

**CITY OF ST. HELENS PLANNING DEPARTMENT  
STAFF REPORT  
Annexation A.1.20**

**DATE:** May 12, 2021  
**TO:** City Council  
**FROM:** Jennifer Dimsho, AICP, Associate Planner  
**APPLICANT:** Mark Comfort  
**OWNERS:** Same  
**ZONING:** Columbia County’s Commercial-General (C-3)  
**LOCATION:** SW of Firway Lane & Kavanagh Ave; 4N1W-8BD-1800 & 4N1W-8CA-2900  
**PROPOSAL:** The property owner filed consent to annex to connect to City sewer for development of a travel trailer park which was approved under County file Site Design Review DR 20-03

**SITE INFORMATION / BACKGROUND**

The subject property is located southwest of the intersection of Firway Lane and Kavanagh Avenue, just off US Highway 30. It is a 3.58-acre vacant site which slopes towards the highway. The property is accessed by Kavanagh Avenue which is a County undeveloped gravel right-of-way without frontage improvements. McNulty water and City sewer are available within the Kavanagh Avenue right-of-way. The site has been approved with County Site Design Review file DR 20-03 for the development of a travel trailer park, which requires connection to City sewer.

**Abutting Zoning**

North: County’s Commercial General (C-3)  
East: City’s Highway Commercial (HC) & County’s Commercial General (C-3)  
South: County’s Commercial-General (C-3)  
West: County’s Single-Family Residential (R-10)



*Subject property from Kavanaugh Avenue & Firway Lane  
looking southwest*

## PUBLIC HEARING & NOTICE

**Public hearing** before the Planning Commission for *recommendation to the City Council*: **April 13, 2021**. Public hearing before the City Council: **May 19, 2021**.

**Notice** of this proposal was sent to the Oregon Department of Land Conservation and Development on **March 9, 2021** through their PAPA Online Submittal website.

**Notice** of this proposal was sent to surrounding property owners within 300 feet of the subject property(ies) on **March 25, 2021** via first class mail. Notice was sent to agencies by mail or e-mail on the same date.

**Notice** was published on March 31, 2021 in The Chronicle newspaper.

## AGENCY REFERRALS & COMMENTS

The Columbia County Planning Manager has no objection to this request and supports approval.

## APPLICABLE CRITERIA, ANALYSIS & FINDINGS

### SHMC 17.08.040 (1) – Quasi-judicial amendment and standards criteria

- (a) A recommendation or a decision to approve, approve with conditions, or to deny an application for a quasi-judicial amendment shall be based on all of the following standards:
  - (i) The applicable comprehensive plan policies and map designation; and that the change will not adversely affect the health, safety, and welfare of the community; and
  - (ii) The applicable Oregon Statewide Planning Goals adopted under ORS Chapter 197, until acknowledgment of the comprehensive plan and ordinances; and
  - (iii) The standards applicable of any provision of this code or other applicable implementing ordinance.
- (b) Consideration may also be given to:
  - (i) Any applicable evidence of change in the neighborhood or community or a mistake or inconsistency in the comprehensive plan or zoning map as it relates to the property which is the subject of the development application.

**Discussion:** **(a)(i)** The Comprehensive Plan designation for the subject property is Unincorporated Highway Commercial. Applicable designation and zoning district for annexation are discussed later.

There is no known conflict with the general Comprehensive Plan policies identified in Chapter 19.08 SHMC. Note that SHMC 19.08.030 discusses public services and facilities and includes utility provisions (e.g., water and sewer) as well as services such as police and library. In sum, all services are intertwined; the consent to annexation allows connection to City sewer to support existing and future development on the subject property, and, once annexed, all other City services/facilities. By this process, the proposal complies with this aspect of the Comprehensive Plan.

There is no known conflict with the specific Comprehensive Plan policies identified in Chapter 19.12 SHMC.

There is no known conflict with the addendums to the Comprehensive Plan which includes Economic Opportunities Analysis (Ord. No. 3101), Waterfront Prioritization Plan (Ord. No. 3148), the Transportation Systems Plan (Ord. No. 3150), the Corridor Master Plan (Ord. No. 3181), the Parks & Trails Master Plan (Ord. No. 3191), the Riverfront Connector Plan (Ord. No. 3241), and the Housing Needs Analysis (Ord. No. 3244).

Finally, there is no evidence that this proposal will be contrary to the health, safety and welfare of the community.

**(a)(ii)** The City’s Comprehensive Plan has been adopted by the State, thus, the applicable Oregon Statewide Planning Goals adopted under ORS Chapter 197 do not need to be analyzed per this section.

**(a)(iii)** In addition, Section 3 of the City’s Charter states that “annexation, delayed or otherwise, to the City of St. Helens, may only be approved by a prior majority vote among the electorate.” However, during the 2016 Legislative Assembly, Senate Bill 1578 was passed. It states that a City shall annex the territory without submitting the proposal to the electors if certain criteria are met:

1. Property is within the UGB
2. Property will be subject to the City’s Comprehensive Plan
3. Property is contiguous to the City limits or is separated by only a public right of way or body of water
4. Property conforms to all other City requirements

As this proposal meets these criteria, this property will **not** be subject to a majority vote among the electorate.

Other provisions applicable to this proposal are discussed elsewhere herein.

**(b)** There is no evidence of a change in neighborhood, or mistake or inconstancy in the Comprehensive Plan or Zoning Map.

**Finding:** The quasi-judicial amendment and standards criteria are met.

### **SHMC 17.08.060 – Transportation planning rule compliance**

- (1) Review of Applications for Effect on Transportation Facilities. A proposed comprehensive plan amendment, zone change or land use regulation change, whether initiated by the city or by a private interest, shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with OAR 660-012-0060 (the Transportation Planning Rule (“TPR”). “Significant” means the proposal would:
  - (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
  - (b) Change standards implementing a functional classification system; or

- (c) As measured at the end of the planning period identified in the adopted transportation system plan:
  - (i) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
  - (ii) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP; or
  - (iii) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.
- (2) Amendments That Affect Transportation Facilities. Comprehensive plan amendments, zone changes or land use regulations that significantly affect a transportation facility shall ensure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the TSP. This shall be accomplished by one or a combination of the following:
  - (a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.
  - (b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of OAR 660-012-0060.
  - (c) Altering land use designations, densities, or design requirements to reduce demand for vehicle travel and meet travel needs through other modes of transportation.
  - (d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.
- (3) Traffic Impact Analysis. A traffic impact analysis shall be submitted with a plan amendment or zone change application, as applicable, pursuant to Chapter 17.156 SHMC.

**Discussion:** This section reflects State law regarding the Transportation Planning Rule (TPR): Transportation Planning Rule (TPR), OAR 660, Division 12. The TPR requires that where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures to assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility. **Current zoning of the property is Columbia County’s Commercial-General (C-3) and the City’s only zoning option given annexation is Highway Commercial.**

Generally, when comparing potential land use impact on transportation facilities, the *reasonable worst case scenario* for the existing and proposed designation/zone are considered. The potential land uses are very similar for both the City and County. The City’s zoning is comparable to the County with regards to the possible intensity of uses allowed and potential vehicular trips generated. Thus, this proposal will not affect an existing or planned transportation facility.

**Finding:** No transportation facility will be significantly affected by this proposal. No traffic impact analysis is warranted.

**SHMC 17.28.030 (1) – Annexation criteria**

- (a) Adequate public facilities are available to the area and have sufficient capacity to provide service for the proposed annexation area; and
- (b) Comply with comprehensive plan amendment standards and zoning ordinance amendment standards and not be in conflict with applicable comprehensive plan policies and implementing ordinances; and

- (c) Complies with state laws; and
- (d) Abutting roads must meet city standards or property owner will be required to sign and record an irrevocable consent to local improvement district; and
- (e) Property exceeding 10 acres in gross size must show a need on the part of the city for such land if it is designated residential (e.g., less than five years' supply of like designated lands in current city limits).

**Discussion: (a)**

**Water** – The site has access to McNulty PUD water. City water is also available in the vicinity but along the south side between the wetlands and the area proposed to be developed.

**Sewer** – Although not currently connected, there is a City sewer mainline located along Kavanagh Ave and Firway Lane. The applicant intends to connect as part of the development of the property. With regards to capacity, the City's wastewater treatment plant currently has a daily limit (physically and as permitted by DEQ) to handle over 50,000 pounds of Biochemical Oxygen Demand (BOD) and a monthly average limit of 26,862 pounds. This is the "loading" or potency of the wastewater received by the plant. The average daily BOD is well below this at only 1,500 pounds. Thus, any potential uses that occur on the subject property can be accommodated by the City's sanitary sewer system as infrastructure is in place or can be upgraded to meet the capacity demand.

**Transportation** - As described above, this proposal poses no significant impact on a transportation facility.

**Finding:** Adequate public facilities are available to the area and have sufficient capacity to provide service for the proposed annexation area.

**(b)** The subject property is currently vacant but has been approved by the County for use as a travel trailer park. Travel trailer parks are a conditionally permitted use in the City's Highway Commercial zoning district.

**Finding:** There is no known conflict with the Comprehensive Plan and implementing ordinances.

**(c) With regards to Oregon Revised Statutes (ORS), city annexations of territory must be undertaken consistent with ORS 222.111 to 222.183.**

Pursuant to ORS 222.111(1), a City may only annex territory that is not within another City, and the territory must either be contiguous to the annexing City or be separated from the City only by a body of water or public right-of-way. The subject property is not within another City's jurisdiction and City of St. Helens corporate limits lies on the east side of the subject property. Although undertaking an annexation is authorized by state law, the manner in which a city proceeds with annexation is also dictated in the city charter. ORS 222.111(1) references a city's charter as well as other ORS. St. Helens' Charter requirements pertaining to annexations are noted above.

Per ORS 222.111(2) an annexation may be initiated by the owner of real property or the city council. This annexation request was initiated by the property owner. Further, ORS 222.125 requires that all property owners of the subject property to be annexed and at least half of the electors residing on the property consent in writing to the annexation. These documents were submitted with the annexation application.

**ORS 197.175(1) suggests that all annexations are subject to the statewide planning goals.**

The statewide planning goals that could technically apply or relate to this proposal are Goals 1, 2, 11 and 12.

- ***Statewide Planning Goal 1: Citizen Involvement.***  
*Goal 1 requires the development of a citizen involvement program that is widespread, allows two-way communication, provides for citizen involvement through all planning phases, and is understandable, responsive, and funded.*

Generally, Goal 1 is satisfied when a local government follows the public involvement procedures set out in the statutes and in its acknowledged comprehensive plan and land use regulations.

The City's Development Code is consistent with State law with regards to notification requirements. Pursuant to SHMC 17.20.080 at least one public hearing before the Planning Commission and City Council is required. Legal notice in a newspaper of general circulation is also required. The City has met these requirements and notified DLCD of the proposal.

- ***Statewide Planning Goal 2: Land Use Planning.***  
*This goal requires that a land use planning process and policy framework be established as a basis for all decisions and actions relating to the use of land. All local governments and state agencies involved in the land use action must coordinate with each other. City, county, state and federal agency and special districts plans and actions related to land use must be consistent with the comprehensive plans of cities and counties and regional plans adopted under Oregon Revised Statutes (ORS) Chapter 268.*

Generally, Goal 2 requires that actions related to land use be consistent with acknowledged Comprehensive Plans and coordination with affected governments and agencies and be based on an adequate factual base. The City has an adopted Comprehensive Plan, compliance of this proposal which is addressed herein. Moreover, explanation and proof of coordination with affected agencies and factual base are described herein, as well, including inventory, needs, etc.

- ***Statewide Planning Goal 11: Public Facilities and Services.***  
*Goal 11 requires cities and counties to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. The goal requires that urban and rural development be "guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable and rural areas to be served."*

The subject property is served by McNulty PUD water. City sewer capacities are adequate to serve the subject property. This is explained above. The existing development is adequately served.

- ***Statewide Planning Goal 12: Transportation.***  
*Goal 12 requires cities, counties, metropolitan planning organizations, and ODOT to provide and encourage a “safe, convenient and economic transportation system.” This is accomplished through development of Transportation System Plans based on inventories of local, regional and state transportation needs. Goal 12 is implemented through OAR 660, Division 12, also known as the Transportation Planning Rule (“TPR”). The TPR contains numerous requirements governing transportation planning and project development.*

Traffic impacts and the City’s provisions that address the TPR are explained above. This proposal will not significantly affect an existing or planned transportation facility.

**(d)** The subject property abuts Firway Lane and Kavanaugh Street. Both are classified as local streets without sidewalks on either side. City standards require such improvements.

This annexation is related to a development proposal as noted in this report. Improvements to portions of Kavanaugh Avenue are required as part of the County’s decision. Since the final decision of County file DR 20-03 the City, County, and developer have agreed on the extent of street improvements via approval of the civil plans in March 2021. Improvements will also be a requirement of this annexation.

**(e)** The subject property is not greater than 10 acres in gross size. A needs analysis is not necessary.

**Finding:** The annexation approval criteria are met for this proposal with conditions for completion of street improvements.

#### **SHMC 17.28.030 (2) – Annexation criteria**

The plan designation and the zoning designation placed on the property shall be the city’s zoning district which most closely implements the city’s comprehensive plan map designation.

**Discussion:** The Comprehensive Plan designation is currently Unincorporated Highway Commercial (UHC). The City’s only zoning option given annexation is Highway Commercial (HC). The Comprehensive Plan designation would thus be Highway Commercial (Incorporated) (HC).

**Finding:** Upon annexation, the subject property’s Comprehensive Plan designation shall be Highway Commercial (Incorporated) and zoned Highway Commercial (HC).

#### **SHMC 17.112.020 – Established & Developed Area Classification criteria**

(1) Established Area.

- (a) An “established area” is an area where the land is not classified as buildable land under OAR 660-08-0005;
  - (b) An established area may include some small tracts of vacant land (tracts less than an acre in size) provided the tracts are surrounded by land which is not classified as buildable land; and
  - (c) An area shown on a zone map or overlay map as an established area.
- (2) Developing Area. A “developing area” is an area which is included in the city’s buildable land inventory under the provisions of OAR except as provided by subsection (1)(b) of this section.

**Discussion:** OAR 660-008-0005 classifies *buildable land* as:

Residentially designated land within the urban growth boundary, including both vacant and developed land likely to be redeveloped, that is suitable, available and necessary for residential uses. Publicly owned land is generally not considered available for residential uses. Land is generally considered “suitable and available” unless it:

- (a) Is severely constrained by natural hazards as determined under Statewide Planning Goal 7;
- (b) Is subject to natural resource protection measures determined under Statewide Planning Goals 5, 6, 15, 16, 17 or 18;
- (c) Has slopes of 25 percent or greater;
- (d) Is within the 100-year flood plain; or
- (e) Cannot be provided with public facilities.

OAR 660-008-0005 generally defines “Buildable Land” as vacant residential property not constrained by natural hazards or resources, and typically not publicly owned. The subject property is not zoned residential. This provision does not apply.

**Finding:** This provision does not apply.

### CONCLUSION & RECOMMENDATION

**Based upon the facts and findings herein, the Planning Commission and staff recommends approval of this annexation and that upon annexation, the subject property have a Comprehensive Plan designation of Highway Commercial (Incorporated) HC, be zoned Highway Commercial (HC) with the condition that:**

Improvements to Kavanagh Avenue as approved through Columbia County’s Site Design Review DR 20-03 process be completed to City of St. Helens and Columbia County specifications.

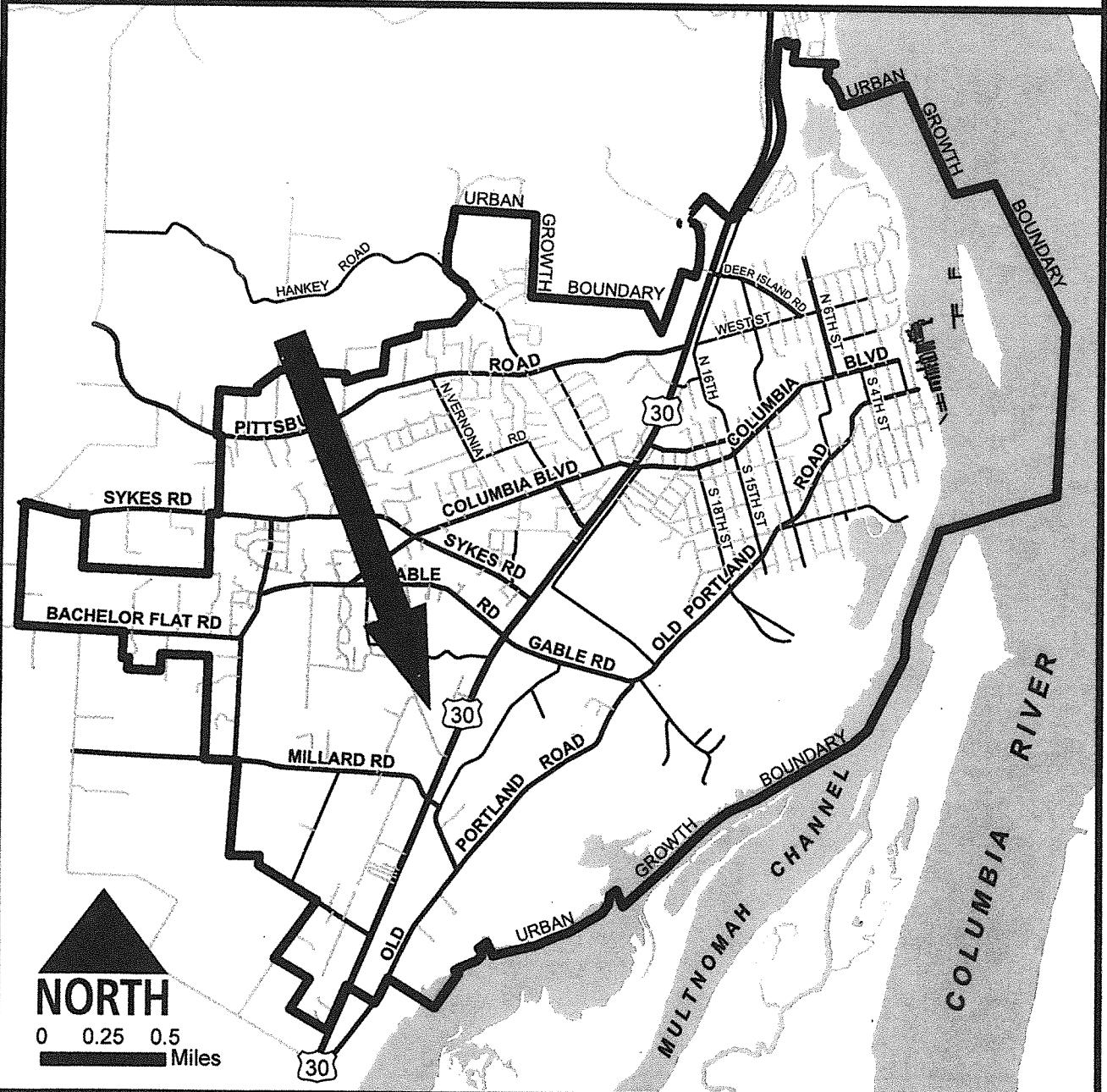
\*This annexation will **not** be subject to voter approval subsequent to this land use process. \*

**Attachments:** General Map  
County Survey #6222  
Aerial Map  
Sheet C-10 of Kavanagh Street Improvement Plans for the Deer Meadow RV Park

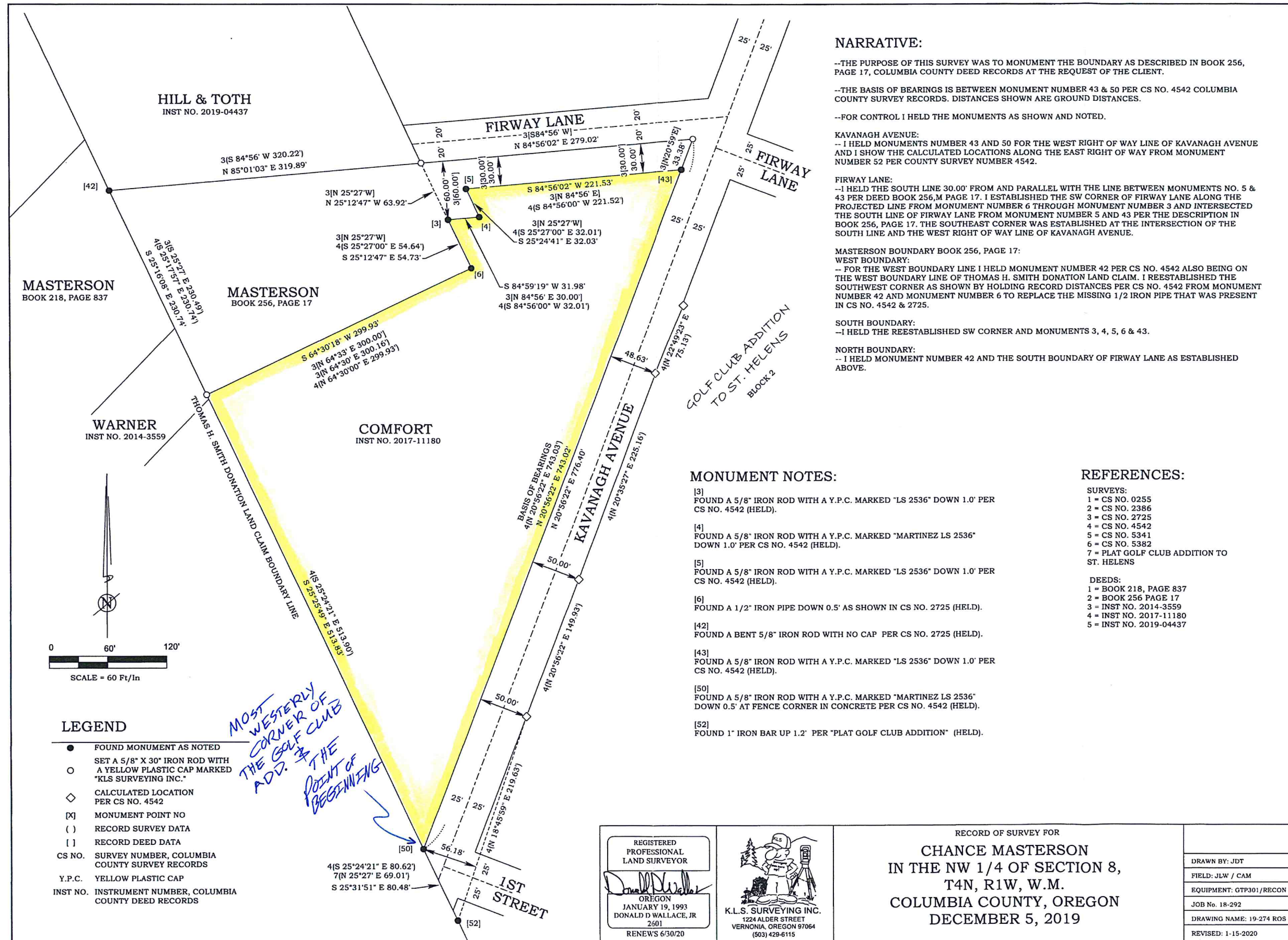


# SUBJECT PROPERTY

~ Approximate Location ~



City of St. Helens Urban Growth Boundary Area Vicinity



**NARRATIVE:**

--THE PURPOSE OF THIS SURVEY WAS TO MONUMENT THE BOUNDARY AS DESCRIBED IN BOOK 256, PAGE 17, COLUMBIA COUNTY DEED RECORDS AT THE REQUEST OF THE CLIENT.

--THE BASIS OF BEARINGS IS BETWEEN MONUMENT NUMBER 43 & 50 PER CS NO. 4542 COLUMBIA COUNTY SURVEY RECORDS. DISTANCES SHOWN ARE GROUND DISTANCES.

--FOR CONTROL I HELD THE MONUMENTS AS SHOWN AND NOTED.

**KAVANAGH AVENUE:**

-- I HELD MONUMENTS NUMBER 43 AND 50 FOR THE WEST RIGHT OF WAY LINE OF KAVANAGH AVENUE AND I SHOW THE CALCULATED LOCATIONS ALONG THE EAST RIGHT OF WAY FROM MONUMENT NUMBER 52 PER COUNTY SURVEY NUMBER 4542.

**FIRWAY LANE:**

--I HELD THE SOUTH LINE 30.00' FROM AND PARALLEL WITH THE LINE BETWEEN MONUMENTS NO. 5 & 43 PER DEED BOOK 256, M PAGE 17. I ESTABLISHED THE SW CORNER OF FIRWAY LANE ALONG THE PROJECTED LINE FROM MONUMENT NUMBER 6 THROUGH MONUMENT NUMBER 3 AND INTERSECTED THE SOUTH LINE OF FIRWAY LANE FROM MONUMENT NUMBER 5 AND 43 PER THE DESCRIPTION IN BOOK 256, PAGE 17. THE SOUTHEAST CORNER WAS ESTABLISHED AT THE INTERSECTION OF THE SOUTH LINE AND THE WEST RIGHT OF WAY LINE OF KAVANAGH AVENUE.

**MASTERTSON BOUNDARY BOOK 256, PAGE 17:**

**WEST BOUNDARY:**

-- FOR THE WEST BOUNDARY LINE I HELD MONUMENT NUMBER 42 PER CS NO. 4542 ALSO BEING ON THE WEST BOUNDARY LINE OF THOMAS H. SMITH DONATION LAND CLAIM. I REESTABLISHED THE SOUTHWEST CORNER AS SHOWN BY HOLDING RECORD DISTANCES PER CS NO. 4542 FROM MONUMENT NUMBER 42 AND MONUMENT NUMBER 6 TO REPLACE THE MISSING 1/2 IRON PIPE THAT WAS PRESENT IN CS NO. 4542 & 2725.

**SOUTH BOUNDARY:**

-- I HELD THE REESTABLISHED SW CORNER AND MONUMENTS 3, 4, 5, 6 & 43.

**NORTH BOUNDARY:**

-- I HELD MONUMENT NUMBER 42 AND THE SOUTH BOUNDARY OF FIRWAY LANE AS ESTABLISHED ABOVE.

**MONUMENT NOTES:**

- [3] FOUND A 5/8" IRON ROD WITH A Y.P.C. MARKED "LS 2536" DOWN 1.0' PER CS NO. 4542 (HELD).
- [4] FOUND A 5/8" IRON ROD WITH A Y.P.C. MARKED "MARTINEZ LS 2536" DOWN 1.0' PER CS NO. 4542 (HELD).
- [5] FOUND A 5/8" IRON ROD WITH A Y.P.C. MARKED "LS 2536" DOWN 1.0' PER CS NO. 4542 (HELD).
- [6] FOUND A 1/2" IRON PIPE DOWN 0.5' AS SHOWN IN CS NO. 2725 (HELD).
- [42] FOUND A BENT 5/8" IRON ROD WITH NO CAP PER CS NO. 2725 (HELD).
- [43] FOUND A 5/8" IRON ROD WITH A Y.P.C. MARKED "LS 2536" DOWN 1.0' PER CS NO. 4542 (HELD).
- [50] FOUND A 5/8" IRON ROD WITH A Y.P.C. MARKED "MARTINEZ LS 2536" DOWN 0.5' AT FENCE CORNER IN CONCRETE PER CS NO. 4542 (HELD).
- [52] FOUND 1" IRON BAR UP 1.2' PER "PLAT GOLF CLUB ADDITION" (HELD).

**REFERENCES:**

- SURVEYS:**
- 1 = CS NO. 0255
  - 2 = CS NO. 2386
  - 3 = CS NO. 2725
  - 4 = CS NO. 4542
  - 5 = CS NO. 5341
  - 6 = CS NO. 5382
  - 7 = PLAT GOLF CLUB ADDITION TO ST. HELENS
- DEEDS:**
- 1 = BOOK 218, PAGE 837
  - 2 = BOOK 256 PAGE 17
  - 3 = INST NO. 2014-3559
  - 4 = INST NO. 2017-11180
  - 5 = INST NO. 2019-04437

**LEGEND**

- FOUND MONUMENT AS NOTED
- SET A 5/8" X 30" IRON ROD WITH A YELLOW PLASTIC CAP MARKED "KLS SURVEYING INC."
- ◇ CALCULATED LOCATION PER CS NO. 4542
- [X] MONUMENT POINT NO
- ( ) RECORD SURVEY DATA
- [ ] RECORD DEED DATA
- CS NO. SURVEY NUMBER, COLUMBIA COUNTY SURVEY RECORDS
- Y.P.C. YELLOW PLASTIC CAP
- INST NO. INSTRUMENT NUMBER, COLUMBIA COUNTY DEED RECORDS

*MOST WESTERLY CORNER OF THE GOLF CLUB ADD. IS THE POINT OF BEGINNING*

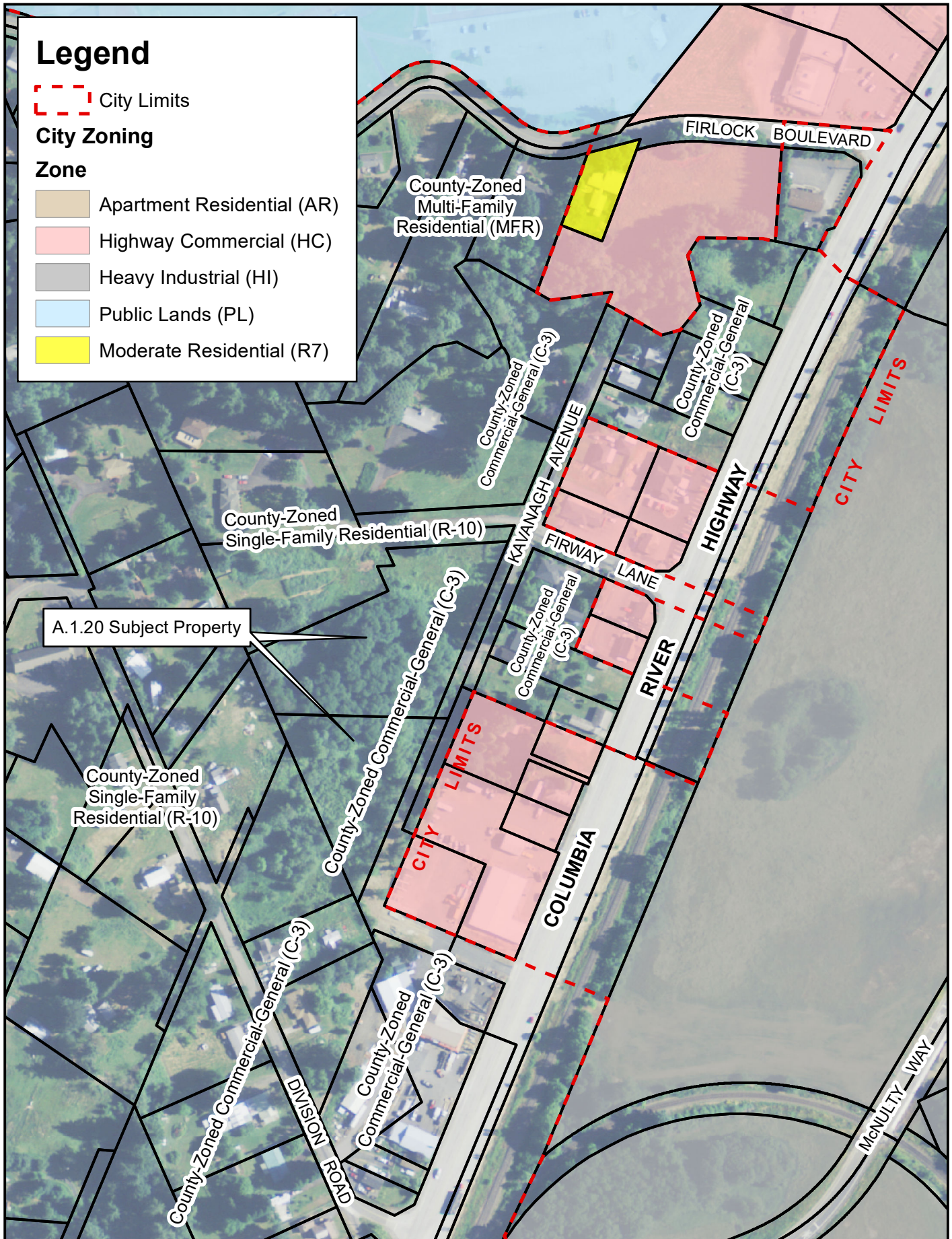
REGISTERED PROFESSIONAL LAND SURVEYOR  
 OREGON  
 JANUARY 19, 1993  
 DONALD D WALLACE, JR  
 2601  
 RENEWS 6/30/20



RECORD OF SURVEY FOR  
**CHANCE MASTERTSON**  
 IN THE NW 1/4 OF SECTION 8,  
 T4N, R1W, W.M.  
 COLUMBIA COUNTY, OREGON  
 DECEMBER 5, 2019

DRAWN BY: JDT
FIELD: JLW / CAM
EQUIPMENT: GTP301/RECON
JOB No. 18-292
DRAWING NAME: 19-274 ROS
REVISED: 1-15-2020

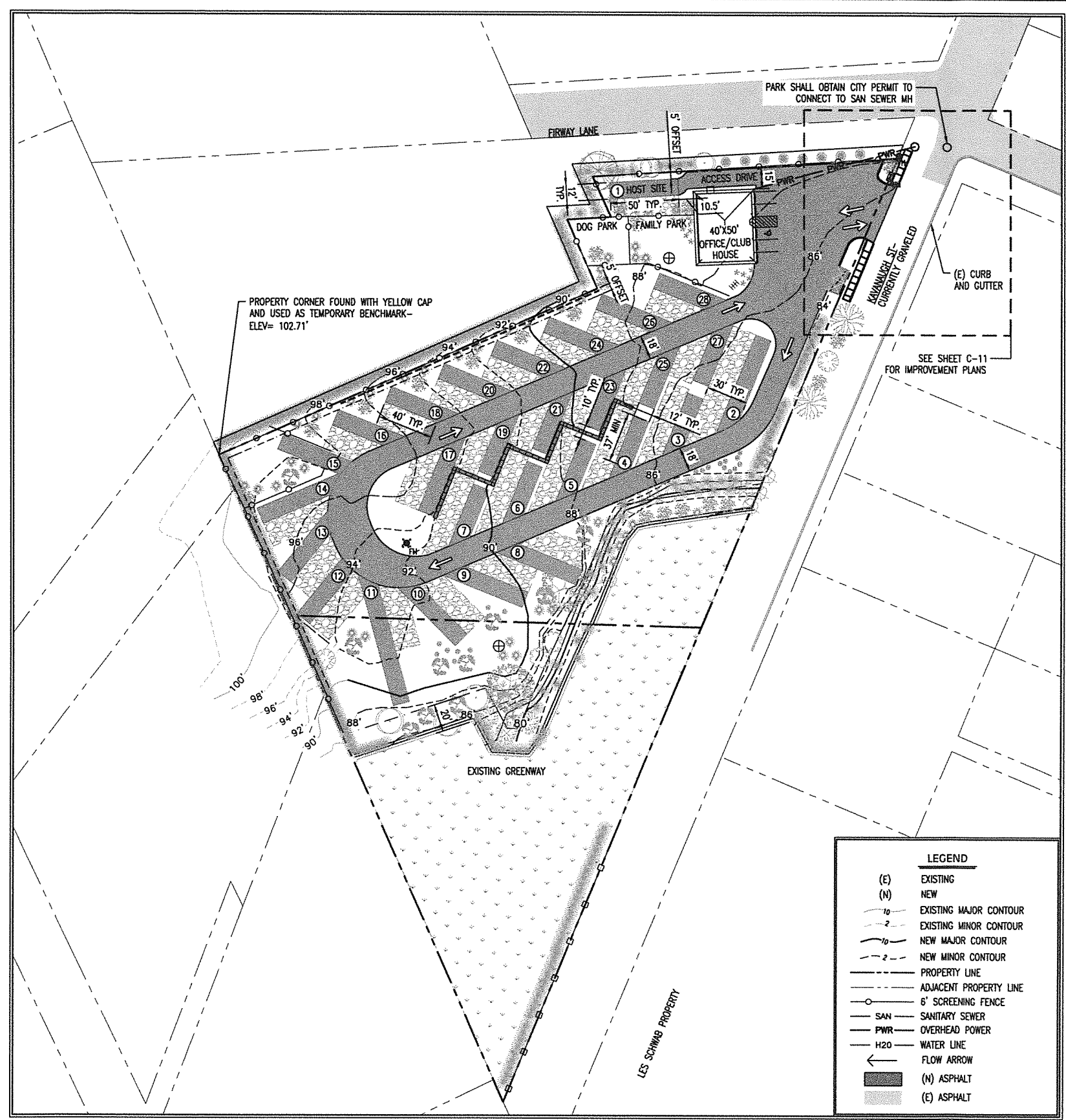
# A.1.20 Annexation Aerial Map



# KAVANAUGH ST IMPROVEMENTS

## DEER MEADOW RV PARK

### ST. HELENS, OR

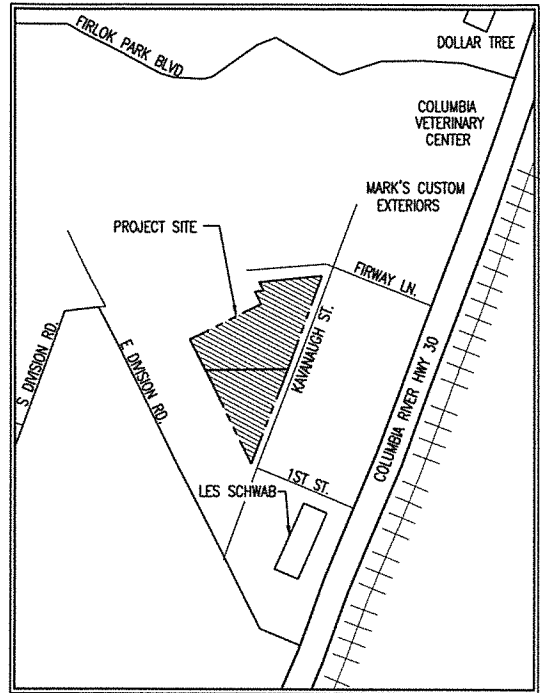


**PROJECT TEAM**

**CIVIL ENGINEER**  
 LOWER COLUMBIA ENGINEERING, LLC  
 58640 McNULTY WAY, ST. HELENS, OR 97051  
 PHONE: (503) 366-0399  
 CONTACTS: ANDREW NIEMI, P.E.  
 andrew@lowercolumbiaengr.com

**OWNER**  
 MARK COMFORT  
 PO BOX 284  
 ST. HELENS, OREGON 97051  
 PHONE: (503) 396-0271  
 m.comfortconstruction@gmail.com

- GENERAL NOTES**
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF ST. HELENS, OREGON STANDARD SPECIFICATIONS AND STANDARD DRAWINGS FOR CONSTRUCTION, STANDARD PLANS AND SPECIFICATIONS, AS APPLICABLE.
  - PRIOR TO ANY CONSTRUCTION, LOCATIONS OF EXISTING UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR. WHEN ACTUAL CONDITIONS DIFFER FROM THOSE SHOWN ON THE PLANS, THE CONTRACTOR SHALL NOTIFY THE CITY PRIOR TO PROCEEDING WITH CONSTRUCTION.
  - ORGANIC AND UNDESIRABLE MATERIAL SHALL BE REMOVED FROM THE CONSTRUCTION AREA AS DIRECTED BY THE CITY ENGINEER.
  - CONTRACTOR TO LEAVE ALL AREAS OF PROJECT FREE OF DEBRIS AND UNUSED CONSTRUCTION MATERIAL.
  - ALL FILL AREAS SHALL BE STRIPPED OF ORGANIC MATERIAL. FILL WILL BE PLACED IN 9-INCH LIFTS AND COMPACTED TO 95% RELATIVE MAXIMUM DENSITY ACCORDING TO AASHTO T-99 STANDARDS. BASE ROCK IN THE STREET WILL BE COMPACTED TO 95% AASHTO T-180. LANDSCAPED AREAS WILL BE COMPACTED TO 90%. THE CONTRACTOR WILL PROVIDE DENSITY TESTING A MAXIMUM OF ONE FOR EVERY 10,000 SQUARE FEET OF AREA AND 2 FEET OF FILL PLACED. ADDITIONAL COMPACTION TESTS MAY BE REQUIRED BY THE CITY IF POOR COMPACTION EFFORTS ARE OBSERVED DURING CONSTRUCTION. COMPACTION REPORTS FROM A REPUTABLE TESTING LAB WILL BE SUPPLIED TO THE CITY.
  - ANY CHANGES FROM APPROVED PLANS SHALL BE APPROVED BY THE CITY AND THE APPROPRIATE AGENCIES. COMPLEXITY OF MODIFICATIONS WILL DETERMINE IF REVISED PLANS ARE REQUIRED.
  - ALL DISTURBED AREAS NOT LANDSCAPED ARE TO BE HYDROSEEDED OR BEDDED IN STRAW TO PREVENT EROSION.
  - ONE SET OF PLANS SHALL BE KEPT ON SITE DURING ALL CONSTRUCTION. ANY CHANGES OR MODIFICATIONS SHALL BE NOTED AND KEPT AS REDLINE DRAWINGS TO BE SUBMITTED TO THE CITY WHEN THE PROJECT IS COMPLETED.
  - A PRE-CONSTRUCTION MEETING WITH THE CITY, COUNTY AND THE CONTRACTOR IS REQUIRED PRIOR TO THE START OF CONSTRUCTION.



**DRAWING INDEX**

DRAWING NUMBER	DESCRIPTION
D-2783-C-10	KAVANAUGH ST IMPROVEMENTS- COVER SHEET
D-2783-C-11	KAVANAUGH ST IMPROVEMENTS- PLANS
D-2783-C-12	KAVANAUGH ST IMPROVEMENTS- DETAILS

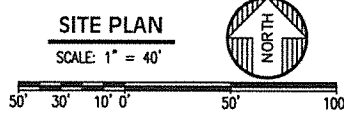
**UTILITY LOCATES**

(48 HOUR NOTICE PRIOR TO EXCAVATION)

OREGON LAW REQUIRES YOU TO FOLLOW THE RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH 952-001-0090. (YOU MAY OBTAIN COPIES OF THE RULES FROM THE CENTER BY CALLING 503 232 1987.)

ONE CALL SYSTEM.....1 800 332 2344

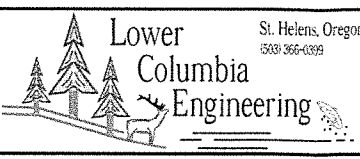
ON LINE .... <http://www.callbeforeyoudig.org/>



DATE: 02/25/2021  
 REVISED PRINT  
 VOID ALL PREVIOUS

DATE: 01/11/2021  
 ISSUED  
 FOR APPROVAL

REV.	REVISION RECORD	DATE
A	ADDRESS CITY'S COMMENTS	02/01/2021
C	ADDRESS CITY'S COMMENTS	02/24/2021



PROJ. NO.	2783	KAVANAUGH ST IMPROVEMENTS- COVER SHEET
DWG. BY	RPB	DEER MEADOW RV PARK- KAVANAUGH ST
APPR. BY	RPB	MARK COMFORT
FILE	D-2783-C-10-B	DATE 12/28/2020

**C-10**