fact, conclusions of law, and Staff's recommendation.

B. The Staff Report and its attachments, the evidence presented at the public hearing, and all other components of the hearing record (all of which are publicly available and incorporated herein by this reference) provide the basis for the Planning Commission's decision formalized by this Resolution.

II. RESOLUTION:

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

A. In all respects as set forth in Part I (*Recitals*) of this Resolution, **Appeal Application No. 38-25** is hereby DENIED, the decision of the Community Development Director is AFFIRMED, and the application for **Subdivision Application 86-24** is APPROVED.

III. APPEALS, COMPLIANCE, AND PENALTIES:

A. Any party of record may appeal a decision of the Planning Commission to the City Council for review. Appeals must be made according to TDMC 10.3.020.080 and must be received at the Community Development Department no later than 5:00 p.m. on the 10th day following the date of the mailing of the notice of decision.

B. Failure to exercise this approval within the time limits set either by resolution or by ordinance will invalidate this approval.

C. All conditions of approval must be met within the time limits set by this Resolution or by ordinance.

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 17TH DAY OF APRIL, 2025.

_____
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 17th day of April, 2025.

AYES: _____

NAYS: _____

ABSENT: _____

ABSTAIN: _____

ATTEST: _____
Joshua Chandler, Director
Community Development
City of The Dalles

CITY of THE DALLES
313 COURT STREET
THE DALLES, OREGON 97058

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

RESOLUTION NO. PC 627B-25

APPROVAL of Appeal Application **APL 38-25, Jason Alford,** and reversing the Community Development Director's approval of Subdivision Application 86-24 for approval to site and develop a two-phase, single-family residential subdivision. Phase 1 will consist of 14 lots on 3.33 acres inside the City limits. The remainder will be annexed into the City and later divided into 15 lots. The property is located at the terminus of East 21st Street and further depicted in Assessor's Map No. 1N 13E 11 BC as Tax Lots 2300 and 2800. Property is zoned RL – Low Density Residential District.

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B. The Staff Report and its attachments, the evidence presented at the public hearing, and all other components of the hearing record (all of which are publicly available and incorporated herein by this reference) provide the basis for the Planning Commission's decision formalized by this Resolution.

II. RESOLUTION:

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

A. In all respects as set forth in Part I (*Recitals*) of this Resolution, **Appeal Application 38-25** is hereby APPROVED, the decision of the Community Development Director is REVERSED, and the application for **Subdivision Application 86-24** is DENIED.

B. The Planning Commission identified the following criteria to validate its determination to approve APL 38-25, reverse the Community Development Director's decision, and deny Subdivision Application 86-24:

1. *Text to be inserted following Planning Commission deliberations.*

2. *Text to be inserted following Planning Commission deliberations.*

III. APPEALS, COMPLIANCE, AND PENALTIES:

A. Any party of record may appeal a decision of the Planning Commission to the City Council for review. Appeals must be made according to TDMC 10.3.020.080 and must

be received at the Community Development Department no later than 5:00 p.m. on the 10th day following the date of the mailing of this Resolution.

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 17TH DAY OF APRIL, 2025.

_____
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 17th day of April, 2025.

AYES: _____

NAYS: _____

ABSENT: _____

ABSTAIN: _____

ATTEST: _____
Joshua Chandler, Director
Community Development
City of The Dalles