

**AGENDA****REGULAR CITY COUNCIL MEETING****MAY 12, 2025****5:30 p.m.****CITY HALL COUNCIL CHAMBER****313 COURT STREET****&****LIVE STREAMED****[https://www.thedalles.org/Live\\_Streaming](https://www.thedalles.org/Live_Streaming)**

To speak online, register with the City Clerk no later than noon the day of the council meeting. When registering include: your full name, city of residence, and the topic you will address.

Upon request, the City will make a good faith effort to provide an interpreter for the deaf or hard of hearing at regular meetings if given 48 hours' notice. To make a request, please contact the City Clerk and provide your full name, sign language preference, and any other relevant information.

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

1. CALL TO ORDER
2. ROLL CALL OF COUNCIL
3. PLEDGE OF ALLEGIANCE
4. APPROVAL OF AGENDA
5. AUDIENCE PARTICIPATION

During this portion of the meeting, anyone may speak on any subject which does not later appear on the agenda. Up to three minutes per person will be allowed. Citizens are encouraged to ask questions with the understanding that the City can either answer the question tonight or refer that question to the appropriate staff member who will get back to you within a reasonable amount of time. If a response by the City is requested, the speaker will be referred to the City Manager for further action. The issue may appear on a future meeting agenda for City Council consideration.

6. CITY MANAGER REPORT
7. CITY COUNCIL REPORTS
8. CONSENT AGENDA

Items of a routine and non-controversial nature are placed on the Consent Agenda to allow the City Council to spend its time and energy on the important items and issues. Any Councilor may request an item be "pulled" from the Consent Agenda and be considered separately. Items pulled from the Consent Agenda will be placed on the Agenda at the end of the "Action Items" section.

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**CITY OF THE DALLES**

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

- A. Approval of the April 28, 2025 Regular City Council Meeting Minutes
- B. Approval of the April 21, 2025 Special City Council Meeting Minutes
- C. Resolution No. 25-020 Assessing the Real Property Located at 3323 West 7th Street the Cost of Nuisance Abatement
- D. Surplus of Public Works Vehicles and Equipment
- E. A Resolution Concurring with The Mayor's Appointment to The Planning Commission
- F. Authorizing a Personal Services Agreement with AET (Advanced Electrical Technologies) for the Wicks WTP SCADA Upgrades, Contract No. 2025-006

#### 9. PUBLIC HEARINGS

- A. Appeal No. 39-25, an appeal of Planning Commission Resolution No. P.C. 627-25A, denying Appeal 38-25 of the Community Development Director's decision dated March 21, 2025, approving Subdivision No. 86-24, Jason Alford requesting approval to site and develop a two-phase, single-family residential subdivision.

#### 10. EXECUTIVE SESSION

In accordance with ORS 192.660(2)(f) To consider information or records that are exempt by law from public inspection.

- A. Recess Open Session
- B. Reconvene Open Session
- C. Decision, if any

#### 11. ADJOURNMENT

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This meeting conducted VIA Zoom

Prepared by/  
Amie Ell  
City Clerk

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**CITY OF THE DALLES**

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



## AGENDA STAFF REPORT

**AGENDA LOCATION:** Item #8 A - F

**MEETING DATE:** May 12, 2025

**TO:** Honorable Mayor and City Council

**FROM:** Amie Ell, City Clerk

**ISSUE:** Approving items on the Consent Agenda and authorizing City staff to sign contract documents.

- A. **ITEM:** Approval of the April 28, 2025 Regular City Council meeting minutes.

**BUDGET IMPLICATIONS:** None.

**SYNOPSIS:** The minutes of the April 28, 2025 Regular City Council meeting have been prepared and are submitted for review and approval.

**RECOMMENDATION:** That City Council review and approve the minutes of the April 28, 2025 Regular City Council meeting minutes.

- B. **ITEM:** Approval of the April 21, 2025 Special City Council meeting minutes.

**BUDGET IMPLICATIONS:** None.

**SYNOPSIS:** The minutes of the April 21, 2025 Special City Council meeting have been prepared and are submitted for review and approval.

**RECOMMENDATION:** That City Council review and approve the minutes of the April 21, 2025 Special City Council meeting minutes.

- C. **ITEM:** Resolution No. 25-020 Assessing the Real Property Located at 3323 West 7th Street the costs of Nuisance Abatement

**BUDGET IMPLICATIONS:** None. Any funds received reimburse the City for the cost of abatement.

**SYNOPSIS:** The Codes Enforcement Officer properly noticed the abatement. The City Clerk sent the cost of abatement notice. The property owner did not pay the assessment within the required time limit.

**RECOMMENDATION:** Approve Resolution No. 23-026 assessing real property for the cost of abatement.

D. **ITEM:** Surplus of Public Works vehicles and equipment.

**BUDGET IMPLICATIONS:** Revenue received from the sale of property will be deposited into the appropriate Public Works funds.

**SYNOPSIS:** The following is a list of Public Works vehicles and equipment recommended to be declared surplus as the items are no longer useful to the department, but still retain value. The items listed are planned to be disposed of through a public auction.

1. Honda 4TRX 300 4-Wheeler with plow VIN: 4781E1504PA512211
2. WARN winch and truck bumper. Model # 8274. Serial # 8631
3. DELTA truck bed toolbox Model # 902000. 60" x 20" x 11 ½"
4. Blue metal bin with legs and handles. 4' x 31" x 31"
5. Quincy 80-gallon air compressor. Model # FE325. Serial # 5022514
6. Truck toolbox, black in color. 17" x 63" x 20 ½"
7. Brush guard for full size pickup.
8. NorPro portable generator. 120/240 V. Model # 164031
9. CM ValuStar ½-ton chain hoist. Model # WF
10. 25 gallon ATV spray tank with hose and wand
11. MTD lawnmower bagger system. Model # 19A300030EM. Serial # 1C122J10245
12. Onan LGP skid mounted generator. Serial # 5C7100
13. Aluminum Build-A-Box shoring. 16 - 2'x 3' panels; 8 - 2'x 5' panels; 4 – skids.
14. 1989 Mack asphalt distributor with 2,000-gallon Etnyre Centennial tank. VIN: 8XBF1825F1000480. Engine hours: 9,324
15. 2004 Bearcat 250-D crack seal machine. Serial # 20104. Engine hours: 1,291.6

**RECOMMENDATION:** Approve surplus of Public Works equipment as described.



E. **ITEM:** A Resolution Concurring with The Mayor's Appointment to The Planning Commission.

**BUDGET IMPLICATIONS:** None.

**SYNOPSIS:** The Mayor has met with the applicants and recommends appointment.

**RECOMMENDATION:** City Council concurs with the Mayor's appointment to the Planning Commission; and approves Resolution No. 25-017.

F. **ITEM:** Authorizing a Personal Services Agreement with AET (Advanced Electrical Technologies) for the WICKS WTP SCADA UPGRADES, CONTRACT NO. 2025-006

**BUDGET IMPLICATIONS:** The adopted FY2024-25 budget includes \$750,000 in Fund 53, the Water Reserve Fund, allocated for the SCADA System Upgrade Phase 1 project. To date, \$286,991.24 has been spent on the project. The proposed FY2025-26 budget will include \$1,200,000 to complete this multi-year project. The engineering services contract that was awarded to Jacobs, with approved amendments, was for \$1,225,592. This proposed contract for electrician services is in the amount of \$159,125.00. There are adequate funds available in the Water Reserve Fund for this proposed contract.

**SYNOPSIS:** On February 12, 2024, City Council awarded a contract to Jacobs Engineering Group for engineering services related to the SCADA System Upgrade Phase 1 project at the Wicks Water Treatment Plant. At the time the contract was awarded, Council was informed that subsequent purchases for materials and electrician services would be competitively procured. Ordinarily, Staff would bring this item as a Local Contract Review Board item for Council's consideration; in the case, though, Staff felt that with the previous mention of the need for the electrician services as part of the overall project, the straightforward procurement of the electrician services was appropriate for Consent Agenda approval in light of the Council's previous authorizations for the Wicks WTP SCADA Phase 1 Project.

Staff did send an Invitation to Bidders to four Qualified Electrical Contractors. The bid opening for this contract occurred on May 1, 2025 at 2:00 pm for which we received two responsive bids. The bids received were as follows:

1. Advanced Electrical Technologies, in the amount of \$159,125.00
2. Olsson Industrial Electric, in the amount of \$221,568.00

**RECOMMENDATION:** Authorize the City Manager to enter into contract with Advanced Electrical Technologies for the Wicks WTP SCADA Upgrades, Contract No. 2025-006, in an amount not to exceed \$159,125.00.

MINUTES

CITY COUNCIL MEETING  
COUNCIL CHAMBER, CITY HALL  
APRIL 28, 2025  
5:30 p.m.

VIA ZOOM/ IN PERSON

**PRESIDING:** President McGlothlin

**COUNCIL PRESENT:** Ben Wring, Tim McGlothlin, Rod Runyon, Scott Randall, Dan Richardson, Mayor Mays

**STAFF PRESENT:** City Manager Matthew Klebes, City Attorney Jonathan Kara, City Clerk Amie Ell, Public Works Director Dale McCabe, Police Chief Tom Worthy, Community Development Director Joshua Chandler, IT Director David Collins.

**CALL TO ORDER**

The meeting was called to order by President McGlothlin at 5:30 p.m.

**ROLL CALL OF COUNCIL**

Roll Call was conducted by City Clerk Ell. Wring, McGlothlin, Runyon, Randall, Richardson, Mays present

**PLEDGE OF ALLEGIANCE**

Mayor Mays asked Councilor Richardson to lead the Pledge of Allegiance. Councilor Richardson invited the audience to join in the Pledge of Allegiance.

**APPROVAL OF AGENDA**

President McGlothlin noted changes to the agenda; The addition of consent agenda item E. Authorizing the City Manager to make application and be the designee for signing of the application for the FFY – 2025 Drinking Water Source Protection Grant through Oregon Health Authority (OHA) Drinking Water Services; the removal of consent agenda item D. A Resolution

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Concurring with The Mayor's Appointments to The Planning Commission; and the removal of the Executive Session.

It was moved by Richardson and seconded by Wring to approve the agenda as amended. The motion carried 5 to 0, Richardson, Wring, Randall, Runyon, McGlothlin voting in favor; none opposed; none absent.

### **AUDIENCE PARTICIPATION**

Adam Rahmlow, resident of The Dalles, addressed the Council regarding concerns about local water quality. He stated he previously served on the Beautification Committee and had attempted to raise the issue through that forum and through ongoing emails with City leadership. Rahmlow expressed frustration about the City's lack of movement on concerns related to emerging contaminants, such as PFAS, micro plastics, pharmaceuticals, and fluoride. He questioned the adequacy of current water testing methods and raised concerns about the potential leaching of plastic into drinking water through new piping. Rahmlow submitted a packet of information and volunteered to lead a water task force to help address the issue. He urged the Council to more carefully consider the proposed \$300 million water infrastructure project in light of these concerns.

Russ Brown, resident of The Dalles, addressed the Council regarding the closure of Lewis and Clark Park due to ongoing vandalism. He criticized the decision to post "park closed" signs, suggesting it punishes responsible taxpayers and proposed a different solution: keep the restrooms closed except during special events, post signage directing the public to City Park restrooms, and provide security during events. He expressed strong opposition to the closure, stating he would continue to walk his dog at the park daily as a form of protest. He said there was a need for a more practical approach and invited a Council representative to follow up with him regarding any decisions.

### **CITY MANAGER REPORT**

City Manager Matthew Klebes reported;

- Introduced new Economic Development Officer, Jake Anderson, a former Klickitat County Commissioner with experience in bridge authority and economic development work.
- Reported that the QLife Board met last week; the new director was progressing with grant applications and a future City Council presentation was expected.
- Attended the Community Outreach Team meeting.
- Noted that staff had been engaged in budget preparation and presentations ahead of the upcoming budget meetings.

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- Informed Council that Mayor Mays was in Washington, D.C., testifying on legislation introduced by Congressman Bentz regarding watershed land transfer.
- Shared that the City Attorney had coordinated with Klickitat County and Commissioner Zoller to begin work on a Joint Operating Agreement, as directed during the recent joint session.
- Proposed a special City Council meeting on either April 27 or June 2 due to the May 27 holiday; staff would follow up to confirm the date.
- Reported that a Planning Commission appeal had been received that afternoon; additional information was expected from the City Attorney the following day.

### **CITY COUNCIL REPORTS**

Councilor Runyon reported;

- Attended a Wasco County Pioneers Association meeting and promoted the annual public luncheon featuring speakers on Wasco County history.
- Participated in a QLife meeting with the City Manager.
- Attended a QLife special meeting.
- Took part in performance evaluations for the City Manager, City Attorney, and Municipal Judge.

Councilor Richardson reported;

- Met with the City Attorney.
- Attended an Urban Renewal Budget meeting.
- Participated in a Traffic Safety Commission meeting.
- Took part in a State mandatory public meeting law refresher webinar.
- Participated in full-day staff evaluations.
- Commented that the evaluation process had been cumbersome and ineffective, and noted that he and Councilor Wring planned to revise the evaluation questions, with support from the Assistant City Manager and Human Resources, and sought informal Council approval to move forward with the revisions.

Councilor Randall reported;

- Attended an executive session for performance evaluations.
- Participated in the Cherry Festival parade with Mayor Mays and Councilor McLaughlin.
- Visited the Neon Sign Museum after the parade, where local artist Danae Manion was restoring a 1920s pony from the Jantzen Beach Carousel. Encouraged citizens to get involved by visiting the museum or checking out the Jantzen Beach Carousel website for more information.

Councilor McGlothlin reported;

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- Attended the performance evaluations.
- Attended the Cherry Festival parade.
- Indicated he had been busy in recent weeks but deferred additional reporting, including on the airport, to the next meeting.

Councilor Wring reported;

- Attended the executive session with the City Council and Mayor.
- Attended the Sister Cities Association meeting and noted their upcoming trip to Japan.
- Met with the City Attorney, City Manager, and Mayor regarding improvements to the evaluation process and looked forward to working with the new HR Director to refine the process for the following year.

Mayor Mays reported;

- He was attending via Zoom from Washington, D.C. where he would be testifying on H.R. 655, the Dalles Watershed Development Act, supporting the transfer of 150 acres from the U.S. Forest Service to the City for completion of water infrastructure projects on City land, and emphasized the importance of securing the City's water supply while acknowledging past cooperation from the Forest Service.
- Commented on the evaluation process and thanked Councilors Wring and Richardson for taking steps to improve it with assistance from the new HR staff, City Attorney, and City Manager.

## **CONSENT AGENDA**

Runyon asked for confirmation that one of the items had been removed from the consent agenda. He confirmed the Planning Commission nomination had been taken off.

It was moved by Wring and seconded by Randall to approve the Consent Agenda as amended. The motion carried 5 to 0, Wring, Randall, Runyon, Richardson, McGlothlin voting in favor; none opposed; none absent.

Items approved on the consent agenda were: 1) The minutes of the April 14, 2025 Regular City Council Meeting; 2) Approval of the April 3, 2025 City Council Joint Work Session Minutes; 3) Authorization of Updated ACH Signers and Notification Recipients; 4) Authorizing the City Manager to make application and be the designee for signing of the application for the FFY – 2025 Drinking Water Source Protection Grant through Oregon Health Authority (OHA) Drinking Water Services.

## **CONTRACT REVIEW BOARD ACTIONS**

Contract No. 2025-003 Safe Routes to School - Chenowith Elementary/West 10th/Bike and Pedestrian Facilities

Dale McCabe Public Works Director reviewed the staff report.

Councilors asked if there would be separation between asphalt walkway and roadway in front of the Wahtonka campus, for a description of what a continental crosswalk was, for a project timeline, and if any money left over unused from the grant could be used for other similar projects.

McCabe explained that the asphalt walkway in front of the Wahtonka campus would be widened and separated from the roadway with bollards; it would be slightly raised but remained an asphalt surface. He stated that continental crosswalks were the wider, highly visible crosswalks already in place near schools and on Third Street. Regarding the timeline, he said that if the contract were awarded that evening, Crestline could begin work by the end of May. However, construction near the school would not begin until after school let out for summer. Work would begin between Pomona and Snipes Street first, then proceed toward Chenowith Loop, with completion scheduled by August 29. He confirmed the original grant-funded project was estimated at \$2.4 million with an 80/20 match—\$1.994 million in grant funds and \$200,000 each from the City and School District. He indicated there might be room to add project elements with remaining funds, pending discussion with ODOT, but not for unrelated locations. He added that the next priority project from the Master Plan was West Seventh Street and that the City planned to apply for the next Safe Routes to School grant in spring 2026.

It was moved by Randall and seconded by Wring to authorize the City Manager to enter into contract with Crestline Construction for the West 10th/Bike and Ped Facilities, Contract No. 2025-003, in an amount not to exceed \$1,505,847.00. The motion carried 5 to 0, Randall, Wring, McGlothlin, Richardson, Runyon voting in favor; none opposed; none absent.

**ACTION ITEMS**

Federal Street Plaza Recommendations

Matthew Klebes City Manager reviewed the staff report.  
McGlothlin asked if there was anyone in the audience who would like to speak.

Klebes noted there had been substantial engagement with the representatives and owner of the Craig's building, located just west of the plaza. Although they had planned to attend the meeting to comment, he spoke briefly on their behalf. He emphasized the excitement and momentum surrounding the plaza project, describing it as something The Dalles truly deserved. He stated

that this energy appeared to be influencing the Craig's building ownership to consider revitalization and redevelopment of their property. He reported recent discussions with various staff, consultants, and the new Economic Development Officer, and said the Craig's representatives were interested in opening the west side of the building to better connect with the proposed plaza. He explained that the landscaping and seating layout on that side of the plaza could change as final design progresses, to harmonize with any redevelopment efforts by the Craig's building. He described the interactions as very positive and anticipated that aspect of the design would likely evolve as final construction documents were prepared. Additionally, Klebes mentioned that a door on the northeast side of the Craig's building had been incorporated into the plaza design, with a nook for landscaping proposed for that side. However, there was a desire to open that side of the building further, with the potential removal of the mural on that side. These were all preliminary conversations with the property owner, who was very supportive of the plaza but hoped to see design adjustments to better engage with the space and help activate the area.

Mayor Mays expressed appreciation to the committee members for their hard work over several months and acknowledged the City Manager for his excellent work as the staff liaison. He highlighted the success of the open house on February 12 at Free Bridge Brewing, where a standing-room-only crowd attended. The event had generated a lot of enthusiasm and positive feedback.

Bets Stelzer, a member of the Federal Street Plaza Committee and a downtown business owner, shared her experience working on the project. She had joined the committee in the summer of 2024, eager to contribute despite being new to the 2030 vision. She had been deeply involved in the process, including interviewing consultants, drawing concepts, and working with the community. Throughout, she felt her voice, and those of the committee members and the community, had been heard. A lifelong resident of Wasco County, she emphasized her strong ties to the area, where she lived, owned a business, and raised her children. She reflected on how, as a teenager, The Dalles had few places to gather, with Fred Meyer's furniture section being the only option. As an adult, she often sought out plaza spaces in Hood River and Portland. She noted how COVID had highlighted the need for such spaces, leading her to add an outdoor patio to her Hood River business. Since returning to The Dalles, she had observed that many locals, like herself, still spent leisure time outside the city. She viewed the plaza as a vital first step to changing this trend. She stressed the plaza's potential to serve as a "living room for The Dalles," noting that recent private investments in downtown had shown the community's commitment to growth. She urged the Council to approve the project to continue this momentum.

Richardson expressed his appreciation for the committee members and echoed the Mayor's compliments. He highlighted the extraordinary dedication and positive experience throughout the project, which was not always typical in committee work. He thanked the committee members

for their hard work, acknowledging that many had other responsibilities, such as running businesses, caring for children, and attending evening meetings, yet they all fully participated. He praised the collaborative nature of the project, noting that members had set aside personal ideas and egos to work together for a common goal. He expressed gratitude for their dedication and emphasized that the plaza project would complement existing private and public investments, enhancing the city's quality of life for years to come.

It was moved by Wring and seconded by Runyon to accept the recommended site plan for the Federal Street Plaza with the described additions, direct the City Manager to move the project forward, and adopt the Resolution 25-018 extending the Federal Street Plaza Ad Hoc Committee through project completion. The motion carried 5 to 0, Wring, Runyon, Richardson, Randall, McGlothlin voting in favor; none opposed; none absent.

***Mayor Mays left the meeting (via Zoom)***

Authorizing the City Manager to Execute Intergovernmental Agreements with Wasco County and Mid-Columbia Fire and Rescue District for Computer-Aided Dispatch and Police Records Management System Services

Police Chief Tom Worthy reviewed the staff report.

Runyon commended the time and effort put into the project by all three entities involved, including the Fire Department, County Sheriff's Department, and City Police. He acknowledged the complexity of the report, noting that it was a lot of information to remember and present coherently.

Chief Worthy expressed appreciation for the strong collaboration between the City and County leadership over the past four years. He clarified that while the project was poised to begin, it had not started yet, and the implementation scope of work would likely take 12 to 18 months. He acknowledged that the most challenging part was ahead and emphasized the importance of getting the project right, given the significant investment.

Richardson asked what the biggest risk was in moving forward with the project, requesting both a worst-case and best-case scenario, and a description of what success would look like for the project.

Chief Worthy highlighted "scope creep" as a key concern, explaining that any additions to the project after the initial outline would increase costs and delays. He emphasized the importance of staying close to the original scope to avoid complications. He noted that the project's timeline could range from 11 to 24 months, depending on factors like vendor interaction with state law enforcement systems. Delays could occur if the vendor had prior commitments he said the State



would not engage until the project was officially initiated. Success would look like a clean implementation and effective use of the software, particularly the core CAD and RMS modules. This would ensure proper data management and quality, allowing for predictive insights on call volumes based on historical data. Additionally, success would include making crime data publicly accessible through a dashboard, enabling residents to view case information in their neighborhoods, contributing to improved community engagement and police management.

Richardson asked for a rough estimate of the annual dispatch costs both now and post-project completion. He asked if the project would result in ongoing, significant expenses or if the improved product would ultimately offer a more cost-effective solution.

Worthy explained that many of the expenses for the project would be front-loaded—covering project management, infrastructure, and hosting—but the ongoing costs would decrease once the system was live. Regular software costs would increase by 3% annually for at least five years. Over time, the infrastructure would require replacement, but those costs were incorporated into the ongoing 911 agreement, ensuring the equipment fund was maintained and preventing large, unexpected expenses during the software's lifecycle.

Klebes referenced Exhibit C1 on page 33 of the packet, showing annual costs of over \$100,000 from 2026 to 2031, with an initial \$700,000 cost in the first year. He mentioned that the proposed budget would be adjusted at the upcoming meeting based on final figures that may differ from those in the staff report, and the five-year software budget would be used in future presentations. He highlighted the significant cost of the partnership with the County and Fire and Rescue, with the City covering most of the expenses due to its status as the largest city in Wasco County. Even without the added costs, 911 operations were a major budget item.

Richardson expressed appreciation for the dedication to raising the bar and providing excellent service, thanking everyone involved.

Worthy noted that while the project carried risks, the risk of inaction—such as system outages forcing a return to outdated methods—was greater. He emphasized that addressing these issues proactively was crucial for public safety.

McGlothlin asked when the current system being used had been put in place.

Worthy explained that the two systems were extremely outdated, with one last updated in 1999. While they served current needs when functioning, they were rudimentary and had only received minor patching since his arrival.

McGlothlin noted that the rudimentary systems likely caused slow access times, which created safety issues for both officers and citizens. He then asked if other entities, such as tribal police, could potentially share in the project, aside from Fire and Rescue, Wasco County, and the City.

Worthy explained that Sherman County had considered joining the City's dispatch system but chose to improve its own center. Hood River was pursuing a separate project, and tribal police had selected a different vendor. While no other entities were currently interested, future collaborations were possible, and any new participants would share in initial costs.

Wring asked two questions: First, he expressed concern about the time and effort required to convert the City's old data to the new system, cautioning that it could lead to unforeseen challenges. Second, he inquired about potential future equipment upgrades or ancillary devices that might need to be accounted for down the road.

Worthy disagreed with concerns about data conversion, stating that the team had made careful decisions to bring forward only essential case data as searchable PDFs, not through complex field mapping. He noted the County had the capacity to support this and that the system could interface with national platforms like the FBI's N-DEx. Regarding equipment, he said future upgrades could include printers in patrol cars for electronic ticketing and crash reporting, and barcode scanners for the evidence room. These were not yet budgeted but were part of the long-term plan to improve efficiency.

It was moved by Wring and seconded by Runyon to authorize the city manager to execute the intergovernmental master 911, agreement, intergovernmental dispatch agreement and intergovernmental CAD RMS use agreement as presented, contingent upon County and district agreement and subject to any reasonable modifications approved by the city manager. The motion carried 5 to 0, Wring, Runyon, Randall, Richardson, McGlothlin voting in favor; none opposed; none absent.

## **DISCUSSION ITEMS**

### **Planning Commission Restructuring Opportunities**

Joshua Chandler Community Development Director reviewed the staff report and introduced Dr. Kelly Howsley-Glover Wasco County Community Development Director who was invited to attend and share about the County's experience with transitioning to having a Hearings Officer.

Howsley-Glover, Wasco County Community Development Director, shared that transitioning quasi-judicial land use decisions to a hearings officer had been highly successful. The change relieved planning commissioners of meeting fatigue due to a heavy long-range planning workload and frequent state rule updates. It also significantly reduced hearing times—from several hours to under 30 minutes—improving efficiency for staff and applicants. The use of a professional land use attorney helped minimize perceived bias and strengthened legal findings,

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reducing procedural errors and the likelihood of appeals. She expressed strong support for the model and welcomed questions.

Runyon asked whether all hearings officer decisions go to the County Commission or if the hearings officer had final authority, and whether certain types of decisions were always elevated to the County Commission while others were not.

Howsley-Glover said most decisions made by the hearings officer were final, with some exceptions. Subdivisions still required final review by the Board of County Commissioners, and all appeals—whether from a planning commission or hearings officer decision—went to the Board. The only role that had been removed from the Board was handling code compliance cases, which they previously managed due to the County's lack of a municipal court.

Runyon said that as a former City Planning Commissioner, he supported reducing regular meetings while retaining the option for special sessions. He questioned the value of a hearings officer if most matters would still come before the City Council, noting that appeals had been rare in recent years. He asked which decisions would remain solely with the hearings officer and which would require Council review.

Chandler said if the City opted to use a hearings officer, the impact on City Council would be minimal. The hope was the hearings officer, especially if a qualified land use attorney were hired, it would provide for defensible cases, reducing appeals. City Council would still retain control and could decide to hear appeals if necessary. If all decisions were delegated to a hearings officer, the application process would be expedited, significantly reducing review times. Ultimately, City Council would have final control in the event of an appeal.

Klebes stated that when he and Chandler had discussed the concept, one exciting aspect was the benefit it would bring to the Planning Commission. Rather than focusing on individual appeals or applications, the Planning Commission could concentrate on policy-level discussions, such as the sign code and other long-term policy topics. He hoped the Commission would be able to dedicate more attention to guiding frameworks and principles for decision-making, while the hearings officer would handle the application of those principles or address appeals. The primary benefit would be to the Planning Commission, rather than the City Council, in terms of time and focus.

Chandler said one planning commissioner supported the hearings officer having the final decision to reduce the City Council's workload, as appeals were infrequent. He reiterated that staff recommended the City Council retain the final decision, but the Council had the authority to decide. The focus was on allowing the Planning Commission to concentrate on policy issues, with the City Council determining their structure and operations.

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Richardson expressed support for reducing meetings to once a month, finding it a sensible approach, and appreciated Dr. Howsley-Glover's insights. He then asked if the City Attorney had any thoughts on the idea of hiring a hearings officer.

City Attorney Jonathan Kara supported hiring a hearings officer, explaining it would reduce the risk of planning commission members failing to apply clear standards. He highlighted that while the City had been fortunate with its current commission, new members could bring challenges. A hearings officer would ensure more consistent decisions and allow the commission to focus on long-range planning. Kara emphasized the efficiency of experienced land use professionals and noted the benefits of time and resource savings for staff, while maintaining City Council's final authority.

Wring agreed with holding one meeting per month and asked if anything significant had been missed in the current process due to the complexity of land use decisions. He expressed concern about the potential lack of expertise and suggested that onboarding and education for new or current commissioners could help address this.

Kara shared concerns about planning commissioners not always being fully engaged, citing instances where commissioners were absent, mentally disengaged, or lacked the time to fully understand complex land use matters. He emphasized that while no significant errors had occurred, inconsistencies and lack of quorum at meetings had occasionally diminished public trust. Kara believed that a hearings officer, especially a land use professional, would provide more regularity, transparency, and fairness in decision-making, helping to enhance the public's confidence in the process. He acknowledged the challenges of managing a volunteer commission and stressed that state laws often heavily govern land use decisions, making them complex to navigate.

Chandler explained that, with or without a hearings officer, the process would continue as usual. He noted that long Planning Commission meetings strain staff time and that quorum issues have led to meeting cancellations, negatively affecting the City's reputation. A hearings officer would address quorum concerns and help prevent overreach in planning decisions, ensuring legal compliance.

Wring expressed appreciation for the quick access the City Council had to the City Attorney, especially as a new Councilor. He suggested it would be beneficial to provide similar access to the Planning Commission, whether or not a hearings officer was appointed. If that wasn't possible, he recommended offering educational resources and reference materials. He acknowledged that it required a personal commitment to learn but emphasized that providing proactive support with foundational knowledge and access to outside counsel, particularly a land use attorney, would be a sound approach.

Kara clarified that, while he attended Planning Commission meetings and provided legal advice, he was not a land use specialist. He assured that the City had access to top land use professionals and the Commission received all necessary legal support. He stated that if a hearings officer were appointed, he would still attend those meetings, as the officer would need legal counsel due to their lack of local knowledge and potential gaps in understanding the City's code.

Wring asked what a meeting with a hearings officer would look like, both organizationally and in terms of scheduling. He noted that there was general agreement on having one Planning Commission meeting per month, but with the addition of a hearings officer, he wondered if meetings could be more frequent, while still being public.

Kara confirmed that hearings officer meetings would be public, scheduled as needed, and noticed a week in advance.

Chandler said that hearings officer meetings could be scheduled during off weeks from Planning Commission meetings. He suggested inviting the Wasco County Community Development Director to share their approach and whether they have flexibility or set times for hearings.

Howsley-Glover stated that they had debated whether to keep a consistent schedule for hearings, similar to Planning Commission meetings, held the first Tuesday of each month from 3 to 5. However, they had found an ad hoc schedule more effective, working directly with applicants and citizens to schedule cases as needed. This approach had been quicker, allowing applicants to avoid waiting months for a Planning Commission hearing. She noted that while consistency was an option, the ad hoc method had proven beneficial.

McGlothlin said that during his tenure as a council member, the two most common complaints he had heard were about potholes and Planning Commission bias. He expressed support for the proposed restructuring, which aimed to streamline the land use review process while maintaining transparency and public engagement, both of which were important to him. He agreed with the idea of having a land use expert as an intermediary for reviewing decisions but emphasized the need for the final step to involve the City Council, as elected officials should hold the ultimate decision-making responsibility.

Runyon asked if, once the hearings officer has made a decision, the applicant would acknowledge it and consider the process complete, meaning it would not then come before the City Council.

Chandler explained that the process could include an option where the hearings officer made a decision, followed by an appeal period. If the City Council was the final decision-maker, the appeal would need to be submitted during that period. However, he clarified that this option was

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not used by Wasco County, where decisions still went back to the Board of County Commissioners.

Runyon said that the final question with a hearings officer should be whether the applicant was satisfied with the process or still wished to appeal to the City. He preferred this approach, as it allowed citizens the opportunity to come forward if they chose to. He also noted that it might save applicants money, as they would likely be hiring attorneys, and the process could reduce their legal costs.

Kara clarified the City Council's decision to explore this idea was highly customizable. The Council could choose to hear certain types of applications for final decisions or leave routine final decisions in the hands of a hearings officer.

Runyon said the idea of having a list of criteria to determine which items should come forward or not.

Randall said that the frequency of the meetings made sense and asked whether approval from the City Council would be needed to proceed or if a code would be required. He expressed support for the hearings officer concept, noting that the benefits seemed to outweigh the cons, and he was in favor of proceeding with those options.

Chandler said it would require a code amendment as well as an update to the bylaws.

Wring asked about the mix of professional land use developers versus non-professionals, like himself, who might find the process intimidating. He wondered how often individuals unfamiliar with city code, such as early learners, would feel the need to hire a lawyer when approaching a hearings officer.

Howsley-Glover explained that County staff had spent time preparing citizens for the process and suggested Chandler could develop materials to help applicants understand the process better. Citizens who had gone before the hearings officer found it easy and straightforward, with questions similar to those at the planning commission level. The process was perceived as less intimidating than the planning commission's large, interactive discussions.

Chandler thanked everyone for the conversation and expressed appreciation for the Planning Commission members, acknowledging their volunteer efforts in helping move the City forward. He also gave a special mention to Mark Poppoff, who had served on the Planning Commission for 25 years. He noted that there would likely be a council appointment item at the next meeting.

## **ADJOURNMENT**

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Being no further business, the meeting adjourned at 7:59 p.m.

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Submitted by/  
Amie Ell, City Clerk

SIGNED:

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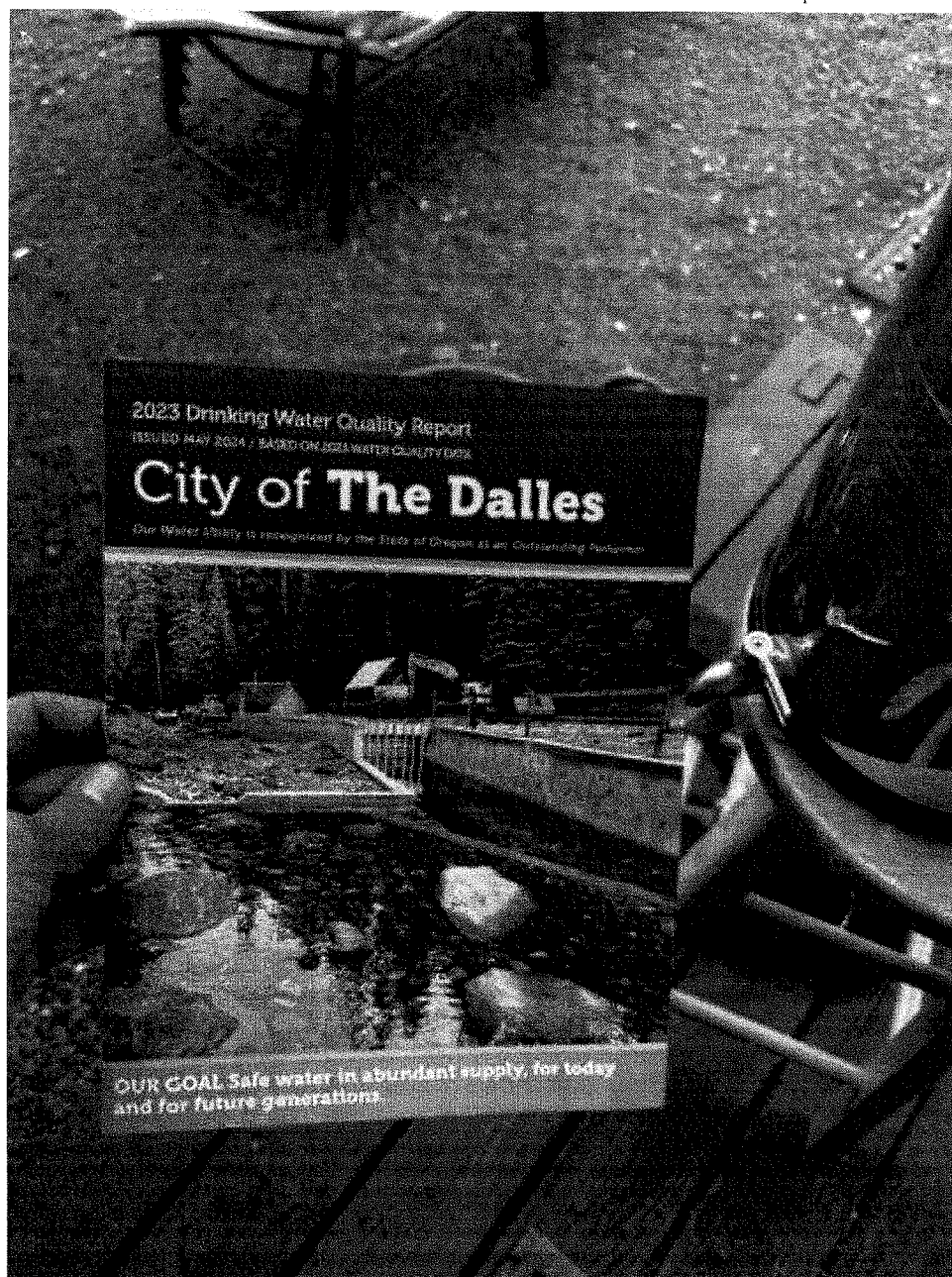
Richard A. Mays, Mayor

ATTEST:

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Amie Ell, City Clerk

DRAFT



[Quoted text hidden]

**Adam Rahmlow** <adam.rahmlow@gmail.com>  
 To: Matthew Klebes <mklebes@ci.the-dalles.or.us>  
 Cc: Richard Mays <rmays@ci.the-dalles.or.us>

Thu, Jun 13, 2024 at 9:28 AM

Rich - I'd love to connect about water, and Beautification.

**Context on the Water Issue:**

I've been beating the drum about our city water for about 6 months now and have run into dead ends with the beautification committee and the city on how to address it. So, I will be resigning from BTC after we speak and hope to find an outlet to work on the city's water situation. It is much more dire than the email from Matt suggests and in my opinion, much more important work than another wind-sculpture installation, trees downtown, or any other non-substantive activity of beauty. Water quality should be a much higher priority for the city than what I've encountered, which currently seems apathetic on every level. This is potentially a more life-or-death issue than anything else your administration is working on. Please review the tragic case of Flint, Michigan to understand the criminal liability non-action exposes the city to and the horrible disease(s) that the city's residents have suffered and will likely continue to suffer for the rest of their lives as a result of apathy toward the water issue. It is a cautionary tale about what happens when municipalities blindly follow state and federal testing schematics to their doom.



## Problem

Matthew, thank you for the follow-up. You'll have to forgive my candor when I say this is a rather dismissive response to the questions I have raised about our water. I am largely unsatisfied by the response "we are in compliance with State and Federal requirements... and have been recognized as an outstanding performer." Simply reasserting that claim does not address the issues raised. For the sake of clarity I have summarized the hereto unaddressed issues raised in my original email; aka major issues with our city water / testing scheme.

1. **The city does not have any data about the quality of drinking water \*at the tap\* for citizens in The Dalles.** This means the City and its residents do not know what contaminants are in their drinking water, but they are claiming it is safe. Again, claiming bureaucratic compliance doesn't change the fact that the testing is inadequate. We are both aware of legal considerations to testing, of course. Hopefully we all understand (including Dave Anderson) that **test results taken from the treatment facility do not equate to contaminant profile consumers get at their tap**, yes? Yet, this is exactly what the 2023 water quality report implies, and that is the second issue, hereto unaddressed.
2. **The Dalles Water Quality Report is grossly misleading citizens by highlighting tests from the treatment plant and omitting any information about contamination that exists between the plant and the consumer tap.** The 6-page report reads like a marketing document, selling our citizens on the idea of safe water, without nuance or an accurate SWOT. The report contains absolutely zero education around the need for second-source filtration. The report moves people further away from understanding water issues, and ultimately further away from attaining healthy and contaminant-free water.
4. **Local, state and federal testing schemes all miss a common-sense fact: that 'clean' city water becomes filthy, disease-laden, and yes, even poisonous, after travelling through hundreds of miles of old pipe!** So how can the city (or State, or EPA for that matter) claim our drinking water is 'outstanding' when testing at the consumer tap is wholly absent? That's like saying your hands are clean because you washed them last week. Gross! If you washed your hands this morning, then played in shit all day, how can you claim your hands are still clean? This metaphor summarizes the disgusting logic behind our water testing schemes, yet our city is presenting this logic as evidence for clean water.
3. **There are life-threatening consequences to this level of negligence and naivete.** In case you didn't read up on the history of Flint, linked above, two city officials were charged with involuntary manslaughter for their role in mismanaging the water crisis there and eight other officials (including the state's governor) were charged with 44 felony counts. This issue is dead-serious. "We are in compliance" isn't a satisfactory answer when it comes to a health issue as critical as drinking water.
4. **Testing: To summarize, here are some things, as an outstanding performer, we aren't testing (even at a treatment plant).**
  - Microplastics
  - Hormones & pharmaceuticals
  - PFAS - commonly known as 'forever chemicals'
  - UCMR 1 List 2: chemicals associated with pharmaceuticals (1,2-diphenylhydrazine and Nitrobenzene) These are MAJOR hormone disruptors, btw
  - Contaminants that are present in the hundreds (if not thousands?) of miles of city pipe - dating back to the turn of the century.

Yes, the situation is that bad. Yes, it is very possible tap water in The Dalles is poisonous. Yes, there is a lot of work to be done and this is a big issue. But we can do it.

## Solutions

No one likes a Negative Nancy so here are some solutions which have already been proposed to Matt and the beautification committee:

1. **A public awareness campaign** for 'second source filtration' could help. Communicate the need and/or benefits of filtering city water at home. Re-work the City's 'drinking water quality report' to present a more nuanced and truthful perspective about our water - this is a massive opportunity to do right by our citizens and 'low-hanging fruit.'
2. **Organize and start testing at the consumer tap** - you don't know how bad it is until we get the data - so let's do that! It's relatively inexpensive and there are PLENTY of citizens who would help... I'm sure Jonathan would be able to help the city navigate any legal landmines.
3. **Form a citizen advisory committee for public works** - it is my understanding that there is no citizen oversight or involvement in our water system - or public works? Yikes!
4. **Ensure on-going water projects incorporate water are informed by data - including data from the tap** (The current project is mainly, to replace old mains - if I'm not mistaken). We should expand this effort to - at the very least - incorporate water-quality data from the tap, but ideally come up with a data-driven long-term plan for water like we are

doing for trees.

**5. Direct the Water Utility to start testing for all emerging contaminants on the UCMR schedule.** See email(s) below about state and federal guidance around 'emerging contaminants', please see which UCMR's are being tested or not. Just because the EPA and/or State do not require testing for hormones, microplastics, or PFAS, in our water doesn't mean we shouldn't be testing for them. Again, those tests are relatively inexpensive, and there is massive liability.

**6. Reduce the city's liability and protect citizen's health by actually taking this issue seriously:** take immediate action to ensure citizens aren't being poisoned by city water.

Please review these issues and ask yourself what can be done. I'm happy to help, and would much rather be involved in designing solutions than writing finger-waving emails. This issue needs to be addressed. Perhaps we can meet or chat to discuss next steps? I'm happy to chat about this issue and clarify any of the information presented here.

Thanks for your time Mayor Mays, and for the follow-up Matthew. I'll wait for your response and look forward to helping solve this critical health issue.

Sincerely,

Adam Rahmlow  
262 271 0839

EMAIL SENT TO BEAUTIFICATION COMMITTEE earlier this Spring; presented to Matthew Klebes in March.

Hi All,

You may recall my foreshadow about water last meeting, here's a little update on one of our most beautiful resources. Aimee mentioned giving this update during the work session section on the agenda. It has some really important information for our friends, families and neighbors, so want this information in the minutes, at least.

Update about our beautiful city water from a conversation with Dave Anderson, Public Works Director, towards beautification:

#### Resources:

- The 2022 water Quality Report for the Dalles can be found here: [https://www.thedalles.org/departments/public\\_works/public\\_works\\_divisions/water\\_quality\\_report.php](https://www.thedalles.org/departments/public_works/public_works_divisions/water_quality_report.php)
- The Oregon Health Authority publishes the full chemical test results - here is the link for The Dalles: <https://yourwater.oregon.gov/inventory.php?pwsno=00869>
- Here's a list of chemicals the system is required to sample which includes location and frequency
- The Dalles is compliant on all EPA/State Testing

#### Notes from my call with Dave Anderson.

- The Dalles is a member of Partnership for Safe Water (much like tree city USA for water) and complies with all EPA and state regulations for testing and water quality.
- The Dalles has electively tested for some of the "Emerging Contaminants" (UCMRs) tracked by the EPA, but not all. The email below from Gregg Baird explains what those are, but generally, include hormones, pharmaceuticals residue, PFAS, and Microplastics.
- See info from Gregg about which of the emerging contaminants (UCMRs) have been tested in The Dalles
- Our water has never been tested for microplastics and a range of other (by now) very well-known contaminants
- Testing occurs at the treatment center, not at the consumer tap for these contaminants and many others.
- The Dalles primarily uses surface water from S. Mill Creek and supplements with three wells during the summer

Insight

- No organized, (city, state, county, NGO, or otherwise) testing at the consumer-tap has ever been conducted in The Dalles for emerging contaminants nor most of the other EPA schedule of contaminants (to the best of my knowledge). Context: almost all other cities in Oregon are in the same boat - no one is testing for contaminants in household water.
- Many known sources of contaminants exist in the city and residential/consumer piping and transportation systems post-treatment; for example, copper, iron, and PEX (yes plastic) will all leach material into the water supply.
- We are not testing for any microplastics
- Fluoride exists naturally in our well water but is being added to our surface water
- The Public Works dept has no citizen advisory board;
- There is an inherent liability risk when testing water for the city - if they find a problem, they have to fix it :(
- Cities and municipalities can voluntarily test for any other contaminant and as frequently as they want, as long as EPA required testing on known contaminants still occurs and meets standards.

Hope this is insightful for folks. I don't have a call to action yet, but at the very least, I would like to raise awareness about this precious resource and call attention to potential threats.

Thanks for reading.

Excited to hear what you all have to say,

Adam

EMAIL from STATE of OREGON REGARDING UCMRs; sent/received sometime late Winter 2023

Hi Adam, regarding your questions about pharmaceuticals, testosterone/estradiol:

The contaminants that are regulated with MCLs are in our rules at the link Chantal sent to OAR 333-061-0030. If the contaminant you are interested in is not listed in this section, then it is not regulated with an MCL.

#### UCMR1:

Nationwide monitoring for unregulated contaminants including 2 chemicals associated with pharmaceuticals (1,2-diphenylhydrazine and Nitrobenzene) occurred during the first round of the Unregulated Contaminant Monitoring Rule (UCMR1). A subset of 120 large PWS serving more than 10,000 people monitored for these contaminants (referred to as Screening Survey List 2 Contaminants) during a 12-month period from January 2001 through December 2003. UCMR1 results are publicly available on EPA's webpage here.

- Although The Dalles monitored for UCMR1, they were not required to monitor for the Screening Survey List 2 Contaminants so no data for those 2 contaminants is available for this public water system from UCMR1.

#### UCMR3:

Nationwide monitoring for unregulated contaminants including 7 hormones occurred during the third round of the Unregulated Contaminant Monitoring Rule (UCMR3). All community and non-transient non-community public water systems (PWSs) in serving more than 100,000 people, 320 representative PWSs serving 10,001 to 100,000 people, and 480 representative PWSs serving 10,000 or fewer people monitored for these 7 hormones (referred to as Screening Survey List 2 Contaminants) during a 12-month period from January 2013 through December 2015. UCMR3 results are publicly available on EPA's webpage here.

- Although The Dalles monitored for UCMR3, they were not required to monitor for the Screening Survey List 2 Contaminants so no data for those 7 hormones is available for this public water system

from UCMR3.

#### UCMR4:

Nationwide monitoring for unregulated contaminants including 3 alcohols and 3 semi-volatile chemicals associated with pharmaceuticals, personal care products and food additives occurred during the fourth round of the Unregulated Contaminant Monitoring Rule (UCMR4). All community and non-transient non-community PWS serving more than 10,000 people and a representative sample of 800 PWSs serving 10,000 or fewer people monitored for these contaminants (referred to as Assessment Monitoring - Additional Contaminants) during a 12-month period from January 2018 through December 2020. UCMR4 results are publicly available on EPA's webpage [here](#).

- The Dalles monitored for these 6 chemicals in the finished water served by their groundwater wells (twice at each well), and the finished water served by their surface water source (4 times), and there were no detections.

#### UCMR5:

Nationwide monitoring for unregulated contaminants including lithium (a naturally occurring metal associated with pharmaceuticals) and 29 PFAS chemicals is occurring during the fifth round of the Unregulated Contaminant Monitoring Rule (UCMR5). All community and non-transient non-community PWS serving more than 3,300 people and a representative sample of 800 PWSs serving 3,300 or fewer people are monitoring for these contaminants during a 12-month period from January 2023 through December 2025. UCMR5 results (as of October 2023) are publicly available on EPA's webpage [here](#).

- The Dalles detected lithium in the finished water served by all three wells in UCMR5 monitoring that occurred September 2023. The lithium results were 39.1 ug/L (EP-C: Jordan Well), 38.1 ug/L (EP-D: Marks Well), and 16.9 ug/L (EP-B: Lone Pine Well). These 3 wells are scheduled to be tested again in March 2024. Two of four scheduled samples have been collected from finished water served by The Dalles surface water source (EP-A: EP for South Fork Mill Creek) and all results have been non-detect.
- EPA has not established a health advisory level for lithium in drinking water. EPA is using a health reference level of 10 ug/L to compare UCMR5 results to which is based on a therapeutic dose (not a drinking water exposure). While these results exceed this health reference level, it is difficult to interpret the health risks, if any. See this link for more information on lithium from EPA: <https://www.epa.gov/dwucmr/fifth-unregulated-contaminant-monitoring-rule#lithium>.

#### Gregg Baird, REHS

Emerging Contaminants Specialist

OREGON HEALTH AUTHORITY

Public Health Division

Drinking Water Services

[gregg.c.baird@oha.oregon.gov](mailto:gregg.c.baird@oha.oregon.gov)

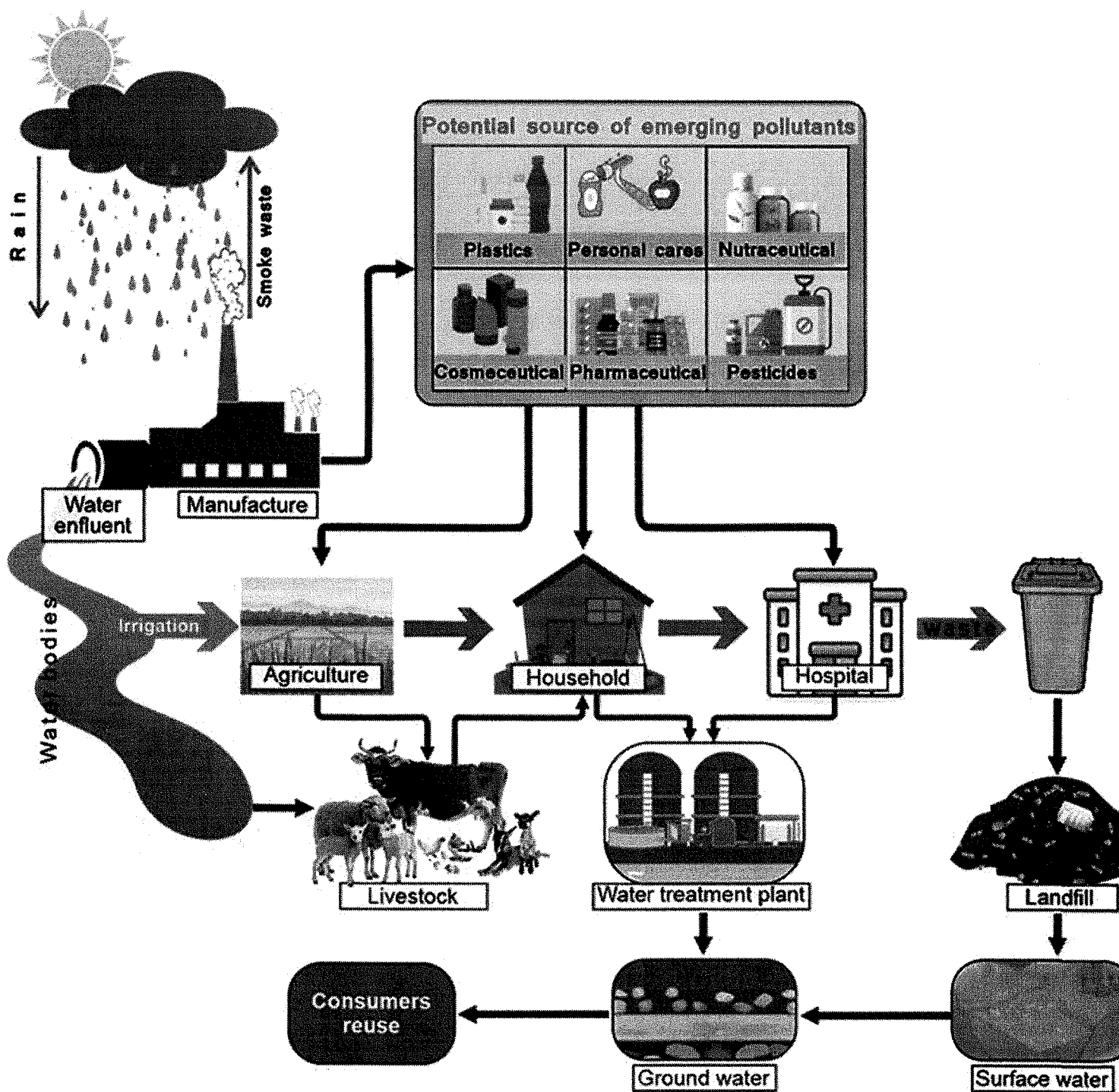
Direct: 503-936-1657

Fax: 971-673-0694

[www.healthoregon.org/dwp](http://www.healthoregon.org/dwp)

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(541) 506-2008

Sent from my iPad

Adam Rahmlow &lt;adam.rahmlow@gmail.com&gt;

To: Dave Anderson &lt;danderson@ci.the-dalles.or.us&gt;

Cc: Matthew Klebes &lt;mklebes@ci.the-dalles.or.us&gt;, Richard Mays &lt;rmays@ci.the-dalles.or.us&gt;

Dear Dave, Matthew, and Mayor Mays,

I'm growing increasingly frustrated, not less, at the dancing around specific questions and issues raised. I would like direct and written answers to the questions I have raised. I have been patient thought these issues were going to be directly addressed. While I appreciate the time you all are now investing in the city's water quality, the response below is a great example of how little you even acknowledging or understanding the health related issue(s).

Please see the email sent on June 13th below, where specific questions were bolded and presented with concise detail. **Dave, this email does not address any of these specific issues;** not you, Matthew, or by you, Mayor Mays, despite a willingness to hear them. I have prepared an executive summary so you can address the actual questions, please. If you don't know the answers please admit it and we can get to work on solutions.

Questions and issues to be directly addressed:

**1. Test results taken from the treatment facility do not equate to the contaminant profile consumers get at their tap,** is this correct? Claiming bureaucratic compliance doesn't change if inadequate and the city does not really know what contaminants are present at the tap - please address this elephant in the room.

**2. The Dalles Water Quality Report is grossly misleading citizens by highlighting tests from the treatment plant and omitting any information about contamination that exists between consumer tap. What is the actual water quality report and contaminant profile for water the citizens are drinking at the tap? And I'm not talking about copper and lead from 10 years ago.**

**3. Local, state and federal testing schemes all miss a common-sense fact: that 'clean' city water becomes filthy, disease-laden, and yes, even poisonous, after travelling through pipe!** So how can the city (or State, or EPA for that matter) claim our drinking water is 'outstanding' when testing at the consumer tap is wholly absent? What contaminants are in those pipes?

**4. Testing: To summarize, here are some things, as an outstanding performer, we aren't testing (even at a treatment plant). Can we still claim tap water in The Dalles is safe to drink?**

- Microplastics
- Hormones & pharmaceuticals
- PFAS - commonly known as 'forever chemicals'
- UCMR 1 List 2: chemicals associated with pharmaceuticals (1,2-diphenylhydrazine and Nitrobenzene) These are MAJOR hormone disruptors, btw
- Contaminants that are present in the hundreds (if not thousands?) of miles of city pipe including excess iron, heavy metals and legionella.

**5. I have also repeatedly asked for a visual inspection of an old pipe. Where can citizens see the city pipes their water travels through?** Not hand-picked new line, but old pipe, the same planning to replace. Pipe that exists between the treatment facility where all of your testing is done and the consumer tap, which is where all of The Dalles residents get their drinking water. Testing in 10 households a year is a laughable sample size and a fundamentally unserious claim to 'testing at the tap,' especially because it only tests for lead and copper - as if those are the only two matters.

These questions are almost verbatim from a summary sent in June. I'd like them to be directly addressed please.

To clarify my suggestion, it is not to test at the tap, it is to, firstly, STOP claiming that the water residents are getting at their tap has the same contaminant profile as your tests at the treatment facility. It is a common sense solution. Stop misleading residents about the quality of their water. Be honest. If you wanted to go above and beyond and the city lacks any regulatory power, the public works citizen advisory board would be happy to help collect the data, especially given the very old state of pipes and upcoming investment(s). An advisory committee could gather much more data... much more than an average of 10 homes/year for just 2/50+ contaminants!

The water bill is one of the citizen's largest city expenses, if the City can not guarantee water is remaining contaminant free as it travels from treatment facility to households across the city, then before making a massive investment in the same system. Please don't shirk from the enormity of the problem. This is a matter of life and death for many citizens; much more consequential than the expenditures demanding your time today.

**As Mayor Mays said in our discussion "delivering quality water is arguably the #1 job of a local municipality."** I took the time to identify some basic solutions the City could consider to move forward and re-posted them just below. The original email is below that and contains my initial summary, sent June 13th, verbatim. I ask that you put your frustration at me (or the contents of this email) approaching this problem, and do the right thing. I look forward to your direct response.

Sincerely,  
Adam Rahmlow

- 1. A public awareness campaign for 'second source filtration' could help.** Communicate the need and/or benefits of filtering city water at home. Re-work the City's 'drinking water quality report' to provide a nuanced and truthful perspective about our water - this is a massive opportunity to do right by our citizens and 'low-hanging fruit.'
- 2. Organize and start testing at the consumer tap** - you don't know how bad it is until we get the data - so let's do that! It's relatively inexpensive and there are PLENTY of citizens who would be able to help the city navigate any legal landmines.
- 3. Form a citizen advisory committee for public works** - it is my understanding that there is no citizen oversight or involvement in our water system - or public works? Yikes! Even an ad-hoc plan would work.
- 4. Ensure on-going water projects are informed by data - including data from the tap** (The current project is mainly, to replace old mains - if I'm not mistaken). We should expand this effort to incorporate water-quality data from the tap, but ideally come up with a data-driven long-term plan for water like we are doing for trees.
- 5. Direct the Water Utility to start testing for all emerging contaminants on the UCMR schedule.** See email(s) below about state and federal guidance around 'emerging contaminants', which are being tested or not. Just because the EPA and/or State do not require testing for hormones, microplastics, or PFAS, in our water doesn't mean we shouldn't be testing for them. Again, this is inexpensive, and there is massive liability. There is no reason we can not do this.
- 6. Reduce the city's liability and protect citizen's health by actually taking this issue seriously:** take immediate action to ensure citizens aren't being poisoned by city water. Contend with the issues directly.



Adam Rahmlow &lt;adam.rahmlow@gmail.com&gt;

to Matthew, Richard

Thu, Jun 13,

10:28 AM





Adam Rahmlow &lt;adam.rahmlow@gmail.com&gt;

**Water quality questions**

2 messages

Dave Anderson <danderson@ci.the-dalles.or.us>  
 To: "adam.rahmlow@gmail.com" <adam.rahmlow@gmail.com>  
 Cc: Matthew Klebes <mklebes@ci.the-dalles.or.us>

Wed, Aug 14, 2024 at 9:12 AM

Mr. Rahmlow-

Your water quality inquiries to the City Manager have been forwarded to me. You may recall that we talked by phone for nearly an hour a few months ago on many of these same topics. With this email, I will attempt to respond to your subsequent questions.

First and foremost, I want to reiterate that public drinking water standards in the US are established by the US Environmental Protection Agency (EPA), not the Environmental Working Group (EWG) which you have referenced. In Oregon, the state usually adopts and enforces these drinking water regulations; there are some regulations that EPA directly enforces on public water utilities. EPA drinking water regulations are established based upon contaminant occurrence and health affects data, and they can change over time as better data becomes available.

You stated that I said I "was not informed on water-quality related health issues". Your statement lacks the context of our discussion. In our telephone conversation, you were asking about the feasibility of a water utility setting its own water quality standards that are stricter than EPA standards. I was explaining that a local water utility does not have the expertise or resources to establish new reliable analytical methods where they do not exist, or to set its own health-based standards which requires extensive population-level epidemiological research. With that said, the City is a member of the Partnership for Safe Water which is a program that voluntarily adopts water quality standards for turbidity at its treatment plant that are more stringent than EPA rules require.

You have mentioned the legal liabilities of water utilities and their employees and decision makers for failure to meet drinking water standards, and cited the issues in Flint, Michigan as an example that EPA regulations are not sufficient to protect public health. The Flint public health crisis is not an example of failure of a water quality standard but rather a failure of a public water utility to meet the standard. Flint's water utility was not in compliance with the Lead and Copper Rule when it supplied water to its customers with elevated lead levels. The Flint failure is also an example of what can happen when public utility decisions are made by well-meaning people who are not knowledgeable in water utility operations and issues. Flint made a decision to discontinue its water supply from the City of Detroit which was in compliance with drinking water regulations, and failed to provide effective corrosion control to its new water source which resulted in elevated lead levels from the lead water pipelines in its system.

You have suggested that the City should conduct water quality sampling at customers taps and incorrectly alleged that the City only monitors water quality as it leaves the treatment plant. We discussed this extensively when we spoke on the phone. Water utilities do not have authority or jurisdiction to conduct its water sampling at the tap **except** as it relates to the Lead and Copper Rule (LCR). The LCR was promulgated in the early 1990s. It required water utilities to control corrosion in piping systems so that lead and copper wasn't leached into water supplies. Utilities had to identify homes and buildings that had a source of lead in its water supply piping and then conduct tap sampling in those homes. The City sampled water in at least 60 homes, at the tap after the water had stood unused for at least 6 hours, every year for three years. Because of the success of the City's corrosion control program and all test results being within standards, monitoring was reduced to 30 homes every three years and continues to this day.

All other water quality sampling to operate the water system must be conducted within the City's water supply and distribution systems where it has jurisdiction. As part of its normal operations and in compliance with drinking water regulations, the City collects water samples from throughout the distribution system every week. These samples are analyzed for bacteriological and chemical parameters to ensure continued compliance with drinking water regulations. Weekly test parameters include coliform bacteria, pH, free and total chlorine residual, turbidity, phosphates, calcium, alkalinity, hardness, iron, and fluoride. Any time test results indicate the beginning of water stagnation, the affected part of the system is flushed to maintain water freshness. Monitoring for disinfection byproducts occurs quarterly from established stations in the distribution system that represent maximum water residence time. All test results remain within regulatory limits. The entire water distribution system is flushed annually to remove accumulated sediments, much of which comes from naturally occurring minerals in the City's well water sources.

Lastly, you have raised the issue of point-of-use filtration systems. The City does not recommend the general use of home filtration systems because the water supplied to our customers is of excellent quality that meets and exceeds water state and federal water quality standards. Conversely, the City also does not actively discourage the use of private filtration systems for those who want to use them, but cautions that they must be properly maintained so that they don't actually degrade water quality. There have been instances where unmaintained devices actually become the source of disease. For most people, it is an unnecessary expense. Consumers who are immunocompromised may get some peace of mind from the perception of an added level of protection from a NSF-approved point-of-use filtration system; others may want to remove the chlorine taste. Both are valid reasons for point-of-use filtration devices.

I hope that this information is useful.

*Dave Anderson*

Public Works Director  
 City of The Dalles  
 1215 W 1st Street  
 The Dalles, OR 97058

**Context on the Water Issue:**

### Problem

## Solutions

Sincerely,

<https://mail.google.com/mail/u/0/?ik=ca4f888317&view=pt&search=all&permthid=thread-f:1807380091639407639&simpl=msg-f:1807380091639407639&simpl=...> 3/4

Hi All,

You may recall my foreshadow about water last meeting, here's a little update on one of our most beautiful resources. Aimee mentioned giving this update during the work session section on really important information for our friends, families and neighbors, so want this information in the minutes, at least.

Update about our beautiful city water from a conversation with Dave Anderson, Public Works Director, towards beautification:

#### Resources:

- The 2022 water Quality Report for the Dalles can be found here: [https://www.thedalles.org/departments/public\\_works/public\\_works\\_divisions/water\\_quality\\_report.php](https://www.thedalles.org/departments/public_works/public_works_divisions/water_quality_report.php)
- The Oregon Health Authority publishes the full chemical test results - here is the link for The Dalles: <https://yourwater.oregon.gov/inventory.php?pwsno=00869>
- Here's a list of chemicals the system is required to sample which includes location and frequency
- The Dalles is compliant on all EPA/State Testing

#### Notes from my call with Dave Anderson.

- The Dalles is a member of Partnership for Safe Water (much like tree city USA for water) and complies with all EPA and state regulations for testing and water quality.
- The Dalles has electively tested for some of the "Emerging Contaminants" (UCMRs) tracked by the EPA, but not all. The email below from Gregg Baird explains what those are, but hormones, pharmaceuticals residue, PFAS, and Microplastics.
- See info from Gregg about which of the emerging contaminants (UCMRs) have been tested in The Dalles
- Our water has never been tested for microplastics and a range of other (by now) very well-known contaminants
- Testing occurs at the treatment center, not at the consumer tap for these contaminants and many others.
- The Dalles primarily uses surface water from S. Mill Creek and supplements with three wells during the summer

#### Insight

- No organized, (city, state, county, NGO, or otherwise) testing at the consumer-tap has ever been conducted in The Dalles for emerging contaminants nor most of the other EPA schedule the best of my knowledge). Context: almost all other cities in Oregon are in the same boat - no one is testing for contaminants in household water.
- Many known sources of contaminants exist in the city and residential/consumer piping and transportation systems post-treatment; for example, copper, iron, and PEX (yes plastic) in the water supply.
- We are not testing for any microplastics
- Fluoride exists naturally in our well water but is being added to our surface water
- The Public Works dept has no citizen advisory board;
- There is an inherent liability risk when testing water for the city - if they find a problem, they have to fix it :(
- Cities and municipalities can voluntarily test for any other contaminant and as frequently as they want, as long as EPA required testing on known contaminants still occurs and meets

Hope this is insightful for folks. I don't have a call to action yet, but at the very least, I would like to raise awareness about this precious resource and call attention to potential threats.

Thanks for reading.

Excited to hear what you all have to say,

Adam

[Quoted text hidden]

Good evening, esteemed members of the City Council. Thank you for addressing a critical issue for The Dalles: the quality of our drinking water. Safe water is the backbone of our health, economy, and environment. Yet, emerging contaminants like PFAS (linked to cancer and immune disorders), pharmaceuticals (disrupting hormones), microplastics (carrying toxins), and excess fluoride (risking neurological and skeletal harm especially in our infants and children) threaten our community. The Dalles does not participate in UCMR testing, leaving us without data on these unregulated pollutants, unlike nearby cities like Portland. Add to this cyanobacteria blooms in the headwaters on Mt. Hood, which can produce toxins, and aging water infrastructure that risks lead and microplastic contamination. These issues strain healthcare, erode trust, and harm our ecosystem. Solutions like advanced testing (mass spectrometry), treatment (reverse osmosis, activated carbon), and policies (UCMR participation, water quality infrastructure upgrades and education) can protect us. By acting now, we ensure safe water and a thriving future for The Dalles.

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Local Context: References The Dalles' lack of UCMR testing and contrasts it with Portland's proactive approach, grounding the issue locally.

- Specific Contaminants:
  - PFAS: “Forever chemicals” from firefighting foam and consumer products, linked to cancer and immune issues.
  - Pharmaceuticals: Residues from medications in wastewater, disrupting endocrine systems.
  - Microplastics: Tiny plastics carrying toxins like BPA, found in 93% of bottled water.
  - Fluoride: Added for dental health but linked to cognitive impairment at high levels (e.g., 2019 JAMA Pediatrics study).
- Other Relevant Issues:
  - Cyanobacteria: Algal blooms in the Columbia River, a potential source for The Dalles, can produce cyanotoxins harmful to the liver and nervous system.
  - Aging Infrastructure: Old pipes risk lead leaching, especially in a historic city like The Dalles, posing neurological risks, particularly to children.
- UCMR Testing Gap:
  - The Dalles, as a smaller system (serving ~15,000), is not required to participate in UCMR 5 (2023–2025), which monitors 29 PFAS and lithium. Larger systems like Portland and Hillsboro conduct this testing.
  - Lack of UCMR data leaves The Dalles vulnerable to undetected contaminants, limiting informed decision-making.
- Impact Statements:

- Health risks (cancer, hormonal disruption, neurological harm) emphasize human stakes.
- Broader impacts (healthcare costs, public distrust, ecosystem damage) highlight urgency.
- Local framing (Columbia River, infrastructure) ties issues to The Dalles.
- Specific Solutions:
  - Advanced Testing: Liquid chromatography-mass spectrometry detects trace PFAS and pharmaceuticals.
  - Treatment Technologies: Granular activated carbon and reverse osmosis remove PFAS, microplastics, and pharmaceuticals.
  - Policies: Join UCMR voluntarily, Correct Water Quality Report and educate residents on water quality and second source filtration, fund water-quality infrastructure upgrades – re-consider plastic tubing.

MINUTES

CITY COUNCIL SPECIAL MEETING  
COUNCIL CHAMBER, CITY HALL  
APRIL 21, 2025  
5:30 p.m.

VIA ZOOM/ IN PERSON

**PRESIDING:** Mayor Richard Mays

**COUNCIL PRESENT:** Ben Wring, Tim McGlothlin, Rod Runyon, Scott Randall, Dan Richardson

**STAFF PRESENT:** City Manager Matthew Klebes, City Attorney Jonathan Kara, City Clerk Amie Ell

**CALL TO ORDER**

The meeting was called to order by Mayor Mays at 10:00 a.m.

**ROLL CALL OF COUNCIL**

Roll Call was conducted by City Clerk Ell. Wring, McGlothlin, Runyon, Randall, Richardson, Mays present

**EXECUTIVE SESSION**

Mayor Mays called the meeting to order and noted that the schedule had changed slightly from the version distributed the previous week. He stated the Council needed to address contract issues involving the City Manager and City Attorney, particularly regarding merit increases. He emphasized the importance of establishing a process for determining such increases and clarified that any decisions must be made in open session. He then turned the discussion over to City Attorney Jonathan Kara.

City Attorney Jonathan Kara provided legal clarification before Council entered Executive Session. He explained that under Oregon statute, Council may only discuss the performance evaluations of the City Manager, City Attorney, and Municipal Judge during Executive Session. Discussions related to contract terms, compensation, merit increases, or policy must occur in

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open session.

Kara outlined Council's options for authorizing compensation adjustments:

- Council may hold open-session discussions and vote to approve merit increases.
- Council may authorize the Mayor (or the Mayor and a Councilor) to negotiate adjustments and return with a recommendation at a future meeting.
- Any final decisions on merit or contract revisions must occur in a properly noticed public meeting.

He cautioned Council not to engage in off-topic discussions during Executive Session and encouraged Council to contact him directly with legal questions during the meeting, as he would not be present in the Executive Session.

Council recessed to Executive Session in accordance with ORS 192.660(2)(i) to evaluate the employment-related performance of the City Manager, City Attorney, and Municipal Judge.

Mayor Mays recessed Open Session at 10:15 a.m.

Mayor Mays reconvene Open Session at 3:00 p.m.

Council discussed Section 5.1 of the employment contracts for the City Manager and City Attorney, which as written included provisions for cost-of-living adjustments (COLA), merit increases, and annual performance evaluations.

City Manager Klebes and City Attorney Kara provided context on how past contracts were structured. It was noted that the use of terms such as "step increases" and "shall receive" in the contracts created confusion and may have unintentionally implied automatic salary increases.

Councilors discussed the need to distinguish between cost-of-living adjustments, which were generally tied to the Consumer Price Index (CPI), and merit increases, which should be based on performance evaluations. Staff and Council expressed a preference to align contracted employee compensation with the methods used for general City staff where applicable, but without the rigid step increase structure.

Councilors Richardson and Randall emphasized the importance of ensuring future contract language allowed for discretion and transparency while avoiding ambiguity or implied entitlements.

The group also discussed best practices from other jurisdictions, referencing salary survey data and the City's philosophy to maintain competitive compensation for recruitment and retention.

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The potential role of the HR Director and labor attorney in future contract revisions was also noted.

It was moved by Randall and seconded by Runyon to award a 7.5% salary increase, inclusive of cost of living allowance and merit increase, to the three contracted City employees, effective on their respective anniversary dates. The motion carried 5 to 0, Randall, Runyon, Richardson, McGlothlin, and Wring voting in favor; none opposed; none absent.

It was moved by Richardson and seconded by McGlothlin to direct and authorize the Mayor and Councilor Randall to review and negotiate Section 5.1 of the City Manager's and City Attorney's employment contracts with the City Manager and the City Attorney, and to bring back a recommendation to the City Council by the end of 2025 for review. The motion carried 5 to 0, Richardson, McGlothlin, Randall, Wring, and Runyon voting in favor; none opposed; none absent.

**ADJOURNMENT**

Being no further business, the meeting adjourned at \_\_\_\_\_ p.m.

Submitted by/  
Amie Ell, City Clerk

SIGNED: \_\_\_\_\_

Richard A. Mays, Mayor

ATTEST: \_\_\_\_\_

Amie Ell, City Clerk



## RESOLUTION NO. 25-020

### A RESOLUTION ASSESSING THE REAL PROPERTY LOCATED AT 3223 WEST 7<sup>th</sup> STREET THE COST OF NUISANCE ABATEMENT

the City Code Enforcement Officer posted a Notice to Abate Nuisance upon the following listed properties on the dates shown below:

<u>Property</u>	<u>Assessor's Map No.</u>	<u>Date of Posting</u>
3223 West 7 <sup>th</sup> Street	2N 13E 29 DC 9000	March 16, 2025

**WHEREAS**, according to Wasco County real property records, the following persons are the owners of record for tax purposes of the following listed property:

<u>Property</u>	<u>Owner</u>
3223 West 7 <sup>th</sup> Street	Sara Watson

**WHEREAS**, the Notice to Abate Nuisance required the removal of junk and dog feces from the listed property pursuant to the provisions of Section 5.24.040 of The Dalles Municipal Code;

**WHEREAS**, the Notice to Abate Nuisance further provided if the nuisance conditions were not abated the City would hire a contractor to abate the nuisance conditions, and the costs of the abatement would be charged to the owner of the property, and become a lien upon the property;

**WHEREAS**, as a result of the owners' failure to abate the nuisance conditions on the property, the City hired the following listed contractor, who abated the nuisance conditions on the dates listed below, for the costs listed below:

<u>Property</u>	<u>Contractor</u>	<u>Date of Abatement</u>	<u>Cost</u>
3223 West 7 <sup>th</sup> Street	Rod's Get 'R Done	March 16, 2025	\$2,595.00

**WHEREAS**, pursuant to Section 5.24.070 of The Dalles Municipal Code, on March 20, 2025, the City Clerk sent a Notice of Assessment by certified mail to Sara Watson advising them the total cost of the assessment for the property was \$2,595.00, and the listed sum would become a lien upon the property if the amount was not paid by March 25, 2025, or the assessment was not protested by April 4, 2025 by Sara Watson;

**WHEREAS**, Sara Watson failed to file any objection by the stated deadline and failed to pay the balance of the assessment by the deadline listed in the Notices of Assessment, and the City Council finds the statement of the amount of the proposed assessments is correct and no reason

exists to justify any delay in proceeding with the imposition of a lien upon the properties for the cost of the assessments.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF THE DALLES  
RESOLVES AS FOLLOWS:**

Section 1. Assessment. The cost of the abatements of the nuisance conditions for the following property:

<u>Name/Address</u>	<u>Description</u>	<u>Final Assessment</u>
Sara Watson	2N 13E 29 DC 9000	\$2,595.00

The legal description for the properties is shown in the list of descriptions attached to and made part of this Resolution as Exhibit “A”.

Section 2. Docket Entry. Upon passage of this Resolution and its approval by the Mayor, the following information shall be entered into the City Electronic Lien Docket:

- a. The foregoing legal description of the property assessed.
- b. The names of the owners or a statement the owners are unknown.
- c. The sum assessed upon each lot or tract of land.
- d. The date of the docket entry.

Section 3. Notices/Collection of Assessment. The City Clerk is directed to proceed with notice and collection of the assessment in accordance with the procedures prescribed by Oregon law for enforcement of liens and collection of assessments.

Section 4. Effective Date. This Resolution shall be effective upon adoption.

**PASSED AND ADOPTED THIS 12<sup>TH</sup> DAY OF MAY, 2025.**

Voting Yes	Councilors:	_____
Voting No	Councilors:	_____
Abstaining	Councilors:	_____
Absent	Councilors:	_____

**AND APPROVED BY THE MAYOR THIS 12<sup>TH</sup> DAY OF MAY, 2025.**

*ATTEST:*

\_\_\_\_\_  
Richard A. Mays, Mayor

\_\_\_\_\_  
Amie Ell, City Clerk

EXHIBIT A

LEGAL DESCRIPTION OF 3223 West 7<sup>th</sup> STREET

The West 75 feet of the North 91 feet 8 ½ inches of the South 183 feet 5 inches, EXCEPTING the West 5 feet, in Lot 13, SNIPES ACRES, Wasco County, State of Oregon.

**RESOLUTION NO. 25-019**

**A RESOLUTION CONCURRING WITH THE MAYOR'S  
APPOINTMENT TO THE PLANNING COMMISSION**

**WHEREAS**, there is a vacancy on the Planning Commission;

**WHEREAS**, the Mayor has elected to appoint Steve Light to fill the open position;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL AS  
FOLLOWS:**

Section 1. The City Council concurs with the appointment of:

Steve Light to the Planning Commission to fill the vacant position, with term ending  
April 30, 2029

Section 2. This Resolution shall be effective May 12, 2025.

**PASSED AND ADOPTED THIS 12<sup>th</sup> DAY OF MAY, 2025.**

Voting Yes, Councilors: \_\_\_\_\_  
Voting No, Councilors: \_\_\_\_\_  
Absent, Councilors: \_\_\_\_\_  
Abstaining, Councilors: \_\_\_\_\_

**AND APPROVED BY THE MAYOR 12<sup>th</sup> DAY OF MAY, 2025.**

SIGNED: \_\_\_\_\_ ATTEST: \_\_\_\_\_  
  
Richard A. Mays, Mayor Amie Ell, City Clerk



## AGENDA STAFF REPORT

### AGENDA LOCATION: Item #9A

**MEETING DATE:** May 12, 2025

**TO:** Honorable Mayor and City Council

**FROM:** Joshua Chandler, Community Development Director

**ISSUE:** Appeal No. 39-25, an appeal of Planning Commission Resolution No. P.C. 627-25A, denying Appeal 38-25 of the Community Development Director's decision dated March 21, 2025, approving Subdivision No. 86-24, *Jason Alford* requesting approval to site and develop a two-phase, single-family residential subdivision.

### **BACKGROUND:**

#### **Appeal**

On March 21, 2025, the Community Development Director (**Director**) approved Subdivision 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 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**).

On April 17, 2025, the Planning Commission deliberated on APL 39-25, and voted 5-0-0 (with two Commissioners absent) to deny the appeal request, thus affirming Staff's March 21, 2025, approval of Application. At the April 17, 2025, Planning Commission meeting, the Planning Commission moved to approve Resolution 627A-25, denying APL 38-25 and affirming approval of Application.

On April 28, 2025, Theodore Valkov (**Appellant**) submitted and CDD received a Notice of Appeal for APL 38-25, Notice of Appeal No. 39-25 (**APL 39-25**, the **Appeal**). Included within APL 39-25, Appellant submitted a memorandum which appears to describe 6 reasons the City Council should grant the appeal request, thus reversing the

Planning Commission's previous decision. In addition, Appellant provided 2 additional conditions/commitments be required with the development. Staff will address all of the primary concerns raised in the application materials in this Staff Report.

### **Appeal Issues**

APL 39-25 describes 6 reasons the City Council should grant the Appeal and reverse the Planning Commission's previous decision:

#### **1. Slope Stability and Landslide Risk**

- *The proposed subdivision indicates development—including roads and homes—on the steep, erosion-prone slopes of the Smith Ridge head scarp.*
- *Construction would include artificial embankments formed by fill placed on unstable terrain without prior geotechnical investigation.*
- *Appellant cites local observations and state/USGS mapping indicating that the area is susceptible to landslides.*
- *Appellant argues the proposed project poses a significant hazard of land movement, including area-wide slope failure threatening downhill properties and critical infrastructure such as the Mid-Columbia Medical Center.*

#### **2. Inadequate Road Access and Traffic Hazards**

- *The sole access to the proposed subdivision is a steep, winding segment of View Court and East 21st Street (the "Steep Dogleg").*
- *Local residents report that the road is often impassable in winter due to snow and ice, despite municipal maintenance.*
- *The traffic study prepared for the proposed subdivision allegedly fails to account for seasonal conditions and does not reflect actual stopping limitations on the steep descent.*
- *The topography and limited sight distance at blind curves are claimed to create dangerous traffic conditions that will be exacerbated by increased residential traffic associated with the proposed subdivision.*

#### **3. Wildfire Risk and Emergency Response Limitations**

- *The steep slopes of Smith Ridge are densely vegetated with native brush, creating what Appellant describe as a continuous fire-prone swath along the ridge.*
- *The proposed subdivision layout places many homes in close proximity to those vegetated slopes and lacks a secondary access route.*
- *Appellant argues the combination of steep terrain, dense vegetation, and limited emergency ingress/egress elevates fire risk and impedes potential evacuation.*

#### **4. Procedural Concerns and Due Process**

- *Appellant claims the review process was accelerated in a way that limited meaningful public participation.*
- *Appellant alleges residents were given insufficient notice and preparation time to respond to a complex land use proposal.*
- *Appellant asserts systemic public safety issues have been overlooked in favor of compliance with narrow technical standards.*
- *Appellant suggests the City has a fiduciary responsibility to give full consideration to public safety and nuisance abatement concerns raised under the City's code and Oregon statutes.*

### **Appellant's Recommendations**

In addition, APL 39-25 includes 3 requests for the City to conditionally approve the Application based on the following conditions and commitments:

- A. redesign the subdivision layout;**
- B. improve neighborhood access by extending East 21<sup>st</sup> Street; and**
- C. ensure fair public participation.**

### **Scope of Review**

A copy of the Appeal is attached to and made part of this Staff Report. Pursuant to The Dalles Municipal Code (TDMC) 10.3.020.080(A), tonight's hearing is reviewed by the City Council as a limited *de novo* evidentiary hearing, which allows for the introduction of additional evidence on issues raised at a lower level and included in the Appeal, and for arguments or testimony based on those issues. It does not allow new issues to be raised or new evidence, arguments or testimony on issues not raised in the Appeal.

### **Staff response to Appeal Issues**

#### **1. Slope Stability and Landslide Risk**

Appellant's first reason for the Appeal is that the proposed subdivision poses significant geologic hazards due to its location on a steep, erosion-prone slope of head scarp. Appellant expresses concern over the construction of roads and homes on this unstable terrain, particularly where artificial embankments are planned using fill without prior geotechnical investigation. Citing local observations, state, and USGS mapping, Appellant asserts the area is highly susceptible to landslides. As a result, Appellant contends the proposed subdivision presents a serious risk of land movement, including the potential for area-wide slope failure that could endanger downhill properties and critical infrastructure such as the nearby hospital.

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 referenced an external soil type, non-cohesive granular Type C soil (a classification of OSHA's soil classification system), not incorporated into TDMC and 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. Staff further clarifies that the 2010 Study did include review of the subject area and found no evidence of chronic slope instability, recent landslides, or other indicators that would trigger Zone 1–4 hazard status.

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.

Staff acknowledges that portions of the proposed road alignment (Smith Ridge Loop) may require construction of engineered embankments or fill slopes to support road grades and adjacent lots. These grading activities will be reviewed comprehensively through the required physical constraints permit and civil engineering plan set, which must demonstrate that all cut-and-fill slopes are structurally stable and meet applicable geotechnical and engineering standards. That permit process ensures that grading impacts



and slope stability are addressed holistically at the subdivision stage, rather than on a lot-by-lot basis. That process directly mitigates Appellant's concern that piecemeal engineering would be insufficient to ensure long-term safety.

Since 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. Inadequate Road Access and Traffic Hazard**

Appellant's second reason for the Appeal are concerns about the safety and reliability of the sole access to the subdivision, a steep and winding section of View Court and East 21<sup>st</sup> Street Appellant refers to as a *Steep Dogleg*. Local residents report that this road segment is frequently impassable during winter months due to snow and ice, despite regular municipal maintenance. Appellant argues that the traffic study conducted for the proposed subdivision does not account for these seasonal hazards or the reduced stopping ability on the steep descent. Additionally, Appellant claims the combination of steep topography and limited sight distance at blind curves creates hazardous traffic conditions that would be worsened by the increase in residential traffic from the proposed development.

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 19<sup>th</sup> 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.

Appellant further asserts the TIS fails to address the known issue of downhill braking hazards during winter on the steep dogleg section of View Court and East 21<sup>st</sup> Street. However, standard traffic studies conducted using the City's TIS standards does not evaluate vehicle performance in weather-specific conditions such as snow and ice.

At the April 17, 2025, Planning Commission meeting, the Planning Commission deliberated on street design standards, including right-of-way (**ROW**) width, turning radius, and street grade requirements. One topic of focus was the discrepancy between the 54-foot ROW specified in TDMC 10.10.060 (K) and the 50-foot standard adopted in the City's 2017 Transportation System Plan (**TSP**). With the TSP adopted more recently than TDMC 10.10.060(K), the 50-foot minimum street width standard applies—put another way, the City deems a 50-foot minimum street width as adequate to accommodate necessary infrastructure (e.g., utilities, vehicle access, etc.) and supersedes the City's older and less current standard.

In addition, the Planning Commission addressed the matter of street grade limitations. TDMC 10.10.060(J) sets maximum street grades at 6% for arterials, 10% for collectors, and 12% for local streets; however, exceptions to those standards may be granted by the City Engineer if the safety and capacity of the street network is not adversely impacted by such exceptions. The Planning Commission considered that strict adherence to those limits is often impractical in areas with steep or irregular topography, especially on roadways of established grades similar to the access of East 21<sup>st</sup> Street to the development. In this case, the City Engineer participated in the review process of the subdivision proposal and agrees that, due to the site's challenging terrain, the proposed subdivision's grading justifies exceeding the 12% maximum grade otherwise required for the connection to East 21<sup>st</sup> Street here—particularly because East 21<sup>st</sup> Street currently has a 16.5% grade at that location and the Applicant is proposing a 15% grade. The exception process was recognized as an essential tool for allowing development in areas where rigid application of the grade standards would otherwise prevent construction.

### ***3. Wildfire Risk and Emergency Response Limitations***

Appellant's third reason for the Appeal is that the proposed subdivision increases wildfire risk due to its location along the steep, brush-covered slopes of Smith Ridge, which they describe as forming a continuously fire-prone corridor. The proposed subdivision's layout places numerous homes in close proximity to this dense vegetation without providing a secondary access route. Appellant contends the combination of flammable terrain, limited emergency ingress and egress, and the absence of alternate evacuation options significantly heightens the danger to future residents in the event of a wildfire.

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 21<sup>st</sup> 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 21<sup>st</sup> Street and Smith Ridge Loop within the development site will have grades of less than 10%.

Staff acknowledges Appellant's concern the steep dogleg may be difficult to navigate during periods of snow and ice, despite routine City maintenance. However, the City's Public Works Department confirms those roads are part of the City's standard snow/ice route and receive regular graveling and plowing during inclement weather. No evidence was submitted demonstrating prolonged road closures or impassability during recent winters. The minor grade reduction (from 16.5% to 15.6%) also improves safety during inclement conditions.

To address fire apparatus access, the Applicant will be required to either install temporary turnarounds at the ends of both East 21<sup>st</sup> 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 to ensure that fire access is sufficient for the proposed subdivision.

Appellant's suggestion to use East 20<sup>th</sup> 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.

#### ***4. Procedural Concerns and Due Process***

Appellant's fourth reason for the Appeal is that the review process for the proposed subdivision was conducted on an accelerated timeline that limited meaningful public participation. Appellant alleges residents received inadequate notice and insufficient time to prepare responses to a complex land use proposal. According to Appellant, that rushed process led to the oversight of broader public safety concerns in favor of narrowly focused technical compliance. Appellant argues that the City has a fiduciary duty to fully consider issues related to public safety and nuisance abatement as outlined in TDMC and Oregon law.

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.

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. The review and hearing timelines met or exceeded code requirements, and no portion of the process was expedited or fast-tracked. Alternatively, the application review process was much longer than a typical application review process. The Applicant requested two timeline extensions under ORS 227.178, which allows up to 245 total days

for a final decision. A 45-day extension was granted on December 17, 2024, followed by a 50-day extension on February 24, 2025, resulting in a final decision deadline of May 20, 2025, which is the maximum allowed under the statute.

### **Staff's Response to Appellant's Requests**

#### **A. Redesign the Subdivision Layout.**

Appellant requests the Application be remanded to the planning stage to correct what Appellant identifies as systemic design hazards. Appellant proposes replacing the loop road with short cul-de-sacs extending from East 21<sup>st</sup> Street to reduce landslide risk, improve runoff control, enhance fire safety, and lower construction costs associated with steep slopes and retaining structures.

Appellant's request to remand the Application for further revision is prohibited by both Oregon law and TDMC due to specific legal constraints on local governments. ORS 227.178(3), known as the "Goal Post Rule" is intended to ensure fairness and predictability by prohibiting the City from changing the requirements or approval criteria for an application after it has been deemed complete, and the City does not have a provision of TDMC that addresses remanding. Even if the City did have such a provision in our local code, ORS 227.178 also requires the City to issue its final decision on applications within 120 days from the date an application was deemed complete and there would not be sufficient time to accommodate a remand to the Planning Commission without violating the statute (as noted above, the City's final decision must be made by May 20, 2025). In conclusion, remanding the Application is not legally supported by either Oregon law or TDMC.

#### **B. Improve Neighborhood Access by Extending East 21<sup>st</sup> Street.**

Appellant requests the City commit to extending East 21<sup>st</sup> Street eastward to connect with a major collector road on the eastern side of the development to provide safer, year-round access to Smith Ridge Loop and reduce reliance on the steep, curved section currently serving as the sole access route.

At the April 17, 2025, Planning Commission meeting, the Planning Commission deliberated on the applicability of TDMC 10.10.060(D), which requires public streets installed concurrent with the development of a site to "be extended through the site to the edge of the adjacent properties." The Planning Commission considered that, while the proposed subdivision does not extend paved roadway to the eastern property line, it includes a 50-foot-wide access easement that meets City street width standards and is intended to accommodate future street extension. The Planning Commission determined the easement satisfies the connectivity requirement of TDMC 10.10.060(D), even though the pavement terminates short of the property line.

The Planning Commission also discussed TDMC 10.10.050.030(B), which allows the City to require public street improvements through a development site "to provide for the logical extension of an existing street network." Staff noted that no existing or planned street network exists east of the site, and the City's TSP does not identify an extension of East 21<sup>st</sup> Street in this area. Based on that context, Staff concluded the City could not require a paved street extension to the eastern boundary for this Application's approval.

#### **C. Ensure Fair Public Participation.**

Appellant requests the City allow more preparation time for public hearings, arguing that prior fast-tracked procedures limited community involvement. Appellant requests hearing schedules that give residents adequate time to organize and respond meaningfully.

Staff acknowledges Appellant's request to extend the lead time between application deadlines and public hearings; however, adjusting this timeline for purposes of this Application prohibited by Oregon law. As noted above, Oregon law requires the City issue its final decision within 120 days, and the hearing procedures for quasi-judicial applications such as this one include mandated notice and hearing requirements. Moreover, as also referenced above, ORS 227.178(3)(a), prohibits local governments from altering the substantive approval criteria for a permit application after it has been submitted—that rule is intended to promote fairness and predictability in the land use permitting process by ensuring applicants are not subject to changing standards partway through the review process. If the City Council is interested in adjusting the timelines for future application and public hearing notices, the City Council can simply direct staff to prepare a text amendment to TDMC Title 10 for a future meeting; however, the City cannot apply different standards or procedures than TDMC Title 10 requires for the current Application to ensure conformance with our code and Oregon law.

### **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. On December 17, 2024, the Applicant requested a 45-day extension, moving the initial deadline described by ORS 227.178(5) to March 31, 2025. On February 24, 2025, the Applicant submitted an additional 50-day extension consistent with that statute, which further extended the process to the maximum allowable deadline of May 20, 2025 for the City's final action (i.e., the City Council's decision here).

### **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 300 feet, City Departments, and Franchise Utilities.

### **COMMENTS RECEIVED:**

No comments received as of the date this staff report was published.

## **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:** This public hearing is reviewed by the City Council as a limited *de novo* evidentiary hearing, which allows for the introduction of additional evidence on issues raised at a lower level and included in the Appeal, and for arguments or testimony based on those issues. It does not allow new issues to be raised or new evidence, arguments, or testimony on issues not raised in the Notice of Appeal.

**Criterion met.**

###### ***B. Right to Appeal Decisions.***

**FINDING #2:** Appellant is a party of record because they testified at the April 17, 2025, Planning Commission hearing on APL 38-25. **Criterion met.**

###### ***C. Filing Appeal.***

**FINDING #3:** On April 28, 2025, Appellant submitted the Notice of Appeal to CDD, which was within 10 days of the Notice of Decision of APL 38-25. 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 four 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 39-25 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 28, 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 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:  $2.25 \text{ acres} \times 3 = 6.7$ , rounded to 7 dwelling units
- Maximum density:  $7.28 \text{ acres} \times 8.712 = 63.4$ , 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***

<b><i>RL Low Density Residential</i></b>	<b><i>One Dwelling Unit per Lot</i></b>	<b><i>Duplex</i></b>	<b><i>Attached Row House</i></b>
<b><i>Minimum Lot Area</i></b>	<b><i>5,000 ft<sup>2</sup> minimum</i></b>	<b><i>2,500 ft<sup>2</sup> minimum per unit</i></b>	<b><i>3,200 ft<sup>2</sup> minimum with density transfer</i></b>

<i>Minimum Lot Width</i>	<i>50 ft. minimum</i>	<i>25 ft minimum per dwelling for a duplex on a corner lot each unit shall front on a separate street</i>	
<i>Minimum Lot Depth</i>	<i>65 ft. minimum average</i>	<i>65 ft. minimum average</i>	<i>65 ft. minimum average</i>

**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<sup>2</sup>; 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<sup>2</sup> to 15,926 ft<sup>2</sup>. 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 21<sup>st</sup> 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 TSP Functional Roadway Classification System, East 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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. 21<sup>st</sup> 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.

During the April 17, 2025, Planning Commission hearing, the Planning Commission deliberated on stormwater retention for the proposed subdivision, particularly regarding runoff impacts on the adjacent property to the south. Those deliberations centered on ensuring proper drainage, emphasizing the need for any proposed stormwater solutions to be reviewed and approved by the City Engineer. It was agreed that the Applicant would design the storm drainage system for the private access road but it must be approved by the City Engineer to ensure compliance with stormwater management standards. Accordingly, a condition of approval has been included that requires this to be addressed:

*Adequate storm drainage facilities for the private access road shall be designed by the developer and approved by the City Engineer.*

**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 21<sup>st</sup> Street and Smith Ridge Loop. Lots 4-7, and 20-22 are proposed through lots (further described in subsequent findings) and abut both East 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> Street) and a new ROW (Smith Ridge Loop), on the northern section of the



subject property. East 21<sup>st</sup> Street is consistent with the alignment of East 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> Street is appropriate for the main road through the subdivision as it connects on the west with the existing East 21<sup>st</sup> 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 21<sup>st</sup> Street" or "Claudia Lane," and although access is currently provided via an existing easement from East 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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.**

**COUNCIL ALTERNATIVES:**

1. **Staff recommendation:** If the City Council decides to deny the Appeal and affirm the Planning Commission’s decision based on the findings and conditions of approval set forth in this Agenda Staff Report, then:

***Move to adopt Resolution No. 25-021A, a resolution denying the Appeal and affirming the approval of Subdivision Application No. 86-24 (as set forth in Planning Commission Resolution No. PC 627A-25) based upon the evidence in the record and the findings and conclusions set forth in the Agenda Staff Report dated May 12, 2025, including the conditions of approval.***

2. If the City Council decides to deny the Appeal and affirm the Planning Commission's decision based on different findings or conditions of approval, then:

Make additional findings and conclusions or different conditions of approval then move to adopt Resolution No. 25-021A, a resolution denying the Appeal and affirming the approval of Subdivision Application No. 86-24 (as set forth in Planning Commission Resolution No. PC 627A-25) based upon the evidence in the record and the findings and conclusions set forth in the Agenda Staff Report dated May 12, 2025, including the conditions of approval, as amended.

3. If the City Council decides to affirm the Appeal, overturning the Planning Commission's decision, and deny the Application, the City Council must identify the specific criteria it believes the Application does not meet, then:

Move to adopt Resolution No. 25-021B, a resolution affirming the Appeal, overturning the Planning Commission's decision, and denying the Application.

### **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 21<sup>st</sup> 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.
- o. Adequate storm drainage facilities for the private access road shall be designed by the developer and approved by the City Engineer.

## **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 21<sup>st</sup> 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**

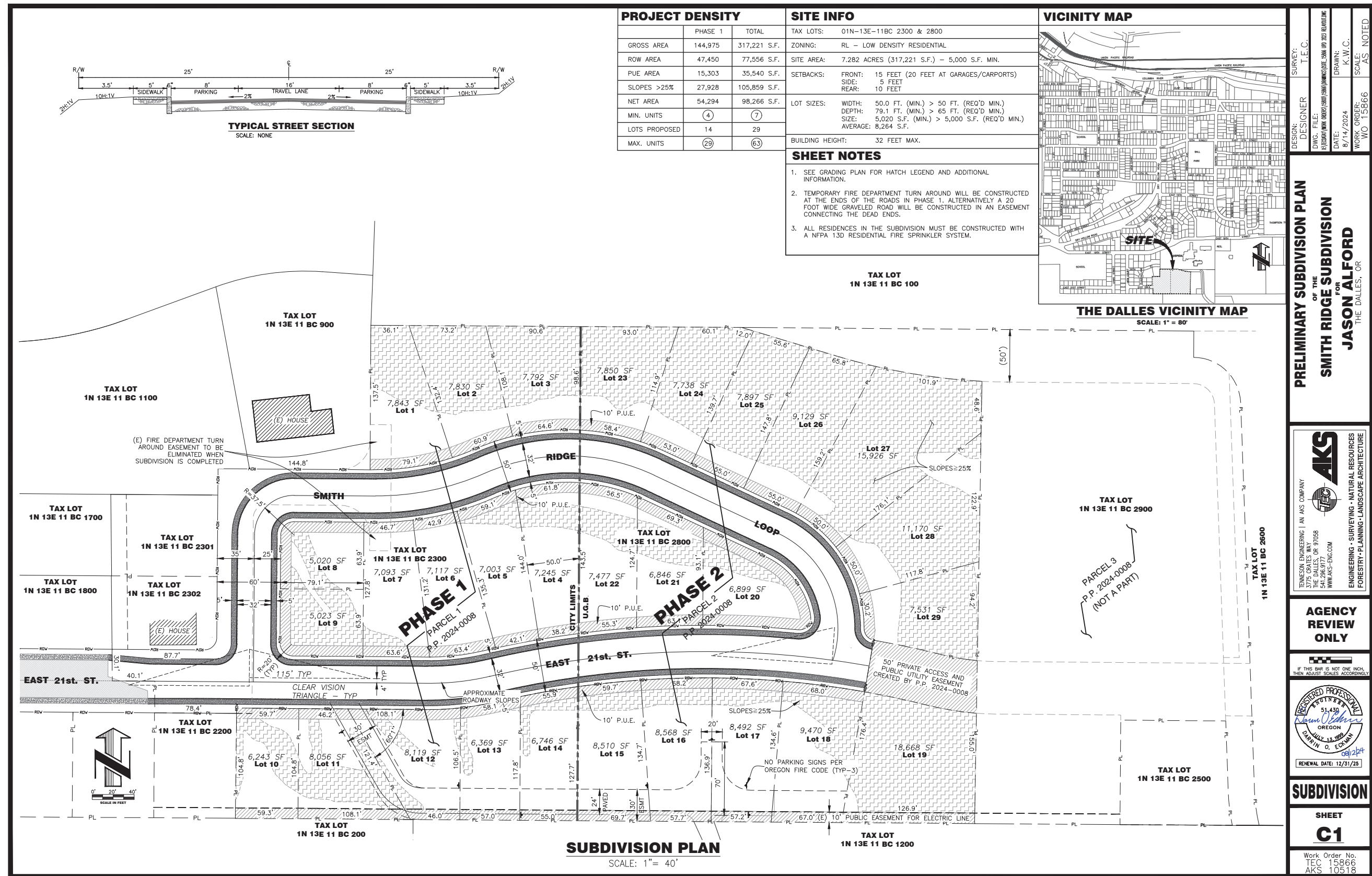
- a. A physical constraints permit will be required for all development with all cuts and/or fills exceeding 50 cubic yards. Engineered plans will be required for all development with cuts and/or fills which exceed 250 cubic yards.
- b. All future building permits within the subdivision are required 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.

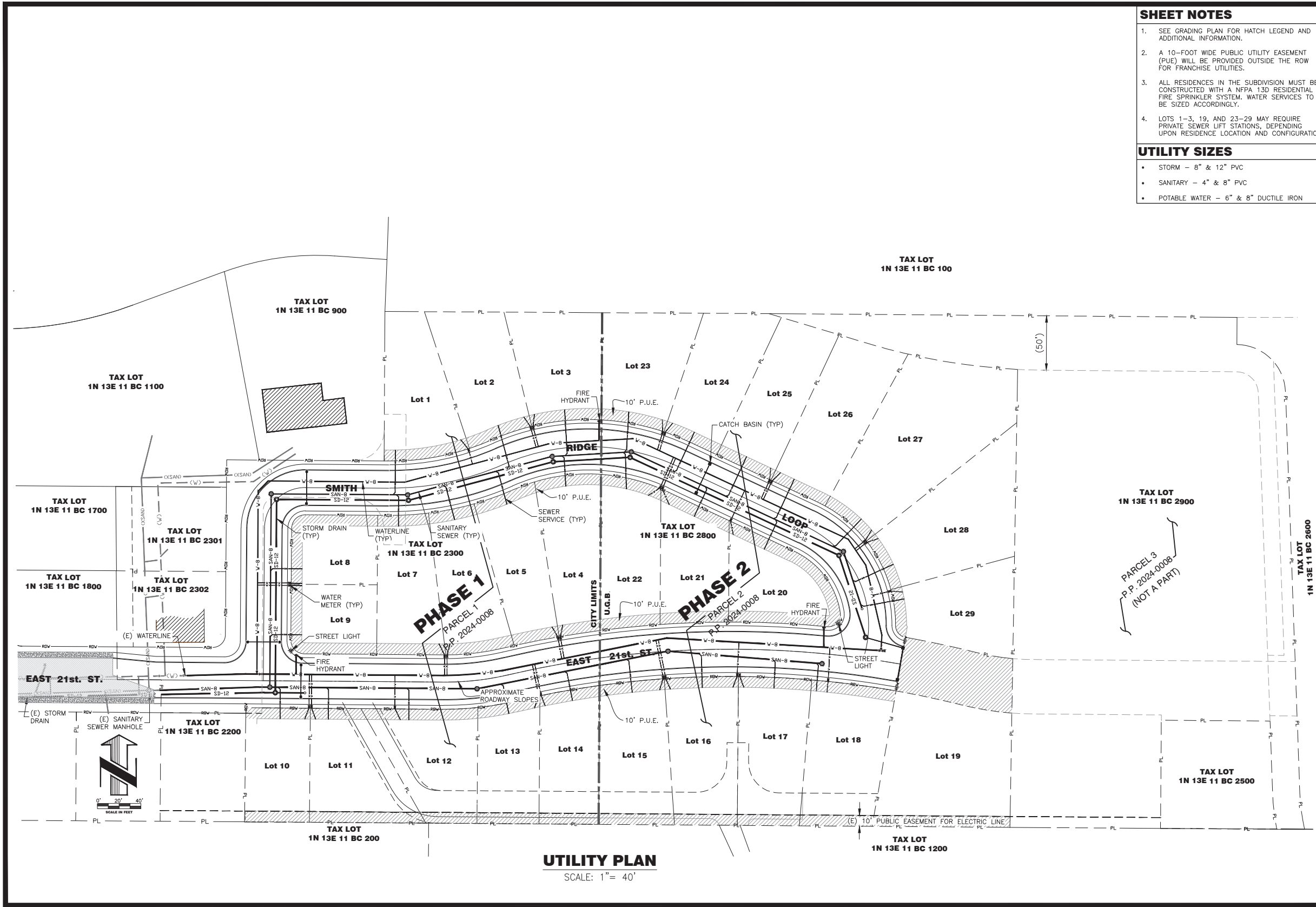
#### **ATTACHMENTS:**

- 1. SUB 86-24 Preliminary Plans
- 2. SUB 86-24 Traffic Impact Study
- 3. APL 39-25, Public Hearing Notice
- 4. APL 39-25, Notice of Appeal
- 5. APL 38-26, Notice of Decision
- 6. PC Resolution 627A-25
- 7. Planning Commission Meeting Minutes, April 17, 2025 (DRAFT) – *this attachment will be sent as a supplemental item to the May 12, 2025 City Council Agenda Packet*
- 8. Comment Received, dated April 17, 2025 | NARD-TD-SR, 2102 Claudia Ln.



9. Comment Received, dated April 17, 2025 | Pam Danzer, 2100 Claudia Ln.
10. APL 38-25, Staff Report
11. APL 38-25, Comments Received
12. APL 38-25, Public Hearing Notice
13. Comment Received, dated March 31, 2025
14. APL 38-25, Notice of Appeal
15. SUB 86-24, Notice of Decision
16. SUB 86-24, Staff Report
17. SUB 86-24 Comments Received
18. SUB 86-24, Notice of Administrative Action
19. SUB 86-24, Application
20. City of The Dalles Engineering Division email, dated May 5, 2025





- SHEET NOTES**
- SEE GRADING PLAN FOR HATCH LEGEND AND ADDITIONAL INFORMATION.
  - A 10-FOOT WIDE PUBLIC UTILITY EASEMENT (PUE) WILL BE PROVIDED OUTSIDE THE ROW FOR FRANCHISE UTILITIES.
  - ALL RESIDENCES IN THE SUBDIVISION MUST BE CONSTRUCTED WITH A NFPA 13D RESIDENTIAL FIRE SPRINKLER SYSTEM. WATER SERVICES TO BE SIZED ACCORDINGLY.
  - 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

DESIGN:	DESIGNER:	SURVEY:	T.E.C.
DWG. FILE:	FILE:	FILE:	FILE:
DATE:	DATE:	DATE:	DATE:
WORK ORDER:	WORK ORDER:	WORK ORDER:	WORK ORDER:

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

**AKS**  
TENSEN ENGINEERING | AN AKS COMPANY  
3775 GRAVES WAY  
541-204-9777  
WWW.AKS-ENG.COM  
ENGINEERING • SURVEYING • NATURAL RESOURCES  
FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE

**AGENCY REVIEW ONLY**

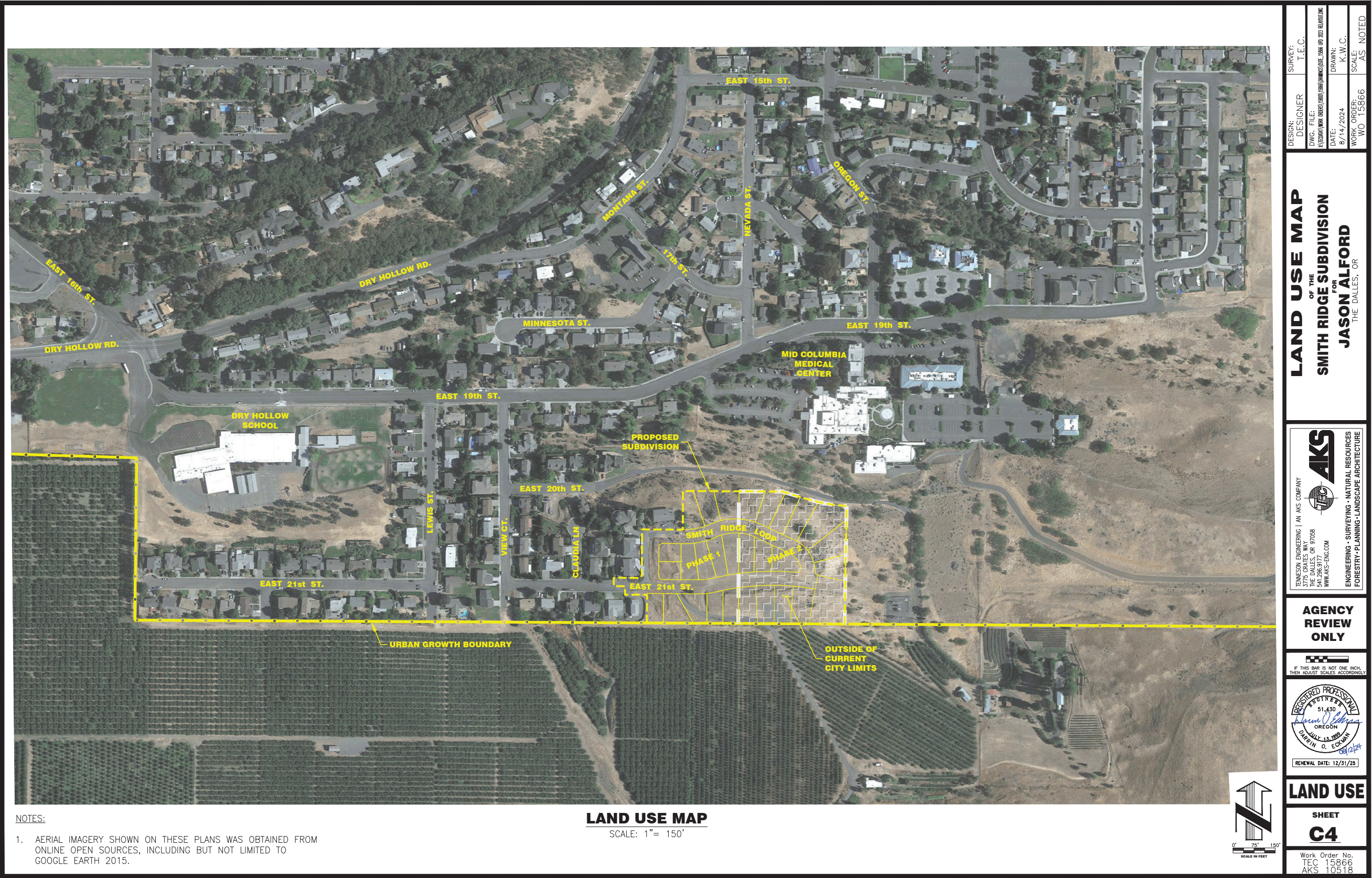
REGISTERED PROFESSIONAL  
ENGINEER  
51,430  
OREGON  
DAVIN O. ECKMAN  
RENEWAL DATE: 12/31/25

**UTILITY**  
**SHEET C2**  
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](mailto:info@traffic-team.us)



# Jason Alford Subdivision

## Traffic Impact Study

Prepared for:

Jason Alford

by:

Ferguson & Associates, Inc

June 17, 2022



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## 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 20<sup>th</sup> Street and E 21<sup>st</sup> 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:

- 19<sup>th</sup> Street and View Court (primary access);
- 19<sup>th</sup> Street and Dry Hollow Road;
- 19<sup>th</sup> Street and Nevada Avenue; and.
- 19<sup>th</sup> 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 20<sup>th</sup> Street and E 21<sup>st</sup> 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.

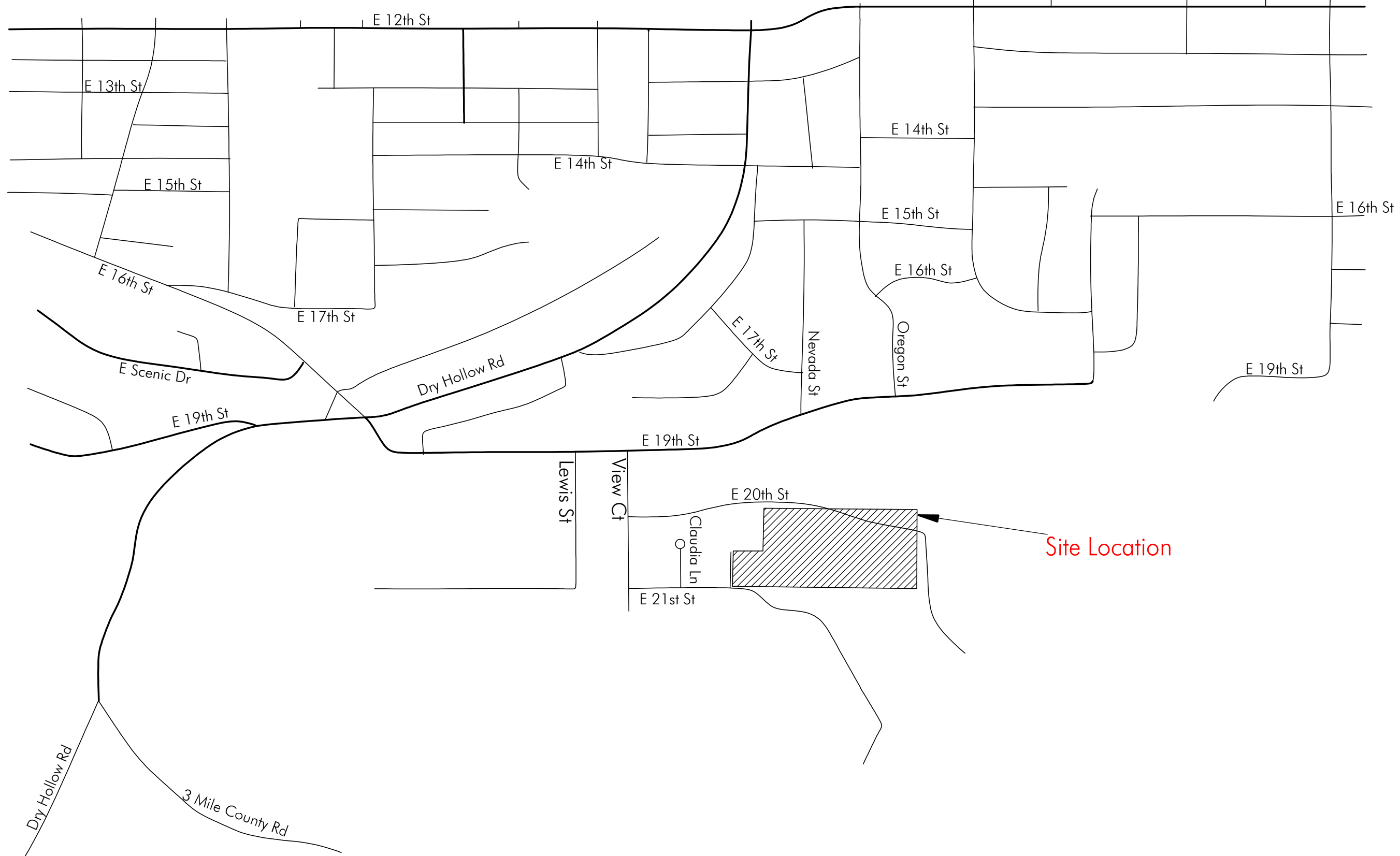
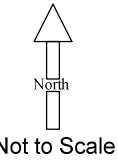
### PROPOSED DEVELOPMENT

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.

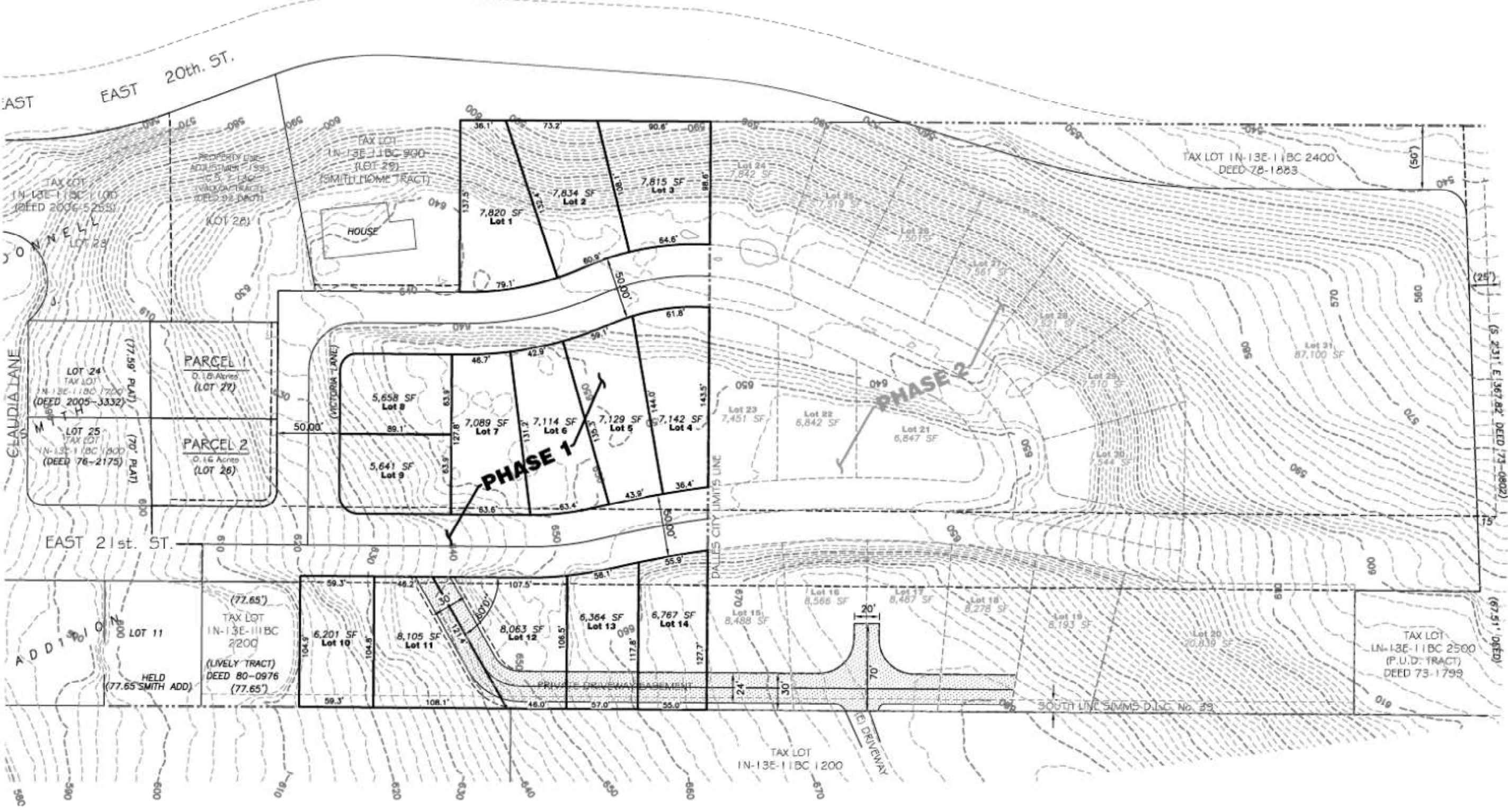
### SITE LOCATION AND STUDY AREA

The site for the proposed development is located between E 20<sup>th</sup> Street and E 21<sup>st</sup> 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. 19<sup>th</sup> Street and View Court (primary access);
2. 19<sup>th</sup> Street and Dry Hollow Road;
3. 19<sup>th</sup> Street and Nevada Avenue; and.
4. 19<sup>th</sup> Street and Oregon Avenue.







Site Plan  
Jason Alford Subdivision - The Dalles, Oregon

Figure 2  
Ferguson & Associates, Inc.

## 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.

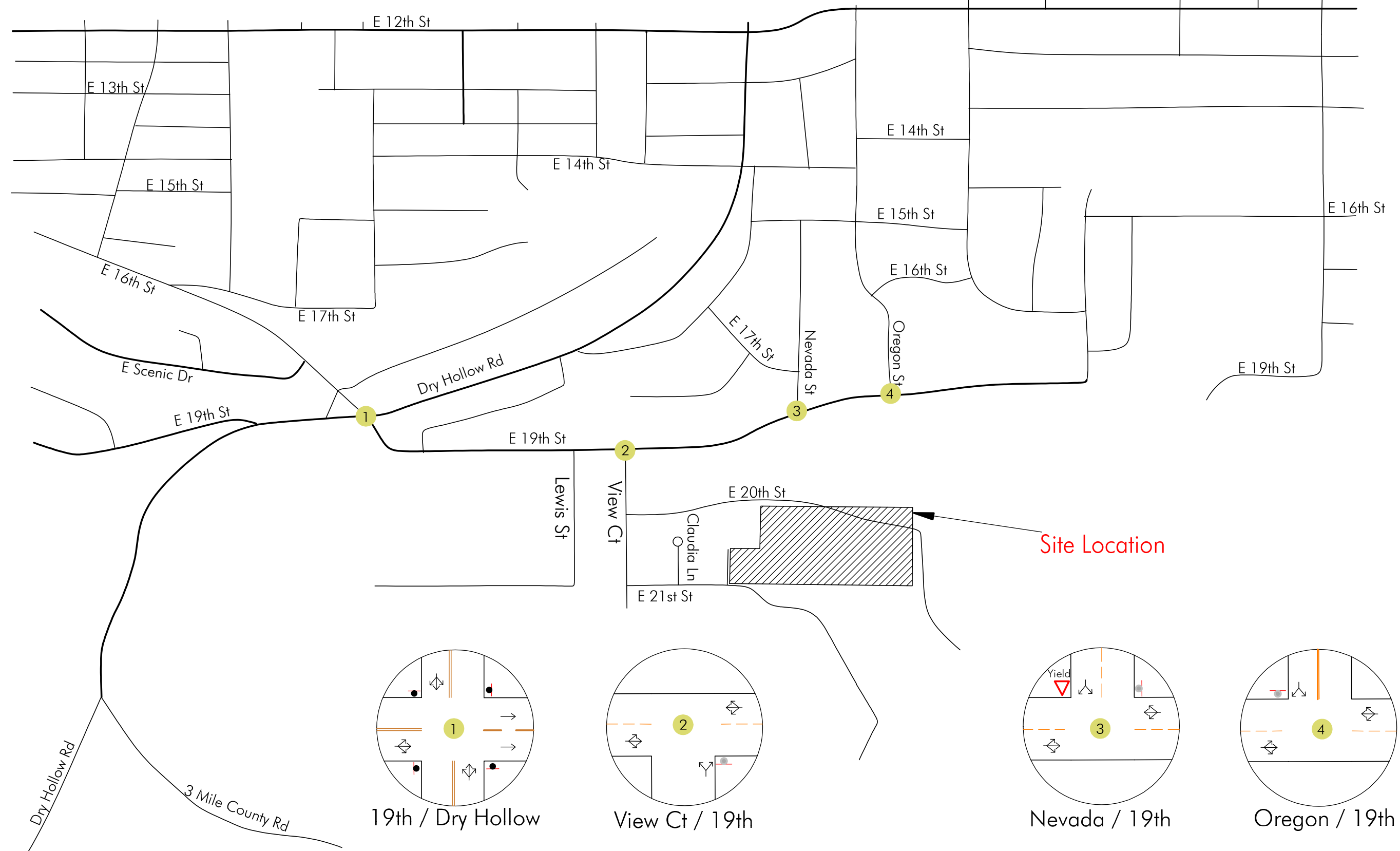
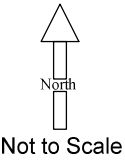
### EXISTING STREET NETWORK

This report analyzes traffic impacts on 19<sup>th</sup> 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 19<sup>th</sup> 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
19 <sup>th</sup> 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

Figure 3  
Ferguson & Associates, Inc.

## 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 19<sup>th</sup> 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 19<sup>th</sup> 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.

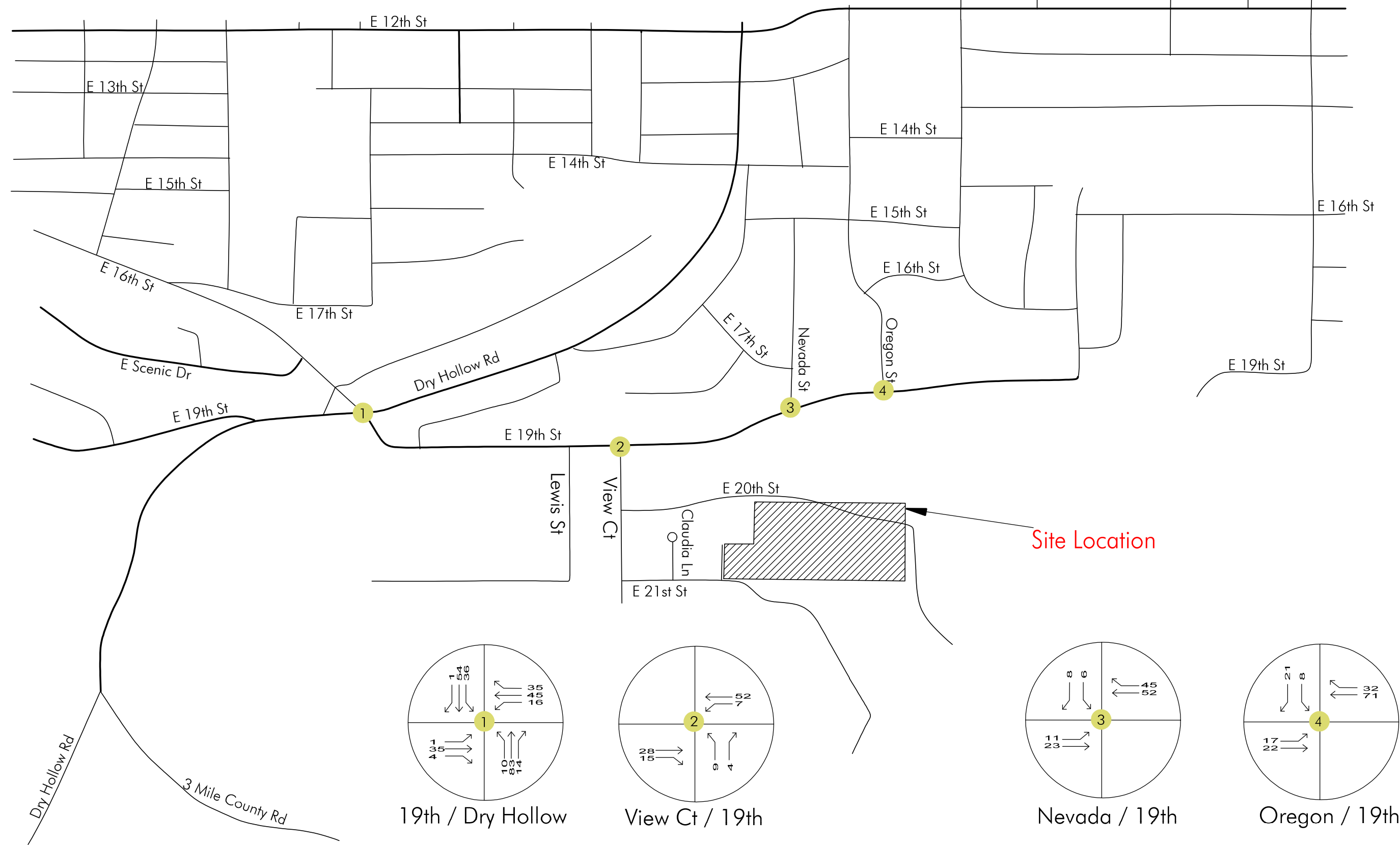
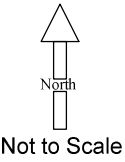
**COVID-19 Adjustments** – It is widely recognized that traffic flows have decreased after the onset of restrictions aimed at reducing the spread of COVID-19. And it is generally agreed that the Covid-19 impact on traffic has normalized and is no longer a consideration.

## 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 19<sup>th</sup> 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

Figure 4  
Ferguson & Associates, Inc.

**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** - Section 10.10.060 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.

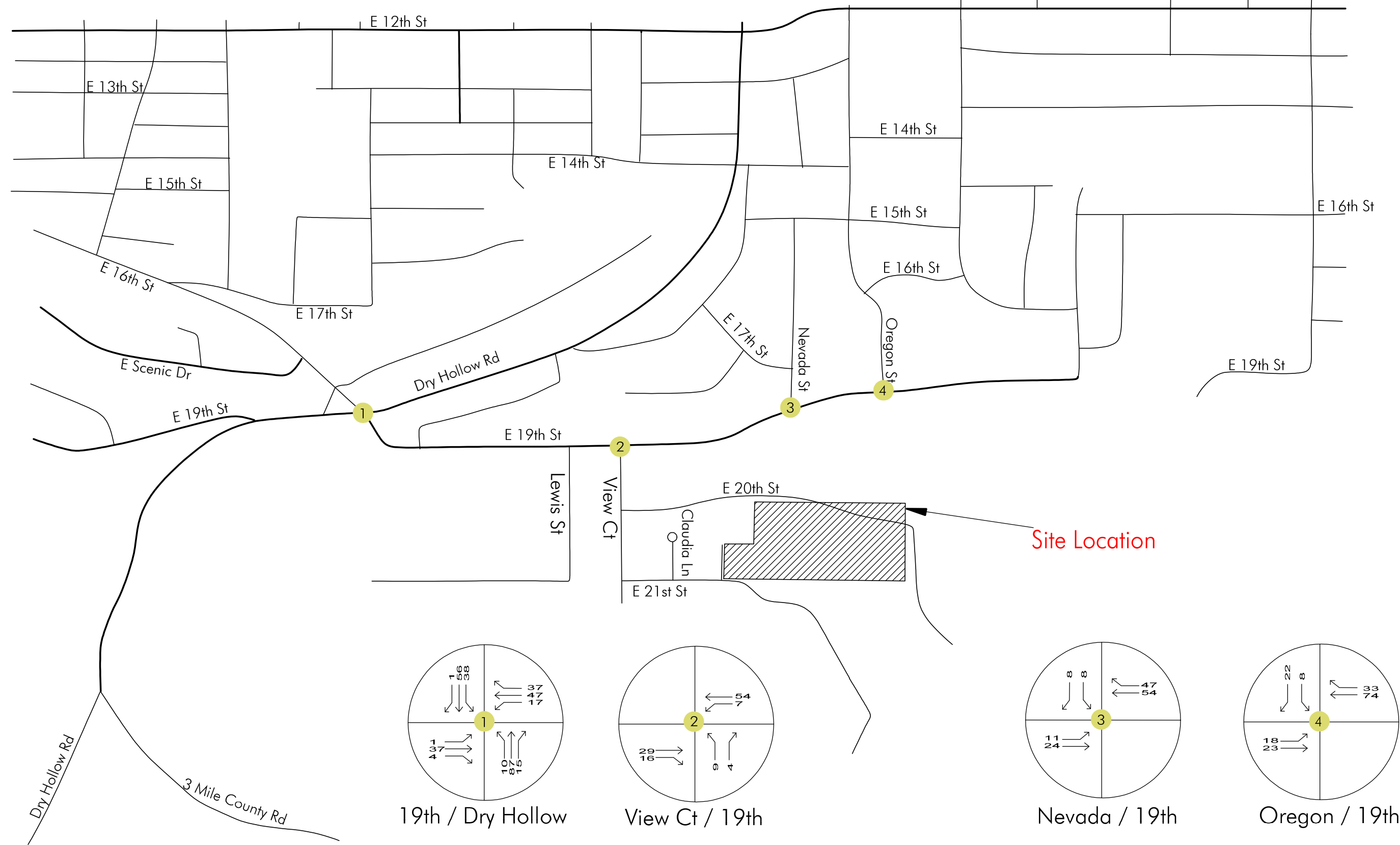
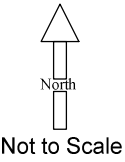
### TRAFFIC FLOW FORECAST WITHOUT PROJECT

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.

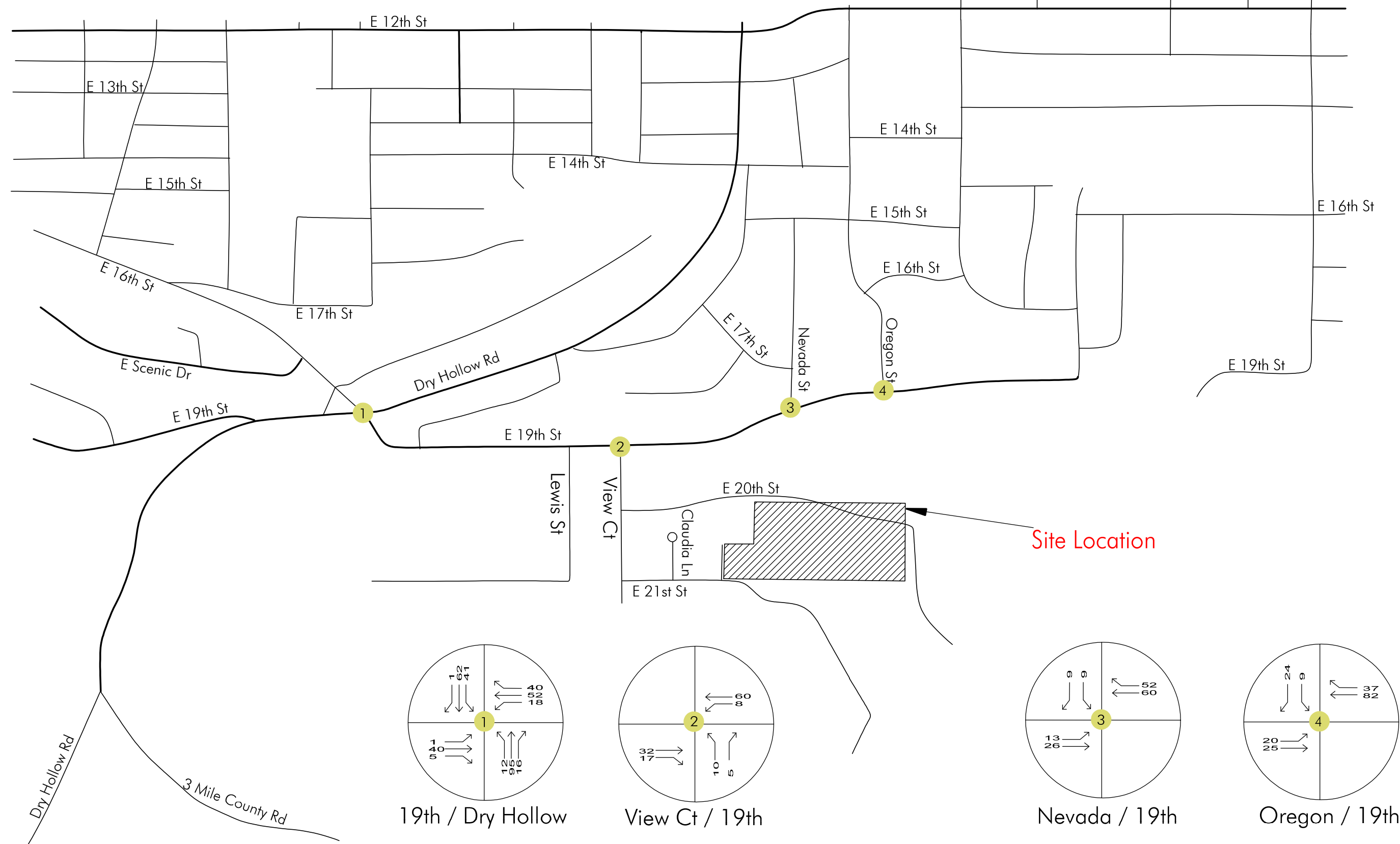
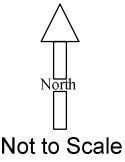
**Year 2030 Flow without Project Forecast** - Year 2030 traffic flow without the project, as illustrated in Figure 6, was forecast by factoring the existing p.m. peak hour traffic upwards by 1.5 percent per year, for a total of 12 percent.





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

Figure 5  
Ferguson & Associates, Inc.



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

Figure 6  
Ferguson & Associates, Inc.

## 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**

ITE Land Use & Code	Ind. variable	Trip Ends Rate		In/Out Split	
		(trips per t.s.f)		(percent)	
		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.

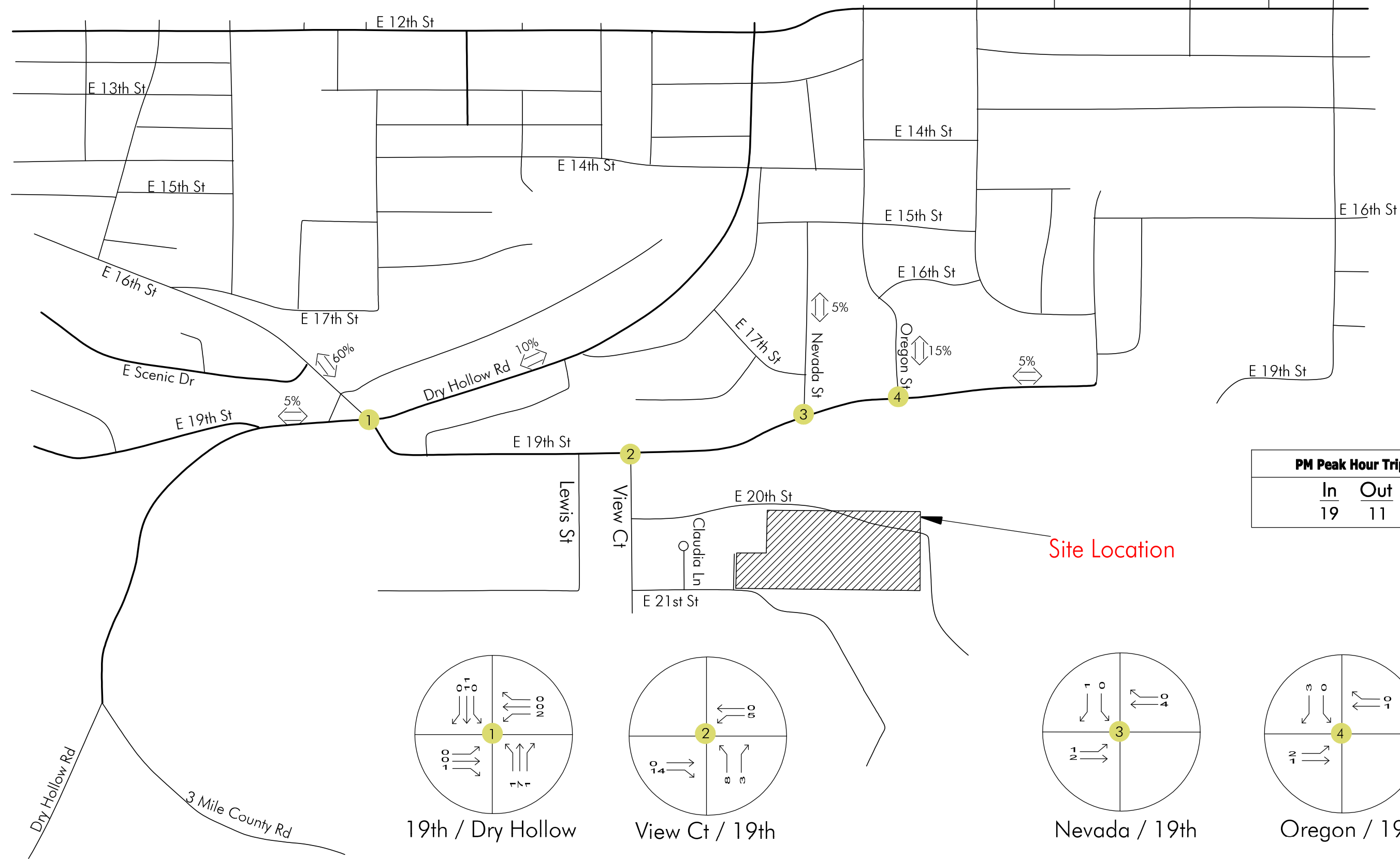
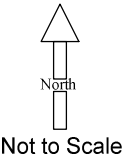
**TABLE 3 - TRIP GENERATION FORECAST**

ITE Land Use & Code	Size (units)	PM Peak Hour Trip Ends			
		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

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.

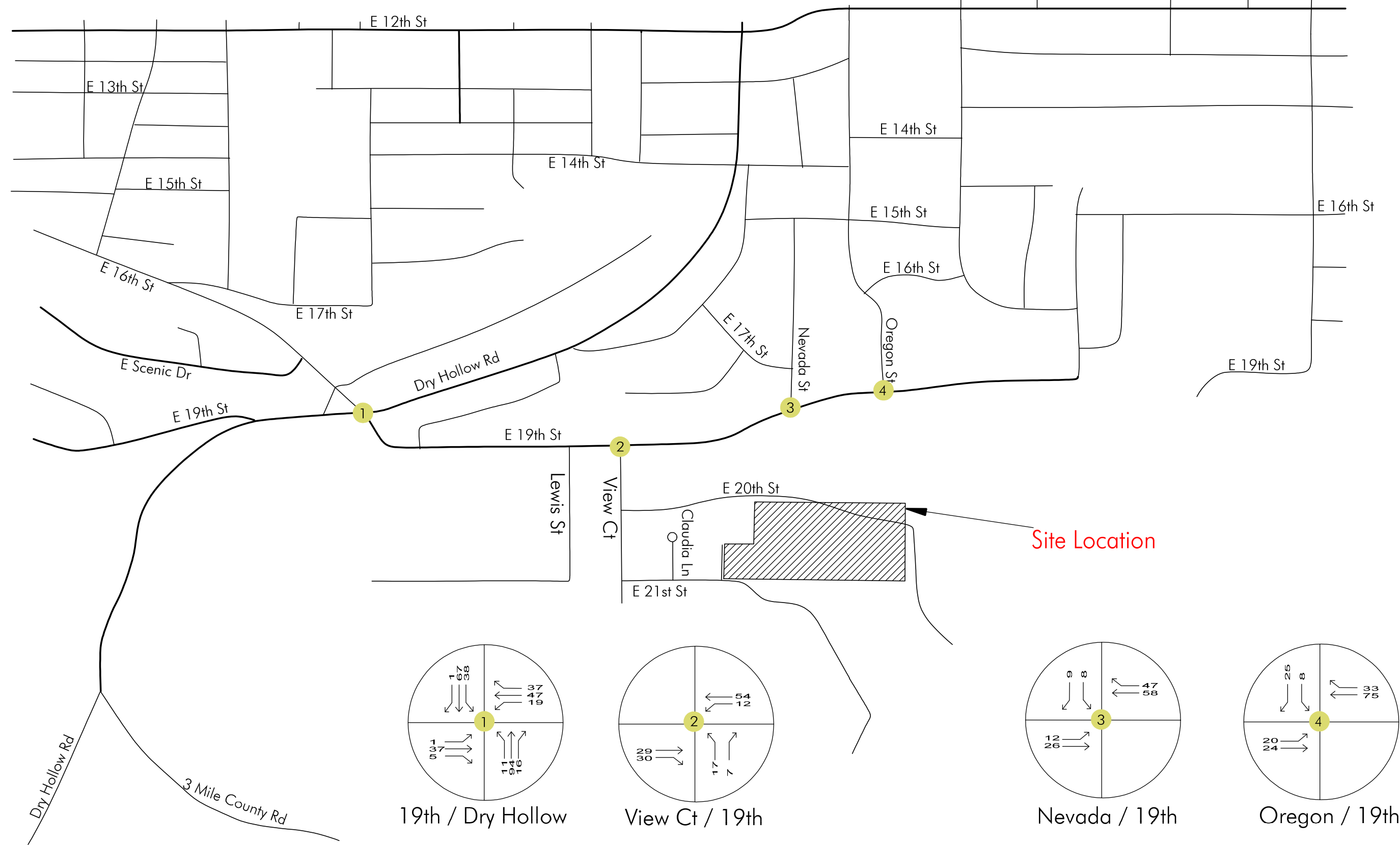
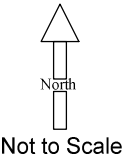
## SITE TRAFFIC CONTRIBUTION

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**

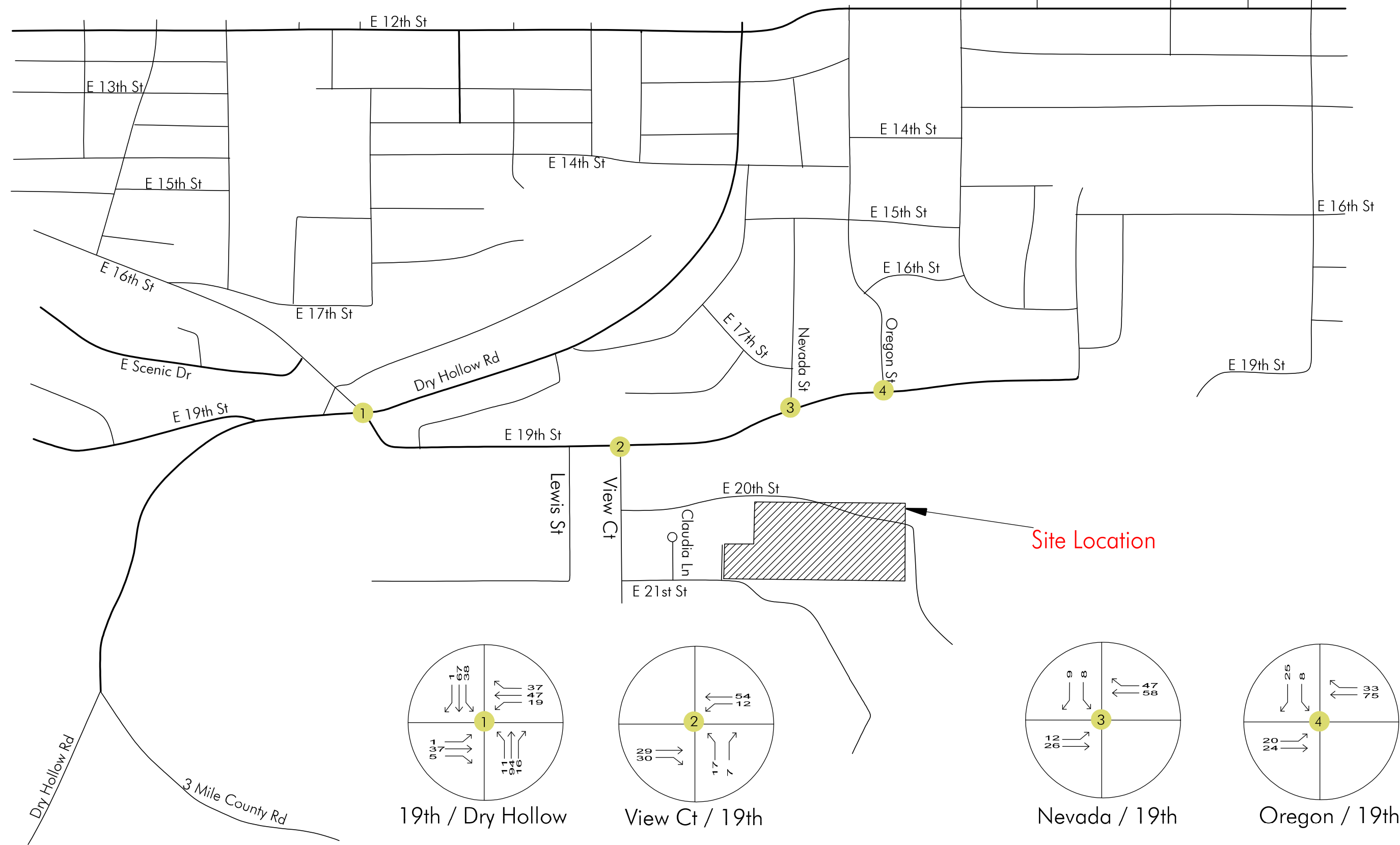
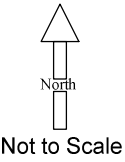
INTERSECTION	PM PEAK HOUR TRAFFIC				
	PROJECT TOTAL (VPH)	YEAR 2025		YEAR 2030	
		INTERSECTION TOTAL* (VPH)	PERCENT OF TOTAL	INTERSECTION TOTAL* (VPH)	PERCENT OF TOTAL
19 <sup>th</sup> Street/Dry Hollow Ave	23	372	6.2	407	5.7
19 <sup>th</sup> Street/View Court	30	150	20.0	162	18.5
19 <sup>th</sup> Street/Nevada Avenue	8	162	4.9	177	4.5
19 <sup>th</sup> Street/Oregon Avenue	7	186	3.8	204	3.4

Notes: \*Total traffic includes proposed project traffic.



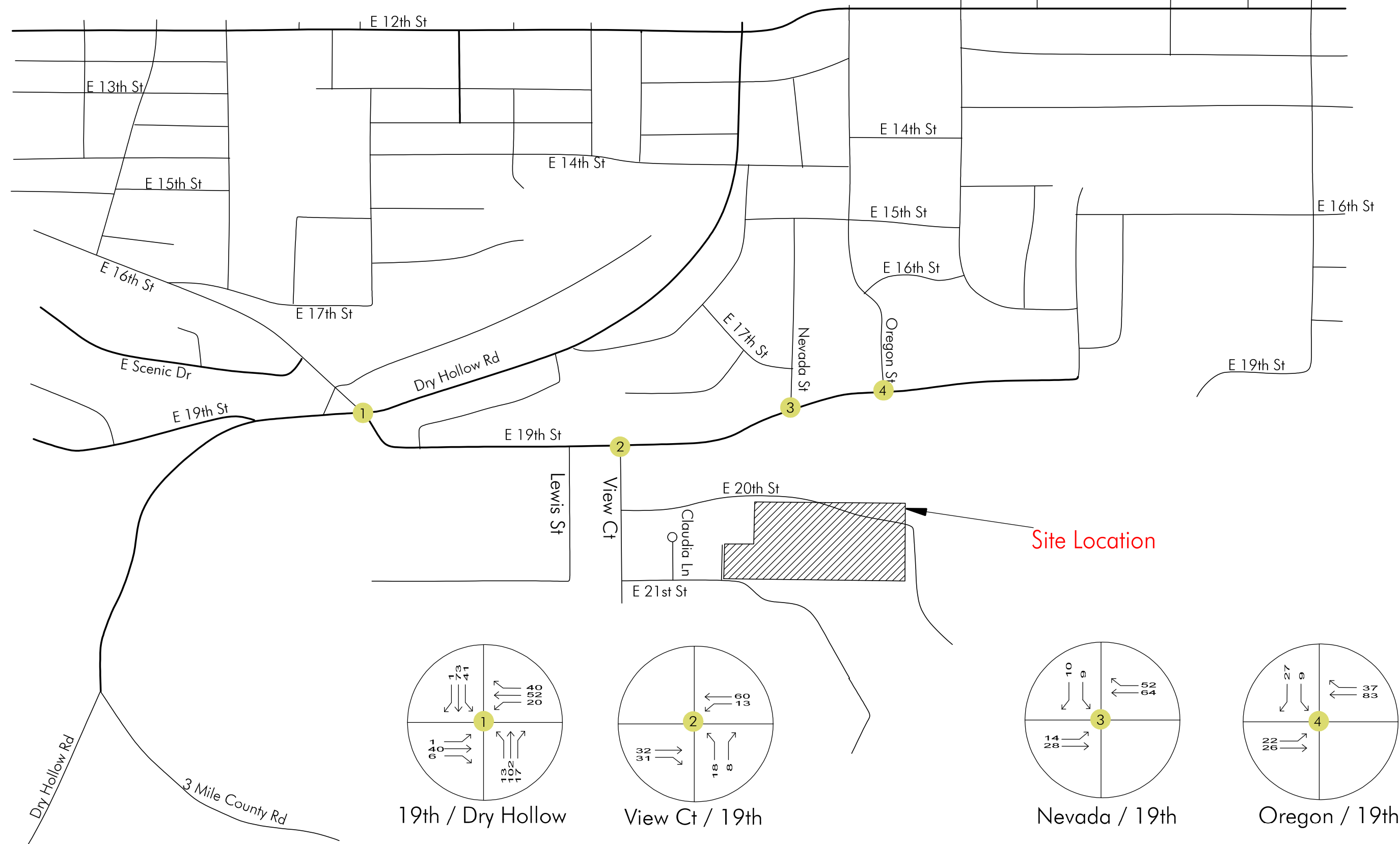
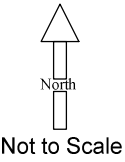
PM Peak Hour Traffic - Year 2025 with Project  
Jason Alford Subdivision - The Dalles, Oregon

Figure 8  
Ferguson & Associates, Inc.



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

Figure 8  
Ferguson & Associates, Inc.



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

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-minutes 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 – 19<sup>TH</sup> 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 where 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 – 19<sup>TH</sup> 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 – 19<sup>TH</sup> STREET/NEVADA AVE \***

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

\* 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 – 19<sup>TH</sup> STREET/OREGON AVE**

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

## 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

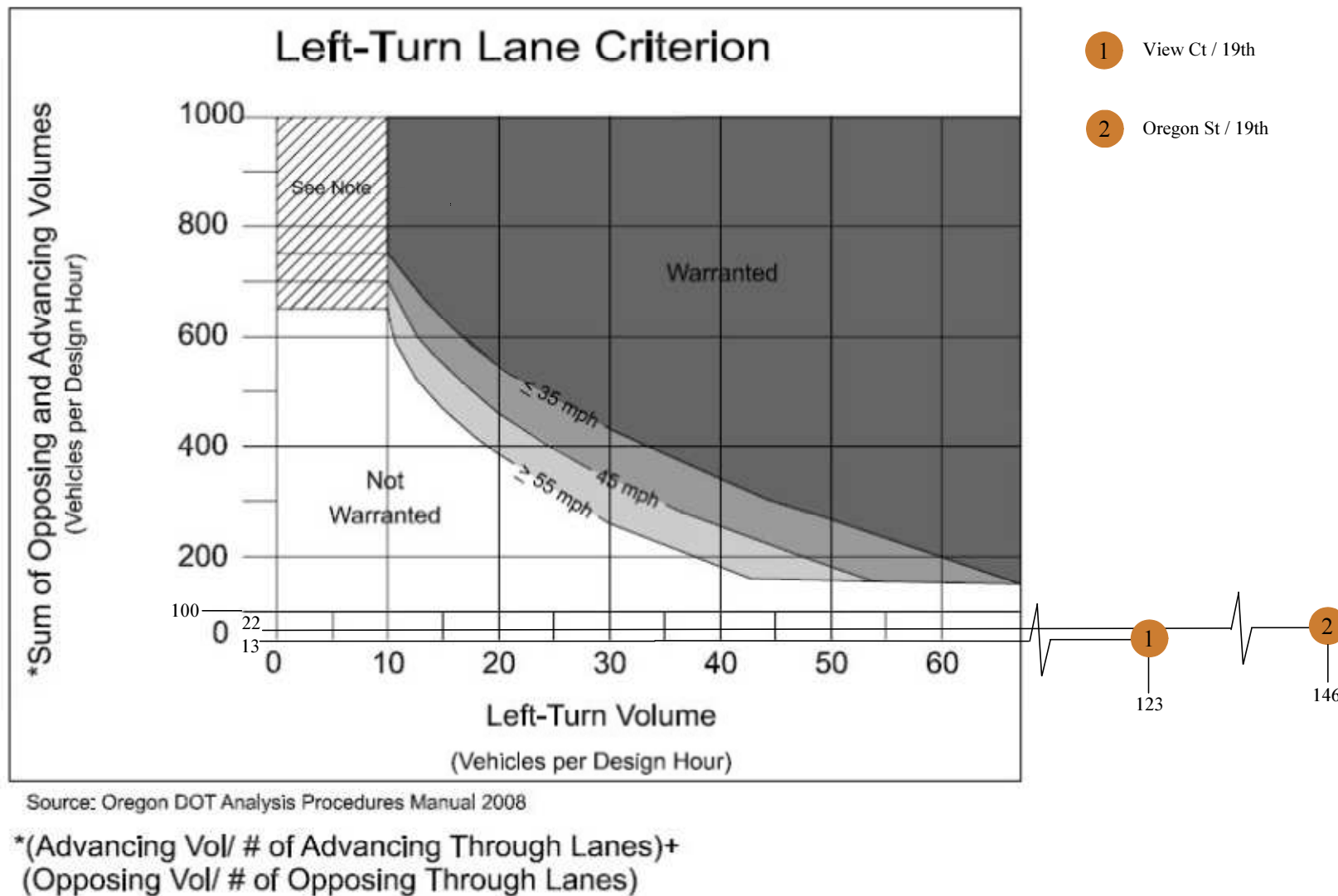
the guideline is met, the left-turn lane can improve capacity and safety. When the guideline is not met, transportation dollars can probably be better spent elsewhere.

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 where 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.



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.



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## *Appendix A – Traffic Study Policy*

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## The Dalles, Oregon Municipal Code

### Title 10 LAND USE AND DEVELOPMENT

#### Chapter 10.10 IMPROVEMENTS REQUIRED WITH DEVELOPMENT

### **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**

<b>Residential Street Type</b>	<b>Volume (Average Daily Trips)</b>	<b>Speed (MPH)</b>	<b>Street Width (Feet)</b>	<b>Sidewalk/Planter Strip (Includes Curb)</b>	<b>ROW (Feet)</b>
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

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## 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 performed 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.

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## *Appendix B – Intersection Count Summaries*

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## PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: The Dalles

East-West Street Name: 19th Avenue

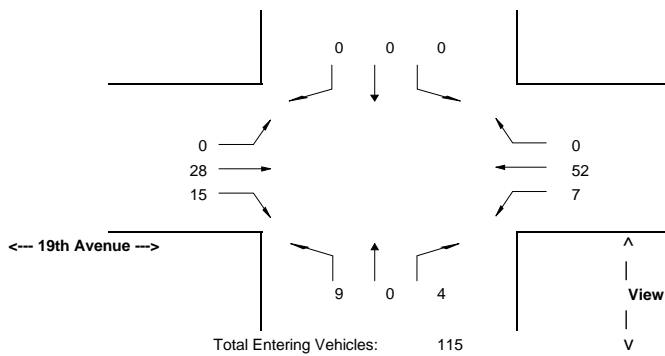
Count Date(s): Thursday, June 09, 2022

North-South Street Name: View

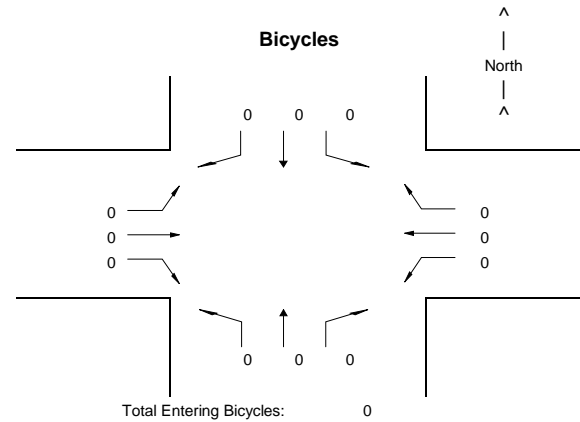
Peak Hour:

4:15 to 5:15 p.m.

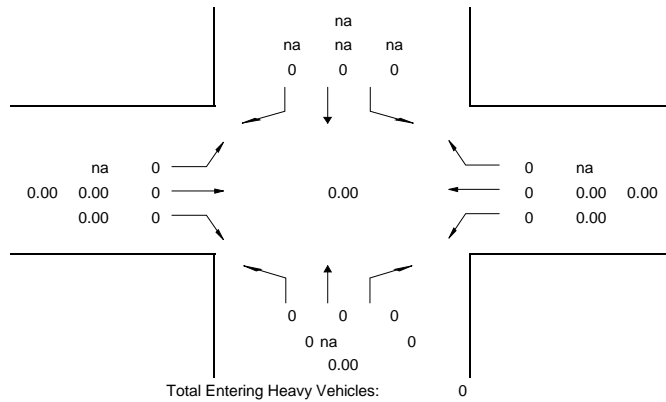
Vehicles per Hour (all vehicles)



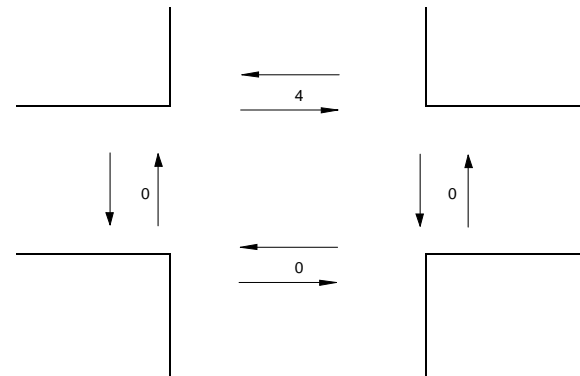
Bicycles



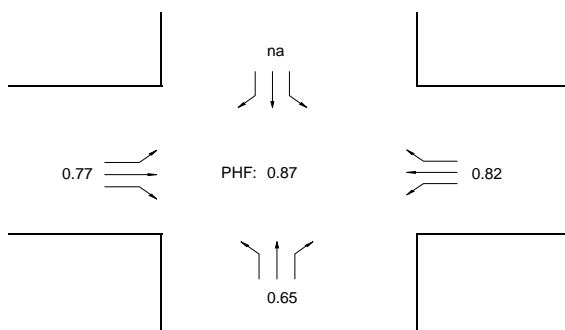
Heavy Vehicles (trucks per hour)



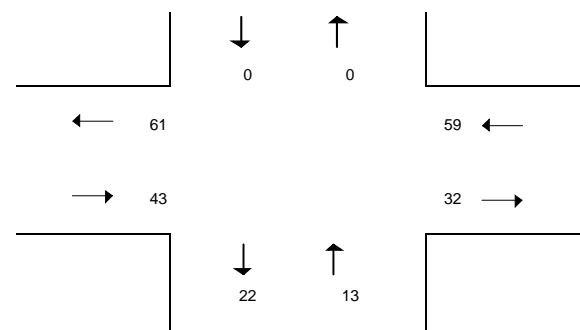
Pedestrians (crossings per hour)



Peak Hour Factor by Approach



Approach &amp; Departure Volumes (vehicles per hour)



Ferguson &amp; Associates, Inc

PO Box 1336  
Bend, OR 97709

Phone: 541-617-9352

[gscott@traffic-team.us](mailto:gscott@traffic-team.us)

Project #:

## PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location: The Dalles

East-West Street Name:

19th Avenue

Count Date(s): Thursday, June 09, 2022

North-South Street Name:

View

Peak Hour:

4:15 to 5:15 p.m.

## ALL VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
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			TOTAL
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
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			TOTAL
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
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

Ferguson &amp; Associates, Inc

PO Box 1336  
Bend, OR 97709

Phone: 541-617-9352

[gscott@traffic-team.us](mailto:gscott@traffic-team.us)

Project #:



## PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: The Dalles

East-West Street Name: 19th Avenue

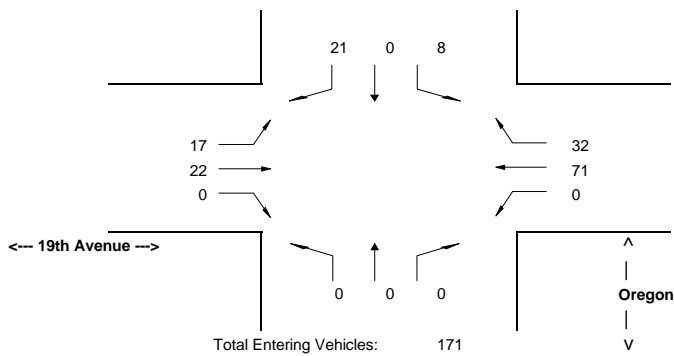
Count Date(s): Thursday, June 09, 2022

North-South Street Name: Oregon

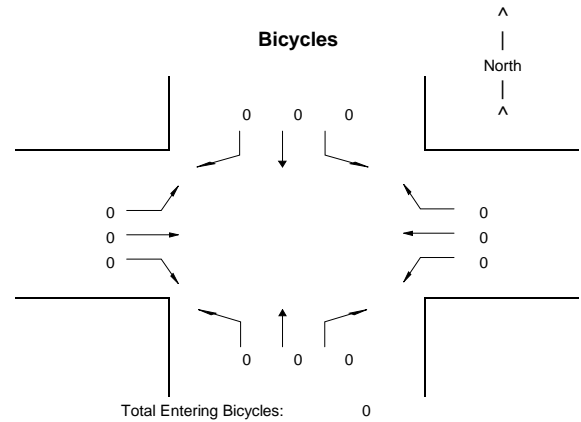
Peak Hour:

4:15 to 5:15 p.m.

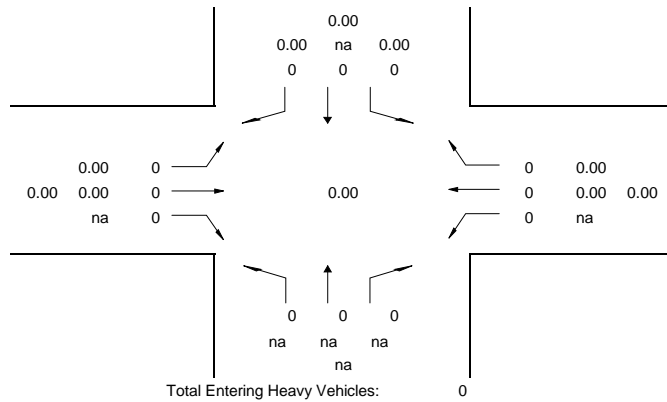
Vehicles per Hour (all vehicles)



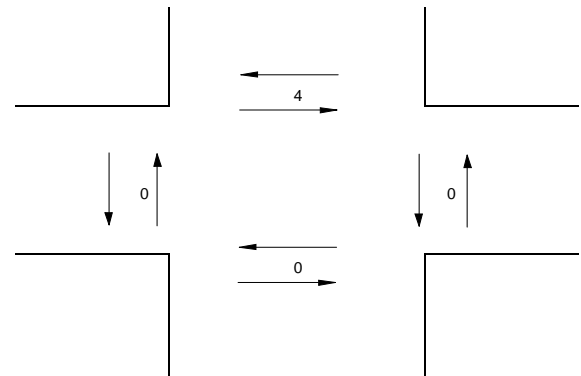
Bicycles



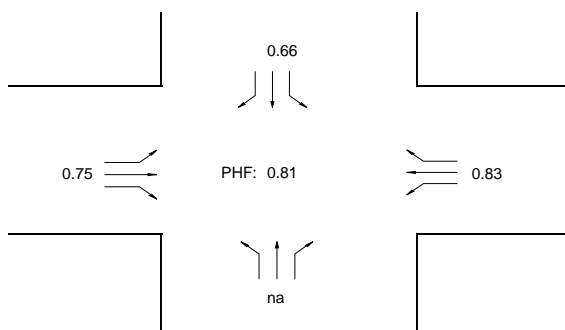
Heavy Vehicles (trucks per hour)



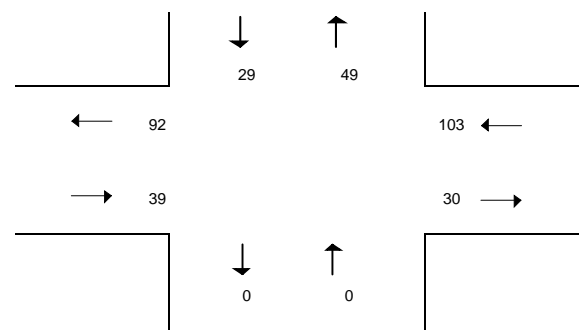
Pedestrians (crossings per hour)



Peak Hour Factor by Approach



Approach &amp; Departure Volumes (vehicles per hour)



Ferguson &amp; Associates, Inc

PO Box 1336  
Bend, OR 97709

Phone: 541-617-9352

[gscott@traffic-team.us](mailto:gscott@traffic-team.us)

Project #:

## PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location: The Dalles

East-West Street Name:

19th Avenue

Count Date(s): Thursday, June 09, 2022

North-South Street Name:

Oregon

Peak Hour:

4:15 to 5:15 p.m.

## ALL VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
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			TOTAL
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
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			TOTAL
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
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

Ferguson &amp; Associates, Inc

PO Box 1336  
Bend, OR 97709

Phone: 541-617-9352

[gscott@traffic-team.us](mailto:gscott@traffic-team.us)

Project #:

## PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: The Dalles

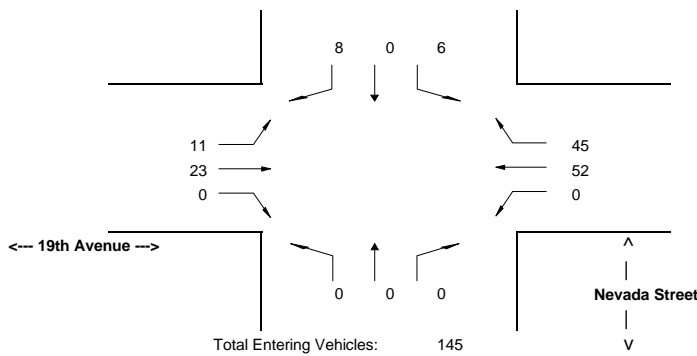
East-West Street Name: 19th Avenue

Count Date(s): Thursday, June 09, 2022

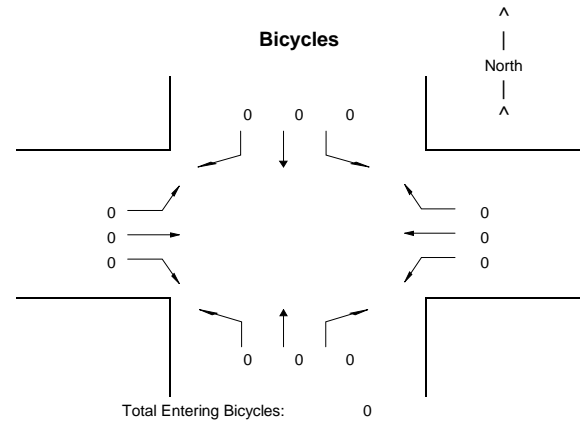
North-South Street Name: Nevada Street

Peak Hour: 4:15 to 5:15 p.m.

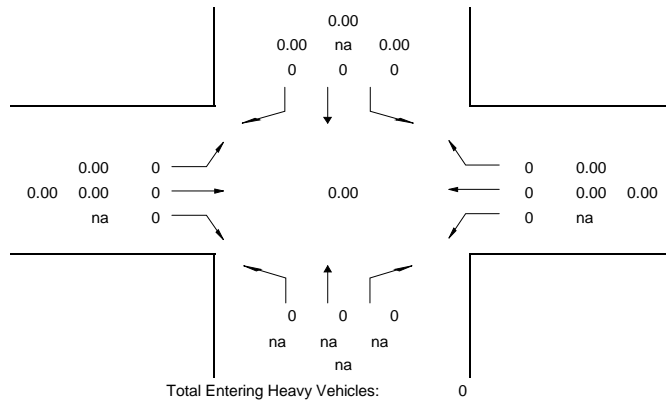
## Vehicles per Hour (all vehicles)



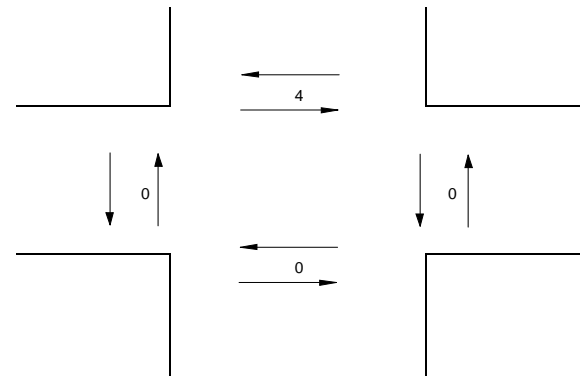
## Bicycles



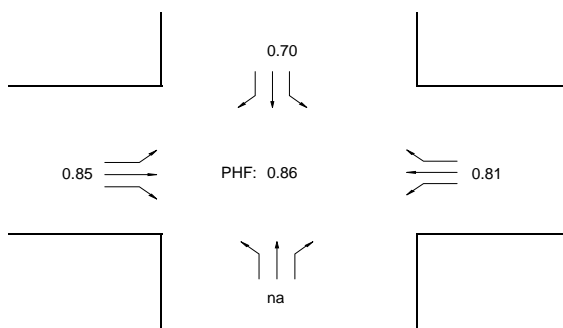
## Heavy Vehicles (trucks per hour)



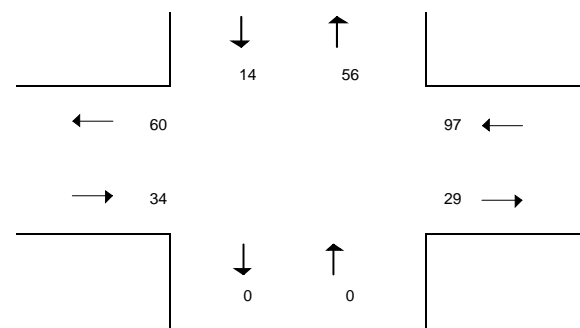
## Pedestrians (crossings per hour)



## Peak Hour Factor by Approach



## Approach &amp; Departure Volumes (vehicles per hour)



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PO Box 1336  
Bend, OR 97709

Phone: 541-617-9352

[gscott@traffic-team.us](mailto:gscott@traffic-team.us)

Project #:

## PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location: The Dalles

East-West Street Name:

19th Avenue

Count Date(s): Thursday, June 09, 2022

North-South Street Name:

Nevada Street

Peak Hour:

4:15 to 5:15 p.m.

## ALL VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
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			TOTAL
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
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			TOTAL
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
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

Ferguson &amp; Associates, Inc

PO Box 1336  
Bend, OR 97709

Phone: 541-617-9352

[gscott@traffic-team.us](mailto:gscott@traffic-team.us)

Project #:

## PEAK HOUR TRAFFIC COUNT SUMMARY

Count Location: The Dalles

East-West Street Name: 19th Avenue

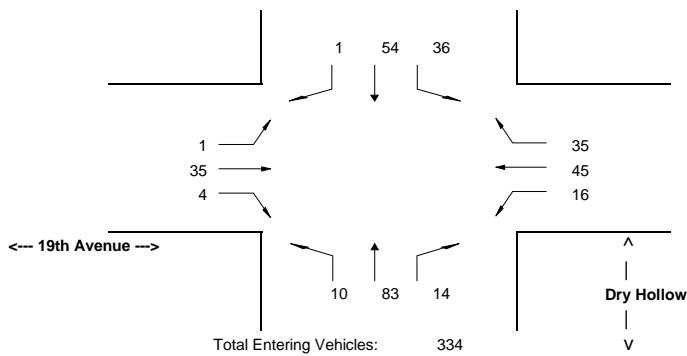
Count Date(s): Thursday, June 09, 2022

North-South Street Name: Dry Hollow

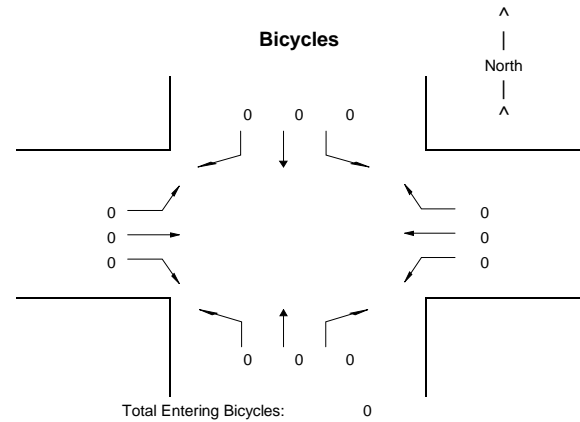
Peak Hour:

3:15 to 4:15 p.m.

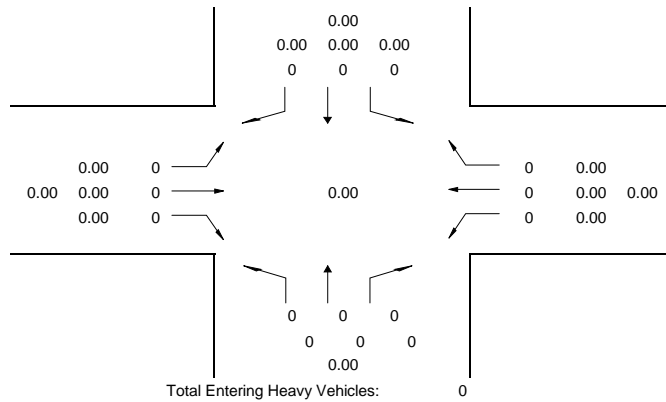
Vehicles per Hour (all vehicles)



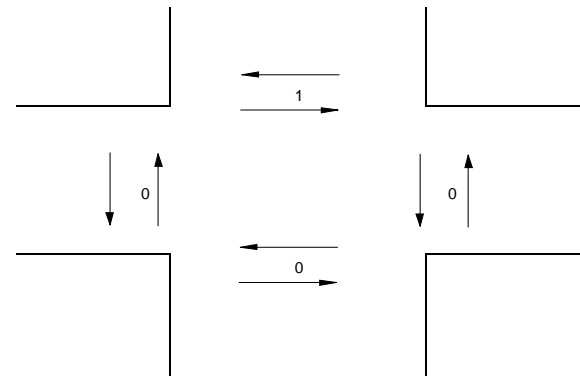
Bicycles



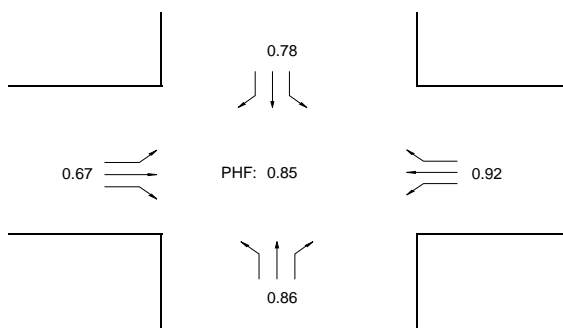
Heavy Vehicles (trucks per hour)



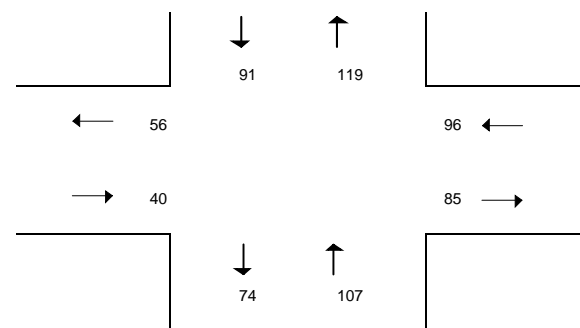
Pedestrians (crossings per hour)



Peak Hour Factor by Approach



Approach &amp; Departure Volumes (vehicles per hour)



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[gscott@traffic-team.us](mailto:gscott@traffic-team.us)

Project #:

## PEAK PERIOD TRAFFIC COUNT -- DETAILED COUNT DATA

Count Location: The Dalles

East-West Street Name:

19th Avenue

Count Date(s): Thursday, June 09, 2022

North-South Street Name:

Dry Hollow

Peak Hour:

3:15 to 4:15 p.m.

## ALL VEHICLES

TIME		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
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			TOTAL
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
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			TOTAL
STARTING	ENDING	Right	Through	Left	Right	Through	Left	Right	Through	Left	Right	Through	Left	
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

Ferguson &amp; Associates, Inc

PO Box 1336  
Bend, OR 97709

Phone: 541-617-9352

[gscott@traffic-team.us](mailto:gscott@traffic-team.us)

Project #:

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## *Appendix C – Crash Data*

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

COLLISION TYPE	FATAL	NON-	PROPERTY	TOTAL	PEOPLE	PEOPLE	TRUCKS	DRY	WET	DAY	DARK	INTER-	SECTION	OFF-
	CRASHES	FATAL	DAMAGE											
		CRASHES	ONLY	CRASHES	KILLED	INJURED		SURF	SURF			SECTION	RELATED	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  
19TH ST at OREGON AVE, City of The Dalles, Wasco County, 01/01/2016 to 12/31/2020

COLLISION TYPE	FATAL	NON-	PROPERTY	TOTAL	PEOPLE	PEOPLE	TRUCKS	DRY	WET	DAY	DARK	INTER-	SECTION	OFF-
	CRASHES	FATAL	DAMAGE											
		CRASHES	ONLY	CRASHES	KILLED	INJURED		SURF	SURF			SECTION	RELATED	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  
19TH ST at NEVADA ST, City of The Dalles, Wasco County, 01/01/2016 to 12/31/2020

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

[illegible]

CITY OF THE DALLES, WASCO COUNTY

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
<b>YEAR: 2019</b>														
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
<b>YEAR 2019 TOTAL</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>FINAL TOTAL</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>

---

## *Appendix D – Level of Service Calculations*

---

Base Year Mon Jun 20, 2022 13:27:15 Page 1-1

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

Base Year Mon Jun 20, 2022 13:27:15 Page 2-1

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

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 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:	1.05	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.  
\*\*\*\*\*

Base Year Mon Jun 20, 2022 13:27:16 Page 4-1

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 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:	1.05	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.  
\*\*\*\*\*



Base Year Mon Jun 20, 2022 13:27:16 Page 5-1

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

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Base Volume Alternative)

\*\*\*\*\*  
Intersection #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	1	0	0	1	0	1	0

Volume Module:

Base Vol:	9	0	4	0	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	1.05
Initial Bse:	9	0	4	0	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	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	0.87
PHF Volume:	11	0	5	0	0	0	0	0	34	18	8	62	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	5	0	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	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	122	122	43	124	131	62	xxxxx	xxxx	xxxxx	52	xxxx	xxxxx
Potent Cap.:	878	772	1034	855	763	1008	xxxxx	xxxx	xxxxx	1567	xxxx	xxxxxx
Move Cap.:	875	768	1034	847	759	1008	xxxxx	xxxx	xxxxx	1567	xxxx	xxxxxx
Volume/Cap:	0.01	0.00	0.00	0.00	0.00	0.00	xxxxx	xxxx	xxxxx	0.01	xxxx	xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx

Control Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.3 xxxxx xxxxxx

LOS by Move: \* \* \* \* \* \* \* \* \* \* A \* \*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx 918 xxxxxx xxxxx 0 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx

SharedQueue:xxxxxx 0.1 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx

Shrd ConDel:xxxxxx 9.0 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.3 xxxxx xxxxxx

Shared LOS: \* A \* \* \* \* \* \* \* \* A \* \*

ApproachDel: 9.0 xxxxxx 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	1	0	0	1	0	1	0

Volume Module:

Base Vol:	9	0	4	0	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	1.05
Initial Bse:	9	0	4	0	0	0	0	0	29	16	7	54	0
Added Vol:	8	0	3	0	0	0	0	0	0	14	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	0	7	0	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	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	0.87
PHF Volume:	20	0	8	0	0	0	0	0	34	34	14	62	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	0	8	0	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	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	141	141	51	146	159	62	xxxx	xxxx	xxxxx	68	xxxx	xxxxx
Potent Cap.:	856	753	1023	828	737	1008	xxxx	xxxx	xxxxxx	1546	xxxx	xxxxxx
Move Cap.:	850	746	1023	815	730	1008	xxxx	xxxx	xxxxxx	1546	xxxx	xxxxxx
Volume/Cap:	0.02	0.00	0.01	0.00	0.00	0.00	xxxx	xxxx	xxxxx	0.01	xxxx	xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx

Control Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.3 xxxxx xxxxxx

LOS by Move: \* \* \* \* \* \* \* \* \* \* A \* \*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx 894 xxxxxx xxxxx 0 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx

SharedQueue:xxxxxx 0.1 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx

Shrd ConDel:xxxxxx 9.2 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.3 xxxxx xxxxxx

Shared LOS: \* A \* \* \* \* \* \* \* \* A \* \*

ApproachDel: 9.2 xxxxxx 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	1	0	1	0	0	0	1

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:

Cnflct Vol:	150	173	28	145	145	91	118	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	822	724	1053	852	750	973	1483	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	808	718	1053	846	743	973	1483	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx

Control Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.4 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

LOS by Move: \* \* \* \* \* A \* \* \* \* \*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx 0 xxxxxx xxxxx 905 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx 0.1 xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx 9.1 xxxxxx 7.4 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shared LOS: \* \* \* \* \* A \* \* \* \* \*

ApproachDel: xxxxxx 9.1 xxxxxx xxxxxx

ApproachLOS: \* A \*

\*\*\*\*\*

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 (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	1	0	1	0	0	0	1

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	0	1	1	2	0	0	4
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:

Cnflct Vol:	160	182	30	155	155	95	123	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	810	716	1050	842	741	967	1477	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	795	709	1050	835	734	967	1477	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx

Control Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

LOS by Move: \* \* \* \* \* A \* \* \* \* \*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx 0 xxxxxx xxxxx 900 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx 0.1 xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx 9.1 xxxxxx 7.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shared LOS: \* \* \* \* \* A \* \* \* \* \*

ApproachDel: xxxxxx 9.1 xxxxxx xxxxxx

ApproachLOS: \* A \*

\*\*\*\*\*

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

\*\*\*\*\*

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	1	0	1	0	0	0	1

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:

Cnflct Vol:	198	205	28	184	184	112	133	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	765	695	1052	809	713	946	1464	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	735	684	1052	800	703	946	1464	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.03	0.01	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx

Control Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

LOS by Move: \* \* \* \* \* A \* \* \* \* \*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx 0 xxxxxx xxxxx 901 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx 0.1 xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx 9.2 xxxxxx 7.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shared LOS: \* \* \* \* \* 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	1	0	1	0	0	0	1

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:

Cnflct Vol:	207	213	30	192	192	113	134	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	755	688	1051	802	707	945	1463	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	721	677	1051	791	695	945	1463	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.03	0.02	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx

Control Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

LOS by Move: \* \* \* \* \* A \* \* \* \* \*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx 0 xxxxxx xxxxx 901 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx 0.1 xxxxxx 0.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx 9.2 xxxxxx 7.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shared LOS: \* \* \* \* \* 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 13:27:19      Page 1-1

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

Scenario Report  
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

Base Year Plus Five      Mon Jun 20, 2022 13:27:19      Page 2-1

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

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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	0.1	0.2	0.2	0.2

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

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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	0.1	0.2	0.2	0.2

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

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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	1	0	0	1	0	1	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	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	134	134	47	137	144	69	xxxxx	xxxx	xxxxx	57	xxxx	xxxxx
Potent Cap.:	864	760	1028	839	751	1000	xxxxx	xxxx	xxxxx	1561	xxxx	xxxxxx
Move Cap.:	860	756	1028	831	746	1000	xxxxx	xxxx	xxxxx	1561	xxxx	xxxxxx
Volume/Cap:	0.01	0.00	0.01	0.00	0.00	0.00	xxxxx	xxxx	xxxxx	0.01	xxxx	xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx

Control Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.3 xxxxx xxxxxx

LOS by Move: \* \* \* \* \* \* \* \* \* A \* \*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx 906 xxxxxx xxxxx 0 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx

SharedQueue:xxxxxx 0.1 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx

Shrd ConDel:xxxxxx 9.1 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.3 xxxxx xxxxxx

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	1	0	0	1	0	1	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	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	154	154	55	158	172	69	xxxx	xxxx	xxxxx	73	xxxx	xxxxx
Potent Cap.:	843	742	1018	812	725	1000	xxxxx	xxxx	xxxxxx	1540	xxxx	xxxxxx
Move Cap.:	836	734	1018	799	718	1000	xxxxx	xxxx	xxxxxx	1540	xxxx	xxxxxx
Volume/Cap:	0.03	0.00	0.01	0.00	0.00	0.00	xxxxx	xxxx	xxxxx	0.01	xxxx	xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx

Control Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.4 xxxxx xxxxxx

LOS by Move: \* \* \* \* \* \* \* \* \* A \* \*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx 882 xxxxxx xxxxx 0 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx

SharedQueue:xxxxxx 0.1 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx

Shrd ConDel:xxxxxx 9.2 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.4 xxxxx xxxxxx

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	1	0	0	1	0	0	1

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:

Cnflct Vol:	165	190	31	160	160	100	130	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	804	709	1049	836	736	962	1468	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	789	701	1049	829	729	962	1468	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx

Control Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

LOS by Move: \* \* \* \* \* A \* \* \* \* \*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx 0 xxxxxx xxxxx 891 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx 0.1 xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx 9.1 xxxxxx 7.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shared LOS: \* \* \* \* \* 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	1	0	0	1	0	0	1

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:

Cnflct Vol:	175	199	33	169	169	104	134	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	792	700	1046	826	727	956	1463	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	776	693	1046	819	719	956	1463	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx

Control Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

LOS by Move: \* \* \* \* \* A \* \* \* \* \*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx 0 xxxxxx xxxxx 886 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx 0.1 xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx 9.2 xxxxxx 7.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shared LOS: \* \* \* \* \* 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	1	0	1	0	0	0	1

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:

Cnflct Vol:	218	226	31	203	203	124	146	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	743	677	1049	790	697	933	1448	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	710	666	1049	780	685	933	1448	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.03	0.02	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx

Control Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

LOS by Move: \* \* \* \* \* A \* \* \* \* \*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx 0 xxxxxx xxxxx 885 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx 0.1 xxxxxx 0.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx 9.3 xxxxxx 7.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shared LOS: \* \* \* \* \* 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	1	0	1	0	0	0	1

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:

Cnflct Vol:	227	233	32	210	210	125	147	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Potent Cap.:	732	671	1047	782	690	931	1447	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Move Cap.:	696	658	1047	771	677	931	1447	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.04	0.02	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx

Control Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 7.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

LOS by Move: \* \* \* \* \* A \* \* \* \* \*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx 0 xxxxxx xxxxx 885 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx

SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx 0.2 xxxxxx 0.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx 9.3 xxxxxx 7.5 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shared LOS: \* \* \* \* \* A \* \* \* \* \*

ApproachDel: xxxxxx 9.3 xxxxxx xxxxxx

ApproachLOS: \* A \*

\*\*\*\*\*

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

\*\*\*\*\*





## CERTIFICATE OF MAILING

I hereby certify that I served the attached

Notice of Public Hearing

regarding:

APL 39-25 -- Theodore Valkov

On April 28, 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 28, 2025

Administrative Assistant Community  
Development Department

ALFORD JASON W  
219 STATE ROUTE 115  
OCEAN SHORES Washington 98569

ALFORD LAUREL A  
1645 E 21ST  
THE DALLES Oregon 97058

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

BELLONI STEPHEN  
PO BOX 8  
RUFUS Oregon 97050

CHANCE TIMOTHY & MERCEDES  
2108 VIEW CT  
THE DALLES Oregon 97058

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

DANZER PAMELANNE  
2100 CLAUDIA LN  
THE DALLES Oregon 97058

FOLEY FAMILY LTD PARTNERSHIP  
530 HIGHLINE RD  
HOOD RIVER Oregon 97031

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

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

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

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

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

LIVELY RICHARD G  
1634 E 21ST  
THE DALLES Oregon 97058

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

MADD PROPERTIES LLC  
2650 THREE MILE RD  
THE DALLES Oregon 97058

MATHEWS DOUGLAS & DAWN  
2111 CLAUDIA LN  
THE DALLES Oregon 97058

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

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

MILLER DAVID E  
2104 VIEW CT  
THE DALLES Oregon 97058

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

REQUA CHANTELE A  
1630 E 21ST  
THE DALLES Oregon 97058

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

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

STROUD JAMES H & SHAWN M TRUST  
90571 BIGGS RUFUS HIGHWAY  
WASCO Oregon 97065

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

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

VALKOV TEODOR V  
2102 CLAUDIA LANE  
THE DALLES Oregon 97058

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

ZORTMAN TERESA M  
1621 E 21ST  
THE DALLES Oregon 97058

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
<b>Aviation Contacts</b>	
Ben Beseda	BBeseda@tennesoneng.com
Bradley Cross	bradleyc@co.wasco.or.us
CDD	cotdcd@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
<b>MEDIA</b>	
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.oregon.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

**CITY of THE DALLES**

313 COURT STREET  
THE DALLES, OREGON 97058

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

April 28, 2025

## **NOTICE OF PUBLIC HEARING**

Notice is hereby given that the City of The Dalles City Council will conduct a quasi-judicial public hearing on **Monday, May 12, 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/88147760127?pwd=bzF6UVBBS0EvaDIxTEVYRngRbExmQT09>, or by phone at 1-253-215-8782 or 1-669-900-6833. Meeting ID: **881 4776 0127**, Passcode: **007612**. The livestream can be viewed at [www.thedalles.org/live\\_streaming](http://www.thedalles.org/live_streaming).

This notice is being 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:** Theodore Valkov

**APPLICATION  
NUMBER:** APL 39-25

**REQUEST:** Appeal of Planning Commission Resolution No. PC 627A-25, approving 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. 21<sup>st</sup> 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.

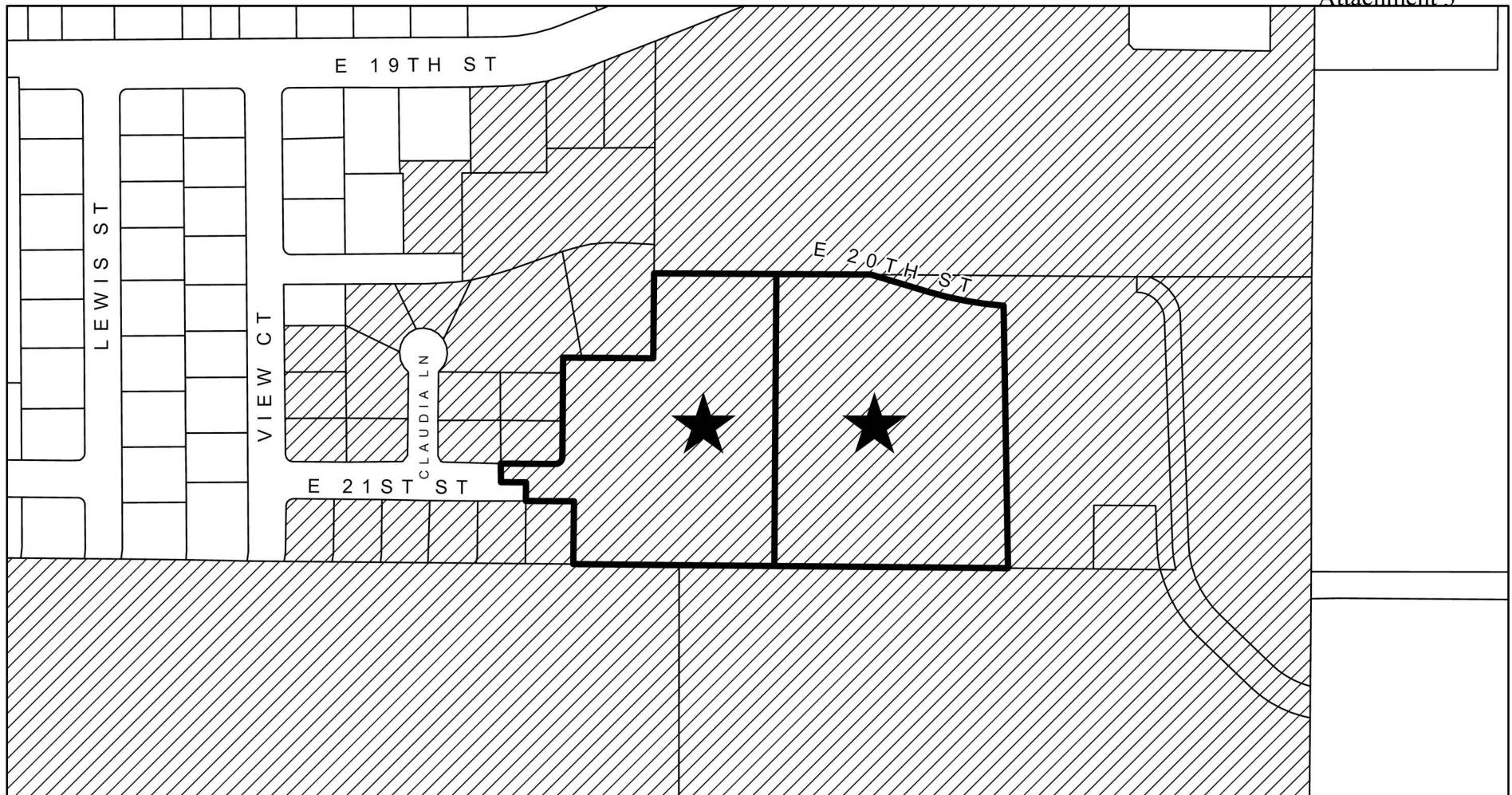
### **COMMENT PROCEDURE:**

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](mailto: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](http://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 and the City of The Dalles Comprehensive Plan must be met.
5. A decision is reached by the City Council 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](mailto:jchandler@ci.the-dalles.or.us).






0 150 300 450 600  
Feet

City of The Dalles  
Community Development  
Department  
April 28, 2025



Properties within 300 feet of  
APL 039-25  
1N 13E 11 BC 2300  
1N 13E 11 BC 2800

-  Taxlots
-  Subject Properties
-  Notified Properties



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

Application #: APL 39-25

Filing Fee: \$1000

Receipt #: 875682

Received: 04/28/2025

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## Notice of Appeal for Land Use Decision

Appellant's Name: Theodore Valkov

Address: 2102 Claudia Ln, The Dalles OR 97058

Phone: 541-980-6411

Email: ted@amitylabs.com

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

Party of Record in APL-38-25 and SUB-86-24

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

April 17, 2025 / Denial of APL-38-25 / Affirmation of SUB-86-24 as originally proposed

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 refer to attached documents, also delivered electronically to <jchandler@ci.the-dalles.or.us>.  
Thank you.

  
Appellant Signature

4/28/2025  
Date

\*Attach additional sheets as necessary.

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

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**April 27, 2025**

Mr. Joshua Chandler  
Director, Community Development Department  
City of The Dalles  
313 Court St  
The Dalles OR 97058

**SUBJECT MATTER FOR NOTICE OF APPEAL OF APL-38-25 / SUB-86-24**

**REFERENCES UNDER 10.3.020.080 SECTION D:**

1. Appellant: Theodore V. Valkov et al., 2102 Claudia Ln, The Dalles OR 97058. Party of record in APL-38-25 / SUB-86-24
2. Decision: April 17, 2025 / APL-38-25 of SUB-86-24
3. Grounds: Enumerated Hereafter and Further Included By Reference
4. Fee: Check Dated 4/28/2025

Dear Sir,

Pursuant to your notice dated April 18, 2025, we prior appellants in APL-38-25 are filing this Notice of Appeal to the City Council against the decisions rendered in APL-38-25 and SUB-86-24 (hereafter referred to as “Subdivision”).

The basis of our continued opposition is that SUB-86-24 as currently designed poses what we perceive to be grave hazards and nuisances for current/future residents of the neighborhood and for their guests. For example:



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

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A) As currently designed, SUB-86-24 provides for extensive construction on the steep slopes of the head scarp commonly known as “Smith Ridge”. The construction is substantial, including a public road (Smith Ridge Loop , aka “Loop Road”) and multiple home sites, located on an artificial embankment (“Embankment”). The embankment will be created onto the scarp slope by filling in with excavated soil taken from other parts of the subdivision. No geotechnical studies have been conducted during the planning of SUB-86-24 to ascertain the safety and feasibility of such construction activities, despite the fact that the head scarp appears composed of non-cohesive granular Type C soil, and is known to local residents to be unstable and highly vulnerable to erosion from seasonal water runoff. Furthermore, site is factually located in areas identified on State/USGS maps as susceptible to landslides. For reference, photographs of head scarp terrain are included in the companion <NARD-TD-SR-Apr2025-Community Objections And Solutions Elements (rev.04).pdf> document, alongside with examples where developments implemented under similar conditions have suffered disastrous landslide events.

In our opinion, SUB-86-24 creates substantial risk of land movement, including risk of an area-wide landslide affecting the Mid-Columbia Medical Center and residents downhill of SUB-86-24. The consequences of this hazard could be substantial injury, loss of life, and loss of property. This hazard arises from the overall layout of the subdivision, where the loop road pushes home sites onto the steep slopes of the scarp. It cannot be adequately addressed by piecemeal engineering work done on a lot-by-lot basis, during the extended time over which individual homes are built onto final subdivision lots.

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

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- B) As currently designed, SUB-86-24 features only a single road access, consisting of dogleg segments of Viewcourt and East 21<sup>st</sup> St (“Steep Dogleg”). The handful of residents currently on top of Smith Ridge know that the steep dogleg becomes impassable during significant periods of time in the winter due to snow/ice. The condition persists despite the City clearing/graveling the steep dogleg. The standard traffic study commissioned by the developer of SUB-86-24 (“Traffic Study”) does not capture this local knowledge. It further ignores the fact that vehicles otherwise adequate for winter driving cannot stop once they engage the steep dogleg in the downhill direction. This is not a tenable situation for thirty new households, and creates significant hazards of injury or loss of property for current/future residents and their guests.
- C) Because of current topography, steep slopes, and existing structures, multiple points of the steep dogleg have practically no visibility into oncoming vehicles, and thus do not provide sufficient stopping distance. Historically, this has not been a problem given the small number of mostly retired residents on top of Smith Ridge. Going forward however, the use of the steep dogleg by thirty additional households will create significant hazards of injury or loss of property for current/future residents of the neighborhood and for their guests.
- D) The steep non-buildable slopes of Smith Ridge are covered with extensive swath of dense native vegetation, which cannot be removed due to steep soft soils and erosion. The swath, stretching for considerable distance along the direction of prevailing winds, presents a wildfire risk that should not need further explanation. We consider that the large scale of the development, compounded by the steep-grade single-access dogleg road create conditions of heightened area-wide wildfire danger that have not been adequately addressed.

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

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The foregoing items are a partial summary of the hazards and nuisances created by SUB-86-24. For a full list, please refer to the multiple items of community input submitted in the context of SUB-86-24 and related administrative actions. We further allege that procedural errors may have occurred during SUB-86-24 and APL-38-25, and plan to present supporting material to the Council to that effect. However, it is important to not “miss the forest from the trees” by focusing on procedural detail regarding street widths...etc. The essential basis of our objections (including current appeal) are the provisions of the City of The Dalles Municipal Code (and The State of Oregon Revised Statutes) that concern public safety and rights of residents, abatement of nuisances/hazards, and the fiduciary duties of public officials to implement these provisions.

It is also important to convey that this appeal is not articulated to only complain of problems. We believe solutions are possible that respect the interests of both the developer and the community, and we would like to outline some principles thereof. The key to acceptable solutions is to recognize that the hazards/nuisances created by SUB-86-24 are not localized to individual lots – they are systemic defects built into the current subdivision layout at the level of initial design. As such, they cannot be truly solved by a patchwork of individual fixes at later time, such as massive terraced foundations, tall retaining walls, or home sprinklers. The problems however **can be solved by means of better design**. For example:

- Instead of a loop road, the subdivision could be organized around short cul-de-sacs extending from East 21<sup>st</sup> Street. This is illustrated in the companion presentation “NARD-TD-SR-Apr2025-Community Objections And Solutions Elements (rev.04)” attached to this Notice. Such layout significantly alleviates the landslide/earth-movement hazard inherent in SUB-86-24 that are of great concern to the community. It still allows a significant number of homes with million-dollar views to be

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

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constructed, without pushing them onto the steep unstable slope of the scarp or onto artificially constructed embankments. The cul-de-sac layout also offers numerous other community advantages, such as better control of seasonal runoff, natural fire breaks perpendicular to the prevailing wind direction, and reduced home costs by avoiding extensive earthworks.

- East 21<sup>st</sup> Street could be extended to the east, and connected to a major collector on the eastern side of Smith Ridge. Such an extension would take place over land that is currently undeveloped, and therefore could be graded in a manner to create a viable year-round access road for the entire neighborhood. This would address the multiple hazards of the steep dogleg as sole means of access for bringing significant number of residents and guests to Smith Ridge.

With this in mind, we write this Notice of Appeal to petition the City to conditionally approve the subdivision subject to the following conditions/commitments:

- 1) Remand SUB-86-24 to the planning stage, with a request to correct area-wide systemic hazards/nuisances by means of better conceptual layout, such as the use of cul-de-sacs instead of a loop road.
- 2) Within a reasonable time frame after subdivision development, the City should commit to extend East 21<sup>st</sup> St eastward, to create a less steep, safer and more practical road access to Smith Ridge.

In an related request, we further petition the City to schedule hearings so as to provide residents sufficient time to prepare. So far, the City has followed a fast-track by-rights process which has effectively disenfranchised residents from their civil rights in the matter

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

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under consideration. The few business days currently provided are not sufficient to allow 20+ people who have other daily responsibilities to properly organize research and present.

We believe these conditions are reasonable, and that they balance the rights of the developer with the safety and property interests of community residents. We hope that the City officials shall act as a neutral party in the matter, and will carefully evaluate our concerns and proposed solutions. We do not want to be forced to seek legal remedy to halt SUB-86-24 altogether. By bringing forth acceptable solution elements with the present appeal, we hope instead to achieve a safe and responsible development on Smith Ridge that truly honors the memory of Mr. Smith.

Thank you for your attention.

Sincerely,



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

Encl/  
NARD-TD-SR-Apr2025-Community Objections And Solutions Elements (rev.04).pdf  
By reference: Community input submitted prior to April 28, 2025

# **NARD-TD-SR**

## **Neighborhood Association for Responsible Development (The Dalles-Smith Ridge)**

**April 2025**

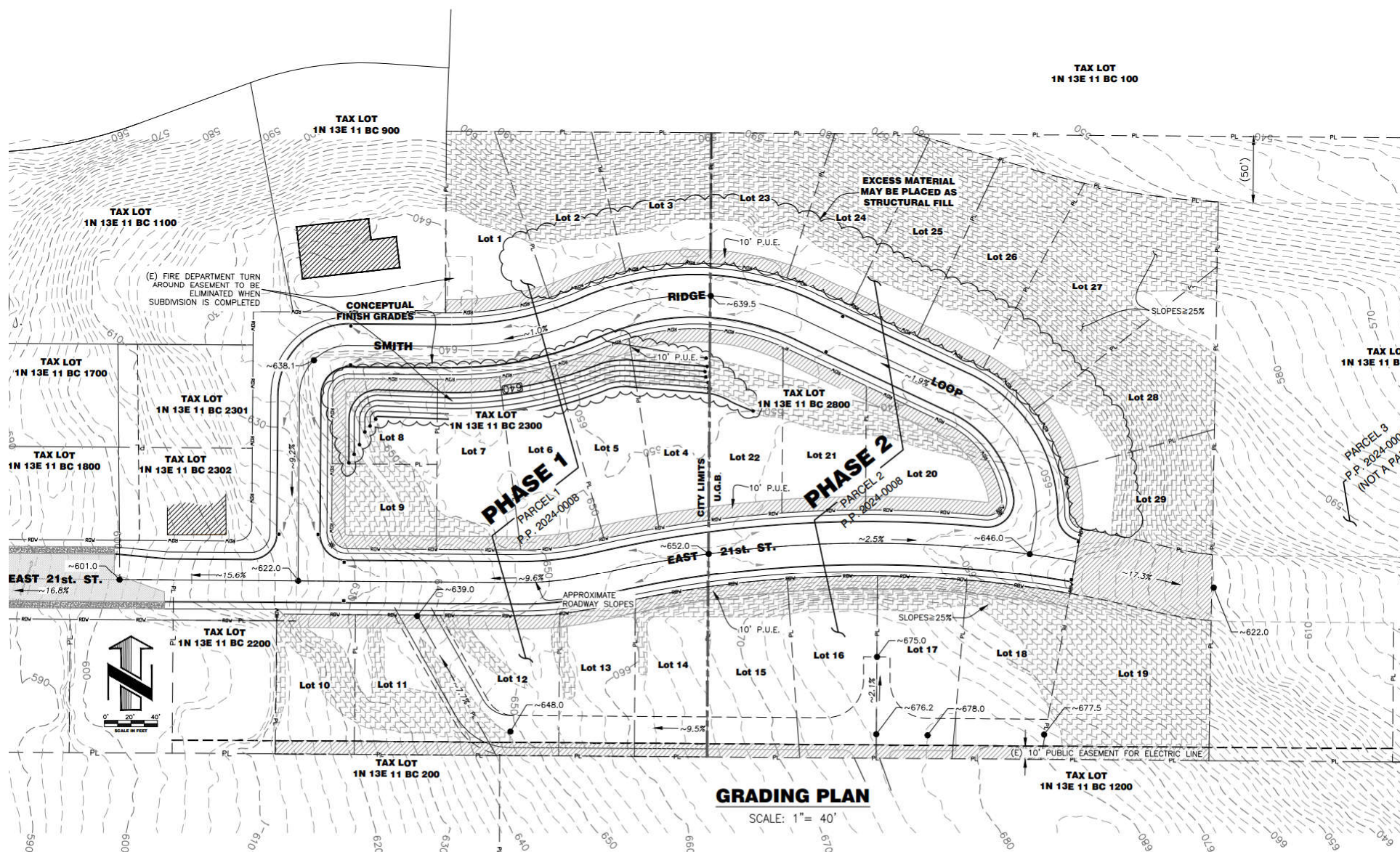
# Purpose of This Document

**SUB-86-24 creates grave hazards  
and nuisances in a wide area**

**NARD-TD-SR Mission:**
















**“Bring Solutions Instead of Problems,  
Understand Problems to Bring Solutions”**

# SUB-86-24 As Of March 2025





# SUB-86-24 Hazards/Nuisances

Nuisance	Summary	Loss of Life/Limb	Loss of Property	Loss of Health
<b>Landslide</b>	As conceived, the development creates substantial risk of large landslides on scarp, affecting wider community and infrastructure below.			
<b>Earth Movement</b>	Steep local soils are liable to subsidence and slippage. Also, SUB-86-24 dramatically alters the natural hydrology, including runoff patterns.			
<b>Loss of Access</b>	In winter, the top of E21 often becomes inaccessible. Emergency vehicles may be additionally hampered by steep slope throughout the year.			
<b>Vehicular Risks A</b>	Steep grade leads to uncontrolled downhill skids during wintry and sometimes during rainy conditions.			
<b>Vehicular Risk B</b>	Relative grade and orientation of local streets causes limited visibility and excessive stopping distances.			
<b>Loss of Life Quality</b>	The design of SUB-86-24 is at sharp variance with local community standards and customs, thereby creating multi-factorial loss of quiet enjoyment.			
<b>Increased Fire Risks</b>	In summer, undeveloped slopes will be at increased fire risk – think of 20+ vacation homes barbecuing and doing fire works! Major BPA infrastructure downwind.			
<b>Drainage and Grade Issues</b>	Multiple drainage and grade issues from SUB-86-24 affect property and quiet enjoyment rights of existing/new residents at specific locations.			

# Lessons From Luxury Bluff Homes



Steep slopes formed from loose aggregate tend to be metastable. Relatively small environment changes lead to sudden “transition” to a new equilibrium state. Such changes usually follow from development/occupancy.



# “Engineered Fill ... on a Hill”



Steep slopes cannot be stabilized by fill and compaction from above. Slippage planes will form and progress to collapse.



# “Smith Ridge” Actual Scarp

Post-processed satellite elevation data hides jagged erosion features and incipient slippage planes on a very steep slope of granular non-cohesive soil





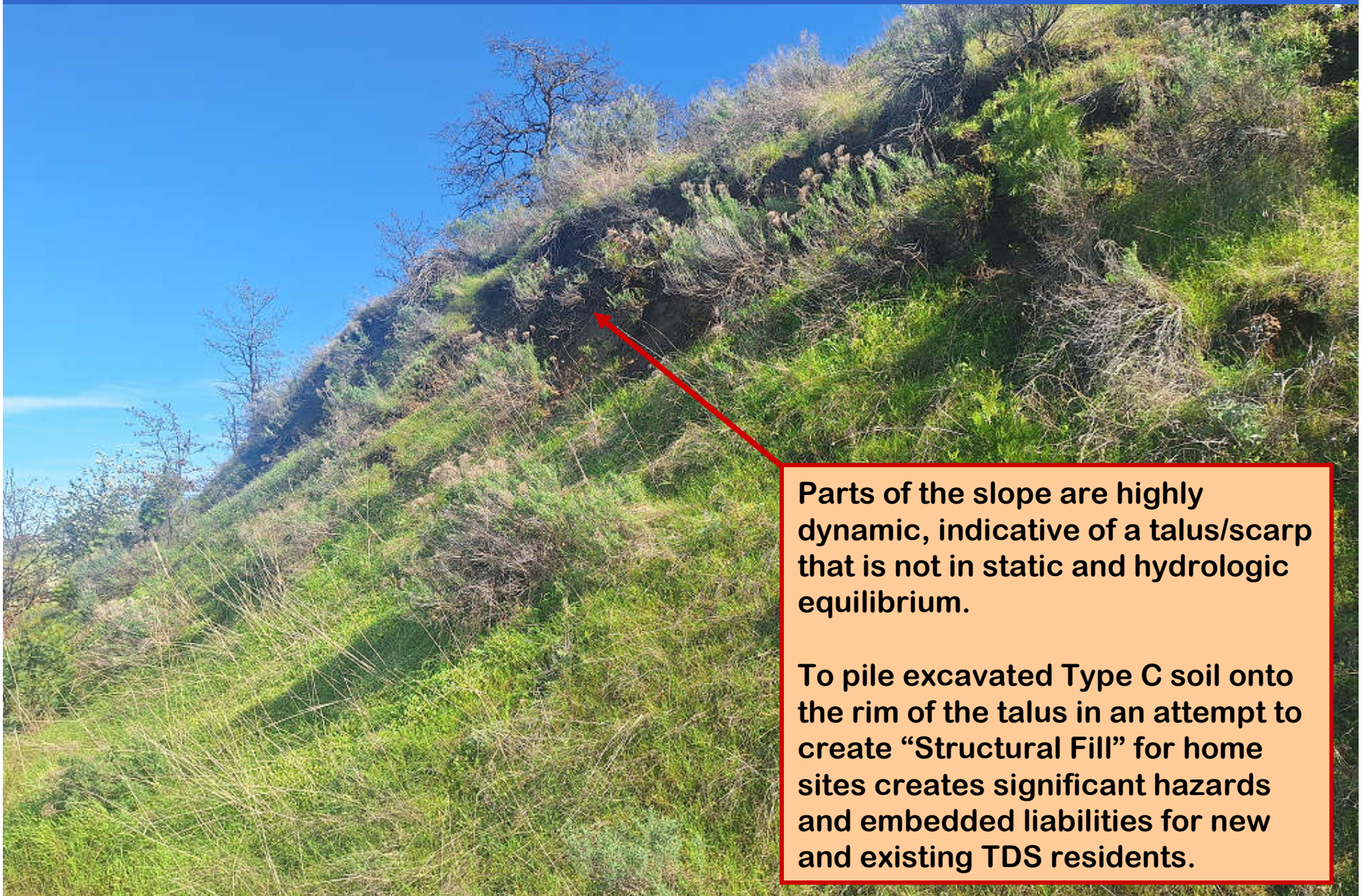
# “Smith Ridge” Actual Scarp

Despite established native plant cover, the slope is highly vulnerable to small hydrological disturbances. For example, new fissures and slippages appear after every rainy season (and from accidental irrigation mishaps).





# “Smith Ridge” Actual Scarp

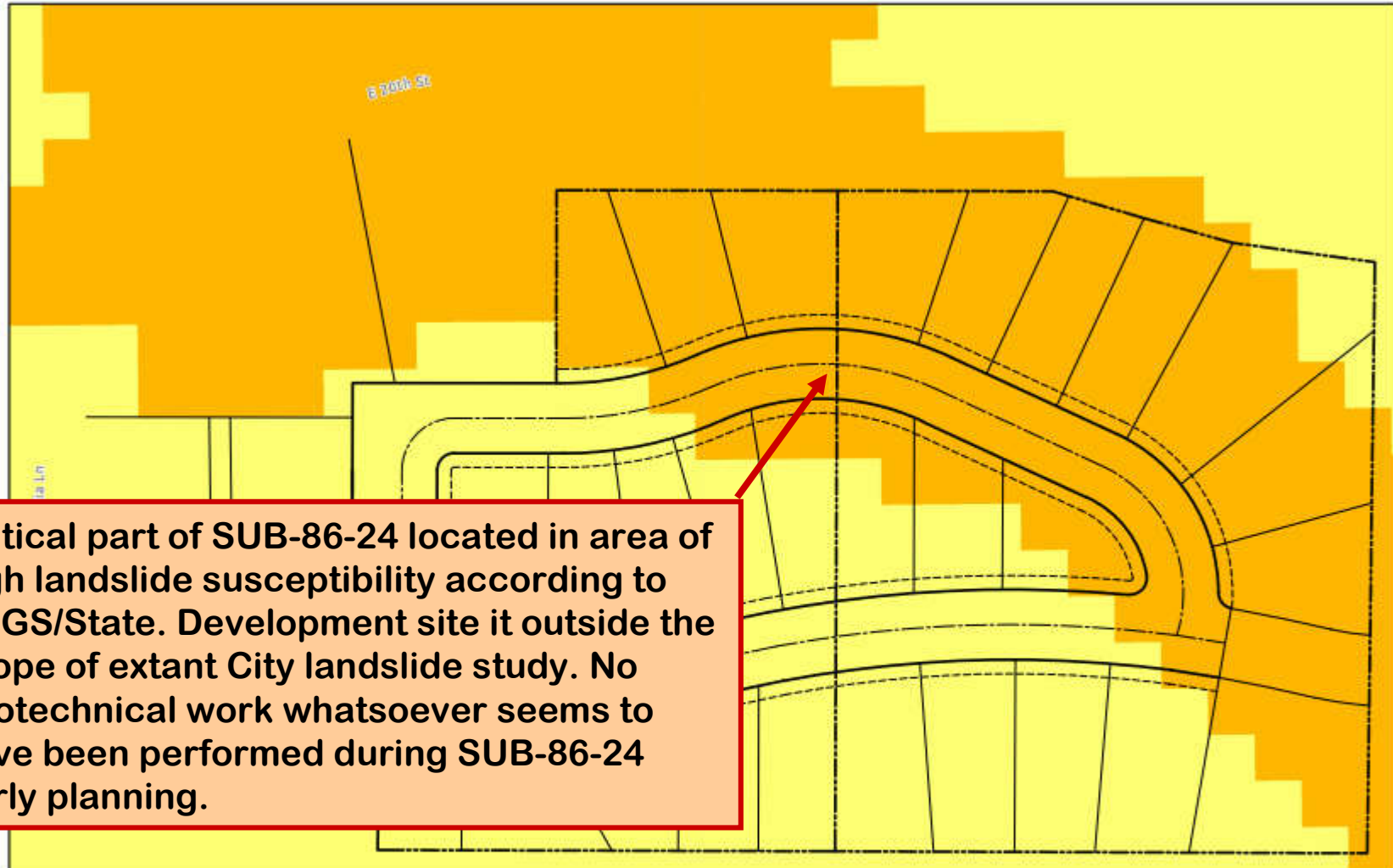


**Parts of the slope are highly dynamic, indicative of a talus/scarp that is not in static and hydrologic equilibrium.**

**To pile excavated Type C soil onto the rim of the talus in an attempt to create “Structural Fill” for home sites creates significant hazards and embedded liabilities for new and existing TDS residents.**



# Regional Landslide Susceptibility



Critical part of SUB-86-24 located in area of high landslide susceptibility according to USGS/State. Development site is outside the scope of extant City landslide study. No geotechnical work whatsoever seems to have been performed during SUB-86-24 early planning.

April 15, 2025

Regional Landslide Susceptibility (scale at 1:500,000)

Low

Moderate

High

Very High

1:1,680  
0 0.01 0.02 0.04 mi  
0 0.01 0.03 0.06 km  
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

# Driver View, Viewcourt-E21 SB

Even on a good day, drivers have no visibility into incoming side traffic.

This wide-angle picture understates the risk – the intersection is much closer/steeper than it looks on camera, and the street is usually restricted by parked vehicles.

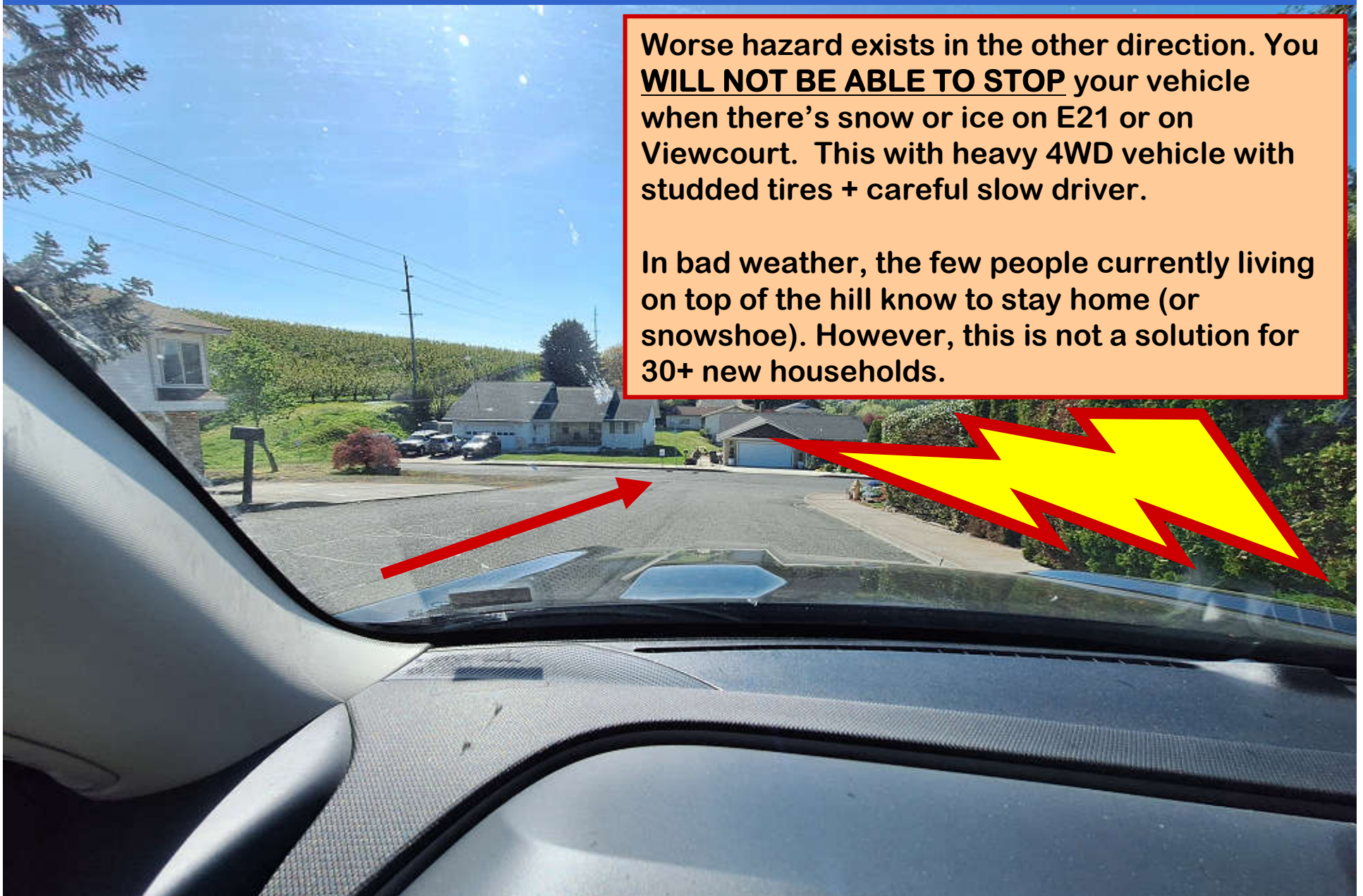




# Driver View, E21-Viewcourt WB

Worse hazard exists in the other direction. You **WILL NOT BE ABLE TO STOP** your vehicle when there's snow or ice on E21 or on Viewcourt. This with heavy 4WD vehicle with studded tires + careful slow driver.

In bad weather, the few people currently living on top of the hill know to stay home (or snowshoe). However, this is not a solution for 30+ new households.





# Drainage Nuisances

Grades and driveways are such that the proposed loop road will become a drainage collector, dumping substantial runoff onto existing neighboring properties. This in turn will alter soil stability, leading to worsening land movement and increased landslide risk.





# Multiple Lot-Scale Problems

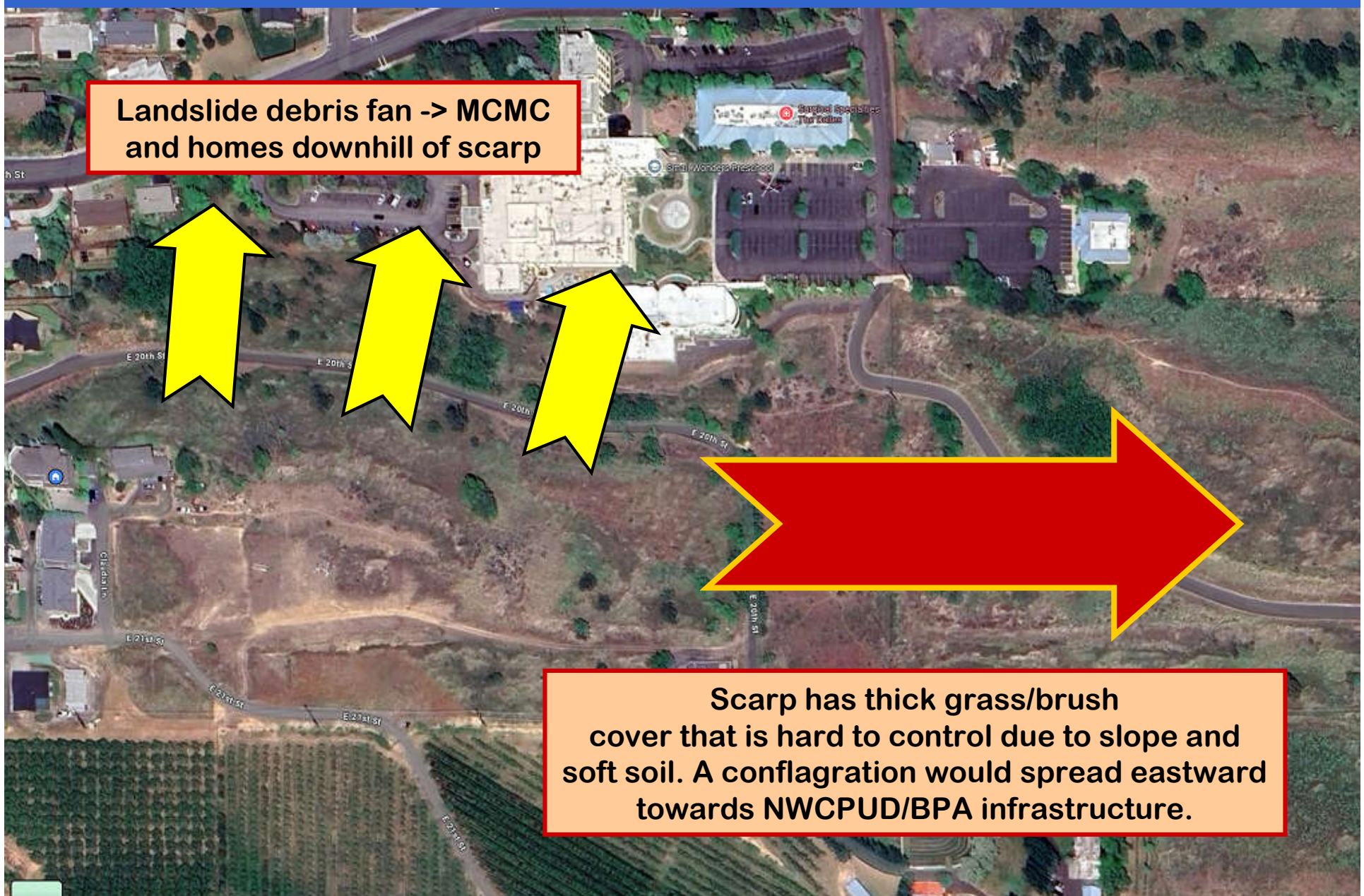


Extremely steep local lot grades. Where will the driveways be (especially for an oversize home on an undersize lot)? Where will the winter runoff go? Will there be “dead-at-night” retaining walls (as there are currently with the two new homes built on land provided by relatives of this developer)?





# Potential Large-Scale Impacts



# Why So Many Nuisances ?

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- Loop road “pushes” home sites onto scarp/talus
- Over-aggressive home site design
- Ignorance of local environmental conditions
- Disregard for physical constraints
- Lack of developer experience and ability
- Current procedure “kicks the can” down to engineering/building codes at the lot level.

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**“San Francisco Homes on a Los Angeles Hill”**

# Can There Be A Solution?

**Seek Solutions Early!**

**Address Core Problems At Initial  
Subdivision-Level Planning Stage**

**Do not “kick the can down the road”  
onto ratepayers/residents backs!**





# Solution Element A

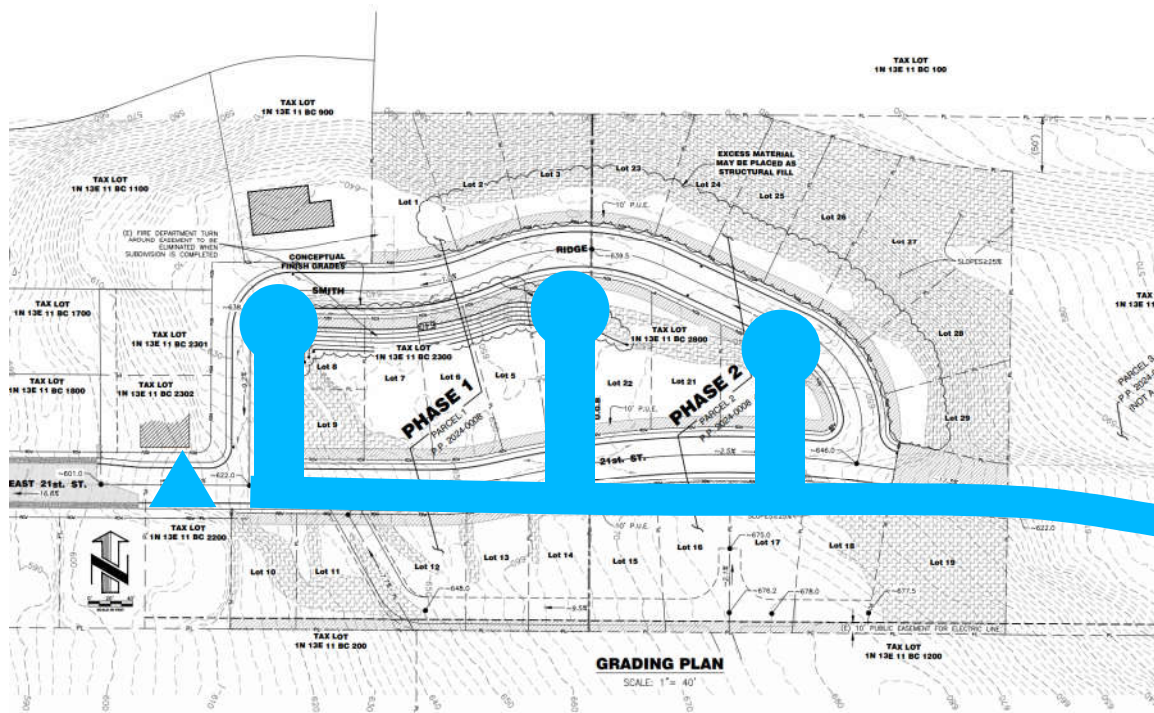
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## Cul-De-Sacs replace Loop Road

- Does not push homes onto scarp !
- Reduces talus/scarp destabilization
- Reduces adverse hydrological effects
- Less grading and paving
- Less exposure to traffic
- Streets act as natural fire-breaks
- Still allows for reasonably dense development
- Lower landslide/earth movement risks
- Lower housing development costs



# Solution Element B



# Solution Element B

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## E21 Extended-Connected to Major Collector

- Makes winter access possible
- Facilitates/Allows emergency access
- Lower risk of serious vehicular accidents
- Less household exposure to traffic
- Less congestion
- Reduced nuisance to life & health
- Connection to be made before breaking ground
- Signs needed on E21 WB

# Conclusions

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- As currently articulated, SUB-86-24 creates significant hazards and nuisances, and shall be vigorously opposed by the community
- SUB-86-24 could be cured from its defects through redesign at the conceptual level:
  - A) Replace loop road by short cul-de-sacs
  - B) Extend E21 eastward to second collector
- Doing so would preserve the statutory rights of both the developer and the community



## CERTIFICATE OF MAILING

I hereby certify that I served the attached

Notice of Appeal Decision

regarding:

APL 38-25 – Pam Danzer

On April 18, 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 18, 2025

*Paula Webb*

Secretary  
Community Development Department

Name	NOD 2025-02-28
Name	E-mail
Amie Ell	amell@ci.the-dalles.or.us
Art Smith	arthurs@co.wasco.or.us
<b>Aviation Contacts</b>	
Ben Beseda	besedab@aks-eng.com
Bradley Cross	bradleyc@co.wasco.or.us
Brenna La Vigne	brennal@co.wasco.or.us
'Brumley, Tonya'	tlb@nwnatural.com
Building Codes	buildingcodes@co.wasco.or.us
CDD	cotdcdd@gmail.com
Chris Grant	cgrant@mcfrr.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
Darcy Long	dlong@ci.the-dalles.or.us
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@mcfrr.org
Jeff Teel	Jeff-Teel@nwascopud.org
Jonathan Kara	jkara@ci.the-dalles.or.us
Kara Flath	flathk@nwasco.k12.or.us
Kelly Howsley-Glover	kellyg@co.wasco.or.us
Matthew Klebes	mklebes@ci.the-dalles.or.us
<b>Media   Press Releases</b>	
ODOT Region 4 Plan Manager	ODOTR4PLANMGR@odot.state.or.us
Paula Grendel	paulag@ncphd.org
<b>PC Commissioners &amp; Staff 2023-09-15</b>	
'rowapplications@bpa.gov'	'rowapplications@bpa.gov'
Sean Bailey	seanb@co.wasco.or.us
Shane Johnson	Shane.R.Johnson@odot.state.or.us
Tom Peterson	tomvpetereson@gmail.com
Tom Worthy	tworthy@ci.the-dalles.or.us
Wasco County Assessor	assessor@co.wasco.or.us
Wasco County Planning	wcplanning@co.wasco.or.us

CENTURY LINK  
902 WASCO ST  
HOOD RIVER OR 97031

MARK POPPOFF  
213 E 9<sup>th</sup> ST  
THE DALLES OR 97058

ALFORD JASON W  
219 STATE ROUTE 115  
OCEAN SHORES WA 98569

DANZER PAMELANNE  
2100 CLAUDIA LN  
THE DALLES OR 97058

DIRKSEN BRUCE  
2011 VIEW COURT  
THE DALLES OR 97058

DIRKSON JEANINE  
2011 VIEW COURT  
THE DALLES OR 97058

LEAL IVAN  
2000 VIEW COURT  
THE DALLES OR 97058

LEAL PAMELA  
2000 VIEW COURT  
THE DALLES OR 97058

LEASH CLAUDIA  
2003 VIEW CT  
THE DALLES OR 97058

NYGAARD JULIE  
2109 VIEW CT  
THE DALLES OR 97059

RUFENER MARLIS  
1700 E 21ST ST  
THE DALLES OR 97058

SCHOCK ALLYSON  
2008 VIEW COURT  
THE DALLES OR 97058

SCHOCK GAREN  
2008 VIEW COURT  
THE DALLES OR 97058

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

VALKOV THEODORE  
2102 CLAUDIA LN  
THE DALLES OR 97060

WADE GARY  
2650 THREE MILE ROAD  
THE DALLES OR 97058

WARD JOANNE  
2101 VIEW COURT  
THE DALLES OR 97058

WARD MARK  
2101 VIEW COURT  
THE DALLES OR 97058

WICKWIRE BOB & DEBBIE  
2007 VIEW COURT  
THE DALLES OR 97058



**CITY of THE DALLES**

313 COURT STREET  
THE DALLES, OREGON 97058

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

**NOTICE OF APPEAL DECISION**

**APL 38-25 of SUB 86-24**

**Jason Alford**

**DECISION DATE:** April 17, 2025

**APPELLANT:** Pam Danzer

**APPLICANT:** Jason Alford

**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.

**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 OWNER:** Jason Alford

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

**DECISION:** Based on the staff report and its' attachments, the evidence presented at the hearing, and all other components of the hearing and record, the request by Pam Danzer is hereby *denied* and the Director's decision of Subdivision 86-24 is affirmed with the conditions of approval referenced below.

The Planning Commission formalized their decision with the adoption of Resolution No. PC 627A-25, incorporated herein for reference.

**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 21<sup>st</sup> 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.



- o. Adequate storm drainage facilities for the private access road shall be designed by the developer and approved by the City Engineer.

## **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 21<sup>st</sup> 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.

*Signed this 18th day of April, 2025 by*



Joshua Chandler  
Director, Community Development Department

**TIME LIMITS:** The 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. 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 Planning Commission's decision may be appealed to the City Council if a completed Notice of Appeal is received by the Director no later than 5:00 p.m. on April 28, 2025. The following may file an appeal of administrative decisions:

1. Any party of record to the particular public hearing 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. A Notice of Appeal form is also available at The Dalles Community Development Office. **The appeal process is regulated by Section 10.3.020.080: Appeal Procedures, The Dalles Municipal Code, Title 10 Land Use and Development Ordinance.**

**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 21<sup>st</sup> 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 10<sup>th</sup> 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 17<sup>TH</sup> DAY OF APRIL, 2025.

DocuSigned by:

Cody Cornett

4/18/2025 | 1:17 PM PDT

3E404169686E460... it, 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 17<sup>th</sup> day of April, 2025.

AYES: Cornett, Peña, Pipinich, Poppoff

NAYS: —

ABSENT: Case, Grant

ABSTAIN: —

ATTEST: 

Joshua Chandler, Director  
Community Development  
City of The Dalles

**Subject Matter Re: APL 038-25/SUB 86-24  
NARD-TD-SR / 2102 Claudia Ln, The Dalles OR 97058**

This document is a text companion to the presentation NARD-TD-SR-Apr-2025.pdf, submitted to The City of The Dalles Community Development Department in the context of APL 038-25/SUB 86-24. It summarizes some of the objections against SUB-86-24 in text form, by enumerating the hazards and nuisances created by SUB-86-24 determined in the course of community meetings.

It is to be noted that NARD-TD-SR (Neighborhood Association for Responsible Development – The Dalles Smith Ridge) is in the process of being formed, and has not formally been registered yet. This is due to the fast-track by-rights approval process granted to the developer by the City, which effectively deprives members of the community from their participatory rights in municipal development. For the time being, it is submitted by and on behalf of the residents of 2102 Claudia Ln, The Dalles OR 97058.

**SUB-86-24 Hazard/Nuisance #1**

**Landslide**

Scope: Wide area (including MCMC and homes downhill thereof on USGS landslide debris fan)

Liabilities: Loss of life/limb, loss of property, loss of health

SUB-86-24 makes provision for a loop road, and for multiple home sites sited upon the head scarp forming the feature commonly known as “Smith Ridge”, and upon land fill of unknown origin that either exist or is planned by the subdivision developer. Local soils are Type C, and are known to the residents to be in state of continuous movement, with multiple active slippage planes, and presenting high sensitivity to hydrological events at large scale (seasonal rainfall saturation and drainage) and small scale (lot runoff, seasonal mini-creeks, irrigation equipment malfunctions...etc).

Development as planned in SUB-86-24 will introduce further hydrological and soil disturbances on a site already identified by USGS/The State of Oregon as a landslide risk area. The fast-track municipal approval process granted to SUB-86-24 is not adequate for addressing the root causes of this hazard/nuisance, which are created by the layout of the subdivision, and cannot be effectively addressed by engineering/building codes at the lot level.

This hazard/nuisance can be relatively easily cured by conceptual re-design of the subdivision as stated in the companion presentation.

**SUB-86-24 Hazard/Nuisance #2**

**Land Movement**

Scope: Existing and New Lots

Liabilities: Loss of property

Many homes in the area suffer from foundation and utility injury arising as a result of ground movement. This movement is a manifestation of the overall ground hazard described above, operating at relatively small spatial scale.

As noted above, the loop road and other grading features of SUN-86-24 will lead to increased runoff and ground saturation to many adjacent properties (including properties outside the chosen by the City for notification). Foundation and other property losses from ground movement will increase and be borne by residents. This hazard/nuisance extends especially to new home owners in the subdivision and surrounding areas, who will likely be walking into home ownership without proper prior knowledge of the problem.

### **SUB-86-24 Hazard/Nuisance #3**

#### **Loss of Access**

Scope: Existing and New Lots

Liabilities: Loss of Life/Limb, Loss of Property, Loss of Health

Preparation time allotted by City notice does not allow for full text coverage of item #3. Refer to companion presentation and individual community members input. This hazard/nuisance could be cured by conceptual re-design of the subdivision as stated in the companion presentation.

### **SUB-86-24 Hazard/Nuisance #4**

#### **Vehicular Risk A**

Scope: Viewcourt St, East 21<sup>st</sup> St

Liabilities: Loss of Life/Limb, Loss of Property

Preparation time allotted by City notice does not allow for full text coverage of item #4. Refer to companion presentation and individual community members input. This hazard/nuisance could be cured by conceptual re-design of the subdivision as stated in the companion presentation.

### **SUB-86-24 Hazard/Nuisance #5**

#### **Vehicular Risk B**

Scope: Viewcourt St, East 21<sup>st</sup> St

Liabilities: Loss of Life/Limb, Loss of Property

Preparation time allotted by City notice does not allow for full text coverage of item #5. Refer to companion presentation and individual community members input. This hazard/nuisance could be cured by conceptual re-design of the subdivision as stated in the companion presentation.

### **SUB-86-24 Hazard/Nuisance #6**

#### **Loss of Quality of Life**



Scope: WIDE

Liabilities: Loss of Property / Loss of Health

Preparation time allotted by City notice does not allow for full text coverage of item #6. Refer to companion presentation and individual community members input. This hazard/nuisance could be cured by conceptual re-design of the subdivision as stated in the companion presentation.

#### **SUB-86-24 Hazard/Nuisance #7**

##### **Increased Wildfire / Property Fire Risks**

Scope: Wide area, including NWCPUD/BPA public power infrastructure

Liabilities: Loss of Life/Limb, Loss of Property

Preparation time allotted by City notice does not allow for full text coverage of item #7. Refer to companion presentation and individual community members input. This hazard/nuisance could be cured by conceptual re-design of the subdivision as stated in the companion presentation.

#### **SUB-86-24 Hazard/Nuisance #8**

##### **Miscellaneous Hazards/Nuisances From Grading and Drainage**

Scope: Lot-specific

Liabilities: Loss of Property / Loss of Health

Preparation time allotted by City notice does not allow for full coverage of item #8. Some examples of such hazards/nuisances are:

8.1. Westbound driveways of lots such as 1N13EBC-1100, 2301 and 2032 will become collectors for significant water runoff from the loop road and properties thereon. Having a winter creek on your property is not a mere inconvenience – in the context of the steep slopes and soft soil, the increased/focused runoff will lead to significant land movement and increased landslide risks.

8.2. Limitation of Access. The professional-looking flat grading plan ordered by the developer of SUB-86-24 disregards physical constraints on site. Local slopes and aggressively undersized lots, such as Lot #8, 9, 14, 15...etc prevent the construction of practicable driveways for reliably accessing the homes therein, or for properly warehousing resident vehicles. The hasty approval of SUB-86-24 ensures that such problems will be passed on to the eventual homeowners and result in excessive storage of vehicles on the street, thereby further restricting access of public and private vehicles into an area where access is already a major problem.

These hazards/nuisances could be cured by conceptual re-design of the subdivision as stated in the companion presentation.

For the record, this document also includes by reference the following issues concerning SUB-86-24

**Item #9:**

**Other Community Input**

Scope: Wide area

Liabilities: Loss of Life/Limb, Loss of Property, Loss of Health

We include by reference multiple letters written by individual community members on nuisances/hazards related to or independent of the foregoing list. Even if these letters are not written in the language of urban planners, they raise valid issues that should not be dismissed on procedural grounds.

**Item #10:**

**Limited Developer Qualification and Ability to Execute**

Scope: SUB 86-24

Liabilities: Loss of Property

It is not clear whether the applicant has the experience and qualifications for undertaking a subdivision of this magnitude, or the resources and ability to bring the project to successful close. This is highly relevant in the context of SUB 86-24, since a half-finished open construction site (or a low-cost low-quality ground work program) will leave the wide are even more vulnerable to the hazards and nuisances listed above.

**Item #11:**

**Economic Impact to Residents**

Scope: Wide Area

Liabilities: Loss of Property

As currently formulated, SUB 86-24 creates significant liabilities for the wider community and the City. Who will bear the burden of these liabilities once the applicant in SUB-86-24 has pocketed the proceeds from your approval and moved on? We respectfully claim that SUB-86-24 is an exemplary case of “privatizing profits while sharing costs” , whereby residents will bear a disproportionate share of the costs arising from this development in the form of higher taxes, utility rates, insurance premiums and other forms of public cost recovery. This should be addressed through a proper economic impact study.

**Item #12:****Process Irregularities**

Scope: SUB 86-24

Liabilities: Loss of Property

We have just started examining the deficiencies of SUB 86-24. During the discovery process, we have found potential irregularities with the subject property, such as property line adjustments conducted without notice to affected parties, ground work conducted without proper notices and permits, and failed past developments on site. In addition, multiple variances and exceptions appear to have been granted to the development on a discretionary basis. The full list of these irregularities is pending further discovery due to inadequate preparation time allotted by the City.

**Conclusion and Petition**

In consideration of the reasons enumerated in the companion presentation and herein, we are categorically opposed to SUB 86-24, and respectfully request the City of The Dalles to rescind all previous approvals of, and related to SUB 86-24.

We furthermore petition the City of The Dalles to request a fundamental redesign of SUB 86-24 as prerequisite for further consideration. We finally petition the City of The Dalles to establish an adequate process whereby further applications on this matter can be properly adjudicated to protect the public interest and the property rights of residents. The process followed so far has disenfranchised local residents from their participatory rights, and has prevented City officials from carrying their statutory duty to protect public safety and health. We believe that subdivision re-design can cure SUB 86-24 from its multiple defects, and lead to a final development consistent with both the public interest and the rights of the developer. This possible solution is outlined in the companion presentation.

# **NARD-TD-SR**

## **Neighborhood Association for Responsible Development (The Dalles-Smith Ridge)**

**April 2025**

# Purpose of This Document

**SUB-86-24 creates grave hazards  
and nuisances in a wide area**
















**NARD-TD-SR Mission:**

**“Bring Solutions Instead of Problems,  
Understand Problems to Bring Solutions”**





# SUB-86-24 Hazards/Nuisances

Nuisance	Summary	Loss of Life/Limb	Loss of Property	Loss of Health
<b>Landslide</b>	As conceived, the development creates substantial risk of large landslides on scarp, affecting wider community and infrastructure below.			
<b>Earth Movement</b>	Steep local soils are liable to subsidence and slippage. Also, SUB-86-24 dramatically alters the natural hydrology, including runoff patterns.			
<b>Loss of Access</b>	In winter, the top of E21 often becomes inaccessible. Emergency vehicles may be additionally hampered by steep slope throughout the year.			
<b>Vehicular Risks A</b>	Steep grade leads to uncontrolled downhill skids during wintry and sometimes during rainy conditions.			
<b>Vehicular Risk B</b>	Relative grade and orientation of local streets causes limited visibility and excessive stopping distances.			
<b>Loss of Life Quality</b>	The design of SUB-86-24 is at sharp variance with local community standards and customs, thereby creating multi-factorial loss of quiet enjoyment.			
<b>Increased Fire Risks</b>	In summer, undeveloped slopes will be at increased fire risk – think of 20+ vacation homes barbecuing and doing fire works! Major BPA infrastructure downwind.			
<b>Drainage and Grade Issues</b>	Multiple drainage and grade issues from SUB-86-24 affect property and quiet enjoyment rights of existing/new residents at specific locations.			

# Lessons From Luxury Bluff Homes



Steep slopes formed from loose aggregate tend to be metastable. Relatively small environment changes lead to sudden “transition” to a new equilibrium state. Such changes usually follow from development/occupancy.



# “Engineered Fill ... on a Hill”



Steep slopes cannot be stabilized by fill and compaction from above. Slippage planes will form and progress to collapse.



# “Smith Ridge” Actual Scarp

Post-processed satellite elevation data hides jagged erosion features and incipient slippage planes on a very steep slope of granular non-cohesive soil





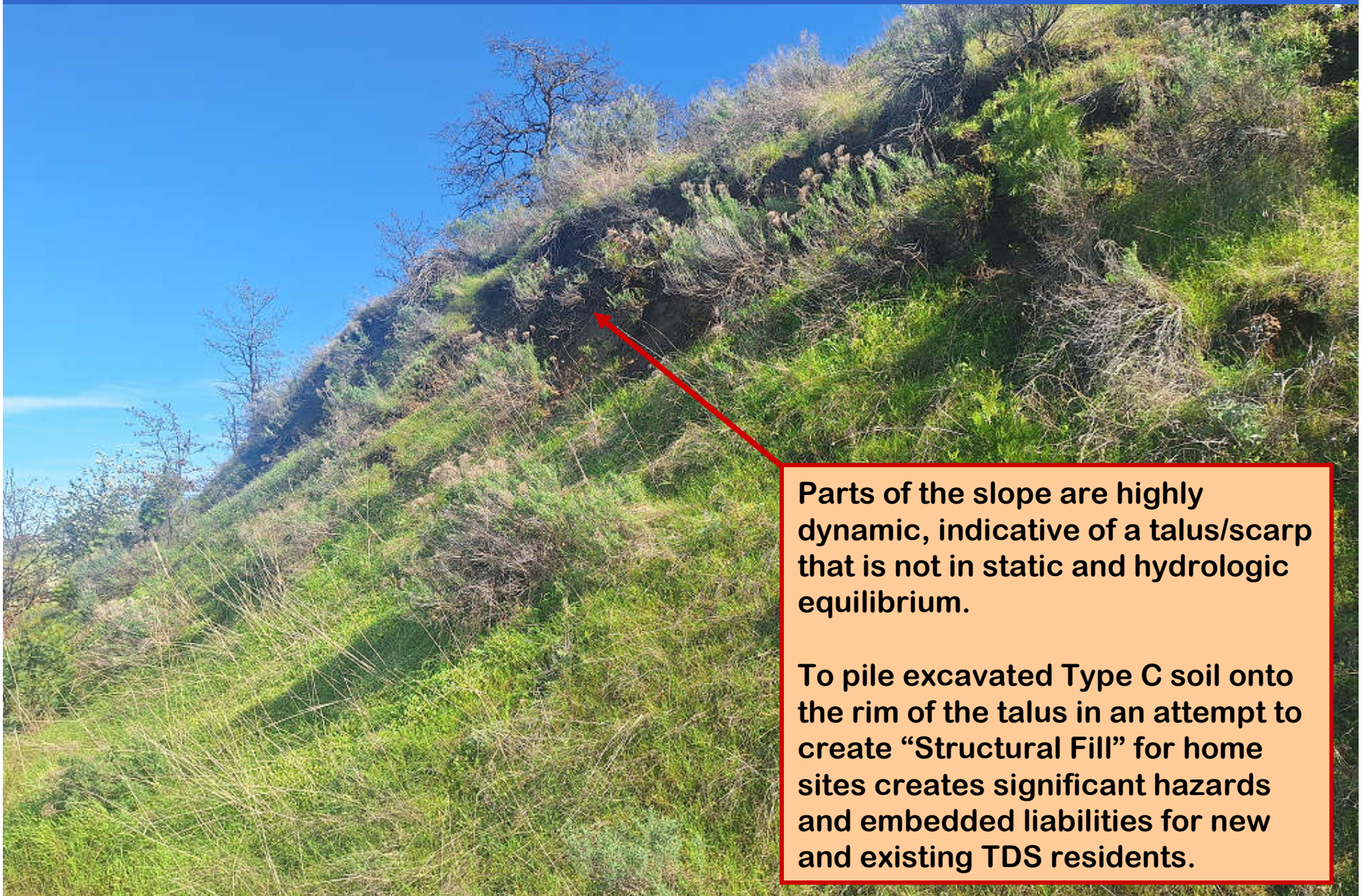
# “Smith Ridge” Actual Scarp

Despite established native plant cover, the slope is highly vulnerable to small hydrological disturbances. For example, new fissures and slippages appear after every rainy season (and from accidental irrigation mishaps).





# “Smith Ridge” Actual Scarp

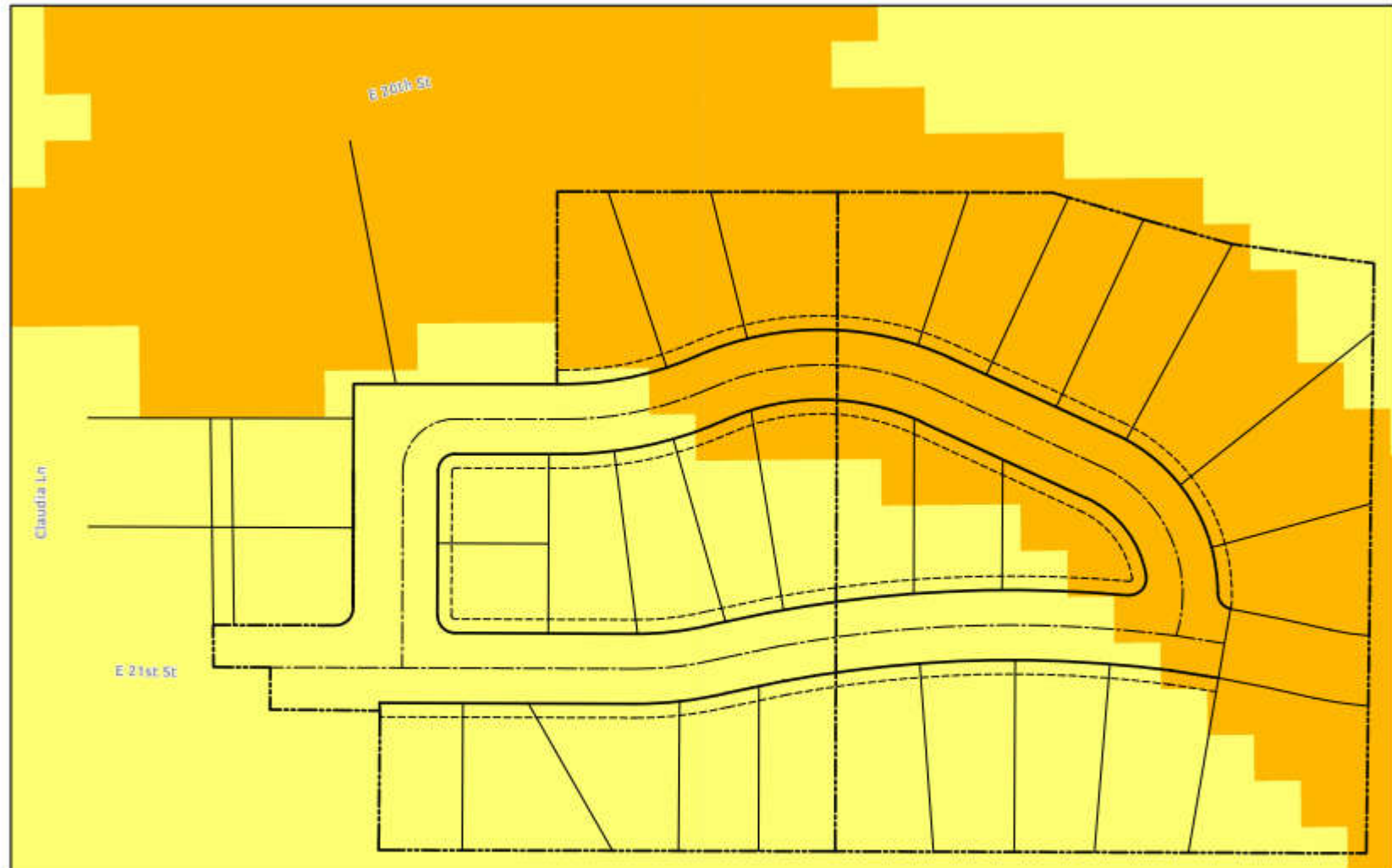


Parts of the slope are highly dynamic, indicative of a talus/scarp that is not in static and hydrologic equilibrium.

To pile excavated Type C soil onto the rim of the talus in an attempt to create “Structural Fill” for home sites creates significant hazards and embedded liabilities for new and existing TDS residents.



# Regional Landslide Susceptibility



April 15, 2025

Regional Landslide Susceptibility (scale at 1:500,000)

Low

Moderate

High

Very High

1:1,680  
0 0.01 0.02 0.04 mi  
0 0.01 0.03 0.06 km  
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

# Driver View, Viewcourt-E21 SB

Even on a good day, drivers have no visibility into incoming side traffic.

This wide-angle picture understates the risk – the intersection is much closer/steeper than it looks on camera, and the street is usually restricted by parked vehicles.

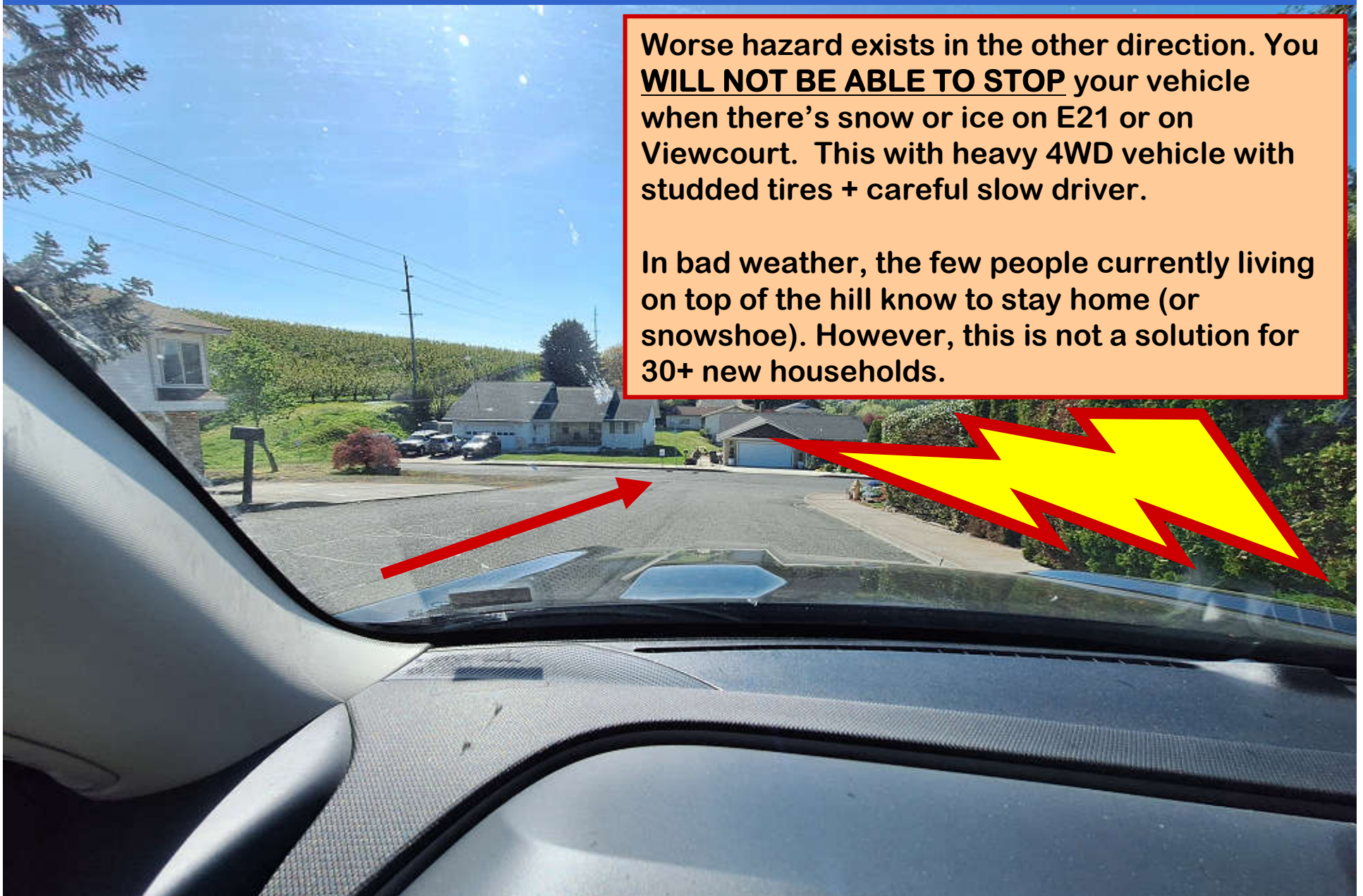




# Driver View, E21-Viewcourt WB

Worse hazard exists in the other direction. You **WILL NOT BE ABLE TO STOP** your vehicle when there's snow or ice on E21 or on Viewcourt. This with heavy 4WD vehicle with studded tires + careful slow driver.

In bad weather, the few people currently living on top of the hill know to stay home (or snowshoe). However, this is not a solution for 30+ new households.





# Drainage Nuisances

Grades and driveways are such that the proposed loop road will become a drainage collector, dumping substantial runoff onto existing neighboring properties. This in turn will alter soil stability, leading to worsening land movement and increased landslide risk.





# Multiple Lot-Scale Problems

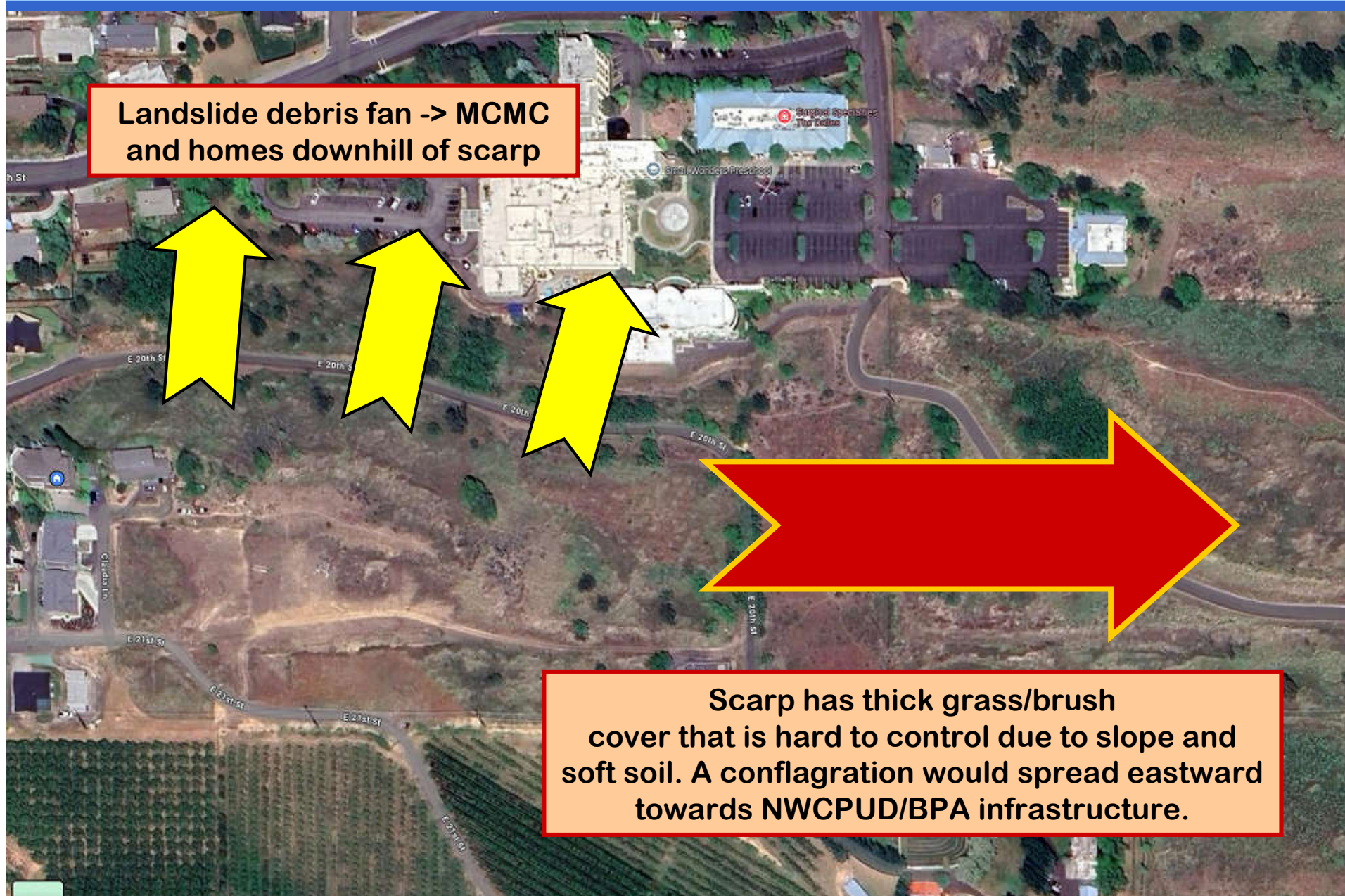


Extremely steep local lot grades. Where will the driveways be (especially for an oversize home on an undersize lot)? Where will the winter runoff go? Will there be “dead-at-night” retaining walls (as there are currently with the two new homes built on land provided by relatives of this developer)?





# Potential Large-Scale Impacts



# Why So Many Nuisances ?

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- Loop road “pushes” home sites onto scarp/talus
- Over-aggressive home site design
- Ignorance of local environmental conditions
- Disregard for physical constraints
- Lack of developer experience and ability
- Current procedure “kicks the can” down to engineering/building codes at the lot level.

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**“San Francisco Homes on a Los Angeles Hill”**

# Can There Be A Solution?

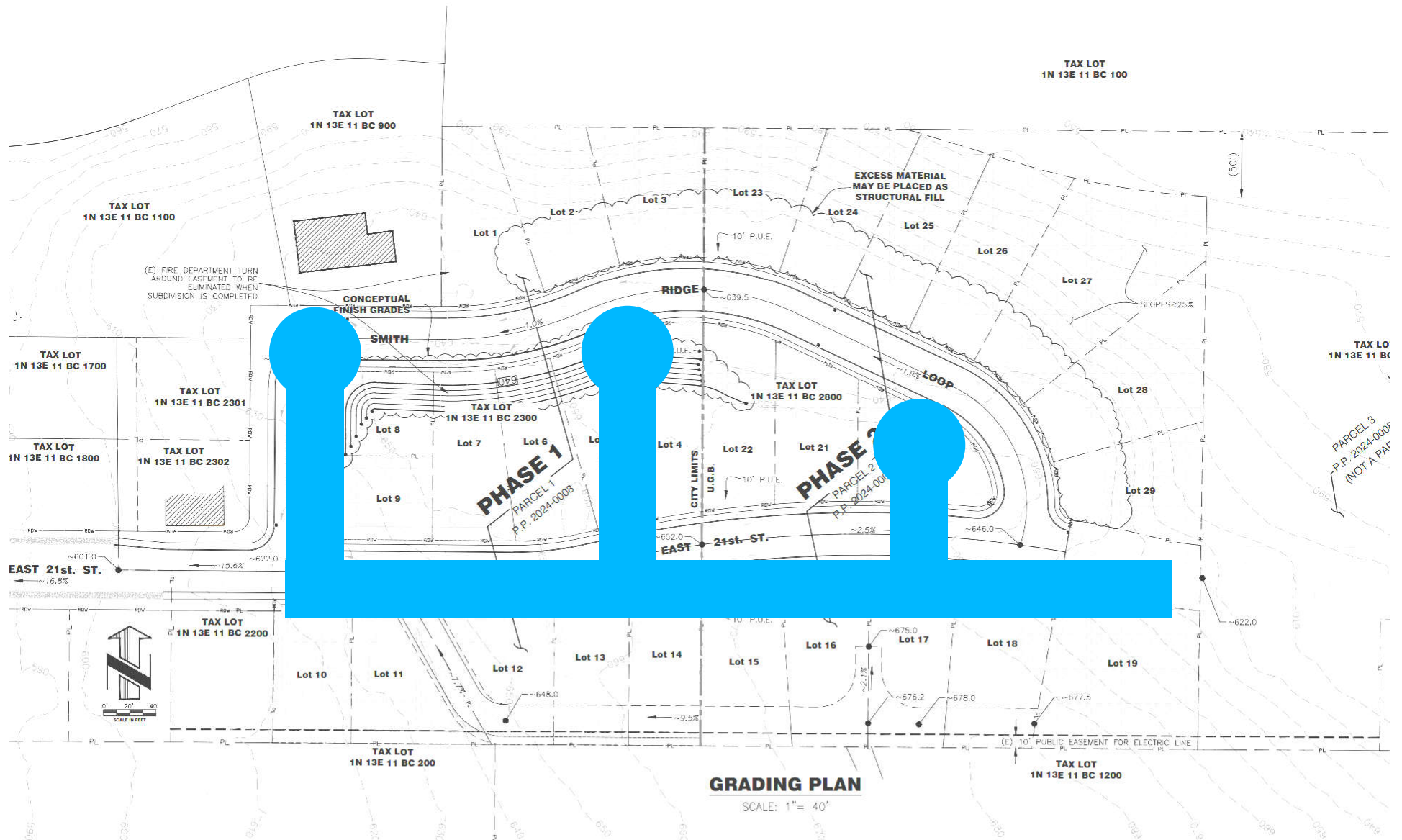
**Seek Solutions Early!**

**Address Core Problems At Initial  
Subdivision-Level Planning Stage**

**Do not “kick the can down the road”  
onto ratepayers/residents backs!**



# Solution Element A



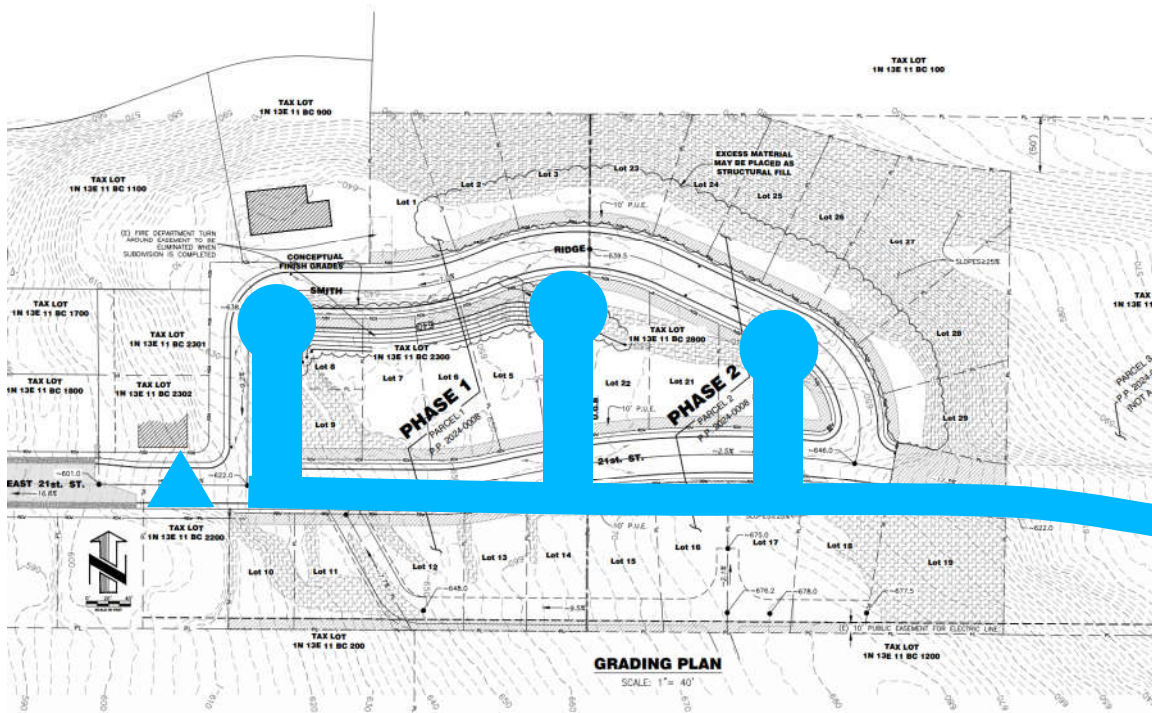
# Solution Element A

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## Cul-De-Sacs replace Loop Road

- Does not push homes onto scarp !
- Reduces talus/scarp destabilization
- Reduces adverse hydrological effects
- Less grading and paving
- Less exposure to traffic
- Still allows for reasonably dense development
- Lower landslide/earth movement risks

# Solution Element B





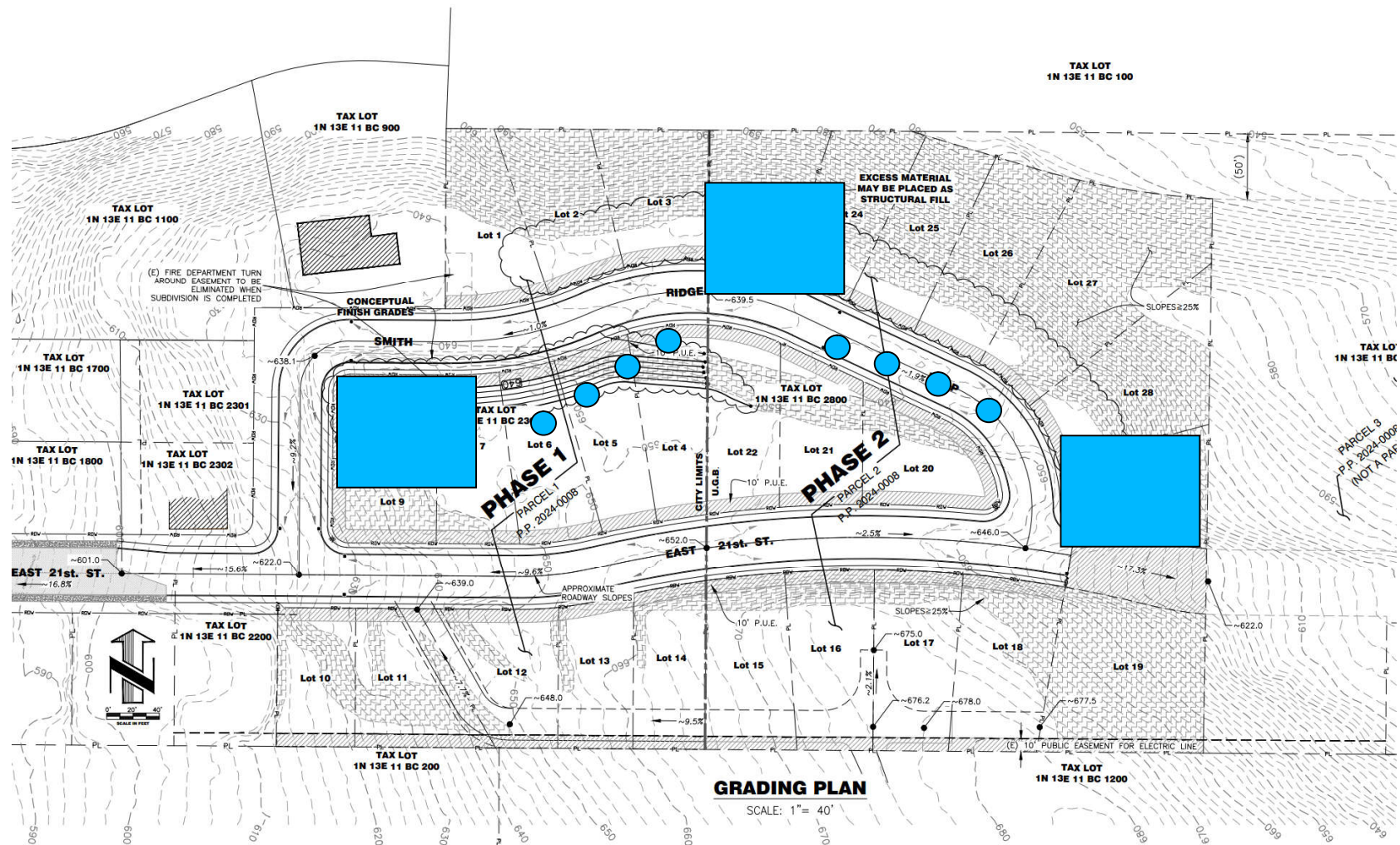
# Solution Element B

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## E21 Extended-Connected to Major Collector

- Makes winter access possible
- Facilitates/Allows emergency access
- Lower risk of serious vehicular accidents
- Less household exposure to traffic
- Less congestion
- Reduced nuisance to life & health
- Connection to be made before breaking ground
- Signs needed on E21 WB

# Solution Element C



# Solution Element C

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## Lot Size Conforming To Neighborhood Norm

- Reduced damages to existing homeowners
- Harmonious neighborhood appearance
- Driveways not from “Mission Impossible”
- Preserved quality of life
- Consistent quiet enjoyment of property for new and existing residents
- Lot sizes need to consider non-usable area
- Reduced risk of regional grass fire / conflagration

# Conclusions

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- **As currently articulated, SUB-86-24 creates significant hazards and nuisances, and shall be vigorously opposed by the community**
- **SUB-86-24 could be cured from its defects through redesign at the conceptual level:**
  - A) Replace loop road by short cul-de-sacs**
  - B) Extend E21 eastward to second collector**
  - C) Lot design conforming to community norms**
- **Doing so would preserve the statutory rights of both the developer and the community**

SMITH RIDGE SUBDIVISION - ALFORD PROPERTY -  
1N 13E 11BC; Lots 2300 & 2800  
Neighborhood Responses

## 1. Site Suitability and Geological Hazards

1. The established Joint Management Agreement with Wasco County does not preclude ignoring existing land hazard zones. The adopted 2010 Geologic Hazards Study is not comprehensive study of the City's geologic hazards thereby limiting proper geologic evaluation to amorphous areas indicated in the study. The City should be pro-active in addressing areas of extreme slopes over 30 percent. Existing escarpment and soil eroding is readily defined.
  - Comprehensive Studies by Wasco County and the State of Oregon are available yet not utilized.
  - Liability of public road in hazard area.
  - ORS 195.260 Duties of local governments, state agencies and landowners in landslide hazard areas. In order to reduce the risk of serious bodily injury or death resulting from landslides, a local government:
    - Shall exercise all available authority to protect the public
    - May require a geotechnical report and if a report is required, shall provide for a coordinated review of the geotechnical report by the state Department of Geology.
    - Shall amend its land use regulations to regulate the siting of dwellings designed for human occupancy in further review areas where there is evidence of substantial risk for rapidly moving landslides.
    - Final decisions are the responsibility of local government with jurisdiction over the site.
  - Requirement of a Physical Constraints Permit
    - The preliminary approval requirement of a Physical Constraints Permit is too late in the process of determining whether the proposed development is appropriate for the site. There are numerous issues that when accurately addressed will substantially / dramatically change the development site plan and its impact to the land in order to mitigate the threat to life and property from landslides and erosion
  - Determining that the County and State identification of hazardous slopes site and soils is not a basis for further site-specific hazard research shows

lack of comprehensive oversight by the City. Presuming ignorance of the situation does not eliminate or dismiss liability.

#### What we want:

A site-specific geologic impact study that lays a foundation for appropriate development of the site minimizing impacts to and allowing for preservation of the existing unstable slopes. Evaluation of hazards to persons or property upon or adjacent to the area of development should be done prior to approval. Mitigation of potential hazards that the development may create should be outlined and accommodated into the development design. We strongly believe the proposed development will have a detrimental effect on the land and the applicant has not taken reasonable steps to reduce adverse impact on the surrounding environment.

Relying on a physical constraints permit after site approval is creating a condition where critical information needed in the planning stages of a project is revealed after the fact. Transparency of the process goes away when the tools used to evaluate and determine land use decisions is a ministerial action. We want changes in the proposed site plan to mitigate possible negative and/or irreversible effects upon topography and this should be done prior to planning approval.

## 2. Compliance with Development Standards and Development Feasibility

*10.9.040.050 - Construction drawings and specifications for public improvements are not required prior to subdivision application approval but are required prior to final subdivision plat review. This allows a developer to seek subdivision application approval prior to investing in public improvement engineering.*

The cost of providing comprehensive construction drawings for development of a 7.28 acre site in which one-third of the development site consists of sloped areas greater than 25% is small in comparison to the amount of money needed to physically build said development. Analysis, assessment and examination of the lands potential and the inherent restrictions of such a site is part of the due diligence an experienced and responsible developer. Responsible development should be supported, even encouraged by the City to ensure safe, appropriate and efficient use of the land.

## 3. Response to Staff Findings



*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.*

The extension of E. 21<sup>st</sup> St. is not to the east property line and does not meet the City's criteria existing streets to coordinate with potential future expansion within the Urban Growth Boundary. The fully developed street system does not meet the standard 54' right-of-way of The Dalles Residential Street Standards Matrix.

Criterion not met and reasons for not meeting the standards is not explained.

*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.*

Conditions of this criterion would require a substantial revision to the grading plan to accommodate fire turn-arounds. Fire apparatus access roads shall not exceed 10% in grade and currently location runs into a 2:1 slope and with the current grading plan these slopes do not end within Phase 1.

Fire suppression systems are good but what happens when there is a brush fire on a slope greater than 25% or a medical emergency during an ice or snow event? How will the installation of temporary turn-arounds or beefed up road improvements help when the responding vehicle is unable to access the site due to road grade? A secondary emergency access coming from the east where accessible roadways can be designed.

A substantive review by the Developer's Engineer in order to provide a plan that meets code requirement should be required prior to any planning approval. This would allow for the final development to substantially conform to the approved tentative subdivision layout.

*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.*

Once again, there are numerous conditions being applied to the proposed development that will substantially change lot layout and site grading. The final development should substantially conform to the approved tentative subdivision layout.

*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.*

We believe that the detail required in a physical constraints permit should be required earlier in the process in order to provide a solid foundation for responsible development of the site. Too many potential hazards and code modification are not being fully scrutinized in this existing preliminary process.

- 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.*

Conditions placed on the submitted plan will significantly change the proposal. The final development will be unable to substantially conform to the current approved layout.

#### *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.*

The Joint Management Agreement between Waco County and The Dalles delegates land use authority to the City. It does not preclude the City to incorporate the county and state information regarding geologic hazards that have been identified. Even though the site is not identified in the 2010 Geologic Hazard Study, it does not mean that a hazard does not exist. Ignoring this critical information questions the integrity of planning approval process.

##### *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.*

Identification of hazardous areas on this site is critical and needs to be required earlier in the process. Identification of soils and areas that cannot support development needs to be incorporated into the site design to avoid future road and structural failure.

## *Chapter 10.9 Land Divisions*

### *Article 9.020 Land Division Standards*

#### *Section 10.9.020.020 General Provisions*

##### *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.*

We submit that both phases of the project are integral to each other. To ensure the finished development conforms to an approved preliminary site plan, annexation of the second parcel needs to be prior to construction of Phase 1 beginning.

#### *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.*

Due to the complexity of the proposal, the Planning Department should have deemed this a Quas-Judicial Action to allow for community involvement in the process.

#### *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.*

The physical limitations to the property and the criterion being imposed for final approval will substantively change the site plan. We believe a preliminary site plan that more accurately addresses the code be submitted for review prior to any approvals.

### *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.*

In order for the final plat to substantially conform to a tentative subdivision plat, an updated site design proposing a plan that balances preservation of existing natural constraints with responsible development needs to be submitted.

### *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.*

An environmental assessment addressing the City's potential liability for environmental hazards and/or failures needs to be done prior to construction. Environmental hazards are not limited to soil contamination or required waste cleanups. Construction of public travel ways within areas of soil slippage without prior understanding of said soils creates the potential for failure resulting in a public hazard. Previous grading and dumping has occurred on the site without regulatory oversight. Inquires into the stability of the site and identifying hazard areas not capable of sustaining development need to be done through environmental and geotechnical assessments. Responsible development can only be with knowledge of the physical constraints of the site.

### *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.*

This finding appears to vary from Finding #21 which requires annexation of Phase 2 prior to any connection to city utilities. We believe that annexation of Phase 2 property be done prior to final approvals and any construction commencing.

Street Requirement conditions in The Dalles Municipal Code we feel are not being met:

*10.10.060 Street Requirements*

**A.** *Traffic Impact Studies.*

A TIS was provided with the proposed subdivision. It states that all future streets should be constructed to City of The Dalles requirements and modern engineering standards. The proposed roadways designated Neighborhood Street with average daily trips of 150-500 vehicles. A neighborhood street has a standard 54' wide right-of-way. The proposed roads have a 50' right-of-way which is below City standard.

**4.** *Approval Criteria.*

**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.*

The evaluation of operational and safety standards did not fully incorporate the effects of the steep grades on the streets and how hazardous these streets become during a rain, ice or snow event. The inability of a vehicle to stop in these hazardous conditions have resulted in damage to vehicles and property.

*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.*



The proposed site plan, Phase 1, does not have an area along Smith Ridge Loop where a standard fire turn-around can be created due to the 2:1 slope on the south side of the road. NOD 1. d. addresses this issue but only with substantial revision of the grading plan can this be achieved.

**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.*

The proposed site plan does not extend E. 21<sup>st</sup> St. to the far east property boundary. NOD 1. a. states that the final plat shall meet all the requirement of TDMC, Title 10. In order to extend E. 21<sup>st</sup> St. to the east property line, the street design must be significantly revised to accommodate grade changes.

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

The proposed site plan does not show any drainage facilities for the south side of E. 21<sup>st</sup> St. east of the private access road between Lots 11 & 12. Water will be draining on a 9.6% roadway across the access road entrance. This creates a potential hazard in rain, ice or snow events.

**J.** *Location, Grades, Alignment and Widths.*

**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.*

Site Plan does not show continuation of the existing street pattern of E. 21<sup>st</sup> St. to the east property line.

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

Site plan clearly shows existing street grade 16.8% on E. 21<sup>st</sup> St. with a transition to a 15.6% grade prior to the first intersection. This is compounding an existing road

hazard. To meet the above existing standard, the transition area should not exceed the 12% maximum for 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.*

The 90° turn on Smith Ridge Road shows a radius of approximately 38', below standard. This also creates a curb radius of approximately 21' which is below the Oregon Fire Code requiring a minimum 28' radius where there is no intersection. Revisions to the site plan need to accommodate a larger radius curve or "knuckle" design to accommodate state fire standards.

**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 21<sup>st</sup> 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 20<sup>th</sup> 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 19<sup>th</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> Street and Smith Ridge Loop. Lots 4 and 5 abut Smith Ridge Loop for over 50 feet and Lots 6 and 7 abut East 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 20<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 20<sup>th</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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:  $2.25 \text{ acres} \times 3 = 6.7$ , rounded to 7 dwelling units
- Maximum density:  $7.28 \text{ acres} \times 8.712 = 63.4$ , 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**

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

**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<sup>2</sup>; 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<sup>2</sup> to 15,926 ft<sup>2</sup>. 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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. 21<sup>st</sup> 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 21<sup>st</sup> Street and Smith Ridge Loop. Lots 4-7, and 20-22 are proposed through lots (further described in subsequent findings) and abut both East 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> Street) and a new ROW (Smith Ridge Loop), on the northern section of the subject property. East 21<sup>st</sup> Street is consistent with the alignment of East 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> Street is appropriate for the main road through the subdivision as it connects on the west with the existing East 21<sup>st</sup> 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 21<sup>st</sup> Street” or “Claudia Lane,” and although access is currently provided via an existing easement from East 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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

**Paula Webb**

---

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

**From:** Dianna Thomas <[ldydi6@charter.net](mailto:ldydi6@charter.net)>

**Sent:** Tuesday, April 8, 2025 6:42 PM

**To:** Joshua Chandler

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

**WARNING:** Email from external source. Links and attachments could pose security risks. Investigate sender and think before you click.

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



## 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 Webb*

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
<b>Aviation Contacts</b>	
Ben Beseda	BBeseda@tennesoneng.com
Bradley Cross	bradleyc@co.wasco.or.us
CDD	cotdcd@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
<b>MEDIA</b>	
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.nacdn.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.oregon.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 CHANTELE 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](http://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. 21<sup>st</sup> 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.

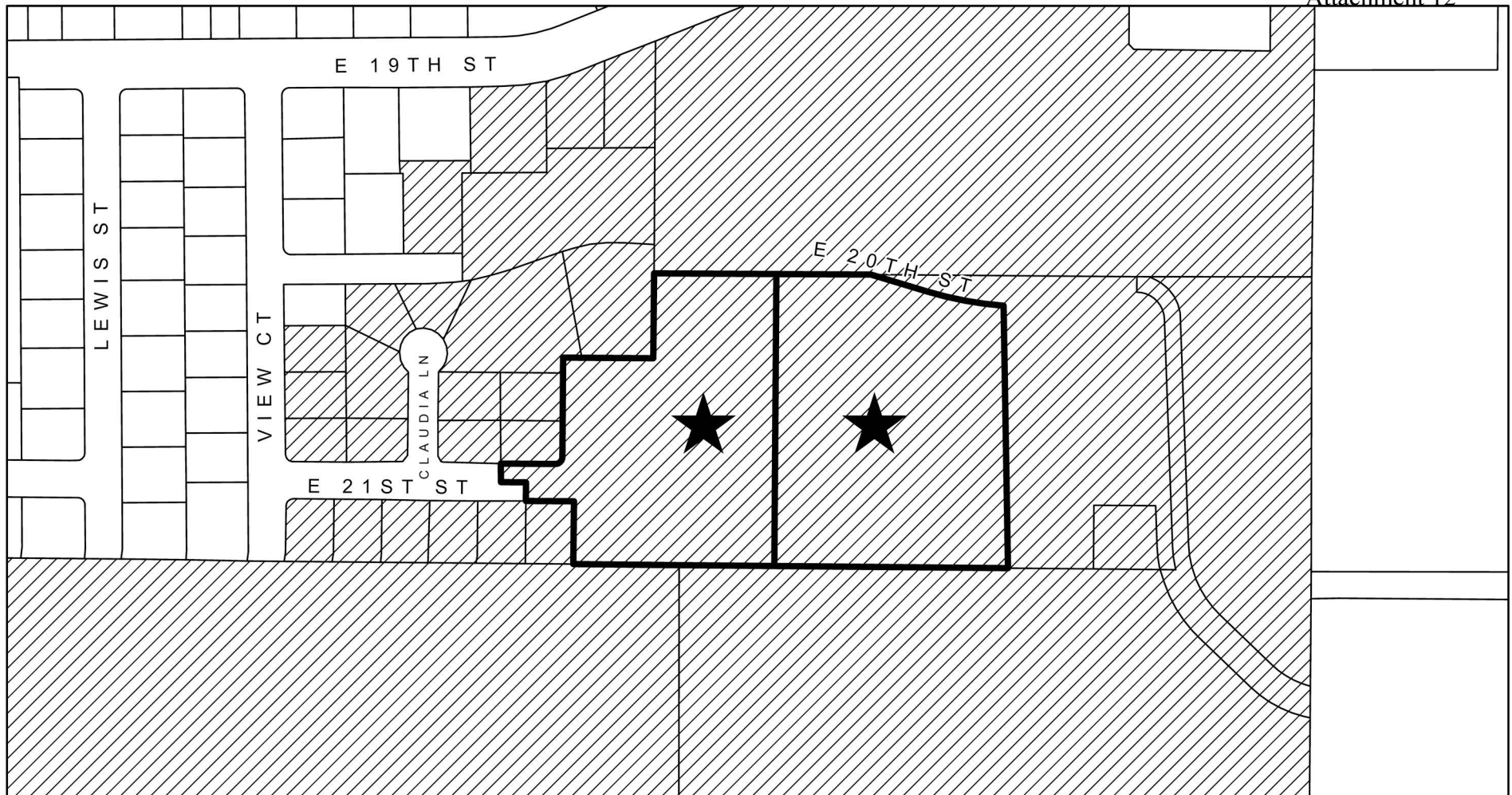
**COMMENT PROCEDURE:**

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](mailto: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](http://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](mailto:jchandler@ci.the-dalles.or.us).






0 150 300 450 600  
Feet

City of The Dalles  
Community Development  
Department  
April 3, 2025



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

-  Taxlots
-  Subject Properties
-  Notified Properties

**Paula Webb**

---

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

**From:** Marlis Rufener <marlis@wroorchards.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

**WARNING:** Email from external source. Links and attachments could pose security risks. Investigate sender and think before you click.

March 31, 2025  
MADD Properties LLC  
Marlis Rufener  
1700 E 21<sup>st</sup> 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 21<sup>st</sup> to be developed to the private extension of 20<sup>th</sup>. 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:

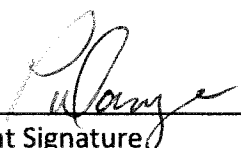
The attached signatories and I have previously submitted a letter of petition regarding SUB 86-24, Smith Ridge Subdivision. As have established standing in the matter, we were notified and have been provided the Notice of Administrative Decision. We are now submitting this Notice of Appeal.

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, severe 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 severe 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 21<sup>st</sup> 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 19<sup>th</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 steep slopes of the neighborhood.

f. A 50 ft, property frontage along East 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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 blight to 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 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 Dixon	2011 View Court	298-4322	jeaninedixson@yahoo.com
Jeanne Dixon	2011 View Court	541-300-0007	" "
Evan Leal	2000 View Court	661-213-7557	leal-nash173@yahoo.com
Pamela Leal	2000 View Court	503-680-6571	Pamfrasier16@gmail.com <del>leal-nash173@yahoo.com</del>
Charles Leal	2003 View Ct.	541-296-2171	
Allyson Schick	2008 View CT	541-965-1676	schick21@yahoo.com
Bob Wickwire	2007 View CT	541-300-0604	wckwr.bb@gmail.com
Debbie Wickwire	2007 View CT	541-980-3535	debrader@gmail.com
Donna Lawrence	2017 View Court	-	dlawrence5555@me.com
Garv Schick	2008 View CT.	509-261-0700	
Mark Ward	2101 View Ct	541-296-3463	jandmward@gmail.com
Joanne Ward	2101 View Ct	541-296-3467	" "
Julie Nymand	2109 View Ct	541-980-9591	Nymandlabmandist@gmail.com

[illegible]

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

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**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

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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

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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

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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

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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 27<sup>th</sup>, 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 21<sup>st</sup>. Why would East 20<sup>th</sup> 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 21<sup>st</sup>.

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 19<sup>th</sup>. 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.

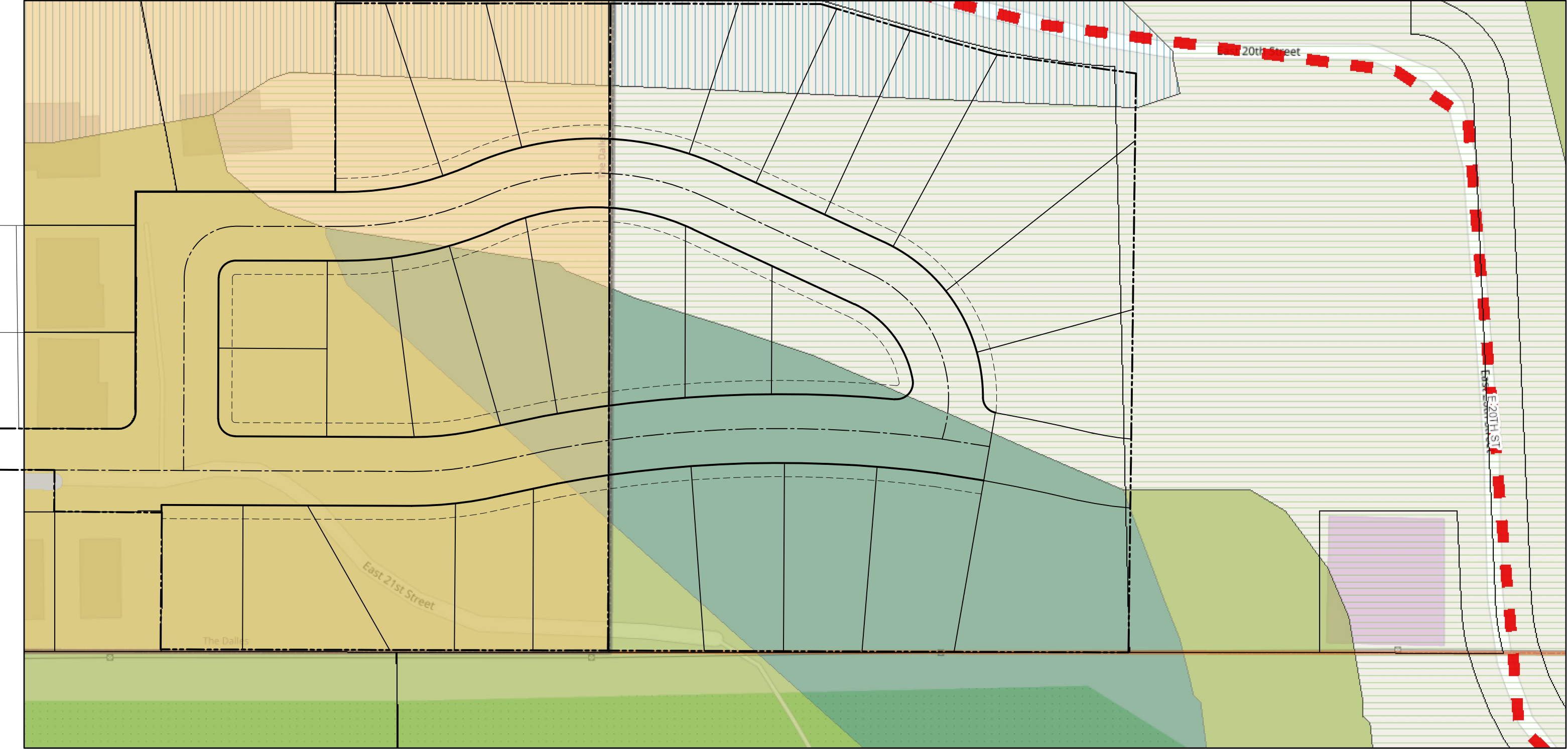
It is my understanding that there are numerous red flags regarding this project however we are so fortunate that the city's development team knows better than everyone else.

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

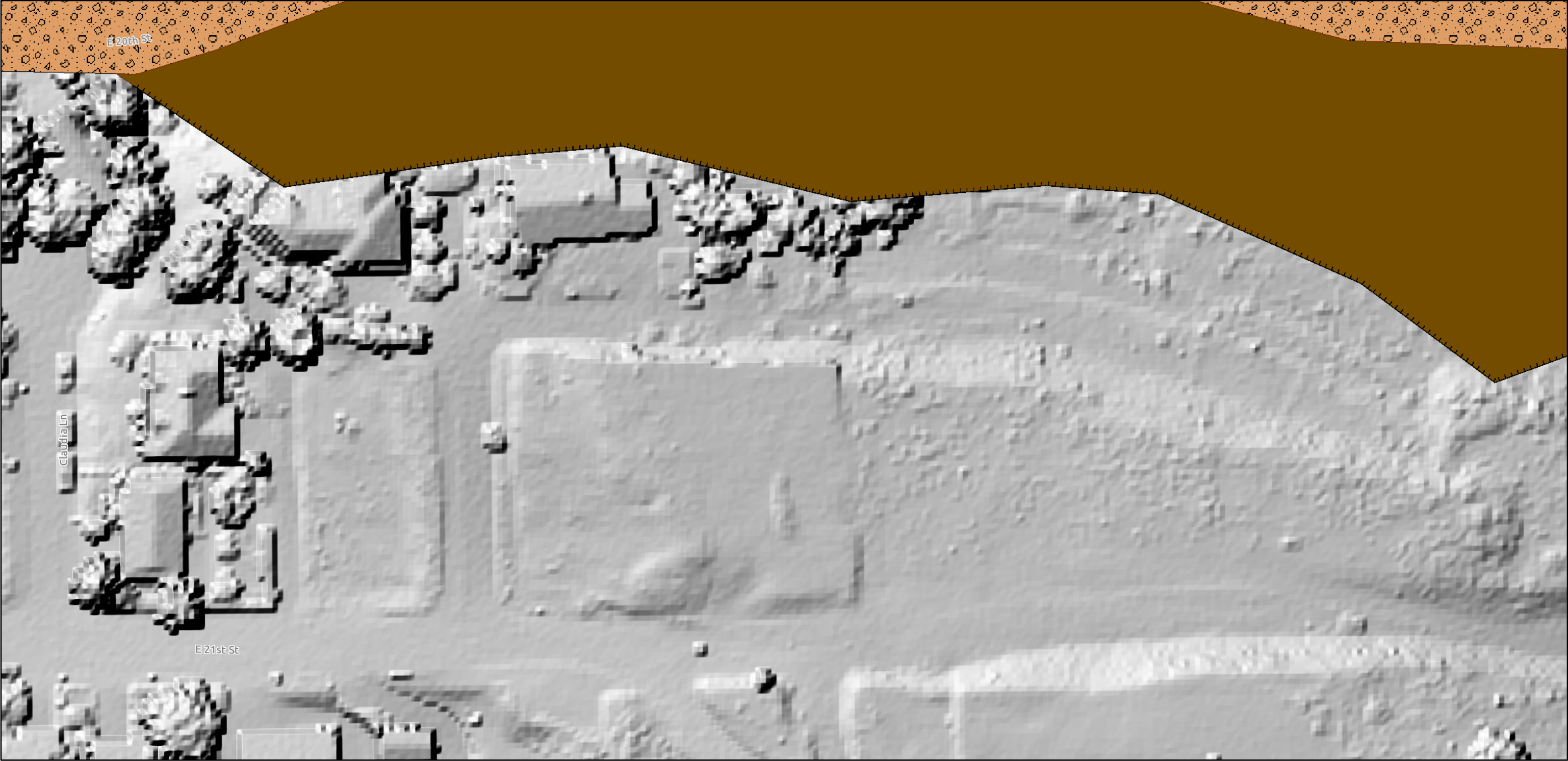
3

4

6

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Web AppBuilder for ArcGIS  
This Map is for Informational Purposes Only.  
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March 26, 2025

Scarp

Head Scarp

Deposits

Talus-Colluvium

Fan

Landslide

Highest Hit Lidar Hillshade (elevation: feet)

11244

-21

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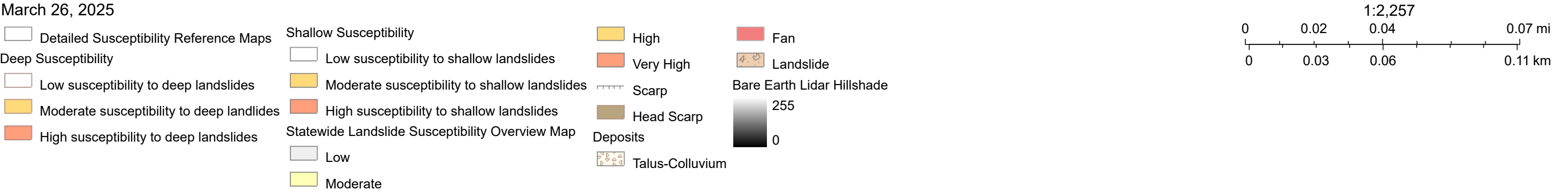
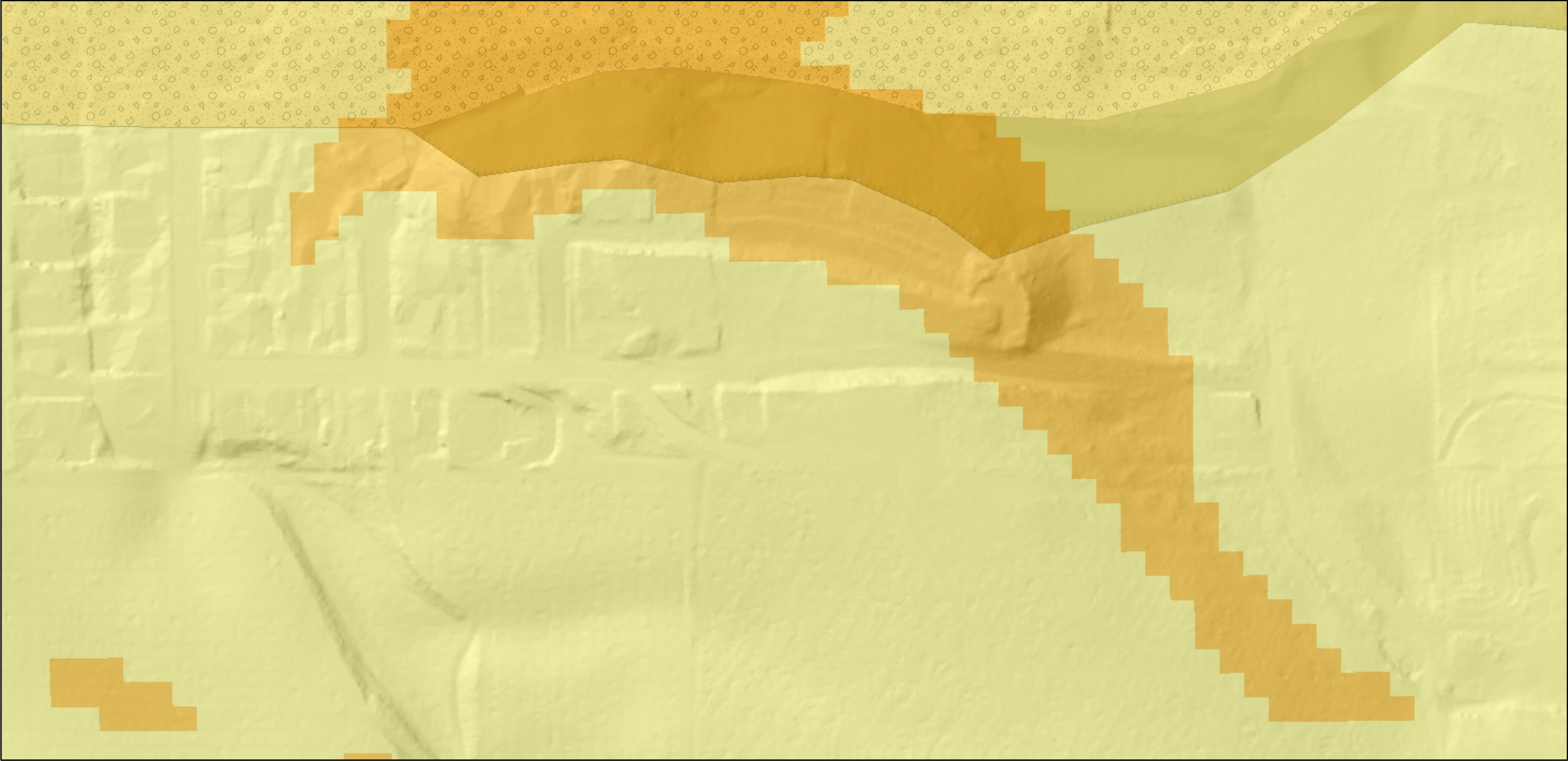
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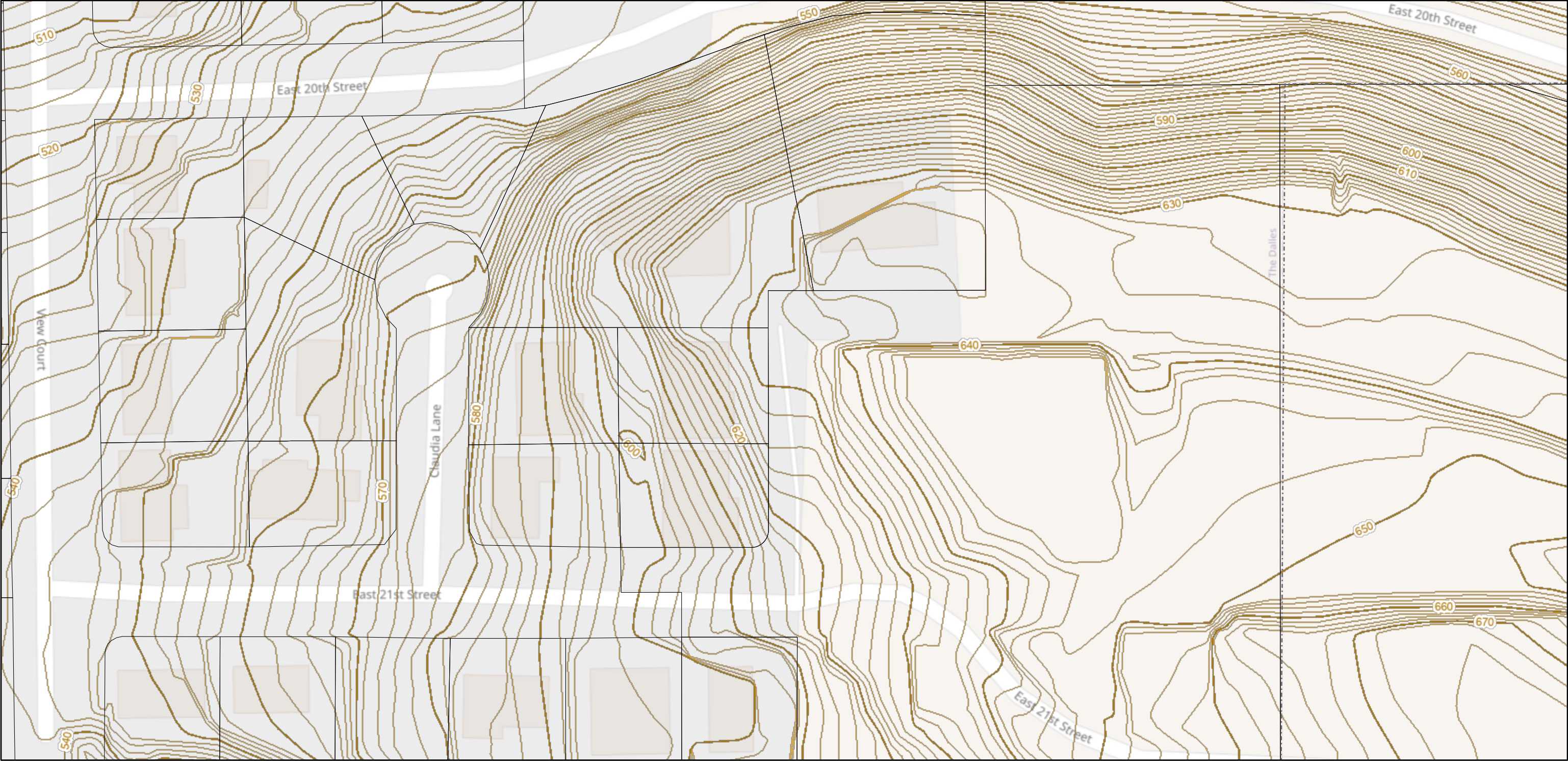
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



# Geohazard Zones




# City of The Dalles Topographic Map




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

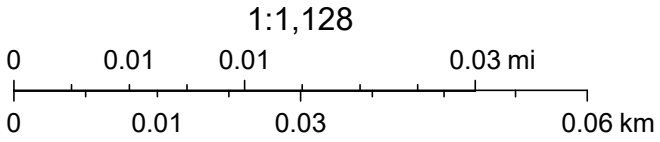
 City Limits

 Taxlots

The Dalles, 2' Interval, 2003

 2003\_CONTOUR

 2003\_CONTOUR\_INDEX



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## 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 Webb*

Secretary  
Community Development Department

Theodora Valkov  
2102 Claudia Lane  
The Dalles, OR 97058

Jaime Carrico  
2111 View Court  
The Dalles, OR 97058

Douglas Mathews  
2111 Claudia Lane  
The Dalles, OR 97058

Pam Danzer  
2100 Claudia Lane  
The Dalles, OR 97058

Deanne Carrico  
2111 View Court  
The Dalles, OR 97058

Lowell R. & Dorothy N. Smith  
1639 E. 21<sup>st</sup> Street  
The Dalles, OR 97058

Gary Hertel  
2112 View Court  
The Dalles, OR 97058

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

Kathleen Wilder  
1637 E. 21<sup>st</sup> Street  
The Dalles, OR 97058

Sandy Hertel  
2112 View Court  
The Dalles, OR 97058

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

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

Mark Ward  
2101 View Court  
The Dalles, OR 97058

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

Martin Hutchinson  
2010 View Court  
The Dalles, OR 97058

Garen Schock  
2008 View Court  
The Dalles, OR 97058

Pamela Leal  
2000 View Court  
The Dalles, OR 97058

Allyson Schock  
2008 View Court  
The Dalles, OR 97058

Jeanine Dirksen  
2011 View Court  
The Dalles, OR 97058

Donald Sperry  
2105 View Court  
The Dalles, OR 97058

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

Bruce Dirksen  
2011 View Court  
The Dalles, OR 97058

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

Name	NOD 2025-02-28
Name	E-mail
Amie Ell	amell@ci.the-dalles.or.us
Art Smith	arthurs@co.wasco.or.us
<b>Aviation Contacts</b>	
Ben Beseda	besedab@aks-eng.com
Bradley Cross	bradleyc@co.wasco.or.us
Brenna La Vigne	brennal@co.wasco.or.us
'Brumley, Tonya'	tlb@nwnatural.com
Building Codes	buildingcodes@co.wasco.or.us
CDD	cotdcdd@gmail.com
Chris Grant	cgrant@mcfrr.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
Darcy Long	dlong@ci.the-dalles.or.us
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@mcfrr.org
Jeff Teel	Jeff-Teel@nwascopud.org
Jonathan Kara	jkara@ci.the-dalles.or.us
Kara Flath	flathk@nwasco.k12.or.us
Kelly Howsley-Glover	kellyg@co.wasco.or.us
Matthew Klebes	mklebes@ci.the-dalles.or.us
<b>Media   Press Releases</b>	
ODOT Region 4 Plan Manager	ODOTR4PLANMGR@odot.state.or.us
Paula Grendel	paulag@ncphd.org
<b>PC Commissioners &amp; Staff 2023-09-15</b>	
'rowapplications@bpa.gov'	'rowapplications@bpa.gov'
Sean Bailey	seanb@co.wasco.or.us
Shane Johnson	Shane.R.Johnson@odot.state.or.us
Tom Peterson	tomvpetereson@gmail.com
Tom Worthy	tworthy@ci.the-dalles.or.us
Wasco County Assessor	assessor@co.wasco.or.us
Wasco County Planning	wcplanning@co.wasco.or.us

CENTURY LINK  
902 WASCO ST  
HOOD RIVER OR 97031

MARK POPPOFF  
213 E 9<sup>th</sup> ST  
THE DALLES OR 97058



**CITY of THE DALLES**

313 COURT STREET  
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 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> 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

**STAFF REPORT**  
**Subdivision No. 86-24**  
**Jason Alford**

**Procedure Type:** Administrative

**Assessor's Map:** Township 1 North, 13 East, Section 11 BC

**Tax Lot:** 2300 and 2800

**Address:** No Address Assignment

**Zoning District:** "RL" Low Density Residential

**Prepared by:** Cialita Keys, Associate Planner

**Date Prepared:** March 21, 2025

**REQUEST:** The Applicant submitted a request to divide two (2) parcels (7.28 acres total) into 29 lots of varying sizes in two phases. Phase 1 proposes to subdivide Parcel 1 into 14 lots within city limits, while Phase 2 will first annex into the City and then subdivide Parcel 2 into 15 lots of varying size.

Due to unforeseen delays in the review process, 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.

**NOTIFICATION:** A Notice of Application for Administrative Action (NOAA) was mailed 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 14-day comment deadline was October 1, 2024.

A pre-application meeting (Site Team) was held on July 11, 2023; comments from the meeting have been incorporated into this staff report. Agencies represented at this meeting included: City of The Dalles, Wasco County, Mid-Columbia Fire and Rescue, NW Natural Gas, and Northern Wasco County PUD. Following this meeting, the Applicant decided to first divide a 9.93-acre parent parcel into three smaller parcels of varying sizes, a division approved on March 26, 2024, under Minor Partition No. 435-24. Two of these three parcels are included in this application.

**COMMENTS RECEIVED:** As of the October 1, 2024 comment deadline, Community Development Department (CDD) Staff received five (5) letters in response to the Notice of Application for Subdivision 86-24. Included in these letters, was a document accompanied by 22 local residents' signatures (see Response #2).

- September 26, 2024: Lowell and Dorothy Smith, 1639 E. 21<sup>st</sup> Street

The letter cited the following concerns:

- The ability to enter and exit their adjacent property during construction;
- The impact of drainage relative to their adjacent property.

**RESPONSE #1:** Sidewalks and curbs will be installed on all adjacent developed properties (Map No. 1N 13E 11 BC, tax lots 900, 1100, 2200, 2301, and 2302), one of which belongs to this commenter. Developed properties are currently using a 34 ft. private access easement located on the subject property to access their properties. During construction, the Applicant will be required to maintain access to each of the neighboring properties potentially involving adjustments to the easement path, or re-routing the easement path temporarily during construction activities.

- September 30, 2024: Letter received from Pam Danzer, 2100 Claudia Lane, and accompanied by signatures of the following 21 residents:

- Pam Danzer, 2100 Claudia Lane
- Theodore Valkov, 2102 Claudia Lane
- Gary Hertel, 2112 View Court
- Sandy Hertel, 2112 View Court
- Deana Geiter, 1628 E. 21<sup>st</sup> Street
- John Geiter, 1628 E. 21<sup>st</sup> Street
- Garen Schock, 2008 View Court
- Allyson Schock, 2008 View Court
- Donald Sperry, 2105 View Court
- Bruce Dirksen, 2011 View Court
- Jaime Carrico, 2111 View Court
- Deanne Carrico, 2111 View Court
- Darlene Marick, 1620 E. 19<sup>th</sup> Street
- William T. Marick, 1620 E. 19<sup>th</sup> Street
- Mark Ward, 2101 View Court
- Martin Hutchinson, 2010 View Court
- Pamela Leal, 2000 View Court
- Ivan Leal, 2000 View Court
- Jeanine Dirksen, 2011 View Court
- Marlis Rufener, 1700 E 21<sup>st</sup> Street
- Gary Wade, 2650 Three Mile Road
- Douglas Mathews, 2111 Claudia Lane

This letter was in opposition of the project, citing soil stability. This multiple-party petition conveyed their request to be apprised of future actions on this subdivision application.

**RESPONSE #2:** Although neither of the parcels in the subdivision application are located within geohazard zones identified in the City’s 2010 Geologic Hazard Study prepared by Mark Yinger, the City is aware that there are slopes that may create limitations for development; however, such conditions would not necessarily preclude subsequent development. All development shall be in accordance with The Dalles Municipal Code (TDMC), Title 10 Land Use and Development. All final construction and development plans will be reviewed by the City Engineer and Community Development Director, to ensure adherence to all established standards prior to final plat approval. Pursuant to TDMC 10.3.020.040(F), a Notice of Decision concerning this request will be provided to any party of record, specifically those who submitted comment within the 14-day comment period.

- October 1, 2024: Theodore Valkov, 2102 Claudia Lane

This letter was in opposition of the project, citing the following concerns:

- Safety of the site, for current and future occupants;
- The right of quiet enjoyment for adjacent properties;
- The scope of the project is lacking opportunity for public input;
- The ability of the applicant to safely execute the subdivision’s required elements.

**RESPONSE #3:** All development shall be in accordance with TMDC, Title 10 Land Use and Development. All final construction and development plans will be reviewed by the City Engineer and Community Development Director, to ensure adherence to all established standards prior to final plat approval. TMDC 10.3.020.040(C) states, “within 10 days of receipt of a complete application, notice shall be provided to the applicant and all land owners within 100 feet of the subject property. The list shall be sourced from the most recent property tax assessment roll.” The NOAA was mailed on September 17, 2024 to all property owners within 100 feet of the development site, including the address of the above-mentioned commenter. Fully engineered plans for infrastructure, including public and franchise utility installations, shall be reviewed prior to approval of construction commencement, but not required prior to approval of a subdivision application. All design and installation of public improvements shall be installed or bonded by the Applicant in accordance with TDMC Public Improvement Procedures and the American Public Works Association (APWA) standards, specifications, and drawings, as amended and adopted by the City, and approved by the City Engineer, or otherwise guaranteed to be completed by the Applicant to the satisfaction of the City.

- October 1, 2024: Gary Wade, Wade & Rufener Orchards, Co., 2650 Three Mile Road.

This letter was in opposition of the project, citing the following concerns:

- Private access easement and right-of-way (ROW) widths are insufficient; potential parking issues blocking the easement, and freight access to their farmland south of the proposed subdivision;
- Additional concerns include site stability, traffic and road maintenance during adverse weather.

**RESPONSE #4:** Although the City does not enforce private access easements, Staff confirmed that the Applicant has provided a paved access easement in addition to a turnaround lane through the subdivision to the orchard outside of the Urban Growth Boundary (UGB) directly south of the

subject property (Map and Tax Lot No. 1N 13E 11 1200). This information is demonstrated on Sheet C-1 of the Preliminary Subdivision Plan dated August 14, 2024. In addition, the Applicant is proposing to install “No Parking” signs along said easement. The easement is intended to provide access to the property south of the subdivision. The developer shall be responsible for coordinating maintenance of the private access road with property owners of Lots 11-18 through maintenance agreements, as the City does not maintain private access easements. The ROWs to be installed (East 21<sup>st</sup> Street and Smith Ridge Loop) will be engineered, reviewed, and subject to an environmental assessment prior to approval of construction plans and acceptance by the City. Once accepted, the City will assume responsibility of regular maintenance, including snow removal during adverse weather conditions. This is a subdivision application to develop infrastructure and divide the larger parcels into smaller individual lots for residential construction. Each future building permit will be assessed on a site-specific basis and all future dwellings will be required to have fire suppression systems as required by Mid-Columbia Fire and Rescue and Wasco County Building Codes. As mentioned within this report, all ROWs are required to be engineered and constructed ensuring runoff is directed to the City stormwater system.

- October 1, 2024: Kathleen Wilder, 1637 E. 21<sup>st</sup> Street.

This letter was in opposition of the project, citing the following concerns;

- Future sidewalk development adjacent to the commenter’s property;
- Access to and egress from the commenter’s property;
- Drainage;
- Convenience of accessibility to the commenter’s adjacent property during construction.

**RESPONSE #5:** Installation of infrastructure and ROW improvements for this subdivision will occur on Parcels 2300 and 2800, including walkways, which will be installed by the developer for adjacent developed properties for proper access to the proposed new ROW. Connectivity is being addressed with requirements for the Applicant to install pedestrian facilities that will connect the subdivision to the existing sidewalk system to the west, which is depicted in the preliminary subdivision plans. ROWs installed with this proposed subdivision will include engineered designs reviewed and approved by the City Engineer for safety, stability, and for conveyance of water runoff into the City stormwater system. Developed properties abutting the proposed development site are currently using a 34 ft. private access easement to access their properties. During construction, the Applicant will be required to maintain access to each of the neighboring properties potentially involving adjustments to the easement path, or re-routing the easement path temporarily during construction activities.

## **REVIEW CRITERIA:**

### **City of The Dalles Municipal Code, Title 10 Land Use and Development**

#### ***Article 3.010 Application Procedures***

##### ***Section 10.3.010.040 Applications***

##### ***A. Acceptance***

**FINDING #1:** The subdivision application was submitted to the CDD on August 21, 2024. **Criterion met.**

*B. Completeness*

**FINDING #2:** The application was deemed complete on September 17, 2024. **Criterion met.**

***Section 10.3.020.040 Administrative Actions***

*B. Decision Types.*

**FINDING #3:** Pursuant to The Dalles Municipal Code (TDMC), subdivisions are processed as Administrative Actions unless elevated to a Quasi-Judicial Action. **Criterion met.**

*C. Notice of Application*

**FINDING #4:** A NOAA was mailed on September 17, 2024 to property owners within 100 feet, identified from the most recent property tax assessment roll, as well as any affected governmental agency, department, or public district within whose boundaries the subject property lies. The 14-day comment deadline was October 1, 2024. **Criterion met.**

*D. Staff Report*

**FINDING #5:** This document serves as the Staff Report. **Criterion met.**

***Section 10.3.120 Redevelopment Plans***

**FINDING #6:** TDMC allows for a range of three (3) units per net acre to 8.712 units per gross acre within the Low Density Residential (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 site is 2.25 acres. Staff determined the following density calculations for the proposed development:

- Minimum density:  $2.25 \text{ acres} \times 3 = 6.7$ , rounded to 7 dwelling units
- Maximum density:  $7.28 \text{ acres} \times 8.712 = 63.4$ , 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.**

***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 #7:** 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***

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

**FINDING #8:** 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<sup>2</sup>; 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<sup>2</sup> to 15,926 ft<sup>2</sup>. Staff determined from Sheet C1 of the Preliminary Subdivision Plan dated August 14, 2024, 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.**

***Article 6.050 Access Management***

***Section 10.6.050.030 General Requirements***

***B. Connectivity.***

**FINDING #9:** As demonstrated on Sheet C1 of the Preliminary Subdivision Plan dated August 14, 2024, the proposed subdivision includes a fully developed street system with an extension of East 21<sup>st</sup> 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 #10:** Pursuant to The Dalles Transportation System Plan (TSP) Functional Roadway Classification System, East 21<sup>st</sup> 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 will address standards of Article 6.050.040 at the time of each building permit application. **Criterion not applicable.**

***E. Emergency Access.***

**FINDING #11:** 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 21<sup>st</sup> Street. The preliminary subdivision plat includes temporary turn-arounds along Smith Ridge Loop. The ROW for East 21<sup>st</sup> 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 21<sup>st</sup> Street and Smith Ridge Loop within Phase 1 of the subdivision (as currently shown on the preliminary plat), *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. 21<sup>st</sup> 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 #12:** 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 #13:** A physical constraints permit will be 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**

*B. Planning Actions. Physical constraint permits which are part of either an administrative or quasi-judicial planning action shall be reviewed and decided by the approving authority per the appropriate provisions of either Section 10.3.020.040: Administrative Actions or Section 10.3.020.050: Quasi-Judicial Actions.*

**FINDING #14:** In accordance with TDMC 10.8.020.060(A), physical constraints permits, which are part of administrative planning actions, must also be reviewed as administrative 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 an administrative action under TDMC 10.3.020.040. This 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 #15:** 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 #16:** 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 #17:** 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% shall require a physical constraints permit. As mentioned in Findings #15 and #16, the Applicant will be 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 #18:** 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 #19:** 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 Variance No. 131-25 (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 #20:** 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 #21:** 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 C-1 of the Preliminary Subdivision Plan dated August 14, 2024, 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 C-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 Variance No. 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 #22:** See Finding #8. **Criterion met.**

##### 2. Access

**FINDING #23:** The subject property will provide street frontage on two (2) proposed new local roads: East 21<sup>st</sup> Street and Smith Ridge Loop. Lots 4-7, and 20-22 are proposed through lots (further described in subsequent findings) and abut both East 21<sup>st</sup> 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 21<sup>st</sup> 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 21<sup>st</sup> Street for Lot 11. **Criterion met with conditions.**

##### 3. Access Points

**FINDING #24:** There are no arterial or collector streets located adjacent to or within the subdivision. **Criterion not applicable.**

##### 4. Through Lots

**FINDING #25:** As noted in Finding #25, the Applicant is proposing multiple through lots as part of this development: Lots 4-7, and 20-22, will front both East 21<sup>st</sup> 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, dated August 14, 2024, 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 #26:** Staff determined from Sheet C1 of the Preliminary Subdivision Plan dated August 14, 2024, 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 #27:** See Findings #13, 14, 16, 17, and 18. **Criterion met with conditions.**

## ***Article 9.040 Subdivisions and Major Replats***

### ***Section 10.9.040.030 Subdivision Applications***

**FINDING #28:** On August 21, 2024, the Applicant submitted a Subdivision application, a project narrative, a preliminary subdivision plan (Sheet C1), a preliminary utility plan (Sheet C2), a preliminary grading plan (Sheet C3), and a land use map. **Criteria met.**

### ***Section 10.9.040.040 Subdivision Application Review***

**FINDING #29:** As noted in Finding #3, 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 #30:** 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 #31:** 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 #32:** 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 #33:** 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 #34:** 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 #35:** 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 #36:** See Finding #35

*K. Franchise Utility Service.*

**FINDING #37:** 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 #38:** See Finding #35

*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 (described as Map No. 1N 13E 11 BC, 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 (Map No. 1N 13E 11 BC, tax lot 2200), abutting East 21<sup>st</sup> 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 #11 above. **Criterion met with conditions.**

*D. Annexation*

**FINDING #41:** See Finding #20.



### ***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, dated August 14, 2024, the Applicant is proposing to install 5' sidewalks to and through the entire development site, including sidewalks along the frontages of five abutting developed parcels: Map No. 1N 13E 11 BC, 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 #32, engineered plans must be submitted to the City Engineer for final review and approval, pursuant to all applicable criteria stated in TDMC. These 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 (Map No. 1N 13E 11 BC, tax lot 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 21<sup>st</sup> 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 (Map No. 1N 13E 11 BC, tax lot 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 21<sup>st</sup> 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 21<sup>st</sup> 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 Traffic Impact Study (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 #11. 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 21<sup>st</sup> Street) and a new ROW (Smith Ridge Loop), on the northern section of the subject property. East 21<sup>st</sup> Street is consistent with the alignment of East 21<sup>st</sup> Street west of the subject property. Smith Ridge Loop will not extend an existing right-of-way (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, identified as Map No. 1N 13E 11 BC, tax lots 900, 1100, 2301, and 2302. This location will establish block dimensions for the development by connecting East 21<sup>st</sup> 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 21<sup>st</sup> Street is appropriate for the main road through the subdivision as it connects on the west with the existing East 21<sup>st</sup> 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 21<sup>st</sup> Street” or “Claudia Lane,” and although access is currently provided via an existing easement from East 21<sup>st</sup> 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 #31. Due to the site's existing topography, some sections of East 21<sup>st</sup> 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' 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' 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 developer 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:** Pursuant to Section 10.10.100 (F), the Applicant has exhibited on the Utility Plan (Sheet C2), 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 21<sup>st</sup> Street and Smith Ridge Loop) within the subject property. As demonstrated on Sheet C1 of the Preliminary Subdivision Plan dated August 14, 2024, 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.**

**RECOMMENDATION:** Based on the application materials and findings demonstrating compliance with the applicable criteria, **Staff recommends approval of Subdivision 86-24, subject to the following conditions of approval.** This conditional approval is based on the Applicant's submitted plans, written narrative, supplemental application materials received by September 17, 2024 and the approval of an associated Quasi-Judicial Variance (VAR 31-25). Any modifications to the approved plans, other than those required by this decision, will require a new land use application and approval.

**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 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 21<sup>st</sup> 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 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 21<sup>st</sup> 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 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.

1639 E 21<sup>st</sup> Street  
The Dalles, OR 97058  
September 25, 2024

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

Re: Application Number SUB 84-24 dated August 21, 2024

We are the owners of the property denoted as Tax Lot 1N 13E 11 BC 2301 on the Preliminary Subdivision Plan Sheet C1 of the Subdivision Application. We are providing comments on the proposal in response to your letter of September 17, 2024. The information in that letter is inadequate for evaluating the impact on adjoining properties, such as ours, as it contains no details regarding the subdivision development. However, we have been able to obtain a copy of the Subdivision Application, which contains information to allow a response.

At this time, we have three major concerns:

- Lack of provision for entrance and egress to our property
- Impact of the street development on drainage relative to our property
- Effect of construction on convenience of accessibility to our property

We will address these concerns as follows.

We will require driveway access to our property in two places: the existing paved entrance to our garage and the existing surface parking area in front of the house. Proper off-street entrances should be designed and entered into the plat and construction plans. We ask that the City include this as a condition for approval of the subdivision.

We are concerned that construction of the Smith Ridge Loop be designed to prevent adverse drainage conditions in the area where Smith Ridge Loop curves from north to east immediately to the east of our property. This area is highly sloped. The drainages must be designed by an appropriately licensed engineer with experience in drainage issues. This should also be a matter of contingency in your approval process.

We expect to be inconvenienced by the construction process, especially in the Smith Ridge Loop. This will be inevitable and we are prepared to cooperate. We anticipate having to park our vehicles away from the construction area, necessitating our carrying groceries, etc, a significant distance on very steep slopes to our residence. The inconvenience will be exacerbated in winter conditions, and, in fact, could become a matter of safety in icy conditions (we are octogenarians). We have observed that many such construction projects encounter protracted delays, with large periods of inactivity. We ask that the City place a reasonable time-of-completion requirement on this part of the subdivision development.

We have had a friendly relationship with the developer and present these comments in the spirit of cooperation. We also feel that our requests are reasonable and necessary.

Yours respectfully,

  
Lowell R. Smith

  
Dorothy N. Smith



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

Re: Comments on Application for Administrative Action SUB 84024

I am the owner of the property denoted as Tax Lot 1N 13E 11 BC 2302 on the Preliminary Subdivision Plan Sheet C1 of the Subdivision Application. I am providing comments on the proposal in response to your letter of September 17, 2024. The information provided in the letter was, unfortunately, inadequate to assess the impact on my property. However, your office was kind enough to email me a portion of the original application that included more detailed maps.

At this time, I have four major concerns:

1. The Preliminary Subdivision Plan Map C1 does not note the distance between my property line and the future sidewalk on the south side – a crucial oversight.
2. Lack of provision for entrance and egress to our property
3. Impact of the street development on drainage relative to our property
4. Effect of construction on convenience of accessibility to our property

I would like to refer you to the comments submitted to your department by Lowell and Dottie Smith dated September 25, 2024 regarding this same Notice of Application for Administrative Action. I strongly concur with their comments regarding #2-4 above. I also agree that a plan must be in place prior to approval of this application to address issues 2-3. My neighbors to the west have told me what happened when my house was built in 2019 – there was significant erosion and drainage of mud and debris into their entire yard. A plan must be in place to prevent this from happening again

**Lastly, and most importantly, I am very concerned that the maps do not indicate how far from my property line the south sidewalk will be. It is my understanding, based on conversations with Mr. Jason Alford, that when my house was built, it was not built appropriately with 10 feet between the house and the property line on the south side – only 5 feet was left. Thus, the south sidewalk should be a minimum of 10 feet from my southern property line – this allows for the appropriate 10 feet from my house with the addition of the 5 feet of space given between the east property line and planned sidewalk. It is imperative that this issue be clarified prior to approval of this Application SUB 84-24. If the distance from my property line to the sidewalk on the south side is too narrow, then I will need to seek legal representation to ensure that my property is not adversely affected more than it already will be by these plans.**

As Mr. and Mrs. Smith noted, I present these comments in the spirit of cooperation.

However, I also feel that all of our requests are reasonable and necessary.

Sincerely,



9/29/2024

Kathleen J. Wilder  
1637 E. 21<sup>st</sup> Street  
The Dalles, OR 97058



Pam Danzer  
2100 Claudia Lane  
The Dalles, OR 97058

September 30, 2024

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

Attn: Joshua Chandler, Director  
Cialita Keys, Associate Planner

RE: SUB 86-24, Smith Ridge Subdivision (Tax Map 1N 13E 11BC, Tax Lots 2300 & 2800)

Dear Mr. Chandler,

I am writing regarding Community Development Department's acceptance and deemed completeness of subdivision application SUB 86-24. In order to establish standing in this quasi-judicial review, I am submitting a petition signed by community members in the affected neighborhood areas including View Court, Claudia Lane and East 21<sup>st</sup> Street.

As the submitted application is now of record, we find it necessary to point out that the property information section fails to acknowledge established geohazard zones on the site. Wasco County Soil Classes for Planning indicate Land Use Classes 2, 3, 4 and 6 for this proposed development. We find this particularly concerning due to existing land slippage in the area. We feel that due diligence on the part of the City of The Dalles and its employed professionals is in order.

We are not against development but are looking for responsible development that reflects the established community while respecting site specific limitations of the parcels in question. We want to be apprised of future procedures and publications regarding this application process.

Sincerely,



Pam Danzer  
Petition Organizer



Received by: \_\_\_\_\_ Date: \_\_\_\_\_



# SMITH RIDGE SUBDIVISION

## ALFORD DEVELOPMENT (SUB 86-24)

We, the undersigned, are greatly concerned about the proposed development immediately east of the end of E. 21st Street. Our concerns regarding the proposed 29 lot subdivision include, but are not limited to: Land Slide Potential, Site Soil Composition, Road and Home Construction on Steep Slopes, Road Grades and Access, and Extension of Utilities to the site. We want to be informed of the City's research and recommendations concerning approval of this development.

Name	Address	Phone	email
THEODORE VALKOV	2102 CLAUDIA LN, TDS 97058	541 980 6411	TED@AMITYLABS.COM
Gary Hertel	2112 View Ct., The Dalles	541-298-1152	hertelgary@gmail.com
Sarah Hertel	2112 View Ct The Dalles	541 298-1152	hertelsarah@ie@
Deanna Geiter	1628 E. 21st St., The Dalles	303-601-1005	deannageiter@gmail.com
John Geiter	1628 E 21st The Dalles	303-601-1275	Johngeiter@gmail.com
Garen Schock	2008 View court, The Dalles	504-261-0700	garanglen@yahoo.com
Donald Sperry	2105 View court, The Dalles	541-298-8117	chussperry@gmail.com
Allyson Schock	2008 View court, The Dalles	541-965-1676	Schock21@yahoo.com
Bruce Dinksen	2011 View Court, The Dalles	541-298-432	Bruce.dinksen@plaza
Jamie Carrico	2111 View Court, The Dalles	541-340-5979	Jamie90@gmail.com
Deanne Carrico	2111 View Court The Dalles	541-965-3946	CarricoDeanne@gmail.com
Darlene Marick	1620 E. 19th St., The Dalles, OR	541-298-5933	billmarick5@gmail.com
William Marick	1620 E 19th St. The Dalles, OR	541-298-5055	billmarick5@gmail.com
Mark Ward	2101 View Ct., TD	541-296-3463	wardmark@gmail.com
Martin Hutchinson	2010 View Ct, TD	509-264-3522	Marty.hutchinson@comcast.net

Name	Address	Phone	email
Pamela Leal	2000 View Ct, The Dalles, OR	503-680-6577	Pam.Frasier16@gmail.com
Evan Leal	2000 View Ct, The Dalles, OR	661-213-7557	leal.evan.j@gmail.com
Jeanine Durson	2011 View Ct The Dalles, Or	541-300-0007	jeanine.durson@yahoo.com
MARLIS RIFENER	1700 E 21 <sup>ST</sup> THE DALLES MAIL	541-980-9144	MARLIS@WRORCHARDS.COM
GARY WADE	2650 THREEMILE RD	541-980-4969	GARY@WRORCHARDS.COM
Douglas Mathews	2111 Claudia Ln, The Dalles	541-370-5761	Rjjackal@gsn.net



**September 30, 2024**

Community Development Department  
City of The Dalles  
313 Court St  
The Dalles OR 97058

**SUBJECT: OBJECTION TO APPLICATION NUMBER SUB-84-24**

Dear Madam or Sir,

During a neighborhood get-together on Saturday September 28, 2024, I learned with great dismay of the application referenced above, and of the underlying planned housing development project ("development").

I am writing to inform the City of The Dalles of my strong objection to the application and to the development as presented in the documents I've managed to research so far.

I believe there are solid procedural, material and practical grounds for the City to deny the application referenced above; and to also reverse past decisions relating to this development that may have been taken without proper consultation with the community.

My counsel has advised me to not detail the multiple specific objections to application SUB-84-24. At this stage, I convey to you that based on my research and experience, I believe that:

- 1) The development as proposed creates significant safety risks for current residents of the community, for future residents of the development, and for their guests.
- 2) The development significantly interferes with the right of quiet enjoyment of current and future property owners.
- 3) The development as proposed negatively impacts the residents in a wide geographic footprint, and is too complex and far-reaching to be pushed through as a simple by-rights project with minimal public input.

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

---

- 4) The development has not been pursued in a manner that allows for the public interest to be duly consulted and represented. I assume this is accidental and not intentional.
- 5) It has not been demonstrated that the applicant has the ability to execute the proposed development to safe and successful completion.

I am therefore petitioning the City of The Dalles to deny the above referenced application.

I am further petitioning the City of The Dalles to establish a proper and transparent consultative process for the planning of this development, so that the end result is free of the aforementioned defects and liabilities. That process must include the wider community impacted by the development, and must provide for sufficient time for issues to be identified and resolved.

I believe that my objections are consistent with established practices and laws. Thank you for your attention.

Sincerely,



Theodore Valkov

Owner, 2102 Claudia Ln, The Dalles OR 97058



Cc: City Clerk  
Wasco County Clerk  
File

Comments from Gary Wade, Vice President of Wade & Rufener Orchards Co., regarding Jason Alford's proposed Smith Ridge Subdivision, **SUB 84-24**:

October 1, 2024

Wade & Rufener Orchards Company (W&R) leases farm ground from MADD Properties LLC. When MADD properties purchased the property at 1700 East 21st St, The Dalles, they entered into an agreement with Mary Smith, the owner at the time of the proposed Smith Ridge Subdivision, to provide a recorded access easement across the Smith's property. The existing easement road had been used for close to 40 years by the previous owner of 1700 east 21st, Norma Hendricks, as their only access to the house and property, but there was no recorded easement. The map of the proposed Smith Ridge Development shows this access road (furthest south in the upper level), but it appears that the road is not located on the recorded easement and is not the same width as the recorded easement.

My concern, as an owner of Wade & Rufener Orchards Company, is that we need adequate width and turn radius to drive a semi-truck and trailer out of the orchard with fruit. Donell Smith, Mary's husband, agreed to that when we originally developed the easement agreement. If the development locates lots/houses to the north along the easement road there may be people parking along the road that would restrict our access. During harvest we don't have time to deal with parked cars blocking our access to our farm. The proposed road also appears to change the grade which could affect our ability to move fruit and bins up and down the road. We are open to changing the easement location, but only if both parties agree. We would also need assurance that people can't park along that easement and restrict the width and turning radius.

Another concern is continued access to the farm and home during construction of the road and infrastructure. We will need continual unfettered access during construction of road and infrastructure to reach the farm and house. This is our only access.

As a neighbor I am also concerned about the stability of the site for house construction, and feel that a geotechnical report should be completed before approval of the Subdivision.

I am also concerned about the effects on the neighborhood of increased traffic from additional development with only one exit, especially on this very steep road that is often covered with ice and snow in the winter. East 21st Street is often not cleared by the city until days after a snowstorm.

We recently had a small wildfire that started at the substation below and to the east of the proposed subdivision that ran up the hill into the subdivision. Are there any considerations of how the city would deal with wildfires approaching the subdivision from open grasslands to the east or north hillsides?

Lastly, the city approved construction of two lots just below the subdivision to the west and north of East 21st Street without proper setbacks and without drainage, sidewalks, and paved roads in place as was promised to us neighbors by the city. This has resulted in extensive runoff and rutted gravel roads to our easement and to properties lower on 21st St. We want to be sure that this type of improper development does not occur again and that the effects of this improper development are dealt with soon as it should have been before construction.

Thank you for consideration of my comments.

Gary Wade  
Wade & Rufener Orchards Company  
2650 Three Mile Rd  
The Dalles, OR 97058





## CERTIFICATE OF MAILING

I hereby certify that I served the attached

### Notice of Application for Administrative Action

regarding:

SUB 84-24 – Jason Alford

On September 17, 2024, 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: September 17, 2024

Secretary  
Community Development Department

Name	NOAA
Name	E-mail
Art Smith	arthurs@co.wasco.or.us
<b>Aviation Contacts</b>	
Ben Beseda	BBeseda@tennesoneng.com
Bradley Cross	bradleyc@co.wasco.or.us
Bradley DeHart	bradley.k.dehart@odot.state.or.us
Building Codes	buildingcodes@co.wasco.or.us
CDD	cotdcdd@gmail.com
<b>Comm Dev Dept</b>	
customerservice2044@wasteconnections.com	customerservice2044@wasteconnections.com
Dan Shanahan	dan.t.shanahan@odot.oregon.gov
Don Morehouse	donald.morehouse@odot.oregon.gov
Ernie Garcia	ernie.garcia@charter.com
Gwen Koski	Gwen.M.Koski@usps.gov
Jamie Carrico	jcarrico@ci.the-dalles.or.us
Jay Wood	jwood@mcf.org
Jeff Teel	Jeff-Teel@nwascopud.org
John Amery	john@aristonetworks.com
Mario Esquivel	mario.m.esquivel@usps.gov
<b>MEDIA</b>	
ODOT Region 4 Plan Manager	ODOTR4PLANMGR@odot.state.or.us
Paula Grendel	paulag@ncphd.org
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 Peterson	tomvpeterson@gmail.com
Tonya Brumley	tlb@nwnatural.com
Wasco County Assessor	assessor@co.wasco.or.us
Wasco County Planning	wcplanning@co.wasco.or.us
wasco@wascoswcd.org	wasco@wascoswcd.org

Name	Aviation Contacts
Name	E-mail
Brandon Pike	brandon.pike@odav.oregon.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  
1661 E 21ST ST  
THE DALLES OR 97058

BELLONI STEPHEN  
PO BOX 8  
RUFUS OR 97050

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

FOLEY FAMILY LTD PARTNERSHIP  
2310 RADIO WAY  
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

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

REQUA CHANTELE A  
1630 E 21ST  
THE DALLES OR 97058

THE DOROTHY NIETHAMMER SMITH  
TRUST U/I/D  
1639 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



**CITY of THE DALLES**

313 COURT STREET  
THE DALLES, OREGON 97058

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

September 17, 2024

## **NOTICE OF APPLICATION FOR ADMINISTRATIVE ACTION**

Notice is hereby given that an application for Administrative Action has been received by The Dalles Community Development Department. The City of The Dalles Community Development Director will make an Administrative Decision on the request stated below. **You are entitled to comment for or against the proposal by submitting a written statement** to the Community Development Department, City of The Dalles, 313 Court Street, The Dalles, OR 97058 by the due date shown.

**COMMENTS DUE BY:** October 1, 2024

**APPLICANT(S):** Jason Alford

**LANDOWNER(S):** Jason Alford

**APPLICATION NUMBER:** SUB 84-24

**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:** The subject property is located in the 1600 block of E. 21<sup>st</sup> Street and is further described as 1N 13E 11 BC tax lots 2300 and 2800. The property is zoned RL – Low Density Residential.

**REVIEW CRITERIA:** The City of The Dalles Comprehensive Land Use Plan, City of The Dalles Municipal Code Title 10 Land Use and Development; 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:**

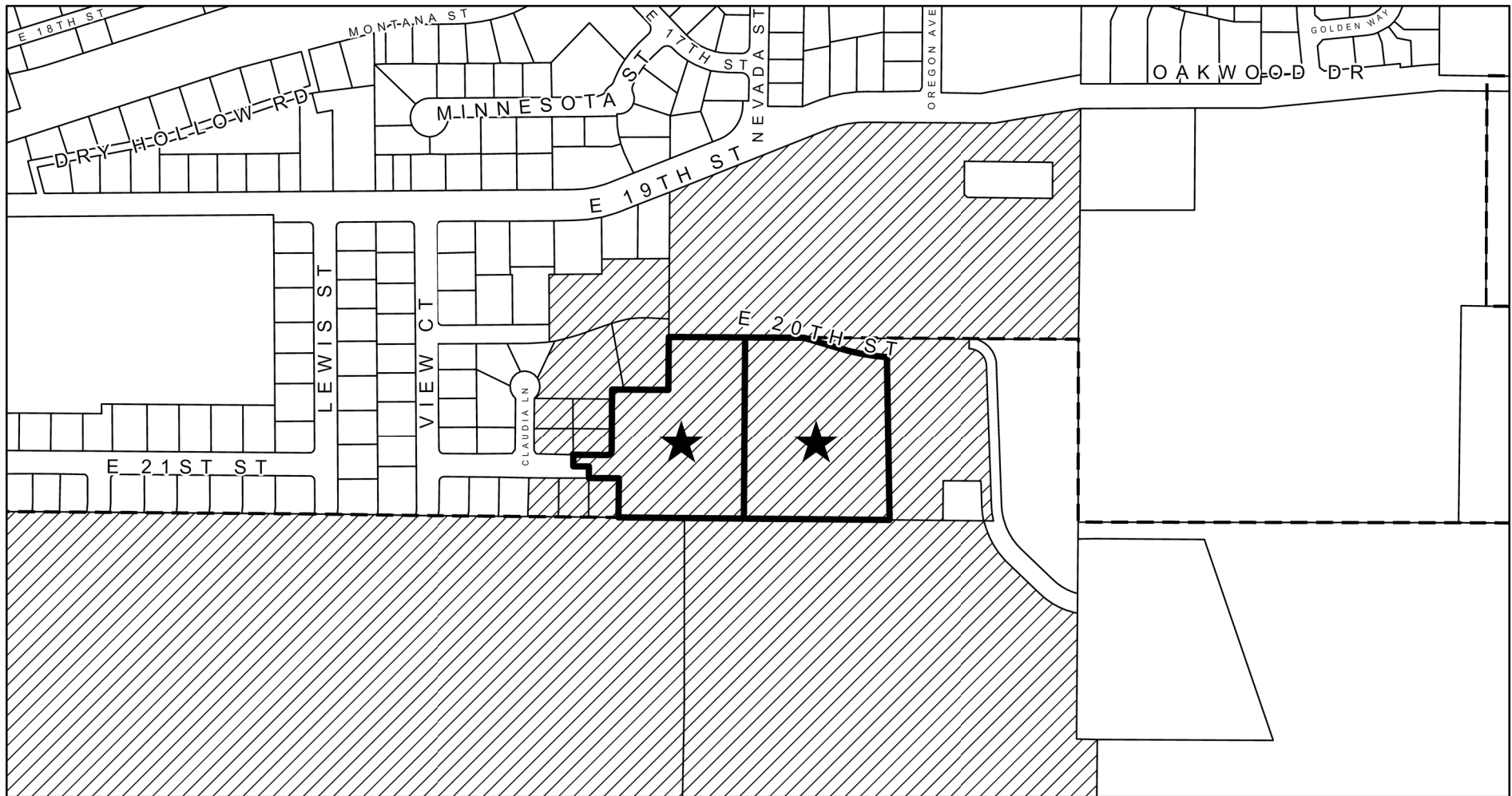
1. **Written comments for or against the proposal will be accepted for 14 days from the date this notice is mailed and are due by 5:00 p.m., October 1, 2024,** in The Dalles Community Development Office, 313 Court Street, The Dalles, OR 97058.




2. Failure to raise an issue in writing within the comment period, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue, precludes further appeal on 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 Office**, 313 Court Street, The Dalles, Oregon 97058.

**DECISION PROCESS:**

1. An application is received, decision date set, and notice mailed to property owners within 100 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, Title 10 Land Use and Development, and the City of The Dalles Comprehensive Plan must be met.
5. A decision is reached by the Director based on the Findings of Fact in the staff report.
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 an Administrative Decision to the Planning Commission within 10 days of the date a notice of Decision is mailed, subject to the requirements for appeal procedures.

Please direct any questions to Cialita Keys, Associate Planner, Community Development Department, at (541) 296-5481 ext. 1151, or email [ckey@ci.the-dalles.or.us](mailto:ckey@ci.the-dalles.or.us).



-  Taxlots
-  Subject Properties
-  Notified Properties

Properties within 100 feet of  
SUB 86-24  
16xx E. 21st Street  
1N 13E 11 BC 2300 & 2800

0 240 480 720 960  
Feet

City of The Dalles  
Community Development  
Department  
September 17, 2024





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

Application #: SUB 86-24  
 Filing Fee: \$630.00  
 Receipt #: XBP# 213205391  
 Deemed Complete: 10/17/2024  
 Ready to Issue: \_\_\_\_\_  
 Date Issued: \_\_\_\_\_

Received: 08/21/2024

## Subdivision Application

### Applicant

Name: Jason Alford  
 Address: 219 State Route 115  
Ocean Shores, WA 98569  
 Phone #: (253) 753-7234  
 Email: jwaconstructall@gmail.com

### Legal Owner (if different than Applicant)

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 Phone #: \_\_\_\_\_  
 Email: \_\_\_\_\_

### Property Information

Address: ~16xx E. 21st Street  
 Zone: RL-Low Density Residential  
 City Limits: ☒ Yes ☐ No  
 Geohazard Zone: N/A

Map and Tax Lot: 1N-13E-11BC #2300 & #2800  
 Overlay: N/A  
 Size of Development: 7.28 acres  
 Flood Designation: N/A

### Project Information

Current Use of Property: Vacant  
 Proposed Use of Property: Single-family residential subdivision  
 Proposed # of Parcels: 29

### Briefly Explain the Project:

Permitting and development of a two phase, single family residential subdivision. The first phase will consist of 14-lots on the 3.33 acres inside the City limits. The remainder will be annexed into the City and divided into 15 lots in the future.

***In addition to the requirements of Article 3.010: Application Procedures, this application must be accompanied by the information required in Article 9.040: Subdivisions and Major Replats, contained in Title 10 Land Use and Development of the City of The Dalles Municipal Code.***

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

**Site Team / Pre-Application:**

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

**Official Subdivision Application Review:**

Remainder of application fees  
Project narrative (PDF required)  
Professional plans (PDF required)

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

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

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

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

### **Subdivision Review**

Subdivision Applications follow The Dalles Development Review Process. A pre-application conference is required for all submittals. Approved Tentative Plans are valid for 2 years with a possible 1-year extension. Construction drawings and specifications for public improvements are required prior to final subdivision plat review and approval. Before the signature of the City Engineer is obtained on a Final Plat, required improvements must be installed to City Standards and Specifications, the applicant and the City have entered into an agreement to install improvements, or an improvement district is formed to construct improvements (Section 9.040.030, H): *Installation of Required Improvements*. **Final Plat approval does not constitute City acceptance of public improvements.** Public improvements can only be accepted in writing by the Director of Public Works.

Signature of Applicant

Signature of Property Owner

 8/21/24  
Date

 8/21/24  
Date

2 of 5



**BEND, OR**  
2777 NW Lolo Drive  
Suite 150  
Bend, OR 97703  
(541) 317-8429  
[www.aks-eng.com](http://www.aks-eng.com)

**KEIZER, OR**  
3700 River Road N  
Suite 1  
Keizer, OR 97303  
(503) 400-6028

**THE DALLES, OR**  
3775 Crates Way  
The Dalles, OR 97058  
(541) 296-9177

**TUALATIN, OR**  
12965 SW Herman  
Road, Ste 100  
Tualatin, OR 97062  
(503) 563-6151

**KENNEWICK, WA**  
501 N Quay Street,  
Suite C-102  
Kennewick, WA 99336  
(509) 905-0219

**VANCOUVER, WA**  
9600 NE 126th Avenue  
Ste 2520  
Vancouver, WA 98682  
(360) 882-0419

**WHITE SALMON, WA**  
107 W Jewett, Ste 100  
White Salmon, WA  
98672  
(509) 281-3227

**Applicants Narrative**  
**Smith Ridge Subdivision**  
**for**  
**--- Mr. Jason Alford ---**  
**August 21, 2024**

**City Forms (attached to end of document)..... 2**

**Application Documents (attached to end of this document) ..... 2**

**Development Description ..... 3**

**Applicant’s Responses..... 3**

***TITLE 10 LAND USE AND DEVELOPMENT ..... 3***

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Article 10.10.060 Street Requirements..... 9

Article 10.10.070 Public Utility Extensions ..... 9

City Forms (attached to end of document)

Subdivision Application – 2 pages

Application Documents (attached to end of this document)

Subdivision Plan – C1

Utility Plan – C2

Grading Plan – C3

Land Use Map – C4

Transportation Impact Analysis (75 pages prepared by Ferguson & Associates, Inc.)



## Development Description

The proposal involves the development of approximately 7.28 acres of vacant land into a 29-lot residential subdivision. The property is at the easterly extension of East 21<sup>st</sup> Street (no site address available) and lies south of the Mid-Columbia Medical Center. The parcel lies entirely within the City Urban Growth boundary, but only the westerly end is within the City limits. The subdivision will be developed in two phases with Phase 1 (14 lots) consisting of those lands within the City limits. Phase 2 (15 lots) will be constructed immediately after Phase 1, subject to the annexation of the property into the City. The proposed use is permitted outright and the proposed lots meet the City's dimensional standards and density goals of the Low Density Residential (RL) zone district. All proposed roadways and infrastructure will meet the City's standards.

**Address:** No site address (easterly extension of East 21<sup>st</sup> Street)

**Map and Tax Lot:** 1N 13E 11BC 2300 and 2800

**Ownership:** Mr. Jason Alford

**Zoning:** RL - Low Density Residential

## Applicant's Responses

### TITLE 10 LAND USE AND DEVELOPMENT

#### **CHAPTER 10.3 APPLICATION REVIEW PROCEDURES**

##### **Article 10.3.020 Review Procedures**

###### **10.3.020.040 Administrative Actions**

**Response:** The Applicant understands that this Subdivision Application will be processed as an Administrative Action and the corresponding procedures are noted and understood.

#### **CHAPTER 10.5 ZONE DISTRICT REGULATIONS**

##### **Article 10.5.010 RL Low Density Residential District**

**Response:** Compliance with the RL zone regulations is shown in the SITE INFO and PROJECT DENSITY tables on the Subdivision Plan.

#### **CHAPTER 10.6 GENERAL REGULATIONS**

**Response:** Compliance with all Articles of the General Regulations, except for Article 6.010 – Landscaping Standards, Article 6.050 – Access Management, Article 6.100 – Vision Clearance, and Article 6.170 – Density, is not determinable until time of individual lot

development and must be met by the individual property owner as each lot is developed through the Building Permit process.

#### **Article 10.6.010 Landscaping Standards**

**Response:** The Purpose (010), Definition (020), and General Provisions (030) Sections are understood and will be complied with. Sections 040 (Buffering) and 050 (Screening) are not applicable and Section 070 (Zone Requirements) must be met at the time of Building Permit application for each lot.

##### **10.6.010.060 Street Trees**

**Response:** Street trees from the City's approved list will be planted behind the sidewalk. To meet the City's spacing requirements a minimum of one (1) large canopy or two (2) medium canopy street trees would be planted on the frontage of each lot by the individual lot owner as part of their front yard landscaping requirement. Corner lots would have the same requirement on both street frontages. The Applicant requests that the street trees be treated as part of the residence's front yard landscaping requirements so the final position can avoid the future driveways, associated vision clearance, and can be irrigated using the same system as the individual landowner.

#### **Article 10.6.050 Access Management**

**Response:** The Purpose (010), Applicability (020), and General Requirements (030) Sections are understood and will be complied with. Section 050 (Exceptions to Standards) is not applicable, and the Access Standards (040) pertaining to Local Residential Streets must be met at the time of Building Permit application for each lot.

#### **Article 10.6.100 Vision Clearance**

**Response:** The Clear Vision Areas at the two STOP controlled intersections are shown on the Subdivision Plan. As evidenced, the clear vision triangles do not extend outside of the public right-of-way and therefore easements are not required.

#### **Article 10.6.170 Density**

**Response:** Compliance with this Article and the RL-zone district density requirements are indicated in the PROJECT DENSITY table on the Subdivision Plan.

## **CHAPTER 10.7 PARKING STANDARDS**

**Response:** Compliance with the General Provisions (7.020) and Off-Street Parking Requirements (7.060) Articles of The Dalles Municipal Code will be met by the individual property owner as each lot is developed through the Building Permit process. Articles 7.030-Surface Parking Lots, 7.040-Bicycle Parking, and 7.050-Parking Structure Standards are not applicable.

## **CHAPTER 10.8 PHYSICAL AND ENVIRONMENTAL CONSTRAINTS**

**Response:** Compliance with the Review Procedures (8.020) and Erosion, Slope Failure, and Cuts and Fills (8.050) Articles of The Dalles Municipal Code will be met through the Detailed Construction Plan review by the City Engineer of the proposed improvements. Articles 8.030-Flood Control, 8.040-Geological Hazards, and 8.060-Flowage Easements are not applicable.

## **CHAPTER 10.9 LAND DIVISIONS**

**Response:** Article 9.010 - Background and Purpose is understood and its provisions will be complied with. Article 9.030 - Partitions, Minor Replats, and Lot Line Adjustments and Article 9.050 – Planned Development are not applicable.

### **Article 10.9.020 Land Division Standards**

**Response:** The Purpose (010) Section is noted, and Section 030 (Residential Rear Lot Development) is not applicable.

#### **10.9.020.020 General Provisions**

**Response:** The Applicant understands the applicability provisions of Paragraph A. The Applicant intends to annex that parcel of land that is outside the City limits, but inside the Urban Growth Boundary, into the City of The Dalles prior to the final plat of Phase 2, meeting the requirements of Paragraph B.

Responses to the Blocks requirements (Paragraph C) follow:

1. General: The proposed subdivision layout creates essentially three sections of lots based upon the topography of the site while meeting the minimum lot size and dimensions and providing for public roadways and circulation.

2. Size: This development does not follow a typical lot and block pattern due to its topographic constraints, the existing development to the west, the City corporate limits on the south, the Urban Growth Boundary on the east side, and the absence of a public street to the north. The only internal block proposed is irregularly shaped with varying width and length, tapering to a point at the east end. As such the method for measuring block dimensions is more difficult to establish.
  - a. Local Streets and Minor Collectors: The internal block is an average of approximately 450 feet long in the east-west direction and 132 feet wide in the north-south direction (depending upon where it is measured) for a proportionality ratio of 1:3.4. The width is dictated by the location of East 21<sup>st</sup> Street and the existing lot at the northwest corner (Tax Lot 1N-13E-11BC 900). To illustrate the compatibility of the proposed layout, if this was a rectangular block (based on the City's minimum width of 200 feet and a maximum length of 450 feet to avoid a mid-block ped/bike path) a pedestrian would have to walk 650 feet to get between the two farthest points. The farthest a pedestrian would have to walk around the proposed block is one-half of the perimeter distance of 1188.9 feet, or 594.45 feet, which is 55 feet less than the City's model block. Therefore, based upon existing development and City boundary constraints the Applicant contends that the proposed layout meets the intent of the typical block size and configuration standards.
  - b. Central Business Commercial District: Not Applicable
  - c. Major Collector Streets: Not Applicable
  - d. Arterial Streets: Not Applicable
3. Exceptions: It is the Applicants contention that the proposed layout meets the intent of block dimensions and access, and an exception is not required.

Responses to the General Lot Requirements (Paragraph D) follow:

1. Size and Shape: The size, shape, dimensions, and orientation of the proposed lots allow for development of residential structures. The lots do not include existing or proposed streets nor are they smaller than the minimum size required in this zone district.
2. Access: Each of the proposed lots abuts on a public street or an approved private access drive for a minimum of 50 feet, which is the minimum lot width in this zone district.
3. Access Points: This development does not create nor abut an arterial or collector street, therefore this is not applicable.
4. Through Lots: Due to the internal block width being limited by the existing location of East 21<sup>st</sup> Street and the existing residences to the northwest the distance between East 21<sup>st</sup> Street and Smith Loop was similarly impacted thus creating a through lot situation on Lots 4, 5, 6, 7, 21, and 22 whereby these lots front on both East 21<sup>st</sup> Street and Smith Loop. In some of these instances, for example Lots 7 and 21, the average distance between the two roads (129.5 feet and 108.9 feet, respectively) was not sufficient to allow for creation of two 65-foot-deep lots. In other instances, such as Lots 4, 5, 21, and 22, an existing 2H:1V (50%) slope

severely restricts access from Smith Loop. That same 2H:1V slope exists in the proposed location of Smith Loop and will have to be re-constructed across the north side of Lots 6 and 7, again severely restricting access from Smith Loop. As demonstrated above, the Applicant has attempted to avoid the creation of through-lots, however due to topographical constraints, the six through lots noted are unavoidable. The Applicant understands that access across the rear lot line will not be permitted.

5. Lot Side Lines: The side lot lines have been created at right-angles to the street frontage wherever possible, however due to the inconsistent, curvilinear nature of the proposed roadways to accommodate the topography that is not possible with all of them.
6. Lot Grading: The Applicant acknowledges that any lot grading proposed during the subdivision process must conform with the applicable provisions outlined in Article 8.050: Erosion, Slope Failure, and Cuts and Fills.
7. Building Lines: The Applicant understands that they may establish building setback lines in the final plat or separate covenants.

#### **Article 10.9.040 Subdivisions and Major Replats**

**Response:** The Purpose (010), Plat and Survey Requirements (020), Application Review (040), Construction Drawings and Specifications for Public Improvements (050), and Final Subdivision Plat Review (060) Sections are understood and will be complied with at the appropriate time. Section 070 (Major Replats) is not applicable.

#### **10.9.040.030 Subdivision Applications**

**Response:** The Applicant understands the application requirements of Paragraph A and believe that the attached plans (Subdivision Plan, Utility Plan, Grading Plan, and Land Use Map) meet the Graphics Requirements outlined in Paragraph B.

Responses to the Narrative Requirements (Paragraph C) follow:

1. The proposed use is that of a residential subdivision consisting of 29-lots for single-family residences.
2. All of the proposed improvements in each Phase will be constructed at the time of development, prior to the final plat for each Phase, unless noted otherwise below.
  - a. Domestic water will be provided by the City of The Dalles through the proposed extension of an 8-inch water main, individual water services, and associated appurtenances. Water services will be upsized to accommodate the NFPA 13D fire suppression systems.
  - b. Sanitary sewage treatment and disposal will be provided by the City of The Dalles through the proposed extension of an 8-inch sanitary main, manholes, and individual 4-inch services to each lot. Eleven (11) of the lots may require private sewage lift stations depending upon where the residences are located and whether they have basements or not. The private lift stations would be installed by the individual homeowners at the time of residence construction.

Storm drainage will be captured by the curbs, catch basins and piping that will be extended from the existing City storm system in East 21<sup>st</sup> Street. There are no drainage features on-site that would require flood control.

- c. No common areas are proposed.
  - d. The project requires street trees which will be installed by each landowner as part of their front yard landscaping.
  - e. The streets, curbs, sidewalks along the existing developed lots, all ADA ramps, and street lighting (at the two intersections) will be installed prior to the final platting of each phase of the project. The remaining sidewalk on each lot frontage would be installed by the individual landowner as part of their Building Permit requirements.
  - f. Fire hydrants will be installed from the public water main during each phase of the development. Due to some steep road grades accessing the development all residences within the subdivision will be required to be constructed with a NFPA 13D residential fire suppression system. Temporary fire department turnarounds will be constructed on the two roads at the boundary of Phase 1 until such time as Phase 2 is developed. As an alternative a 20-foot-wide graveled roadway may be constructed between the temporary road terminations to provide access.
3. It is the Applicant's intention to begin construction of the public improvements in Phase 1 of the development as soon as the Subdivision and Construction Plans are approved, hopefully late fall-winter 2024. Due to the phased nature of the development the Applicant would anticipate that Construction of Phase 2 would follow in 2025-2026. All improvements shown are public and will require acceptance by the City prior to recording the Final Plat for each Phase. As noted, the street trees, driveways and sidewalks on the lots will be installed and maintained by the individual property owners as development occurs.
  4. The Subdivision Plan (Tentative Plat) includes information on the number of lots, parcel sizes, and densities per acre. No public open space is being dedicated outside of the public right-of-way. The final lot coverage is not known but must be in compliance with the RL-zone district regulations. The type of dwelling units is anticipated to be detached single-family residences; however, the final type of dwelling and any nonresidential construction is up to the individual landowner but must adhere to all applicable land-use regulations.

## **CHAPTER 10.10 IMPROVEMENTS REQUIRED WITH DEVELOPMENT**

**Response:** Compliance with all Articles of this Chapter, except as noted below, will be demonstrated in the Construction Plans prior to the Final Plat. Articles 10.050 – Bicycle Requirements, 10.110 – Land for Public Purposes, 10.120 – Mail Delivery Facilities, and 10.130 – Transit Requirements are not applicable to this development.

**Article 10.10.030 Timing of Improvements**

**Response:** All improvements will be installed or bonded prior to final platting of each phase, except the sidewalks along each lot frontage, construction of which shall be delayed until that specific lot development occurs.

**Article 10.10.060 Street Requirements**

**Response:** A Traffic Impact Study has been prepared for this project and is attached to this application. It indicates no off-site improvements are required to serve these lots. (A)  
Due to the existing topography, a section of the proposed road within this subdivision will exceed the City grade standards. As a concession all residences must be constructed with a NFPA 13D residential fire suppression system. (J.2)

**Article 10.10.070 Public Utility Extensions**

**Response:** The proposal does not include extending utilities to the east edge of the property due to adverse grades that would preclude access and gravity stormwater and sanitary sewer collection and conveyance. (D)



**From:** [Todd Stephens](#)  
**To:** [Joshua Chandler](#)  
**Cc:** [Michael Bosse](#); [Dale McCabe](#)  
**Subject:** Alford Subdivision Grades  
**Date:** Monday, May 05, 2025 10:59:53 AM

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Josh,

The City Engineering staff have reviewed the proposed road grades for the Jason Alford Subdivision off of East 21<sup>st</sup> Street and agrees that the proposed grading plan for the connection of East 21<sup>st</sup> Street to the subdivision is allowed to exceed the 12% maximum as per TDMC 10.10.060-(J) for local streets. The existing slopes leading to the subdivision already exceed the 12% maximum with the last section the subdivision ties into is 16.5% on East 21<sup>st</sup> Street. The proposed grade being around 15% for East 21<sup>st</sup> Street would be to the first intersection and the rest of the road grades within the subdivision are proposed at 10% which are under the slope requirements for a local street.

Todd Stephens, P.E.  
City Engineer  
City of The Dalles  
1215 West First Street  
The Dalles, OR 97058  
PH: (541) 296-5401 #2007

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## **RESOLUTION NO. 25-021A**

### **A RESOLUTION DENYING APPEAL APPLICATION NO. 39-25, AFFIRMING THE PLANNING COMMISSION DECISION TO DENY APPEAL APPLICATION NO. 38-25, AFFIRMING THE COMMUNITY DEVELOPMENT DIRECTOR'S APPROVAL OF SUBDIVISION APPLICATION NO. 86-24 FOR APPROVAL TO SITE AND DEVELOP A TWO-PHASE, SINGLE-FAMILY RESIDENTIAL SUBDIVISION**

**WHEREAS**, on March 21, 2025, the Community Development Director approved Subdivision Application No. 86-24 (**SUB 86-24**), a subdivision application 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 21<sup>st</sup> 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;

**WHEREAS**, on March 31, 2024, Pam Danzer submitted and the City received a Notice of Appeal for Land Use Decision of SUB 86-24, Appeal Application No. 38-25 (**APL 38-25**);

**WHEREAS**, on April 17, 2015, the Planning Commission deliberated on APL 38-25, and voted 5-0 to deny the appeal request and affirming the Director's March 21, 2025, approval of SUB 86-24 and approving Resolution No. PC 627A-25, a resolution formalizing denial of APL 38-25 and affirming approval of SUB 86-24;

**WHEREAS**, on April 28, 2025, Theodore Valkov (**Appellant**) submitted and the City received a Notice of Appeal for Resolution No. PC 627A-25, Appeal Application No. 39-25 (**APL 39-25**);

**WHEREAS**, at its May 12, 2025, regular meeting, the City Council conducted a public hearing to consider APL 39-25, where 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; and

**WHEREAS**, the City Council deliberated on the matter during that public hearing and, based on 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 incorporated herein by reference, the City Council voted on the matter of APL 39-25, formalized as follows.

### **NOW, THEREFORE, THE COUNCIL OF THE CITY OF THE DALLES RESOLVES AS FOLLOWS:**

1. Decision. Based on the City Council's review and interpretation of the applicable criteria, the evidence in the record, and the findings, interpretations, and conclusions set forth in the Staff Report, Appeal Application No. 39-25 is hereby **DENIED**, the decision of the Planning Commission is **AFFIRMED**, and the application for Subdivision Application No. 86-24 is **APPROVED**.

2. Adoption from Staff Report. The City Council hereby adopts as its own the findings, interpretations, and conclusions set forth in the Staff Report.

3. Effective Date. This Resolution shall be effective upon adoption.

**PASSED AND ADOPTED THIS 12<sup>TH</sup> DAY OF MAY, 2025,**

Voting <b>Yes</b>	Councilors:	_____
Voting <b>No</b>	Councilors:	_____
<b>Abstaining</b>	Councilors:	_____
<b>Absent</b>	Councilors:	_____

**AND APPROVED BY THE MAYOR THIS 12<sup>TH</sup> DAY OF MAY, 2025.**

\_\_\_\_\_  
Richard A. Mays, Mayor

*ATTEST:*

\_\_\_\_\_  
Amie Ell, City Clerk

## RESOLUTION NO. 25-021B

### **A RESOLUTION APPROVING APPEAL APPLICATION NO. 39-25, REVERSING THE PLANNING COMMISSION DECISION TO DENY APPEAL APPLICATION NO. 38-25, REVERSING THE COMMUNITY DEVELOPMENT DIRECTOR'S APPROVAL OF SUBDIVISION APPLICATION NO. 86-24 FOR APPROVAL TO SITE AND DEVELOP A TWO-PHASE, SINGLE-FAMILY RESIDENTIAL SUBDIVISION**

**WHEREAS**, on March 21, 2025, the Community Development Director approved Subdivision No. 86-24 (**SUB 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 21<sup>st</sup> 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;

**WHEREAS**, on March 31, 2024, Pam Danzer submitted and the City received a Notice of Appeal for Land Use Decision of SUB 86-24, Appeal Application No. 38-25 (**APL 38-25**);

**WHEREAS**, on April 17, 2015, the Planning Commission deliberated on APL 38-25, and voted 5-0 to deny the appeal request and affirming the Director's March 21, 2025, approval of Application and approving Resolution No. PC 627A-25, a resolution formalizing denial of APL 38-25 and affirming approval of SUB 86-24;

**WHEREAS**, on April 28, 2025, Theodore Valkov (**Appellant**) submitted and the City received a Notice of Appeal for Resolution No. PC 627A-25, Appeal Application No. 39-25 (**APL 39-25**);

**WHEREAS**, at its May 12, 2025, regular meeting, the City Council conducted a public hearing to consider APL 39-25, where 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; and

**WHEREAS**, during that hearing, the City Council challenged Staff's recommendation to deny APL 39-25 and affirm the Planning Commission's decision affirming the Community Development Director's approval of SUB 86-24, citing inconsistencies with Staff's findings of unmet criteria; specifically, the City Council identified the following criteria to validate its determination:

1. *Text to be inserted following City Council deliberations.*
2. *Text to be inserted following City Council deliberations.*

**NOW, THEREFORE, THE COUNCIL OF THE CITY OF THE DALLES  
RESOLVES AS FOLLOWS:**

1. Decision. Based on the City Council’s review and interpretation of the applicable criteria, the evidence in the record, and the findings, interpretations, and conclusions either set forth in the Staff Report or decided through the May 12, 2025, public hearing (as reflected in the minutes, as applicable), Appeal Application No. 39-25 is hereby GRANTED, the decision of the Planning Commission is REVERSED, and the application for Subdivision Application No. 86-24 is DENIED.
2. Adoption from Staff Report or Deliberations. The City Council hereby adopts as its own the findings, interpretations and conclusions either set forth in the Staff Report or decided through the May 12, 2025, public hearing (as reflected in the minutes, as applicable).
3. Effective Date. This Resolution shall be effective upon adoption.

**PASSED AND ADOPTED THIS 12<sup>TH</sup> DAY OF MAY, 2025,**

Voting <b>Yes</b>	Councilors:	_____
Voting <b>No</b>	Councilors:	_____
<b>Abstaining</b>	Councilors:	_____
<b>Absent</b>	Councilors:	_____

**AND APPROVED BY THE MAYOR THIS 12<sup>TH</sup> DAY OF MAY, 2025.**

\_\_\_\_\_  
Richard A. Mays, Mayor

*ATTEST:*

\_\_\_\_\_  
Amie Ell, City Clerk