STORM DRAIN EVALUATION

PACIFIC CITY STATE AIRPORT
PACIFIC CITY, OREGON



Prepared by:
PRECISION APPROACH ENGINEERING, INC.

October 2022

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PACIFIC CITY STATE AIRPORT
STORM DRAIN EVALUATION

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Introduction

Pacific City State Airport (KPFC) is owned and operated by the Oregon Department of Aviation. The airport is uniquely situated, being in such close proximity to the ocean and beaches while also being located within the limits of Pacific City. KPFC is nestled amongst residential and commercial properties, and these developments are nearly surrounded by the Nestucca Bay. The airport is located on a 15-acre site and has one runway, which is 1,860 feet long and 30 feet wide. The runway is served by two taxiways leading from a paved aircraft parking apron. The existing facilities are detailed in the attached figures.

Flooding and overall saturated ground conditions have been a persistent problem at the airport, including several noted large flooding events which have flooded the runway during winter high tides and storm events. These events are an anticipated occurrence due to the elevation and location of the runway. It is expected that no amount of drainage improvements would be able to isolate the airport from these tidal flooding events. An in-depth flood/tidal study and analysis of the existing dike height, or any new design work to remedy the problem are beyond the scope report and are not included in this evaluation. However, improving the existing drainage infrastructure would reduce the current saturated ground condition that persists and allow for more aviation activity, critical vehicle and equipment access for maintenance, mowing, and debris removal during periods of ground saturation and flooding.

Storm Drain Evaluation Site Visit



Precision Approach Engineering (PAE) has been involved in several planning and development projects at KPFC, and with that existing knowledge base, PAE was tasked with a single visit associated with this report. The site visit occurred on Tuesday, August 30th, 2022, and was a joint venture with ODA staff, Precision Approach Engineering, and Rydell Engineering and Surveying. The overall purpose of this site visit was to investigate and document the existing storm drainage system. Utilizing ODA provided equipment and operators, the existing drainage infrastructure was potholed and exposed to determine the catch basin and pipe locations, conditions, types, and sizes. Rydell Engineering and Surveying then surveyed exposed pipes and structures. Separately, Precision Approach Engineering deployed an aerial drone as coordinated with the ODA airport manager, and additional elevation data and aerial photography were gathered, as shown in **Figure 2.** Windy conditions during the drone deployment have reduced the elevation data accuracy; however, it is utilized in determining a rough elevation profile of the runway, as shown in **Figures 3 and 4.** All of these files are available in digital format upon request.

The project site visit was coordinated during a period of low tide, so the drainage pipes and swales would be accessible. The low tide was predicted to be 0.62 feet, which is still a positive tide but gives a good indication of the fluctuations that the airport drainage system undergoes during an average tide cycle. **Appendix A** includes photographs from the site visit that show the drainage system functioning at low tide.

Existing Infrastructure

The known existing drainage is identified on the attached drawings in **Figures 3 and 4**. The drainage infrastructure consists primarily of four catch basins, three runway crossings, and two ditches (west and east) parallel to the runway. In general, stormwater is collected on the west side of the runway and conveyed

to the south and east toward the ultimate outfall on the southeast corner of the airport property. The east ditch is the primary conveyance channel and conveys the majority of the stormwater towards the outfall at the southeast corner of the airport. The four catch basins are identified for use in this report numerically from north to south.



Catch Basins 1 and 2 near the aircraft parking apron are connected via an 8-inch pipe, and from Catch Basin 2, they appear to outfall under the runway into the east ditch. During the site investigation, the direction of the exposed outfall pipe was identified, but an outfall could not be located with attempted potholing and low-pressure flushing of the pipe. The outfall is assumed to be buried and filled with sediment, as the catch basin was also heavily sedimented. The upper end of the east ditch is shielded by large logs and woody debris assumed to have been deposited during high tide flooding events, which prevented further investigation. However, the fact that the east ditch extends approximately to where the pipe is assumed to outfall lends credibility to the assumption, even though the pipe outfall was not discovered during the investigation.



Catch Basin 3 is an isolated collection point, functioning as an area drain, with a single pipe crossing the runway that was exposed within the east ditch. There was an additional 4-inch PVC pipe connecting to Catch Basin 3 from the west, which likely connects to a nearby roof drain or subsurface edge drain. The PVC pipe has presumably been added on to the original infrastructure, however, no source for the pipe was identified. The surface grades around Catch Basin 3 do not appear to concentrate any stormwater; the surface is variable and undulating such that the catch basin does not collect much runoff until the area is essentially flooded.

Catch basin 4 also appears to be an isolated collection point, with an outlet to the west drainage ditch. Of all the existing basins, Catch Basin 4 is located the closest to the runway pavement, approximately 10 feet away from the edge of the runway pavement. The other three catch basins are located approximately 40-45 feet away from the edge of the runway pavement. The west drainage ditch then crossed under the Runway 32 threshold, connecting to the east ditch.

At the southeast corner of the airport is a 36-inch corrugated metal pipe which outfalls into the adjacent Nestucca Bay. Backflow through the outfall during high tides is prevented by the use of an external tide gate on the 36-inch outfall. The southernmost runway crossing has a small broken tide gate on the existing 12-inch concrete pipe, which would likely not be needed provided that the primary tide gate is functioning properly. During the site visit, the tide gate on the existing 36-inch CMP outfall was found to be not functioning as designed. Aggregate, sediment, and other debris blocked the gate from closing during the rising tide.

Failing drainage system

It was noted during the site investigation that all four existing catch basins are severely deteriorated, several of which were without structural grates or attached covers. Catch Basins 1 and 2 are currently covered up with loose perforated sheet metal covers, which create a separate hazard to mowing and aircraft operations. Several of the basins and pipes were heavily sedimented, which

restricted or completely blocked conveyance. The existing condition can be observed in the photos included in **Appendix A**.

Tidal Impacts and Tide Gate



A functioning tide gate would ideally allow all captured stormwater runoff or floodwater to drain from the airport during low tide. The existing 36-inch corrugated metal pipe outfall and attached tide gate are in good condition, however, the tide gate was found to be wedged open by sand, aggregate, and other debris during the site visit. Being exposed to tidal fluctuations and the associated debris, there seems to be no guaranteed solution to ensure the tide gate function other than continual maintenance. As identified below, a potential improvement could be to install a structure which provides protection from larger debris and creates a sump that would assist in the future maintenance of the tide gate.

The airport is in the flood plain, and therefore no net fill can be placed associated with any future improvements. The existing tide gate and dike appear to be adequate for keeping tidal fluctuations out of the airport. The flood plain documentation and an estimated tide model is included in **Figure 5.** The included tide elevation modelling is based on documentation of previous airport flooding events and correlated elevations. **Appendix B** includes historic photographs from the airport under several different conditions. From the attached photographs, it appears that airport flooding events are typically a winter phenomenon when a combination of things occur: the Nestucca River flowing large volumes, winter rainfall saturating the ground, and large spring (king) tides preventing conveyance or flooding the airport. The photographs attached include a broad overview of the tidal influences, however, a detailed tidal impact and dike elevation analysis was not completed and is considered beyond the scope of this evaluation.

Subsurface drainage/groundwater

The airport elevation is approximately 10ft above sea level. Existing soil at the airport is listed by the NRCS Soil Survey by Tillamook County as 100B and 101B – Urban land-Udorthents complex (flooded), see **Appendix C** for more information. This soil type is listed with a moderately high to very high hydraulic conductivity; therefore, groundwater infiltration is expected and is a likely cause for some of the standing water observed in the ditches during low tide. No ground water was encountered within site visit pothole excavations; however, excavations were not exposed for a long duration and no formal soil analysis or infiltration testing was performed. It is assumed that groundwater seeps into the airport drainage ditches when the hydraulic pressures are at their greatest during high seasonal river flows and high spring tides, however, impacts from this seepage are presumed to be minor. A full investigation of the subsurface conditions was not completed as part of this evaluation.

Federal Aviation Administration Safety Standards

KPFC is not identified by the Federal Aviation Administration (FAA) as being within the National Plan of Integrated Airport Systems (NPIAS), and therefore is not eligible for federal grant assistance through the FAA Airport Improvements Program (AIP). KPFC is therefore not required to meet FAA standards usually

associated with AIP improvements, however, there are some safety guidelines that should at least be considered with any airport development. There are many FAA surfaces, areas and zones associated with airport safety, however, the primary safety-related FAA areas that would be associated with drainage improvements at KPFC are the runway object free area and the runway safety area.

Runway Object Free Area (ROFA)

The ROFA identified in the KPFC Airport Layout Plan (ALP) is 250 feet wide, centered on the runway centerline. The FAA standard would require that this area be kept free of any obstruction, of which KPFC has a significant number including trees, riprap protected steep slopes, and several privately-owned structures. Due to the significant number of complex obstructions, it is likely not feasible to meet this FAA standard to the fullest extent. However, future developments can be utilized to improve the existing condition. In order to increase the safety of the airport, it is recommended that no drainage improvements promote airport use or developments that violate the ROFA.

Runway Safety Area (RSA)

The FAA requires safety areas adjacent to all runway and taxiway pavements, which primarily consist of gradually sloped shoulder areas providing three key purposes: to promote drainage away from critical pavements, to support passage of emergency vehicles, and to reduce the risk of damage or injury caused by or to an errant aircraft. The existing RSA at KPFC as identified in the current ALP is 120 feet wide centered on the runway centerline and extends 240 feet beyond the ends of the runway. A full-length and full-width FAA-mandated RSA for Runway 14-32 at KPFC is not feasible. The existing access to several hangars would have to be removed in order to meet the grading requirements, in addition to the RSA extending to the north beyond Pacific Avenue and south into the Nestucca River. However, the general purpose of the safety area is an applicable goal toward which all airport improvements should endeavor to maintain or to make incremental steps to achieve.

The recommended alternatives, as laid out below, incorporate or accommodate future safety area grading with any drainage improvements completed at KPFC.

Recommended Alternatives for Improvement

Alternative 1:

There are several immediate concerns regarding the drainage infrastructure at KPFC. The goal of this first recommended improvements scenario is to achieve a functioning drainage system, creating a safer airport environment with a priority of minimizing cost. These recommended improvements, as laid out in **Figure 6**, are limited to maintenance activities including:

- Replace existing failed catch basins and pipes.
- Cleanout existing ditches (ongoing).
- Maintain existing tide gate (ongoing).

These improvements will restore the existing drainage system and will reduce the overall amount of standing water on the airfield. A well-maintained tide gate is expected to reduce the tidal impact which will help to dry out the airport earlier in the season, however, it is expected the saturated ground condition will likely persist without additional drainage and grading improvements.

Alternative 2:

This alternative is noticeably more expensive than alternative 1, however it includes all improvements listed in alternative 1 and several additional improvements. A primary goal of this alternative is to remove standing water from the airport property in order to reduce the persistent saturated ground condition. The most efficient way of removing the surface water requires reshaping a significant portion of the airport to collect and convey stormwater to the outfall. An additional benefit of reshaping the terrain is that the developments are able to include improvements toward FAA safety area standards. The recommended improvements associated with Alternate 2 and anticipated costs are shown in **Figure 7**, and they include the following:

- Grading a large portion of the safety area with a minimum 1.5% grade away from the runway.
- Extending the existing west ditch to concentrate flows from the graded safety area.
- Expansion of the existing drainage system layout (additional runway crossing).
- Installation of subsurface drains in targeted areas to promote drainage of saturated areas, especially where a new ditch cannot be located outside the RSA.
- Relocation of existing catch basins to areas outside the RSA.
- Installation of a new tide gate outfall structure to support future tide gate maintenance and protect the tide gate from large debris.

These recommended improvements strive to reduce the standing water on the airport property through the collection and conveyance of stormwater combined with a functioning tide gate. Reshaping the terrain in order to convey surface water outside of the RSA is expected to provide a stable, though remaining non-standard, runway safety area, allowing for earlier season access by maintenance equipment and overall safer operation of the airport.

Maintenance

Regardless of the improvements made to the airport infrastructure, continued maintenance is a requirement to preserve drainage system function. While this is a typical requirement, it is especially true at KPFC, as the tidal influence can deposit substantial amounts of sediment and debris onto the airport, clogging up the drainage infrastructure.

A minimum of annual maintenance of the drainage infrastructure is recommended, including tasks such as:

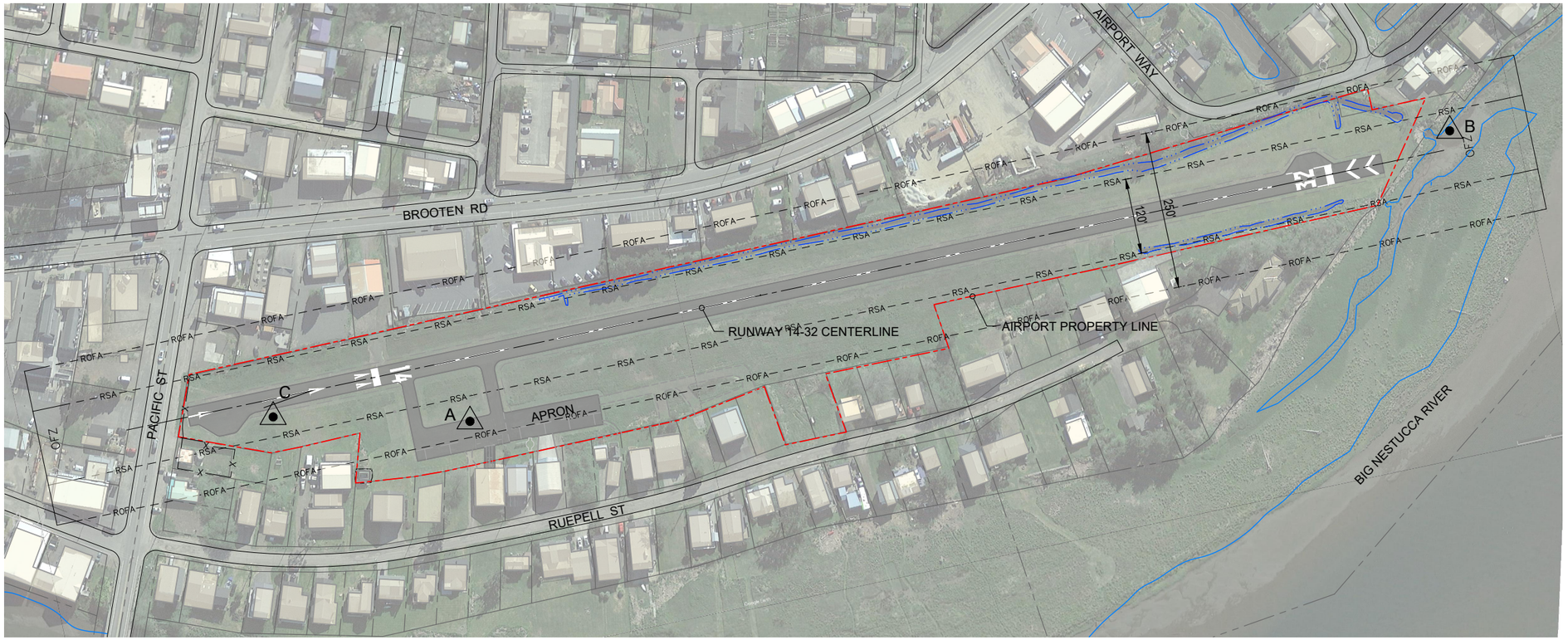
- Removing plant debris from catch basin grates and ditches.
- Cleaning out catch basin sump.
- Clean out storm drain pipes that have sediment buildup by flushing or jetting.
- Ensuring the tide gate is free from debris and sediment.

With the correct equipment, these tasks could likely be completed during a single site visit after the wet season weather has passed in order to prepare for the flying season at KPFC.

Summary

KPFC provides a unique drainage situation with multiple influences and design factors, and the existing drainage system is well beyond its useful life and is not functioning properly or as designed. The existing condition of the drainage system allows for quick and relatively inexpensive improvements included in alternative 1, or significant improvements to the safety area grading as funding allows for the alternative 2 improvements. However, upon completing any improvements associated with either alternative, the airport should expect improved drainage, ease of maintenance activity/accessibility, and increased airport safety.

Figures 1 - 7



NORTH

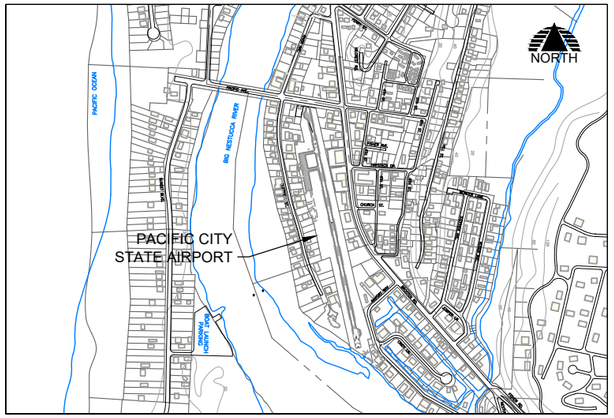
0 50 100 200

SCALE IN FEET

NOTES:

1. RSA AND ROFA DIMENSIONS ARE AS PROVIDED ON THE ODA 2004 AIRPORT LAYOUT PLAN FOR PACIFIC CITY STATE AIRPORT. RSA AND ROFA DIMENSIONS SHOWN ARE CONCURRENT WITH FAA DESIGNATED RUNWAY DESIGN CODE A1-SMALL.

AREA MAP



SURVEY REFERENCE CONTROL POINTS

NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
A	578481.29	7309844.58	9.26	REBAR / CAP - RLS MAGYAR
B	576923.39	7310306.58	9.49	REBAR / CAP - RLS MAGYAR
C	578794.39	7309851.62	10.98	NAIL - RUNWAY 14 END

HORIZONTAL DATUM: NAD83 (2011) OREGON NORTH ZONE 3601, INTERNATIONAL FEET
VERTICAL DATUM: NAVD 88

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PACIFIC CITY STATE AIRPORT
EXISTING STORM DRAIN EVALUATION

SITE PLAN

FIGURE 1 OCT 2022

10/21/22 - 5:04pm - BFortenberry - P:\ODA-PacCity004-SD Impr\0400CAD\Graphics\EXH-Site.dwg





NORTH

0 25 50 100

SCALE IN FEET

DRONE CAPTURE DATA

FLIGHT DATE:	09/11/22
FLIGHT TIME:	11:40 AM
DRONE MODEL:	DJI MAVIC PRO MINI
PILOT:	CWM
NOTES:	WEATHER CONDITIONS DURING FLIGHT CONSISTED OF HIGH WINDS WITH GUSTS. AERIAL DRONE DATA AND IMAGE WAS PROCESSED BY DRONE DEPLOY AND ADJUSTED APPROXIMATELY 16' TO CORRELATE TO PRIOR GROUND SURVEY AND COUNTY GIS DATA.

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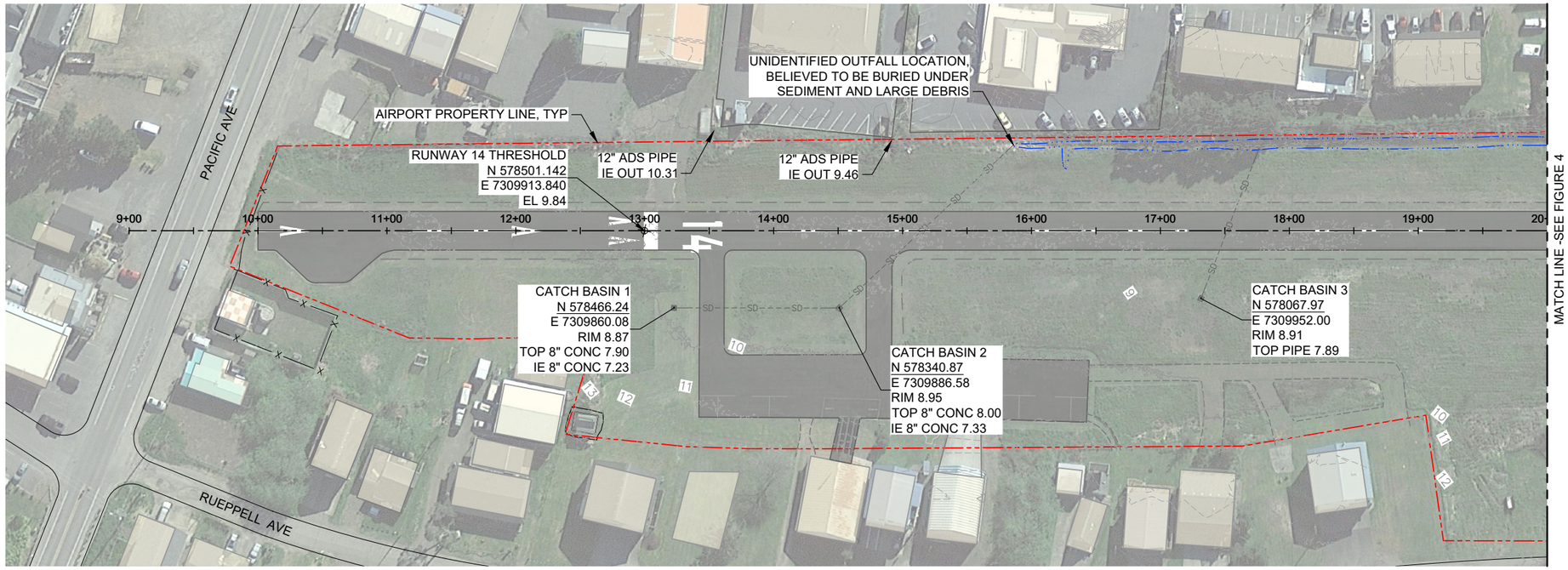
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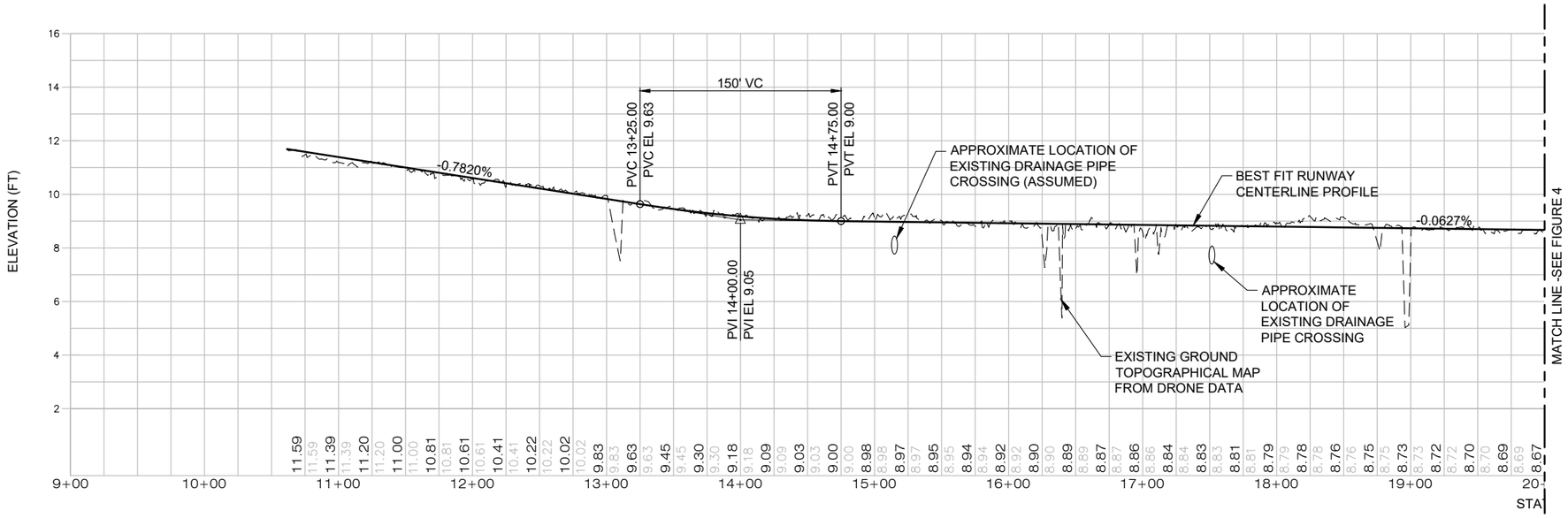
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DRONE AERIAL

FIGURE 2 OCT 2022

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NORTH

0 25 50 100

SCALE IN FEET

NOTE:

1. DRAINAGE STRUCTURE RIM AND INVERT ELEVATIONS AS PROVIDED BY RYDELL ENGINEERING AND SURVEYING AS PART OF A VOLUNTEER EFFORT FOR THE FRIENDS OF THE PACIFIC CITY AIRPORT ORGANIZATION.
2. RUNWAY AND PROPERTY LINE SURVEY INFORMATION PROVIDED FROM 2017 SITE INVESTIGATION PERFORMED BY MAGYAR LAND SURVEYING.
3. TOPOGRAPHICAL SURVEY DATA PROVIDED FROM PRECISION APPROACH ENGINEERING DRONE DATA, SEE FIGURE 2.

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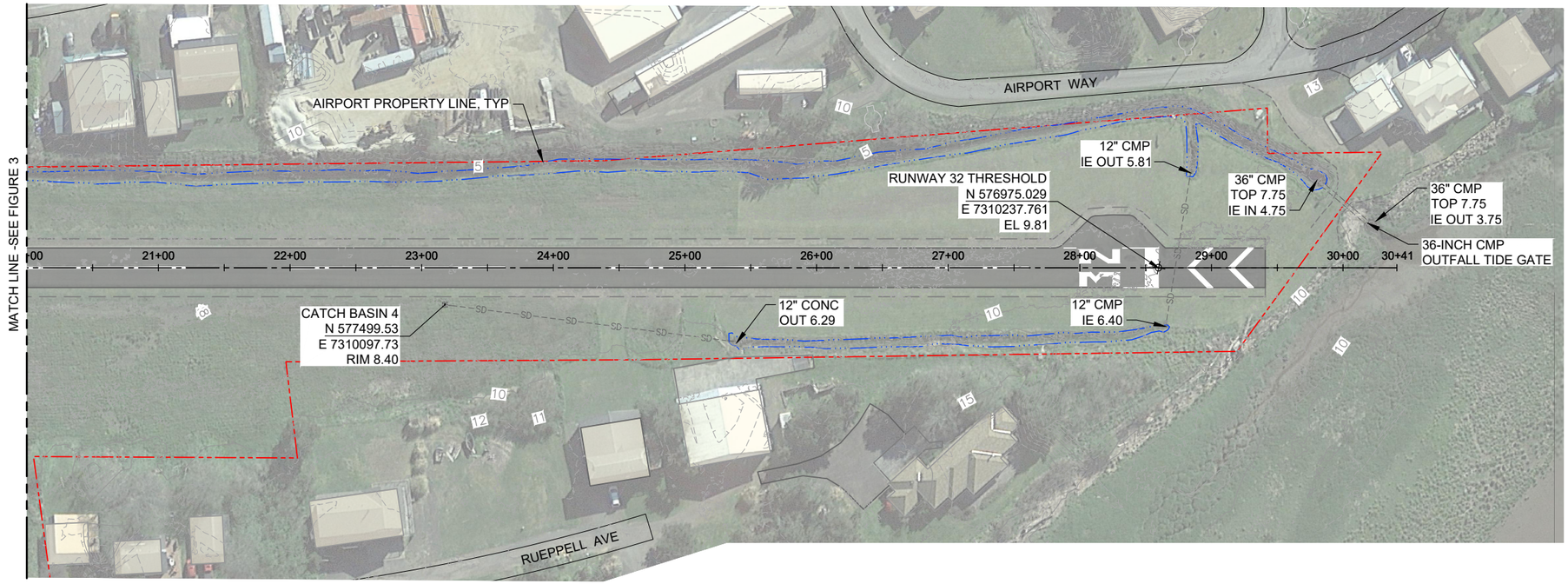
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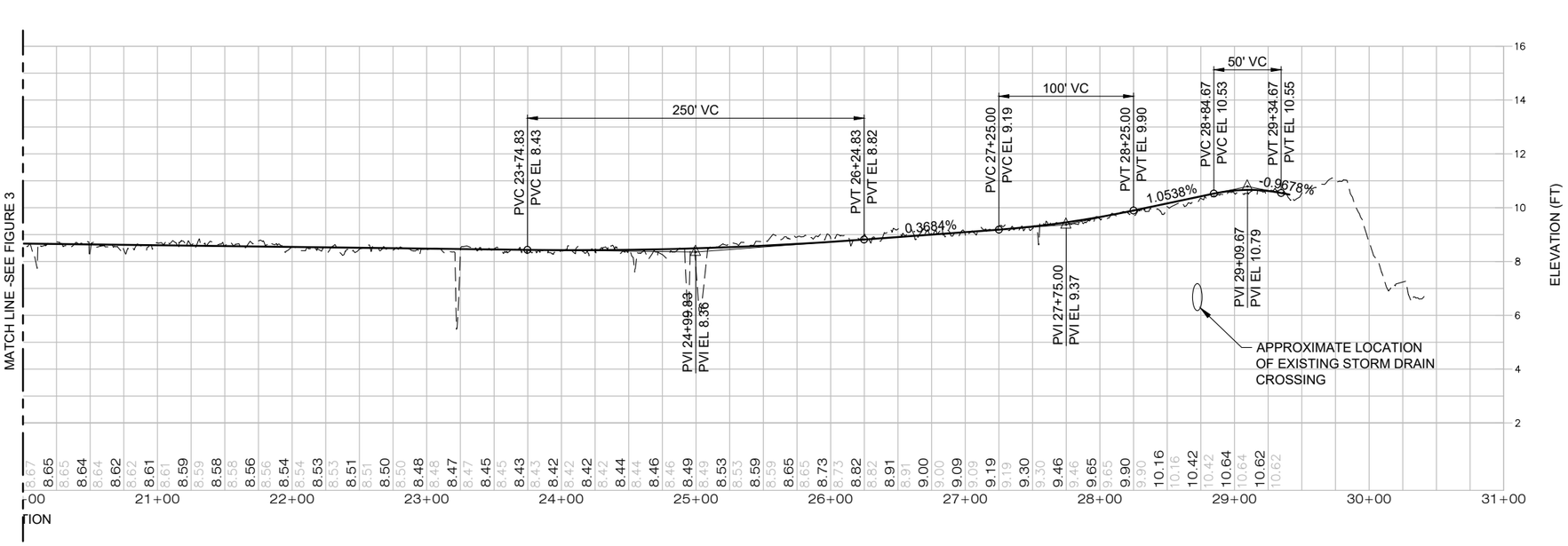
PACIFIC CITY STATE AIRPORT
EXISTING STORM DRAIN EVALUATION

EXISTING RUNWAY 14-32 PLAN AND PROFILE

FIGURE 3 OCT 2022

10/21/22 - 5:04pm - BFortenberry - P:\OIODA-PacCity\004-SD Impr\0400CAD\Graphics\EXH-Drainage.dwg





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EXISTING STORM DRAIN EVALUATION

EXISTING RUNWAY 14-32 PLAN AND PROFILE

FIGURE 4 OCT 2022

10/21/22 - 5:05pm - BFortenberry - P:\OIODA-PacCity\004-SD Impr\04000CAD\Graphics\EXH-Drainage.dwg



NORTH

0 50 100 200

SCALE IN FEET

LEGEND

- 9-FT TIDE ELEVATION
- 7-FT TIDE ELEVATION
- 5-FT TIDE ELEVATION

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) *Zone A,V, A99*
		With BFE or Depth *Zone AE, AO, AH, VE, AR*
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
		Future Conditions 1% Annual Chance Flood Hazard *Zone X*
		Area with Reduced Flood Risk due to Levee See Notes. *Zone X*
		Area with Flood Risk due to Levee *Zone D*
OTHER AREAS	NO SCREEN	Area of Minimal Flood Hazard *Zone X*
		Area of Undetermined Flood Hazard *Zone D*
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
	E 18.2 / 17.5	Cross Sections with 1% Annual Chance Water Surface Elevation
	8	Coastal Transect
		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
	513	Base Flood Elevation Line (BFE)
OTHER FEATURES		Limit of Study
		Jurisdiction Boundary
		Seclusion Zone

NOTES:

1. TIDE ELEVATIONS ARE APPROXIMATE BASED ON DOCUMENTATION OF EXPERIENCED HIGH AND LOW TIDES AT THE AIRPORT. THIS EXHIBIT SHOWS THE IMPORTANCE OF A FUNCTIONING TIDE GATE, AS REGULAR HIGH SPRING TIDES DO NOT BREACH THE DIKE.
2. TIDE ELEVATIONS SHOWN DO NOT ACCOUNT FOR STORMWATER RUNOFF OR HIGH VOLUME NESTUCCA RIVER FLOWS WHICH MAY ALSO CONTRIBUTE TO AIRPORT FLOODING OR INCREASED WATER ELEVATIONS.

REFERENCE

FEMA NATIONAL FLOOD INSURANCE PROGRAM
TILLAMOOK COUNTY, OREGON
PANEL 855 OF 1075
MAP NUMBER: 41057C0855F
EFFECTIVE DATE: SEPTEMBER 28, 2018

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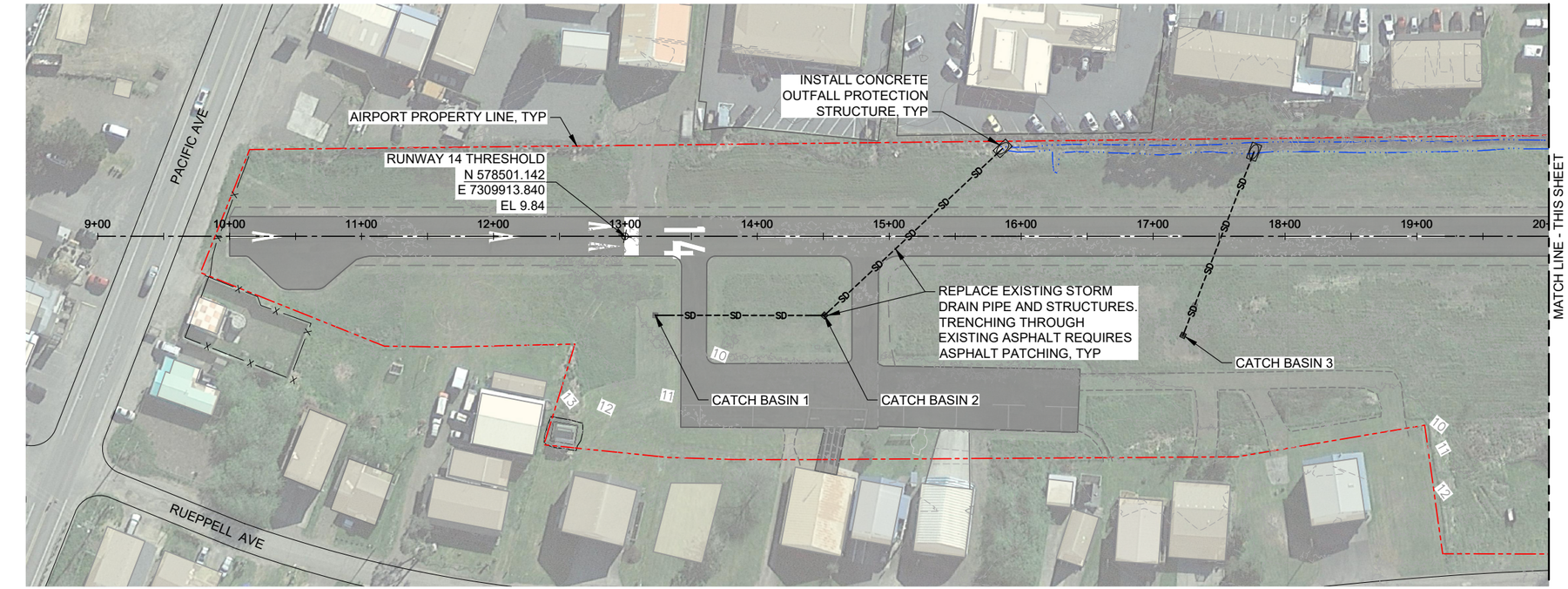
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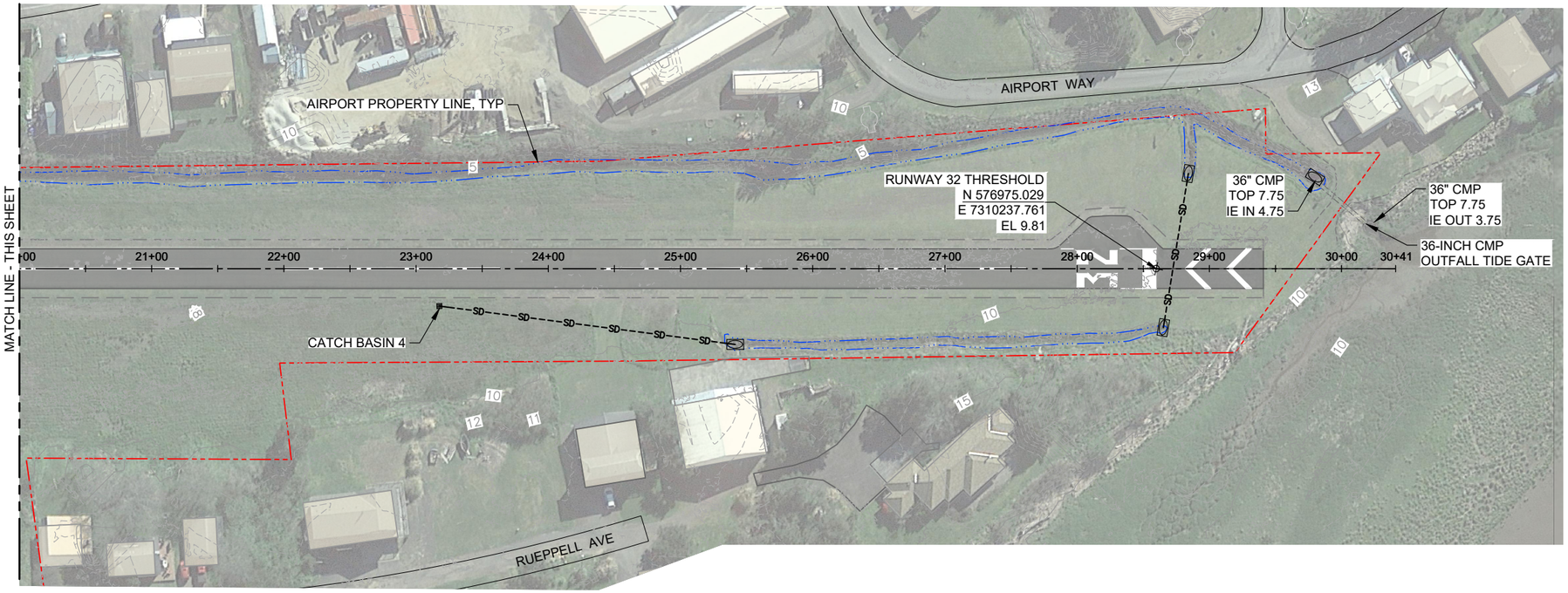
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TIDE ELEVATION AND FLOOD MAP

FIGURE 5 OCT 2022

10/21/22 - 5:05pm - BFortenberry - P:\OIODA-PacCity\004-SD Impr\0400CAD\Graphics\EXH-FIRM-Map.dwg





NORTH

0 25 50 100

SCALE IN FEET

ALTERNATIVE 1

REPLACE EXISTING AIRPORT DRAINAGE SYSTEM UNDER MAINTENANCE ACTIVITY.

ESTIMATED COST

ENGINEERING/SDC:	$25,000
PERMITTING:	$3,000
CONSTRUCTION:	$142,000
TOTAL:	$170,000

HIGHLIGHTS

- REDUCE SAFETY HAZARDS (EXISTING FAILED CATCH BASINS)
- SATURATED GROUND CONDITION LIKELY TO REMAIN
- DRAINAGE STRUCTURES TO REMAIN WITHIN SAFETY AREA
- TIDE GATE WILL REQUIRE CONTINUAL MAINTENANCE

NOTES:

1. CONSTRUCTION COST INCLUDES A 10% CONTINGENCY BASED ON UNKNOWN TIMELINE OF IMPROVEMENTS.
2. FURTHER DETAILED COST BREAKDOWN AVAILABLE UPON REQUEST.

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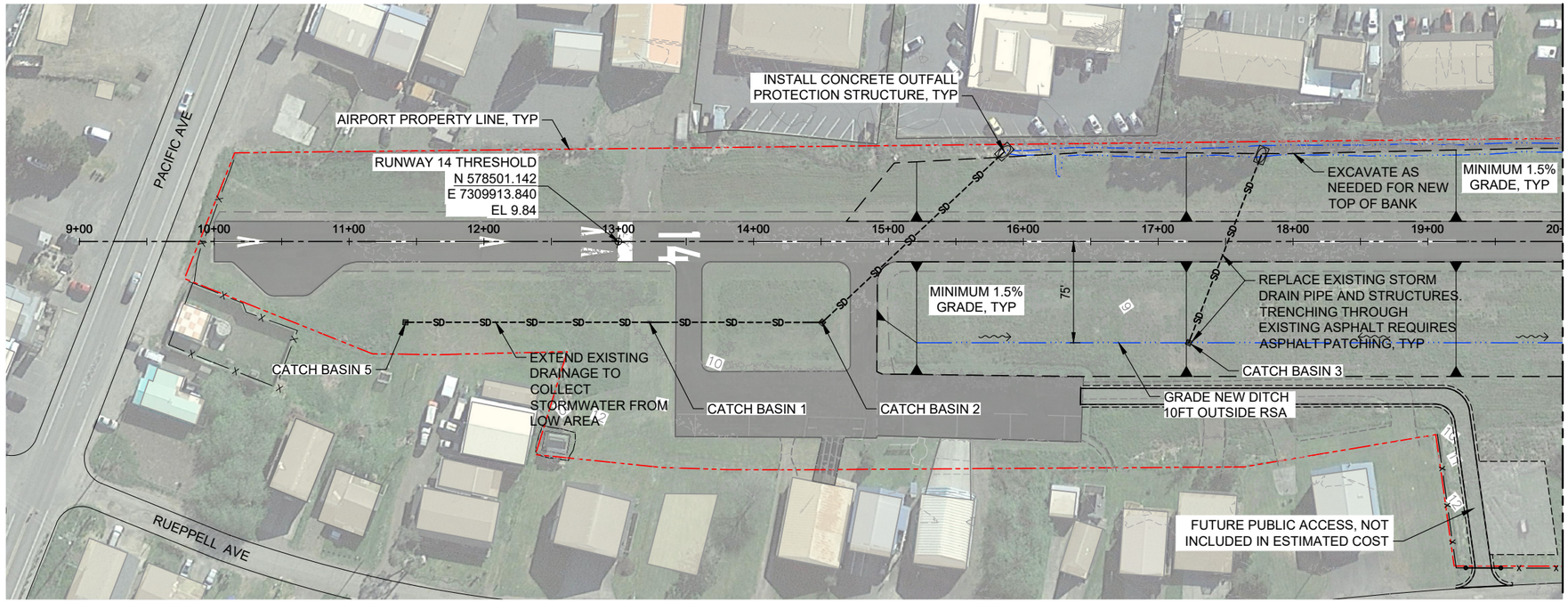
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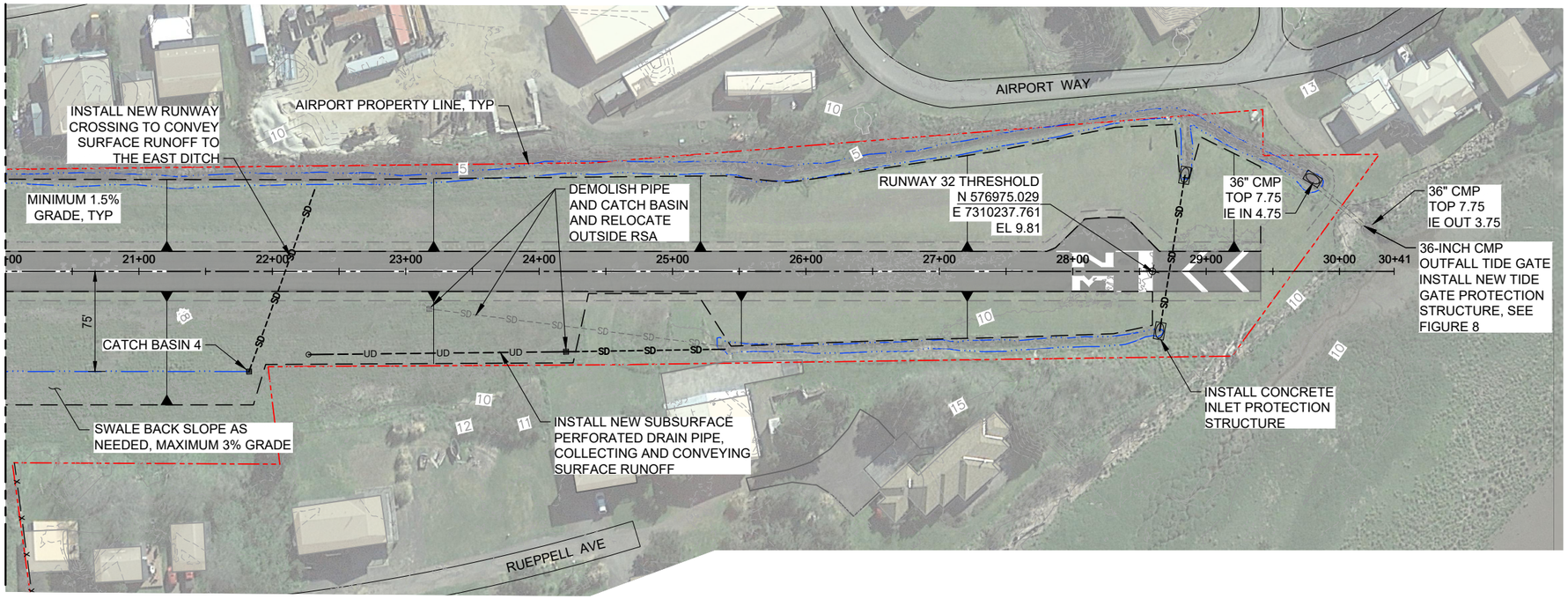
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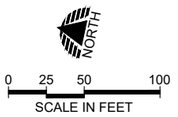
RECOMMENDED IMPROVEMENTS ALTERNATIVE 1

FIGURE 6 OCT 2022

10/21/22 - 5:06pm - BFortenberry - P:\OIODA-PacCity\004-SD Impr\0400CAD\Graphics\EXH-Drainage.dwg







ALTERNATIVE 2

EXPAND EXISTING AIRPORT DRAINAGE SYSTEM AND RESHAPE EXISTING SAFETY AREA.

ESTIMATED COST

ENGINEERING:	$60,000
PERMITTING:	$10,000
CONSTRUCTION:	$380,000
TOTAL:	$450,000

HIGHLIGHTS

- RELOCATE ALL POSSIBLE DRAINAGE OUTSIDE EXISTING SAFETY AREA (EXISTING WEST DITCH TO REMAIN)
- RESHAPE SAFETY AREA TO MEET FAA STANDARDS WHERE POSSIBLE
- PROVIDE ADDITIONAL DRAINAGE STRUCTURES AND NEW SWALE ON WEST SIDE OF RUNWAY TO COLLECT AND CONVEY RUNOFF
- TIDE GATE PROTECTION STRUCTURE WILL ASSIST MAINTENANCE ACTIVITIES

NOTES:

1. CONSTRUCTION COST INCLUDES A 12% CONTINGENCY BASED ON UNKNOWN TIMELINE OF IMPROVEMENTS.
2. FURTHER DETAILED COST BREAKDOWN AVAILABLE UPON REQUEST.
3. COST INCLUDES IMPROVEMENTS ASSOCIATED WITH ALTERNATIVE 1.

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Corvallis, OR 97333
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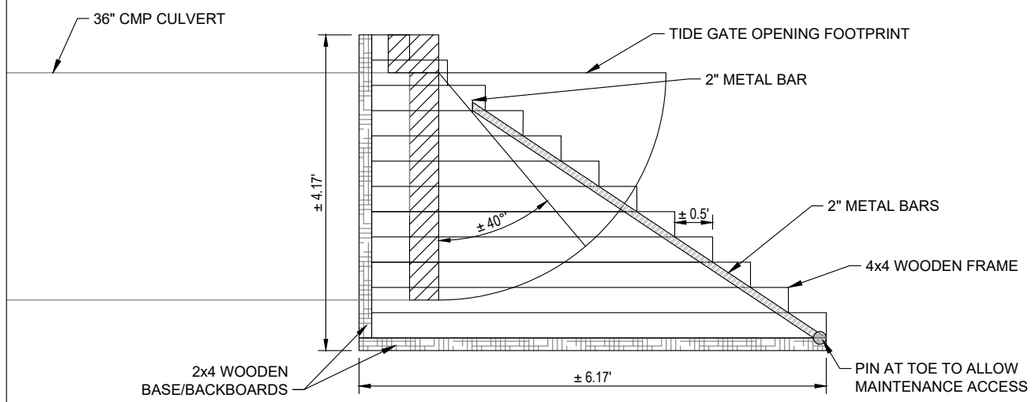
PACIFIC CITY STATE AIRPORT
EXISTING STORM DRAIN EVALUATION

RECOMMENDED IMPROVEMENTS ALTERNATIVE 2

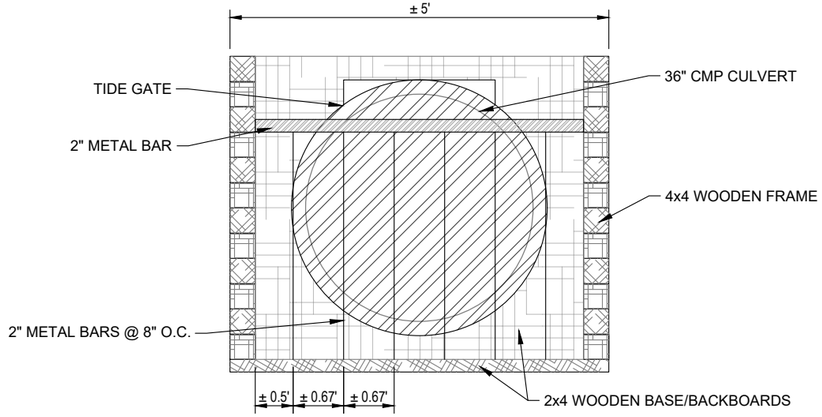
FIGURE 7 OCT 2022

10/21/22 - 5:06pm - BFortenberry - P:\OIODA-PacCity\004-SD Impr\0400CAD\Graphics\EXH-Drainage.dwg

SIDE VIEW

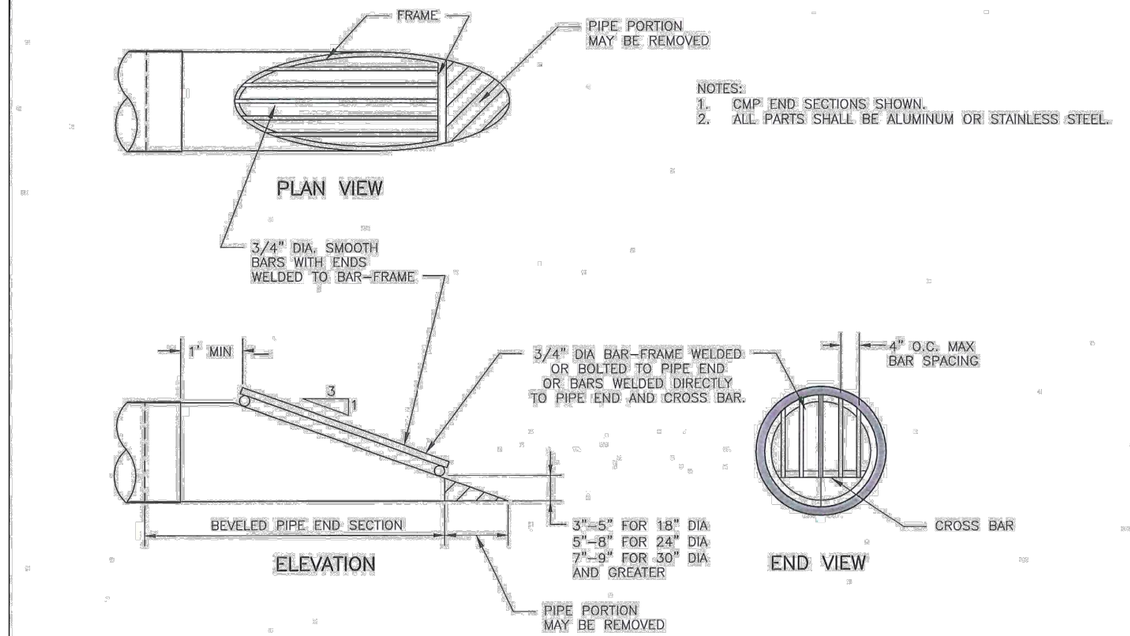


END VIEW



1. 12" MAXIMUM BETWEEN METAL BARS O.C.
2. METAL BARS TO BE FIXED TO WOODEN FRAME WHILE NOT OPEN FOR MAINTENANCE
3. WOODEN MEMBERS TO BE SIZED ADEQUATELY FOR ANTICIPATED CONDITIONS
4. STRUCTURE TO BE BUILT WITH APPROPRIATE FITTINGS AND CONNECTIONS
5. STRUCTURE TO BE BUILT TO RESIST BRACKISH AND SALT WATER CONDITIONS

*DRAWINGS NOT TO SCALE



SNOHOMISH COUNTY PUBLIC WORKS		APPROVED BY:
5-090	DEBRIS BARRIER	COUNTY ROAD ENGINEER — DATE 9/23/10

REVIEW SET
NOT FOR CONSTRUCTION
10/21/2022

PACIFIC CITY STATE AIRPORT
EXISTING STORM DRAIN EVALUATION

TIDE GATE PROTECTION STRUCTURE

FIGURE 8 OCT 2022

PRECISION APPROACH ENGINEERING
5125 Southwest Hout Street
Corvallis, OR 97333
541•754•0043

10/21/22 - 5:06pm - BFortenberry - P:\OO\ODA-PacCity004-SD Impr\0400CAD\Graphics\TPS-221021.dwg

Appendix A

Photographs








THIS POINT































































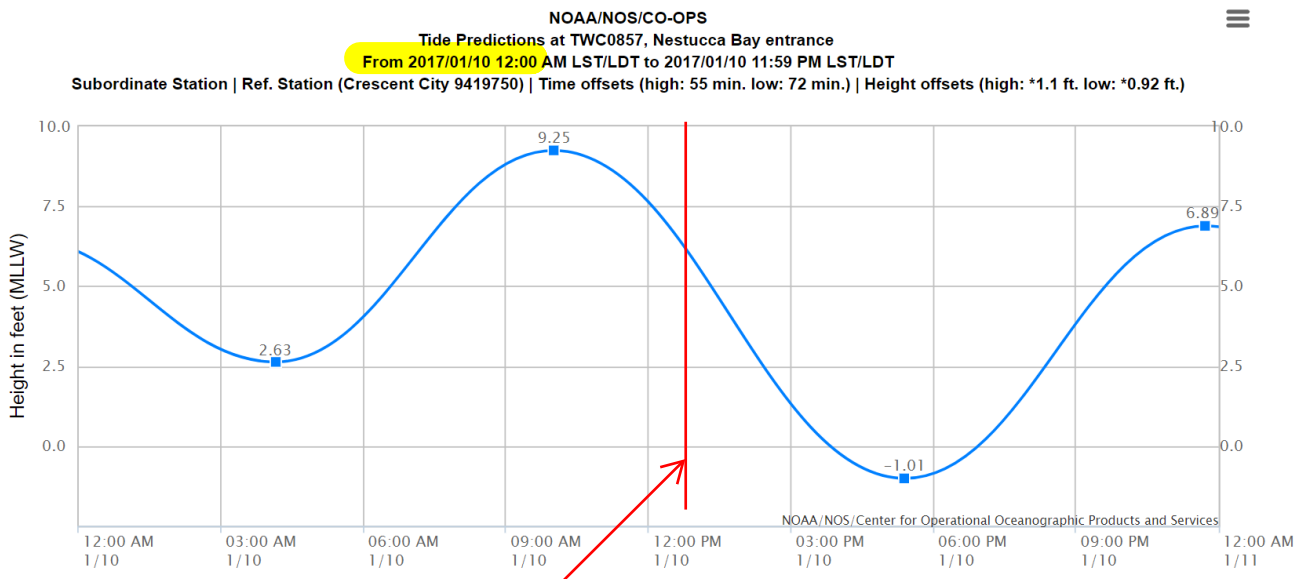






Appendix B

Tidal Charts and Impacts



Time of photos unknown, assumed to occur following extreme spring tide



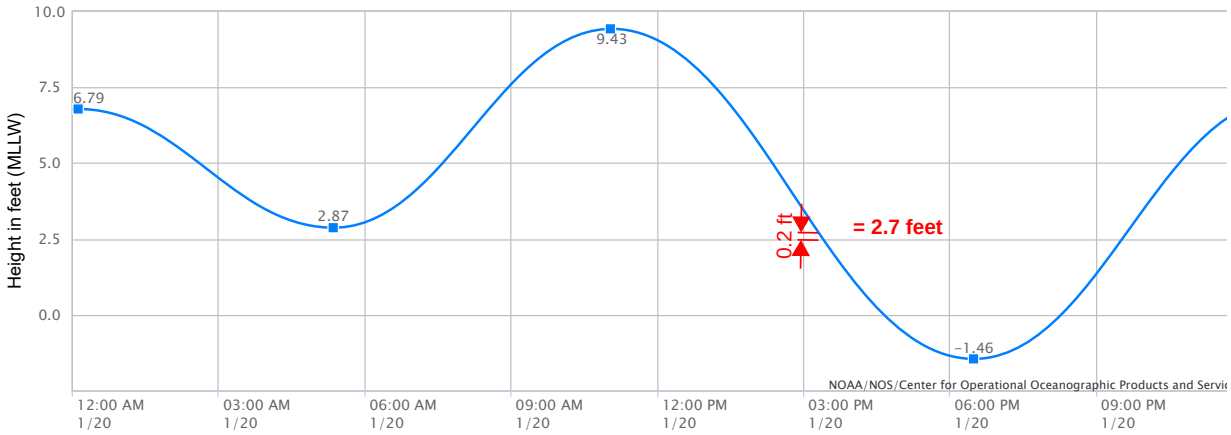






Help Print

NOAA/NOS/CO-OPS
Tide Predictions at TWC0857, Nestucca Bay entrance
From 2019/01/20 12:00 AM LST/LDT to 2019/01/20 11:59 PM LST/LDT
Subordinate Station | Ref. Station (Crescent City 9419750) | Time offsets (high: 55 min. low: 72 min.) | Height offsets (high: *1.1 ft. low: *0.92 ft.)



Note: The interval is High/Low, the solid blue line depicts a curve fit between the high and low values and approximates the segments between.
Disclaimer: These data are based upon the latest information available as of the date of your request, and may differ from the published tide tables.

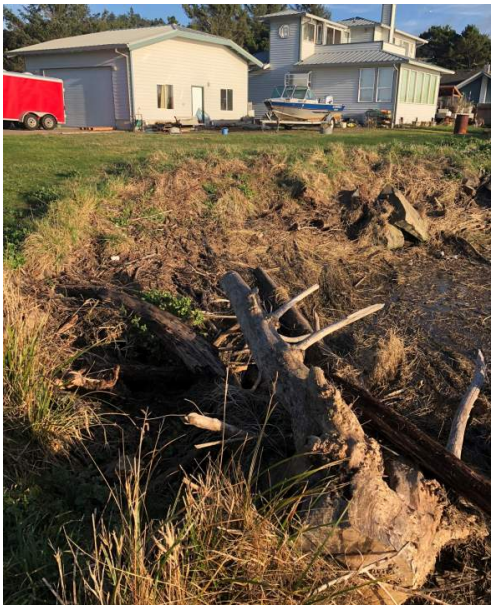
High/Low Tide Prediction Data Listing

Station Name: Nestucca Bay entrance,
Action: Daily
Product: Tide Predictions
Start Date & Time: 2019/1/20 12:00 AM
End Date & Time: 2019/1/20 11:59 PM

Source: NOAA/NOS/CO-OPS
Prediction Type: Subordinate
Datum: MLLW
Height Units: Feet
Time Zone: LST/LDT

Date	Day	Time	Hgt	Time	Hgt	Time	Hgt	Time	Hgt
2019/01/20	Sun	12:07 AM	6.79 H	05:21 AM	2.87 L	11:03 AM	9.43 H	6:29 PM	-1.46 L





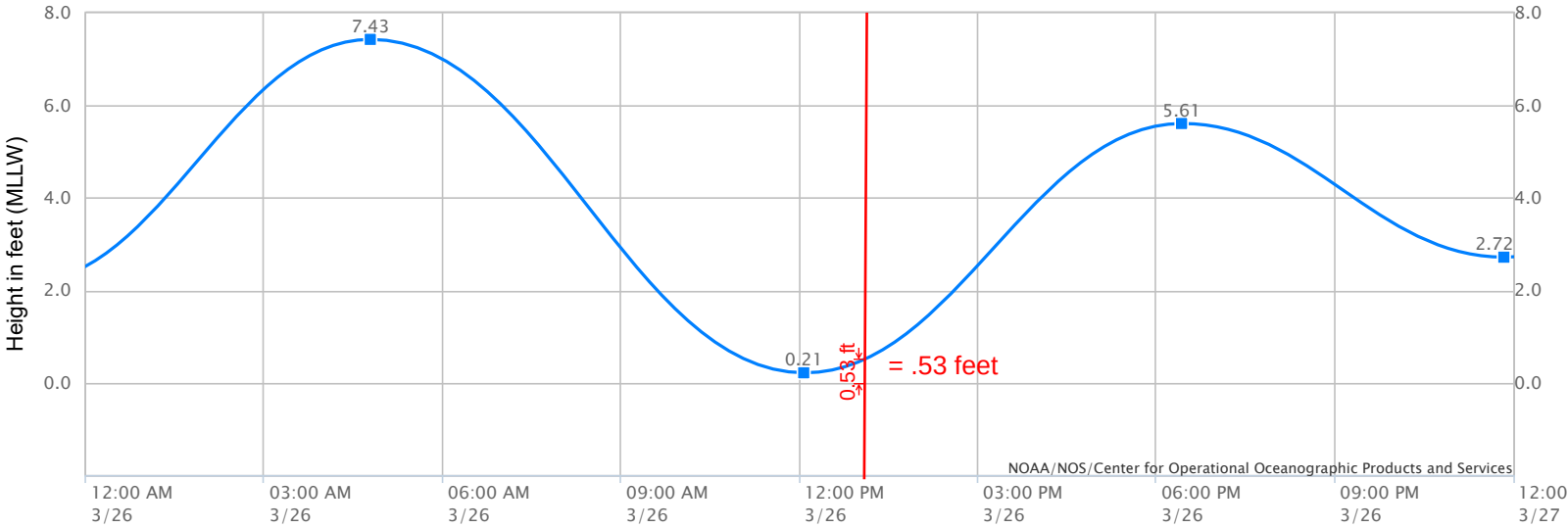






Help Print

NOAA/NOS/CO-OPS
Tide Predictions at TWC0857, Nestucca Bay entrance
From 2019/03/26 12:00 AM LST/LDT to 2019/03/26 11:59 PM LST/LDT
Subordinate Station | Ref. Station (Crescent City 9419750) | Time offsets (high: 55 min. low: 72 min.) | Height offsets (high: *1.1 ft. low: *0.92 ft.)



Note: The interval is High/Low, the solid blue line depicts a curve fit between the high and low values and approximates the segments between.
Disclaimer: These data are based upon the latest information available as of the date of your request, and may differ from the published tide tables.

High/Low Tide Prediction Data Listing

Station Name: Nestucca Bay entrance,
Action: Daily
Product: Tide Predictions
Start Date & Time: 2019/3/26 12:00 AM
End Date & Time: 2019/3/26 11:59 PM

Source: NOAA/NOS/CO-OPS
Prediction Type: Subordinate
Datum: MLLW
Height Units: Feet
Time Zone: LST/LDT

Date	Day	Time	Hgt	Time	Hgt	Time	Hgt	Time	Hgt
2019/03/26	Tue	04:47 AM	7.43 H	12:05 PM	0.21 L	6:26 PM	5.61 H	11:51 PM	2.72 L



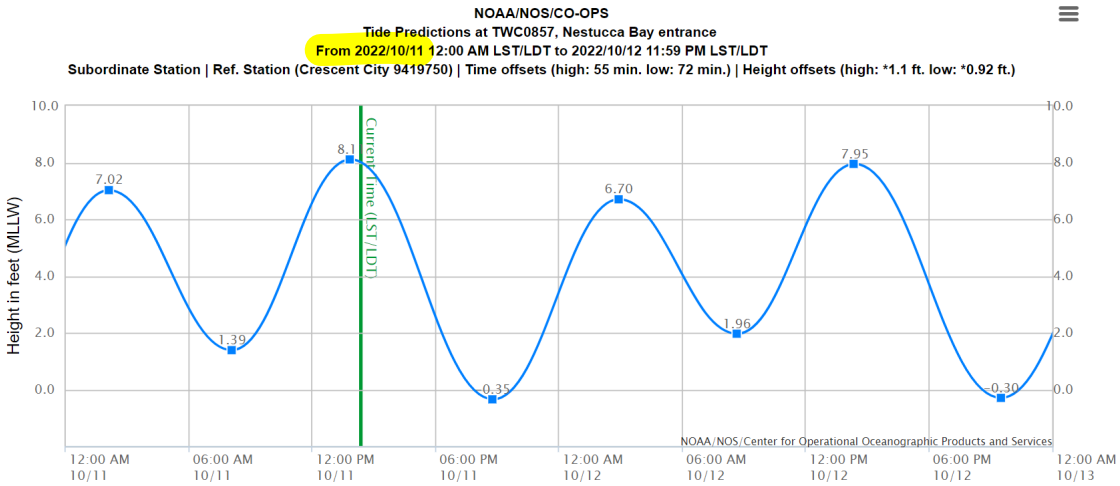




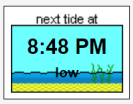


TIDE GATE BACKFLOWING INTO EXISTING DITCH.

10/11/2022 - @ 2:15 PM - HIGH TIDE @ 8.11 FT



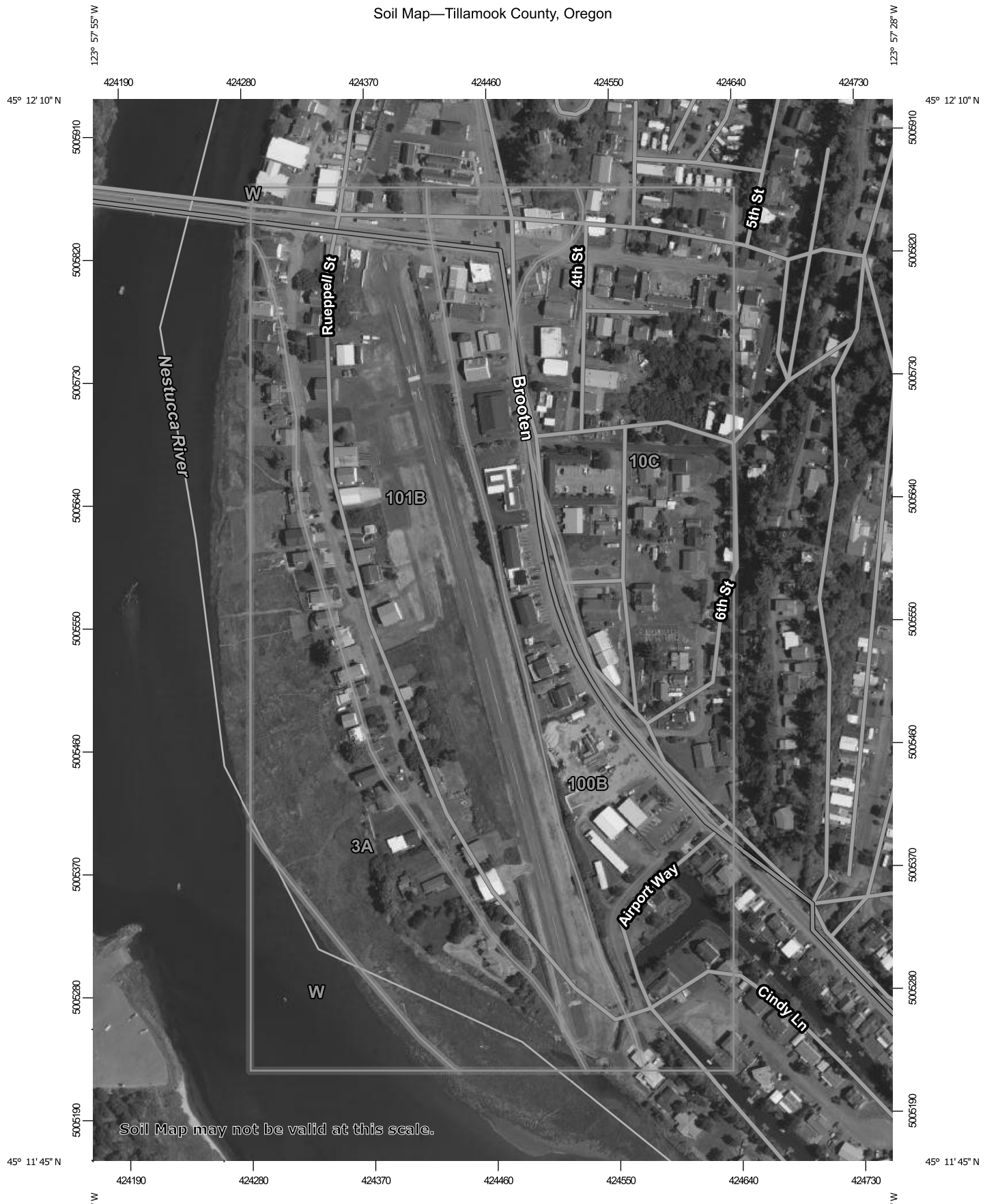
Today's Tides (LST/LDT)



2:06 AM	high	7.02 ft.
8:05 AM	low	1.39 ft.
1:52 PM	high	8.11 ft.
8:48 PM	**low**	**-0.35 ft.**

Appendix C

NRCS Soil Survey Information



Map Scale: 1:3,790 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 50 100 200 300

Feet
0 150 300 600 900

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features

- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features

- Streams and Canals

Transportation

- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background

- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Tillamook County, Oregon
Survey Area Data: Version 14, Oct 27, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 28, 2020—Jun 22, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
3A	Coquille silt loam, 0 to 1 percent slopes	10.6	18.6%
10C	Waldport fine sand, thin surface, 3 to 12 percent slopes	13.8	24.2%
100B	Urban land-Udorthents complex, 0 to 7 percent slopes	11.6	20.4%
101B	Urban land-Udorthents complex, 0 to 7 percent slopes, flooded	17.8	31.3%
W	Water	3.1	5.5%
Totals for Area of Interest		**56.9**	**100.0%**

Tillamook County, Oregon

100B—Urban land-Udorthents complex, 0 to 7 percent slopes

Map Unit Setting

National map unit symbol: 27wl
Elevation: 10 to 50 feet
Mean annual precipitation: 80 to 110 inches
Mean annual air temperature: 46 to 52 degrees F
Frost-free period: 120 to 260 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 65 percent
Udorthents and similar soils: 25 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

Description of Udorthents

Setting

Landform: Stream terraces, flood plains
Landform position (three-dimensional): Riser
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from igneous and sedimentary rock and/or colluvium derived from igneous rock and human transported materials

Typical profile

A - 0 to 2 inches: gravelly sandy loam
C - 2 to 60 inches: very gravelly sandy loam

Properties and qualities

Slope: 0 to 7 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to very high (0.20 to 19.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Low (about 3.6 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4s
Hydrologic Soil Group: A
Other vegetative classification: Sitka spruce/dry non-forest (971)
Hydric soil rating: No

Minor Components

Aquepts

Percent of map unit: 10 percent
Landform: Depressions on stream terraces
Hydric soil rating: Yes

Data Source Information

Soil Survey Area: Tillamook County, Oregon
Survey Area Data: Version 14, Oct 27, 2021

Tillamook County, Oregon

101B—Urban land-Udorthents complex, 0 to 7 percent slopes, flooded

Map Unit Setting

National map unit symbol: 2813
Elevation: 10 to 50 feet
Mean annual precipitation: 80 to 110 inches
Mean annual air temperature: 46 to 52 degrees F
Frost-free period: 120 to 260 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land, flooded: 65 percent
Udorthents, flooded, and similar soils: 25 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land, Flooded

Properties and qualities

Slope: 0 to 7 percent
Frequency of flooding: OccasionalNone

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

Description of Udorthents, Flooded

Setting

Landform: Flood plains
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from igneous and sedimentary rock and/or colluvium derived from igneous rock and human transported materials

Typical profile

A - 0 to 2 inches: gravelly sandy loam
C - 2 to 60 inches: very gravelly sandy loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat poorly drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to very high (0.20 to 19.98 in/hr)
Depth to water table: About 14 to 41 inches

Frequency of flooding: OccasionalNone
Frequency of ponding: None
Available water supply, 0 to 60 inches: Low (about 3.6 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4w
Hydrologic Soil Group: A/D
Other vegetative classification: Sitka spruce/wet non-forest (991)
Hydric soil rating: No

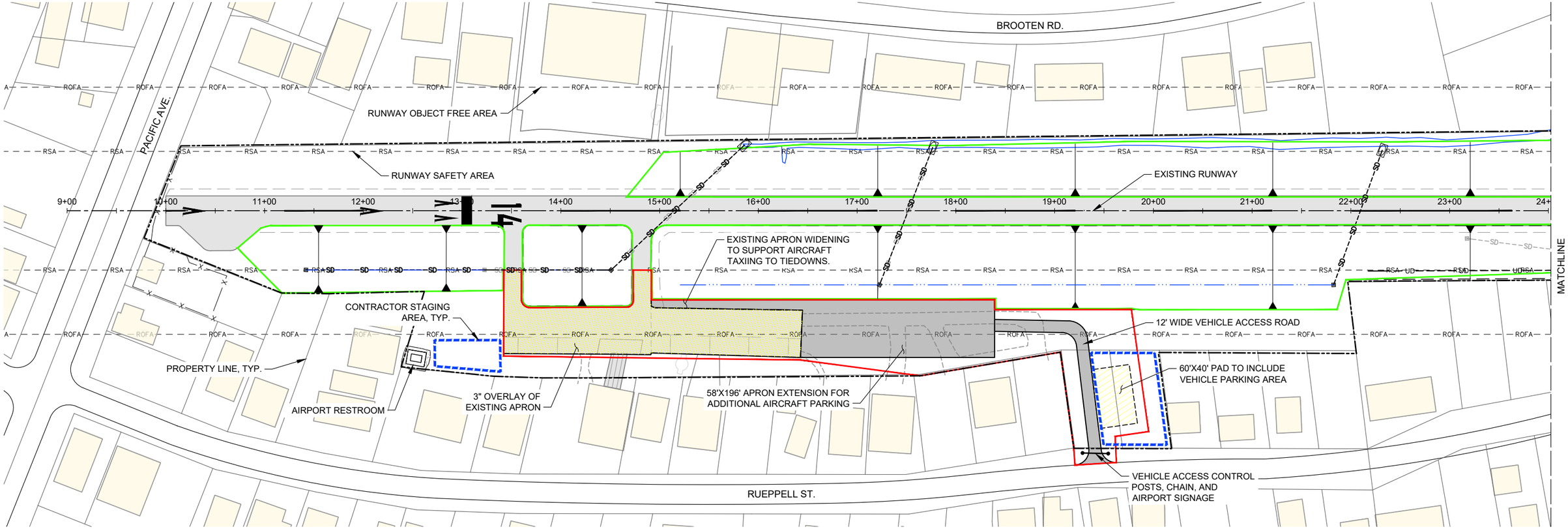
Minor Components

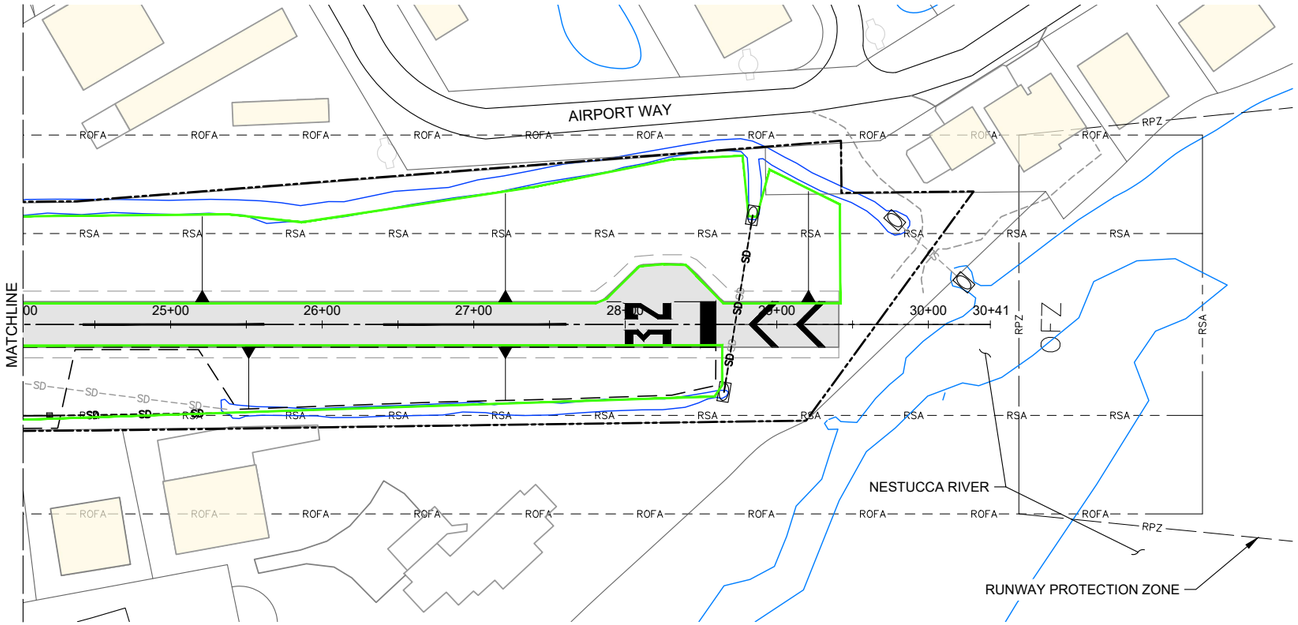
Aquepts

Percent of map unit: 10 percent
Landform: Depressions on flood plains
Hydric soil rating: Yes

Data Source Information

Soil Survey Area: Tillamook County, Oregon
Survey Area Data: Version 14, Oct 27, 2021





LEGEND

- APRON AND VEHICLE ACCESS ROAD PROJECT LIMITS (5 CY NET CUT)
- GRADING AND DRAINAGE PROJECT LIMITS (1,340 CY NET CUT)
- PROPOSED DRAINAGE PIPE
- EXISTING DRAINAGE PIPE
- PROPOSED PERFORATED PIPE
- STORM DRAIN END
- CATCH BASIN
- PROPOSED DITCH LINE
- AIRPORT PROPERTY LINE
- CONTRACTOR EQUIPMENT AND MATERIAL STAGING AREA
- EXISTING HYDROGRAPHIC FEATURE

FLOODPLAIN DEVELOPMENT PERMIT SET
NOT FOR CONSTRUCTION
5/12/2025

NORTH

0 25 50 100
SCALE IN FEET

NOTES

1. CONSTRUCTION EQUIPMENT AND MATERIALS TYPICAL OF GRADING, ROADWORK, AND DRAINAGE CONSTRUCTION OPERATIONS WILL BE LOCATED AT THE DESIGNATED STAGING AREA(S) DURING CONSTRUCTION. NO MATERIALS WILL BE STORED ON SITE FOLLOWING COMPLETION OF CONSTRUCTION

2. NON PAVED AREAS WITHIN THE PROPOSED PROJECT LIMITS WILL BE STABILIZED AND SEEDED WITH AIRPORT COMPATIBLE GRASS SEED MIX UPON COMPLETION OF GRADING ACTIVITIES.

3. EXISTING VEGETATION WITHIN GRADING AND DRAINAGE PROJECT LIMITS CONSISTS PRIMARILY OF GRASS AND OTHER LOW GROWING VEGETATION.

4. PROPERTY LINES SHOWN ARE FROM GIS AND ARE APPROXIMATE.

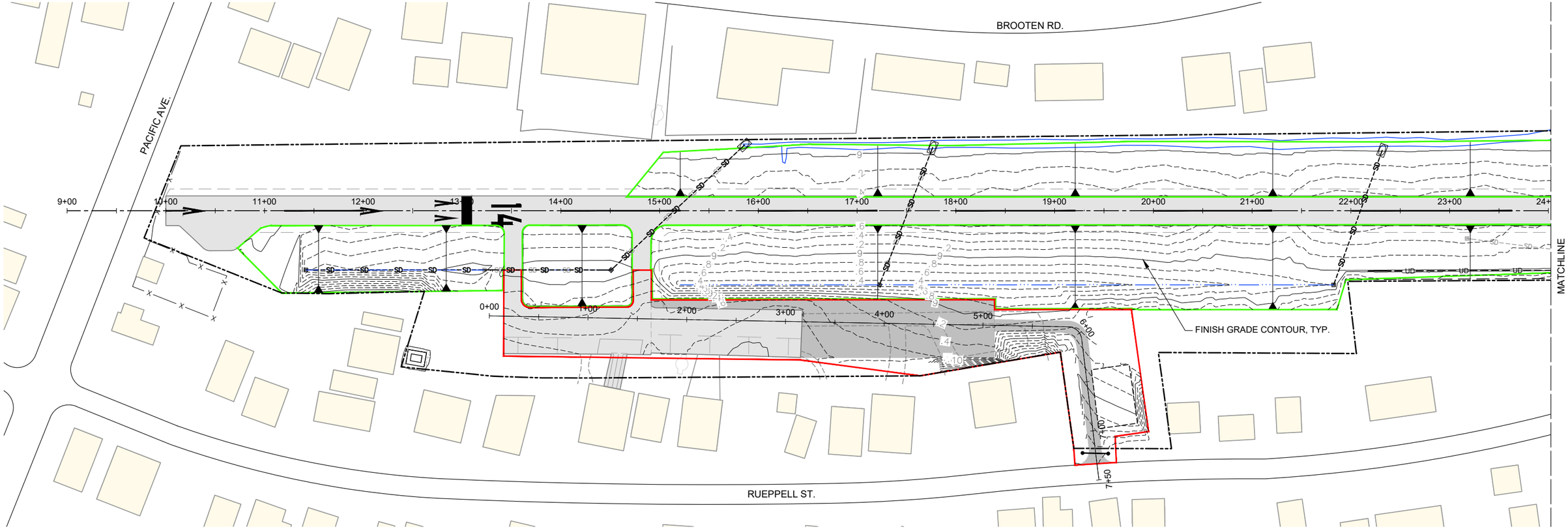
PRECISION APPROACH ENGINEERING
5125 Southwest Hout Street
Corvallis, OR 97333
541•754•0043

PACIFIC CITY STATE AIRPORT
MISCELLANEOUS IMPROVEMENTS

SITE PLAN

FIGURE 1 MAY 2025

05/12/25 - 1:20pm - EWilliams - P:\OO\ODA-PacCity\006-TC-FP-Dev-Permit\04000CAD\Graphics\Permit Site Plan.dwg



LEGEND

- APRON AND VEHICLE ACCESS ROAD PROJECT LIMITS (5 CY NET CUT)
- GRADING AND DRAINAGE PROJECT LIMITS (1,340 CY NET CUT)
- PROPOSED DRAINAGE PIPE
- EXISTING DRAINAGE PIPE
- PROPOSED PERFORATED PIPE
- STORM DRAIN END
- CATCH BASIN
- PROPOSED DITCH LINE
- AIRPORT PROPERTY LINE
- CONTRACTOR EQUIPMENT AND MATERIAL STAGING AREA
- EXISTING HYDROGRAPHIC FEATURE

NORTH

0 25 50 100

SCALE IN FEET

NOTES

1. WHERE REQUIRED, FILL WILL BE SOURCED FROM ONSITE EXCAVATION ACTIVITIES. NO OFFSITE FILL IMPORT IS REQUIRED, AS THE GRADING RESULTS IN A NET CUT OF MATERIAL.
2. NO ONSITE DISPOSAL OF EXCESS EXCAVATION MATERIAL. ALL EXCESS MATERIAL WILL BE DISPOSED OF OFFSITE.
3. EXISTING GROUND CONTOURS NOT SHOWN FOR CLARITY. SEE CROSS SECTIONS FOR EXISTING GROUND INFORMATION.

FLOODPLAIN DEVELOPMENT PERMIT SET
NOT FOR CONSTRUCTION
5/12/2025

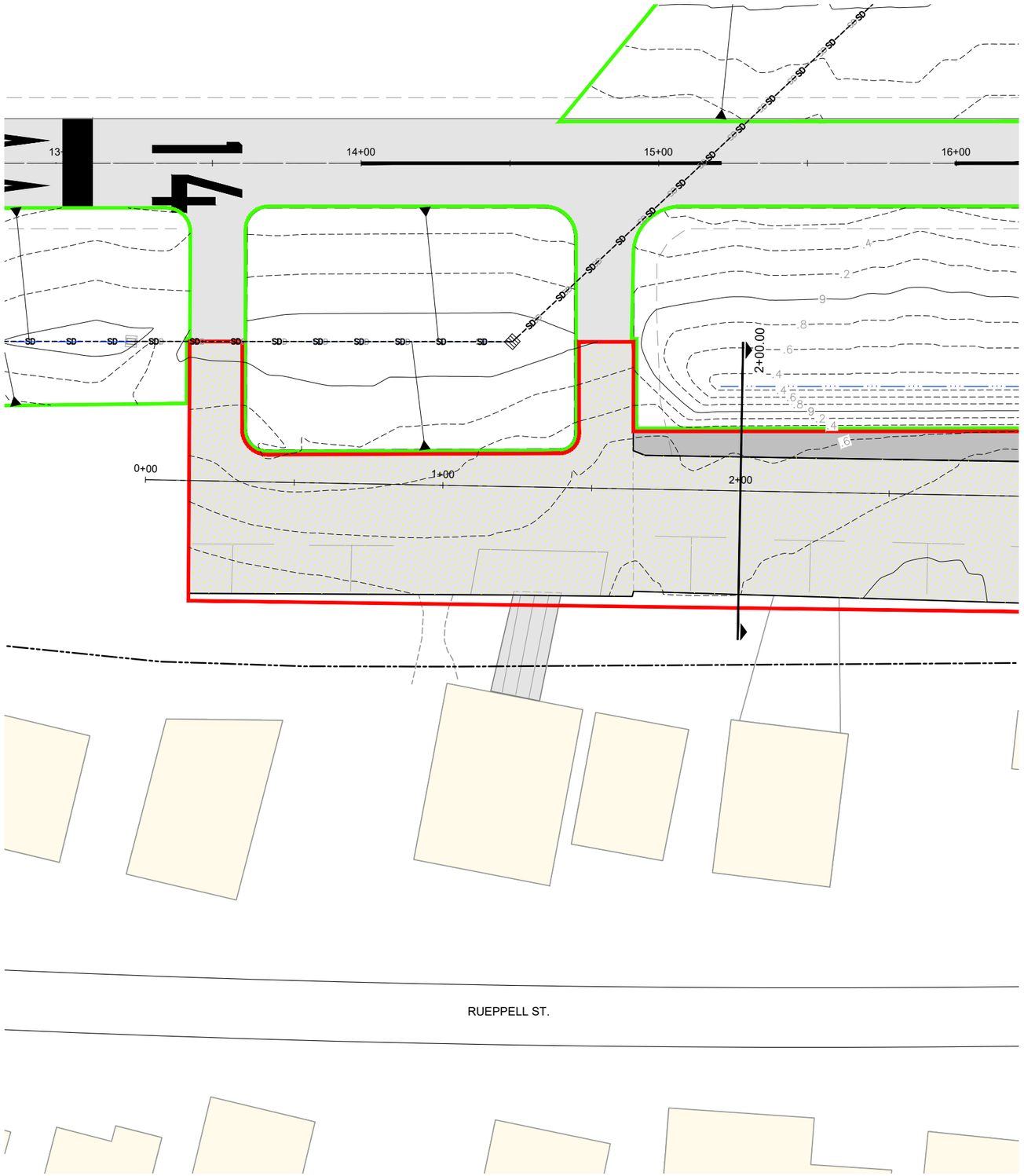
PACIFIC CITY STATE AIRPORT
MISCELLANEOUS IMPROVEMENTS

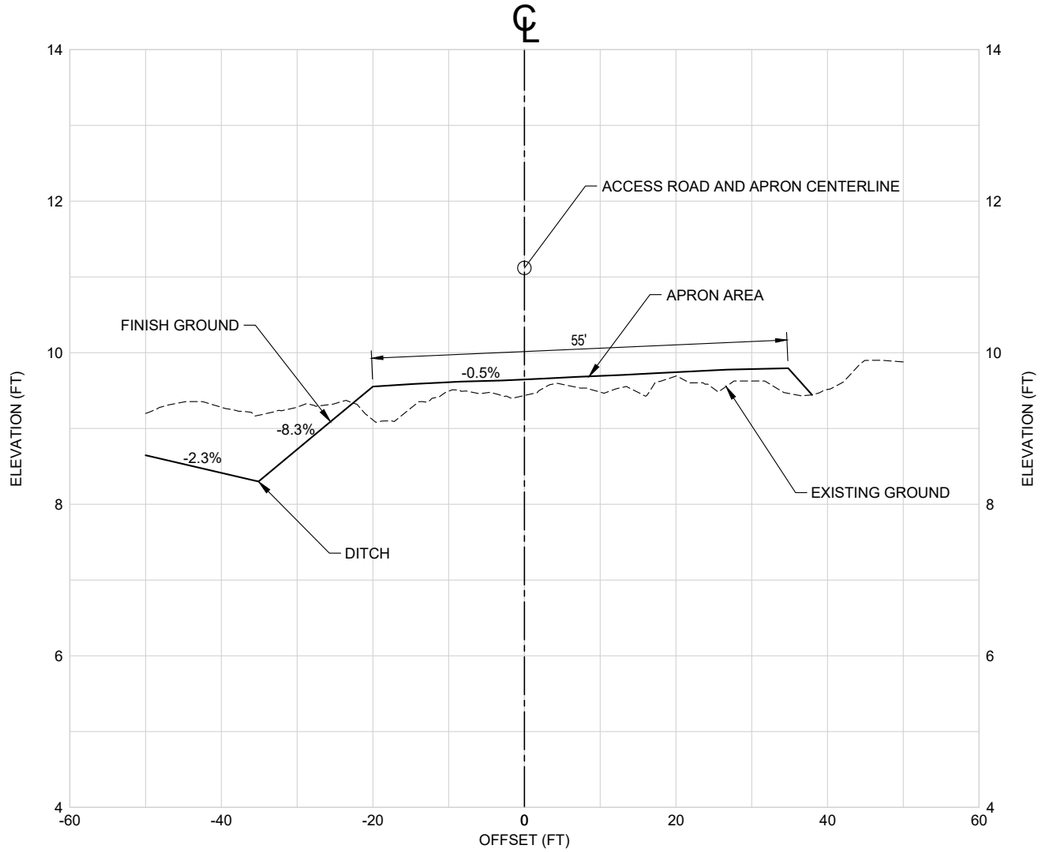
GRADING PLAN

PRECISION APPROACH ENGINEERING
5125 Southwest Hout Street
Corvallis, OR 97333
541•754•0043

FIGURE 2 MAY 2025

05/12/25 - 2:35pm - EWilliams - P:\OIO\ODA-PacCity\006-TC-FP-Dev-Permit\04000CAD\Graphics\Permit Site Plan.dwg





ACCESS ROAD AND APRON CL STATION 2+00.00

LEGEND

- APRON AND VEHICLE ACCESS ROAD PROJECT LIMITS (5 CY NET CUT)
- GRADING AND DRAINAGE PROJECT LIMITS (1,340 CY NET CUT)
- PROPOSED DRAINAGE PIPE
- EXISTING DRAINAGE PIPE
- PROPOSED PERFORATED PIPE
- STORM DRAIN END
- CATCH BASIN
- PROPOSED DITCH LINE
- AIRPORT PROPERTY LINE
- CONTRACTOR EQUIPMENT AND MATERIAL STAGING AREA
- EXISTING HYDROGRAPHIC FEATURE

NOTES

1. WHERE REQUIRED, FILL WILL BE SOURCED FROM ONSITE EXCAVATION ACTIVITIES. NO OFFSITE FILL IMPORT IS REQUIRED, AS THE GRADING RESULTS IN A NET CUT OF MATERIAL.

2. NO ONSITE DISPOSAL OF EXCESS EXCAVATION MATERIAL. ALL EXCESS MATERIAL WILL BE DISPOSED OF OFFSITE.

FLOODPLAIN DEVELOPMENT
PERMIT SET
NOT FOR CONSTRUCTION
5/12/2025

NORTH

0 10 20 40
SCALE IN FEET

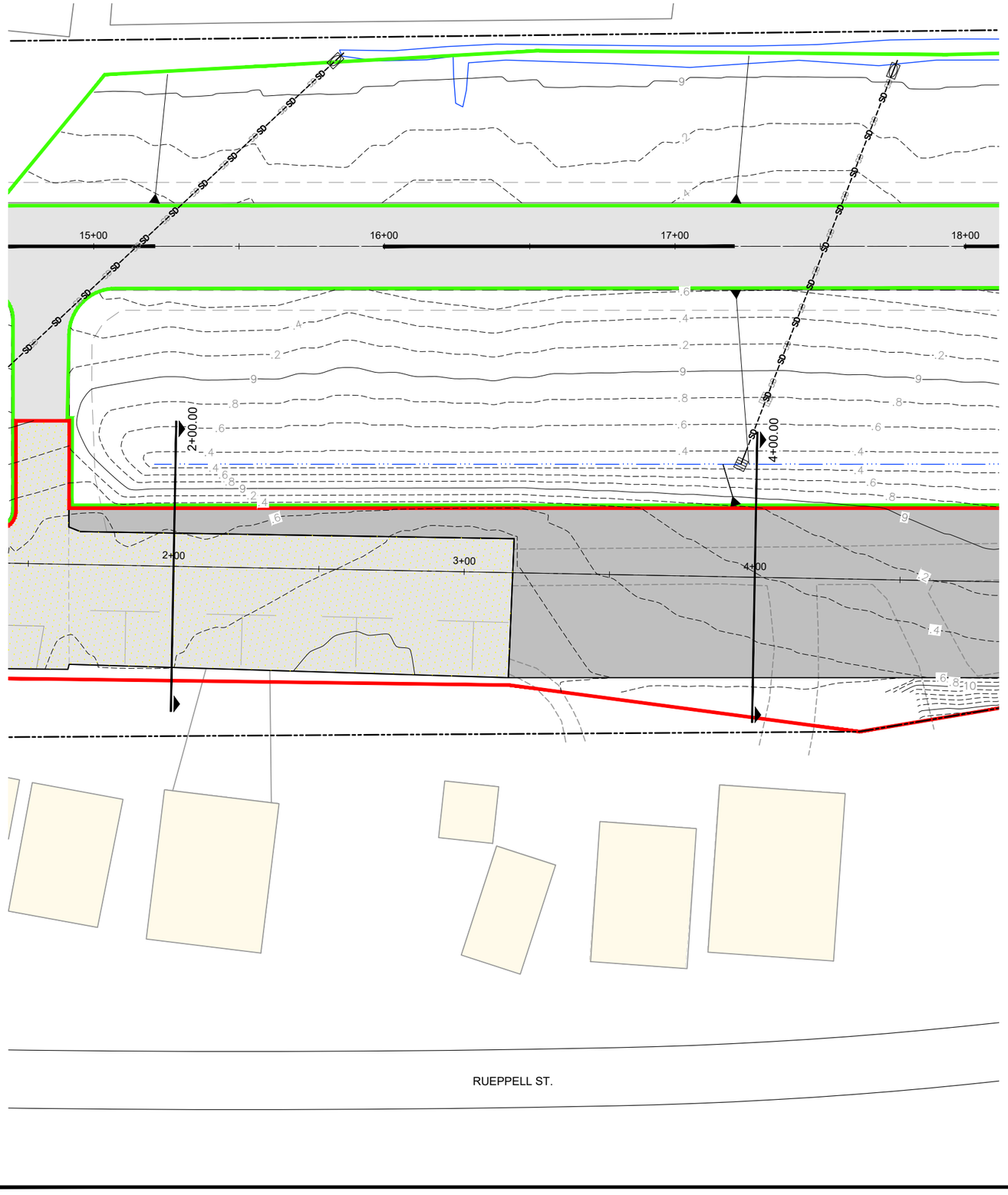
PRECISION APPROACH ENGINEERING
5125 Southwest Hout Street
Corvallis, OR 97333
541•754•0043

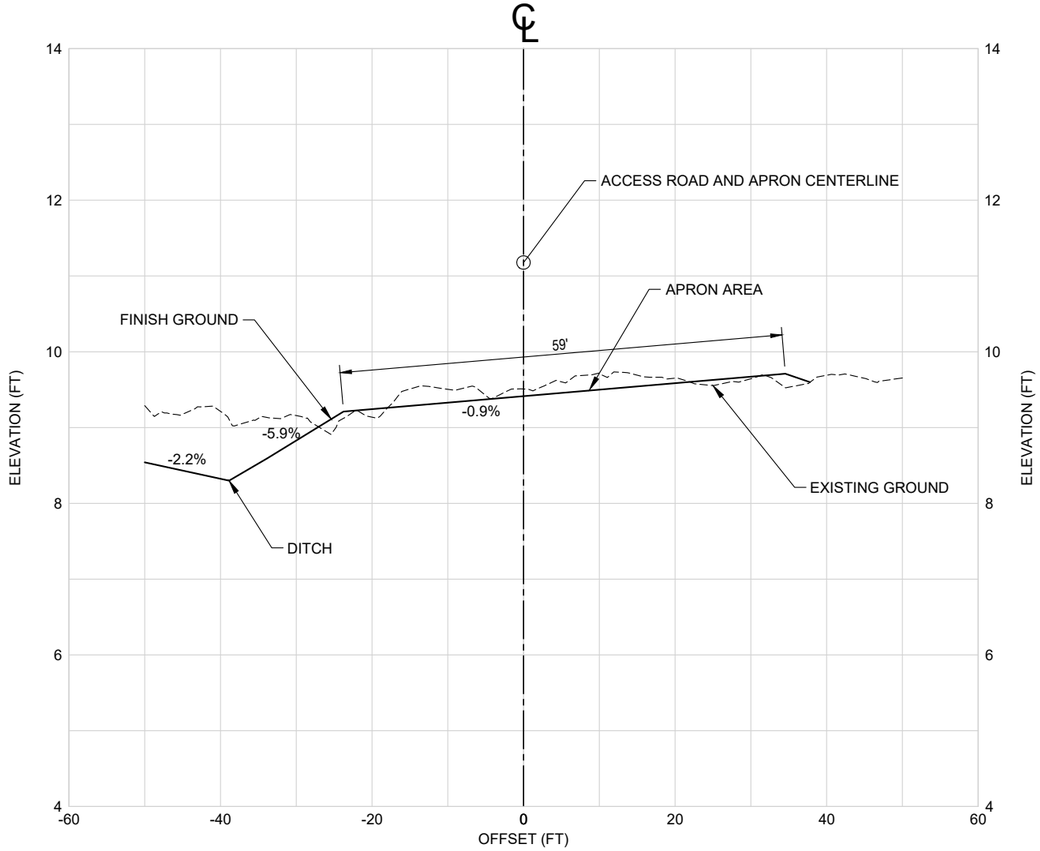
PACIFIC CITY STATE AIRPORT
MISCELLANEOUS IMPROVEMENTS

ACCESS ROAD AND APRON STATION 2+00 CROSS SECTION

FIGURE 3 MAY 2025

05/12/25 - 2:35pm - EWilliams - P:\O\ODA-PacCity\006-TC-FP-Dev-Permit\0400CAD\Graphics\Permit Site Plan.dwg





ACCESS ROAD AND APRON CL STATION 4+00.00

LEGEND

- APRON AND VEHICLE ACCESS ROAD PROJECT LIMITS (5 CY NET CUT)
- GRADING AND DRAINAGE PROJECT LIMITS (1,340 CY NET CUT)
- PROPOSED DRAINAGE PIPE
- EXISTING DRAINAGE PIPE
- PROPOSED PERFORATED PIPE
- STORM DRAIN END
- CATCH BASIN
- PROPOSED DITCH LINE
- AIRPORT PROPERTY LINE
- CONTRACTOR EQUIPMENT AND MATERIAL STAGING AREA
- EXISTING HYDROGRAPHIC FEATURE

NOTES

1. WHERE REQUIRED, FILL WILL BE SOURCED FROM ONSITE EXCAVATION ACTIVITIES. NO OFFSITE FILL IMPORT IS REQUIRED, AS THE GRADING RESULTS IN A NET CUT OF MATERIAL.

2. NO ONSITE DISPOSAL OF EXCESS EXCAVATION MATERIAL. ALL EXCESS MATERIAL WILL BE DISPOSED OF OFFSITE.

FLOODPLAIN DEVELOPMENT PERMIT SET
NOT FOR CONSTRUCTION
5/12/2025

NORTH

0 10 20 40
SCALE IN FEET

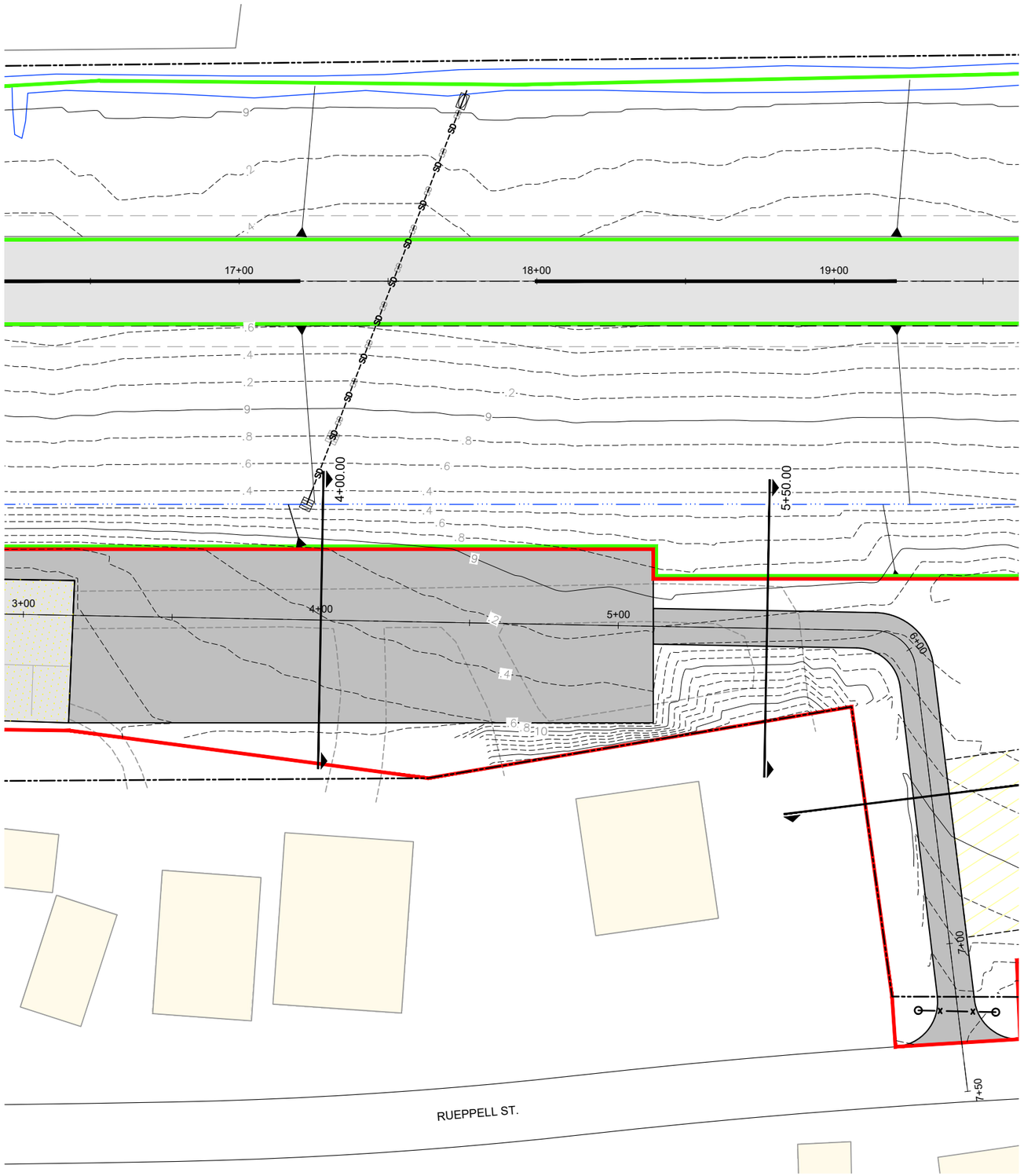
PRECISION APPROACH ENGINEERING
5125 Southwest Hout Street
Corvallis, OR 97333
541•754•0043

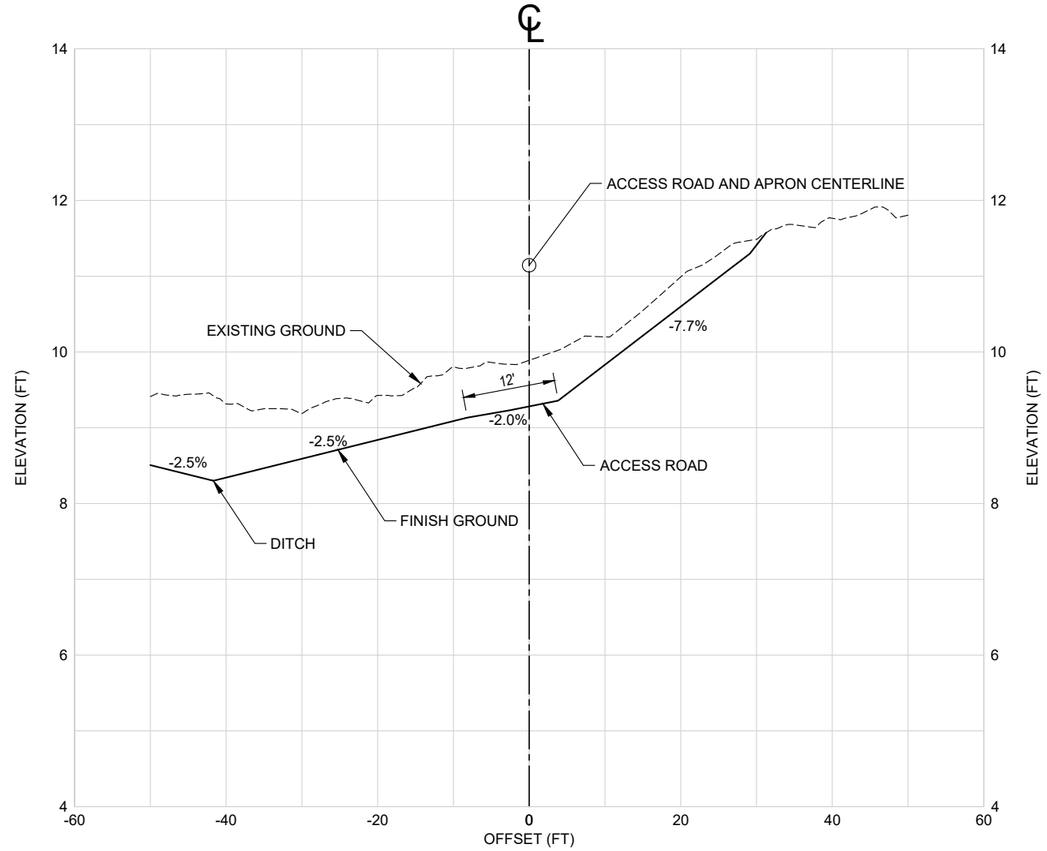
PACIFIC CITY STATE AIRPORT
MISCELLANEOUS IMPROVEMENTS

ACCESS ROAD AND APRON STATION 4+00 CROSS SECTION

FIGURE 4 MAY 2025

05/12/25 - 2:35pm - EWilliams - P:\O\ODA-PacCity\006-TC-FP-Dev-Permit\0400CAD\Graphics\Permit Site Plan.dwg





ACCESS ROAD AND APRON CL STATION 5+50.00

LEGEND

- APRON AND VEHICLE ACCESS ROAD PROJECT LIMITS (5 CY NET CUT)
- GRADING AND DRAINAGE PROJECT LIMITS (1,340 CY NET CUT)
- PROPOSED DRAINAGE PIPE
- EXISTING DRAINAGE PIPE
- PROPOSED PERFORATED PIPE
- STORM DRAIN END
- CATCH BASIN
- PROPOSED DITCH LINE
- AIRPORT PROPERTY LINE
- CONTRACTOR EQUIPMENT AND MATERIAL STAGING AREA
- EXISTING HYDROGRAPHIC FEATURE

NORTH

0 10 20 40
SCALE IN FEET

NOTES

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FLOODPLAIN DEVELOPMENT PERMIT SET
NOT FOR CONSTRUCTION
5/12/2025

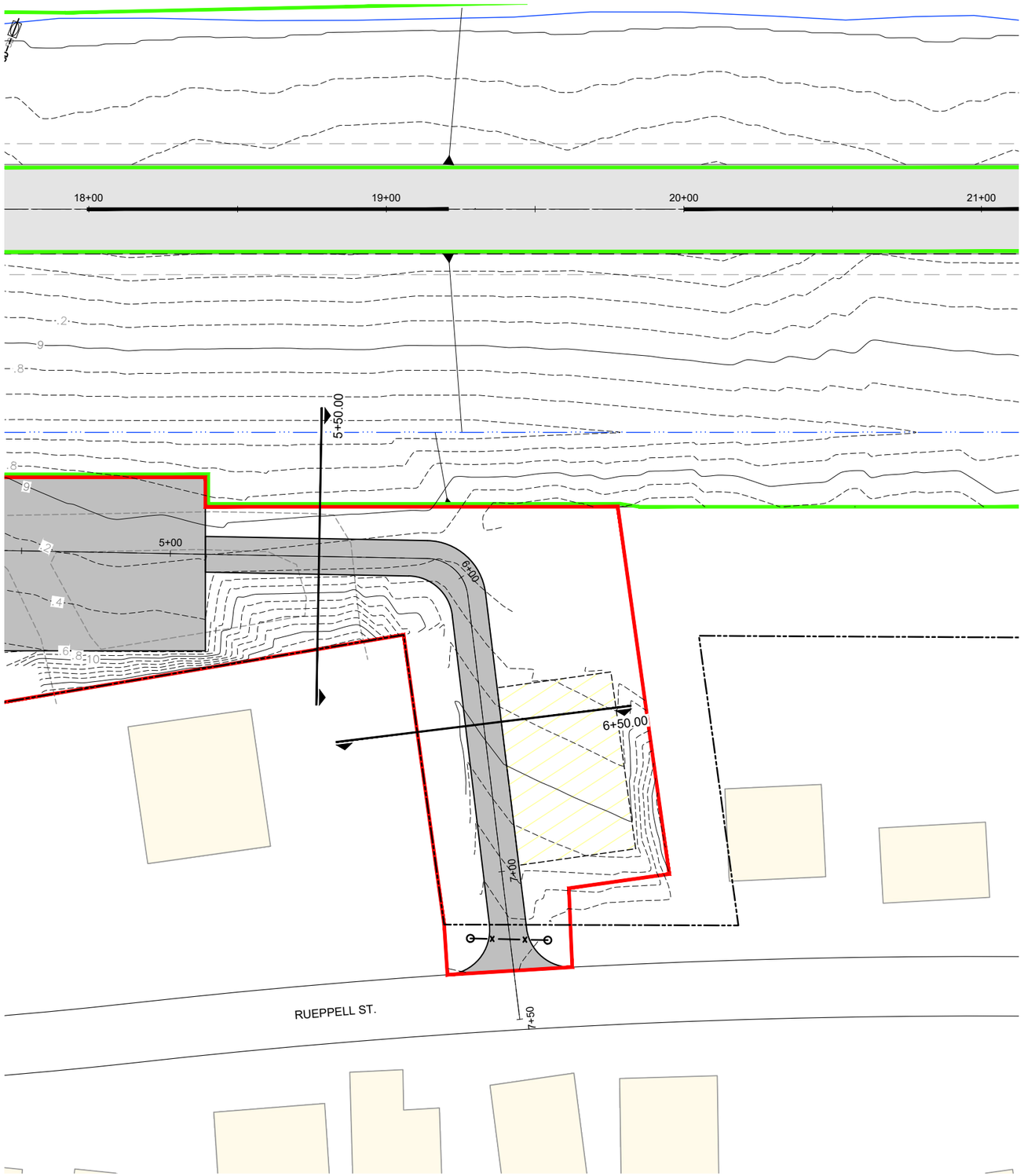
PRECISION APPROACH ENGINEERING
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Corvallis, OR 97333
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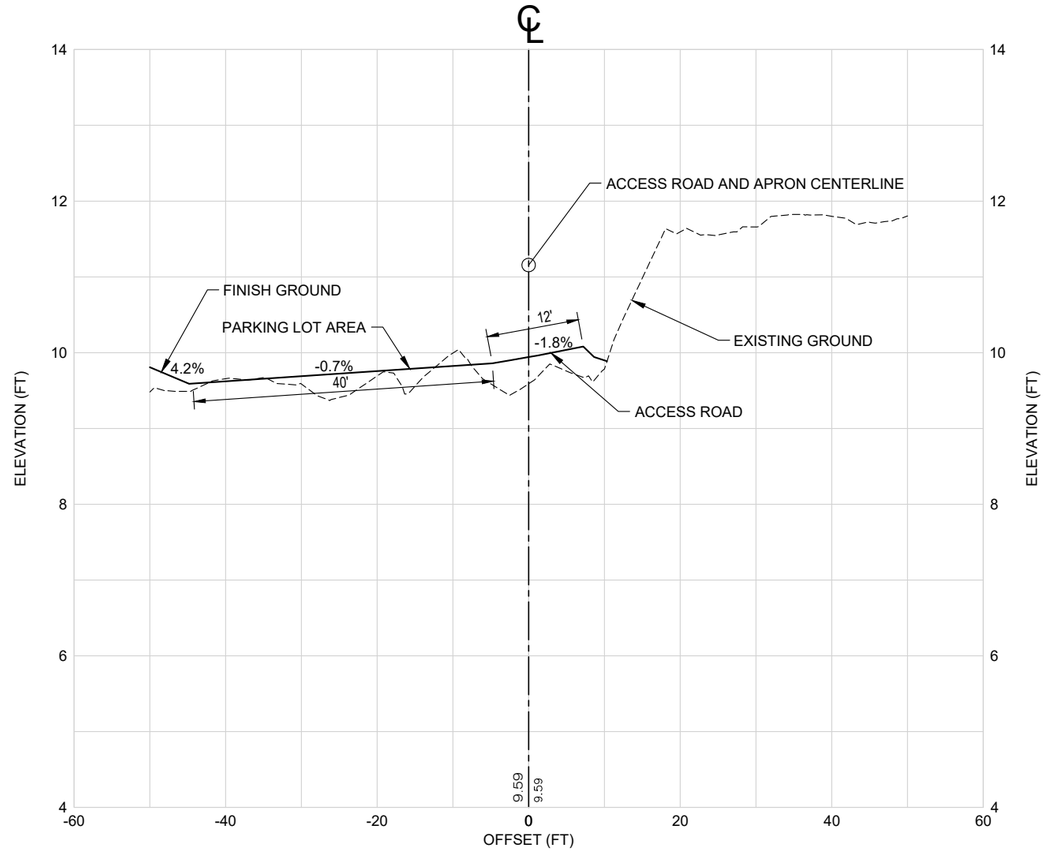
PACIFIC CITY STATE AIRPORT
MISCELLANEOUS IMPROVEMENTS

ACCESS ROAD AND APRON STATION 5+50 CROSS SECTION

FIGURE 5 MAY 2025

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ACCESS ROAD AND APRON CL STATION 6+50.00

LEGEND

- APRON AND VEHICLE ACCESS ROAD PROJECT LIMITS (5 CY NET CUT)
- GRADING AND DRAINAGE PROJECT LIMITS (1,340 CY NET CUT)
- PROPOSED DRAINAGE PIPE
- EXISTING DRAINAGE PIPE
- PROPOSED PERFORATED PIPE
- STORM DRAIN END
- CATCH BASIN
- PROPOSED DITCH LINE
- AIRPORT PROPERTY LINE
- CONTRACTOR EQUIPMENT AND MATERIAL STAGING AREA
- EXISTING HYDROGRAPHIC FEATURE

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SCALE IN FEET

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NOT FOR CONSTRUCTION
5/12/2025

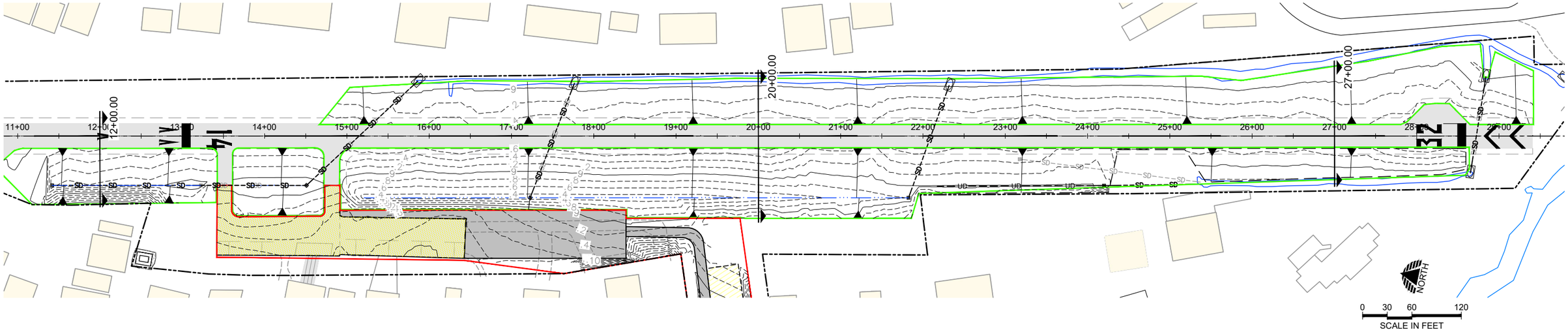
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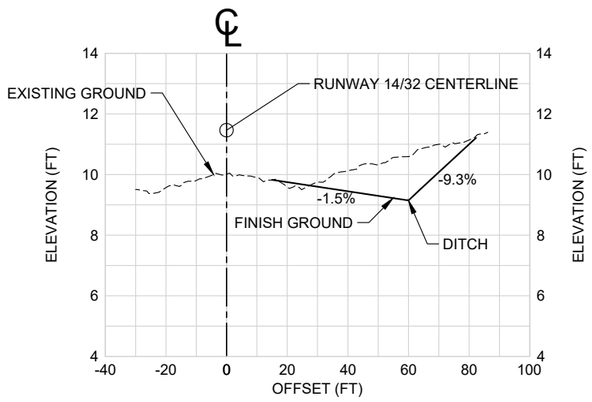
PACIFIC CITY STATE AIRPORT
MISCELLANEOUS IMPROVEMENTS

ACCESS ROAD AND APRON STATION 6+50 CROSS SECTION

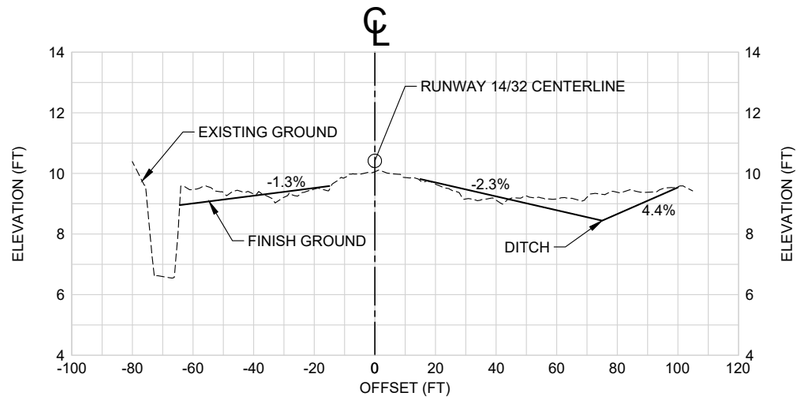
FIGURE 6 MAY 2025

05/12/25 - 2:35pm - EWilliams - P:\OIO\DA-PacCity\006-TC-FP-Dev-Permit\04000CAD\Graphics\Permit Site Plan.dwg

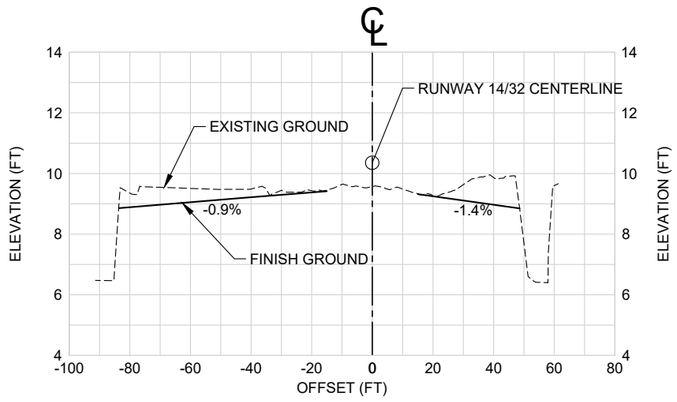




RW14-32-CL STATION 12+00.00



RW14-32-CL STATION 20+00.00



RW14-32-CL STATION 27+00.00

LEGEND

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FLOODPLAIN DEVELOPMENT
PERMIT SET
NOT FOR CONSTRUCTION
5/12/2025

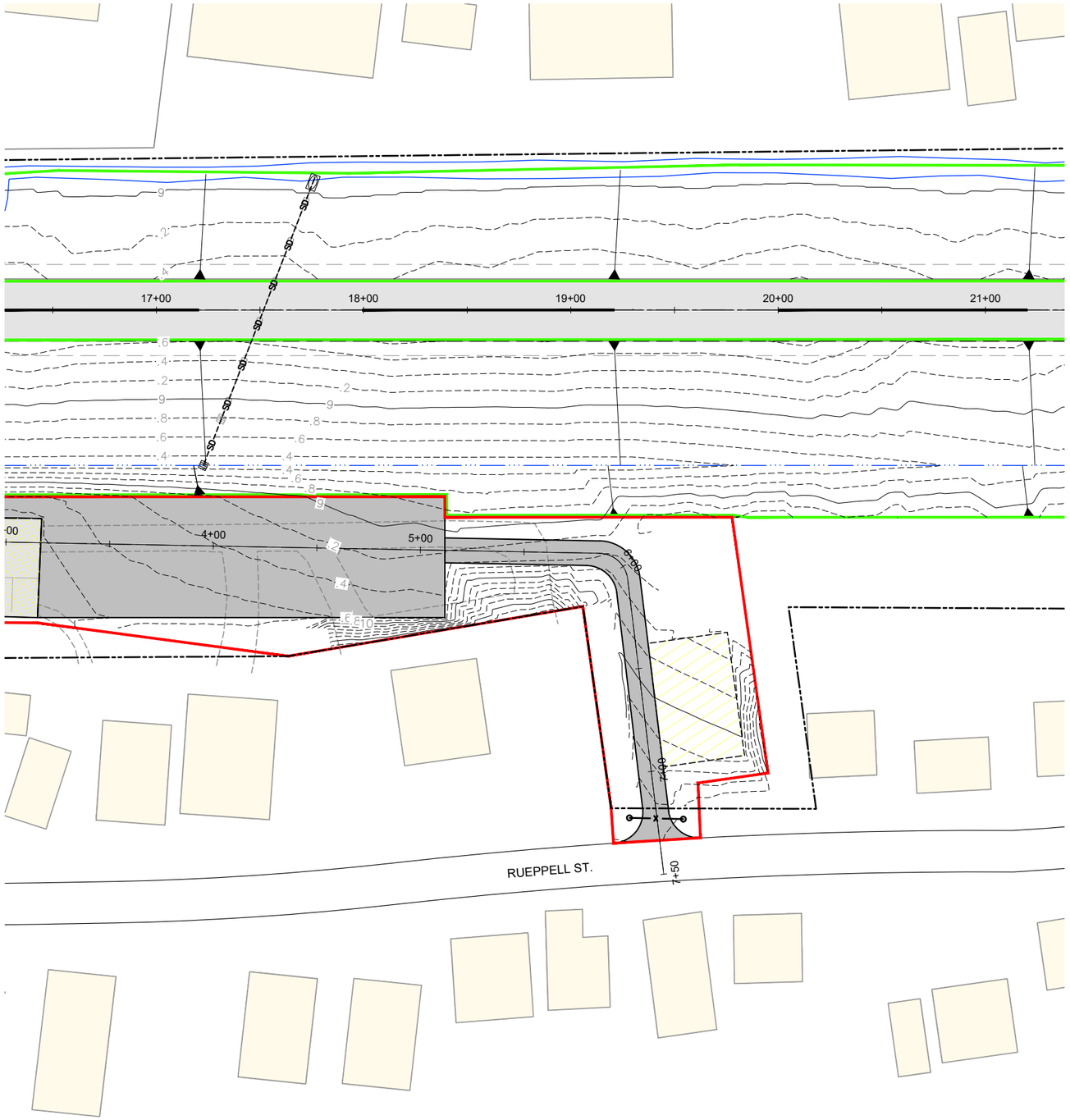
PACIFIC CITY STATE AIRPORT
MISCELLANEOUS IMPROVEMENTS

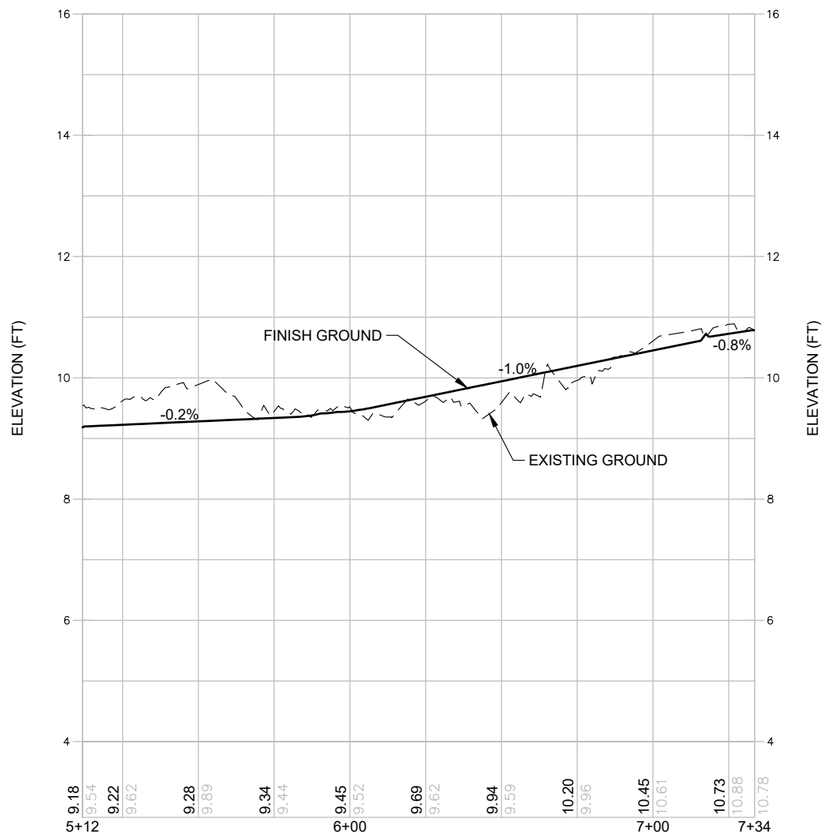
RW 14-32 STATION 12+00, 20+00, AND 27+00 CROSS SECTIONS

FIGURE 7 MAY 2025

PRECISION APPROACH ENGINEERING
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Corvallis, OR 97333
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ACCESS ROAD CL PROFILE

LEGEND

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NORTH

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SCALE IN FEET

PRINT IN COLOR

THIS DRAWING IS INTENDED TO BE PRINTED IN COLOR. PRINTING IN BLACK AND WHITE MAY REDUCE READABILITY AND ALTER ENTITY DEFINITION OR REPRESENTATION.

FLOODPLAIN DEVELOPMENT PERMIT SET
NOT FOR CONSTRUCTION
5/12/2025

PRECISION APPROACH ENGINEERING
5125 Southwest Hout Street
Corvallis, OR 97333
541•754•0043

PACIFIC CITY STATE AIRPORT
MISCELLANEOUS IMPROVEMENTS

ACCESS ROAD CL PROFILE

FIGURE 8 MAY 2025

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Tillamook County

DEPARTMENT OF COMMUNITY DEVELOPMENT
BUILDING, PLANNING & ON-SITE SANITATION SECTIONS

1510 – B Third Street
Tillamook, Oregon 97141
www.tillamookcounty.gov
503.842.3408

Land of Cheese, Trees and Ocean Breeze

FLOODWAY/FLOODPLAIN DEVELOPMENT PERMIT REQUEST #851-24-000575-PLNG: ODAV & HAYDEN

ADMINISTRATIVE DECISION & STAFF REPORT

Decision Date: October 10, 2025

Decision: APPROVED WITH CONDITIONS AS MODIFIED
(This is not Building or Zoning Permit Approval)

Report Prepared by: Sarah Absher, CFM, Director

I. GENERAL INFORMATION:

Request: Floodway/Floodplain Development Permit approval for improvements to the Pacific City Airport, including new impervious pavement for aircraft apron extension, drainage repairs and infrastructure improvements, a new pilot pavilion and bike storage structure (Exhibit B). *This application has been modified to remove the proposed structural improvements initially included in the scope of work (Exhibit B).*

Location: Located east of the Nestucca River in the Unincorporated Community of Pacific City/Woods, the subject property is addressed as 6355 Pacific Avenue, a County road, and is designated as Tax Lots 3500 and 3501 in Section 30BB, and Tax Lot 600 in Section 30, all located in Township 4 South, Range 10 West W.M., Tillamook County Oregon (Exhibit A).

Zone: Pacific City/Woods Airpark (PCW-AP), Pacific City Airport Obstruction Overlay Zone (PAO) and Flood Hazard Overlay (FH) Zone (Exhibit A)

Applicant: Jacilyn Hayden, PE, P.O. Box 1101, Pacific City, OR 97135

Property Owner: Oregon Department of Aviation, 3040 25th St. SE, Salem, OR 97302

Proposal Description: The Applicant is proposing various improvement and maintenance projects to the Pacific City Airport, including new impervious pavement for aircraft apron extension, drainage repairs and infrastructure improvements. The proposals for a new pilot pavilion and bike storage structure have been omitted (Exhibit B).

The property is zoned Pacific City/Woods Airpark (PCW-AP), Pacific City Airport Obstruction Overlay Zone (PAO) and Flood Hazard Overlay (FH) Zone (Exhibit A). The specific locations within the boundary of the Pacific City Airport proposed for development are depicted on the design schematics included in the Applicant's submittal, incorporated as "Exhibit B" of this report.

As indicated on FEMA FIRM #41057C0855F dated September 28, 2018, the subject property is located entirely in an 'AE' and Floodway Area of Special Flood Hazard of the Nestucca River (Exhibit A). A Floodway/Floodplain Development Permit is required for the proposed development.

The criteria and applicable standards for consideration of the development proposals are evaluated in this Staff Report.

The Pacific City Airport spans across multiple properties, designated as Tax Lots 3500 and 3501 in Section 30BB, and Tax Lot 600 in Section 30, all located in Township 4 South, Range 10 West W.M., Tillamook County Oregon (Exhibit A). For purposes of this report, the Pacific City Airport properties are referred to as the "subject property".

II. APPLICABLE ORDINANCE AND COMPREHENSIVE PLAN PROVISIONS:

The desired use is governed through the following Sections of the Tillamook County Land Use Ordinance (TCLUO). The suitability of the proposed use, in light of these criteria, is discussed in Section III of this report:

A. TCLUO Section 3.335: Pacific City/Woods Airpark (AP) Zone
B. TCLUO Section 3.510: Flood Hazard Overlay (FH) Zone
C. TCLUO Section 3.565: Pacific City Airport Obstruction (PAO) Overlay Zone
D. TCLUO Section 4.140: Requirements for Protection of Water Quality and Streambank Stabilization

III. ANALYSIS

The project is located within the regulatory floodway (AE Zone) and is subject to a Type II review per TCLUO Article 10: Development Approval Procedures. TCLUO Section 10.070 requires notification of Type II applications to be mailed to landowners within 250 feet of the subject properties, to allow at least 14 days for written comment and requires staff to consider comments received in making the decision.

Findings: Notice of this request was mailed to property owners and agencies on August 15, 2025. Comments received are included as "Exhibit C". A summary of comments received during the public comment period from neighboring property owners and the Tillamook County Public Works include the following:

- Comments expressing support for the proposed improvements to the Pacific City Airport.
- Comments expressing the need for the proposed improvements to the Pacific City Airport.
- Comments expressing the significance of the Pacific City Airport in the area in relation to public and private transportation as well as the airport's role in emergency response services needed for the area.

- Rueppell Avenue is not a County maintained road and is in a deteriorated condition. Comments request that the County maintain Rueppell Avenue and make improvements to fix current road conditions.
- Concerns about increased traffic on Rueppell Avenue resulting from airport improvements-including development of an access approach via Rueppell Avenue.
- Concerns about installation of new traffic and wayfinding signage resulting in increased non-residential traffic on Rueppell Avenue.
- Concerns related to displacement of floodwaters onto adjacent properties resulting from the proposed improvements to the Pacific City Airport.
- Concerns the proposed development to the Pacific City Airport is in conflict with the Oregon FEMA Biological Opinion.
- Concerns of lack of demonstration in the record confirming there is no upland alternative for the proposed development, that fill is the minimum necessary and that the proposed development will not alter or impede drainage and flow of floodwaters.
- Concerns that the hydraulic and hydrologic study did not take into account king tide flood levels.

The Tillamook County Public Works Department expressed concerns that additional impervious surface and new storm conveyance/hard pipe system will have an effect on the time of concentration for stormwater. To mitigate these concerns, Public Works has recommended maintenance efforts extend to the existing stormwater ditch to improve flood storage and drainage to the overall area. As part of these maintenance efforts, Public Works observes and recommends

- Replacement of the existing outfall storm pipe with HDPE.
- Create detention to accommodate a 25 year, 24-hour storm event within the existing ditch by lowering ditchline and/or raising the outflow culvert invert during replacement.

Tillamook County Public Works also states a road approach permit will be necessary for the new connection to the County Road of Rueppell Avenue and states that neither gates nor permanent structure are not allowed within public right of way. Improvements such as a gate, signs, and other improvements must be located outside of the County road right of way (Exhibit C).

The comments outlined above are also addressed later in this report.

A. TCLUO Section 3.335: Pacific City/Woods Airpark (AP) Zone:

PURPOSE: The purpose of the PCW-AP zone is to support and encourage the continued operation and vitality of the Pacific City airport and to designate areas for uses including residential homes, aircraft hangars and aircraft related businesses, while promoting safety in the airport area. Land that is suitable for the PCW-AP zone is contiguous to the Pacific City Airport. It is acknowledged that the airport has adverse impacts to the surrounding area, i.e. noise and propwash, however, the community desires that the airport be maintained.

Findings: In review of the uses permitted outright in TCLUO Section 3.335(2), Staff finds the proposed development projects are in conjunction with airport-related uses and facilities allowed outright in the Pacific City/Woods Airpark (AP) Zone, subject to demonstration that the applicable standards of the Tillamook County Land Use Ordinance (TCLUO) are met, such as parking, height, and any relevant setback requirements.

Because the subject property is located within a mapped Area of Special Flood Hazard, the proposed development must also comply with applicable development standards of the Flood Hazard Overlay

Zone outlined in TCLUO Section 3.510, including obtaining an approved Floodway/Floodplain Development Permit prior to commencement of development activities.

B. TCLUO Section 3.510: Flood Hazard (FH) Overlay Zone

A development permit shall be obtained before construction or development begins within any area of special flood hazard zone. The permit shall be for all structures including manufactured dwellings, and for all development including fill and other development activities, as set forth in the Definitions contained in this Section of the Land Use Ordinance.

(5) GENERAL STANDARDS: In all areas of special flood hazards the following standards are required:
...

CONSTRUCTION MATERIALS AND METHODS
(e) All new construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.
(f) All new construction and substantial improvements shall be constructed using methods and practices that minimize flood damage.
(g) Electrical, heating, ventilation, plumbing, and air-conditioning equipment and other service facilities shall be elevated to prevent water from entering or accumulating within the components during conditions of flooding. In Flood Zones A, A1-A30, AE, V, V1- V30 or VE, such facilities shall be elevated three feet above base flood elevation. In Flood Zone AO, such facilities shall be elevated above the highest grade adjacent to the building, a minimum of one foot above the depth number specified on the FIRM (at least two feet above the highest adjacent grade if no depth number is specified).

UTILITIES
(h) Electrical, heating, ventilating, air-conditioning, plumbing, duct systems, and other equipment and service facilities shall be elevated at or above the base flood level or shall be designed and installed to prevent water from entering or accumulating within the components and to resist hydrostatic and hydrodynamic loads and stresses, including the effects of buoyancy, during conditions of flooding. In addition, electrical, heating, ventilating, air-conditioning, plumbing, duct systems, and other equipment and service facilities shall:
(1) If replaced as part of a substantial improvement meet all the requirements of this section.
(2) Not be mounted on or penetrate through breakaway walls.
(i) All new and replacement water supply systems shall be designed to minimize or eliminate infiltration of flood water into the system.
(j) New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of flood waters into the systems and discharge from the systems into flood waters.
...

APPURTENANT (ACCESSORY) STRUCTURES
(u) Relief from elevation or floodproofing requirements for residential and non-residential structures in Riverine (Non-Coastal) flood zones may be granted for appurtenant structures that meet the following requirements:
(1)Appurtenant structures located partially or entirely within the floodway shall comply with requirements for development within a floodway.
(2) Appurtenant structures shall only be used for parking, access, and/or storage and shall not be used for human habitation;
...

(4) The portions of the appurtenant structure located below the Base Flood Elevation shall be built using flood resistant materials;
(5) The appurtenant structure shall be adequately anchored to prevent flotation, collapse, and lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy, during conditions of the base flood.
(6) The appurtenant structure shall be designed and constructed to equalize hydrostatic flood forces on exterior walls and comply with the requirements for flood openings;
(7) Appurtenant structures shall be located and constructed to have low damage potential;
(8) Appurtenant structures shall not be used to store toxic material, oil, or gasoline, or any priority persistent pollutant identified by the Oregon Department of Environmental Quality unless confined in a tank installed incompliance with this ordinance.
(9) Appurtenant structures shall be constructed with electrical, mechanical, and other service facilities located and installed so as to prevent water from entering or accumulating within the components during conditions of the base flood.

Findings: Applicant submittal includes relevant information related to infrastructure and facility improvements (Exhibit B). For purposes of this review, Staff finds the proposed plans satisfy the minimum applicable standards contained in Section 3.510, and finds these can be met through compliance with Conditions of Approval.

(6) SPECIFIC STANDARDS FOR A ZONES (A, AE or A1-A30): In all areas of special flood hazards where base flood data has been provided as set forth in Section 3.510(2) or other base flood data are utilized, the following provisions are required:

NONRESIDENTIAL CONSTRUCTION
(c) New construction and substantial improvement of any commercial, industrial or other nonresidential structure shall have either the lowest floor including basement elevated to three feet above the level of the base flood elevation or higher; or, together with attendant utility and sanitary facilities, shall:
(1) Be floodproofed so that the portion of the structure that lies below the portion that is three feet or more above the base flood level is watertight with walls substantially impermeable to the passage of water.
(2) Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy.
(3) Be certified by a registered professional engineer or architect that the design and methods of construction are in compliance with accepted standards of practice for meeting provisions of this Subsection based on their development and/or review of the structural design, specifications and plans. Such certifications shall be provided to the Community Development Director.
(4) Nonresidential structures that are elevated, not floodproofed, shall meet the same standards for space below the lowest floor as described for residential construction in Section 3.510(6)(a) and (b).
(5) Applicants floodproofing nonresidential buildings shall be notified that flood insurance premiums will be based on rates that are one foot below the floodproofed level (e.g. a building constructed to the base flood level will be rated as one foot below that level).

Findings: The project scope of work has been modified to remove all proposed development that necessitates structural improvements, specifically the bike storage area and the pilot pavilion (Exhibit B). None of the above requirements apply to the proposed development, as modified. Should the Applicant propose this work in the future, a new Floodway/Floodplain Development Permit will be required.
...

(9) SPECIFIC STANDARDS FOR FLOODWAYS: Located within areas of special flood hazard established in Section 3.510(2) are areas designated as regulatory floodways. Since the floodway is an extremely hazardous area due to the velocity of flood waters which carry debris, potential projectiles, and erosion potential, the following provisions apply:

(a) Prohibit encroachments, including fill, new construction, substantial improvements, and other development within the adopted regulatory floodway unless certification by a registered professional civil engineer is provided demonstrating through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment shall not result in any increase in flood levels within the community during the occurrence of the base flood discharge;

(b) If Subsection 9(a) is satisfied, all new construction and substantial improvement shall comply with all applicable flood hazard reduction provisions of Section 3.510(5) and (6).

Findings: A No-Rise Analysis prepared by Annika Sullivan, PE, of Waterways Consulting, Inc., dated May 12, 2025, concludes that the hydraulic and hydrologic analyses performed for the proposed airport improvements will not impact the 100-year flood elevations, floodway elevations and floodway widths at the cross-sections in the vicinity of the proposed development (Exhibit B).

Staff finds the information provided in the No-Rise Analysis included in "Exhibit B" of this report demonstrates compliance with this standard.

...

(14) DEVELOPMENT PERMIT PROCEDURE: A development permit shall be obtained before construction or development begins within any area of special flood hazard zone. The permit shall be for all structures including manufactured dwellings, and for all development including fill and other development activities, as set forth in the Definitions contained in this Section of the Land Use Ordinance.

(a) Application for a development permit shall be made on forms furnished by the Community Development Director and shall include but not necessarily be limited to: plans in duplicate drawn to scale showing the nature, location, dimensions, and elevations of the area in question, existing or proposed structures, fill, storage of materials, drainage facilities, and the location of the foregoing. Specifically, the following information in 3.510(14)(a)(1)– (4) is required and Development Permits required under this Section are subject to the Review Criteria put forth in Section 3.510(14)(b):

(1) Elevation in relation to mean sea level of the lowest floor, including basement, of all structures as documented on an Elevation Certificate;

(2) Elevation in relation to mean sea level to which any proposed structure will be floodproofed as documented on an Elevation Certificate;

(3) If applicable, certification by a registered professional engineer or architect that the floodproofing methods for any nonresidential structure meet the floodproofing criteria in Subsection (6)(c)(3) of this Section; and

(4) Description of the extent to which any watercourse will be altered or relocated as a result of proposed development.

Findings: The proposal no longer includes any structural improvements requiring compliance with the standards outlined above.

(b) Development Permit Review Criteria

(1) The fill is not within a Coastal High Hazard Area.

(2) Fill placed within the Regulatory Floodway shall not result in any increase in flood levels during the occurrence of the base flood discharge.

(3) The fill is necessary for an approved use on the property.

(4) The fill is the minimum amount necessary to achieve the approved use.
(5) No feasible alternative upland locations exist on the property.
(6) The fill does not impede or alter drainage or the flow of floodwaters.
(7) If the proposal is for a new critical facility, no feasible alternative site is available.
(8) For creation of new, and modification of, Flood Refuge Platforms, the following apply, in addition to (14)(a)(1-4) and (b)(1-5):

i. The fill is not within a floodway, wetland, riparian area or other sensitive area regulated by the Tillamook County Land Use Ordinance.
ii. The property is actively used for livestock and/or farm purposes,
iii. Maximum platform size = 10 sq ft of platform surface per acre of pasture in use, or 30 sq ft per animal, with a 10-ft wide buffer around the outside of the platform,
iv. Platform surface shall be at least 1 ft above base flood elevation,
v. Slope of fill shall be no steeper than 1.5 horizontal to 1 vertical,
vi. Slope shall be constructed and/or fenced in a manner so as to prevent and avoid erosion.

Conditions of approval may require that if the fill is found to not meet criterion (5), the fill shall be removed or, where reasonable and practical, appropriate mitigation measures shall be required of the property owner. Such measures shall be verified by a certified engineer or hydrologist that the mitigation measures will not result in a net rise in floodwaters and be in coordination with applicable state, federal and local agencies, including the Oregon Department of Fish and Wildlife.

Findings: The entire property is located in a mapped AE Zone and Floodway, which are by FEMA's definitions, Area of Special Flood Hazard of the Nestucca River. The subject property is relatively flat and there is little change in elevation of the property as depicted in the information included in the Applicant's submittal (Exhibit B). The proposed improvements are locationally based due to the location and orientation of the existing airport runway (Exhibit B).

Due to location of the subject property and existing airport improvements, as well as the topography of the subject property and property elevations in relation to mean sea level, staff finds that there is no alternative upland location that can be considered for the proposed improvements to the Pacific City Airport (Exhibits A and B).

A No-Rise Analysis prepared by Waterways Consulting, Inc dated May 12, 2025, confirming there will be no increase flood levels during base flood discharge resulting from the proposed improvements to the Pacific City Airport (Exhibit B). Applicant adds that the fill and overall design of the project will not impede or alter the flow of floodwaters, and that the design maintains the existing drainage flow paths present at the site (Exhibit B).

Applicant states the apron, access road, and vehicle parking improvements result in a minor net cut, and that grading and drainage improvements result in a net cut (Exhibit B). Applicant also states the fill associated with this project is the minimum necessary for the airport improvements, and that these improvements are integral to supporting the existing use of the property as airport (Exhibit B).

The proposed development scope includes non-structural improvements to the existing Pacific City Airport which are not considered to be critical facilities and do not serve as a Flood Refuge Platform (Exhibit B).

Comments received from adjacent neighboring properties and the Tillamook County Public Works Department express concerns of alteration of storm drainage and floodwater resulting from the proposed development. Staff finds that the no-rise analysis has taken into account alteration of the flow of floodwater as well as floodplain elevations, floodway widths and floodplain function in relation to the proposed

improvements to the Pacific City Airport. The no-rise analysis concludes that the hydraulic and hydrologic analyses performed for the proposed airport improvements will not impact the 100-year flood elevations, floodway elevations and floodway widths at the cross-sections in the vicinity of the proposed development (Exhibit B).

The Floodway Floodplain Development Permit application was submitted to the Department prior to December 1, 2024, and is reviewed in conjunction with the Development Permit criteria in effect at the time of land use application submittal (Exhibit B). The proposed improvements to the Pacific City Airport and the use of the airport itself, is an outright permitted use in this zone, where it has been determined that uses permitted outright comply with applicable transportation planning rules. The criteria for which a decision is based upon for approval or denial of a Development Permit do not consider the transportation functions of Rueppell Avenue.

Staff finds that concerns related to ongoing stormwater management can be addressed and mitigated through the recommended conditions of approval set forth by the Tillamook County Public Works Department.

Staff finds these criteria are met and can be met through the Conditions of Approval.

C. TCLUO Section 3.565: Pacific City Airport Obstruction Overlay (PAO) Zone

PURPOSE: It is hereby found that an obstruction has the potential for endangering the lives and property of users of Pacific City Airport, and property or occupants of land in its vicinity; that increasing obstructions may affect the continued use of the Pacific City State Airport; and that an obstruction may reduce the size of areas available for the landing, take off, and maneuvering of aircraft, thus tending to destroy or impair the utility of Pacific City State Airport and the public investment therein. . .

Findings: Notwithstanding any other provisions of the Tillamook County Land Use Ordinance, no use may be made of land or water within any zone established by the Pacific City Airport Obstruction Overlay (PAO) Zone in such a manner as to create electrical interference with aviation radio communications, result in glare in the eyes of pilots using the airport, impair the visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, of maneuvering of aircraft intending to use the airport.

Staff finds the proposed improvements for the Pacific City Airport are consistent with the provisions for safety of aviation functions and protection of use of the Pacific City Airport. Pursuant to the provisions of TCLUO Section 3.565, a Hold Harmless Agreement must be recorded in the Tillamook County Clerk's Office prior to the issuance of an approved Zoning Permit. A copy of the Hold Harmless Agreement is included as "Exhibit D" of this report.

Staff find these standards can be met through compliance with the Conditions of Approval.

D. TCLUO Section 4.140: Requirements for Protection of Water Quality and Streambank Stabilization

1) The following areas of riparian vegetation are defined:

(a) Fifty (50) feet from lakes and reservoirs of one acre or more, estuaries, and the main stems of the following rivers where the river channel is more than 15 feet in width; Nestucca, Little Nestucca, Three Rivers, Tillamook, Trask, Wilson, Kilchis, Miami, Nehalem and North and South Fork Nehalem River.

...

For estuaries, all measurements are horizontal and perpendicular from the mean high water line

or the line of non-aquatic vegetation, whichever is most landward. Setbacks for rivers, streams, and coastal lakes shall be measured horizontal and perpendicular from the ordinary high water line.

Findings: The southern most region of the Pacific City Airport property is within 50 feet of the Nestucca River (Exhibit A). In review of the site plan accompanying the Applicant's submittal, staff finds areas proposed for development are located at a distance greater than 50-feet from the mean high-water line and line of non-aquatic vegetation (Exhibit B).

Staff find that this standard has been met.

V. DECISION: APPROVED WITH CONDITIONS

Based on the findings shown above, Staff concludes that the Applicant has satisfied the review criteria, and can meet all applicable ordinance requirements at the time of application. Therefore, the Department approves the Floodway Floodplain Development Permit #851-24-000575-PLNG as modified, limiting approval to the non-structural development proposals outlined in the application included in "Exhibit B", and subject to the Conditions of Approval in section VI of this report.

Appeal of this decision. This decision may be appealed to the Tillamook County Planning Commission, who will hold a public hearing. The forms and fees must be filed in the office of this Department before **4:00 PM on October 22, 2025.**

VI. CONDITIONS OF APPROVAL:

1. The Applicant/property owner shall obtain all required Federal, State, and Local permits and/or licenses and will comply with applicable rules and regulations, including compliance with applicable ODAV and FAA requirements.
2. Development shall be as described in the plans and descriptions, as modified and included in "Exhibit B". No structural improvements shall be developed without first obtaining all land use and zoning approvals, including an approved Floodway/Floodplain Development Permit.
3. Development shall comply with the applicable standards of TCLUO Section 3.335: Pacific City/Woods Airpark Zone, TCLUO Section 3.510: Flood Hazard Overlay (FH) Zone and TCLUO Section 3.565: Pacific City Airport Obstruction Overlay Zone (PAO), and TCLUO Section 4.140: Requirements for Protection of Water Quality and Streambank Stabilization, and any other applicable standards.
4. At the time of Zoning Permit submittal, the Property Owner/Applicant shall provide an executed, notarized and recorded copy of the Hold Harmless Agreement required by TCLUO Section 3.565(9) which is included here as 'Exhibit D'.
5. Development of the subject property shall comply with all Building Code requirements for Anchoring, Construction Materials and Methods, and Utilities for development located in the 'AE' and Floodway flood zones.
6. A copy of an approved Road Approach Permit from the Tillamook County Public Works Department is required for access via Rueppell Avenue, a County road. A copy of the approved Road Approach Permit shall be submitted to the Department at the time of Zoning Permit application submittal.
7. No encroachments are permitted within County road right of way, unless approved by the Tillamook County Public Works Department.
8. Development of the subject property shall incorporate the recommended maintenance activities to existing drainage facilities set forth by the Tillamook County Public Works Department in an email dated September 9, 2025. A schedule for completion of maintenance activities shall be developed by

the Applicant and the Tillamook County Public Works Department, with a copy of the maintenance schedule provided to the Department at the time of Zoning Permit application submittal. Maintenance activities shall be completed within the scheduled timeframe(s) set forth by the Tillamook County Public Works Department. Documentation of satisfaction of completion shall be provided to the Department from the Tillamook County Public Works Department at the time of completion of maintenance activities.

9. This approval shall be void on **October 10, 2027**, unless construction of approved plans has begun, or an extension is requested from, and approved by this Department.

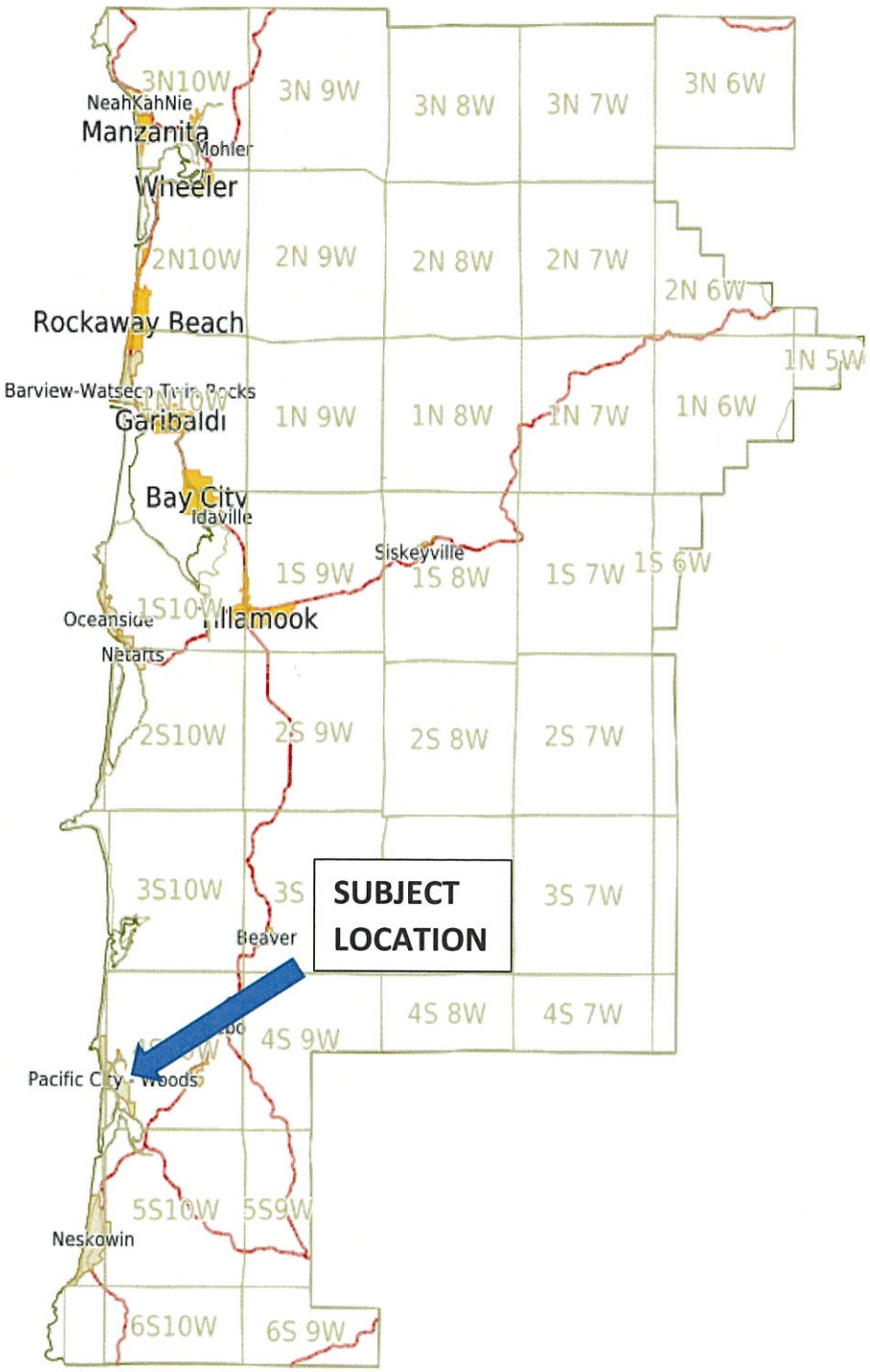
VII. EXHIBITS

All Exhibits referred to herein are, by this reference, made a part hereof:

A. Location map, Assessor map, Zoning map, FEMA FIRM, NWI Wetlands map
B. Applicant's submittal
C. Agency & Public Comments
D. PAO Hold Harmless Agreement

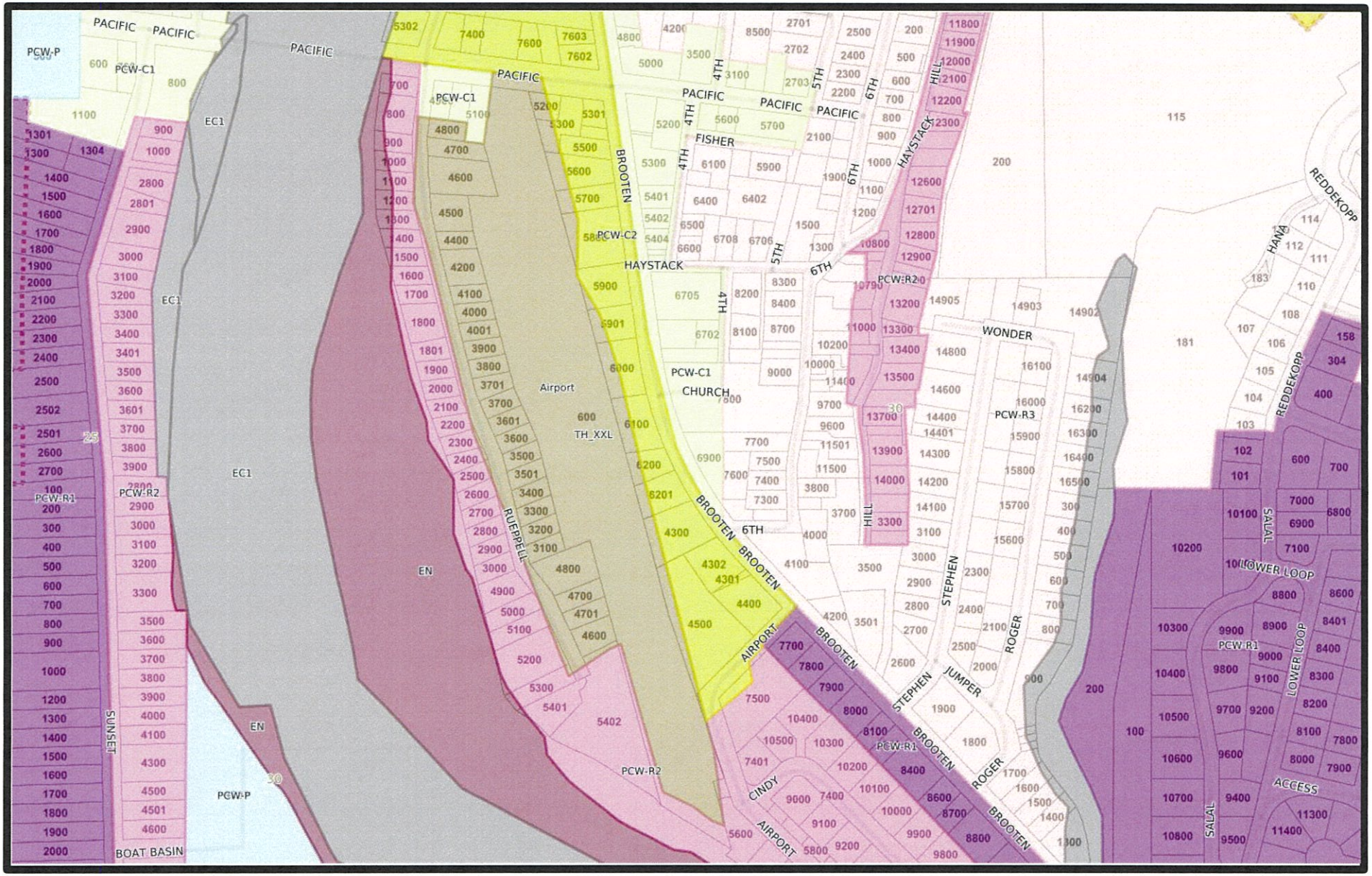
EXHIBIT A

VICINITY MAP



#851-24-000575-PLNG: ODAV
PACIFIC CITY AIRPORT

Map

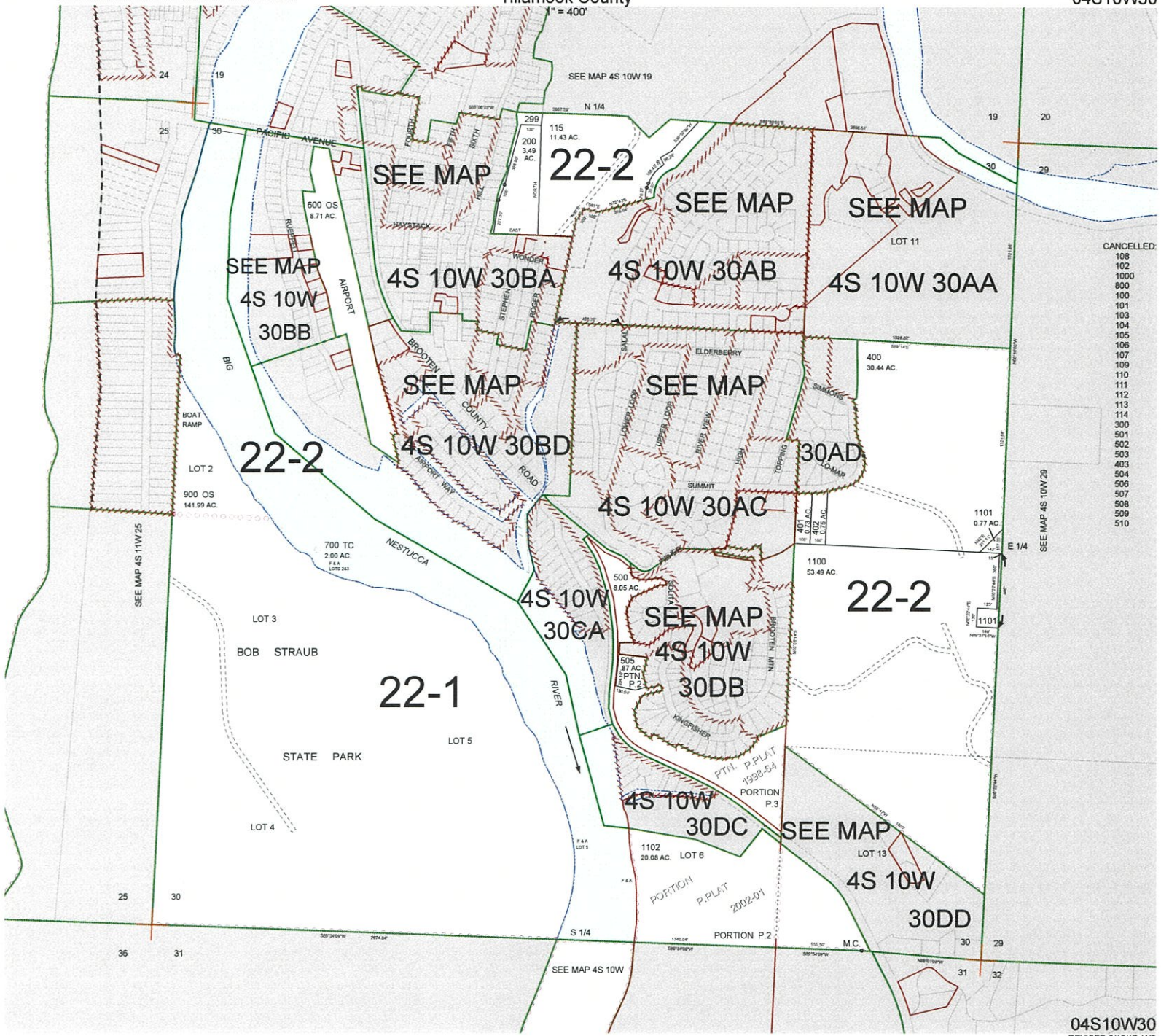


Generated with the GeoMOOSE Printing Utilities

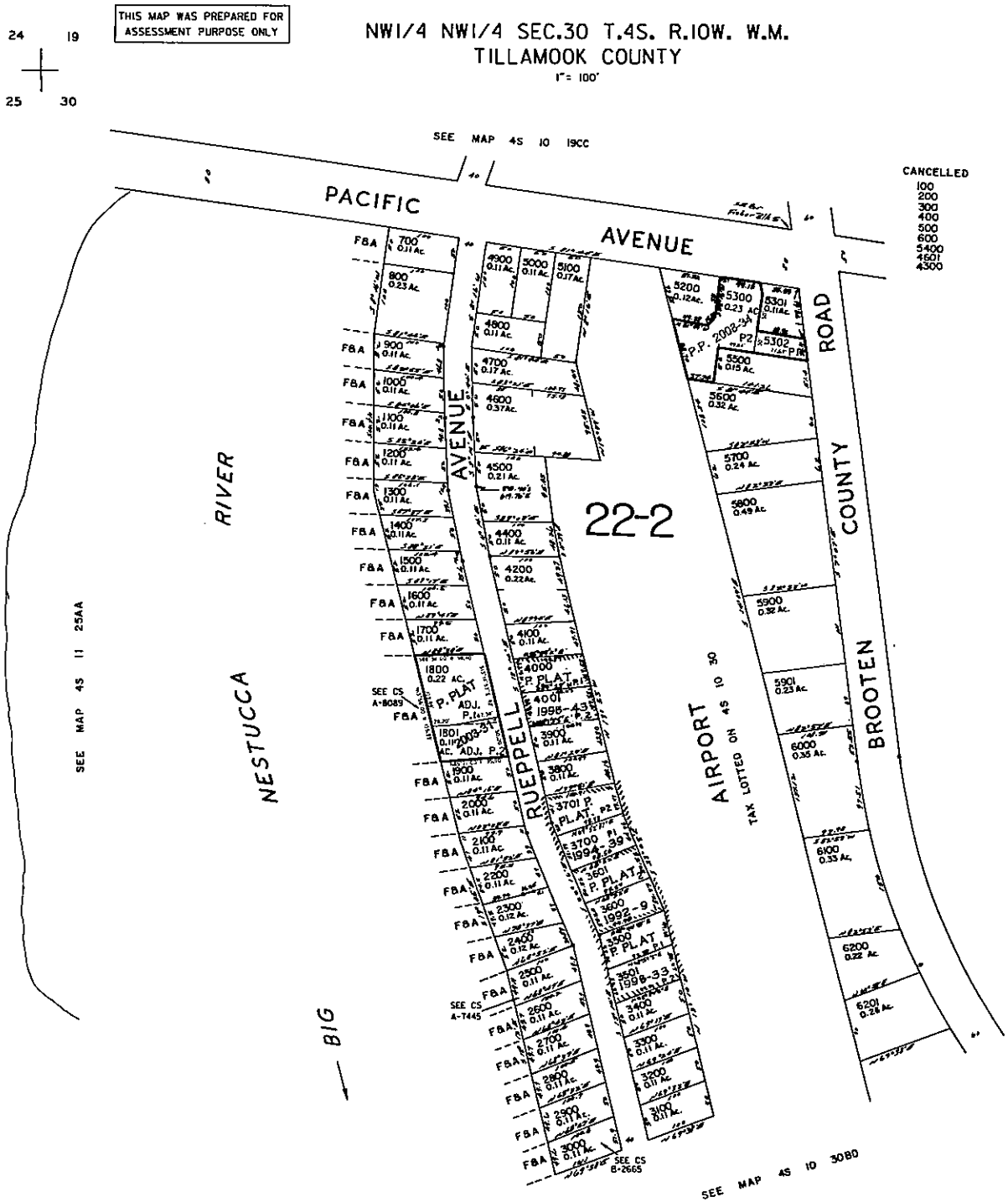
FOR ASSESSMENT AND TAXATION ONLY, NOT SUITABLE FOR LEGAL, ENGINEERING, OR SURVEY PURPOSES

SECTION 30 T.4S. R.10W. W.M.
Tillamook County

04S10W30



04S10W30
REVISED 6/16/17, WS


THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY
24
19
25
30
NW1/4 NW1/4 SEC.30 T.4S. R.10W. W.M.
TILLAMOOK COUNTY
1"= 100'
4S 10 30BB
PACIFIC CITY
SEE MAP 4S 10 19CC
PACIFIC AVENUE
CANCELLED
100
200
300
400
500
600
5400
4601
4300
RIVER
NESTUCCA
BIG
AVENUE
RUEPPELL
ROAD
COUNTY
BROOTEN
AIRPORT
22-2
TAX LOTTED ON 4S 10 30
SEE MAP 4S 11 25AA
SEE MAP 4S 10 30BA
SEE MAP 4S 10 30BD
SEE CS A-8089
SEE CS A-7445
SEE CS B-2665
P.P. 2008-34
P. PLAT 1995-43
P. PLAT 2003-21
P. PLAT 1994-39
P. PLAT 1995-9
P. PLAT 1995-33
4S 10 30BB
PACIFIC CITY
REVISED 11/05/08, WS

National Flood Hazard Layer FIRMette

FEMA

123°58'4"W 45°12'16"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

123°57'27"W 45°11'51"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Area of 1% annual chance flood with average depth less than one foot or with drainag areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

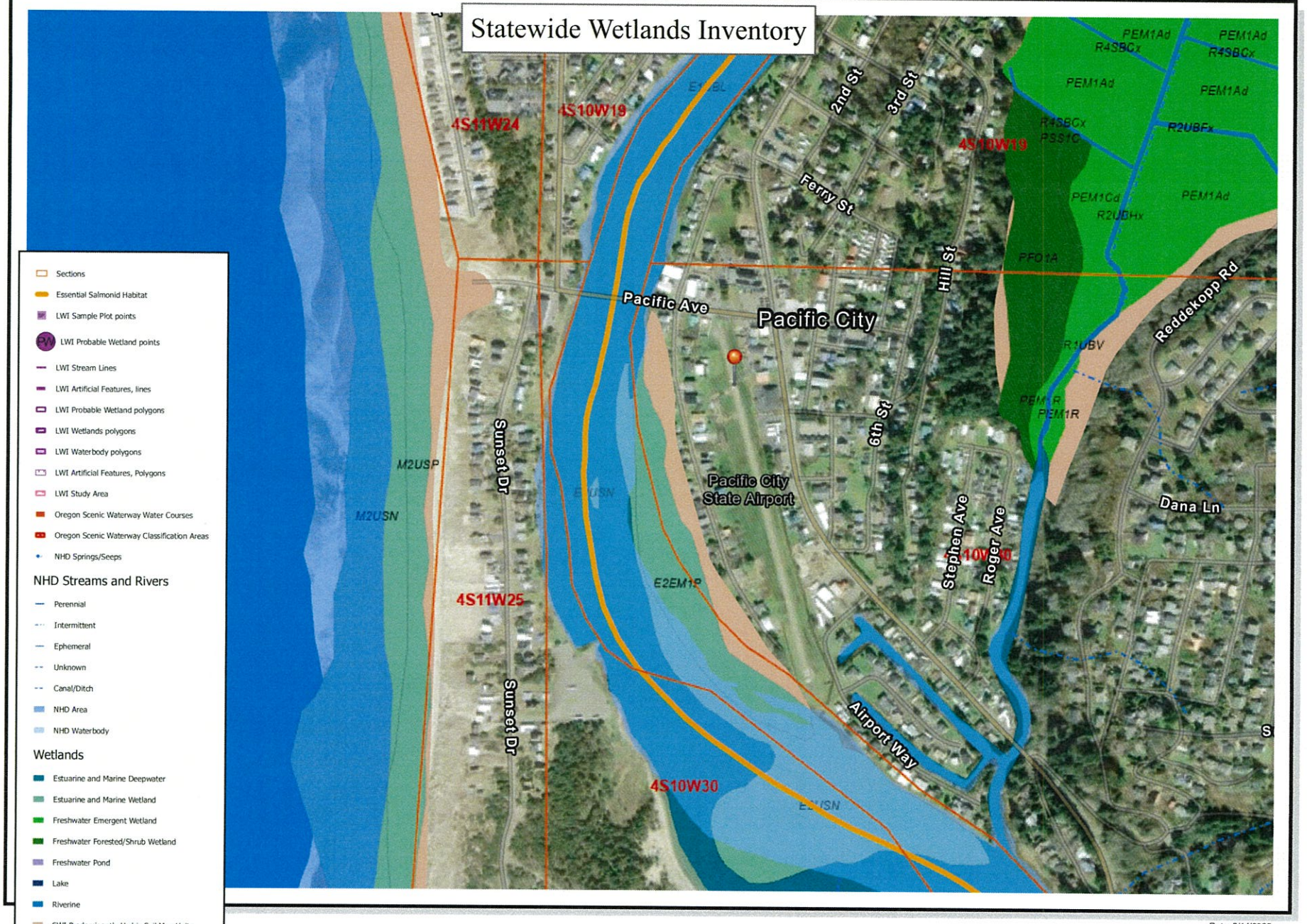
The pin displayed on the map is an approximate point selected by the user and does not represe an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 8/14/2025 at 9:22 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Statewide Wetlands Inventory



- Sections
- Essential Salmonid Habitat
- LWI Sample Plot points
- LWI Probable Wetland points
- LWI Stream Lines
- LWI Artificial Features, lines
- LWI Probable Wetland polygons
- LWI Wetlands polygons
- LWI Waterbody polygons
- LWI Artificial Features, Polygons
- LWI Study Area
- Oregon Scenic Waterway Water Courses
- Oregon Scenic Waterway Classification Areas
- NHD Springs/Seeps

NHD Streams and Rivers

- Perennial
- Intermittent
- Ephemeral
- Unknown
- Canal/Ditch
- NHD Area
- NHD Waterbody

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine
- SWI Predominantly Hydric Soil Map Units
- SWI Agate-Winlo Soils

1:10,652

0 0.05 0.1 0.2 0.3 0.4 mi

The Statewide Wetlands Inventory (SWI) represents the best data available at the time this map was published and is updated as new data becomes available. In all cases, actual field conditions determine the presence, absence and boundaries of wetlands and waters (such as creeks and ponds). An onsite investigation by a wetland professional can verify actual field conditions.

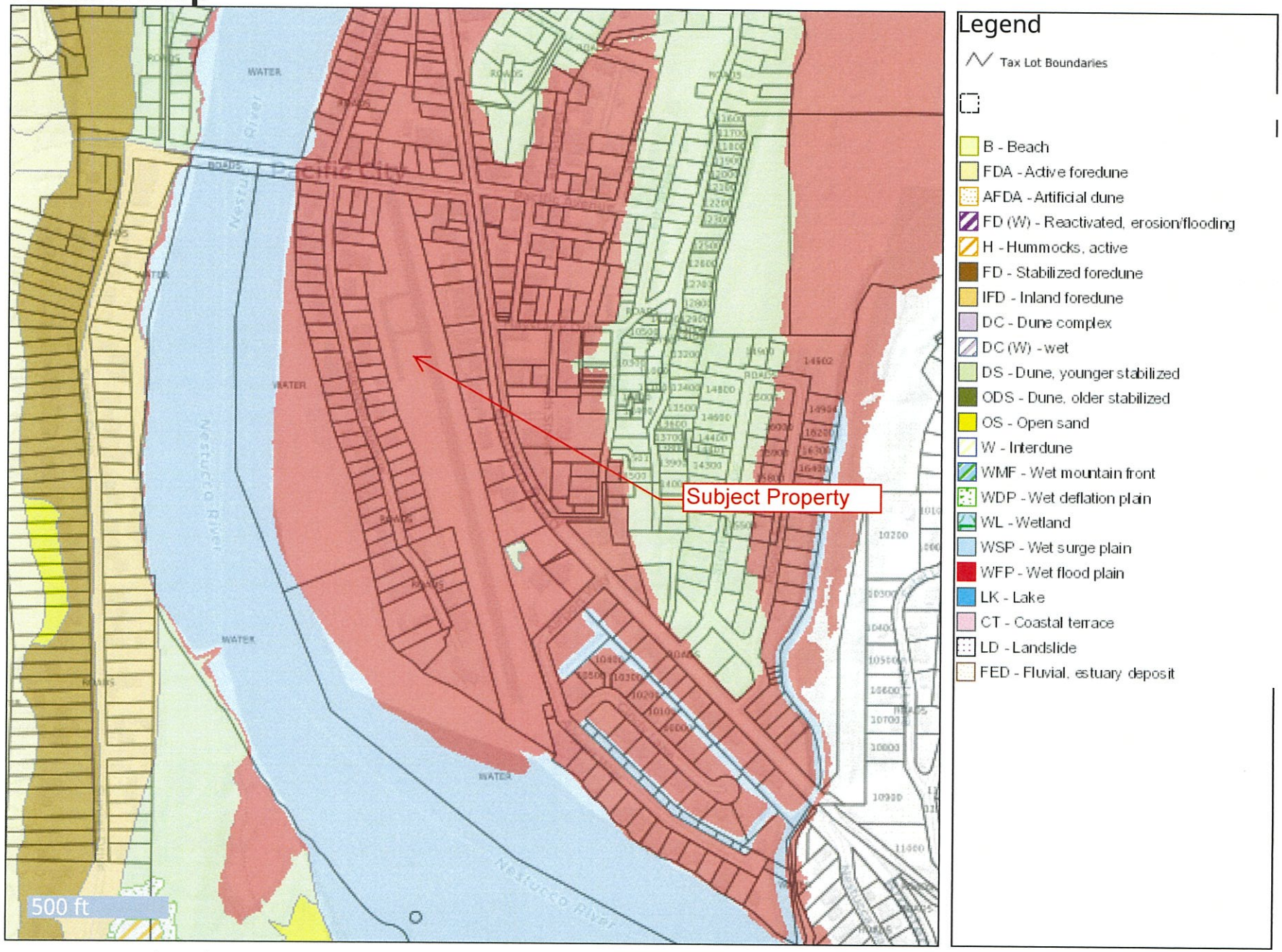
N

Date: 8/14/2025

State of Oregon
Department of State Lands
775 Summer Street, NE, Ste 100
Salem, OR. 97301-1279

https://www.oregon.gov/dsl/WW/Pages/SWI.aspx

Hazard Map



Printed on 8 / 14 / 2025

EXHIBIT B

Tillamook County Department of Community Development
1510-B Third Street. Tillamook, OR 97141 | Tel: 503-842-3408 Fax: 503-842-1819
www.co.tillamook.or.us

PLANNING APPLICATION

OFFICE USE ONLY
Date Stamp: RECEIVED NOV 14 2024 BY
☐Approved ☐Denied
Received by:
Receipt #:
Fees:
Permit No: 851-24-000575-PLNG

Applicant ☐ *(Check Box if Same as Property Owner)*

Name: Jacilyn Hayden, PE Phone: 971.344.3167

Address: PO Box 1101

City: Pacific City State: OR Zip: 97135

Email: jacihayden@gmail.com

Property Owner

Name: Oregon Department of Aviation Phone: 503.378.2523

Address: 3040 25th St SE

City: Salem State: OR Zip: 97302

Email: Anthony.beach@odav.oregon.gov

Request: New impervious pavement for aircraft apron extension, drainage repairs and improvements, new pilot pavilion and bike storage structure.

Type II	Type III	Type IV
☐ Farm/Forest Review	☐ Detailed Hazard Report	☐ Ordinance Amendment
☐ Conditional Use Review	☐ Conditional Use (As deemed by Director)	☐ Large-Scale Zoning Map Amendment
☐ Variance	☐ Ordinance Amendment	☐ Plan and/or Code Text Amendment
☐ Exception to Resource or Riparian Setback	☐ Map Amendment	
☐ Nonconforming Review (Major or Minor)	☐ Goal Exception	
☑ Development Permit Review for ~~Estuary~~ Floodplain Development	☐ Nonconforming Review (As deemed by Director)	
☐ Non-farm dwelling in Farm Zone	☐ Variance (As deemed by Director)	
☐ Foredune Grading Permit Review		
☐ Neskowin Coastal Hazards Area		

Location:

Site Address: 6355 Pacific Ave, Pacific City, OR 97135

Map Number: 4S	10W W.M.	30	600 OS, 3500, 3501
Township	Range	Section	Tax Lot(s)

Clerk's Instrument #: _____

Authorization

This permit application does not assure permit approval. The applicant and/or property owner shall be responsible for obtaining any other necessary federal, state, and local permits. The applicant verifies that the information submitted is complete, accurate, and consistent with other information submitted with this application.

C Beach 11/13/24

Property Owner Signature (Required) Date

Jacilyn Hayden 11/13/24

Applicant Signature Date

Sarah Absher

From: Melissa Jenck
Sent: Thursday, October 9, 2025 9:04 AM
To: Sarah Absher
Subject: FW: EXTERNAL: RE: 851-24-000575-PLNG: Incomplete
Attachments: 24 575 incomplete with Signed Acknowledgement.pdf; 25-024 Pacific City Airport No-Rise 2025-05-12-certified.pdf; Permit Grading Plan 05.12.2025.pdf; Permit Site Plan 05.12.2025.pdf; TLCUO Section 3.510(14)(b) Development Permit Review Criteria_Stamped.pdf; 25-024 Engineering NoRise Cert.pdf

***** Please note that the Tillamook County domain has changed, and my email address is now Melissa.Jenck@tillamookcounty.gov Please update your contact information as needed. Thank you. *****

Melissa Jenck (she/her) | Senior Planner
TILLAMOOK COUNTY | Community Development
1510-B Third Street
Tillamook, OR 97141
Phone (503) 842-3408 x 3301
Melissa.Jenck@tillamookcounty.gov

My working hours are 8:00am to 5:30pm, Monday thru Thursday, and 8:00am-12:0pm on Friday.

This e-mail is a public record of Tillamook County and is subject to the State of Oregon Retention Schedule and may be subject to public disclosure under the Oregon Public Records Law. This e-mail, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please send a reply e-mail to let the sender know of the error and destroy all copies of the original message.

Any opinion or advice provided herein is informational only and is based on any information specifically provided or reasonably available, as well as any applicable regulations in effect on the date the research was conducted. Any opinion or advice provided herein may be revised, particularly where new or contrary information becomes available, or in response to changes to state law or administrative rule, future legislative amendments of Tillamook County's Land Use Ordinance, Land Division Ordinance and Comprehensive Plan, decisions of courts or administrative tribunals, or quasi-judicial land use decisions.

This is not a land use decision as defined by Oregon Revised Statutes 197.015(10).

The Department is excited to announce that we are OPEN to the public by appointment. To review the list of services provided and to schedule an appointment with us, please visit https://www.tillamookcounty.gov/commdev to access the appointment scheduler portal.

From: BEACH Anthony <Anthony.BEACH@odav.oregon.gov>
Sent: Monday, May 12, 2025 4:24 PM
To: Melissa Jenck <Melissa.Jenck@tillamookcounty.gov>
Cc: Jacilyn Hayden <jacihayden@gmail.com>
Subject: EXTERNAL: RE: 851-24-000575-PLNG: Incomplete

[**NOTICE:** This message originated outside of Tillamook County -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Good afternoon Melissa,

Please find the attached documentation to complete our 11/14/2024 Floodplain Development Permit Application 851-24-000575-PLNG.

The attachments include:

- Site Plan.
- Grading Plan.
- Responses to Floodplain Development Criteria (TLCUO Section 3.510(14)(b) Development Permit Review Criteria_5.12.25).
- Floodway no rise analysis and No Rise Certification.

The proposed improvements consist of vehicle access improvements, existing aircraft apron overlay, aircraft apron expansion, and grading and drainage system improvements. These improvements do not trigger requirements for structural plans, an Elevation Certificate, or Dry Floodproofing measures in conjunction with the Floodplain Development Permit.

Please let me know if you have any questions or need anything else to process this application.

Thank you,

Tony Beach
OREGON DEPARTMENT OF AVIATION
STATE AIRPORTS MANAGER
OFFICE 503-378-2523 **CELL** 503-302-5455
M-F 7:30am – 4pm

From: Melissa Jenck <Melissa.Jenck@tillamookcounty.gov>
Sent: Friday, December 13, 2024 5:36 PM
To: Jacilyn Hayden <jacihayden@gmail.com>; BEACH Anthony <Anthony.BEACH@odav.oregon.gov>
Subject: 851-24-000575-PLNG: Incomplete

You don't often get email from melissa.jenck@tillamookcounty.gov. Learn why this is important

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Good evening,

The Floodplain Development Permit 851-24-000575-PLNG, has been deemed incomplete for the Pacific City Airport projects. I've attached a copy of the Incomplete letter, which has been provided to the addresses of record.

Sincerely,

I will be out of the office starting December 24th, and will return January 7th.
***** Please note that the Tillamook County domain has changed, and my email address is now Melissa.Jenck@tillamookcounty.gov Please update your contact information as needed. Thank you. *****

Melissa Jenck (she/her) | Senior Planner
TILLAMOOK COUNTY | Community Development
1510-B Third Street
Tillamook, OR 97141
Phone (503) 842-3408 x 3301
Melissa.Jenck@tillamookcounty.gov

My working hours are 7:00am to 5:30pm, Tuesday thru Friday.

This e-mail is a public record of Tillamook County and is subject to the State of Oregon Retention Schedule and may be subject to public disclosure under the Oregon Public Records Law. This e-mail, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please send a reply e-mail to let the sender know of the error and destroy all copies of the original message.

Any opinion or advice provided herein is informational only and is based on any information specifically provided or reasonably available, as well as any applicable regulations in effect on the date the research was conducted. Any opinion or advice provided herein may be revised, particularly where new or contrary information becomes available, or in response to changes to state law or administrative rule, future legislative amendments of Tillamook County's Land Use Ordinance, Land Division Ordinance and Comprehensive Plan, decisions of courts or administrative tribunals, or quasi-judicial land use decisions.

This is not a land use decision as defined by Oregon Revised Statutes 197.015(10).

The Department is excited to announce that we are OPEN to the public by appointment. To review the list of services provided and to schedule an appointment with us, please visit https://www.tillamookcounty.gov/commdev *to access the appointment scheduler portal.*

WATERWAYS CONSULTING

RECEIVED
MAY 12 2025
BY:

ENGINEERING "NO-RISE" CERTIFICATION

This is to certify that I am a duly qualified engineer licensed to practice in the State of Oregon.

It is to further certify that the attached technical data supports the fact that proposed site improvements at Pacific City Airport will not impact the 100-year flood elevations, floodway elevations and floodway widths on *Nestucca River* at published sections in the Flood Insurance Study for, Tillamook County dated September 8, 2018 and will not impact the 100-yearflood elevations, floodway elevations, and floodway widths at unpublished cross-sections in the vicinity of the proposed development.

Attached are the following documents that support my findings:

-Pacific City Airport Hydraulic Analysis Report

Date: 05/12/2025

By: Annika Sullivan, PE

REGISTERED PROFESSIONAL ENGINEER
90206PE
OREGON
JENNIFER M. TOOTHMAN
ANNA MARIE SULLIVAN
EXPIRES: 6/30/2026

Annika Sullivan

05/12/2025
DATE

509A Swift St, Santa Cruz, CA 95060, Ph: 831-421-9291 // 1020 SW Taylor St., Suite 380 Portland, OR 97205, Ph: 503-227-5979

RECEIVED
MAY 12 2025
BY:

PACIFIC CITY AIRPORT
HYDRAULIC ANALYSIS REPORT



prepared for

Precision Approach Engineering, Inc.

prepared by

Annika Sullivan, *P.E.*

WATERWAYS CONSULTING, INC.

May 12, 2025



5/12/2025
DATE

WATERWAYS CONSULTING

Contents

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HYDRAULIC MODELING METHODOLOGY **2**

Existing Conditions Model 3
Proposed Conditions Model 3
Boundary Conditions 3
Peak Flow Hydrology 4

RESULTS **4**

CONCLUSIONS **4**

List of Figures

Figure 1: Tax Lot Location Map

Figure 2: Site Plan by Others

Figure 3: FEMA FIRM Panel

Figure 4: Hydraulic Analysis Overview Map of Proposed Project

List of Attachments

Attachment A – HEC-RAS Model Output Files

INTRODUCTION

Waterways Consulting Inc. (Waterways) has been retained by Precision Approach Engineering to evaluate the hydraulic effects on the Nestucca River during a 100-year base flood discharge from site improvements to the Pacific City Airport. The project is located on the east (left) bank floodplain of the Nestucca River at 6355 Pacific Ave in Pacific City, OR (**Figure 1**). The current design dated May 2025, proposes 1) access road and apron improvements and 2) infield drainage improvements. The access road and apron improvements include 5 cubic yards net cut **(Figure 2)**. Part of the existing apron will be overlay with 3-inches of asphalt. The infield grading includes 1,340 cubic yards net cut. This includes sloping the infield away from the runway and grading a drainage ditch on the west side of the runway. The property is located partially within the FEMA designated floodway, effective September 28, 2018 (**Figure 3**).

The following report has been prepared to support floodplain development permitting with Tillamook County for the proposed project and presents our hydraulic analysis of existing and proposed conditions for the 100-year flood event along the Nestucca River within the vicinity of the proposed site improvements. This report is based on the guidance outlined in Section 3.510(9)(a) of the Tillamook County Land Use Ordinance which requires, "...certification is provided by a professional registered civil engineer demonstrating through hydrologic and hydraulic analysis performed in accordance with standard engineering practice that such encroachment shall not result in any increase in flood levels during the occurrence of the based flood discharge."

HYDRAULIC MODELING METHODOLOGY

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) has mapped Nestucca River at the project area as a Special Flood Hazard Area (SFHA) partially within the regulatory floodway Zone AE (**Figure 3**). Tillamook County provided Waterways with a hydraulic model of the Nestucca River covering the project area for a Letter of Map Revision (LOMR), effective September 24, 2015 (Case. Number 14-10-1727P). The LOMR and corresponding hydraulic model conducted in the United States Army Corps of Engineers (USACE) Hydraulic Engineering Center River Analysis Software (HEC-RAS) by West Consultants updated the previous modeling and FIRM Panels dated August 1, 1978. All elevations are referenced to a NAVD 88 vertical datum. This model was used as the basis for all hydraulic modeling.

Waterways updated the hydraulic analysis using HEC-RAS, version 6.6. A one-dimensional hydraulic model was completed to characterize the existing and proposed conditions at the project site during the 100-year recurrence interval peak flow at the Nestucca River. Four additional cross sections were added to the provided model in the vicinity of the project area (property). In total, four modeling scenarios were ran. These include the Existing Conditions Model ("Ex. Cond." as the plan identifier in the model) and three variations of the Proposed Conditions Model (all beginning with the "Prop. Cond." as the plan identifier in the model). **Figure 4** shows the proposed project location, cross section locations used in the hydraulic analysis, and the effective FEMA floodplain and floodway boundaries (FEMA 2018).

Existing Conditions Model

Additional cross sections added to the LOMR model were sampled from a terrain surface derived from LiDAR data from the Department of Geology and Mineral Industries (DOGAMI) North Coast collected by Watershed Sciences Inc. in 2009 and existing conditions surface provided to Waterways by Precision Approach Engineering. Bathymetry for the additional cross sections were interpolated from upstream and downstream cross sections of the LOMR model.

The downstream model boundary extends approximately 1.3 miles downstream of the project area and the upstream model boundary extends approximately 2.6 miles upstream of the project area (**Figure 4)**. The bridge crossing geometry at Ferry Street and at Pacific Avenue upstream of the project area were included in the model from drawings provided by Oregon Department of Transportation (ODOT) and Tillamook County. Hydraulic roughness values for the additional cross sections were based on values published in the provided model. Hydraulic roughness values, known as Manning's Roughness, for the additional cross sections are outlined in **Table 1**.

***Table 1**. Manning's Roughness for Different Land Use Types*

Land Use Type	Manning's 'n'
Channel	0.031
Open Pervious Areas (grassed)	0.04
Residential Area / Open Pervious Areas (trees)	0.07 - 0.1

Proposed Conditions Model

The proposed conditions model included the additional cross sections created in the existing conditions model. The existing condition terrain was updated based on the proposed grading surface provided to Waterways by Precision Approach Engineering. Three proposed conditions model runs were created to analyze the project in phases. The first model run includes grading associated with the access road and apron improvements only. The second model run includes grading associated with the infield drainage improvements only. The third model run includes grading associated with both phases of the project (access road, apron, and infield drainage improvements).

Boundary Conditions

The downstream boundary condition used in the models was set to a known water surface elevation of 14.15 feet (NAVD 88) per the provided model. The downstream boundary condition is located downstream of FEMA Cross Section A near where Nestucca River meets the Nestucca Bay.

Peak Flow Hydrology

According to the FEMA FIS report and the provided model, the 100-year peak flow event for this portion of the Nestucca River is 49,700 cubic feet per second (cfs). Therefore, 49,700 cfs was assumed for the 100-year peak flow (i.e. base flood discharge) in all models.

RESULTS

Results of the hydraulic modeling are presented in **Attachment A**. These results show that the grading associated with the access road, apron, and infield drainage improvements will not result in a rise to the water surface elevations at any cross sections in the model. All three proposed condition modeling runs resulted in no change in the water surface elevations. No change between the Existing Conditions Model and Proposed Conditions Models can likely be attributed to a relatively small net cut of material within the property.

CONCLUSIONS

The results of this hydraulic analysis indicate no rise in the 100-year water surface elevations for the Proposed Conditions Models when compared to the Existing Conditions Model. Based on this, the proposed project satisfies the requirement of Section 3.510(9)(a) of the Tillamook County Land Use Ordinance.

REFERENCES

Federal Emergency Management Agency. 2018. Flood Insurance Rate Maps (FIRMs) for Tillamook County (panel 0855), Oregon and Incorporated Areas. September 28, 2018.

Federal Emergency Management Agency. 2018. Flood Insurance Study (FIS) for Tillamook County, Oregon and Incorporated Areas. September 8, 2018.

U.S. Army Corps of Engineers. Hydrologic Engineering Center. Computer Program HEC-RAS Version 6.6 Davis, California. June 2023.

U.S. Army Corps of Engineers. Hydrologic Engineering Center. Hydraulic Reference Manual. Version 5.0 Davis, California. February 2016.

Watershed Sciences. LiDAR Remote Sensing Data Collection Oregon North Coast. Prepared for Department of Geology and Mineral Industries (DOGAMI). December 21, 2009.

West Consultants. Hydraulic Engineering Center River Analysis Software (HEC-RAS) Model of the Nestucca River. 2014.

Figures

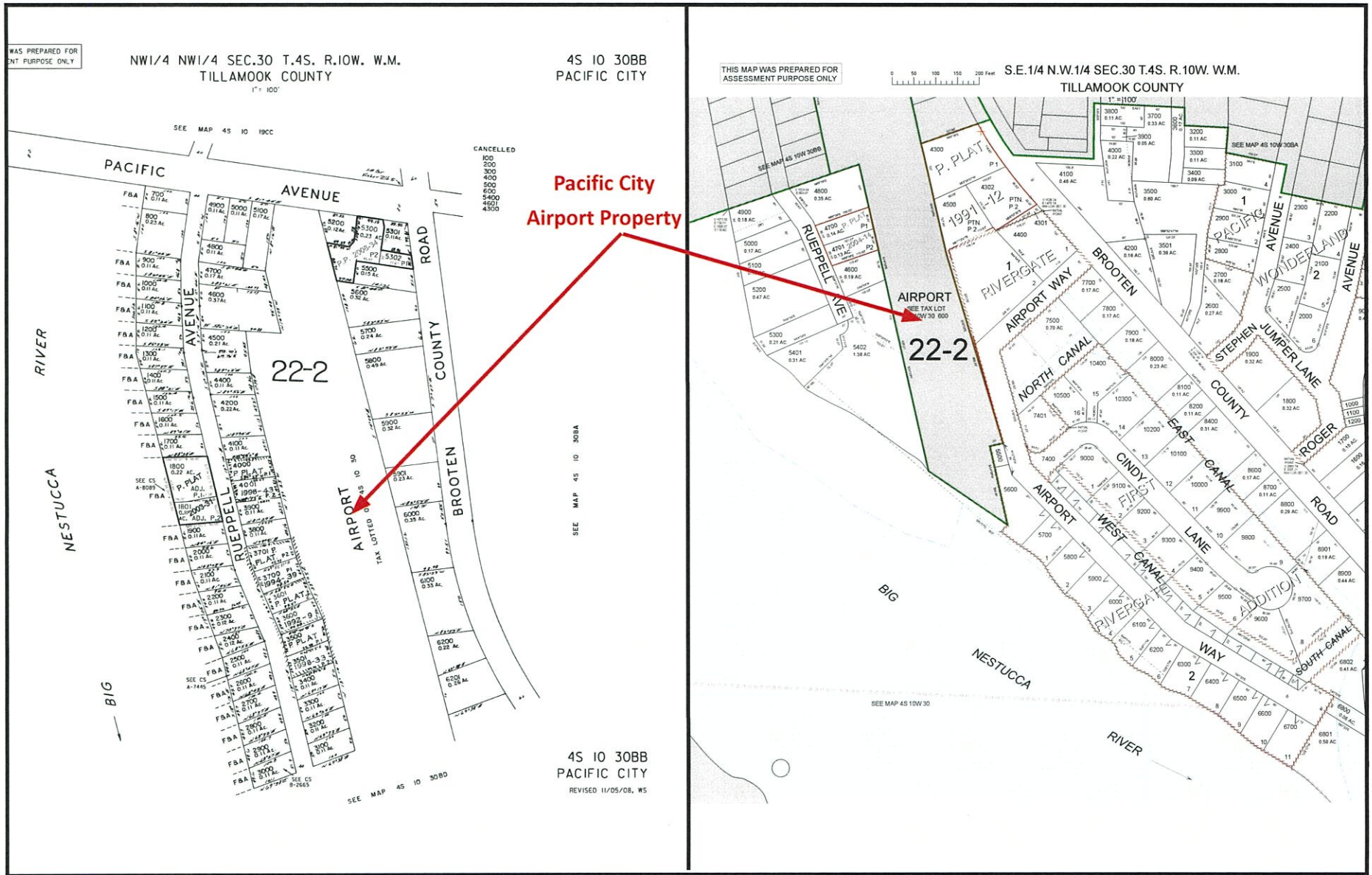


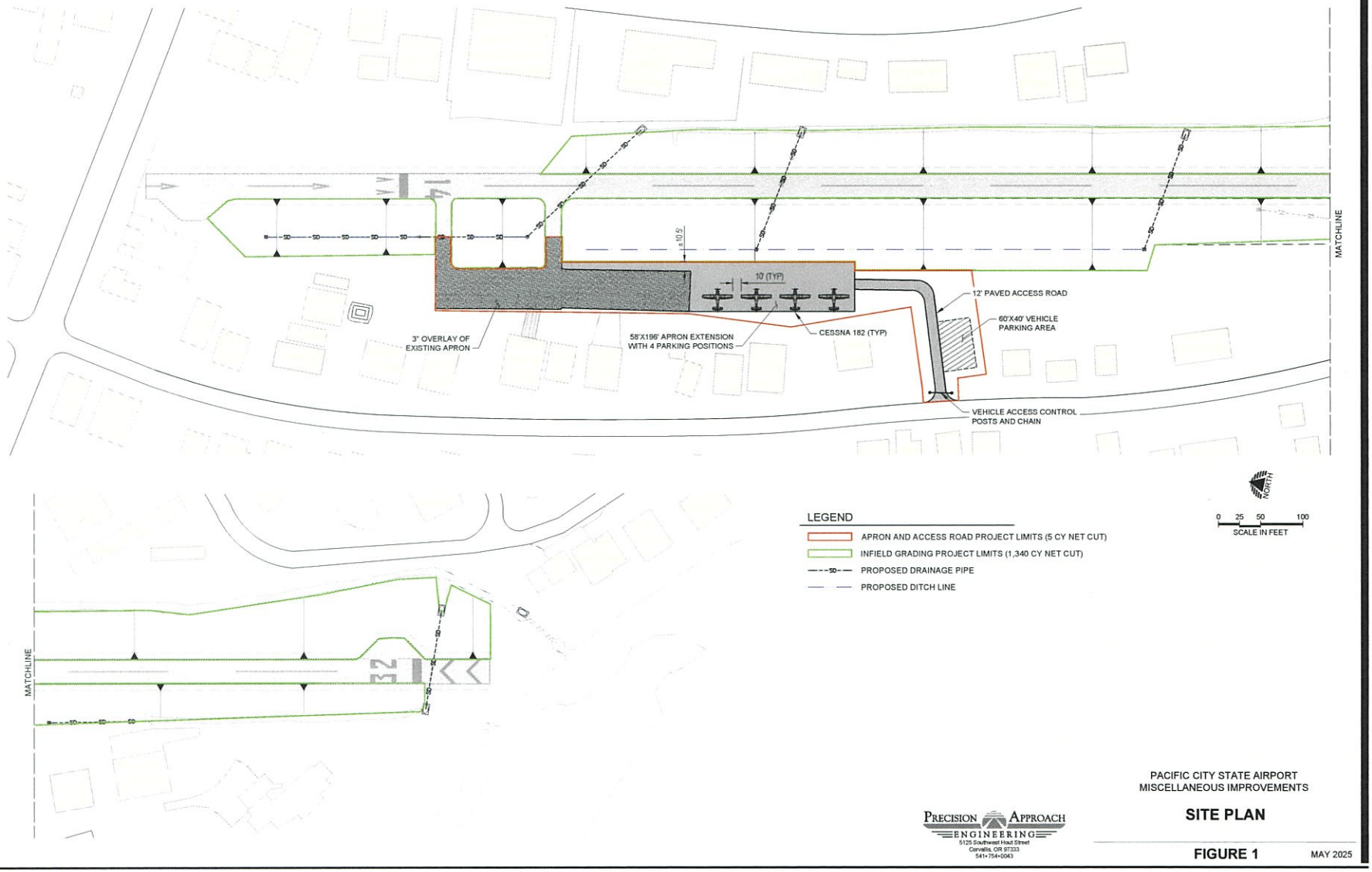
FIGURE 1

Tax Lot Location

(Map Sourced from Tillamook County Assessment and Taxation Website)

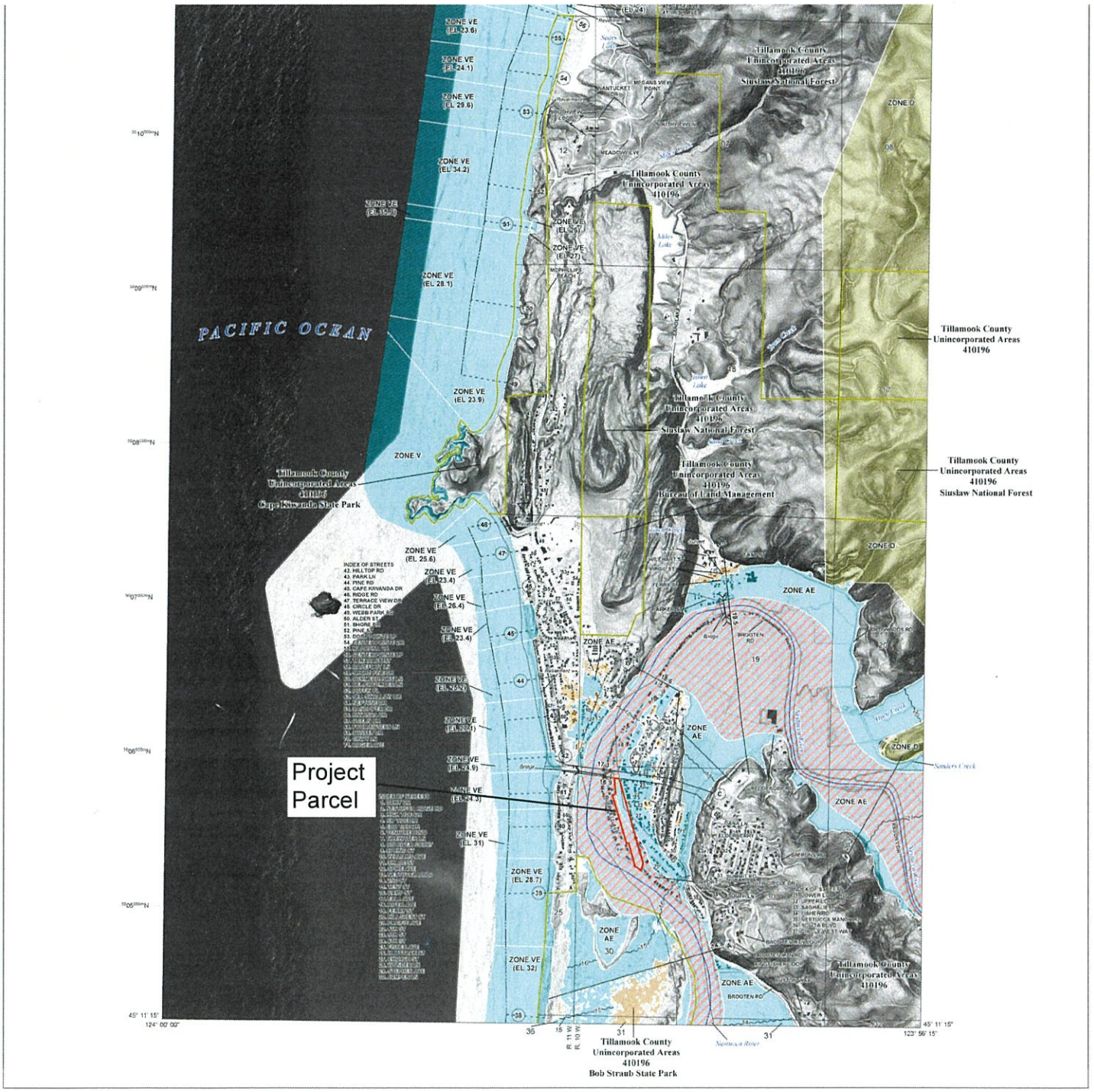
Pacific City Airport
Hydraulic Analysis Report

WATERWAYS CONSULTING, INC.
Santa Cruz, CA | watways.com | Portland, OR



05/02/25 - 3:43pm - MParks - P:\O\ODA-PacCity\06-TC-FP-Dev Permit\040DCAD\Graphics\Flood Plain Model Exh.dwg

FIGURE			
2	**Site Plan by Precision Approach Engineering**	Pacific City Airport Hydraulic Analysis Report	WATERWAYS CONSULTING, INC. Santa Cruz, CA | watways.com | Portland, OR



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT HTTP://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) Zone A, V, A99
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee See Notes. Zone X

OTHER AREAS OF FLOOD HAZARD
- Area with Flood Risk due to Levee Zone D

OTHER AREAS
- NO SCREEN: Area of Minimal Flood Hazard Zone X
- Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

NOTES TO USERS

For information and questions about this map, available products associated with this FIRM including historic versions of this FIRM, how to order products or the National Flood Insurance Program in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Map Service Center website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website. Users may determine the current map date for each FIRM panel by visiting the FEMA Map Service Center website or by calling the FEMA Map Information eXchange.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in the community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

The topographic base map for this FIRM revision is derived from aerial lidar surveys conducted between 2007 and 2011. Orthophotography acquired in 2009 was used where lidar coverage was unavailable for portions of Tillamook County.

SCALE

Map Projection: Universal Transverse Mercator Zone 10N; North American Datum 1983 Western Hemisphere; Vertical Datum: NAVD 88

1 inch = 1,000 feet 1:12,000

0 1,000 2,000 4,000 Feet

0 255 510 1,020 Meters

PANEL LOCATOR



FEMA

National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

TILLAMOOK COUNTY, OREGON
And Incorporated Areas

PANEL 855 OF 1075

COMMUNITY	NUMBER	PANEL	SUFFIX
TILLAMOOK COUNTY	410196	0855	F

FIGURE 3: FEMA Firm Panel

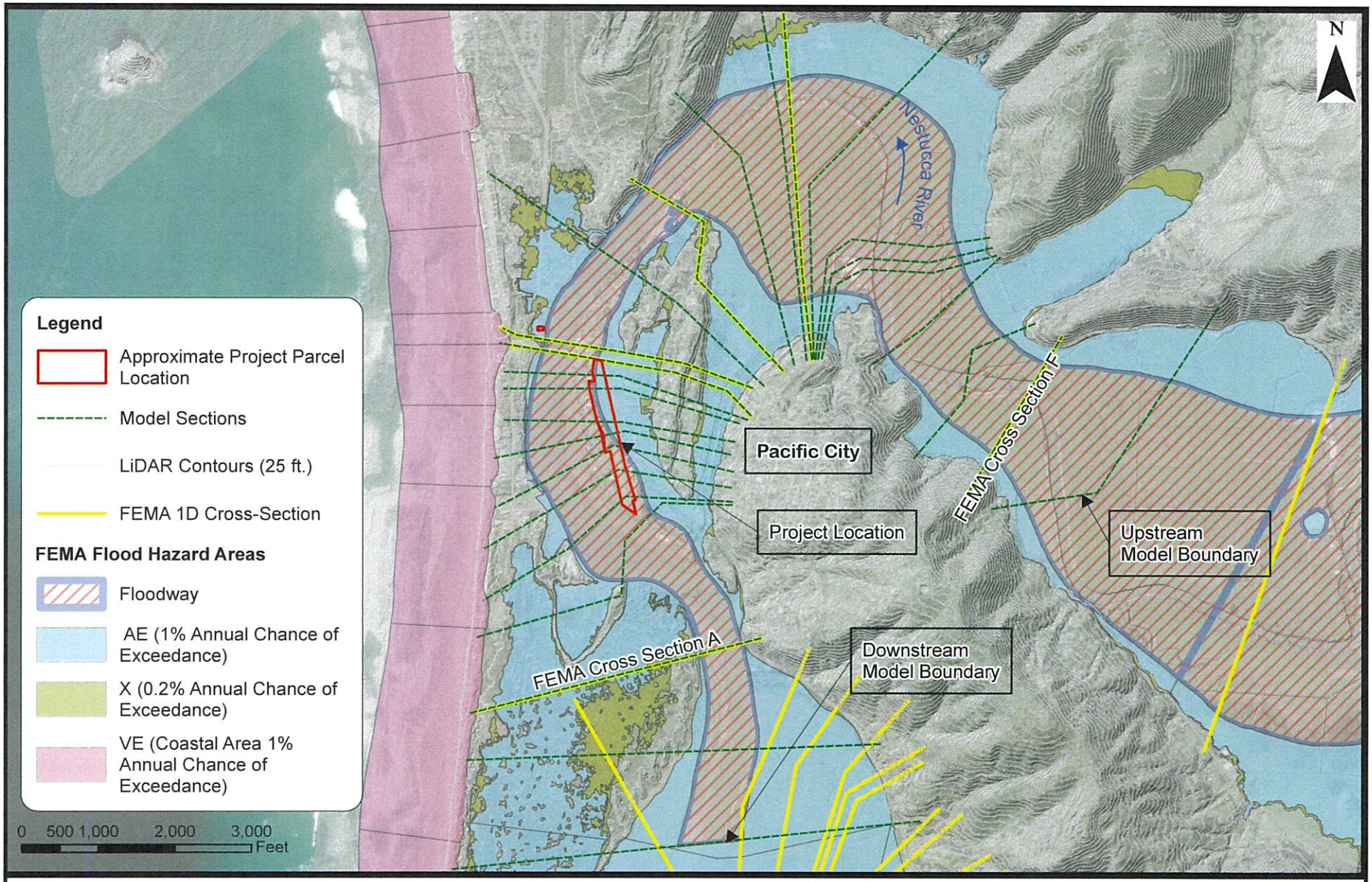


FIGURE 4

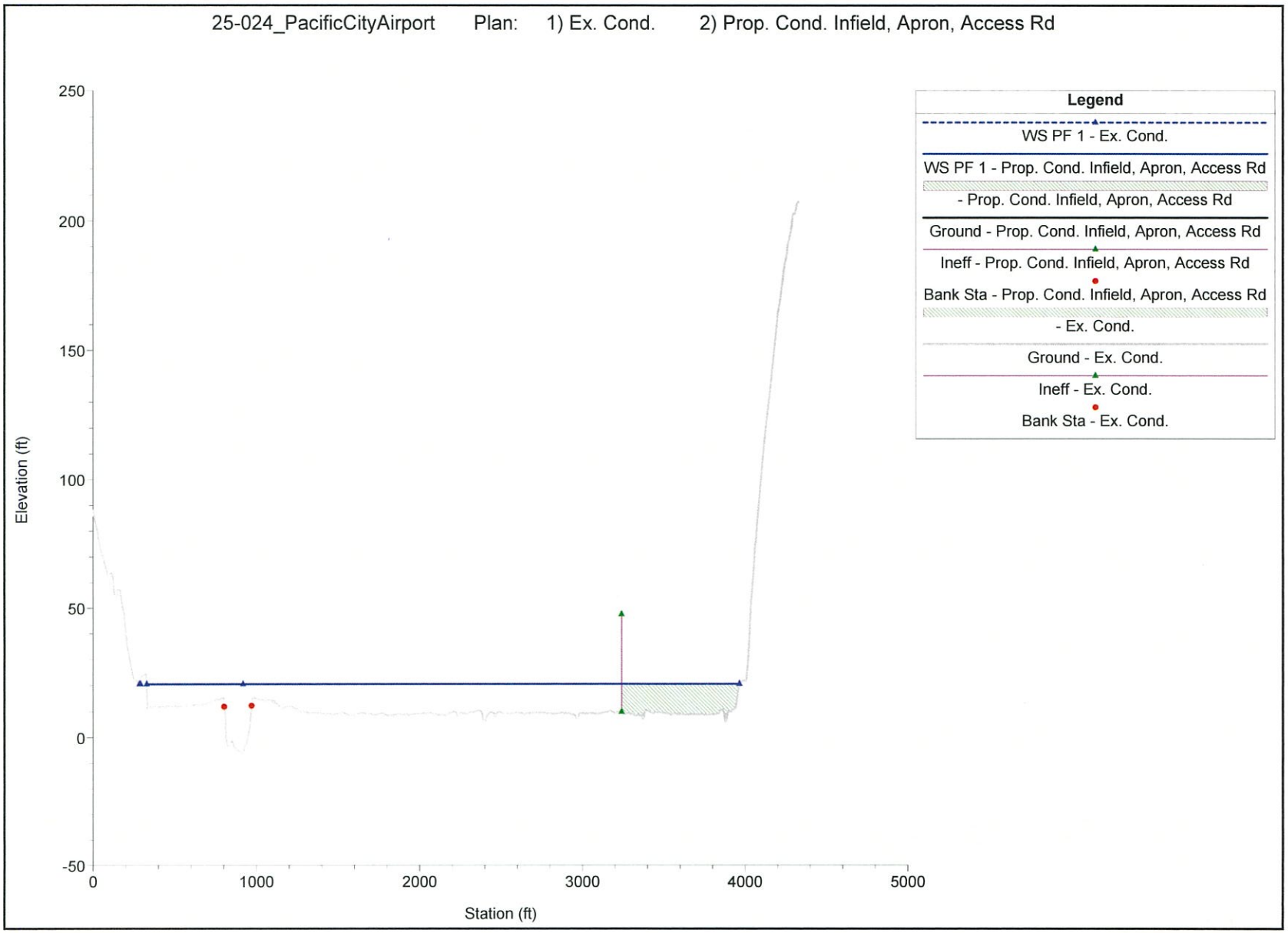
Hydraulic Analysis Overview Map of Proposed Project

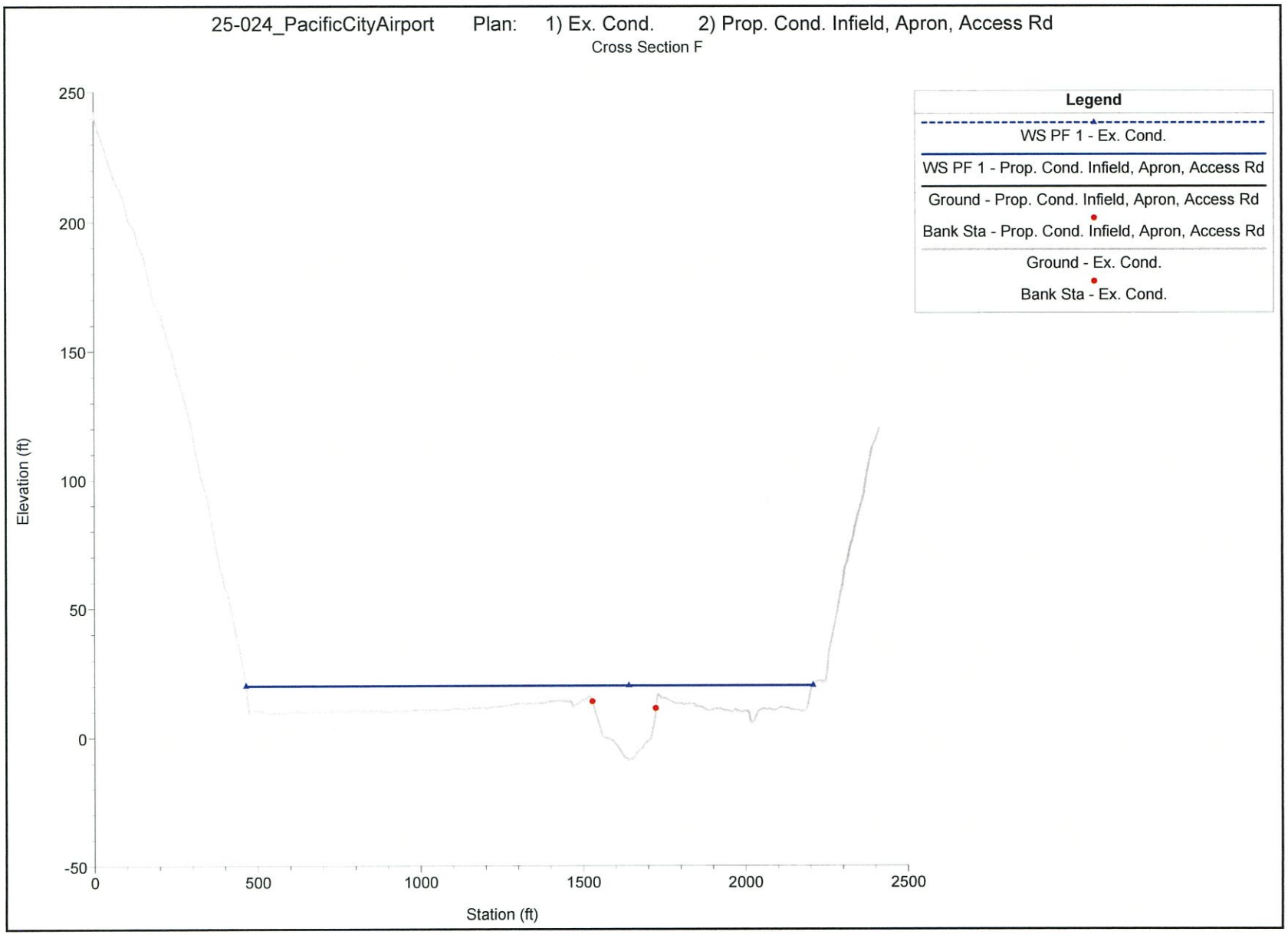
Pacific City Airport
Hydraulic Analysis Report

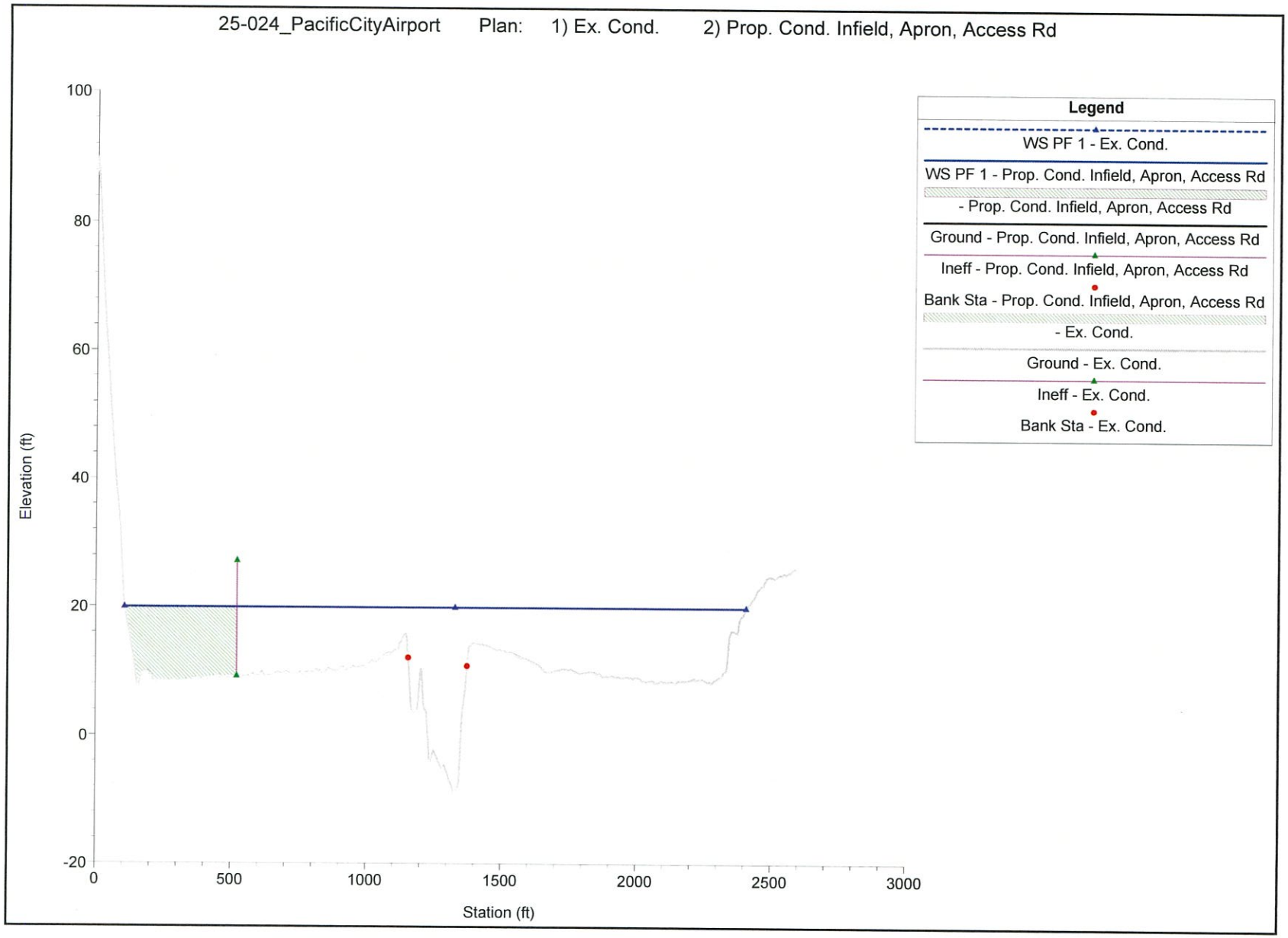
WATERWAYS CONSULTING, INC.
Santa Cruz, CA | watways.com | Portland, OR

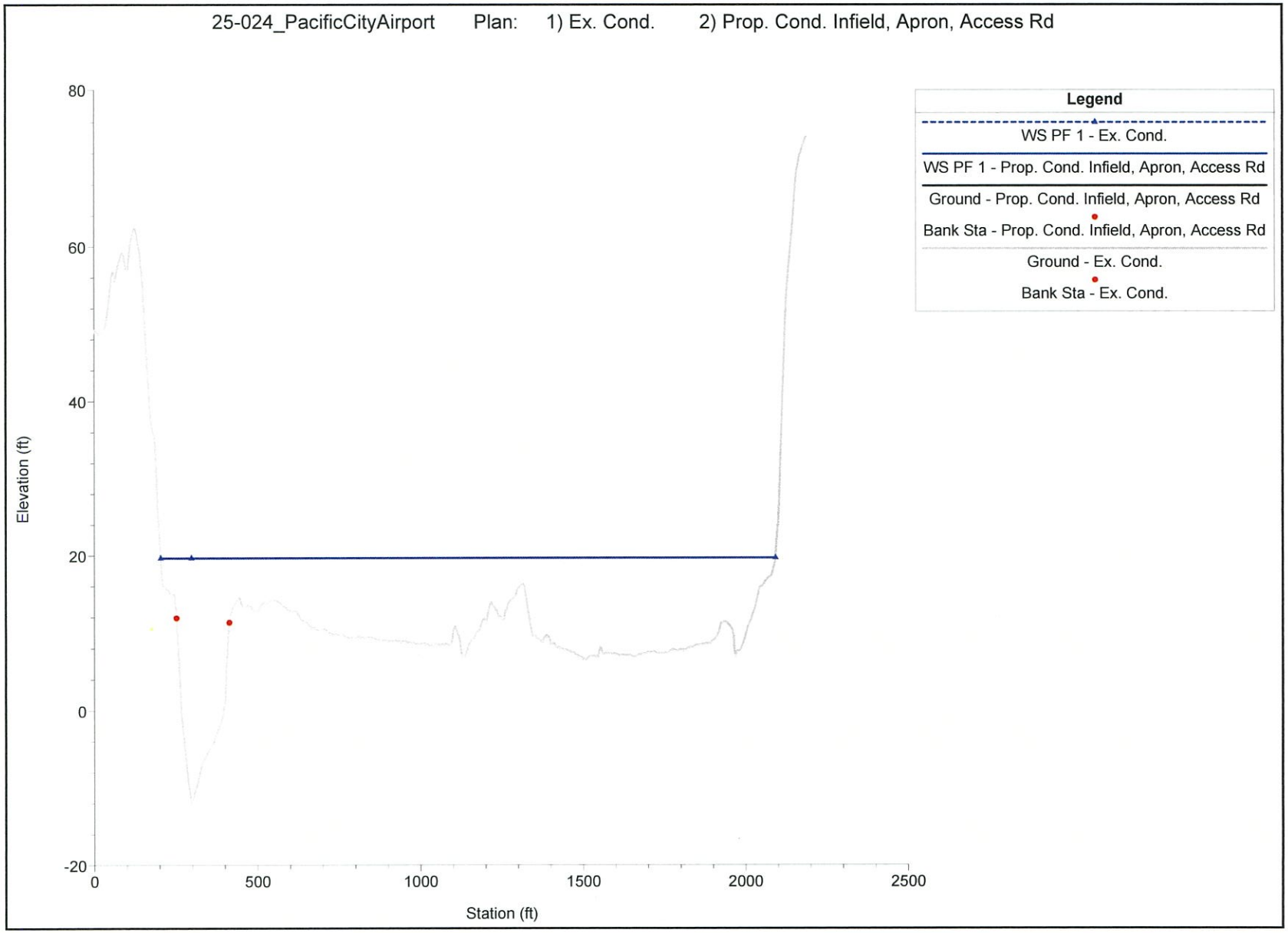
Attachment A

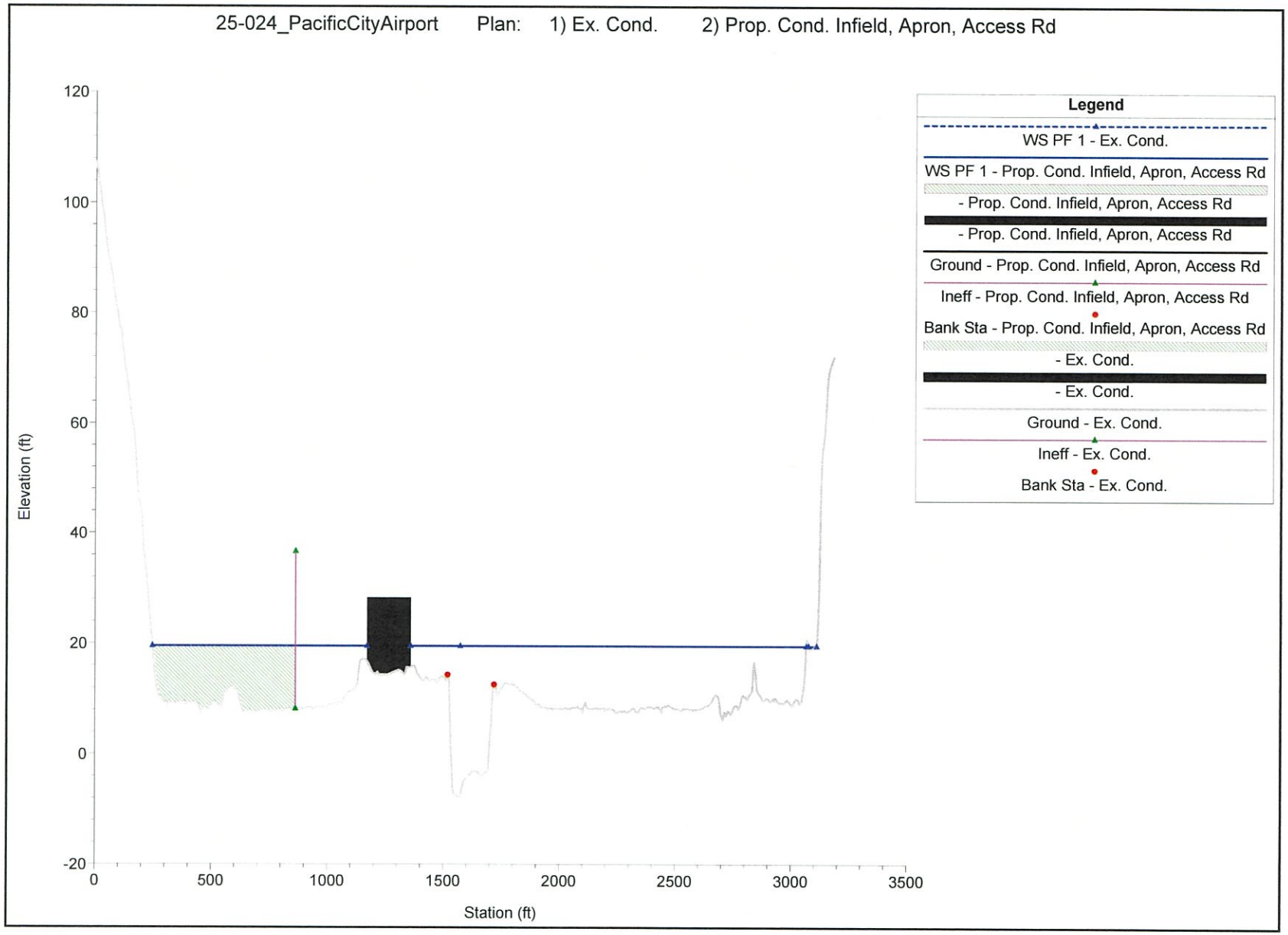
HEC-RAS Output Files

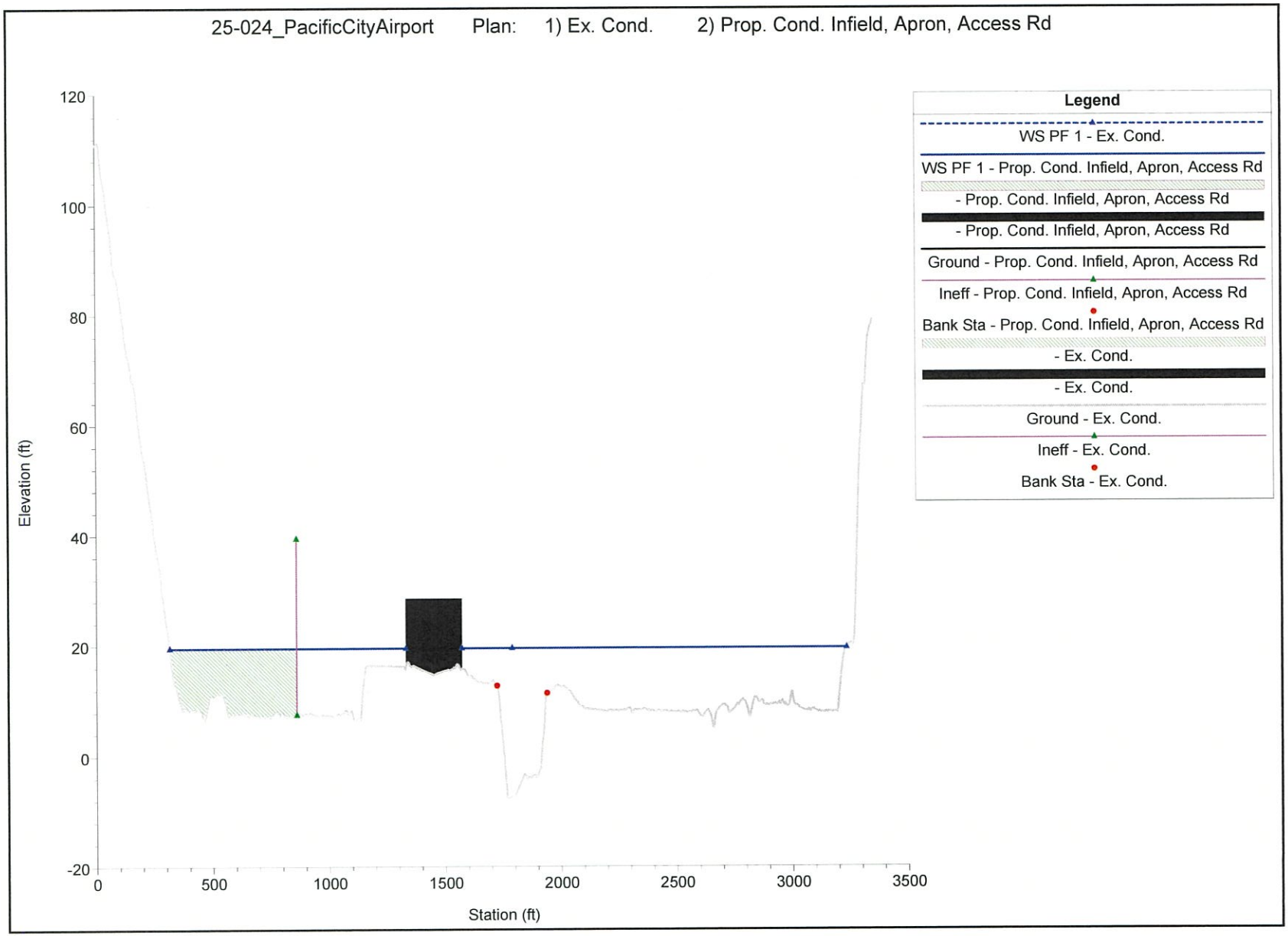

25-024_PacificCityAirport Plan: 1) Ex. Cond. 2) Prop. Cond. Infield, Apron, Access Rd
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- Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Ineff - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
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200
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Station (ft)

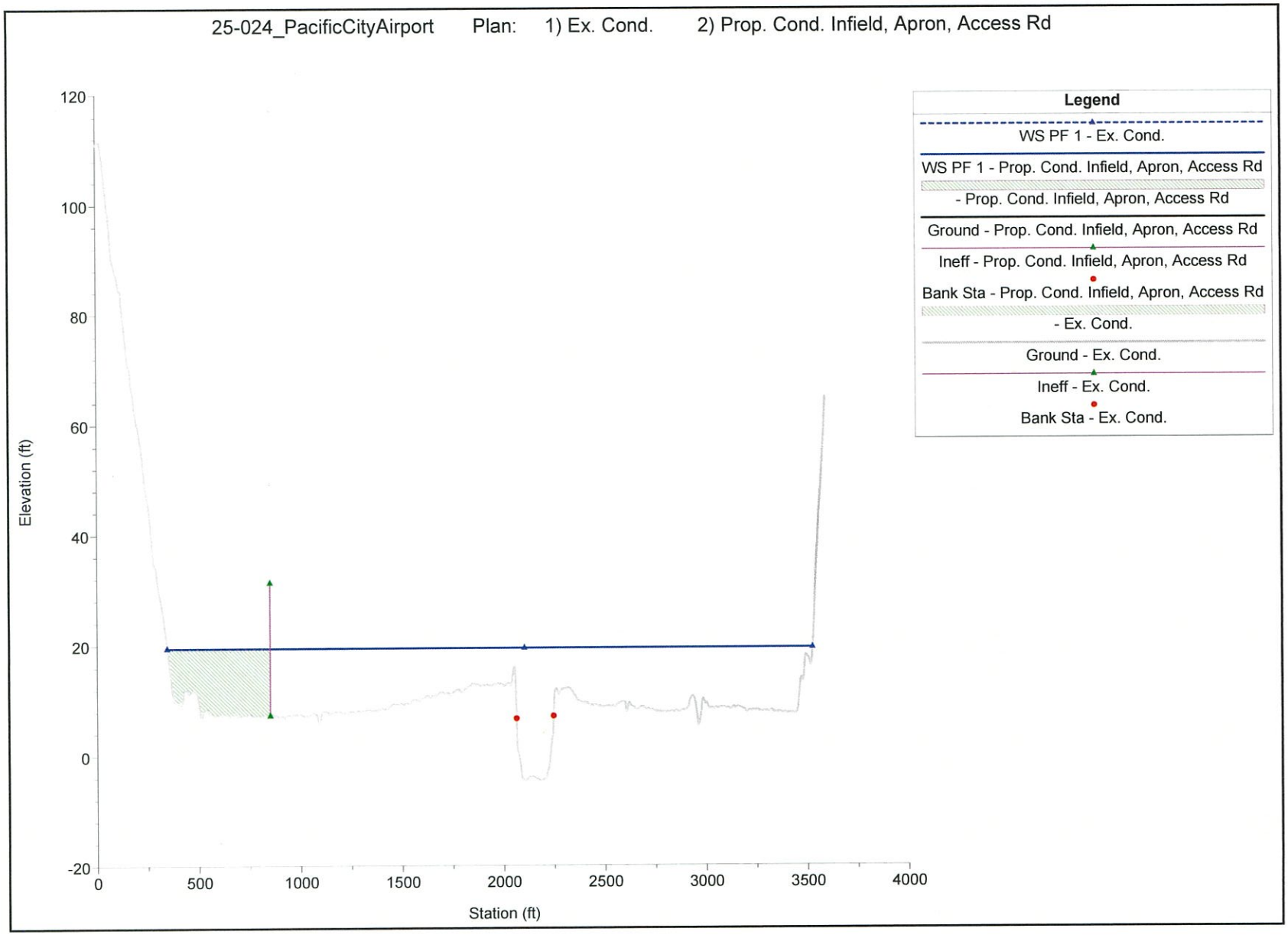

25-024_PacificCityAirport Plan: 1) Ex. Cond. 2) Prop. Cond. Infield, Apron, Access Rd
Cross Section F
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WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
Ground - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
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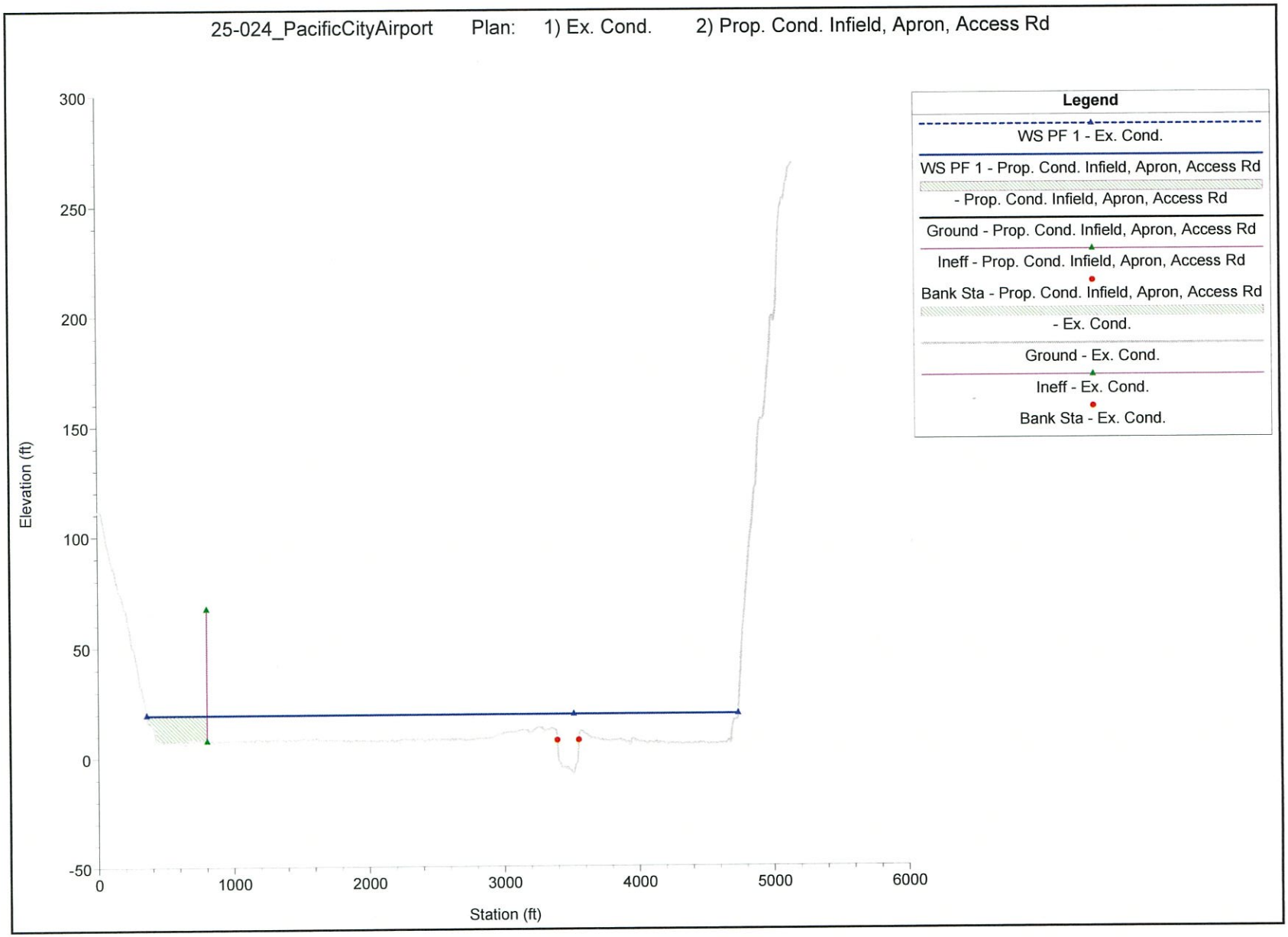

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Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
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Station (ft)

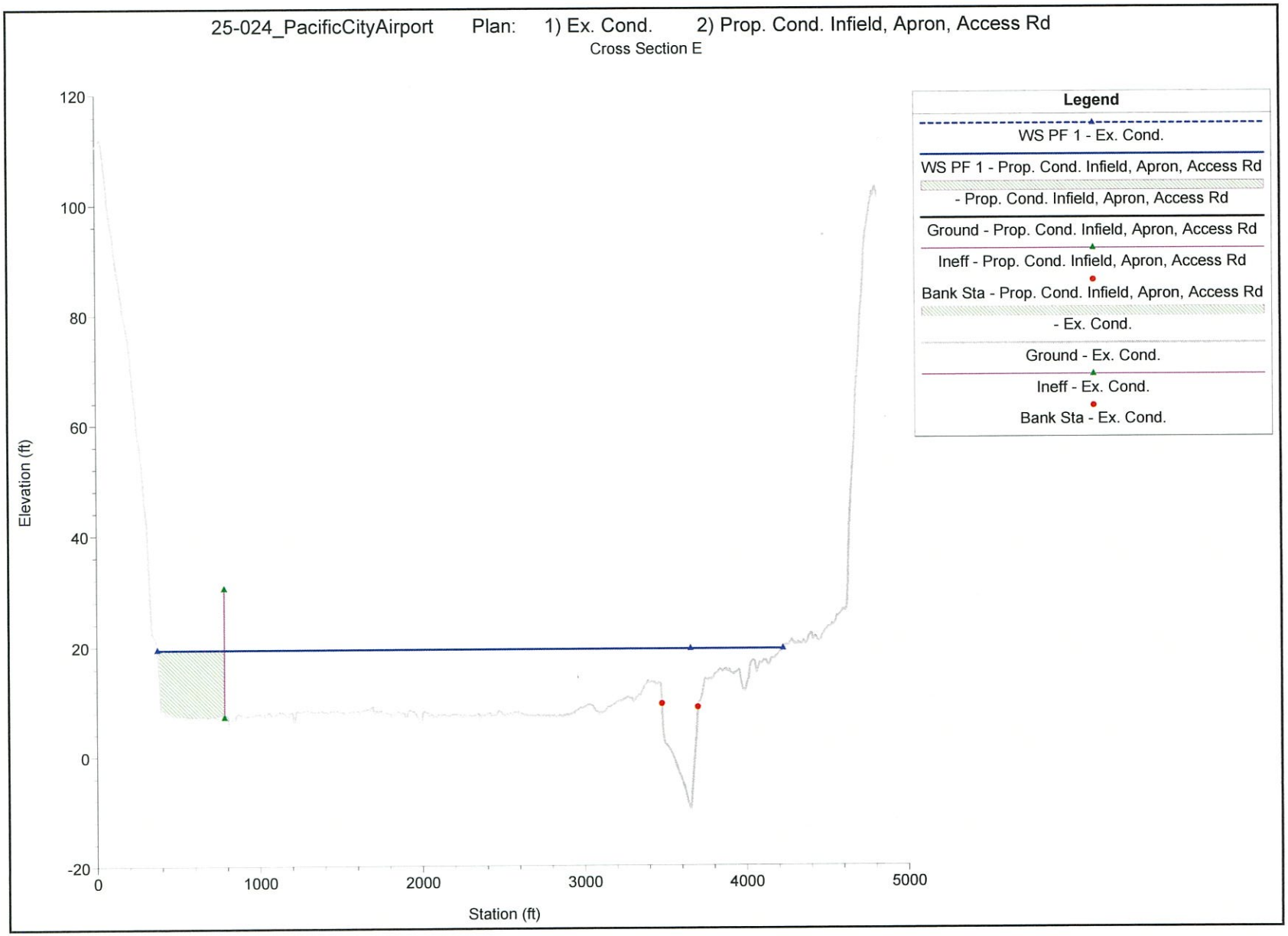

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WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
Ground - Ex. Cond.
Bank Sta - Ex. Cond.
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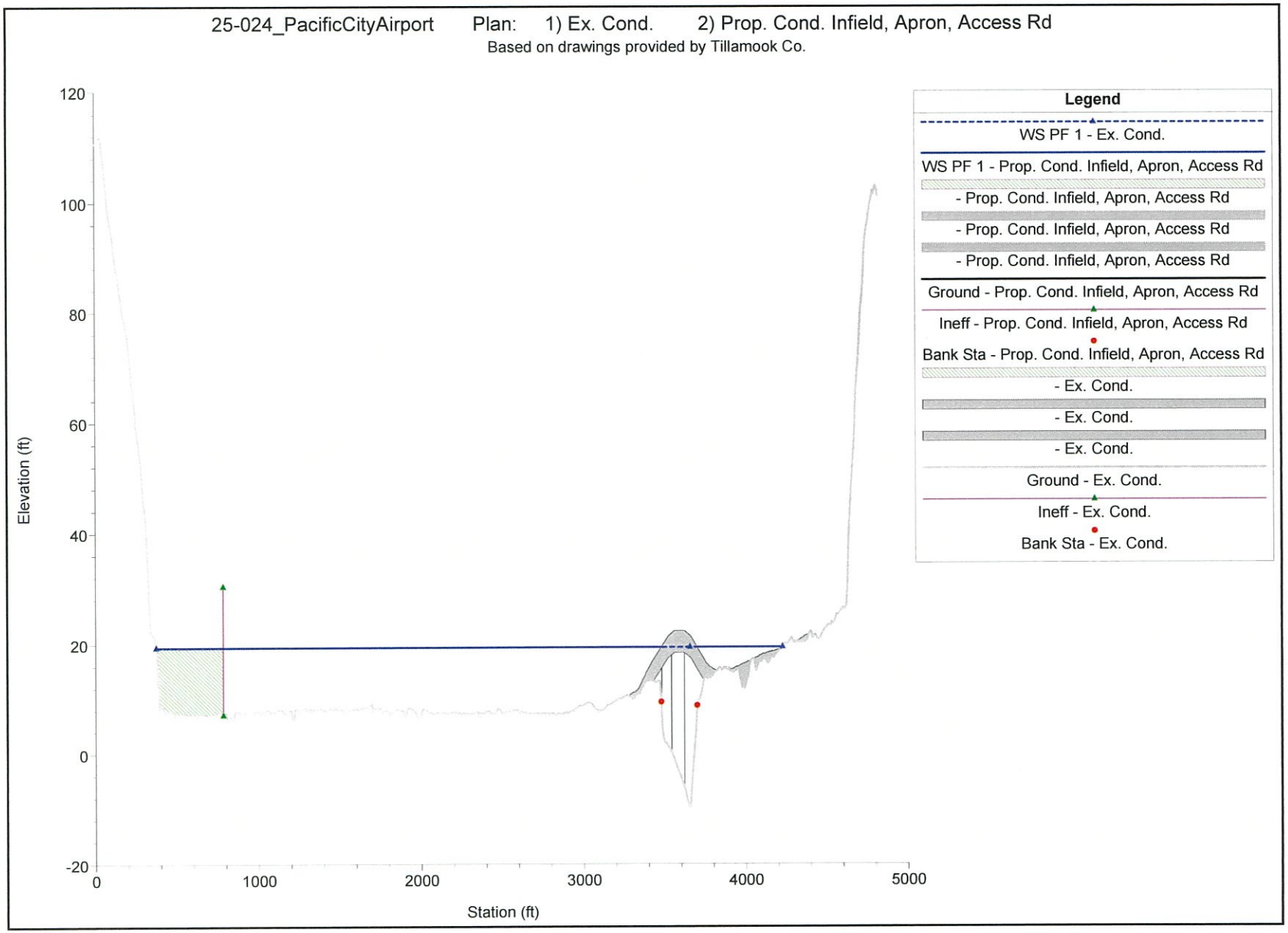

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Station (ft)
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WS PF 1 - Ex. Cond.
WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
- Prop. Cond. Infield, Apron, Access Rd
- Prop. Cond. Infield, Apron, Access Rd
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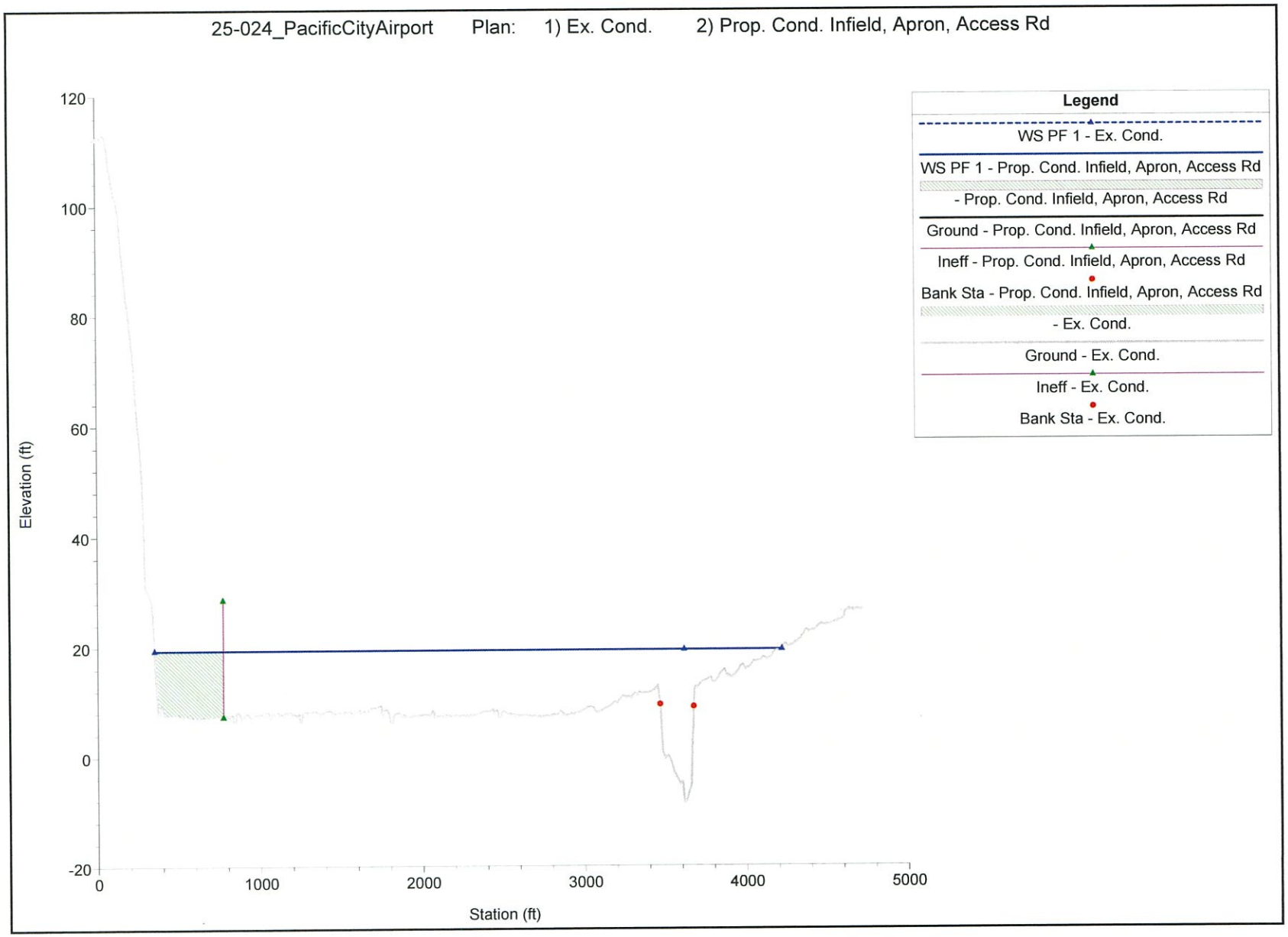

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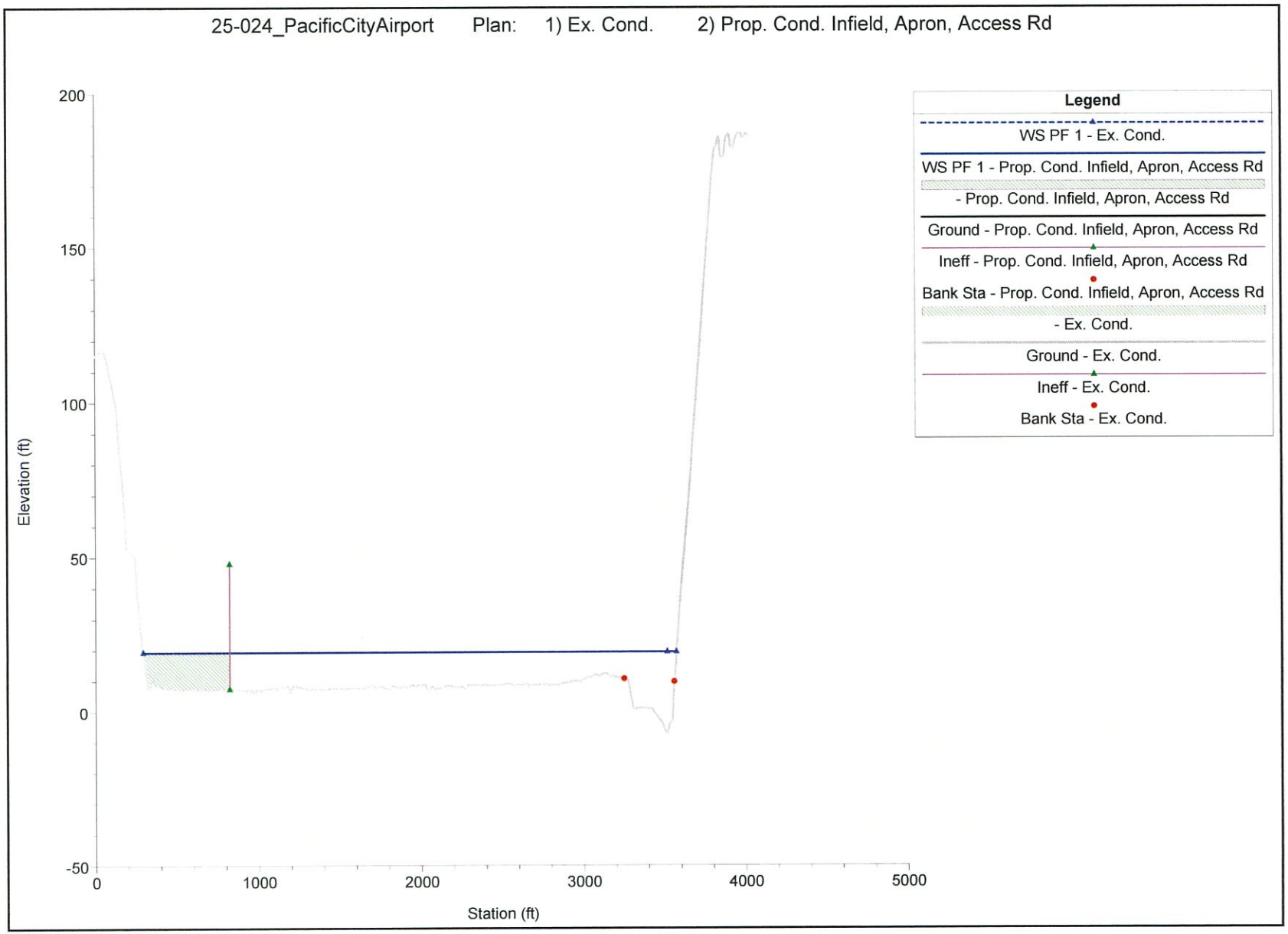

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Bank Sta - Prop. Cond. Infield, Apron, Access Rd
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Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
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Station (ft)

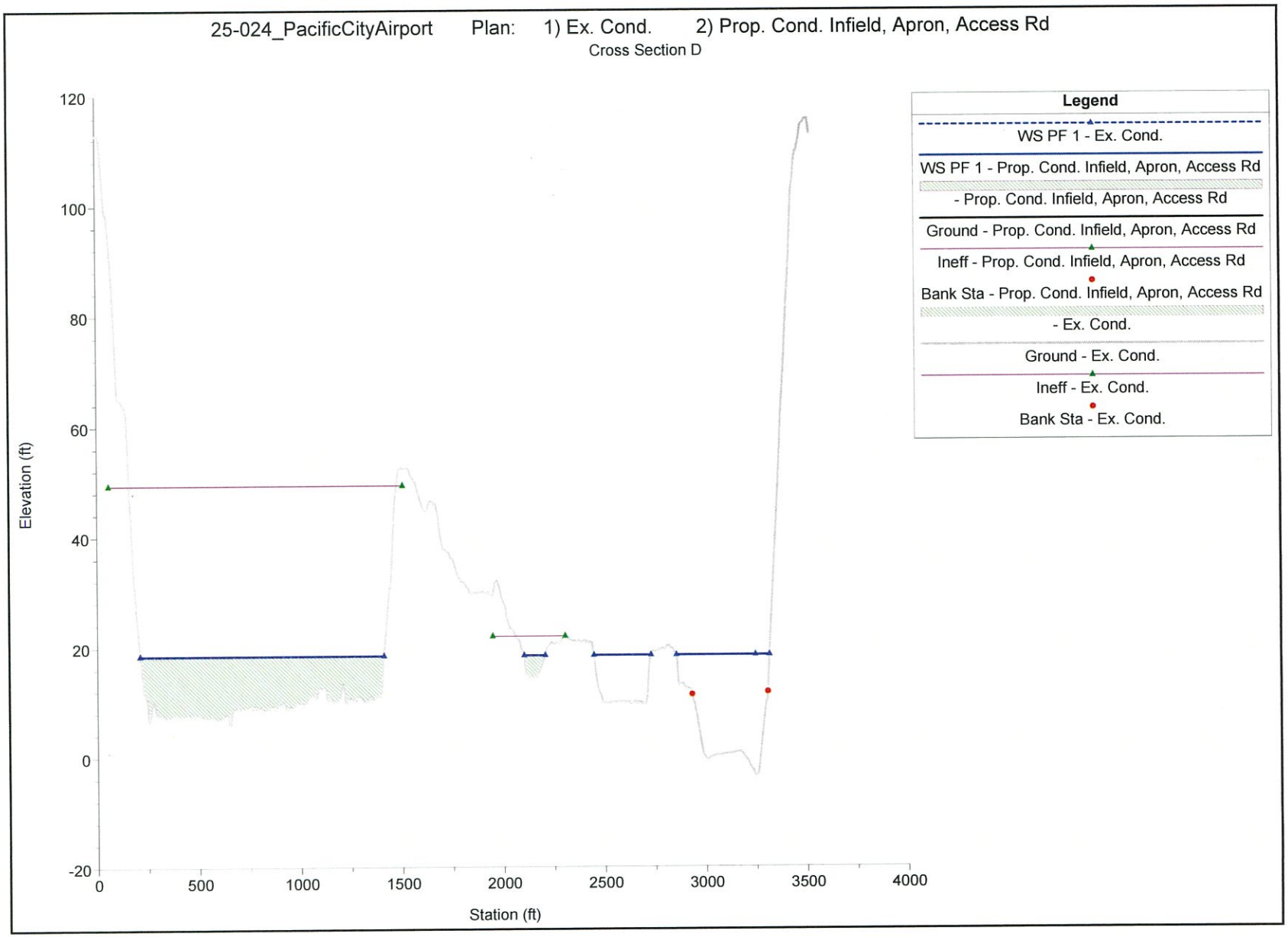

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Bank Sta - Prop. Cond. Infield, Apron, Access Rd
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Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
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Station (ft)

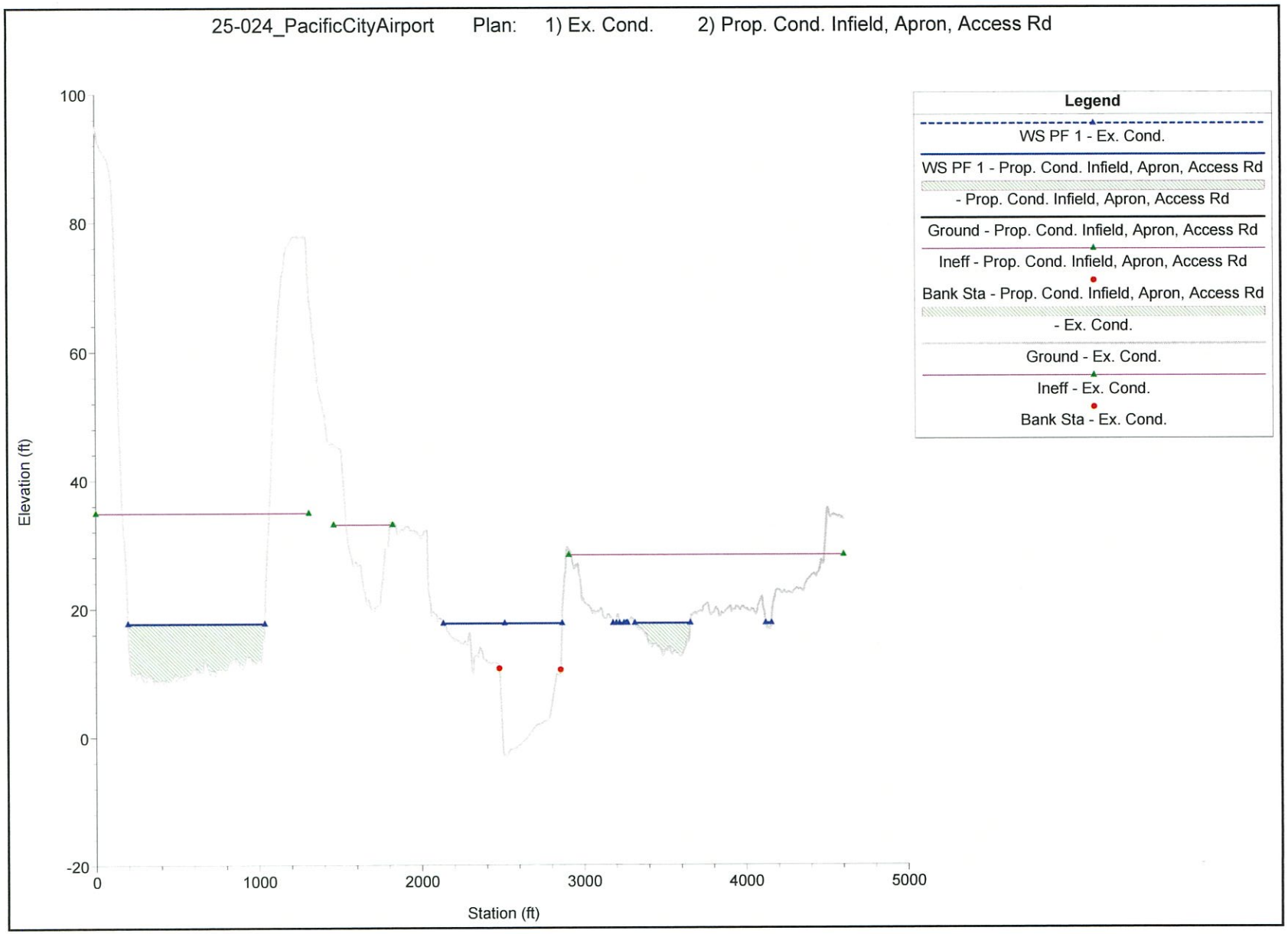

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Ineff - Prop. Cond. Infield, Apron, Access Rd
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Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
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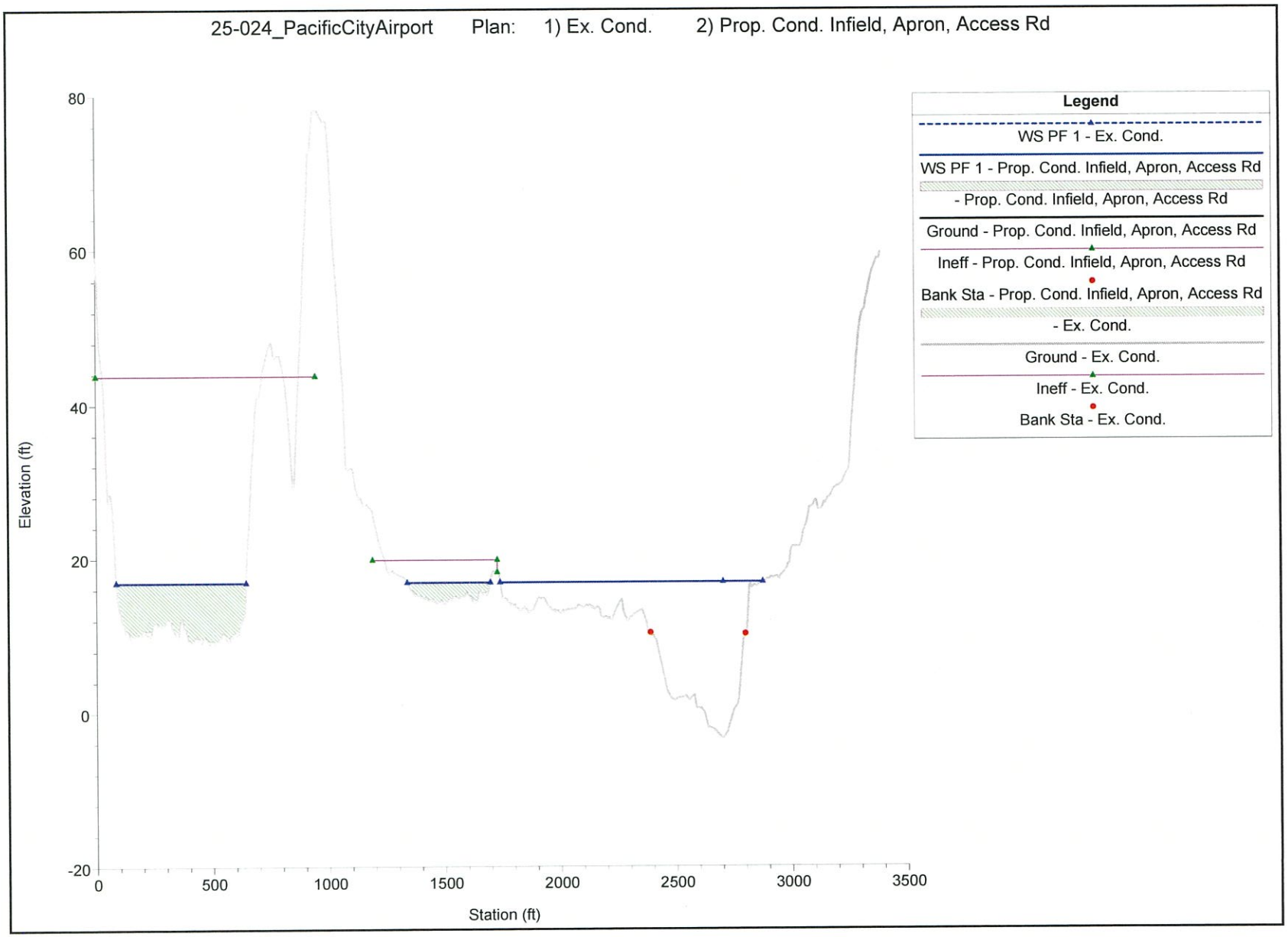

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Based on drawings provided by Tillamook Co.
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Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
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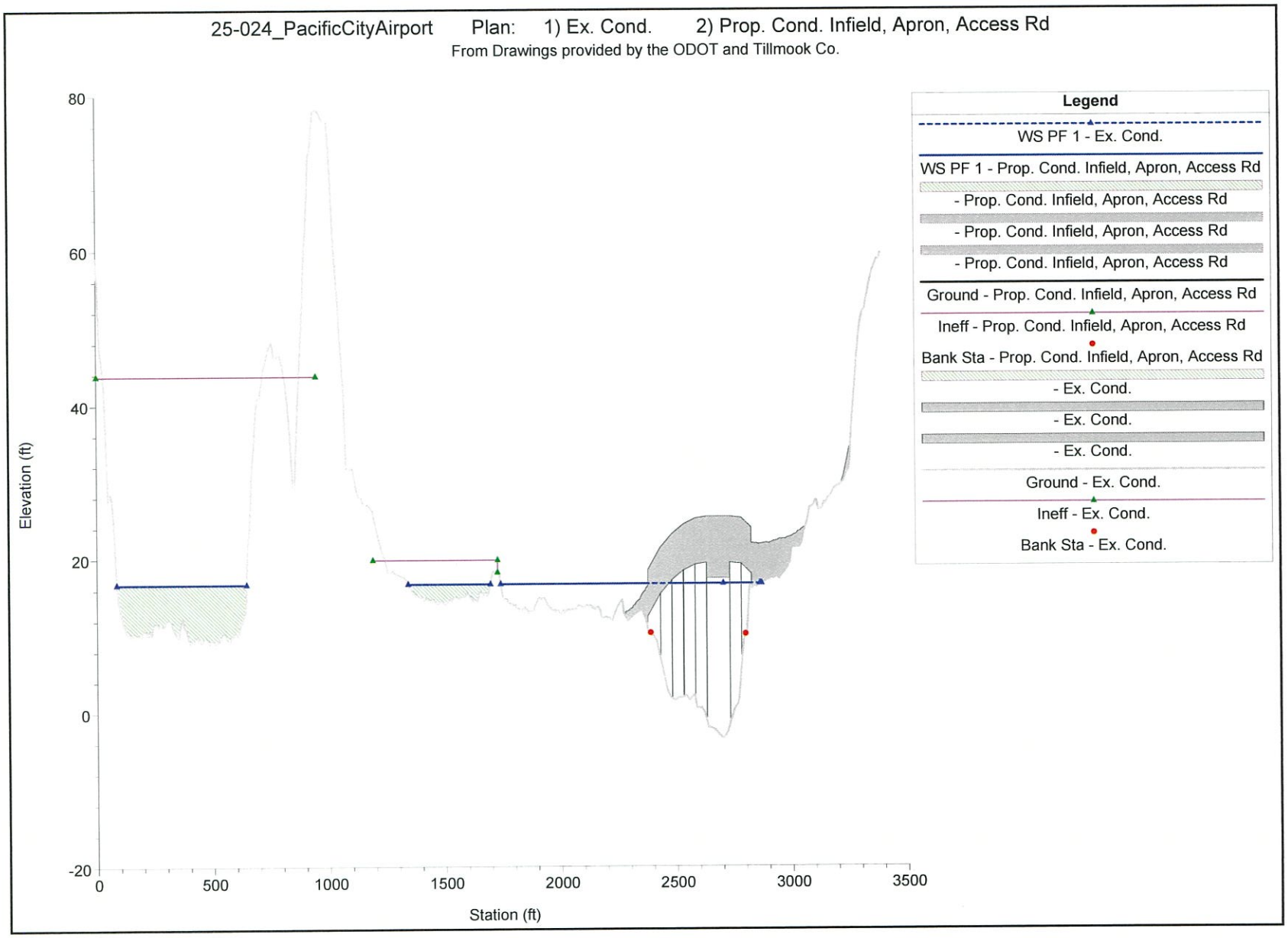

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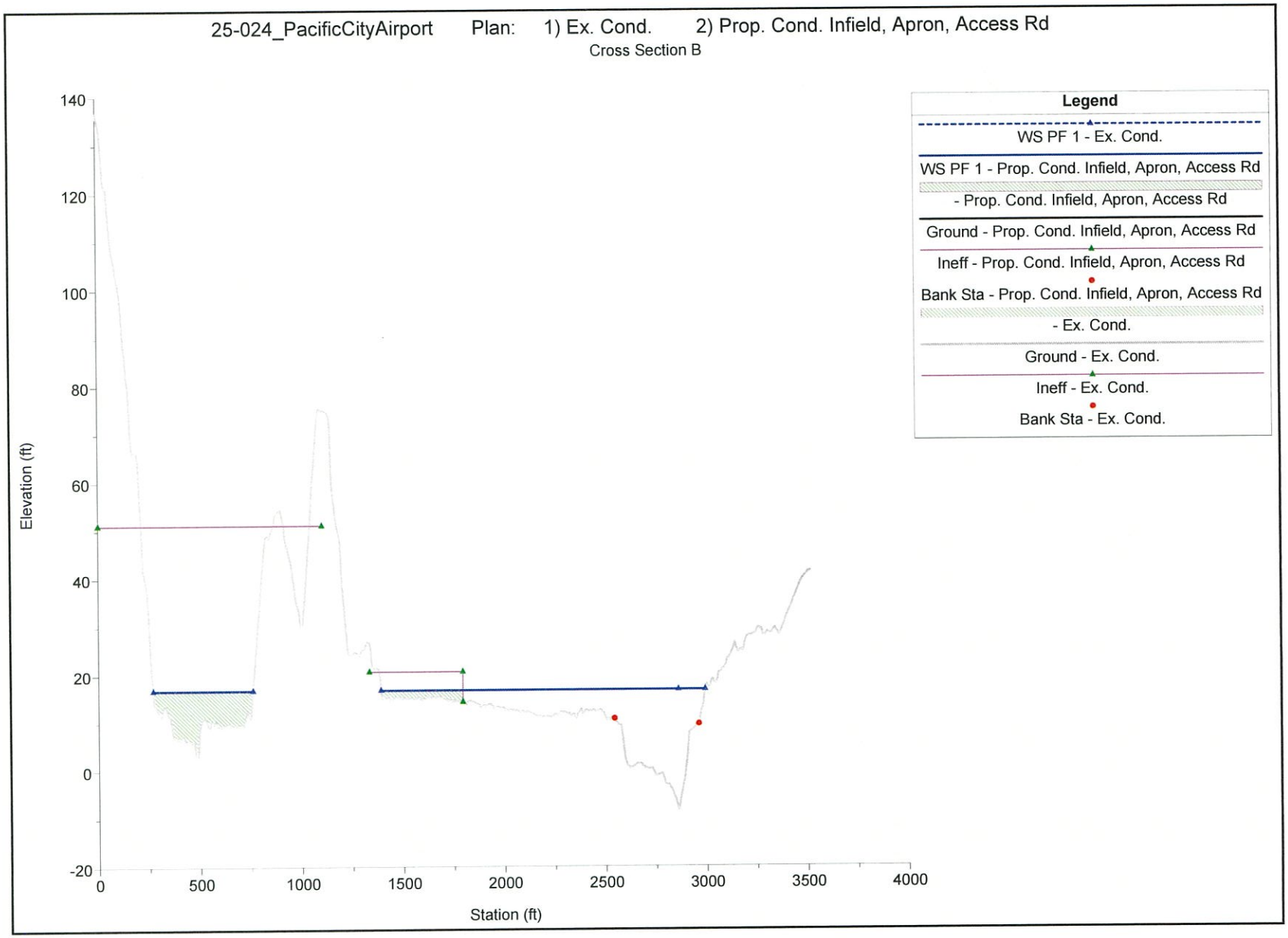

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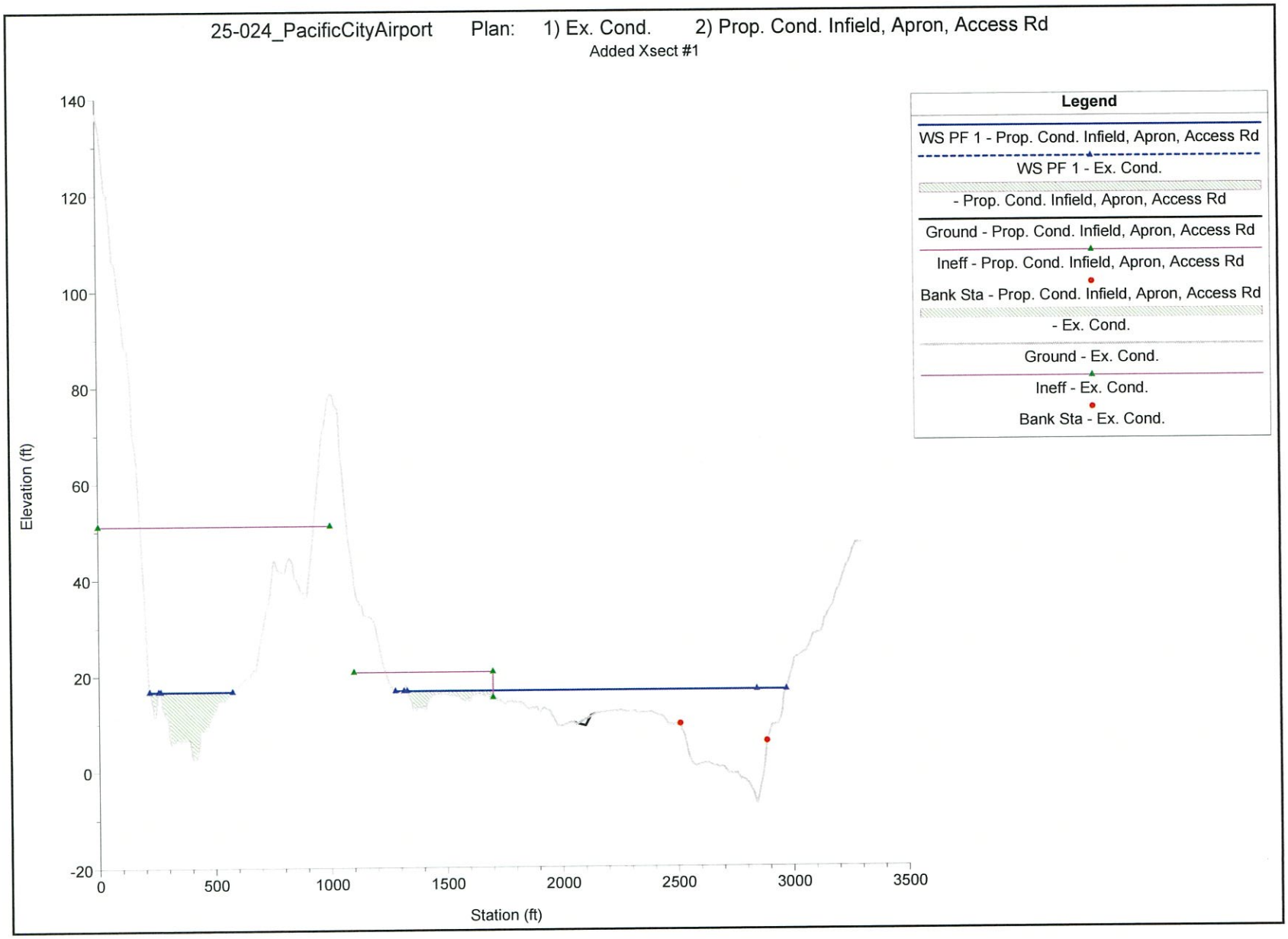

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Ineff - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
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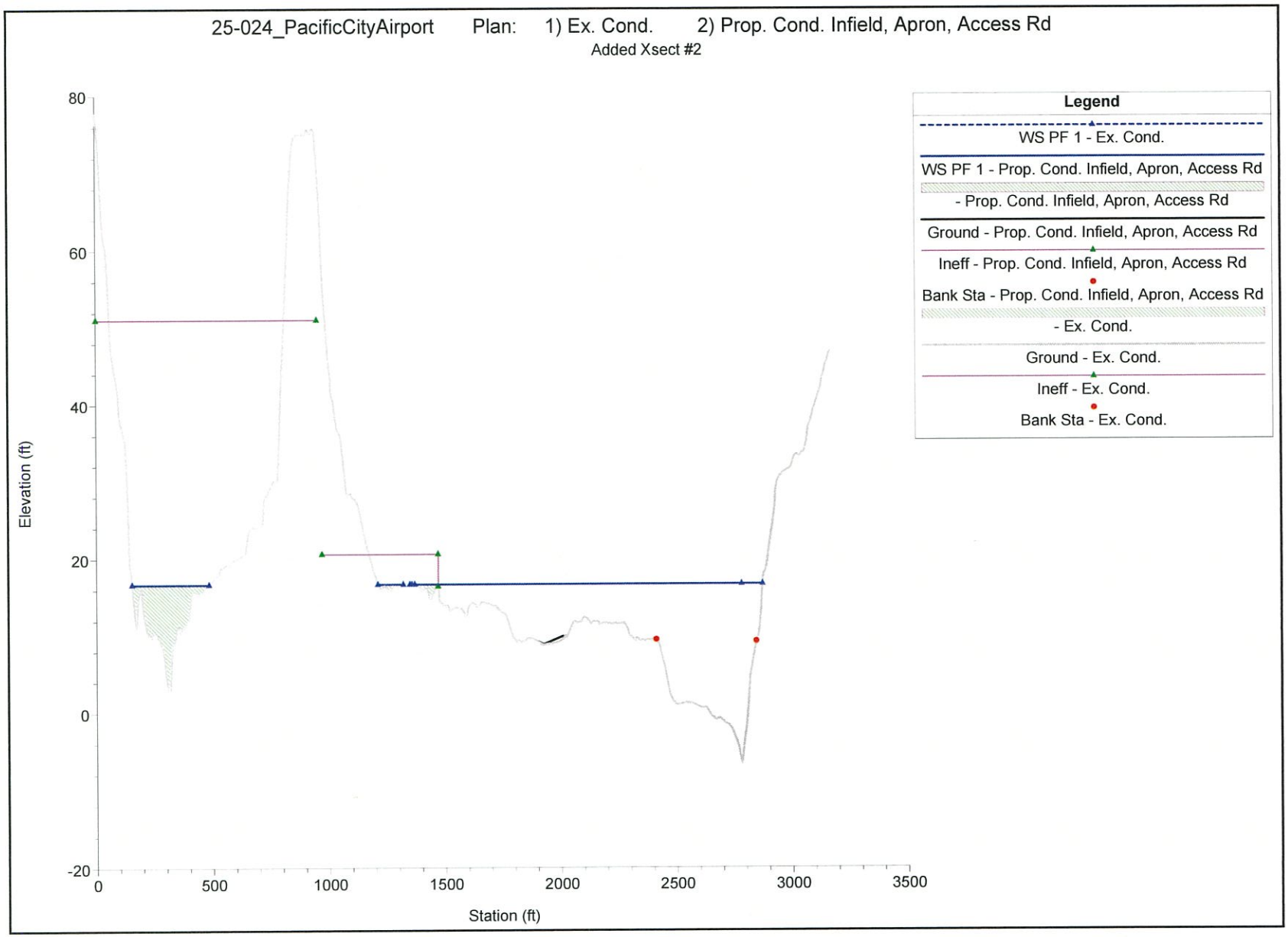

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Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
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Station (ft)

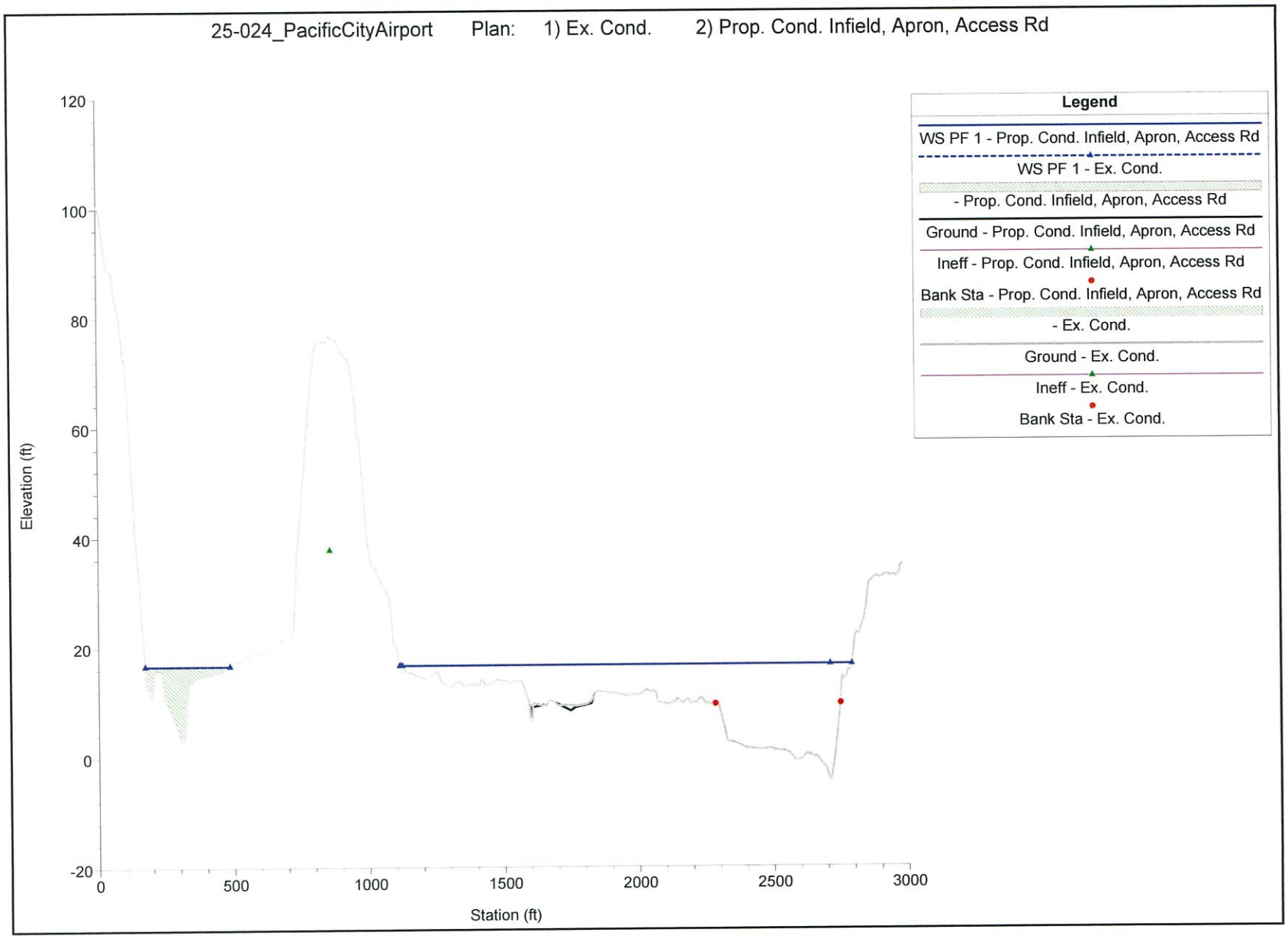

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Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
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3500
Station (ft)

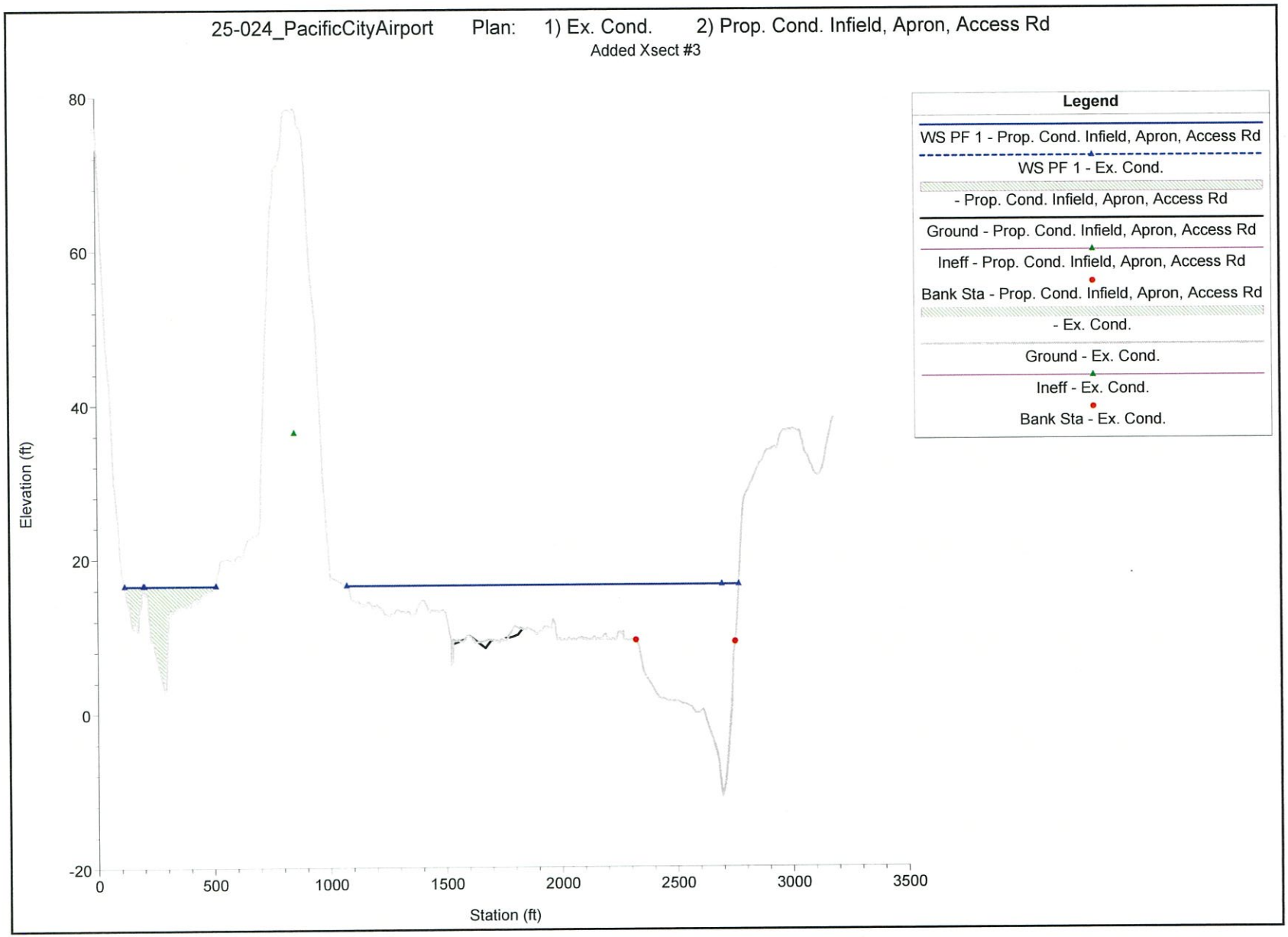

25-024_PacificCityAirport Plan: 1) Ex. Cond. 2) Prop. Cond. Infield, Apron, Access Rd
From Drawings provided by the ODOT and Tillmook Co.
Legend
WS PF 1 - Ex. Cond.
WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
- Prop. Cond. Infield, Apron, Access Rd
- Prop. Cond. Infield, Apron, Access Rd
- Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Ineff - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
- Ex. Cond.
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
80
60
40
20
0
-20
0
500
1000
1500
2000
2500
3000
3500
Station (ft)

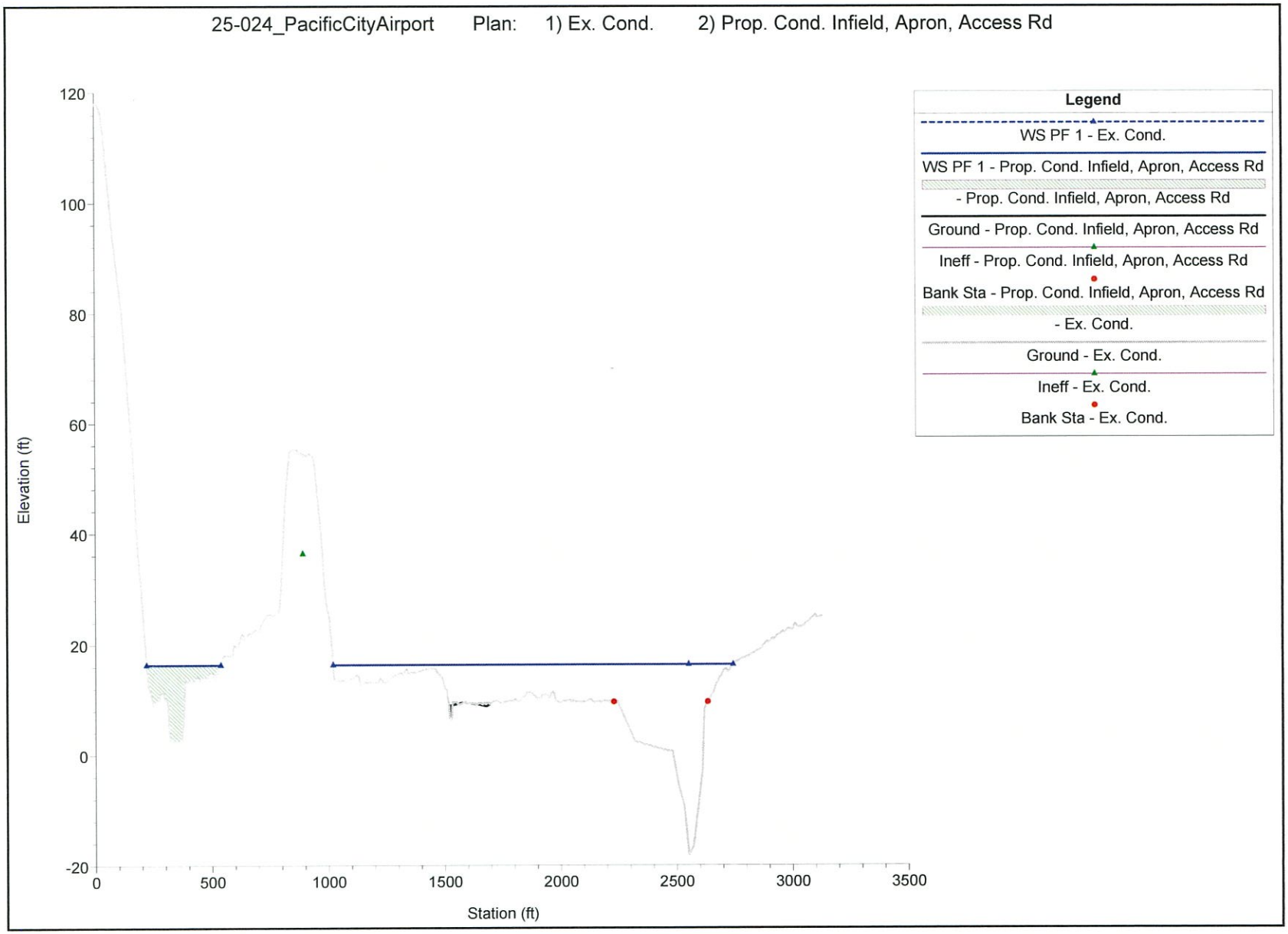

25-024_PacificCityAirport Plan: 1) Ex. Cond. 2) Prop. Cond. Infield, Apron, Access Rd
Cross Section B
Legend
WS PF 1 - Ex. Cond.
WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
- Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Ineff - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
140
120
100
80
60
40
20
0
-20
0
500
1000
1500
2000
2500
3000
3500
4000
Station (ft)

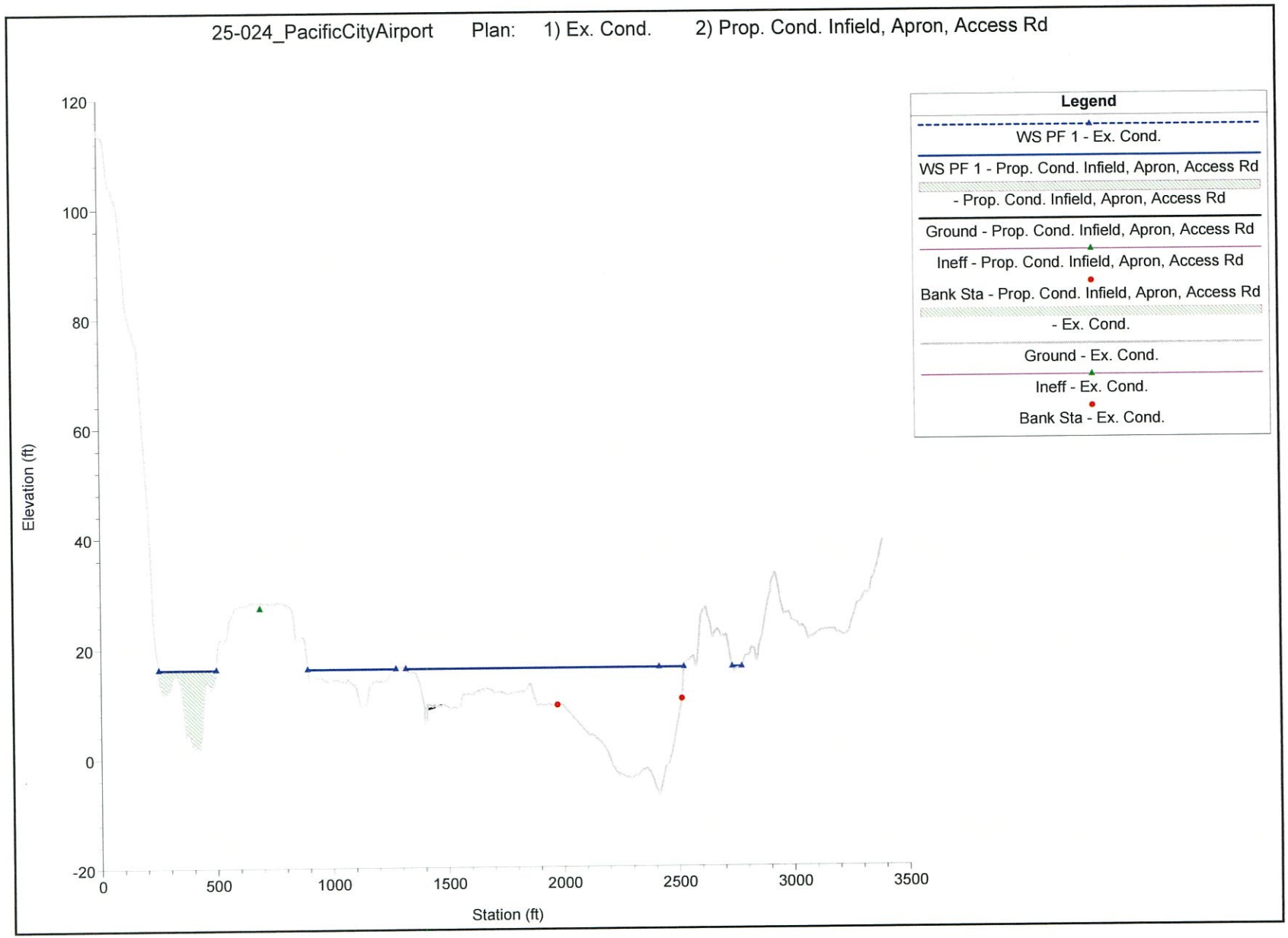

25-024_PacificCityAirport Plan: 1) Ex. Cond. 2) Prop. Cond. Infield, Apron, Access Rd
Added Xsect #1
Legend
WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
WS PF 1 - Ex. Cond.
- Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Ineff - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
140
120
100
80
60
40
20
0
-20
0
500
1000
1500
2000
2500
3000
3500
Station (ft)

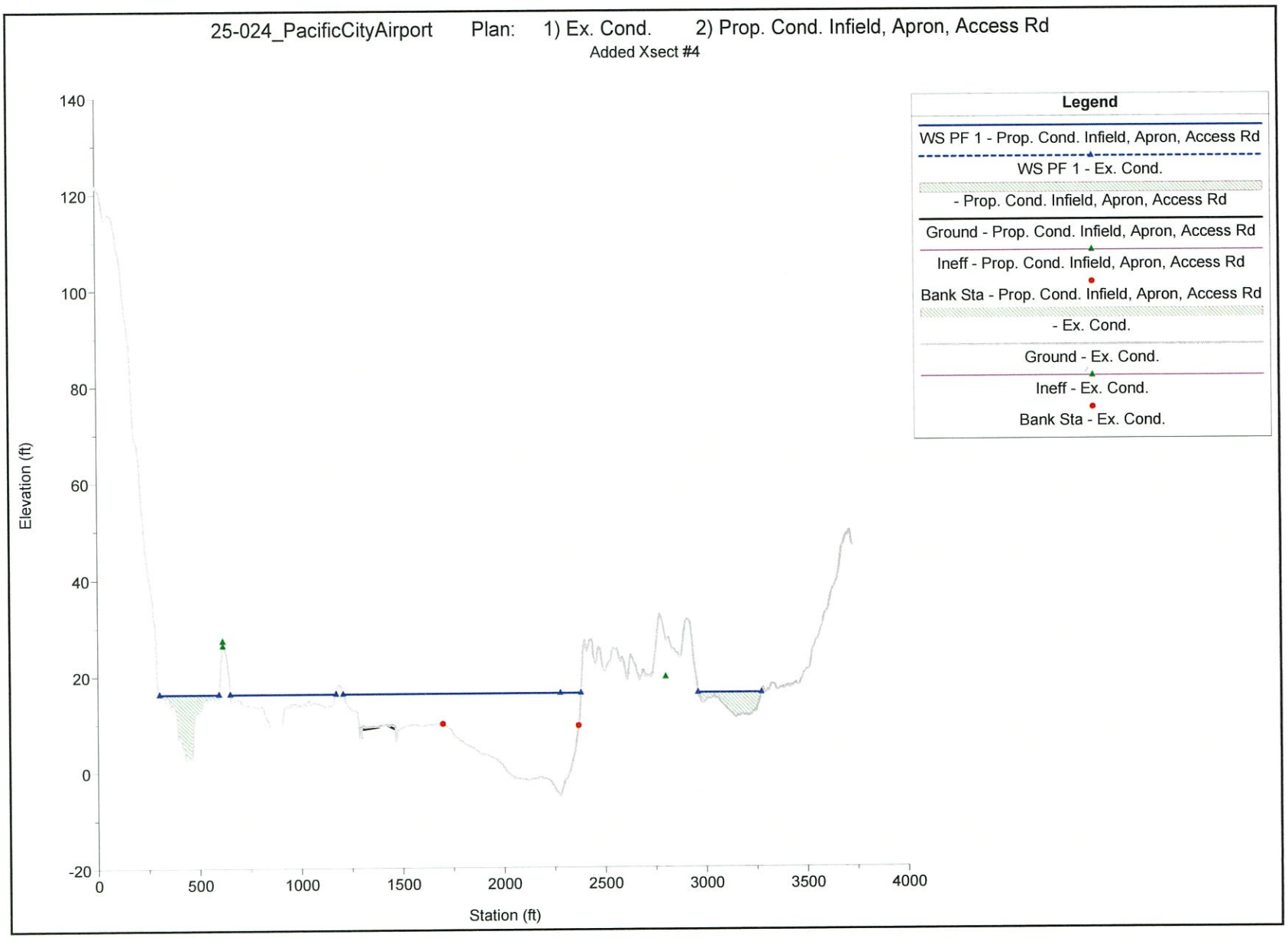

25-024_PacificCityAirport Plan: 1) Ex. Cond. 2) Prop. Cond. Infield, Apron, Access Rd
Added Xsect #2
Legend
WS PF 1 - Ex. Cond.
WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
- Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Ineff - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
80
60
40
20
0
-20
0
500
1000
1500
2000
2500
3000
3500
Station (ft)

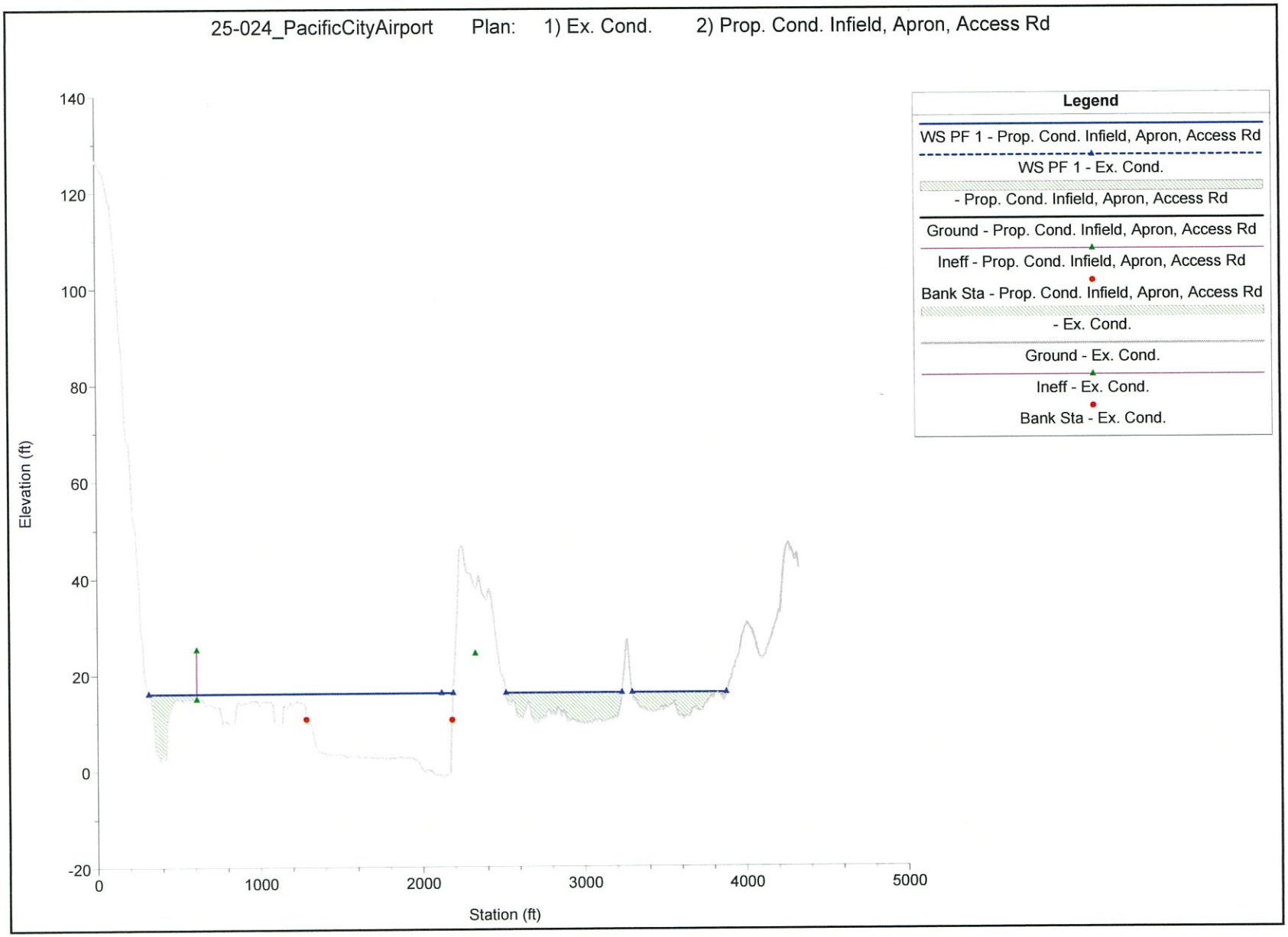

25-024_PacificCityAirport Plan: 1) Ex. Cond. 2) Prop. Cond. Infield, Apron, Access Rd
Legend
WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
WS PF 1 - Ex. Cond.
- Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Ineff - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
120
100
80
60
40
20
0
-20
0
500
1000
1500
2000
2500
3000
Station (ft)

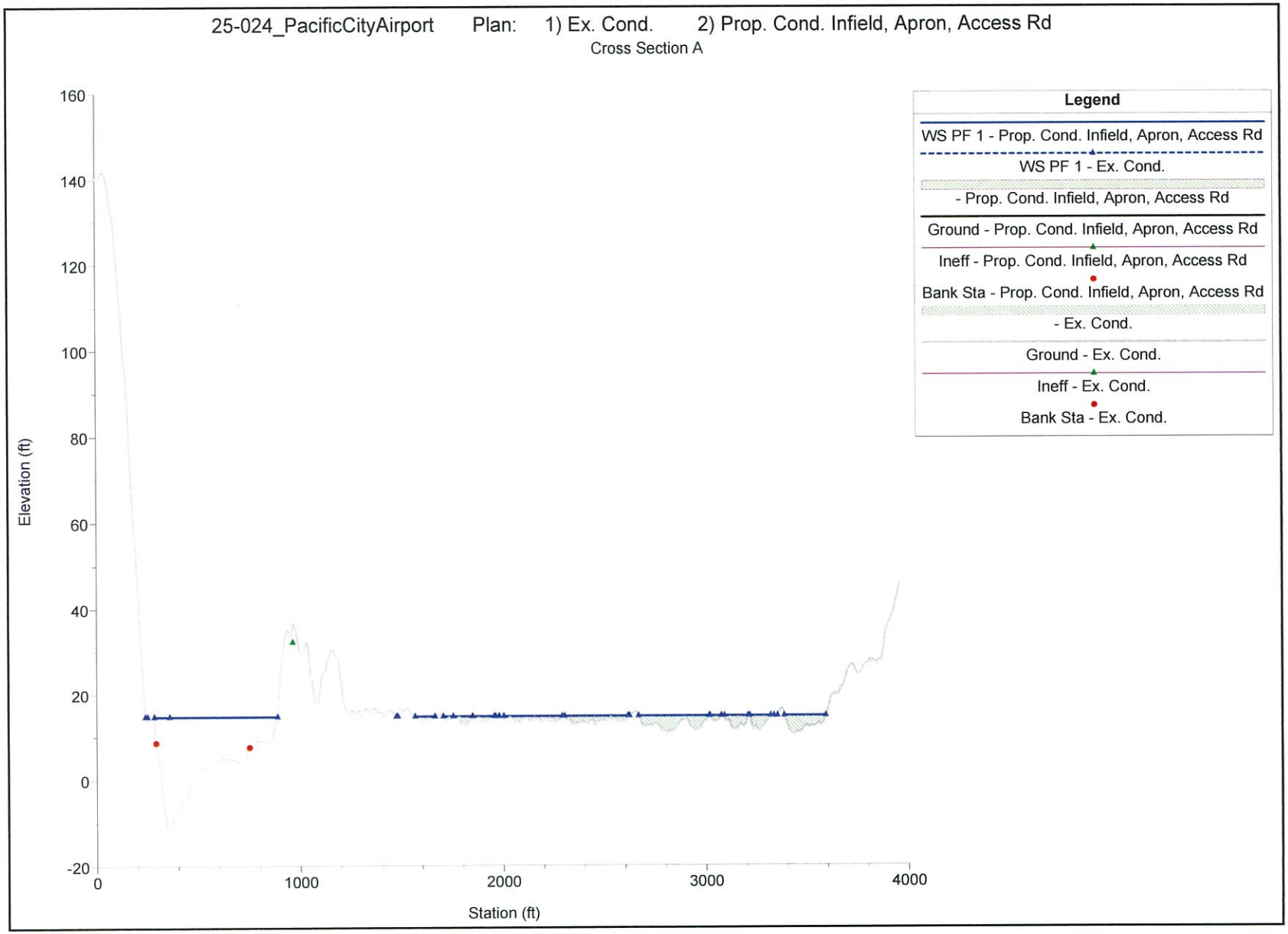

25-024_PacificCityAirport Plan: 1) Ex. Cond. 2) Prop. Cond. Infield, Apron, Access Rd
Added Xsect #3
Legend
WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
WS PF 1 - Ex. Cond.
- Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Ineff - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
80
60
40
20
0
-20
0
500
1000
1500
2000
2500
3000
3500
Station (ft)

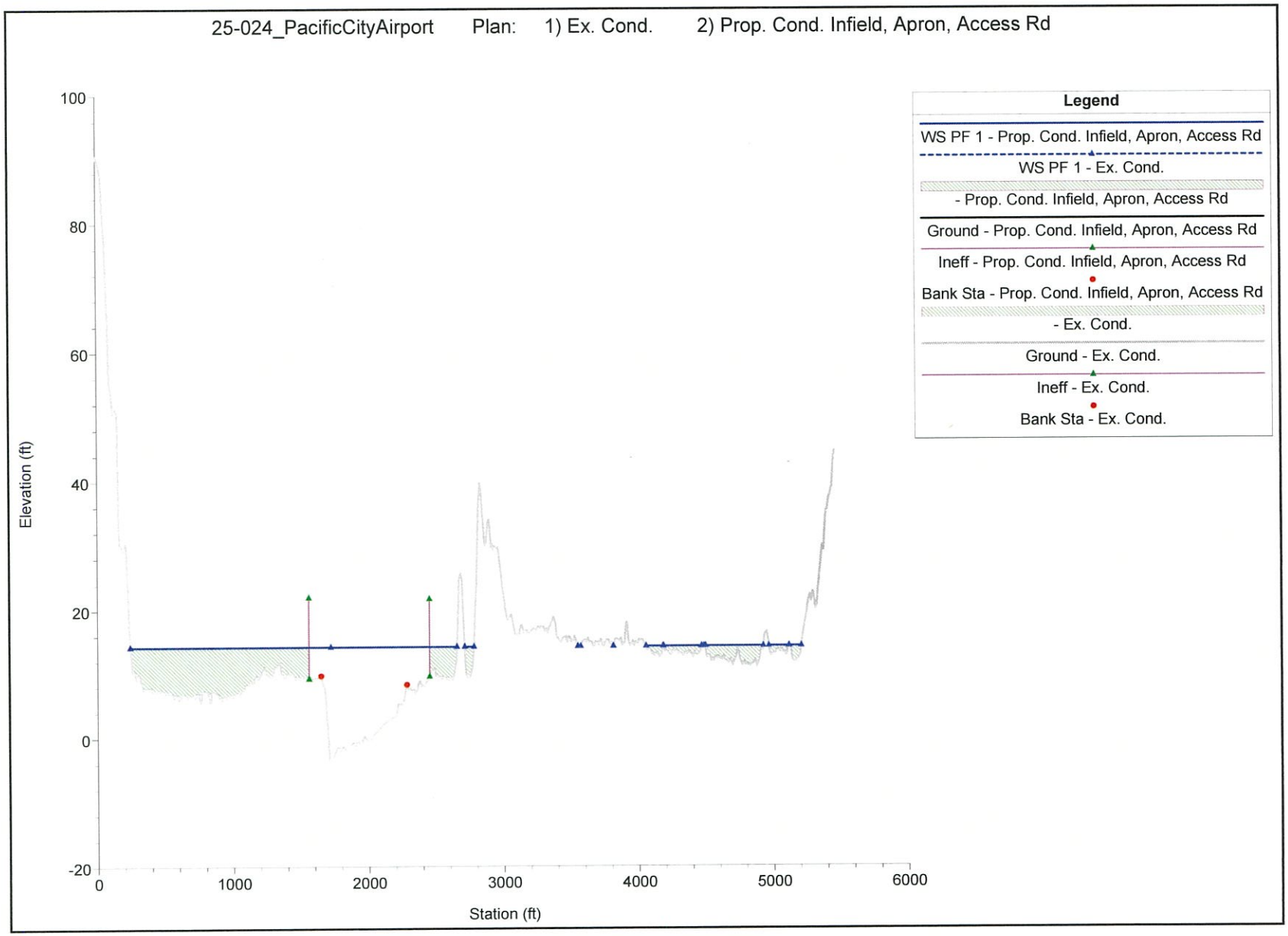

25-024_PacificCityAirport Plan: 1) Ex. Cond. 2) Prop. Cond. Infield, Apron, Access Rd
Legend
WS PF 1 - Ex. Cond.
WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
- Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Ineff - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
120
100
80
60
40
20
0
-20
0
500
1000
1500
2000
2500
3000
3500
Station (ft)

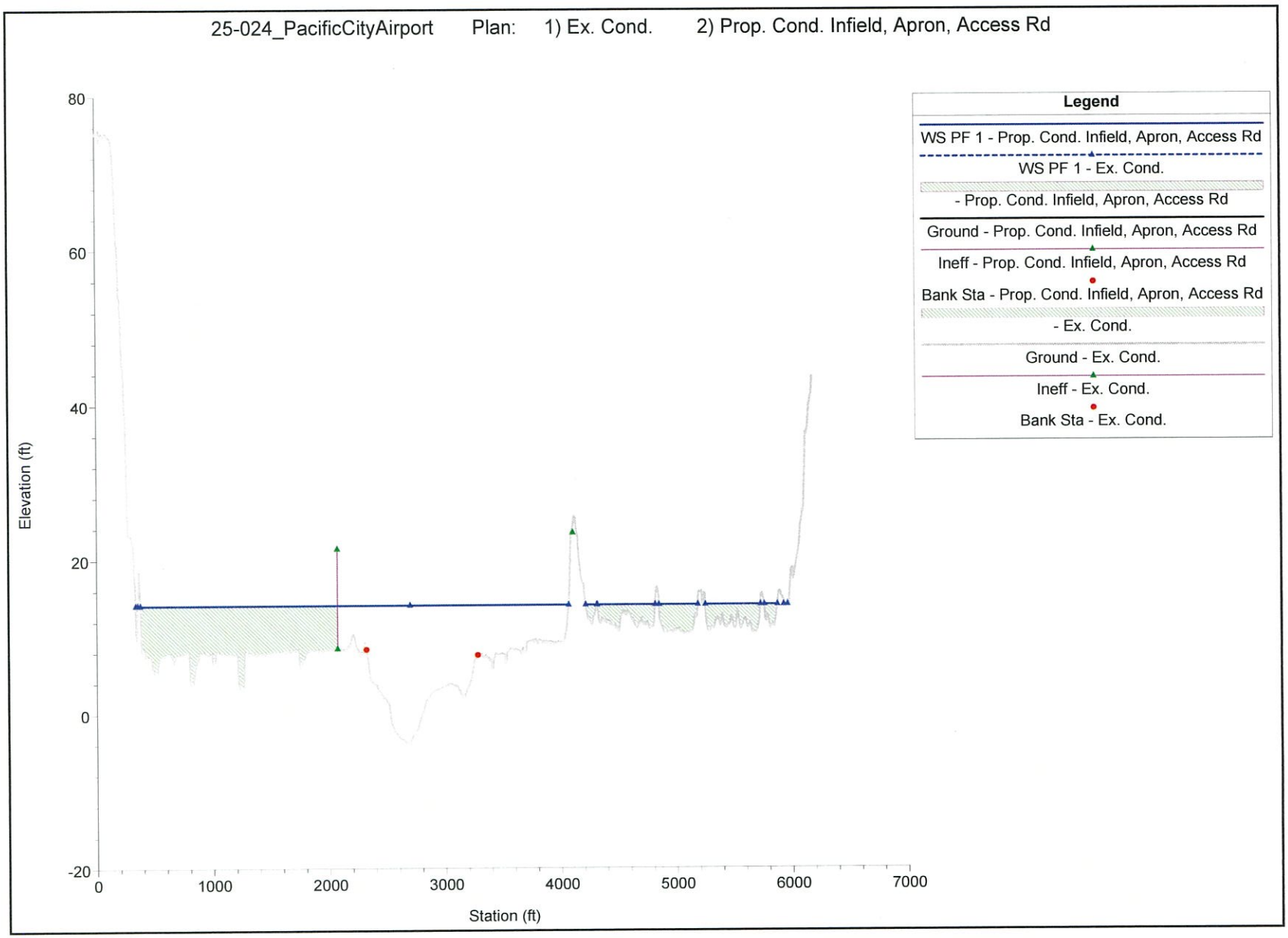

25-024_PacificCityAirport Plan: 1) Ex. Cond. 2) Prop. Cond. Infield, Apron, Access Rd
Legend
WS PF 1 - Ex. Cond.
WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
- Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Ineff - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
120
100
80
60
40
20
0
-20
0
500
1000
1500
2000
2500
3000
3500
Station (ft)


25-024_PacificCityAirport Plan: 1) Ex. Cond. 2) Prop. Cond. Infield, Apron, Access Rd
Added Xsect #4
Legend
WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
WS PF 1 - Ex. Cond.
- Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Ineff - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
140
120
100
80
60
40
20
0
-20
0
500
1000
1500
2000
2500
3000
3500
4000
Station (ft)


25-024_PacificCityAirport Plan: 1) Ex. Cond. 2) Prop. Cond. Infield, Apron, Access Rd
Legend
WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
WS PF 1 - Ex. Cond.
- Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Ineff - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
140
120
100
80
60
40
20
0
-20
0
1000
2000
3000
4000
5000
Station (ft)


25-024_PacificCityAirport Plan: 1) Ex. Cond. 2) Prop. Cond. Infield, Apron, Access Rd
Cross Section A
Legend
WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
WS PF 1 - Ex. Cond.
- Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Ineff - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
160
140
120
100
80
60
40
20
0
-20
0
1000
2000
3000
4000
Station (ft)


25-024_PacificCityAirport Plan: 1) Ex. Cond. 2) Prop. Cond. Infield, Apron, Access Rd
Legend
WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
WS PF 1 - Ex. Cond.
- Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Ineff - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
100
80
60
40
20
0
-20
0
1000
2000
3000
4000
5000
6000
Station (ft)


25-024_PacificCityAirport Plan: 1) Ex. Cond. 2) Prop. Cond. Infield, Apron, Access Rd
Legend
WS PF 1 - Prop. Cond. Infield, Apron, Access Rd
WS PF 1 - Ex. Cond.
- Prop. Cond. Infield, Apron, Access Rd
Ground - Prop. Cond. Infield, Apron, Access Rd
Ineff - Prop. Cond. Infield, Apron, Access Rd
Bank Sta - Prop. Cond. Infield, Apron, Access Rd
- Ex. Cond.
Ground - Ex. Cond.
Ineff - Ex. Cond.
Bank Sta - Ex. Cond.
Elevation (ft)
80
60
40
20
0
-20
0
1000
2000
3000
4000
5000
6000
7000
Station (ft)

HEC-RAS River: Nestucca River Reach: Lower Profile: PF 1

Reach	River Sta	Profile	Plan	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl
				(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)	
Lower	22553.94	PF 1	Ex. Cond.	49700.00	-5.99	20.48	12.22	20.52	0.000091	3.07	32139.55	3642.68	0.11
Lower	22553.94	PF 1	Prop. Cond. Infield Grading Only	49700.00	-5.99	20.48	12.22	20.52	0.000091	3.07	32137.71	3642.64	0.11
Lower	22553.94	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-5.99	20.48	12.22	20.52	0.000091	3.07	32136.84	3642.63	0.11
Lower	22553.94	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-5.99	20.48	12.22	20.52	0.000091	3.07	32139.81	3642.68	0.11
Lower	21008.6	PF 1	Ex. Cond.	49700.00	-8.92	20.05		20.27	0.000262	5.21	17793.75	1743.53	0.20
Lower	21008.6	PF 1	Prop. Cond. Infield Grading Only	49700.00	-8.92	20.05		20.27	0.000262	5.21	17792.52	1743.53	0.20
Lower	21008.6	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-8.92	20.05		20.27	0.000262	5.21	17792.00	1743.53	0.20
Lower	21008.6	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-8.92	20.05		20.27	0.000262	5.21	17793.92	1743.54	0.20
Lower	20157.05	PF 1	Ex. Cond.	49700.00	-9.15	19.90	12.36	20.06	0.000214	4.45	19933.58	2301.74	0.17
Lower	20157.05	PF 1	Prop. Cond. Infield Grading Only	49700.00	-9.15	19.90	12.36	20.06	0.000215	4.45	19932.19	2301.73	0.17
Lower	20157.05	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-9.15	19.90	12.36	20.06	0.000215	4.45	19931.59	2301.73	0.17
Lower	20157.05	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-9.15	19.90	12.36	20.06	0.000214	4.45	19933.78	2301.74	0.17
Lower	19079.89	PF 1	Ex. Cond.	49700.00	-11.85	19.66		19.84	0.000231	5.05	20208.84	1888.63	0.18
Lower	19079.89	PF 1	Prop. Cond. Infield Grading Only	49700.00	-11.85	19.66		19.84	0.000231	5.05	20207.36	1888.63	0.18
Lower	19079.89	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-11.85	19.66		19.84	0.000231	5.05	20206.72	1888.63	0.18
Lower	19079.89	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-11.85	19.66		19.84	0.000231	5.05	20209.05	1888.63	0.18
Lower	18019.8	PF 1	Ex. Cond.	49700.00	-7.69	19.49	11.35	19.63	0.000189	4.34	22091.75	2667.73	0.16
Lower	18019.8	PF 1	Prop. Cond. Infield Grading Only	49700.00	-7.69	19.49	11.35	19.63	0.000189	4.34	22090.07	2667.72	0.16
Lower	18019.8	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-7.69	19.49	11.35	19.63	0.000189	4.34	22089.34	2667.72	0.16
Lower	18019.8	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-7.69	19.49	11.35	19.63	0.000189	4.34	22092.00	2667.73	0.16
Lower	17875.97	PF 1	Ex. Cond.	49700.00	-7.60	19.48	11.05	19.61	0.000170	4.15	22961.89	2676.55	0.16
Lower	17875.97	PF 1	Prop. Cond. Infield Grading Only	49700.00	-7.60	19.47	11.05	19.60	0.000170	4.15	22960.13	2676.54	0.16
Lower	17875.97	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-7.60	19.47	11.05	19.60	0.000170	4.15	22959.38	2676.54	0.16
Lower	17875.97	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-7.60	19.48	11.05	19.61	0.000170	4.15	22962.15	2676.55	0.16
Lower	17653.2	PF 1	Ex. Cond.	49700.00	-4.67	19.49	11.28	19.56	0.000096	3.23	29153.07	3181.38	0.12
Lower	17653.2	PF 1	Prop. Cond. Infield Grading Only	49700.00	-4.67	19.49	11.28	19.56	0.000096	3.23	29150.86	3181.38	0.12
Lower	17653.2	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-4.67	19.49	11.28	19.56	0.000096	3.23	29149.92	3181.38	0.12
Lower	17653.2	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-4.67	19.49	11.28	19.56	0.000096	3.23	29153.39	3181.39	0.12
Lower	15949.74	PF 1	Ex. Cond.	49700.00	-7.67	19.44	9.86	19.47	0.000033	1.91	46555.91	4377.48	0.07
Lower	15949.74	PF 1	Prop. Cond. Infield Grading Only	49700.00	-7.67	19.44	9.86	19.47	0.000033	1.91	46552.63	4377.48	0.07
Lower	15949.74	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-7.67	19.44	9.86	19.48	0.000033	1.91	46551.21	4377.48	0.07
Lower	15949.74	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-7.67	19.44	9.86	19.47	0.000033	1.91	46556.40	4377.48	0.07
Lower	14728.64	PF 1	Ex. Cond.	49700.00	-9.90	19.39	10.23	19.43	0.000044	2.47	37160.20	3854.96	0.09
Lower	14728.64	PF 1	Prop. Cond. Infield Grading Only	49700.00	-9.90	19.39	10.23	19.43	0.000044	2.47	37157.27	3854.95	0.09
Lower	14728.64	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-9.90	19.39	10.23	19.43	0.000044	2.47	37158.02	3854.94	0.09
Lower	14728.64	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-9.90	19.39	10.23	19.43	0.000044	2.47	37160.63	3854.96	0.09
Lower	14621.23			Bridge									
Lower	14544.91	PF 1	Ex. Cond.	49700.00	-8.62	19.37	10.32	19.41	0.000046	2.55	36743.34	3870.27	0.10
Lower	14544.91	PF 1	Prop. Cond. Infield Grading Only	49700.00	-8.62	19.37	10.32	19.41	0.000046	2.55	36740.40	3870.26	0.10
Lower	14544.91	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-8.62	19.37	10.32	19.41	0.000046	2.55	36739.14	3870.25	0.10
Lower	14544.91	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-8.62	19.37	10.32	19.41	0.000046	2.55	36743.77	3870.27	0.10
Lower	13541.26	PF 1	Ex. Cond.	49700.00	-7.81	19.32	10.21	19.37	0.000052	2.51	32657.80	3280.20	0.10
Lower	13541.26	PF 1	Prop. Cond. Infield Grading Only	49700.00	-7.81	19.32	10.21	19.37	0.000052	2.51	32655.44	3280.19	0.10
Lower	13541.26	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-7.81	19.32	10.21	19.37	0.000052	2.51	32654.43	3280.19	0.10
Lower	13541.26	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-7.81	19.32	10.21	19.37	0.000052	2.51	32658.15	3280.20	0.10
Lower	12398	PF 1	Ex. Cond.	49700.00	-3.59	18.45		19.17	0.000468	7.09	9055.87	2047.47	0.30
Lower	12398	PF 1	Prop. Cond. Infield Grading Only	49700.00	-3.59	18.45		19.17	0.000468	7.09	9055.13	2047.42	0.30
Lower	12398	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-3.59	18.45		19.17	0.000468	7.09	9054.82	2047.40	0.30
Lower	12398	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-3.59	18.45		19.17	0.000468	7.09	9055.98	2047.47	0.30
Lower	11367.2	PF 1	Ex. Cond.	49700.00	-3.05	17.67	9.50	18.60	0.000629	7.86	7488.38	2005.22	0.35
Lower	11367.2	PF 1	Prop. Cond. Infield Grading Only	49700.00	-3.05	17.67	9.50	18.59	0.000629	7.87	7487.50	2005.00	0.35
Lower	11367.2	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-3.05	17.67	9.50	18.59	0.000629	7.87	7487.12	2004.91	0.35
Lower	11367.2	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-3.05	17.67	9.50	18.60	0.000629	7.86	7488.50	2005.26	0.35
Lower	10048.77	PF 1	Ex. Cond.	49700.00	-3.49	16.90	9.18	17.74	0.000631	7.58	8587.98	2053.80	0.34
Lower	10048.77	PF 1	Prop. Cond. Infield Grading Only	49700.00	-3.49	16.89	9.18	17.74	0.000631	7.58	8586.23	2053.64	0.34
Lower	10048.77	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-3.49	16.89	9.18	17.74	0.000632	7.58	8585.49	2053.58	0.34
Lower	10048.77	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-3.49	16.90	9.18	17.74	0.000631	7.58	8588.23	2053.83	0.34
Lower	9942.323			Bridge									
Lower	9904.361	PF 1	Ex. Cond.	49700.00	-8.44	16.74	8.05	17.44	0.000553	6.98	9927.71	2093.28	0.31
Lower	9904.361	PF 1	Prop. Cond. Infield Grading Only	49700.00	-8.44	16.74	8.05	17.44	0.000553	6.98	9925.77	2093.27	0.31
Lower	9904.361	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-8.44	16.74	8.05	17.44	0.000553	6.98	9924.95	2093.26	0.31
Lower	9904.361	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-8.44	16.74	8.05	17.44	0.000553	6.98	9927.99	2093.28	0.31
Lower	9617	PF 1	Ex. Cond.	49700.00	-7.30	16.68	8.11	17.23	0.000437	6.50	10713.89	2028.88	0.28
Lower	9617	PF 1	Prop. Cond. Infield Grading Only	49700.00	-7.30	16.68	8.11	17.22	0.000433	6.48	10751.04	2027.02	0.28
Lower	9617	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-7.30	16.68	8.11	17.22	0.000433	6.48	10750.15	2026.98	0.28
Lower	9617	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-7.30	16.68	8.11	17.23	0.000437	6.50	10714.19	2026.90	0.28
Lower	9413	PF 1	Ex. Cond.	49700.00	-6.62	16.70	8.17	17.10	0.000355	5.65	11898.51	1950.63	0.25
Lower	9413	PF 1	Prop. Cond. Infield Grading Only	49700.00	-6.62	16.69	8.17	17.10	0.000358	5.67	11861.67	1949.73	0.25
Lower	9413	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-6.62	16.69	8.17	17.10	0.000358	5.67	11860.68	1949.60	0.25
Lower	9413	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-6.62	16.70	8.17	17.10	0.000355	5.65	11899.55	1950.07	0.25
Lower	8968.11	PF 1	Ex. Cond.	49700.00	-4.80	16.59	8.16	16.94	0.000329	5.35	13004.97	1984.61	0.24
Lower	8968.11	PF 1	Prop. Cond. Infield Grading Only	49700.00	-4.80	16.59	8.16	16.94	0.000327	5.33	13036.10	1984.50	0.24
Lower	8968.11	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-4.80	16.59	8.16	16.94	0.000324	5.31	13051.67	1984.95	0.24
Lower	8968.11	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-4.80	16.59	8.17	16.94	0.000330	5.36	12995.27	1984.54	0.24
Lower	8619	PF 1	Ex. Cond.	49700.00	-11.01	16.50	7.73	16.82	0.000299	5.22	13617.78	2082.25	0.23
Lower	8619	PF 1	Prop. Cond. Infield Grading Only	49700.00	-11.01	16.50	7.72	16.82	0.000297	5.21	13640.56	2082.22	0.23
Lower	8619	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-11.01	16.50	7.72	16.82	0.000292	5.17	13692.31	2082.64	0.23

HEC-RAS River: Nestucca River Reach: Lower Profile: PF 1 (Continued)

Reach	River Sta	Profile	Plan	Q Total	Min Ch El	W.S. Elev	Crit W.S.	E.G. Elev	E.G. Slope	Vel Chnl	Flow Area	Top Width	Froude # Chl
				(cfs)	(ft)	(ft)	(ft)	(ft)	(ft/ft)	(ft/s)	(sq ft)	(ft)	
Lower	8619	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-11.01	16.50	7.73	18.62	0.000298	5.22	13618.88	2082.25	0.23
Lower	8192.259	PF 1	Ex. Cond.	49700.00	-18.19	16.33	6.30	16.69	0.000305	5.44	13071.82	2041.45	0.23
Lower	8192.259	PF 1	Prop. Cond. Infield Grading Only	49700.00	-18.19	16.33	6.29	16.69	0.000305	5.44	13081.31	2041.43	0.23
Lower	8192.259	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-18.19	16.33	6.29	16.69	0.000305	5.44	13081.31	2041.43	0.23
Lower	8192.259	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-18.19	16.33	6.30	16.69	0.000305	5.44	13071.82	2041.45	0.23
Lower	7839.108	PF 1	Ex. Cond.	49700.00	-6.96	16.23	6.78	16.59	0.000309	5.15	12548.18	1877.81	0.23
Lower	7839.108	PF 1	Prop. Cond. Infield Grading Only	49700.00	-6.96	16.23	6.78	16.58	0.000308	5.15	12564.08	1877.79	0.23
Lower	7839.108	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-6.96	16.23	6.78	16.58	0.000308	5.15	12564.08	1877.79	0.23
Lower	7839.108	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-6.96	16.23	6.78	16.59	0.000309	5.15	12548.18	1877.81	0.23
Lower	7452	PF 1	Ex. Cond.	49700.00	-5.17	16.20	6.70	16.45	0.000229	4.32	14369.48	2300.84	0.20
Lower	7452	PF 1	Prop. Cond. Infield Grading Only	49700.00	-5.17	16.20	6.70	16.45	0.000227	4.30	14414.67	2300.88	0.20
Lower	7452	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-5.17	16.20	6.70	16.45	0.000227	4.30	14414.67	2300.88	0.20
Lower	7452	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-5.17	16.20	6.70	16.45	0.000229	4.32	14369.48	2300.84	0.20
Lower	6628.945	PF 1	Ex. Cond.	49700.00	-1.36	16.04	6.84	16.27	0.000208	3.91	14212.34	3171.30	0.19
Lower	6628.945	PF 1	Prop. Cond. Infield Grading Only	49700.00	-1.36	16.04	6.84	16.27	0.000208	3.91	14212.34	3171.30	0.19
Lower	6628.945	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-1.36	16.04	6.84	16.27	0.000208	3.91	14212.34	3171.30	0.19
Lower	6628.945	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-1.36	16.04	6.84	16.27	0.000208	3.91	14212.34	3171.30	0.19
Lower	4746.314	PF 1	Ex. Cond.	49700.00	-11.72	14.78	7.45	15.56	0.000672	7.30	7417.25	2442.34	0.34
Lower	4746.314	PF 1	Prop. Cond. Infield Grading Only	49700.00	-11.72	14.78	7.45	15.56	0.000672	7.30	7417.25	2442.34	0.34
Lower	4746.314	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-11.72	14.78	7.45	15.56	0.000672	7.30	7417.25	2442.34	0.34
Lower	4746.314	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-11.72	14.78	7.45	15.56	0.000672	7.30	7417.25	2442.34	0.34
Lower	3370.732	PF 1	Ex. Cond.	49700.00	-3.40	14.28	6.63	14.73	0.000430	5.53	9803.55	3594.57	0.27
Lower	3370.732	PF 1	Prop. Cond. Infield Grading Only	49700.00	-3.40	14.28	6.63	14.73	0.000430	5.53	9803.55	3594.57	0.27
Lower	3370.732	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-3.40	14.28	6.63	14.73	0.000430	5.53	9803.55	3594.57	0.27
Lower	3370.732	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-3.40	14.28	6.63	14.73	0.000430	5.53	9803.55	3594.57	0.27
Lower	2099.855	PF 1	Ex. Cond.	49700.00	-3.90	14.15	5.85	14.31	0.000175	3.42	17693.71	5262.50	0.17
Lower	2099.855	PF 1	Prop. Cond. Infield Grading Only	49700.00	-3.90	14.15	5.85	14.31	0.000175	3.42	17693.71	5262.50	0.17
Lower	2099.855	PF 1	Prop. Cond. Infield, Apron, Access Rd	49700.00	-3.90	14.15	5.85	14.31	0.000175	3.42	17693.71	5262.50	0.17
Lower	2099.855	PF 1	Prop. Cond. Apron, Access Rd Only	49700.00	-3.90	14.15	5.85	14.31	0.000175	3.42	17693.71	5262.50	0.17

Oregon Department of Aviation – Pacific City Airport Misc. Improvements 5/12/2025
Floodplain Development Permit Application 851-24-000575-PLNG

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MAY 12 2025
BY:

Responses to TLCUO SECTION 3.510(14)(b) Development Permit Review Criteria

- Legend: **( )** TLCUO Criteria / *Response*

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(1) The fill is not within a Coastal High Hazard Area.

Fill placed as part of this project is not within a Coastal High Hazard Area (Reference FEMA Flood Insurance Rate Map Panel 0855, September 8, 2018).

(2) Fill placed within the Regulatory Floodway shall not result in any increase in flood levels during the occurrence of the base flood discharge.

As documented in the Hydraulic Analysis Report for this project and the associated Engineering "No Rise" Certification, dated 5/12/2025, fill placed within the Regulatory Floodway will not result in any increase in flood levels during the base flood discharge.

(3) The fill is necessary for an approved use on the property.

The fill associated with this project is integral to supporting the proposed aviation, aviation-related access, and airport-related drainage improvements, which support the approved use of the property as an airport.

(4) The fill is the minimum amount necessary to achieve the approved use.

The proposed improvements have been designed with the minimum fill necessary to achieve the approved use. The apron, access road, and vehicle parking improvements result in a minor net cut. The grading and drainage improvements result in a net cut. Additional details are included in the Grading Plan dated 5/12/2025.

(5) No feasible alternative upland locations exist on the property.

The majority of the property is located within the floodway, with the remaining portion in the floodplain. As a result, there is no alternative to locating the work in upland areas.

(6) The fill does not impede or alter drainage or the flow of floodwaters.

Based on the Hydraulic Analysis Report for this project and the associated Engineering "No Rise" Certification, dated 5/12/2025, the fill and overall design of the project will not impede or alter drainage or the flow of floodwaters. Additionally, the design maintains the existing drainage flow paths present at the site.

(7) If the proposal is for a new critical facility, no feasible alternative site is available.

N/A – The proposal does not include this type of work.

(8) For creation of new, and modification of, Flood Refuge Platforms, the following apply, in addition to (14)(a)(l-4) and (b)(1 -5):

i. The fill is not within a floodway, wetland, riparian area or other sensitive area regulated by the Tillamook County Land Use Ordinance.

ii. The property is actively used for livestock and/or farm purposes,

iii. Maximum platform size = 10 sq ft of platform surface per acre of pasture in use, or 30 sq ft per animal, with a 10-ft wide buffer around the outside of the platform,

iv. Platform surface shall be at least 1 ft above base flood elevation,

v. Slope of fill shall be no steeper than 1.5 horizontal to 1 vertical,

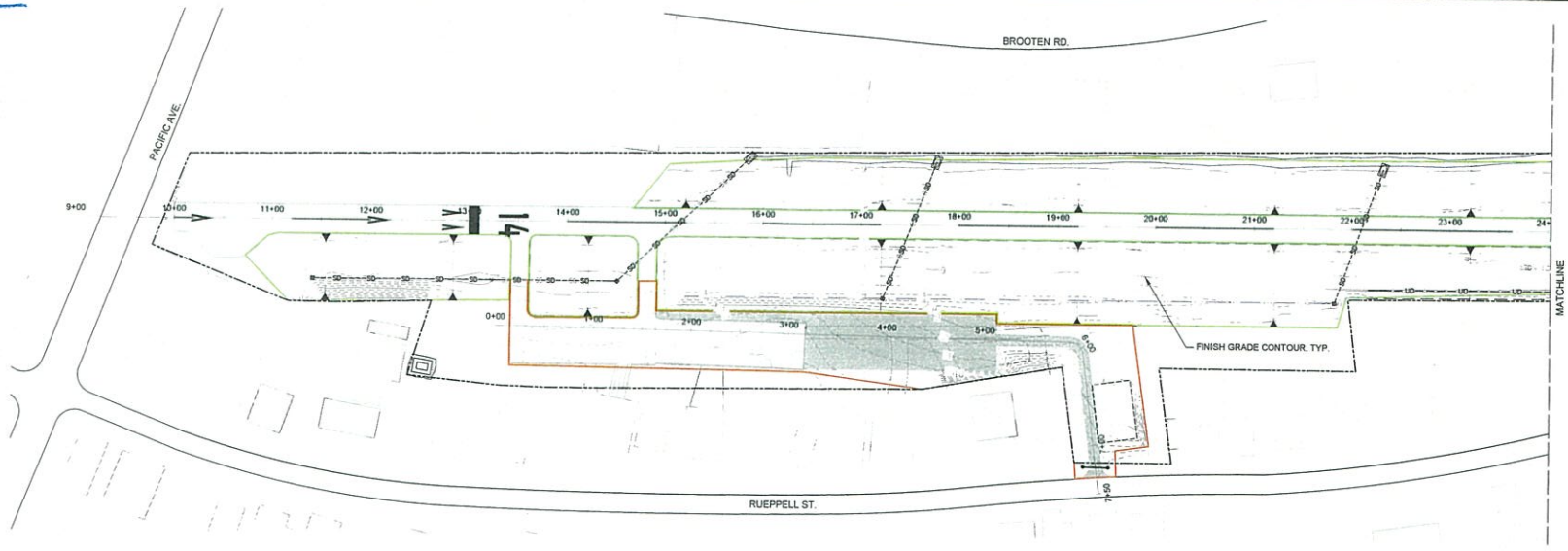
vi. Slope shall be constructed and/or fenced in a manner so as to prevent and avoid erosion.

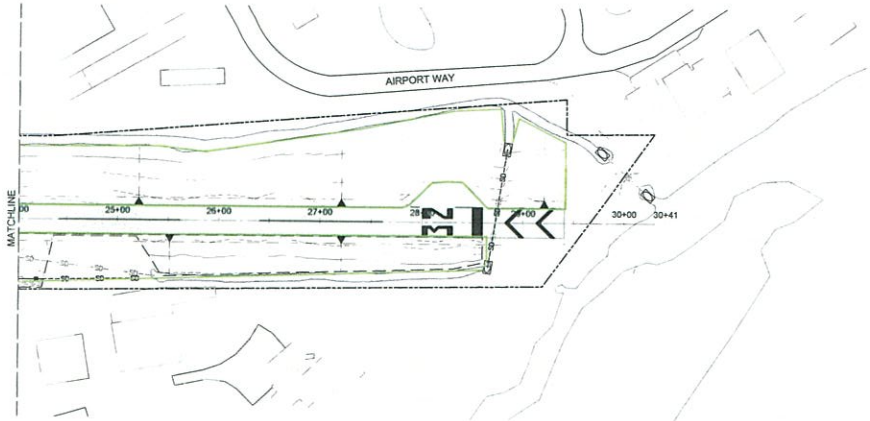
N/A – The proposal does not include this type of work.



PRECISION APPROACH ENGINEERING, INC.
Corley McFarland, P.E.
Project Engineer

RECEIVED
MAY 12 2025
BY:





LEGEND

- APRON AND VEHICLE ACCESS ROAD PROJECT LIMITS (5 CY NET CUT)
- GRADING AND DRAINAGE PROJECT LIMITS (1,340 CY NET CUT)
- PROPOSED DRAINAGE PIPE
- EXISTING DRAINAGE PIPE
- PROPOSED PERFORATED PIPE
- STORM DRAIN END
- CATCH BASIN
- PROPOSED DITCH LINE
- AIRPORT PROPERTY LINE
- CONTRACTOR EQUIPMENT AND MATERIAL STAGING AREA
- EXISTING HYDROGRAPHIC FEATURE

NORTH

0 25 50 100
SCALE IN FEET

NOTES

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2. NO ONSITE DISPOSAL OF EXCESS EXCAVATION MATERIAL. ALL EXCESS MATERIAL WILL BE DISPOSED OF OFFSITE.
3. EXISTING GROUND CONTOURS NOT SHOWN FOR CLARITY. SEE CROSS SECTIONS FOR EXISTING GROUND INFORMATION.

FLOODPLAIN DEVELOPMENT
PERMIT SET
NOT FOR CONSTRUCTION
5/12/2025

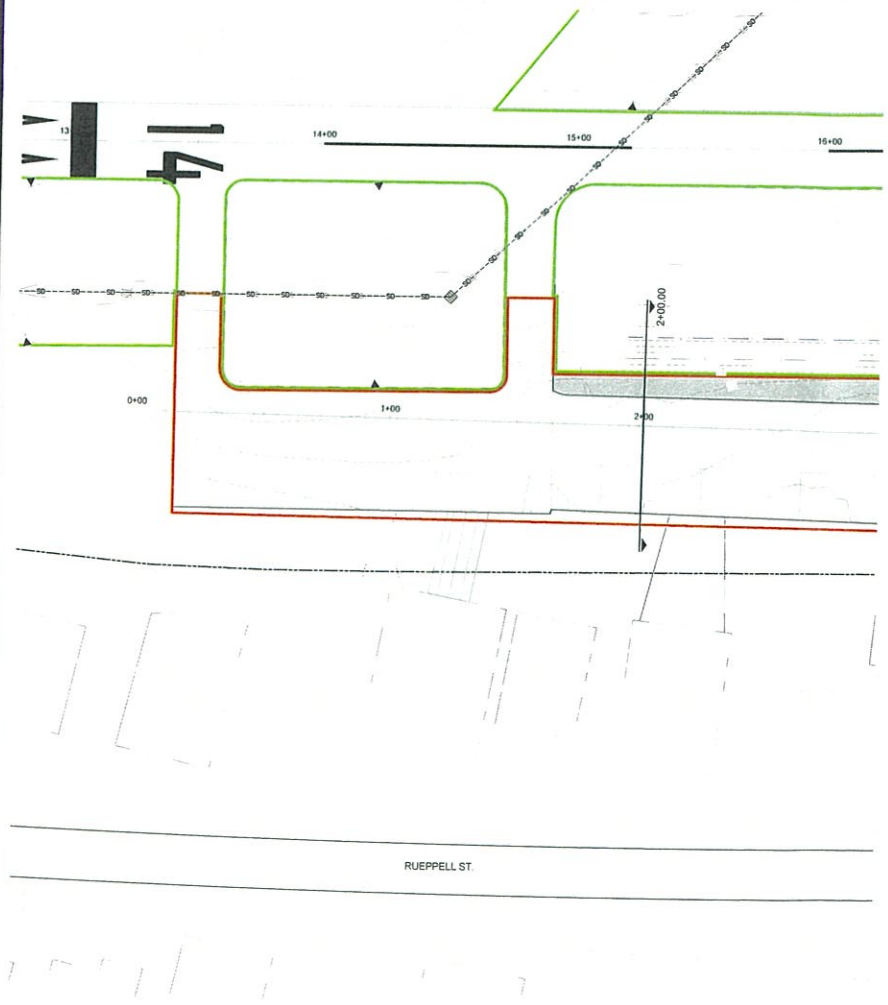
PACIFIC CITY STATE AIRPORT
MISCELLANEOUS IMPROVEMENTS

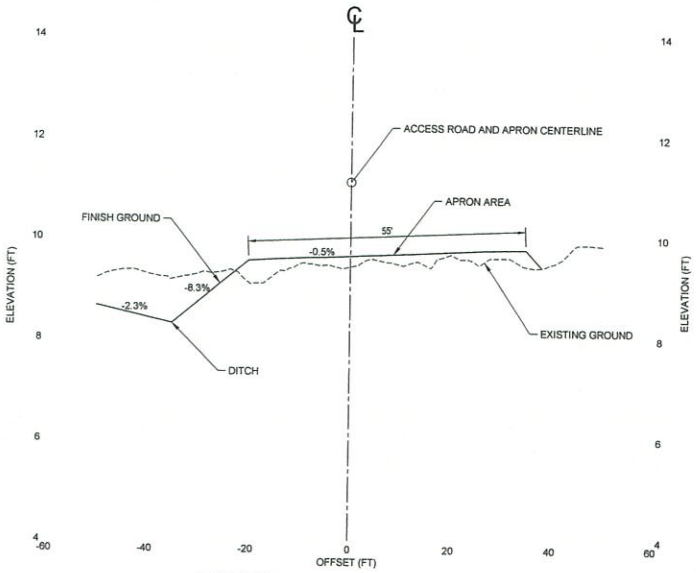
GRADING PLAN

PRECISION APPROACH ENGINEERING
5125 Southwest Hout Street
Corvallis, OR 97333
541-754-0043

FIGURE 2 MAY 2025

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ACCESS ROAD AND APRON CL STATION 2+00.00

LEGEND

- APRON AND VEHICLE ACCESS ROAD PROJECT LIMITS (5 CY NET CUT)
- GRADING AND DRAINAGE PROJECT LIMITS (1,340 CY NET CUT)
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FLOODPLAIN DEVELOPMENT
PERMIT SET
NOT FOR CONSTRUCTION
5/12/2025

NORTH

0 10 20 40
SCALE IN FEET

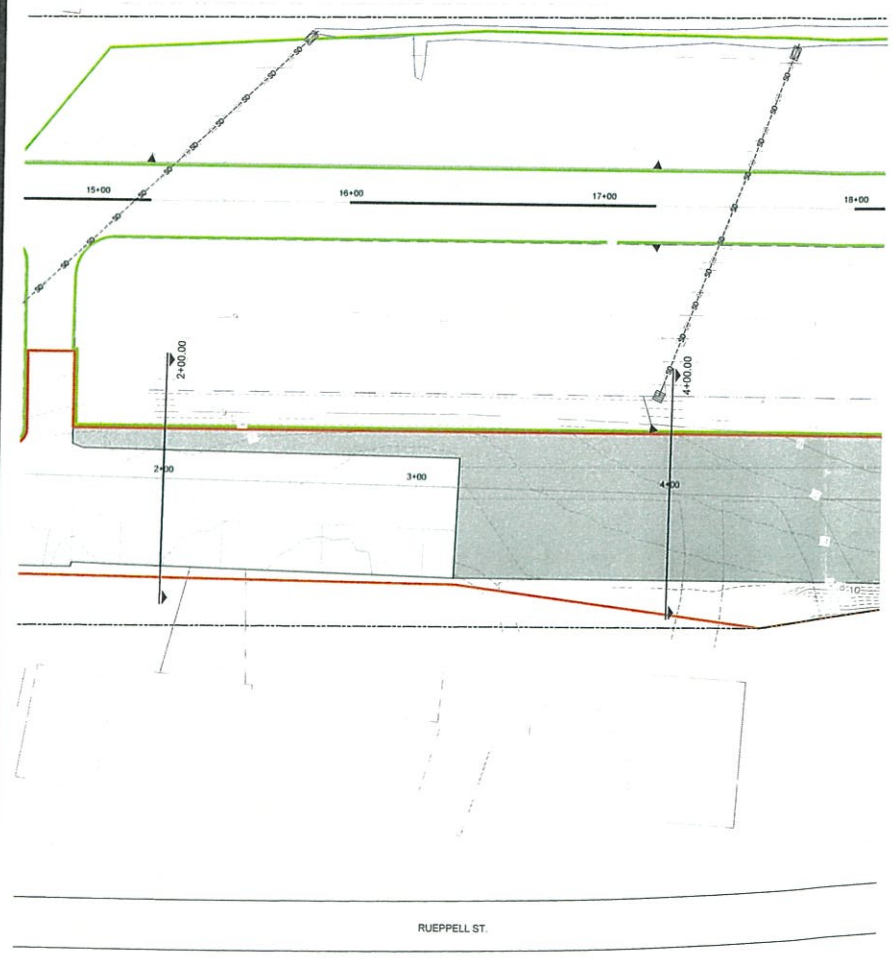
PRECISION APPROACH ENGINEERING
5125 Southwest Hout Street
Corvallis, OR 97333
541•754•0043

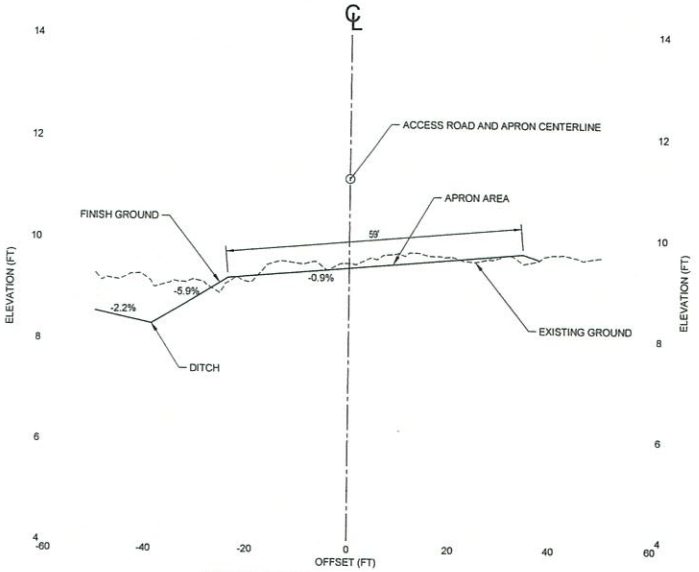
PACIFIC CITY STATE AIRPORT
MISCELLANEOUS IMPROVEMENTS

ACCESS ROAD AND APRON STATION 2+00 CROSS SECTION

FIGURE 3 MAY 2025

05/12/25 - 2:35pm - EWilliams - P:\OODA-PacCity\05-TC-FP-Dev-Permit\04000-AD\Graphics\Permit Site Plan.dwg





ACCESS ROAD AND APRON CL STATION 4+00.00

LEGEND

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- GRADING AND DRAINAGE PROJECT LIMITS (1,340 CY NET CUT)
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FLOODPLAIN DEVELOPMENT PERMIT SET
NOT FOR CONSTRUCTION
5/12/2025

NORTH

0 10 20 40
SCALE IN FEET

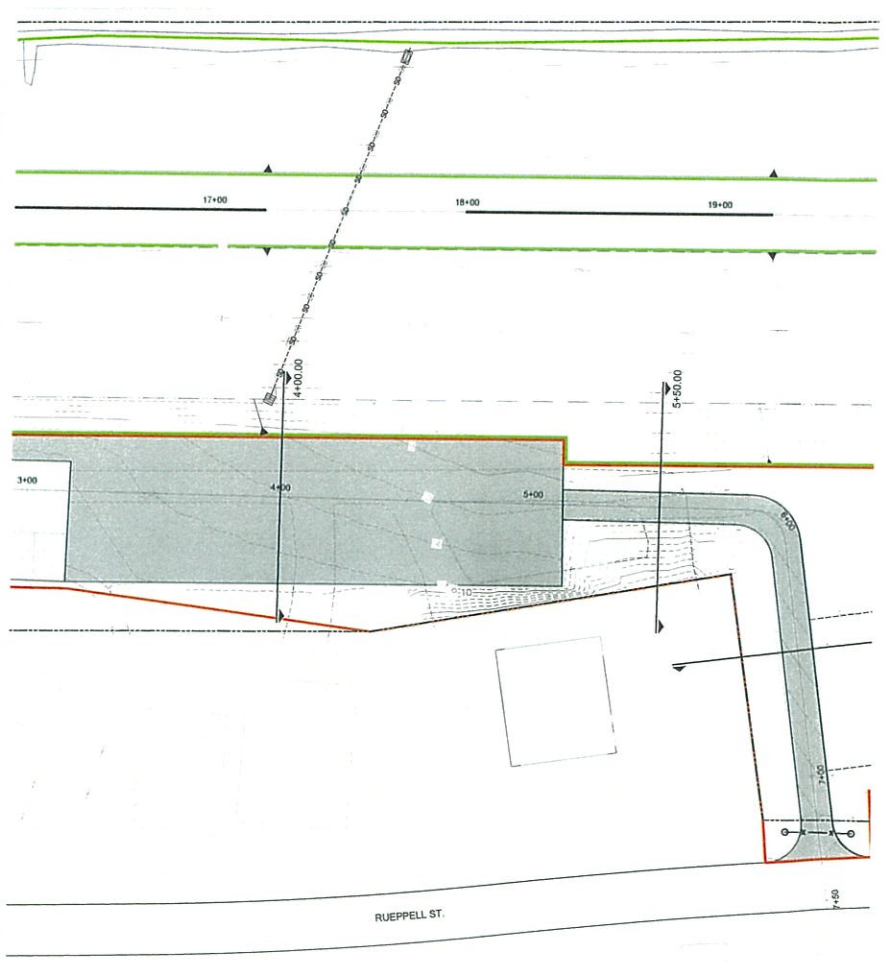
PRECISION APPROACH ENGINEERING
5125 Southwest Hout Street
Corvallis, OR 97333
541-754-0043

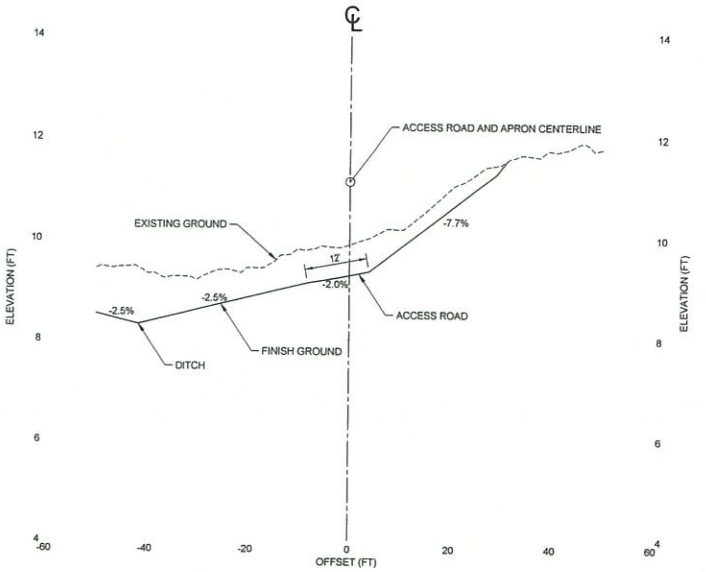
PACIFIC CITY STATE AIRPORT
MISCELLANEOUS IMPROVEMENTS

ACCESS ROAD AND APRON STATION 4+00 CROSS SECTION

FIGURE 4 MAY 2025

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ACCESS ROAD AND APRON CL STATION 5+50.00

LEGEND

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5/12/2025

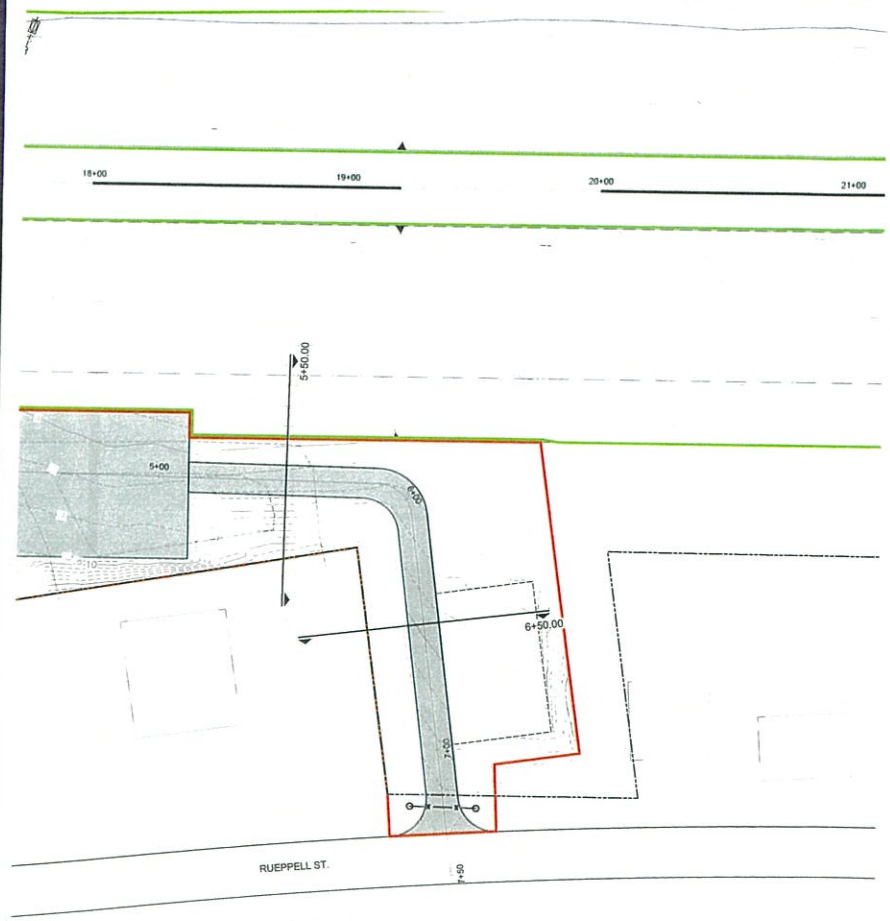
PACIFIC CITY STATE AIRPORT
MISCELLANEOUS IMPROVEMENTS

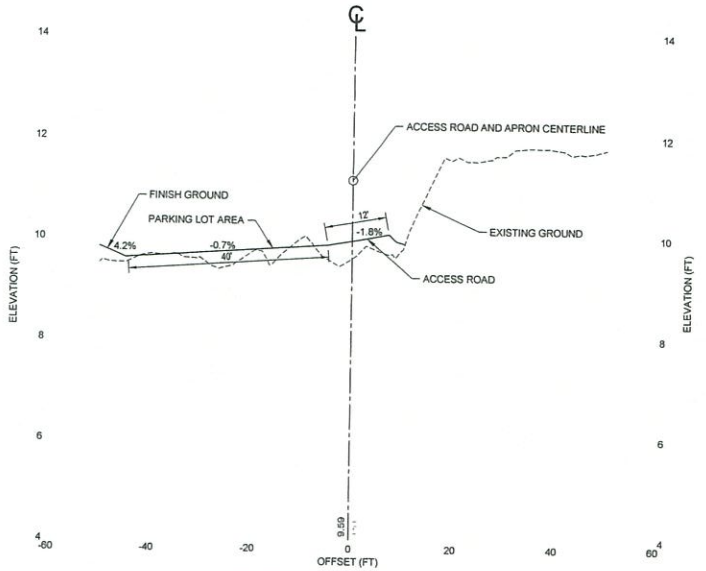
ACCESS ROAD AND APRON STATION 5+50 CROSS SECTION

PRECISION APPROACH ENGINEERING
5125 Southwest Hout Street
Corvallis, OR 97333
541•754•0043

FIGURE 5 MAY 2025

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ACCESS ROAD AND APRON CL STATION 6+50.00

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FLOODPLAIN DEVELOPMENT PERMIT SET
NOT FOR CONSTRUCTION
5/12/2025

NORTH

0 10 20 40
SCALE IN FEET

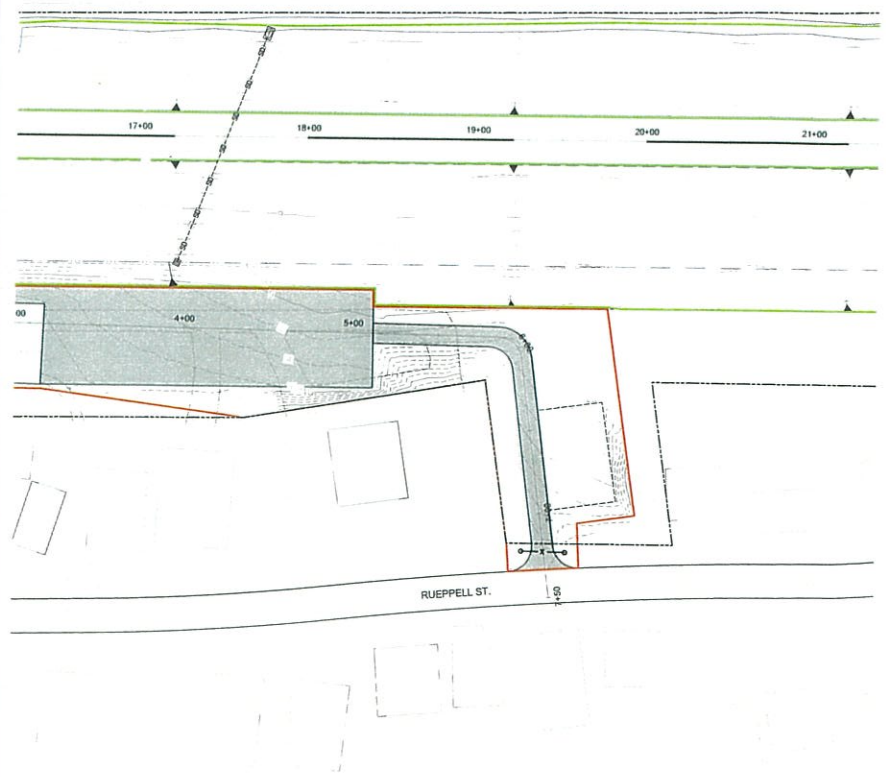
PRECISION APPROACH ENGINEERING
5125 Southwest Hout Street
Corvallis, OR 97333
541-754-0043

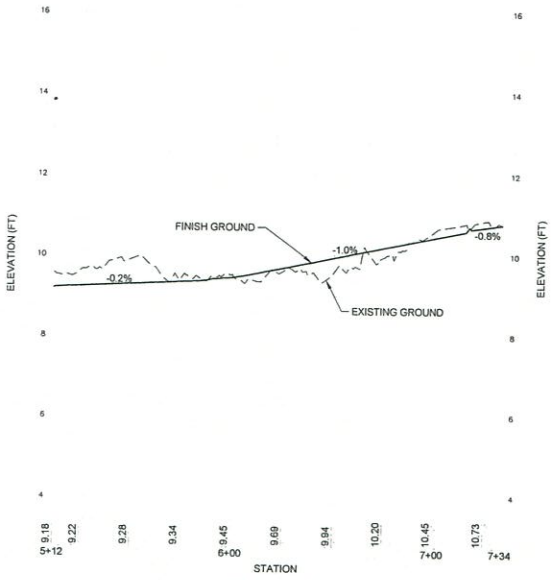
PACIFIC CITY STATE AIRPORT
MISCELLANEOUS IMPROVEMENTS

ACCESS ROAD AND APRON STATION 6+50 CROSS SECTION

FIGURE 6 MAY 2025

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ACCESS ROAD CL PROFILE

LEGEND

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NOTES

1. WHERE REQUIRED, FILL WILL BE SOURCED FROM ONSITE EXCAVATION ACTIVITIES. NO OFFSITE FILL IMPORT IS REQUIRED, AS THE GRADING RESULTS IN A NET CUT OF MATERIAL.
2. NO ONSITE DISPOSAL OF EXCESS EXCAVATION MATERIAL. ALL EXCESS MATERIAL WILL BE DISPOSED OF OFFSITE.

FLOODPLAIN DEVELOPMENT PERMIT SET
NOT FOR CONSTRUCTION
5/12/2025

PRINT IN COLOR

THIS DRAWING IS INTENDED TO BE PRINTED IN COLOR. PRINTING IN BLACK AND WHITE MAY REDUCE READABILITY AND ALTER ENTITY DEFINITION OR REPRESENTATION.

NORTH

0 15 30 60
SCALE IN FEET

PRECISION APPROACH ENGINEERING
5125 Southwest Hout Street
Corvallis, OR 97333
541-754-0043

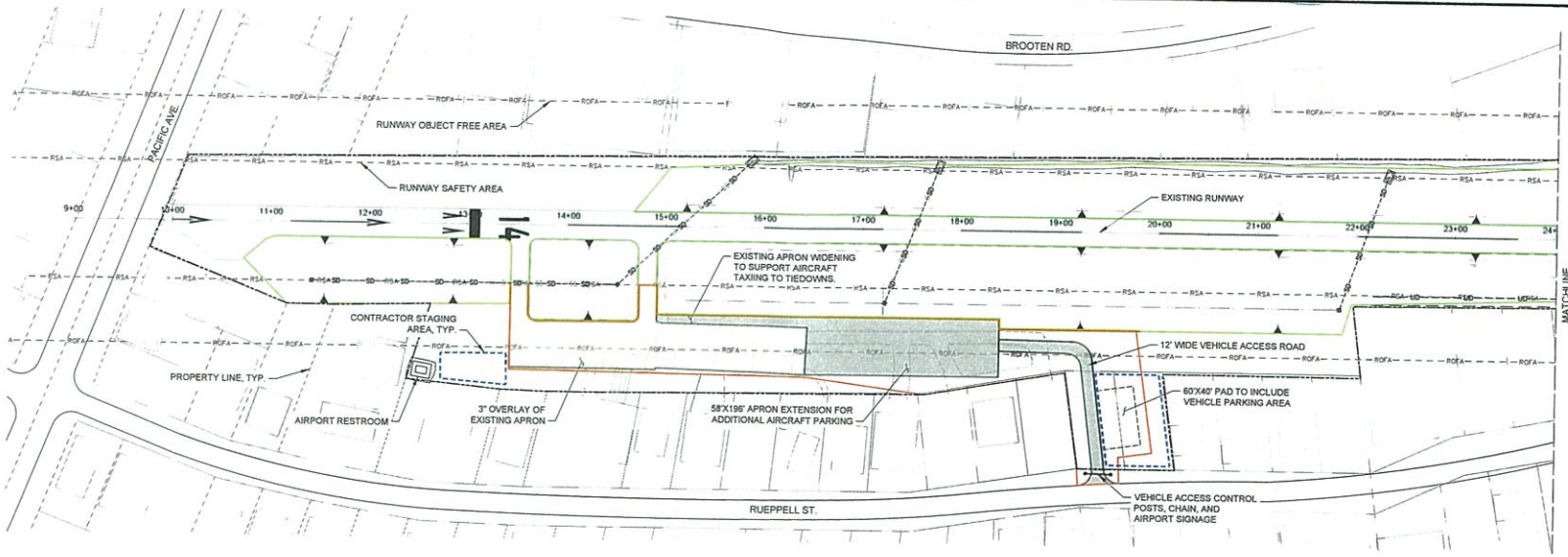
PACIFIC CITY STATE AIRPORT
MISCELLANEOUS IMPROVEMENTS

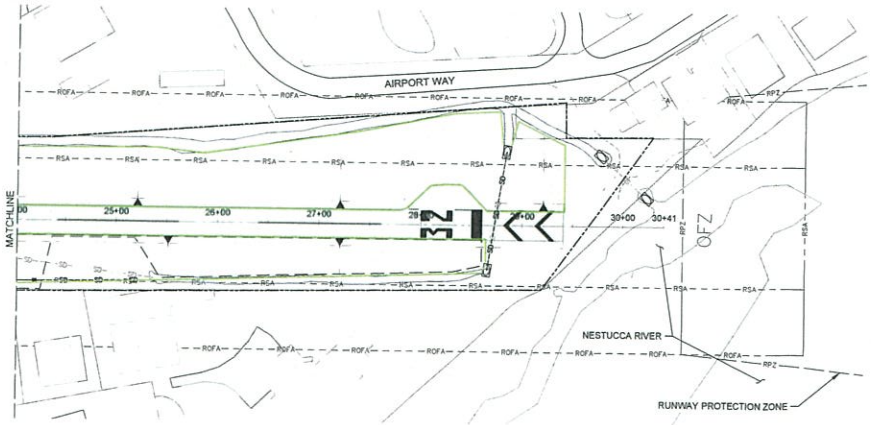
ACCESS ROAD CL PROFILE

FIGURE 8 MAY 2025

05/12/25 - 2:35pm - EWilliams - P:\CIVIL\DA-Pac\City\06-TC-FP-Dev-Permit\04\00\CAD\Graphics\Permit Site Plan.dwg

RECEIVED
MAY 12 2025
BY:





LEGEND

- APRON AND VEHICLE ACCESS ROAD PROJECT LIMITS (5 CY NET CUT)
- GRADING AND DRAINAGE PROJECT LIMITS (1,340 CY NET CUT)
- PROPOSED DRAINAGE PIPE
- EXISTING DRAINAGE PIPE
- PROPOSED PERFORATED PIPE
- STORM DRAIN END
- CATCH BASIN
- PROPOSED DITCH LINE
- AIRPORT PROPERTY LINE
- CONTRACTOR EQUIPMENT AND MATERIAL STAGING AREA
- EXISTING HYDROGRAPHIC FEATURE

FLOODPLAIN DEVELOPMENT PERMIT SET
NOT FOR CONSTRUCTION
5/12/2025

NORTH

0 25 50 100
SCALE IN FEET

NOTES

1. CONSTRUCTION EQUIPMENT AND MATERIALS TYPICAL OF GRADING, ROADWORK, AND DRAINAGE CONSTRUCTION OPERATIONS WILL BE LOCATED AT THE DESIGNATED STAGING AREA(S) DURING CONSTRUCTION. NO MATERIALS WILL BE STORED ON SITE FOLLOWING COMPLETION OF CONSTRUCTION
2. NON PAVED AREAS WITHIN THE PROPOSED PROJECT LIMITS WILL BE STABILIZED AND SEEDED WITH AIRPORT COMPATIBLE GRASS SEED MIX UPON COMPLETION OF GRADING ACTIVITIES.
3. EXISTING VEGETATION WITHIN GRADING AND DRAINAGE PROJECT LIMITS CONSISTS PRIMARILY OF GRASS AND OTHER LOW GROWING VEGETATION.
4. PROPERTY LINES SHOWN ARE FROM GIS AND ARE APPROXIMATE.

PRECISION APPROACH ENGINEERING
5125 Southwest Hout Street
Corvallis, OR 97333
541-754-0043

PACIFIC CITY STATE AIRPORT
MISCELLANEOUS IMPROVEMENTS

SITE PLAN

FIGURE 1 MAY 2025

05/12/25 - 1:20pm - EWilliams - P:\Oil\ODA-PacCity\006-TC-FP-Dev-Permit\400CAD\Graphics\Permit Site Plan.dwg

EXHIBIT C

RECEIVED
AUG 25 2025
BY:

Gmail

Katherine Hyneman <p.oregonroses@gmail.com>

(no subject)

1 message

Katherine Hyneman <p.oregonroses@gmail.com>
To: Katherine Hyneman <p.oregonroses@gmail.com>

Thu, Aug 21, 2025 at 8:48 PM

Floodway development permit request number 851–20 4–000575-PLNG
I'm all for improvements to be made to the Pacific City airport. This airport is so important to the community. I've seen the airport used for emergency evacuation by air which is very important. This can't happen when it's flooded.
Making improvements so that there's little to no flooding would make us all safer.
Thank you for your efforts.

Katie Hyneman
503-319-1895

Tillamook County

DEPARTMENT OF COMMUNITY DEVELOPMENT
BUILDING, PLANNING & ON-SITE SANITATION SECTION

1510 – B Third Stree
Tillamook, Oregon 9714
www.tillamookcounty.go

Building (503) 842-3407
Planning (503) 842-3408
Sanitation (503) 842-3409
FAX (503) 842-1819
Toll Free 1(800) 488-8280

Land of Cheese, Trees and Ocean Breeze

Floodway Development Permit Request #851-24-000575-PLNG: Pacific City Airport

NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR OR SELLER:
ORS 215 REQUIRES THAT IF YOU RECEIVE THIS NOTICE,
IT MUST BE PROMPTLY FORWARDED TO THE PURCHASER

NOTICE OF ADMINISTRATIVE REVIEW
Date of Notice: August 15, 2025

Notice is hereby given that the Tillamook County Department of Community Development is considering the following:

#851-24-000575-PLNG: A Floodway Development Permit for improvements to the Pacific City Airport including new impervious pavement for aircraft apron extension, drainage repairs and infrastructure improvements, a new pilot pavilion and bike storage structure. Located east of the Nestucca River in the Unincorporated Community of Pacific City/Woods, the subject property is accessed at 6355 Pacific Avenue, a County road, is located within the regulatory floodway and zoned Pacific City/Woods Airpark (PCW-AP) and designated as Tax Lots 3500 and 3501 in Section 30BB, and Tax Lot 600 in Section 30, all located in Township 4 South, Range 10 West W.M., Tillamook County Oregon. The applicant is Jacilyn Hayden, PE. The owner of the property is the Oregon Department of Aviation (ODAV).

Written comments received by the Department of Community Development prior to 4:00 p.m. on August 29, 2025, will be considered in rendering a decision. Comments should address the standards upon which the Department must base its decision. A decision will be rendered no sooner than the next business day, September 2, 2025.

Notice of the application, a map of the subject area, and the applicable criteria are being mailed to all property owners within 250-feet of the exterior boundaries of the subject parcel for which an application has been made and other appropriate agencies at least 14-days prior to this Department rendering a decision on the request.

A copy of the application, along with a map of the request area and the applicable criteria for review are available for inspection at the Department of Community Development office located at 1510-B Third Street, Tillamook, Oregon 97141, or on the Tillamook County Department of Community Development website: https://www.co.tillamook.or.us/commdev/landuseapps

If you have any questions about this application, please call the Department of Community Development at 503-842-3408. Comments can be emailed to Sarah Thompson, Office Specialist 2, at Sarah.thompson@tillamookcounty.gov.

Sincerely,

Melissa Jenck, CFM, Senior Planner
Sarah Absher, CFM, Director

Enc. Maps, Applicable Ordinance Standards

Sarah Absher

From: Sarah Thompson
Sent: Friday, October 10, 2025 1:33 PM
To: Sarah Absher
Subject: FW: EXTERNAL: Floodway Development Permit Request #851-24-00057-PLNG: Pacific City Airport

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From: Sally Rissel <heronlanding123@gmail.com>
Sent: Wednesday, August 20, 2025 11:04 AM
To: Sarah Thompson <sarah.thompson@tillamookcounty.gov>
Subject: EXTERNAL: Floodway Development Permit Request #851-24-00057-PLNG: Pacific City Airport

[**NOTICE:** This message originated outside of Tillamook County -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

I have several properties on and adjacent to the Pacific City Airport.
#1 is my airplane Hangar on the east side of the airport on Brooten Rd.
#2 is a partnership in a lot on Cindy Lane off Airport Way
#3 is the family hardware store, Pacific City Hardware, at the south end of the runway
#4 is my daughter's house at the south end of the airport, 35600 Airport Way

The improvements and extensions for airplane parking are needed to enhance the use of the airport by pilots from all over the United States. The airport is getting more traffic each year. We have bicycles available for pilots, restrooms, and picnic benches, making it a desirable airport to fly into.

The use of the ODA lot will need a minimum of fill to allow emergency vehicles to enter the airport. At this time, they are only able to enter through private property, including my property on Brooten.

The pavilion we have planned will have a low height above ground and provide shelter for pilots during inclement weather. Many times, pilots need to wait for the fog to lift to take off.

I don't envision that the small amount of fill will negatively affect any of the properties surrounding the airport, including our own. The ODA has future plans to improve the broken drainage on the field.

Sally Rissel, President of "Friends of Pacific City State Airport"
34990 River Ave.
Pacific City, Oregon 97135

Deborah A. Foreman, Trustee
Richard G. Foreman Revocable Lifetime Trust
P.O. Box 919, Waitsburg, WA 99361
Phone 509-337-3052; 206-499-6063 cell/ text
Email: daflrf@aol.com

August 21, 2025

Department of Community Development
Tillamook County, 1510 – B Third Street
Tillamook, OR 97141
ATTENTION: Sarah Thompson, Office Specialist 2
Sarah.thompson@tillamookcounty.gov

SENT VIA EMAIL

RE: NOTICE OF ADMINISTRATIVE REVIEW, #851-24-000575-PLNG

As Successor Trustee of the Richard G. Foreman Revocable Lifetime Trust (Irrevocable as of March 2017)/ property owner, I am writing regarding the Floodway Development Permit Request for improvements to the Pacific City Airport. The Trust owns property adjacent to the airport and improved as an airplane hanger since 1980 at 35505 Rueppell Avenue.

Richard G. Foreman (deceased 2020), a pilot and airplane owner from age 18, started coming to Pacific City in the early 1960s and has owned various properties adjacent/ in close proximity to the airport ever since. Several of his children and their spouses are/have been pilots, and his grandson graduated from the US Air Force Academy in 2025.

The Trust and entire Foreman Family support **ALL** the proposed improvements not only as necessary for the airport and airport users, but for the surrounding property owners and Pacific City community at large. The aircraft apron extension seems an obvious improvement for safety for modern aircraft. The drainage improvements are also a must!! The flooding conditions in recent years keep getting higher and longer due to the broken drainage system, with Rueppell Avenue and other adjacent access routes experiencing closures for extended periods, and flood damages to adjacent property buildings/ improvements. Landings and departures of aircraft are shutdown for days, which impairs emergency and life-saving medical services out of the airport, and leaves visiting pilots stranded in Pacific City or in other communities for pilots who can't return. Access to the airport from airport property is also a must! The airport has relied on property owners to provide access for emergency vehicles and other for too many years. Finally, the pilot pavilion provides a needed place for pilot planning and shelter due to weather conditions.

Thank you for your efforts for these much needed improvements!!

Sincerely,

Deborah A. Foreman, Trustee

Space Reserved for Recording Information

CERTIFICATION OF TRUST

1) The **RICHARD G. FOREMAN REVOCABLE LIFETIME TRUST**, (hereinafter "Trust"), a revocable living trust, was established under the laws of the State of Arizona, and its declaration of trust was executed on April 1, 2003, and a complete restatement of its declaration of trust was executed on February 3, 2006.

2) The Trustor of the Trust is: **RICHARD G. FOREMAN.**

3) By Declaration executed on March 13, 2017, and in accordance with Section 1.07 (c) of the Trust, **RICHARD G. FOREMAN** declared the Trust Agreement shall become irrevocable; resigned as the original Trustee; and directed the Successor Trustee to accept their appointment as Trustee.

4) The duly appointed First Successor Trustee of the Trust is: **DEBORAH A. FOREMAN**, whose mailing address is: P.O. Box 919, Waitsburg, WA 99361. Upon the death, resignation or disability of the First Successor Trustee, **RICHARD G. FOREMAN, JR.** is designated as Second Successor Trustee. **NANCY M. LUCICH** is designated as Third Successor Trustee.

5) The Trust's Federal Tax Identification Number is: 76-6189296.

6) All Trust assets should be taken in the name of **Deborah A. Foreman, Trustee of THE RICHARD G. FOREMAN REVOCABLE LIFETIME TRUST, dated April 1, 2003; DECLARED IRREVOCABLE March 13, 2017.**

7) The Trustee powers include the exercise of any general and specific powers of a Trustee as conferred by the law of the state where the Trust, or any trust created herein, is being administered, provided that any specific power set forth in this Agreement shall prevail. The Trust is currently being administered under the laws of the State of Arizona.

8) This Certificate is intended to serve as a "Certification of Trust." Its purpose is to certify the existence of the Trust, the identity and powers of the Trustees, the manner of taking title to the assets, and to summarize the important provisions of the Trust so that the Trustees can deal with third parties, such as financial institutions, stock transfer agents, brokerage houses, title companies, insurance companies and others, without disclosing the entire Trust, which is a private and confidential document.

9) As of the date of this Certification, the Trust has not been revoked, modified or amended in any manner that would cause the representations contained in this Certification to be incorrect.

DATED: March 15, 2017

Deborah A. Foreman

Deborah A. Foreman, Trustee

State of Arizona

County of Pima

On March 15-2017 before me, Cathy M Lamas, Notary
Date Name, Title of Officer

Personally appeared **DEBORAH A. FOREMAN**, personally known to me or proved to me on the basis of satisfactory evidence to be the person(s) whose names(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.



Signature of Notary

Sarah Absher

From: Sarah Thompson
Sent: Friday, October 10, 2025 1:34 PM
To: Sarah Absher
Subject: FW: PC Airport DP Application

From: Sarah Absher <Sarah.Absher@tillamookcounty.gov>
Sent: Tuesday, August 26, 2025 5:21 PM
To: Robyn Holdman <robynholdman@gmail.com>
Cc: Sarah Thompson <sarah.thompson@tillamookcounty.gov>
Subject: PC Airport DP Application

Thank you, Robyn,

I appreciate you calling these comments to my attention. I see that Sarah Thompson was emailed the comments as directed in the public notice. Copying her also in this email in case she has not yet received the comments.

Sincerely,

Sarah Absher, CBO, CFM, Director
TILLAMOOK COUNTY | Community Development
1510-B Third Street
Tillamook, OR 97141
Phone (503) 842-3408 x3412
Sarah.Absher@tillamookcounty.gov

From: Robyn Holdman <robynholdman@gmail.com>
Sent: Tuesday, August 26, 2025 3:57 PM
To: Sarah Absher <Sarah.Absher@tillamookcounty.gov>
Subject: EXTERNAL: Fwd: Beach

[**NOTICE:** This message originated outside of Tillamook County -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Sarah,

This email train was forwarded anonymously to me. It seems that there is misinformation floating around about the airport access and drainage issues.

I have a hunch that much of the frustration is building off of unsuccessful requests by Rueppel property owners to have the road repaired. I sure wish the County would consider assuming responsibility for the road.

Maybe a public meeting would be helpful?

Robyn
---------- Forwarded message ---------
From: **Mary Inman** <minman135@gmail.com>
Date: Tue, Aug 26, 2025 at 3:04 PM
Subject: Beach
To: Robyn Holdman <robynholdman@gmail.com>

Dear group,
If you've already seen this just ignore. If you have not, please read and decide if you would like to add your name a house number to the letter as well.

Subject: Public Comment – Floodway Development Permit #851-24-000575-PLNG

To: Sarah.Thompson@tillamookcounty.gov

Body:

Dear Director Absher,

We are submitting these comments in opposition to the proposed Floodway Development Permit for the Pacific City Airport, designated as Tax Lots 3500 and 3501 in Section 30BB, and Tax Lot 600 in Section 30, Township 4 South, Range 10 West, W.M. The properties identified in this application are located directly across Rueppell Avenue from our residence.

1. Correction to Applicant's Stated Access

The application asserts that access to the subject properties is from Pacific Avenue. This is factually inaccurate. There is no direct access from Pacific Avenue. The only practical access is via Rueppell Avenue, which is not maintained by the County and is already in a severely deteriorated condition. This misstatement in the application misleads the reviewing authority and obscures the direct impacts to Rueppell Avenue residents.

2. Road Access and Maintenance Concerns

Rueppell Avenue was removed from County maintenance jurisdiction years ago and designated as a local access road. As such, the County has not maintained Rueppell Avenue, and its condition has deteriorated severely. It is riddled with deep potholes, partially paved with large sections breaking away, and has been further compromised by recent water system repairs and patchwork.

The burden of additional traffic resulting from the proposed airport improvements would accelerate the destruction of this road. Neither the residents of Rueppell Avenue nor the surrounding neighborhood have the financial means to bear the costs of major roadway reconstruction. Any project that directs traffic to Rueppell Avenue imposes an unreasonable hardship on residents and raises significant equity concerns, as the benefit accrues to the Oregon Department of Aviation while the costs are borne by local homeowners.

3. Signage, Traffic Redirection, and Public Nuisance Risks

We are also deeply concerned that the proposed project may include signage directing non-residents down Rueppell Avenue, a local access road not designed for public traffic. Any signage or wayfinding that encourages airport visitors or the general public to use Rueppell Avenue will substantially increase traffic, noise, and safety risks for residents.

In addition, the two lots identified in the application could attract non-resident activity such as unauthorized parking, loitering, or overnight camping. These activities would not only damage the already fragile roadway but would also pose health, safety, and security risks to nearby households. The County must evaluate these foreseeable impacts as part of its review, as they are directly related to the change in use of the subject property.

4. Floodplain and Wetland Impacts

The subject property lies in a low-lying area that routinely floods during the winter months. These parcels act as a natural retention basin, storing water from surrounding lands. They also function as a wetland-like habitat, with seasonal ponding that supports frogs and other wildlife during winter and spring months.

Filling these parcels, or otherwise altering their natural capacity to hold water, will result in displacement of floodwaters into adjacent neighborhoods, in direct conflict with FEMA Biological Opinion requirements and the Tillamook County Land Use Ordinance (TCLUO Section 3.510). Section 3.510 clearly prohibits fill that increases flood levels during base flood discharge, impedes water drainage, or alters the flow of floodwaters. This project, as described, would likely result in precisely those outcomes.

5. Conflict with Applicable Standards

Based on the criteria provided in the TCLUO and the public notice, this application fails to demonstrate that:

- No feasible alternative upland location exists for the proposed improvements (Sec. 3.510(5)).
- The fill is the minimum necessary to achieve the project's purpose (Sec. 3.510(4)).
- The project will not impede or alter the drainage and flow of floodwaters (Sec. 3.510(6)).

Furthermore, as the project area is within a floodway, the introduction of impervious surfaces (aircraft apron extension, drainage repairs, pavilion, and bike storage) substantially increases the risk of flooding and contradicts the purpose of the Flood Hazard Overlay Zone.

Conclusion

For the reasons stated above, we respectfully request that the Department of Community Development deny Floodway Development Permit Request #851-24-000575-PLNG. Approval of this application would directly harm adjacent property owners, exacerbate flooding risks, and impose undue burdens on residents through increased traffic and nuisance impacts on a failing, privately maintained road.

Thank you for your consideration of these concerns.

Sincerely,
Steve and Kimberley Miller
35380 Rueppell Ave
Pacific City, OR 97135
Miyles and Kyle Dodson will sign - 35465 rueppell. Thanks Kim and Steve!
I don't see the document
I believe it is attached to the bottom of Kim's last message in this thread.
Replied to a message:
I agree and permit our names and address to be included.
Kris and Martha
This is the only message that I have from this thread, starting this morning, so if you could resend, that would be helpful
I sent the most updated copy of the letter. Did you get that?
It was pasted into the message.
To read the letter, click on the arrow next to Kim's message above.
I don't have any message from Kim. I don't know who Kim is could you please just resend the letter. Otherwise, this is kind of a waste of my time.
Dear group,
If you've already seen this just ignore. If you have not, please read and decide if you would like to add your name a house number to the letter as well.

Subject: Public Comment – Floodway Development Permit #851-24-000575-PLNG

To: Sarah.Thompson@tillamookcounty.gov

Body:

Dear Director Absher,

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Thank you for your consideration of these concerns.

Sincerely,
Steve and Kimberley Miller
35380 Rueppell Ave
Pacific City, OR 97135
It's Kimberley Miller and Steve on Rueppell.
OK, got it. Thanks. I can sign this letter.
What's your house number Pete?
35510
Thanks!
Dennis and Joan Thoreson 35320 Rueppell Ave. would also like to be on the list that disapprove of this development. The Thoreson family establishing first residence on Rueppell 1957. and hopefully the rest of our family remaining on our street will also want to be on the signing..
Would you mind messaging them?
Yes, of course it's just Kenny and Corina who live south of you next to Julie and Brooke Belsey who's already on your list?
Yes. I've got Brooke.
You wrote a really really thorough good letter thank you. We weren't sure if we were ready to fight the county again it's been so many years of fighting about the road.
Yes, Tim and Judith Mackaness will sign. 35440 Thanks for your efforts!
This is Debbie Brawner
35275 -and- 35285 Rueppell
My family has owned 36285 since 1968. Please add me 503-703-1819 to the group.
I have been calling the County for clarification on the "Floodway Development Permit Request" but have not received a call back.
I don't see a copy of the letter to the County that is being proposed but totally agree that a response as a Rueppell Street community is much more effective than each of us responding on an individual basis.
Thank You,
Debbie Brawner
503-703-1819
Hi Kris - do you have Dick's number? Would you mind forwarding the letter to him? I don't have his contact info.
He gets emails and rarely does texting: targhee2@gmail.com
Okay. I'll email him.
If you could forward it to his email, I'll go right now and let him know to expect it and what it's about.
Okay.
Do you have the info for Rick, who owns the duplex across the street from me?
No.
Thank you Kim & Steve. Well written & valid. YES
Brooke Belsey
25350 Rueppell Ave

Yes, thank you, Kim and Steve. I've added several folks in, all Rueppell owners. Grateful for your initiative.
Rick Kowalski 503 931-1071.
Beth Kowalski 503 931-6197.
35270 Rueppell.

Maryann Inman
minman135@gmail.com

August 27, 2025

Subject: Public Comment – Floodway Development Permit #851-24-000575-PLNG

To: Sarah.Thompson@tillamookcounty.gov

Dear Director Absher,

We are submitting these comments in opposition to the proposed Floodway Development Permit for the Pacific City Airport, designated as Tax Lots 3500 and 3501 in Section 30BB, and Tax Lot 600 in Section 30, Township 4 South, Range 10 West, W.M. The properties identified in this application are located directly across Rueppell Avenue from our residence.

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The subject property lies in a low-lying area that routinely floods during the winter months. These parcels act as a natural retention basin, storing water from surrounding lands. They also function as a wetland-like habitat, with seasonal ponding that supports frogs and other wildlife during winter and spring months.

Filling these parcels, or otherwise altering their natural capacity to hold water, will result in displacement of floodwaters into the adjacent neighborhood, in direct conflict with FEMA Biological Opinion requirements and the Tillamook County Land Use Ordinance (TCLUO Section 3.510). Section 3.510 clearly prohibits fill that increases flood levels during base flood discharge, impedes water drainage, or alters the flow of floodwaters. This project, as described, would likely result in precisely those outcomes.

5. Conflict with Applicable Standards

Based on the criteria provided in the TCLUO and the public notice, this application fails to demonstrate that:

No feasible alternative upland location exists for the proposed improvements (Sec. 3.510(5)).

The fill is the minimum necessary to achieve the project's purpose (Sec. 3.510(4)).

The project will not impede or alter the drainage and flow of floodwaters (Sec. 3.510(6)).

Furthermore, as the project area is within a floodway, the introduction of impervious surfaces (aircraft apron extension, drainage repairs, pavilion, and bike storage) substantially increases the risk of flooding and contradicts the purpose of the Flood Hazard Overlay Zone.

Conclusion

For the reasons stated above, we respectfully request that the Department of Community Development deny Floodway Development Permit Request #851-24-000575-PLNG. Approval of this application would directly harm adjacent property owners, exacerbate flooding risks, and impose undue burdens on residents through increased traffic and nuisance impacts on a failing, privately maintained road.

Thank you for your consideration of these concerns.

Sincerely,

Steve and Kimberley Miller

35380 Rueppell Ave

Pacific City, OR 97135

Additional Supporting Signatories:

We, the undersigned neighbors of Rueppell Avenue, join Steve and Kimberley Miller in opposing Floodway Development Permit #851-24-000575-PLNG.

Bob Grummel and Lynn McKellar 35070 Rueppell Ave.

Miyles and Kyle Dodson 35465 Rueppell Ave.

Sheryl and Dave Foley 35405 Rueppell Ave.

Tim and Judith MacKaness 35440 Rueppell Ave.

Catherine and Joshua Harding 35390 Rueppell Ave.

Geno Salerno and Stephanie Nix 35300 Rueppell Ave.

Pete Kotkas 35510 Rueppell Ave.

Dennis and Joan Thorson 35320 Rueppell Ave.

Kris Rooke and Martha Johnson 35090 Rueppell Ave.

Julie Krohn 35410 and 35420 Rueppell Ave.

Debbie Brawner 35275 and 35285 Rueppell Ave.

Rick and Beth Kowalski 35270 Rueppell Ave.

Brooke Belsey 35250 Rueppell Ave.

CC: all signatories

Sarah Absher

From: Sarah Thompson
Sent: Friday, October 10, 2025 1:34 PM
To: Sarah Absher
Subject: FW: EXTERNAL: Re: 851-24-000575-PLNG

From: Michael Gorski <michael.c.gorski@gmail.com>
Sent: Thursday, August 28, 2025 9:12 AM
To: Melissa Jenck <Melissa.Jenck@tillamookcounty.gov>
Cc: Sarah Thompson <sarah.thompson@tillamookcounty.gov>
Subject: EXTERNAL: Re: 851-24-000575-PLNG

[**NOTICE:** This message originated outside of Tillamook County -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hi Melissa,

Thank you for the link to detail. As the new owner of 35075 Rueppell Avenue, Pacific City OR I am in favor of proposed improvements.

As an airmen and volunteer to the airport these improvements have a direct positive impact to our property (drainage) and others fly in from across our state and other states to enjoy the city of Pacific City and contribute to Tourism dollars spent.

I first hand observed the deteriorated drainage system during this years airport clean up by actually getting into the canals to help clear debris in a small effort to help myself and others to keep a important feature of the airport operational.

Other improvements such as the structure / tarmac promotes smart decision making and safe flying for all pilots by providing shelter to pilots who fly in but can't fly out as planned when cloud cover temporarily changes flight rules from visual to IMC. The added space allows for safe securing of planes until weather passes with coming North/South windows that funnel through the airstrip.

Thanks for reading and we hope others can see the big benefits to these proposed improvements to help the aviation and Pacific City community.

Sincerely,
Mike Gorski

On Tuesday, August 26, 2025, Melissa Jenck <Melissa.Jenck@tillamookcounty.gov> wrote:

Good afternoon Michael,

The link to the ODAV application can be found below. Please let me know if you have any additional questions.

https://www.tillamookcounty.gov/commdev/project/851-24-000575-plng

Sincerely,

***** Please note that the Tillamook County domain has changed, and my email address is now Melissa.Jenck@tillamookcounty.gov Please update your contact information as needed. Thank you. *****

Melissa Jenck (she/her) | Senior Planner

TILLAMOOK COUNTY | Community Development

1510-B Third Street

Tillamook, OR 97141

Phone (503) 842-3408 x 3301

Melissa.Jenck@tillamookcounty.gov

My working hours are 7:00am to 5:30pm, Tuesday thru Friday.

This e-mail is a public record of Tillamook County and is subject to the State of Oregon Retention Schedule and may be subject to public disclosure under the Oregon Public Records Law. This e-mail, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please send a reply e-mail to let the sender know of the error and destroy all copies of the original message.

Any opinion or advice provided herein is informational only and is based on any information specifically provided or reasonably available, as well as any applicable regulations in effect on the date the research was conducted. Any opinion or advice provided herein may be revised, particularly where new or contrary information becomes available, or in response to changes to state law or administrative rule, future legislative amendments of Tillamook County's Land Use Ordinance, Land Division Ordinance and Comprehensive Plan, decisions of courts or administrative tribunals, or quasi-judicial land use decisions.

This is not a land use decision as defined by Oregon Revised Statutes 197.015(10).

August 27, 2025
Public Comment – Floodway Development Permit
#851-24-000575-PLNG
Additional Supporting Signatories:

Bob Grummel and Lynn McKellar 35070 Rueppell Ave.

Kris Rooke and Martha Johnson 35090 Rueppell Ave.

Brooke Belsey 35250 Rueppell Ave.

Rick and Beth Kowalski 35270 Rueppell Ave.

Debbie Brawner 35275 and 35285 Rueppell Ave.

Geno Salerno and Stephanie Nix 35300 Rueppell Ave.

Dennis and Joan Thoreson 35320 Rueppell Ave.

Rick and Sarah Colarchik 35360 Rueppell Ave.

Steve and Kimberley Miller 35380 Rueppell Ave.

Catherine and Joshua Harding 35390 Rueppell Ave.

Sheryl and Dave Foley 35405 Rueppell Ave.

Julie Krohn 35410 and 35420 Rueppell Ave.

Mary and Dennis Mowdy 35415 Rueppell Ave.

Tim and Judith MacKaness 35440 Rueppell Ave.

Miyles and Kyle Dodson 35465 Rueppell Ave.

Pete Kotkas 35510 Rueppell Ave.

Support of Floodway Development Permit Request #851-24-000575-PLNG

I am writing in support of the work to be done at the Pacific City State Airport under the permit issued to the Oregon Department of Aviation (ODA). This work as I understand it amounts to:

- Drainage repair and improvement.
- Ramp (where planes park and taxi) repair and improvement, including extending parking and taxi improvements to lots on Rueppell Ave. sitting about mid-field.
- Adding a simple pilot shelter structure, without a foundation upon posts, that will accommodate, say a picnic for pilots and guests. This is to be done on the said lots.

Drainage System

Since at least 2017, the drainage system for the airport has been dysfunctional. Catch basins are cracked, clogged, and their grate/covers gone or damaged. Fixing the drain field and doing the minor improvements to handle any drainage issues of ramp improvements will:

- Cause areas immediately next to the ramp and runway to dry quicker
- Water fowl, that have become more prevalent since the drainage system failure, will not see a perpetual pond right next to landing aircraft. Fixing the drainage system is a large safety benefit.
- Allow for mowing of the grass much earlier in the spring. Keeping the grass short is important for fire danger in the late summer, but more importantly, it keeps deer from bedding down near the runway. This, too, is a large safety benefit.

Ramp and Taxiways

The ramp and taxi areas have a few problems:

- First, the original ramp is too narrow to both accommodate parked planes while allowing planes to taxi past them. Planes are forced to taxi in the adjacent grass. For much of the year this can cause a plane to be stuck in the mud.
- Second, as houses and hangars have been built over the years the point where they access the airport ramp became a spot no longer available for an airplane to park. Historically, the airport could accommodate many more aircraft, but now there are just 5 spots. These ramp improvements will provide a total of 10-13 parking spots. This is a convenience to pilots and their guests but more importantly avoids forcing pilots to park in the grass (often too close to the runway for safety) or just leaving when the grass is too muddy. When forced to leave, pilots and guests no longer contribute to the local economy and, for those with Pacific City homes, cannot park to stay in them.
- Third, the airport was originally made without public vehicle access. The ODA purchase two adjacent lots on Rueppell Ave. a few years ago, but so far has not developed them, such that vehicles providing a pilot and guest pickup, service to the airport, or emergency services can enter the airport without trespassing upon private property.

Addressing these problems will enhance the airport's safety and economic impact.

Pilot Shelter

There is no place on the airport where pilots and guests may get together with some shelter from wind, rain, and sun. The proposed structure provides a place where a pilot may flight plan and may enjoy a picnic with friends. The structure, as I understand it, will have no foundation - just simple post supports and, as such, will have no impact on flooding.

Neighbors' Concerns

I have read some neighbor concerns. I would like to address them individually:

- Impact on airport traffic: The majority of traffic is in the summer when the grass is no longer muddy. Most of the time this means aircraft (when the 5 parking spot are full) begin parking in the grass. It's safer for them to park on the ramp and for this the airport needs better parking. The number of aircraft may increase, but not by any large amount since most aircraft exceeding 5 historically choose to park in the grass, so providing more parking enhances safety without a large impact on total arriving aircraft.
- Impact upon Rueppell Ave.: Some neighbors are concerned about additional traffic on Rueppell Ave. I believe this is not a reasonable concern for two reasons. First, the traffic using Rueppell Ave for access to the airport, pilot pickups and emergency vehicles, are using private property now and access the road already. The more numerous of these would be pilot/guest pickups and, from my personal observations, I would doubt that more than 1 aircraft in 10 uses pickups of their pilot and passengers. Hence, I doubt the impact would even be measurable. Second, if emergency access becomes formalized through the state-owned lots a better case for county responsibility of Rueppell Ave may be made (the county's support of the road is reprehensible at this time, and its policy to behave this way capricious). Moreover, access to the airport no longer forces trespassing on private property. Neighbors' concerns seem to be the product of not understanding what is to happen.
- Impact on flooding: The airport will continue to flood as it does several times every winter. The neighbors are concerned the airport changes will increase their flooding. I believe this is a misunderstanding. First, as I understand what is permitted does not allow for elevation increases on the airport and this is not clear to the neighbors. Second, when the airport drainage is addressed, water will leave the area better and sooner. Both of these attributes lessen the length of flooding while no increase to the depth of flood waters will be seen as a consequence of airport changes.

I believe these improvements to the airport will have a small but positive economic impact, will greatly improve the safety of the airport, and provide better emergency access.

Thank you for your consideration,
David Inman
35325 Rueppell Ave.
Pacific City, Oregon

Sarah Absher

From: Sarah Thompson
Sent: Friday, October 10, 2025 1:34 PM
To: Sarah Absher
Subject: FW: EXTERNAL: #851-24-000575-PLNG

From: Kevin Johnson <kjohnson@theraf.org>
Sent: Thursday, August 28, 2025 7:58 PM
To: Sarah Thompson <sarah.thompson@tillamookcounty.gov>
Subject: EXTERNAL: #851-24-000575-PLNG

[**NOTICE:** This message originated outside of Tillamook County -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Sarah,

I'm writing in support of approving the Floodway Development Permit Request, #851-24-000575-PLNG. The RAF would like to partner with the Oregon Department of Aviation and Friends of the Pacific City State Airport to make improvements to the airport. Projects like a new pilot shelter would be something we could seriously consider, among other things, that would enhance the airstrip for visitors.

I first started flying to Pacific City when my 2 boys were young, 30 years ago. They liked taking friends for a short walk to play on the beach and eating at one of the restaurants. Improvements to the airport would make the experience even better.

We would like to encourage approval of the requested permit.

Thank you,

Kevin Johnson - Oregon Ambassador
Recreational Aviation Foundation
(503) 781-7916
kjohnson@theraf.org | *theRAF.org*

The Recreational Aviation Foundation preserves, improves, and creates airstrips for recreational access.

Sarah Absher

From: Sarah Thompson
Sent: Friday, October 10, 2025 1:35 PM
To: Sarah Absher
Subject: FW: EXTERNAL: Floodway Development Permit Request #851-24-000575 PLNG: Pacific City Airport

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From: Robyn Holdman <robynholdman@gmail.com>
Sent: Thursday, August 28, 2025 8:30 PM
To: Sarah Thompson <Sarah.thompson@tillamookcounty.gov>
Cc: Sarah Absher <Sarah.Absher@tillamookcounty.gov>
Subject: EXTERNAL: Floodway Development Permit Request #851-24-000575 PLNG: Pacific City Airport

[**NOTICE:** This message originated outside of Tillamook County -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Date: August 28, 2025
To: Sarah Absher, CFM Director
From: John Dunlap & Robyn Holdman, 35505 Cindy Ln, Pacific City, OR 97135
Re: Floodway Development Permit Request, Pacific City State Airport

Sarah and Community Development Staff,

We are writing to you to express our support for the granting of a Floodway Development Permit to the State of Oregon, Oregon Department of Aviation, for critical work to be done at Pacific City State Airport.

The following issues at the airport justify governmental action for immediate resolution:

1. **Airport Drainage System** - the airport is a public transportation asset that needs repairs to its flood drainage system. The broken drainage system is causing increased flooding depths and extended flooding periods during seasonal King Tide events. The prolonged standing water on the airstrip is increasingly deteriorating the asphalt. Flood waters frequently flow west onto Rueppel Avenue and cause private property damage and impede safe movement of people and vehicles along the roadway. Repairs to the airport drainage pipes haven't been performed in decades due to limited agency funding. The damaged drainage system and resultant flooding poses an extreme safety hazard to pilots, emergency response officials and the local community.
2. **Emergency access road to the airport** - The airport is surrounded by private property. Currently, the only legal access point for emergency response vehicles is on the NE end of the airport via a locked gate. Vehicles must drive over an active runway to reach the aircraft parking area. This is a severe safety hazard. As an alternative, for decades emergency vehicles have repeatedly driven over private property to access the aircraft parking area. This is no longer acceptable. The Oregon

Department of Aviation (ODA) has purchased two adjacent lots on the SW end of the airport and should be permitted to build an emergency access road onto the airfield.

3. **Declining parking spaces for aircraft** - with the continued addition of homes and hangars along Rueppel Avenue, the number of aircraft parking spots continues to decline. Property owners adjacent to the airfield can seek airport access agreements with ODA which ensure them a reserved parking spot for their aircraft. At this time there are only 5 paved public parking spots remaining on the airport apron. This is a public airport for business commuters, medical emergencies, and visitations by pilots from throughout North America. The aircraft parking area should be expanded to return it to historical levels.
4. **Pilot shelter and bicycle shed** - there is no facility available for pilots to conduct flight planning and to seek shelter during inclement weather. A simple shelter that includes a sloped roof supported by beams, with no foundation, would provide ample space for flight planning and protection from the elements. A bicycle shed adjacent to the pilot shelter would provide reliable transportation for visiting pilots and their passengers. Pilots can then travel further to spend money in local restaurants, at lodging facilities, and by shopping in local stores. Visitors arriving in Pacific City by aircraft provide minimal traffic congestion to the already busy roadways filled with tourists' automobiles.

Conclusion:

We are aware that Tillamook County's land use permit application process had several legal requirements. The Oregon Department of Aviation was required to perform several studies to demonstrate to Tillamook County that repair work and improvements would not affect the floodway. The State agency hired a professional engineering firm to conduct no rise and hydrology studies as required through the permitting process. Clearly the State agency complied with all County legal requirements to submit a floodway land use application. We're confident that the County will monitor the State's construction efforts to ensure that ODA remains in compliance with its land use permit.

We urge Tillamook County to proceed with the timely approval of the Floodway Development Permit for repairs and improvements at Pacific City State Airport.This is a project that will benefit the entire community.

Robyn C Holdman
(541)815-2088

Sarah Absher

From: Sarah Thompson
Sent: Friday, October 10, 2025 1:35 PM
To: Sarah Absher
Subject: FW: EXTERNAL: Concerns re: Floodway Development Permit Request 851-24-000575-PLNG
Attachments: 20241214_105129.jpg

From: David Foley <david.axxil.foley@gmail.com>
Sent: Thursday, August 28, 2025 10:46 PM
To: Sarah Thompson <sarah.thompson@tillamookcounty.gov>
Cc: Sheila Shoemaker <sheila.shoemaker@tillamookcounty.gov>; Melissa Jenck <melissa.jenck@tillamookcounty.gov>
Subject: EXTERNAL: Concerns re: Floodway Development Permit Request 851-24-000575-PLNG

[**NOTICE:** This message originated outside of Tillamook County -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Ms. Thompson,

I am a neighbor to the Pacific City State Airport and have a serious concerns regarding the subject permit application submitted by the Oregon Department of Aviation (ODA).

1. Lack of proper notification;
2. Failure to provide reference to standards the Department uses;
3. **Failure to include annual King Tide flooding effects in the Hydrology report and subsequent engineering this application is based on.**

I never received a copy of the Floodway Development Permit Request and only learned of it by word of mouth from neighbors well into the period for public review, hence this late email. The shortened time frame restricted the time available for critical study and research. And as I'm not the only property owner on Rueppell Ave that was not notified, the Department risks disenfranchising the public of trust in the County, the fairness of its processes and decision making by the Department. I trust that you and your colleagues work hard serving the County. Please look in to how this happened and fix what's needed to avoid this in future notifications.

Tied directly to the lack of time available to review is the lack of specific reference in the Notification of "the standard upon which the Department must base its decision." General reference to the Departments web page is insufficient. The noted standards are not specifically called out, nor are any pointers to where they would make sense to be found. This leaves the public at a disadvantage to those "in the know" about how to judge this project and provide relevant input to the Department. Ultimately, I have not yet found the standards. Please reply with a reference so I can review them.

Most serious of my concerns though is that permit application's hydrology report does not address annual King Tide flood levels. The report from Waterways Consulting clearly states it only modeled the FEMA 100-year flood condition in its introductory paragraph. There is no subsequent reference to annual flood levels and how the proposed changes in the application may affect the local community. This cannot be the sole basis for managing flood waters at KPFC and the surrounding community. I took the below picture (also attached) this past December a few minutes from the high tide and it is clear that high water is not a 100-year event. Local infrastructure such as electrical ground vaults, current and future, the road surface of Rueppell Ave, which the county does not maintain as it should, and more are subject to excessive water intrusion on an annual basis. The ODA properties are underwater - where the seagulls are. The proposed access road is clearly in a regularly flooded area and the engineering presented in the subject permit application fails to address this. My property is the blue cabin centered in the picture, but clearly the entire neighborhood is affected. Fill, surface treatments and the drainage at KPFC need to take into account annual King Tide conditions.



Another concern is that the graphic that appears to show the ODA's lots in detail, a site plan for 33465 Resort Drive in Exhibit B (Adobe p 14 of 66) is clearly not part of the subject project. This may be a minor oversight but leaves the public wondering what details are not properly being presented for review in this application.

This is a critical project for Pacific City, the County and ODA that will improve airport operations, access for emergency response and should reduce flood impacts on the airport and surrounding neighborhood. However, it is important that the impacts of this project take into account reasonable and appropriate annual hydrologic conditions. This application should be returned to ODA for further analysis and engineering updates as appropriate so it can be reconsidered in the future.

I appreciate your attention to this, and in particular your assistance in getting these concerns in front of those in the Department that will be reviewing the permit application.

Regards,

Dave

David Foley
david.axxil.foley@gmail.com
(425) 737-4939

35405 Rueppell Ave.
Pacific City, OR 97112

25825 Mountain Drive
Arlington, WA 98223



Sarah Absher

From: Sarah Thompson
Sent: Friday, October 10, 2025 1:35 PM
To: Sarah Absher
Subject: FW: EXTERNAL: Support of Floodway Development Permit #851-24-000575-PLNG

From: Jeff Schons <jeff@nestuccaridge.com>
Sent: Friday, August 29, 2025 9:38 AM
To: Sarah Thompson <Sarah.thompson@tillamookcounty.gov>
Cc: Mary Jones <mary@kiwandahospitality.com>
Subject: EXTERNAL: Support of Floodway Development Permit #851-24-000575-PLNG

[**NOTICE:** This message originated outside of Tillamook County -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Melissa Jenck, CFM, Senior Planner
Sarah Absher, CFM, Director
Tillamook County Department of Community Development
1510 – B Third Street
Tillamook, OR 97141

RE: Floodway Development Permit Request
#851-24-000575-PLNG: Pacific City Airport

Dear Melissa & Sarah:

Please accept this letter in support for improvements to the Pacific City Airport including new impervious pavement for aircraft apron extension, drainage repairs and infrastructure improvements, a new pilot pavilion and bike storage structure.

We do not believe there are any other feasible alternative sites for these improvements.

Pacific City Airport is an important asset to our community, and we encourage you to approve this request.

Thank you.

Sincerely,

Jeff Schons & Mary J. Jones

Sarah Absher

From: Melissa Jenck
Sent: Friday, September 19, 2025 10:27 AM
To: Sarah Absher
Subject: FW: #851-24-000575-PLNG

***** Please note that the Tillamook County domain has changed, and my email address is now Melissa.Jenck@tillamookcounty.gov Please update your contact information as needed. Thank you. *****

Melissa Jenck (she/her) | Senior Planner
TILLAMOOK COUNTY | Community Development
1510-B Third Street
Tillamook, OR 97141
Phone (503) 842-3408 x 3301
Melissa.Jenck@tillamookcounty.gov

My working hours are 8:00am to 5:30pm, Monday thru Thursday, and 8:00am-12:0pm on Friday.

This e-mail is a public record of Tillamook County and is subject to the State of Oregon Retention Schedule and may be subject to public disclosure under the Oregon Public Records Law. This e-mail, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please send a reply e-mail to let the sender know of the error and destroy all copies of the original message.

Any opinion or advice provided herein is informational only and is based on any information specifically provided or reasonably available, as well as any applicable regulations in effect on the date the research was conducted. Any opinion or advice provided herein may be revised, particularly where new or contrary information becomes available, or in response to changes to state law or administrative rule, future legislative amendments of Tillamook County's Land Use Ordinance, Land Division Ordinance and Comprehensive Plan, decisions of courts or administrative tribunals, or quasi-judicial land use decisions.

This is not a land use decision as defined by Oregon Revised Statutes 197.015(10).

The Department is excited to announce that we are OPEN to the public by appointment. To review the list of services provided and to schedule an appointment with us, please visit https://www.tillamookcounty.gov/commdev to access the appointment scheduler portal.

From: Brian Olle <brian.olle@tillamookcounty.gov>
Sent: Tuesday, September 9, 2025 10:58 AM
To: Melissa Jenck <Melissa.Jenck@tillamookcounty.gov>
Subject: FW: #851-24-000575-PLNG

Melissa,

Public Works would like to note the following items if this project moves forward:

- The additional impervious surface and new storm conveyance/hard pipe system will have an effect on the time of concentration for stormwater. Public Works would recommend that maintenance is performed to the existing stormwater ditch to improve flood storage and drainage to the overall area. This includes the following:
  - The stormwater ditch outflow pipe is failing. Replace the existing outfall storm pipe with HDPE and reuse existing tide gate.
  - Create detention up to a 25 year-24 hour storm within the existing ditch (lowering ditchline and/or raising the outflow culvert invert during replacement)

- A road approach permit will be necessary for the new connection to the County Road of Rueppell St
    - Gates and permanent structure are not allowed within Public Right of Way Relocate gate, signs, posts outside of ROW

Please let me know if you have any questions Thank you

Brian Olle, P.E. | Engineering Project Manager
TILLAMOOK COUNTY | Public Works
Cell: (503)812-6569

EXHIBIT D

INSTRUCTIONS FOR FILING THE HOLD HARMLESS AGREEMENT FOR DEVELOPEMNT WITHIN THE PACFIC CITY AIRPORT OBSTRUCTION OVERLAY ZONE

1. This covenant is required for development of properties located within the Pacific City Airport Obstruction (PAO) Overlay Zone as identified in TCLUO Section 3.565.

2. Obtain the legal description of the subject property as it's recorded in the Tillamook County Deed Records. This is what is referred to as Exhibit A and must accompany the affidavit/covenant.

3. The attached affidavit/covenant must be filled out (typewritten), showing the names of ALL current property owners who appear on the property deed or contract, and signed before a Notary Public. Community Development has Notaries that can provide the service for free.

4. Once the affidavit/covenant is signed and notarized with the attached legal description, bring these to the Tillamook County Clerk's office to be recorded. **The Clerk's will charge a recording fee.** Please contact the Clerk's office at (503)842-3402 for current fees.

5. **A copy of the recorded and notarized affidavit/covenant will be given to DCD to put on file.**

6. If you have any questions about the affidavit/covenant, or the recording procedure, please contact the DCD– Planning Staff at (503)842-3408.

After Recording Return To:

_____

_____

_____

HOLD HARMLESS AGREEMENT

_____, (GRANTORS) are the owners of real property described as follows:

PROPERTY LEGAL DESCRIPTION attached as Exhibit A hereto and incorporated by reference.

KNOW ALL PERSONS BY THESE PRESENTS, that the undersigned, hereinafter referred to as Grantors hereby covenant and agree that Grantors shall not, by reason of their ownership or occupation of the following described real property, protest or bring a suit or action in any court or administrative forum against Tillamook County or its officers, employees or agents, or the State of Oregon, Department of Transportation and Aeronautics Division, or its officers, employees or agents, for aviation related noise, property damage or personal injury based on the fact that the State of Oregon, Department of Transportation, and Aeronautics Division own and operate the Pacific City State Airport and that Tillamook County granted building and development permits to grantor to develop the following described real property. The Grantors acknowledge that the Pacific City State Airport does not conform to Federal Aviation Administration Standards and that development of the Grantor's real property also will not conform to Federal Aviation Administration Standards.

The real property of Grantors subject to this covenant and agreement is situated in the County of Tillamook, State of Oregon, and described on attached EXHIBIT A.

This covenant and agreement is made and executed by the Grantors in consideration for Tillamook County's granting a building permit for Grantor's use and development of the above described real property, which real property is located in the Airport special Height Zone or Approach Zone of the Pacific City State Airport. The execution of this covenant and agreement by Grantors is required by Tillamook County as a prerequisite to the granting of the above said building permit to Grantors. This agreement is executed for the protection and benefit of Tillamook County, the State of Oregon, the Oregon Department of Transportation and the Aeronautics Division. This covenant and agreement is intended to be binding upon the Grantors, their heirs, assigns and successors and inure to the benefit of Tillamook County and the State of Oregon, Department of Transportation and Aeronautics Division, their successors and assigns.

IN WITNESS WHEREOF, the said Party has executed this instrument this _____day of _____20____,

_____ _____

Print Name Print Name

_____ _____

Signature Signature

State of _____, County of_____

Subscribed and sworn to before me this _____day of _____, 20 __

SEAL _____

Notary Public of Oregon

My Commission Expires:

_____

Pacific City State Airport
2026 Planning Level Cost Opinion

February 2026

Drainage Improvements

Bid Item	Description	Unit	Quantity	Unit Cost		Total
1	Construction Survey and Staking	LS	1	$ 10,000.00		$ 10,000.00
2	Temporary Erosion Control	LS	1	$ 15,000.00		$ 15,000.00
3	Mobilization	LS	1	$ 38,700.00		$ 38,700.00
4	Demolition	LS	1	$ 25,000.00		$ 25,000.00
5	Ditch Clearing - Offsite Disposal	CY	1,000	$ 35.00		$ 35,000.00
6	Unclassified Excavation	CY	2,000	$ 35.00		$ 70,000.00
7	Aggregate Base Course	CY	39	$ 100.00		$ 3,888.89
8	Level 3 ACP, 1/2-inch PG 64-22	TON	20	$ 250.00		$ 4,921.88
9	12-Inch HDPE Pipe	LF	1,030	$ 85.00		$ 87,550.00
10	6-Inch Perforated HDPE Pipe	LF	200	$ 45.00		$ 9,000.00
11	Catch Basin	EA	5	$ 4,000.00		$ 20,000.00
12	Concrete Pipe Sloped End	EA	7	$ 2,000.00		$ 14,000.00
13	Cleanout	EA	1	$ 1,000.00		$ 1,000.00
14	Concrete Flow Control Structure	EA	1	$ 30,000.00		$ 30,000.00
15	Underdrain Connection to Structure	EA	1	$ 1,000.00		$ 1,000.00
16	Hydroseeding	AC	5	$ 5,000.00		$ 25,000.00
17	Replace Existing 36" Outfall Pipe to Bay	EA	1	$ 35,000.00		$ 35,000.00
				Contingency	15%	$ 66,309.48
				Total (rounded)		**$ 510,000**

New Airport Vehicle Road Access

Bid Item	Description	Unit	Quantity	Unit Cost		Total
1	Construction Survey and Staking	LS	1	$ 5,000.00		$ 5,000.00
2	Contractor Quality Control Program (CQCP)	LS	1	$ 10,000.00		$ 10,000.00
3	Temporary Erosion Control	LS	1	$ 10,000.00		$ 10,000.00
4	Mobilization	LS	1	$ 11,600.00		$ 11,600.00
5	Demolition	LS	1	$ 10,000.00		$ 10,000.00
6	Separation Geotextile Fabric	SY	833	$ 4.00		$ 3,333.33
7	Unclassified Excavation	CY	500	$ 40.00		$ 20,000.00
8	Muck Excavation	CY	75	$ 40.00		$ 3,000.00
9	Ballast Rock for Muck Excavation Backfill	CY	75	$ 50.00		$ 3,750.00
10	Aggregate Base Course	CY	208	$ 100.00		$ 20,833.33
11	Level 3 ACP, 1/2-inch PG 64-22	TON	98	$ 250.00		$ 24,375.00
12	Hydroseeding	AC	1	$ 5,000.00		$ 5,000.00
				Contingency	15%	$ 19,795.10
				Total (rounded)		**$ 152,000**

Apron Rehabilitation (3" Overlay)

Bid Item	Description	Unit	Quantity	Unit Cost		Total
1	Construction Survey and Staking	LS	1	$ 5,000.00		$ 5,000.00
2	Contractor Quality Control Program (CQCP)	LS	1	$ 5,000.00		$ 5,000.00
3	Mobilization	LS	1	$ 12,000.00		$ 12,000.00
4	Demolition	LS	1	$ 25,000.00		$ 25,000.00
5	Asphalt Pavement Removal, Full Depth	SY	150	$ 20.00		$ 3,000.00
6	Level 3 ACP, 1/2-inch PG 64-22	TON	338	$ 225.00		$ 75,937.50
7	Pavement Marking, Yellow/White, Two Coat	SF	120	$ 50.00		$ 6,000.00
				Contingency	15%	$ 20,582.25
				Total (rounded)		**$ 158,000.00**

Apron Expansion

Bid Item	Description	Unit	Quantity	Unit Cost		Total
1	Construction Survey and Staking	LS	1	$ 5,000.00		$ 5,000.00
2	Contractor Quality Control Program (CQCP)	LS	1	$ 5,000.00		$ 5,000.00
3	Mobilization	LS	1	$ 13,300.00		$ 13,300.00
4	Demolition	LS	1	$ 10,000.00		$ 10,000.00
5	Separation Geotextile Fabric	SY	1163	$ 4.00		$ 4,651.21
6	Unclassified Excavation	CY	310	$ 20.00		$ 6,200.00
7	Muck Excavation	CY	50	$ 40.00		$ 2,000.00
8	Ballast Rock for Muck Excavation Backfill	CY	50	$ 50.00		$ 2,500.00
9	Aggregate Base Course	CY	361	$ 100.00		$ 36,111.11
10	Level 3 ACP, 1/2-inch PG 64-22	TON	253	$ 225.00		$ 56,953.13
11	Pavement Marking, Yellow/White, Two Coat	SF	100	$ 20.00		$ 2,000.00
12	Hydroseeding	AC	0.5	$ 5,000.00		$ 2,500.00
				Contingency	15%	$ 22,809.61
				Total (rounded)		**$ 175,000**

Construction Total (rounded)	**$**	**995,000**
Admin	$	5,000
Topographic Design Survey/Geotechnical Investigation	$	25,000
Environmental/Permitting	$	100,000
Design/Bidding	$	125,000
SDC	$	125,000
Total Project Cost Opinion	**$**	**1,375,000**