

November 12, 2019

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VIA E-MAIL

Mr. Paul Mitchell, Chair
City of Warrenton Planning Commission
City of Warrenton City Hall
225 S. Main Avenue
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Warrenton, OR 97146

RE: City of Warrenton File Nos. Conditional Use Permit CUP 19-2 and Site Design Review SDR 19-3 (the "Application"); Applicant's Letter Responding to Staff Report Conditions of Approval and Issues Raised at the October 10, 2019 Planning Commission Public Hearing

Dear Chair Mitchell and Members of the Warrenton Planning Commission:

This office represents Pacific Seafood Group, the Applicant for the above-referenced Application. This letter summarizes the Applicant's testimony at the Planning Commission's initial evidentiary hearing on October 10, 2019 and responds to public testimony at the hearing.

1. Status of Applications.

The Warrenton Planning Commission (the "Planning Commission") opened the public hearing on October 10, 2019 with the announcements required by ORS 197.763(5). The Planning Commission heard a Staff Report, the Applicant's testimony, public testimony and the Applicant's rebuttal. A member of the public and the Applicant asked that the Planning Commission to continue the public hearing pursuant to ORS 197.763(6)(a). The Planning Commission left the record open and continued the public hearing to November 14, 2019 at 6:00 p.m.

2. November 8, 2019 *The Astorian* article, "Residents Fear the Unknown in Pacific Seafood's Bunkhouse."

Exhibit 1 to this letter is an article published on November 8, 2019 in *The Astorian*. The five-page article contains information about the Application before the Planning Commission. The Oregon Land Use Board of Appeals ("LUBA") and the Oregon courts have held that a decision maker that reads a newspaper article not in the record gains information outside of the record and thus constitutes an *ex parte* contact. In order to avoid that procedural issue, the Applicant has placed *The Astorian* article into the record.

The article incorrectly refers to the Application before the Planning Commission as a “bunkhouse.” The Application is for a dormitory, a use expressly allowed in the I-2 zoning district. The word “bunkhouse” is not found in the Warrenton Development Code (the “WDC”).

The article also contains opinions about the Application from several individuals. The article notes that one person said the dormitory would house one hundred (100) people. The Application is for ninety (90) beds, which is for ninety (90) people, and condition of approval 17 provides that the first year of the dormitory’s operation will be limited to seventy (70) beds. Second, several people commented about the change in use next to the residential area on 17th Avenue. As the Staff Report at Page 20 notes, this I-2 zoning district has been long established at this location, whereas the residential zone on 17th Avenue was established next to this industrial area. Zoning districts are subject to change and, in this case, the City Commission amended the I-2 zone to allow a dormitory in an existing building. Further, there is no reason to believe that the dormitory will have any impact on its residential neighbors.

Finally, the Applicant has no choice but to comply with the requirements of the WDC, which include the landscaping buffer adjacent to residential uses.

3. Summary of Applicant’s testimony to the Planning Commission.

A. The Applications before the Planning Commission request Conditional Use Permit (“CUP”) and Site Design Review (“SDR”) approval to allow a dormitory for employees of an I-2 water-dependent use.

The relevant approval standards and criteria for the Application pursuant to WDC 16.208.050.E.1 are those found in the WDC addressed in the Application and the Staff Report. As explained in the Staff Report at Page 20:

“A majority of the comments in the enclosed letter [from Mr. Scott Widdicombe] are applicable to the Building Code. The Building Code addresses everything outside the building (Site Plan) while the State Building Code addresses the interior layout, fire, life safety, etc. Most of the issues can also be addressed through the Good Neighbor Agreement and Operations Plan.”

In other words, the Application before the Planning Commission is concerned only with the land use approval criteria. Subsequent building permit applications are beyond the scope of the Application and do not play a role in the Planning Commission’s decision.

B. Amendments to the Warrenton Development Code adopted by the Warrenton City Commission leading to this Application allow the dormitory.

The Warrenton City Commission (the “City Commission”) adopted two amendments to the WDC to allow this Application to be submitted.

The first amendment in 2017 defined “hotel” to include dormitories (**Exhibit 2**). The Planning Commission can find that because of this 2017 legislative amendment to the WDC, the concept of dormitories is established in the WDC. The WDC does not mention “bunkhouses,” so this term is irrelevant to the approval criteria.

The second legislative amendment to the WDC occurred in 2019 when the City Commission amended the I-2 zoning district to allow dormitories for employees of I-2 water-dependent uses. WDC 16.64.030.L (**Exhibit 3**). The legislative text amendment process required a public hearing before the Planning Commission, which made a recommendation to the City Commission. The Planning Commission unanimously recommended approval of the amendment to the I-2 zoning district to the City Commission, which adopted the text amendment with amendments. The Oregon Department of Land Conservation and Development (the “DLCD”), the state’s land use administrative agency, did not oppose the legislative amendment to the I-2 zoning district to allow dormitories.

The City Commission acknowledged testimony by residential neighbors abutting the I-2 zoning district and required the dormitory to be approved as a conditional use. At the Applicant’s suggestion, the City Commission included a requirement that the Conditional Use Permit be subject to a Good Neighbor Agreement (the “GNA”) between the City and the Applicant and that the Applicant offer to enter into the GNA with surrounding property owners.

The dormitory Conditional Use Permit approval criteria include a requirement that the Applicant maintain an Operations and Management Plan for the dormitory. The Operations and Management Plan is attached to the GNA which the City Commission approved on September 24, 2019 following a public meeting at which it authorized the Warrenton City Manager (the “City Manager”) to enter into the GNA with the Applicant (**Exhibit 4**). No one submitted letters to the City Commission opposing the GNA prior to the City Commission’s authorization to approve the GNA on September 24, 2019. The City Manager signed the GNA on October 10, 2019. The Applicant provided the draft GNA to the persons on the notice list in **Exhibit 15** but received only one comment. The Applicant has recorded the GNA in the Clatsop County public records so that it runs with the land on which the dormitory will be located.

C. Description of Dormitory Site and Building.

The site is located on NW Warrenton Drive in a long-existing I-2 zoning district. Page 2 of the Staff Report states that the industrial building in which the dormitory will be located was constructed between 1945 and 1972. The building has been used since that time for offices and an I-2 water-dependent use. While the I-2 water-dependent use remains in operation, the part of the building devoted to offices is vacant. It is this part of the building that will be used for the dormitory. This part of the building is located on the far west side of the building, the farthest part of the building away from the single-family residences to the west and south. The vacant portion of the building is proposed for the dormitory.

The large site containing the building which will contain the dormitory contains a perimeter fence around the entirety of the property and some landscaping adjacent to the

residential dwellings on the south and west. The building is served by a driveway from NW Warrenton Drive. The building is now served by some unpaved parking.

The Applicant does not plan to install an additional fence but pursuant to WDC 16.64.040.H, "Buffer," the Applicant is required to install a visual landscape buffer strip at least ten (10) feet wide to provide a dense evergreen landscape buffer which will attain a mature height of at least eight (8) feet where the property adjoins a residential zone (**Exhibit 5**).

Pursuant to staff-recommended conditions of approval, the Applicant will widen and pave the driveway and add more than thirty (30) parking spaces. The Applicant has testified that it does not believe most of the dormitory residents will drive their own cars but the requirement for additional off-street parking is found in WDC16.128.030.A, Table 16.128.030.A. Additionally, WDC 16.64.050.B, one of the conditional use approval criteria, requires the Applicant to offer bus service for employees. **Exhibit 6** contains the relevant dormitory Conditional Use Permit criteria.

The Application does not propose to add new buildings or additions to the existing building.

D. Response to previously identified issues in the Application.

a. Neighborhood outreach.

The Applicant has communicated with its neighbors in several ways.

First, it sponsored a neighborhood meeting on August 26, 2019 at the Warrenton Community Center. The Applicant mailed notice of the neighborhood meeting to everyone on the notice mailing list required for notice of public hearings under WDC 16.208.050.C.1.a.ii (**Exhibit 7**). All property owners on the most recent Clatsop County Tax Assessment roll within 200 feet of the property boundary were on the mailing list. The notice of the neighborhood meeting included the proposed GNA and the dormitory Operations and Management Plan.

Eight (8) persons attended the neighborhood meeting. The GNA and Operation and Management Plan were available for review at the neighborhood meeting.

Following the neighborhood meeting, the Applicant mailed the GNA and the neighborhood meeting report to the same mailing list and invited those receiving the documents to provide comments on the GNA. One person commented on the GNA.

b. Coordination with the Warrenton Fire Department.

The Warrenton Fire Department's original comment on the Application asked that the Applicant to make additional changes to the site plan. The Applicant worked with the Fire Department and received an October 3, 2019 memorandum from Fire Department Chief

Tim Demers. The three-page memorandum stated that the Applicant had addressed the Fire Department's concerns (**Exhibit 8**).

c. Compliance with WDC 16.64.040.V.2.

This WDC standard implements an administrative rule adopted by the DLCD that applies to uses in the I-2 water-dependent use (**Exhibit 9**). This WDC provision requires that the ratio of the square footage of ground-level indoor floor space plus any outdoor acreage distributed between the non-water-dependent uses and the water-dependent uses at the Site shall not exceed 1 to 3 (non-water-dependent to water-dependent).

The ground floor square footage of the dormitory contains 7,642 square feet. The water-dependent portion of the building and the Site contain 354,728 square feet. No outdoor space is allocated to the dormitory use. Therefore, the water-dependent use does not exceed the 1:3 ratio.

d. Oregon Structural Specialty Code ("OSSC") and administrative rules of the Oregon Occupational Safety and Health Administration ("OSHA").

Although these two building code-related standards are not relevant approval criteria for the Application, the record includes testimony regarding compliance with both. Therefore, as the Applicant said at the October 10, 2019 public hearing, it will address the two issues as a courtesy but the issues cannot be a basis for the Planning Commission's decision.

i. OSSC.

The OSSC imposes a square footage per dormitory occupant requirement. The Applicant calculated the requirement and determined that it was met for ninety (90) persons, the proposed number of beds in the dormitory (requiring at least fifty (50) square feet per person). The Warrenton Building official, Bob Johnston, in a September 23, 2019 email determined that the Applicant's architect had correctly applied the standard (**Exhibit 10**).

ii. OSHA administrative rules.

The Planning Commission can find, as noted above and in the Staff Report, that the OSHA standards are not relevant approval criteria for the Application. However, the Applicant asked its architect to review and respond to Mr. Widdicombe's comments on the OSHA administrative rules. The Applicant submitted a memorandum dated October 3, 2019 from its architect responding to Mr. Widdicombe's comments on the OSHA administrative rules and concluded that the dormitory is capable of satisfying the relevant administrative rules (**Exhibit 11**).

e. Traffic.

Several people raised the issue of whether the Application satisfactorily addresses traffic impacts. The Applicant commissioned a Traffic Impact Study (the "TIS") to be performed by Lancaster Engineering. The TIS is **Exhibit 12** to the Application. The TIS concludes that no significant trends or crash patterns were identified, adequate sight distance is available at affected street intersections, no new left-turn lanes are warranted at the studied intersection, there is no safety-related mitigation required because of the Application and "all Study intersections are currently operating acceptably per City of Warrenton and ODOT standards and are projected to continue operating acceptably through the 2021 buildout year of this Site."

5. The Application meets the approval criteria for a dormitory for employees of I-2 water-dependent uses.

A. WDC 16.64.050.A: "The use meets the I-2 Development Standards in Section 16.64.040."

The Planning Commission can find that the Application meets the twenty-two (22) I-2 Development Standards in WDC 16.64.040. The Site Plan and the Application narrative demonstrate how all of the I-2 Development Standards are met, or can be met through conditions of approval recommended in the Staff Report. To the extent the conditions of approval are adopted, all of the conditions of approval are feasible to be satisfied.

B. WDC 16.64.050.B: "The use provides for bus transportation to the work place for residents."

GNA Section 3.B.1 requires the Applicant to provide bus transportation for residents of the dormitory.

C. WDC 16.64.050.C: "The use provides for a dormitory management and operations plan, including a plan for removing terminated employees no longer allowed to reside in the dormitory."

Exhibit 2 to the approved GNA is the dormitory Operations and Management Plan. GNA Section 3.C requires Pacific Seafood to remove a terminated employee within twenty-four (24) hours from the dormitory. The Operations and Management Plan, Paragraphs 4.1 and 7, provide for the removal of residents.

D. WDC 16.64.050.D: "The Applicant for the proposed use has entered into a Good Neighbor Agreement with the City and shall use its best efforts to enter into the same with the agreement with the adjacent residential neighbors."

The City has entered into the GNA with the Applicant. The Applicant provided the GNA at the neighborhood meeting on August 26, 2019 and in a subsequent mailing on

September 5, 2019. The Applicant mailed the signed GNA to the neighbors again and asking if they or an authorized organization wish to enter into the GNA.

E. WDC 16.64.050.E: “The use has appropriate on-site physical improvements, including fencing on the perimeter of the lot adjacent to a residential neighborhood.”

The Planning Commission can find that the use has, or will have pursuant to conditions of approval, appropriate on-site physical improvements, including those necessary to provide for public services and fire department access. The Planning Commission can also make this finding based on Application Sheet P-06 that shows a fence around the perimeter of the property (**Exhibit 5**).

F. Conclusion.

For all of these reasons, the Planning Commission can find that the Applicant has satisfied the relevant approval standards.

6. Response to public testimony at the October 10, 2019 public hearing.

Five (5) persons testified at the public hearing. The Applicant’s response to their testimony is shown below.

A. Testimony by Scott Widdicombe.

Mr. Widdicombe testified that he was “pretty much satisfied” that the Applicant has done as much as they can do. The Applicant appreciates Mr. Widdicombe’s response.

Mr. Widdicombe submitted a two-page document at the October 10, 2019 public hearing. The first page of the document contains seven (7) points that primarily addressed OSHA regulations. The Planning Commission can find that while both Mr. Widdicombe and the Applicant have addressed this issue, it is irrelevant to the Application approval criteria.

Mr. Widdicombe also testified that he had provided pictures of seasonal housing and urged the Planning Commission to provide employees with a “real livable place” in which to reside. This Application addresses the housing problems that preclude affordable and safe housing for Pacific Seafood’s employees. While Pacific Seafood cannot solve the housing crisis for all employees, it has the ability to provide the dormitory in an unused portion of an existing building where the dormitory is located as far away as possible from adjacent residential dwellings (although the Applicant believes there will be no external impacts to the residential dwellings warranting such removal). The dormitory will meet all applicable building code requirements and will be safe, affordable and habitable.

Mr. Widdicombe appeared to complain that he only received public documents at the last minute. The Planning Commission can find that while this is not a relevant approval criterion and the facts show otherwise. First, to the extent Mr. Widdicombe has made public

records requests pursuant to ORS Chapter 192, the City is required to timely respond. There is no indication that the City has failed to do so. Second, this Application has been in the public record since July 8, 2019 and available for public inspection. In fact, Mr. Widdicombe sent Mr. Cronin an email on July 17, 2019 asking about the Application and its relevant approval criteria. Mr. Cronin responded the same day saying that an Application had been submitted and that building codes were not relevant to the Planning Commission's approval criteria (**Exhibit 13**). Mr. Widdicombe was aware of the Application for three (3) months before the October 10, 2019 initial evidentiary hearing. Finally, the Applicant has mailed at least three (3) letters to Mr. Widdicombe and others in the surrounding area, including a copy of the executed GNA on October 23, 2019 (**Exhibits 14 and 15**), and has received just one response.

The Planning Commission can find that Mr. Widdicombe's oral and written testimony provide no basis to deny the Application.

B. Testimony by Tess Chedsey.

Ms. Chedsey testified as to her concern about loss of a river view.

The Applicant has told the Planning Commission that is neither increasing the existing building footprint nor will it add an additional building for the dormitory. To the extent the landscaping buffer might impede views, the buffer is required by WDC 16.64.040.H.

C. Testimony by Rebecca Rubens.

Ms. Rubens testified that she was opposed to the Application and that she was dissatisfied with the public process.

Ms. Rubens is not a property owner within two hundred feet of the Site in the most recent Clatsop County Tax Assessment roll and she is not entitled to receive notice of the public hearing. However, she attended the August 26, 2019 neighborhood meeting and appeared at the October 10, 2019 public hearing. The City has provided all of the required notice for the Planning Commission hearing (in fact, the WDC provides a notice area twice as large as that required by state law for properties inside the Urban Growth Boundary (the "UGB") (200 feet where 100 feet is required by state law). WDC 16.208.050.C.1.a.ii.

The Planning Commission can find that no procedural error has occurred which has prejudiced Ms. Rubens' substantial rights to a full and fair hearing and the opportunity to make her case.

Ms. Rubens complained that the Applicant proposes to charge rent for occupancy of the dormitory. This issue is not an approval criterion. Ms. Rubens asserted that the dormitory Application is an increase to the residential area. The dormitory is proposed to be located in the long-existing I-2 zone. The residential area referred to by Ms. Rubens is either residential zoning along NW Warrenton Drive or the residential zoning district on SW 17th Avenue, which was approved well after the establishment of the I-2 zoning district.

Ms. Rubens argued that her property value would decrease because of establishment of the dormitory. The Planning Commission can find that this is not a relevant approval criterion and that Ms. Rubens' comment is speculative and unsupported by substantial evidence. Moreover, there is no explanation of how an indoor use without any external impacts not adjacent to her property could have any influence on her property value.

Finally, Ms. Rubens asked if the Applicant can build the dormitory elsewhere. The portion of the building to be devoted to the dormitory use is vacant and is appropriate for the dormitory use in the I-2 zone.

D. Testimony by Barbara Balensifer.

Ms. Balensifer said that she was not opposed to the facility. The Applicant appreciates Ms. Balensifer's testimony.

Ms. Balensifer also said that she was opposed to the perimeter fence and the landscaping buffer. In addition to the buffer requirement, WDC 16.64.030.E requires a fence around the perimeter of the lot adjacent to residential uses. The Applicant hopes that the landscaping buffer will not interfere with the views of the neighbors.

E. Testimony by Ann Marie Gramson.

Ms. Gramson asserted that the Applicant uses the word "dormitory" to describe its use because it invokes "pleasant images." The Applicant uses the word "dormitory" because it is found in both the definition section of the WDC (WDC 16.12.010) and is the use that is permitted as a conditional use in the I-2 zoning district (WDC 16.64.030.L).

Ms. Gramson asked if outdoor recreational facilities would be provided. The Applicant does not intend to provide outdoor recreational facilities.

Ms. Gramson also raised the issue of impact on property values. As noted above, the Planning Commission can find that this is neither an approval criterion nor is there substantial evidence that property values will be impacted one way or the other.

Ms. Gramson asked for privacy for her residence and other residences and asked that the Applicant restrict access to the east part of the outside of the property. The WDC requires a fence and a dense evergreen hedge as a landscaping buffer to adjacent residential properties. These improvements provide appropriate privacy even though privacy is not an approval criterion. The Applicant has no plans to restrict any part of the lot for use by the dormitory residents.

7. Conditions of approval.

The September 30, 2019 Staff Report contained seventeen (17) Planning Commission conditions of approval, ten (10) City Engineer conditions of approval and seventeen

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(17) Public Works conditions of approval. The Applicant has reviewed the conditions of approval and accept all of them with the exception of Public Works condition of approval 11 that provides "Transportation Impact Study will require third-party review paid by the developer."

The Applicant submitted this Application on July 10, 2019, including the Traffic Impact Study and the City deemed the Application complete on August 12, 2019. At no time prior to the issuance of the Staff Report did the City ask for a third-party peer review of the Traffic Impact Study. It is far too late now to complete such a peer review and no party has objected to the Applicant's Traffic Impact Study, nor submitted contrary substantial evidence. Therefore, the Applicant respectfully requests that the Planning Commission delete Public Works condition of approval 11.

8. Conclusion.

The Applicant appreciates the public testimony but the majority of the testimony is not relevant to the approval criteria.

Substantial evidence before the Planning Commission demonstrates that the Applicant has met its burden of proof to satisfy the applicable approval criteria.

The Applicant appreciates and agrees with the Staff Report recommendation for approval and generally agrees with the conditions of approval but requests that the modifications described above.

For all of these reasons, the Applicant respectfully requests that the Planning Commission approve the Application with the modified conditions of approval.

Very truly yours,



Michael C. Robinson

MCR:jmhi
Enclosures

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Cc Mr. Michael Miliucci *(via email) (w/enclosures)*
Mr. Kevin Cronin *(via email) (w/enclosures)*

EXHIBITS

- Exhibit 1** *The Astorian* November 8, 2019 Article
- Exhibit 2** WDC 16.12.010, definition of “hotel,” including “dormitory”
- Exhibit 3** WDC 10.64.030.L, dormitory allowed as a conditional use in the I-2 zone
- Exhibit 4** Warrenton City Commission approval of GNA
- Exhibit 5** Application Sheet P-06, landscape buffer and fence requirement exhibit
- Exhibit 6** WDC 16.64.040.H, I-2 dormitory conditional use approval criteria
- Exhibit 7** WDC 16.208.050.C.1.a.ii, public hearing notice requirement
- Exhibit 8** October 3, 2019 Memorandum from Warrenton Fire Department Chief
- Exhibit 9** WDC 16.64.040, I-2 Development Standards
- Exhibit 10** September 23, 2019 Memorandum from Warrenton Building Official
- Exhibit 11** October 3, 2019 Memorandum from Applicant’s architect
- Exhibit 12** Applicant’s Traffic Impact Study
- Exhibit 13** July 17, 2019 email exchange between Mr. Widdicombe and Mr. Cronin
- Exhibit 14** Mailing list used by Applicant
- Exhibit 15** October 23, 2019 letter to the mailing list with executed GNA

https://www.dailyastorian.com/news/local/residents-fear-the-unknown-in-pacific-seafood-s-bunkhouse/article_df6140b4-0263-11ea-9ffb-5708f5f7b8bc.html

TOP STORY

Residents fear the unknown in Pacific Seafood's bunkhouse

Neighbors want concessions to protect views, livability

By Edward Stratton, The Astorian Nov 8, 2019



The future location of Pacific Seafood's dormitories sits near a residential neighborhood along the Columbia River in Warrenton.

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Hailey Hoffman/The Astorian

WARRENTON — Bunkhouses with hundreds of workers have long been commonplace in the seafood processing hubs of Alaska.

But the communal housing concept is a new one in Oregon and for residents of the cul-de-sac at 17th Place southeast of Hammond, near where Pacific Seafood hopes to house nearly 100 of the employees it buses to the Warrenton plant.

Neighbors are worried about density but are mostly resigned to the dorms likely moving forward. They are hoping the company will help protect their views of the Columbia River and keep the seasonal employees away from their cul-de-sac.

Last year, Pacific Seafood unveiled plans to turn a portion of its Hammond fabrication shop into a bunkhouse. The company is also pursuing employee housing for a plant in Newport.

Pacific Seafood has claimed it is far below the 300 people needed to operate at full capacity because of a tight housing market, a common complaint of local employers. It buses in up to 150 workers during peak processing season between May and November, said John King, general manager of the company's Warrenton plant.

The City Commission earlier this year approved a code amendment allowing the dorms as a conditional use. The Planning Commission delayed a vote on the project's conditional use permit until Thursday.

Company representatives have noted the competitive housing market, including the share taken up by vacation rentals and second homes. King said hiring challenges are exacerbated by seafood processing and tourism peaking in the same season.

"The whole area is in competition," he said. "Everybody around is just fighting for workers."

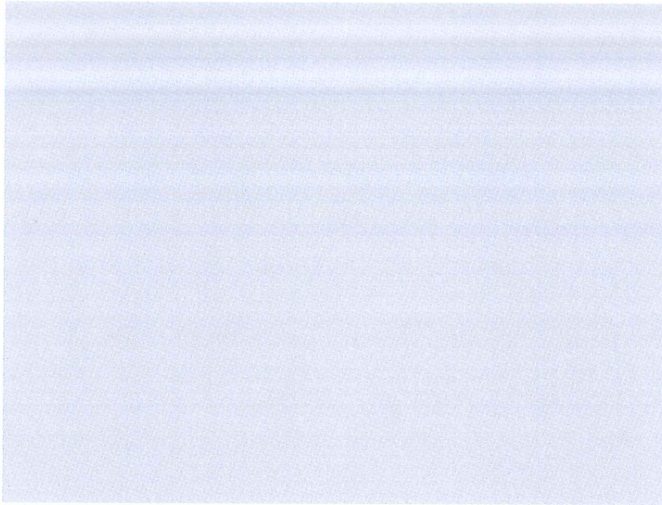
The seafood processor hopes to put in 88 beds. Elizabeth Bingold, associate general counsel for Pacific Seafood, said the company would only have one bed per worker, as opposed to different shifts sharing the same bed, known as "hot racking."

The dorms would include one bathroom and shower area for each six residents, a kitchen, a lounge, a badminton court and an outdoor seating area overlooking the Warrenton Waterfront Trail and Columbia River. The fabrication shop will continue to operate in the eastern portion of the complex.

"The goal is to make this a nice place to live, and to have people enjoy working for Pacific and being here," Bingold said.

Good neighbor

Gil Gramson, a former mayor and city manager in Warrenton, lives next to Pacific Seafood's property at the end of 17th Place. He secured a zone change in the early 2000s from industrial water-dependent shorelands to pave the way for housing.



John King, general manager of the Pacific Seafood plant in Warrenton, points through the window and into the future recreation room of the bunkhouse.

Hailey Hoffman/The Astorian

Buy Now

“The number of people they’re going to be putting there is excessive,” Gramson said. “You’re looking right at 100 people. This is an industrial area next to us, and no one ever anticipated there would be that many people living in one area.”

A good-neighbor agreement approved by the Planning Commission in September requires Pacific Seafood to shuttle residents to work and shopping to limit traffic, install signs to limit noise, perform background checks and promptly remove trouble employees.

The company would be required to erect fencing around the dorm property. Residents have signed a petition asking the Planning Commission to nix a requirement for the company to build a buffer of trees and shrubs at least 10 feet high around the property, arguing it would take away their views of the river and hurt property values.

“Why would you want to disturb the view of everyone surrounding it?” asked Barbara Balensifer, a former mayor who has lived for more than 50 years on the southern flank of the fabrication shop. “We bought homes with what we’re looking at now.”

The good-neighbor agreement asks that workers avoid using surrounding side streets. Neighbors want the company to provide direct access to the Waterfront Trail, rather than them using a walkway from 17th Place.

“We’ll request them to not block our views, and to install a gate and passage directly to the riverwalk,” said Scott Widdicombe, who lives on the eastern edge of the property.

To appease neighbor concerns, Kevin Cronin, the city's community development director, said he is recommending a performance standard that would limit the number of beds in the dorms to 70 for the first year.

"If there are no major issues (in the first year), then they get to go up to 90 beds," he said. "I'm giving them the incentive to do the right thing. And if all goes well, they'll operate a 90-bed facility."

Housing workers

Pacific Seafood's project is the most extensive among several efforts by employers to cope with the housing market. It could set a precedent for other employee housing projects.



The bunkhouse has several rooms and will be able to hold nearly 100 employees.

Hailey Hoffman/The Astorian

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Bornstein Seafoods recently purchased an apartment complex near its Warrenton Deep Sea Market, offering units at a competitive rate to its employees. Andrew Bornstein, co-owner of the processor, said the units are occupied by an equal mix of employees and existing tenants, who the company didn't want to displace.

"I'd say they have had a small, positive tangible impact," he said. "It's a hard one to measure, but I think there are certainly people within the company that are greatly

appreciative of having a lower cost option for housing in a market that is fairly expensive for apartments."

Columbia Memorial Hospital in Astoria has long provided rentals for visiting physicians. Pelican Brewing provides apartments for employees at its brewery in Cannon Beach, along with a house in Manzanita.

Developer Randy Stemper is overseeing the construction of the 37-unit Skipanon View Apartments slated to open in the spring, walking distance from Pacific Seafood's Warrenton plant. Stemper said he approached the company about leasing the property but was turned down.

Company representatives were not immediately available for comment on why they didn't pursue the offer. Cronin's assumption was that they determined it would cost less to refurbish the fabrication shop than invest in new apartments.

Cronin and King chalk much of neighbors' concerns up to the fear of the unknown. But the company has signed on to the good-neighbor agreement and will screen employees working at the plant and staying at the dorm.

"We've been part of this community for 37 years, and we want to be here for a long time. We want to make sure we're putting our best foot forward and doing the right thing," King said.

Edward Stratton

Edward Stratton is a reporter for The Astorian. Contact him at 971-704-1719 or estratton@dailyastorian.com.

L. Dormitory. A dormitory only for employees of one or more industrial waterdependent uses in the I-2 zoning district. The dormitory shall be on a lot which includes one or more benefitting industrial water-dependent uses. The dormitory shall be discontinued if either the ownership changes so that the lot on which the dormitory is located is no longer controlled by the owner of one or more of the benefitting industrial water-dependent uses, or the benefitting industrial water dependent use on the same lot as the dormitory ceases to operate. The dormitory may house workers of other industrial water-dependent uses if in the same ownership as the lot on which dormitory is located.

6.64.030 Conditional Uses.

The following uses and activities and their accessory uses and activities may be permitted in the I-2 zone when approved under Chapter 16.220, Conditional Use Permits. These uses are also subject to the provisions of Section 16.64.040, Development Standards.

- A. Temporary uses, subject to the standards in Section 16.64.040, involving an existing structure; a removable structure (such as a trailer); or involving minimal capital investment.
- B. Beach nourishment at sites designated in this plan.
- C. Mitigation, restoration, creation and enhancement.
- D. Dredged material disposal.
- E. Water-related uses subject to the standards in Section 16.64.040.
- F. Water-dependent commercial uses.
- G. Passive restoration measures.
- H. Excavation to create new water surface area.
- I. Public access improvement projects, as specified in public access plans.
- J. The following water-dependent industrial or port uses:
 - 1. Marine fuel storage and dispensing.
 - 2. Forest products processing, storage and loading.
- K. Communication facilities subject to the standards of Chapter 16.148.
- L. Dormitory. A dormitory only for employees of one or more industrial waterdependent uses in the I-2 zoning district. The dormitory shall be on a lot which includes one or more benefitting industrial water-dependent uses. The dormitory shall be discontinued if either the ownership changes so that the lot on which the dormitory is located is no longer controlled by the owner of one or more of the benefitting industrial water-dependent uses, or the benefitting industrial water dependent use on the same lot as the dormitory ceases to operate. The dormitory may house workers of other industrial water-dependent uses if in the same ownership as the lot on which dormitory is located.
- M. Similar uses as those listed in this section. (Ord. 1223 § 3, 2019)

*(CORRECTIONS MADE 10/10/19
208/2012)*

MINUTES
Warrenton City Commission
Regular Meeting -- September 24, 2019
6:00 p.m.
Warrenton City Hall - Commission Chambers
225 S. Main
Warrenton, OR 97146

Mayor Balensifer called the meeting to order at 6:04 p.m. and led the public in the Pledge of Allegiance.

Commissioners Present: Mayor Henry Balensifer, Pam Ackley, and Mark Baldwin

Excused: Rick Newton, Tom Dyer

Staff Present: City Manager Linda Engbretson, Community Development Director Kevin Cronin, Public Works Director Collin Stelzig, Public Works Operations Manager Kyle Sharpsteen, Police Chief Mathew Workman, Finance Director April Clark, and City Recorder Dawne Shaw

CONSENT CALENDAR

- A. City Commission Work Session Minutes – 9.10.19
- B. City Commission Meeting Minutes – 9.10.19
- C. Community Library Board Meeting Minutes – 3.08.19
- D. Community Library Board Meeting Minutes – 06.14.19
- E. Police Department Monthly Statistics – August 2019

Commissioner Ackley made the motion to approve the consent calendar as presented. Motion was seconded and passed unanimously.

Balensifer – aye; Ackley – aye; Baldwin – aye

COMMISSIONER REPORTS

Mayor Balensifer noted how many applications were received for the library position.

City manager, Linda Engbretson, noted she will be heading to the League of Oregon City (LOC) Conference after the Hammond event. Mayor Balensifer explained the Hammond Event; he noted this effort has been going on for a long time and encouraged all to attend.

Mayor Balensifer also noted for the record that he will be gone: October 3 – 12, October 19- 25, and October 30 – November 12. Commissioner Ackley will be acting Mayor from October 3 – October 7 and Commissioner Newton thereafter.

PUBLIC COMMENT

Dixie Dowaliby asked if the Good Neighbor Agreement would be in writing and if the agreement would be presented to the public for review. Mayor Balensifer noted it is on the agenda this evening.

Gerald Poe spoke in regards to the Dredge Contract Award on the agenda. He noted he reviewed the proposed dredging contract and has concerns. He asked the commission to look over the proposal before approving.

Mr. Robinson spoke in regards to agenda item 7-A; he noted the agreement was submitted and reviewed at the neighborhood meeting.

PUBLIC HEARING

Community Development Director, Kevin Cronin, presented his staff report on the Urban Renewal Amendment- Final Plan and Report.

Commissioner Ackley made the motion to authorize a resolution to adopt the urban renewal substantial amendment. Motion was seconded and passed unanimously.

Balensifer – aye; Ackley – aye; Baldwin – aye

BUSINESS ITEMS

Mr. Cronin discussed the Pacific Seafoods Good Neighbor Agreement. He noted the additional information distributed prior to the meeting. Mayor Balensifer asked what legal counsel thought about the commission approving the agreement without it going to the Planning Commission. Mr. Cronin Stated that legal council agreed that Mayor Balensifer has the ability to approve the Good Neighbor Agreement at tonight's Commission Meeting. Commissioner Ackley asked for clarification on the parking and noted a possible typo that needs correction. Discussion followed. Mayor Balensifer asked for clarification on his understanding on the Good Neighbor Agreement; Mr. Cronin clarified. Mayor Balensifer stated it is important to note the agreement is with the City and Pacific Seafood and this is not a land use approval document, this is simply a document to establish the relationship between administration of tenants there and the City's interest as well.

Commissioner Ackley made the motion to authorize the City Manager's signature and execute the Good Neighbor Agreement as required by the conditional use permit for Pacific Seafoods, as amended by legal counsel and Commissioner Ackley's correction. Motion was seconded and passed unanimously.

Balensifer – aye; Ackley – aye; Baldwin – aye

Kevin Cronin, Development Director, discussed the Department of Land Conservation & Development (DLCD) Technical Assistance Grant. He noted this grant application is due October 1 and requires a letter of support from the mayor. The grant will accomplish a number of things including an inventory of all lands and ^{charting} carting a five year action plan for an Economic Development Strategy; which could produce jobs for the citizens of Warrenton.

After Recording Return to:
Michael C. Robinson
Schwabe, Williamson & Wyatt, P.C.
1211 SW Fifth Avenue, Suite 1900
Portland, OR 97204

**GOOD NEIGHBOR AGREEMENT
(the "Agreement")
Between the City of Warrenton and
Pacific Seafood Group**

1. Introduction.

The Parties to this Agreement are the City of Warrenton, Oregon, a political subdivision of the state of Oregon (hereinafter referred to as the "City") and Pacific Seafood Group Acquisition Company, Inc., an Oregon corporation (hereinafter referred to as "Pacific Seafood").

2. Effective Date of Agreement.

This Agreement shall be effective on _____, 2019.

RECITALS

- A. Whereas, Pacific Seafood applied for a Type IV legislative amendment application (the "Application") to the text of the Warrenton Development Code (the "WDC") requesting that the Warrenton City Commission (the "City Commission") approve a text amendment (the "Amendment") to the Water-Dependent Industrial Shorelands ("I-2") Zoning District, and
- B. Whereas, the City Commission received a unanimous recommendation from the Warrenton Planning Commission (the "Planning Commission") and a recommendation from the Warrenton Development Director to approve the proposed text amendment, and
- C. Whereas, the City Commission conducted its public hearing on November 13, 2018 and took testimony from the Community Development Director, Pacific Seafood, those supporting the Application, and those opposed to the Application, and
- D. Whereas, following the November 13, 2018 public hearing and in response to questions by the City Commission and the Mayor of Warrenton, Pacific Seafood submitted a revised text amendment to WDC 16.64.030 (the "Amendment") to allow residential housing only for employees of an I-2 water-dependent use as a conditional use in the I-2 Zoning District (the "Dormitory"), and

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- E. Whereas, the City Commission adopted the Amendment on January 22, 2019, and
- F. Whereas, the Amendment became effective on February 21, 2019.
- G. Whereas, the purpose of the Amendment is to allow work force housing to accommodate the unmet need for affordable, short-term housing for employees of a water-dependent industry in the I-2 zoning district as a conditional use, and
- H. Whereas, amended WDC 16.64.050.D requires an applicant of a proposed dormitory use to enter into a Good Neighbor Agreement (the "Agreement") with the City, and
- I. Whereas, the purpose of this Agreement is to describe ongoing measures to ensure that the Dormitory's operation will not create undue adverse impacts on surrounding uses, and
- J. Whereas, Pacific Seafood has prepared this Agreement as a requirement of WDC 16.64.050D.

NOW, THEREFORE, THE PARTIES ENTER INTO THIS AGREEMENT TO FULFILL WDC 16.64.050(4).

REQUIREMENTS

1. **The Agreement Runs with the Land.**

The Parties agree that this Agreement runs with the land. Pacific Seafood maintains and operates two water-dependent industrial uses in the I-2 zoning district (the "Industrial Uses"). This Agreement pertains to the existing Bio Oregon plant, commonly known as Pacific Fabrication, which contains a vacant, water-dependent industrial use to serve as a dormitory for Pacific Seafood employees (the "Property"). The Property is located at 1815 NW Warrenton Drive and more particularly described on Exhibit 1.

2. **Termination.**

This Agreement shall not terminate unless (1) the owner of the Property changes so that the Property is no longer controlled by the owner of one or more of the Industrial Uses, or (2) the water-dependent use on the Property ceases to operate.

3. **Requirements of the Agreement.**

A. Pacific Seafood shall make the following improvements at the Dormitory after completing any necessary permitting and construction activities related to these improvements:

- 1. Construct a fence a minimum of six feet in height along Pacific Seafood's south and east property lines.
- 2. Install a sign at the access to the Pacific Seafood facility stating (in effect), "Please be respectful of our neighbors by not talking loudly or loitering on this property."

B. Pacific Seafood shall undertake the following measures related to traffic and transportation in order to minimize congestion and parking spillover, after obtaining any necessary permits:

1. Provide a shuttle for Dormitory residents to and from (a) their place of employment in the I-2 zone, and (b) shopping for groceries and other living necessities.
2. Coordinate with shuttle drivers to prevent these vehicles from using access streets in the neighboring residential neighborhood to the east.
3. Provide off-street parking for the Dormitory residents.

C. In the event a Pacific Seafood employee who is living in the Dormitory is terminated from his or her employment role with Pacific Seafood, Pacific Seafood shall lawfully remove said employee from the Dormitory within twenty-four (24) hours, or the shortest amount of time permitted under applicable law.

D. Pacific Seafood shall conduct background checks on any potential resident of the Dormitory so that only those applicants with reasonably acceptable and approved background checks are allowed to occupy the Dormitory including but not limited to a check on any past felony convictions.

E. Pacific Seafood shall post in a conspicuous place on the Property the name of a contact person with a current email address and phone number to whom anyone may submit complaints or questions about the operation of the Dormitory, and Pacific Seafood shall respond within seventy-two (72) hours, if at all possible, to the contact information provided by the complainant.

F. Pacific Seafood agrees to cooperate to the fullest extent possible with the City, City-recognized neighborhood associations, and City-recognized homeowners associations on any City plans to address nuisance-related activities in the City. The City shall be responsible for notifying Pacific Seafood in writing of such City plans.

G. Pacific Seafood agrees to appear at homeowner association and recognized neighborhood association meetings when requested by the association with reasonable advance notice, or by the City, to address questions or concerns about operation of the Dormitory.

H. Pacific Seafood shall make reasonable efforts to control litter on the Property and the spread of litter into nearby areas in order to avoid creating an unsanitary or unattractive environment.

4. Binding Nature of This Agreement.

This Agreement shall be binding upon all successors and assigns of Pacific Food that operate the Dormitory and shall run with the land unless terminated as provided for in Paragraph 2. Pacific Seafood's compliance with this Agreement shall be considered compliance with WDC 16.64.050.D.

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5. Authority to Enter into This Agreement.

Pacific Seafood and the City agree that each of them have the authority, and their respective signatories are hereby authorized, to enter into this Agreement and each Party covenants that it has a good and valid right and lawful authority to enter into this Agreement.

6. Notice.

Any notice required or allowed to be delivered by this Agreement shall be in writing and be deemed to be delivered when deposited in the United States Mail, postage prepaid, Certified Mail, Return Receipt Requested, addressed to the following persons:

For Pacific Seafood:

Michael Millucci

16797 SE 130th Avenue

Clackamas, OR 97015

For the City:

City Manager

City of Warrenton

P.O. Box 250

Warrenton, Oregon 97146-0250

7. Entire Agreement.

This Agreement contains the entire Agreement between the Parties and shall supersede and replace all prior agreements or understandings, written or oral, relating to the matter set forth herein. Any amendments to this Agreement must be in writing and signed by persons authorized by the Parties to do so.

8. Recording.

This Agreement shall be recorded in the public records of Clatsop County, Oregon.

9. Governing Law.

This Agreement and the provisions contained herein shall be construed, controlled and interpreted according to the laws of the state of Oregon, and all duly adopted ordinances, regulations, and policies of any governing authority of the jurisdiction over the Property described above now in effect and those hereinafter adopted.

10. Venue.

The proper location for the settlement of any and all claims, controversies, disputes arising out of or relating to any part of this Agreement, or any breach hereof, shall be Clatsop County, Oregon.

11. Remedies.

The City shall have every power and remedy now or hereafter available at law or in equity to enforce this Agreement (including the right to revocation of land use permits and to specific performance), and each and every power and remedy may be exercised from time to time and as often as the City deems expedient. All such powers and remedies shall be cumulative, and the exercise of one shall not be deemed a waiver of the right to exercise any other or others.

12. Amendments.

This Agreement may be amended from time to time by the Parties as they deem necessary. The Warrenton City Commission shall approve any amendments in a public meeting. The amendments shall be reduced to writing and shall be incorporated into the Agreement.

13. Execution In Counterparts.

This Agreement may be executed in any number of counterparts, each of which will be deemed to be an original, and all of such counterparts shall constitute one Agreement.

[Signatures and acknowledgments on following page.]

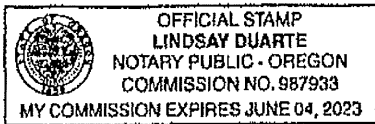
IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first above written.

CITY OF WARRENTON, OREGON, a political subdivision of the State of Oregon

Linda Engbretson
By: Linda Engbretson, City Manager

STATE OF OREGON)
) ss.
County of _____)

This instrument was acknowledged before me this 9th day of October, 2019, by Linda Engbretson, City Manager the City of Warrenton, a political subdivision of the state of Oregon.



Lindsay Duarte
Notary Public for Oregon
My Commission Expires: June 04, 2023

PACIFIC SEAFOOD GROUP ACQUISITION COMPANY, INC.

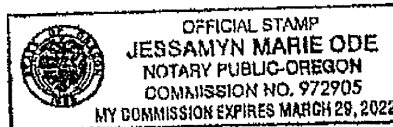
Michael Milincci
By: Michael Milincci
Title: Director of Housing + Facilities

STATE OF OREGON)
) ss.
County of Clackamas)

This instrument was acknowledged before me this 15th day of October, 2019, by Michael Milincci of Pacific Seafood Group Acquisition Company, Inc., an Oregon corporation, on behalf of the company.

Jessamy Ode
Notary Public for Oregon
My Commission Expires: March 29, 2022

APPROVED AS TO FORM
[Signature]
Warrenton City Attorney



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EXHIBITS TO THE AGREEMENT

Exhibit 1 Legal Description of the Property

Exhibit 2 Dormitory Occupancy Rules

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EXHIBIT 1
Legal Description

Township 8N, Range 10W, Section 9
Tax Lots 500, 600, 700, 800 and 2702

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Location: _____

GUEST INFORMATION

Name: _____
Address: _____ City: _____ State: _____ Zip: _____
Telephone: _____ E-mail: _____

RESERVATION DETAILS

Number of Rooms: _____ Type of Room: _____
Reservation Dates (approx.): _____

ACCEPTANCE

By signing below, or by staying in any of our rooms, you are agreeing to abide by all of the attached General Terms and Conditions.

Signature: _____ Date: _____

FOR OFFICE USE ONLY

Accepted by: _____
Other Notes: _____



GENERAL TERMS AND CONDITIONS

"You" and "Guest" refers to the person registered to stay at _____ (the "Premises"). "We" or "Us" refers to PORTSIDE PROPERTIES, LLC, the operator of the Premises. The following general terms and conditions (the "Terms and Conditions") are considered a part of our reservation agreement with You. By signing Your guest registration form and/or staying at the Premises, You are agreeing to abide by all of these Terms and Conditions, and We reserve the right to charge You, if any fees are assessed for damages or not complying with these Terms and Conditions.

1. REGISTRATION

1.1. ADA ACCESSIBLE ROOMS. A limited number of rooms that are compliant under the Americans with Disabilities Act ("ADA") are available on the Premises. Should You require a room of this nature, You must identify Yourself to the management at the Premises.

1.2. GUEST REGISTRATION. We require valid contact information from the Guest making the reservations including first and last name, address, phone number, email and signature.

1.3. CHECK-IN REQUIREMENTS. Guests must be at least 18 years of age to check in at the Premises. In the interests of security and to prevent fraud, guests are required to confirm their identity by providing their valid government issued photo identification (e.g., state driver's license, passport, etc.) at check-in.

1.4. ROOM KEYS. Room keys are issued to the registered Guest(s). No room keys will be issued to anyone under 18 at any time. I.D. is required if You have lost Your key and require a duplicate. Please return room keys to Us at check-out.

1.5. CANCELLATION. We are not responsible for weather conditions, personal emergencies, or schedule changes.

1.6. EARLY DEPARTURES. In the event that You decide to vacate the Premises before Your scheduled departure date, the weekly rate will be null and void and You will be billed for the days stayed, based on a daily rate, plus tax. Please advise the management at the Premises as soon as reasonably possible about any planned early departures.

2. PAYMENT

2.1.1. EMPLOYER FACILITATED RENTAL. If Your Employer facilitated Your stay on the Premises, then Your room fees during the term of Your stay may be arranged between You, Your Employer, and the Premises. Should any additional fees or costs be required as a result of any damages or fines that are incurred by the Premises as a result of Your stay, You authorize Your Employer to make repayments to the Premises and to seek reimbursement from You for those additional costs or fees.

2.1.2. PERSONAL RENTAL. If You directly arranged for Your stay with the Premises, then the credit card that You presented upon check-in will be billed for the duration of Your stay. If any additional costs are incurred by the Premises as a result of Your stay, specifically any damages that are discovered upon Your departure, Your credit card will be billed for those additional expenses.

3. RESERVATION AND PAYMENT FOR GUESTS BY THIRD PARTIES. Unless expressly agreed to by us, third party payment is not permitted. You will be responsible for any and all damages and loss. We reserve the right to refuse reservation at any time for any reason.

4. SITE MANAGEMENT

4.1. ENFORCEMENT. All staff are trained and required to respond to potential violations of these Terms and Conditions. Guests who refuse to abide by these Terms and Conditions will be evicted, with no refund. In addition to the room charge, a minimum \$50.00 cleaning fee per room will be charged for infraction(s) of these Terms and Conditions.

5. PARKING AT OWN RISK. All vehicles are parked at the risk of the owner. We will have



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no liability or responsibility for any vehicle, occupants, or contents while operated or parked on or near the Premises.

6. GUEST POLICIES

6.1. **ALCOHOL.** Alcohol is NOT ALLOWED in public areas such as the lobby, rooftop deck, halls, etc. on premises. Any Guest found in violation of this requirement may, upon the Premises' sole discretion, be removed or reported to law enforcement. Registered guests of legal age who choose to bring their own alcoholic beverages must responsibly consume such beverages in their assigned room.

6.2. **NO DRUGS/SMOKING.** The Premises is 100% smoke-free. We do not permit smoking tobacco, marijuana, illegal drugs, e-cigarettes, vape pens, vaping, cartridges containing the liquid of nicotine, hookahs, incense, cigars, candle burning, the use or diffusing of patchouli oil or other strong-smelling plant-based essential oils or synthetic products in the Premises. Guests are encouraged to notify Us immediately if they smell cigarette, marijuana, or other objectionable odors. A minimum fee of \$150 will be charged for smoking of any kind on the Premises.

6.3. **NO PARTIES.** We strictly enforce a No In-Room Party Policy to ensure we can protect the Premises and our guests at all times. No parties, loud disturbances and/or noise-nuisance are allowed or tolerated on the Premises. In the event of a disturbance, one polite request (warning) will be given to reduce the noise. If our request is not followed, the Guest will be asked to leave the Premises without refund. Registered Guest(s) are responsible for all persons visiting. Non-Registered visitors are only permitted until 10:00 P.M. If You are found with unregistered guests after 10:00 P.M., Your stay will be considered a party. Both You and Your guest will be ordered to vacate the premises without refund and may be assessed a Guest Compensation Disturbance Fee.

6.4. **VISITORS.** No visitors after 10:00 p.m. Visitors must be accompanied by the registered Guest at all times. As a registered Guest, You are responsible for Your visitor at all times, and

may be charged an extra person fee of \$_____ for guests on the Premises after 10 p.m.

6.5. **QUIET HOURS.** Quiet hours are from 10:00 PM to 9:00 AM. If You become aware of a disruptive guest, please contact Us immediately by text, phone, or in-person. Voices and electronic devices must be kept at a respectfully low level at all times. Doors should be opened and closed quietly. No congregating or running in halls is permitted on the Premises.

6.6. **PETS.** We do not provide accommodations for pets, and may assess a fee for any pets brought onto the Premises.

6.6.1. **SERVICE ANIMALS.** Service animals as defined by the ADA are not pets and may remain with their owners at all times. Service animals shall have a harness, leash, or other tether, unless either the handler is unable because of a disability to use a harness, leash, or other tether, or the use of a harness, leash, or other tether would interfere with the service animal's safe, effective performance of work or tasks, in which case the service animal must be otherwise under the handler's control (e.g., voice control, signals, or other effective means).

Service animals must be under handler's control at all times, and may not be left unattended on property at any time. The Premises is permitted to charge the same fee for damages as charged to other guests for any damage to our property or Premises rooms. We may similarly assess a fee for any unattended service animals.

If a service animal is out of control (including, without limitation, barking), for any reason other than the task it is trained to perform for its handler, and the handler does not take effective action to control it, staff may request that the animal be removed from the Premises.

7. **RIGHT TO REFUSE SERVICE:** The Premises is privately owned and operated. We reserve the right to refuse service to anyone for any reason(s) that does not violate Federal or State laws. We will refuse to admit or refuse service or accommodation in our Premises or may remove a person, without refund, who refuses to abide by the reasonable standards and policies established by us for the operation and



management of the Premises. We will REFUSE SERVICE OR EVICT A GUEST for: refusal or failure to pay for accommodations; being under the influence of alcohol, drugs, or any other intoxicating substance and acts in a disorderly fashion as to disturb the peace of other guests or not being in compliance with state liquor laws; acting in a disorderly fashion so as to disturb the peace of other guests; seeking to use the Premises for an unlawful purpose; seeking to bring into the Premises: an unlawfully possessed firearm or other item, including an explosive or hazardous or toxic substance, that is unlawful to possess and that may be dangerous to other persons; destroying, damaging, defacing, or threatening harm to Premises property or guests; causing or permitting persons to exceed the maximum allowable occupancy of room; or refusing to abide by the reasonable standards or policies established by us for the operation and management of the Premises.

8. PERSONAL PROPERTY.

8.1. **LOST & FOUND POLICY.** We will have no liability to any Guest for lost, misplaced, stolen, or damaged valuables or belongings. If You discover that You have left behind something of value to You, please call us immediately and we will try to assist You in locating Your lost item.

8.2. **FOUND ITEMS.** We are not responsible for any items You may leave behind. However, any item, with the exception of perishable items, left behind by our Guests and found after departure by Housekeeping will be collected, logged in, and kept in a secure location for collection by the owner for up to sixty (60) days. Reasonable effort will be made to notify the Guest that an item has been found. Perishable items, underwear, and miscellaneous toiletries will be discarded.

8.3. **RETURN.** We would be happy to return Your lost item(s) to You. Packaging, Postage, plus an additional \$10.00 handling fee will be billed to You for any lost items we ship. A separate receipt will be mailed to You. We are not responsible for any item lost or misdirected during shipment.

8.4. **UNCLAIMED ITEMS.** Lost & Found items are held for 60 DAYS while we attempt to

contact You. If Your contact information is incorrect or cell phone mailbox is full and we are unable to contact You during the 60-day holding period, we will throw away, donate, or otherwise dispose of the unclaimed item(s).

9. DAMAGES

9.1. **DAMAGE AND/OR THEFT OF PROPERTY.** You are liable for any damage howsoever caused (whether by deliberate, negligent, or reckless act) to the room(s), Premises' grounds or property caused by You or any person in Your party, whether or not staying at the Premises during Your stay. The Premises reserve the right to seek reimbursement from You, in such amounts as it sees fit, in its sole discretion, that it deems necessary to compensate or make good the cost or expenses incurred or suffered as a result of the aforesaid damage. If Your credit card is on file with the Premises, Your card will be charged for the aforementioned damages. If Your stay on the Premises was facilitated through Your Employer, You authorize Your Employer to make repayments to the Premises and to seek reimbursement from You for those additional costs or fees. Should this damage come to light after the Guest has departed, we reserve the right, and You hereby authorize us, to seek reimbursement for any damage incurred to Your room or the Premises during Your stay, including and without limitation for all property damage, missing or damaged items, smoking fee, cleaning fee, Guest compensation, etc. We will make every effort to rectify any damage internally prior to contracting specialist to make the repairs, and therefore will make every effort to keep any costs that the Guest would incur to a minimum.

9.2. DAMAGE DISCOVERED AFTER CHECK-OUT.

9.2.1. **DAMAGE TO ROOM.** Damage to rooms, fixtures, furnishing, and equipment including the removal of electronic equipment, towels, art work, etc. will be charged at 120% of full and new replacement value plus any shipping and handling charges. Any damage to Premises property, whether accidental or willful, is the responsibility of the registered Guest for each particular room. Any costs associated with repairs and/or replacement will be charged to



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You. In extreme cases, criminal charges will be pursued.

9.2.2. DAMAGE TO MATTRESSES AND BEDDING. Damage to mattresses and linen including: towels, mattress pads, sheets, bedspreads, blankets resulting from the use of body oils, make-up, shoe-polish, etc., will result in a charge for the special cleaning, repair, or replacement of the damaged article.

9.2.3. DAMAGE OR TAMPERING WITH FIRE DETECTION SYSTEMS/FIRE-FIGHTING EQUIPMENT. We reserve the right to take action against any Guest or visitor found to have tampered or interfered with any detection and/or suppression equipment throughout the Premises, including detector heads in public areas, Guest rooms, break glass points and fire extinguishers. Guests or visitors found to have tampered with any fire detection or fire-fighting equipment will be charged with any costs incurred by the Premises due to their actions and WILL BE EVICTED from the Premises. Depending on the severity of the Guest actions, law enforcement may become involved at the Premises' discretion. Should the fact that fire-fighting or detection equipment had been tampered with come to light after the Guest has departed, we reserve the right and You hereby authorize us to bill or seek reimbursement from You, for any damage incurred to Your room or our property during Your stay, including and without limitation for all property damage, missing or damaged items, smoking fee, cleaning fee, guest compensation, etc.

9.2.4. DAMAGE TO PERSONAL PROPERTY. The Premises will NOT be liable to You, Your family, guests, or agents for any damage or loss to person or personal property (furniture, jewelry, clothing, automobiles, food, or medication in the refrigerator, etc.) resulting from theft, vandalism, fire, water, rain, snow, ice, storms, earthquakes, sewerage, streams, gas, electricity, smoke, explosions, sonic booms, or other causes or resulting from any breakage or malfunction of any pipes, plumbing fixtures, air conditioner, or appliances, unless it is due to our failure to perform, or negligent performance of, a duty imposed by law. In addition, the Premises will not be liable for any damages caused by other residents of the Premises or by any other

persons. You agree to indemnify, defend, and hold the Premises harmless against all claims for damage to property or persons arising from Your use of the Premises or from any activity, work, or act done by You in or about the Premises, including legal fees and court costs that may be incurred.

9.3. INFESTATION. The cleanliness of our rooms is extremely important to our guests. If You bring any infestation into Your room or onto our property, we may charge You for any and all costs and expenses, including immediate or urgent response requirements and loss of room revenue, that we deem necessary to address the infestation.

10. ROOM POLICIES.

10.1. DO-NOT DISTURB AND ACCESS TO ROOMS. To provide all guests with an exceptionally clean and safe Premises experience, we provide regular housekeeping services. Our Housekeeping Staff will honor the "Do Not Disturb" door hanger once during a THIRTY-SIX HOUR period indicating that the room is occupied. The Housekeeping Staff is required to enter the room at subsequent times to clean the room, check for safety, and verify the condition of the room. Management reserves the right to enter a room with a known status of "Do Not Disturb" for reasonable purposes, such as an emergency, housekeeping, maintenance, verification that the room, its furnishings, and mechanical equipment are intact, or to address or prevent a violation of these Terms and Conditions. In the event of suspected illegal activity, management reserves the right to summon law enforcement to aid in eviction. The right to privacy ends when a violation of these Terms and Conditions occurs. Law enforcement will be granted immediate access to the Premises and rooms of evicted guests.

10.2. CANDLE, INCENSE, ESSENTIAL OILS. Candle, incense, essential oils (*diffusing, vaporizing, etc.*) are prohibited. These items and activities will be treated as smoking, a fine will be assessed, and the Guest may be evicted with no refunds.

10.3. COOKING. In certain locations, certain rooms may include small kitchens and/or other



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cooking equipment. Guests staying in such units may make use of provided equipment. The Premises, however, will not be liable for food items prepared by Guests, or for any liability or damages occurring in connection with your Use of such equipment. Preparation of food in Guest rooms by any type of cooking appliances not provided Us is **STRICTLY PROHIBITED**. A minimum fee of \$150.00 will be charged for cooking of any kind whatsoever, including, but not limited to use of coffee makers, hot plates, toaster ovens, water heaters, rice cookers, combustible, open flame, barbecue grill, burners, heating appliance, or any other item intended for cooking. Unless you are informed otherwise, open fires, flames or cooking grills, either charcoal or gas, and fireworks are not allowed anywhere on the Premises.

10.4. **REFRIGERATOR.** In certain locations, the Premises will provide Guests with access to a refrigerator unit that the Premises provides for the use of its guests. The Premises will not be liable for the loss or spoliation of any food stored in the refrigerator and use of the refrigerator is each Guest's risk. If You use the refrigerator, You are responsible for disposing of used or spoiled items. The refrigerator will be cleared on a regular basis. The Premises will make a good-faith effort to inform all users about scheduled cleanings of the refrigerator, however loss of personal effects stored may occur if the Premises staff, in its sole discretion, decides that disposal of those effects is necessary.

11. **MAXIMUM OCCUPANCY.** Room occupancy requirements are based on fire code/fire safety restrictions. Bunk maximum occupancy is 1, Standard Room maximum occupancy is 2, Suite maximum occupancy is 2 adults or more. Premium Suite/ADA maximum occupancy is 4, with rollaway beds needed. If You exceed the maximum number of guests allowed, You will be asked to rent another guestroom for proper accommodations or vacate the Premises.

12. **RATES.** All rates are quoted in United States currency, plus tax. Rates may increase without notice. Rates are based on bunks (1 occupancy), standard room (1-2 occupancy), suite (1-3 occupancy), premium suite/ADA (1 or more) occupancy and are subject to availability.

13. SAFETY.

13.1. **FIREARMS AND WEAPONS.** The safety and security of our guests and staff is extremely important to us. For the protection of our guests, vendors, staff, and owners, no firearms and weapons are permitted on the Premises. Guests and vendors who fail to abide by our policy may be asked to leave the Premises and/or subject to further legal action. No exemption to this policy is allowed for private persons, even those licensed and permitted to carry a firearm openly or concealed under local, state, or federal law, are exempt from this policy.

13.2. **FIRE SAFETY.** In the event of an emergency or fire, please call 9-1-1. The Premises is fully equipped with smoke detectors and other fire suppression equipment. It is Your responsibility to take note of all fire evacuation routes and to not tamper with any fire detection or suppression equipment. As noted elsewhere in these Terms and Conditions, Guests or visitors found to have tampered with any fire detection or fire suppression equipment will be charged with any costs incurred by the Premises due to their actions and **WILL BE EVICTED** from the Premises.

14. **CHANGES OR MODIFICATION.** We reserve the right to amend, modify, change, cancel, vary or add to these Terms and Conditions at any time without prior notice. We will provide You with a copy of the updated Terms and Conditions if You are still a Guest.

15. **TIME.** Time is of the essence with respect to any and all provisions in these Terms and Conditions which specify a deadline for performance.

16. **WAIVER.** No waiver of any breach of these Terms and Conditions shall be deemed to be a waiver of any other or any subsequent breach, whether or not similar, nor shall such waiver constitute a continuing waiver unless expressly provided. Failure to exercise or enforce any provision shall not constitute a waiver of the provision and shall not preclude or prejudice such party from later enforcing or exercising the same, or any other, provision.

[Title 16 DEVELOPMENT CODE](#)

[Division 2 LAND USE DISTRICTS](#)

[Chapter 16.64 WATER-DEPENDENT INDUSTRIAL SHORELANDS \(I-2\) DISTRICT](#)

[| remove highlighting |](#)

16.64.050 Conditional Use Standards for Dormitory Use.

Subject to the provisions of Chapter 16.220, except Section 16.220.030, findings shall be made that the use will comply with the following standards:

- A. The use meets the I-2 Development Standards in Section 16.64.040.
- B. The use provides for bus transportation to the work place for residents.
- C. The use provides for a **Dormitory** Management and Operations Plan, including a plan for removing terminated employees no longer allowed to reside in the **dormitory**.
- D. The applicant for the proposed use has entered into a Good Neighbor Agreement with the City and shall use its best efforts to enter into the same agreement with the adjacent residential neighbors.
- E. The use has appropriate on-site physical improvements, including fencing on the perimeter of the lot adjacent to a residential neighborhood. (Ord. 1223 § 3, 2019)

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C. Notice of Hearing.

1. Mailed Notice. Notice of a Type III application hearing (or appeal) or Type I or II appeal hearing shall be given by the Community Development Director in the following manner:

a. At least 20 days before the hearing date, notice shall be mailed to:

i. The applicant and all owners or contract purchasers of record of the property which is the subject of the application;

ii. All property owners of record within 200 feet of the site (N/A for Type I appeal);



Warrenton Fire Department

P.O. Box 250 Warrenton, OR 97146-0250 503/861-2494 Fax 503/861-2351

MEMORANDUM

To: Kevin Cronin, Community Development Director
Bob Johnston, Building Official
Date: October 3, 2019
From: Tim Demers, Fire Chief
Re: Pac Coast Dormitory 1800 block NW Warrenton Drive response to Planning Commission proposal revision from 10032019

Based on the information provided 10032019, the Fire Department has the following comments.

ACCESS:

The drive aisle into the site must be a minimum width of 20 feet, be of an all-weather surface capable of supporting 60,000 lbs and be marked on both sides with No Parking Fire Lane signs and red painted curbs. **This has been addressed in my 09192019 meeting and the planned presentation to the Planning Commission.** Additionally a 13 foot 6 inch vertical clearance must be provided and the approach and departure angles must be pre-approved by the Fire Department. The drive aisle through the parking lot shall be designated as a no parking zone. **This has been addressed in my 09192019 meeting and the planned presentation to the Planning Commission.** Since the drive into the facility is over 150 feet, an acceptable turnaround must be provided (must be pre-approved by the Fire Department). A "T" has been proposed for the West end of the building and a modified hammerhead has been proposed for the East end of the building. Both appear satisfactory for size and configuration. **This has been addressed in my 09192019 meeting and the planned presentation to the Planning Commission.** All corner radii will be 45 feet or greater and approved prior by the Fire Department. **This has been addressed in my 09192019 meeting and the planned presentation to the Planning Commission.**

The drive aisles will remain unencumbered at all times. Drive aisles will require No Parking Fire Lane signs on both sides and curbs painted red. Location of the signs shall be pre-approved by the Fire Department. **This has been addressed in my 09192019 meeting and the planned presentation to the Planning Commission.** Further the developer will agree to allow local law enforcement to monitor and enforce violations of parking and encumbering these Fire Department drive aisles and turn arounds. This agreement must be acceptable to both the Fire Department and Law Enforcement and be transferable if the property is sold. **This has been addressed in my 09192019 meeting and the planned presentation to the Planning Commission.**

All sides of the structures must be within 150 feet of the location of the Fire Apparatus. Access must be provided to the NW side of the building through the parking lot. **This has been addressed in my 09192019 meeting and the planned presentation to the Planning Commission.** Parking may still be allowed next to the structure as long as it does not exceed 30 feet.

Four foot wide paths will be required to access all sides of the structures. Paths will need to remain unencumbered at all times. **This has been addressed in my 09192019 meeting and the planned presentation to the Planning Commission.**

WATER SUPPLY:

The structure will be required to be within 250 feet of a fire hydrant(s) required to achieve the desired fire flow and location. This is not a radius, but a drive path for the fire apparatus. Some relocation of the hydrant in front of the structure is proposed back into the front island and is acceptable. Please provide location and access based on keystone retaining wall. **This has been addressed in my 09192019 meeting and the planned presentation to the Planning Commission.**

Based on the size, construction type and occupancy of the building will likely require a fire flow of 2500 GPM. The buildings are proposed to be sprinkled which will reduce the fire flow to 1500 GPM.

Fire hydrants shall be yellow Meuller 2500 Centurions with 2 each, 2.5 inch, and one each 4.5 inch discharge ports. A 4.5 inch to 5 inch Storz connection will be provided by the developer for each hydrant. Final fire hydrant location shall be approved by the Fire Department prior to installation. **This has been addressed in my 09192019 meeting and the planned presentation to the Planning Commission.** An engineering statement will be required to consider the addition of new hydrants. Once the new hydrants have been installed (prior to construction) the developer will be required to test and confirm those fire flows are present and adequate.

SPRINKLER SYSTEM:

Based on the building design proposal and occupancy, it appears that a commercial, automatic sprinkler system will be required that meets the requirements of NFPA 13, most current edition.

Due to the congestion of the site a remote Fire Department Connection (FDC) and an accompanying Post Indicator Valve (PIV) will be required. The FDC and PIV must be within 50 feet of a hydrant. Final location shall be approved by the Fire Department. **This has been addressed in my 09192019 meeting and the planned presentation to the Planning Commission.** I would suggest locking caps on the FDC's to prevent tampering. The PIV must be supervised by the Fire Alarm System.

Access to the sprinkler room on each building shall be by an exterior door providing direct access to the equipment. Final location shall be approved by the Fire Department. **This has been addressed in my 09192019 meeting and the planned presentation to the Planning Commission.** Each building will have a Fire Department key box for access. Its location must be pre-approved by the Fire Department. **This has been addressed in my 09192019 meeting and the planned presentation to the Planning Commission.**

ALARM SYSTEM:

The building will be required to be alarmed and monitored with a fire alarm system that meets the requirements of NFPA 72, most current edition. I would suggest that the alarm panel be co-located with the sprinkler riser in the same room. **This has been addressed in my 09192019 meeting and the planned presentation to the Planning Commission.**

A horn strobe must also be placed that is easily visible to the Fire Department access. Final location shall be approved by the Fire Department. **This has been addressed in my 09192019 meeting and the planned presentation to the Planning Commission.** Please include a Building Identification Sign (BIS) for the structure.

INFRASTRUCTURE:

Fire hydrants and access roads will be in place prior to construction.

ADDRESS:

The address also must be located on the residence so it is visible from the Fire Department access. Additionally, an address post shall be placed at the beginning of the driveway with the appropriate address clearly visible from NW Warrenton Drive.

Title 16 DEVELOPMENT CODE

Division 2 LAND USE DISTRICTS

Chapter 16.64 WATER-DEPENDENT INDUSTRIAL SHORELANDS (I-2) DISTRICT

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16.64.040 Development Standards.

The following standards are applicable in the I-2 zone:

- A. All uses shall satisfy applicable Columbia River Estuary Shoreland and Aquatic Area Development Standards in Chapter 16.160.
- B. When a proposal includes several uses, they shall be reviewed in aggregate under the more stringent procedure.
- C. Uses and activities that are not water-dependent shall not preclude or conflict with existing or probable future water-dependent use on the site or in the vicinity.
- D. Water-dependent recreation shall be located so as not to interfere with water-dependent marine industrial uses of the area.
- E. All uses must meet applicable State and Federal air quality and noise laws or regulations.
- F. Storage. All materials, including wastes, shall be stored and maintained in a manner that will not attract or aid the propagation of insects or rodents or other animals or birds, or otherwise create a health hazard or nuisance.
- G. Fencing. Will be allowed inside a boundary planting screen and where it is necessary to protect property of the use concerned, or to protect the public from a dangerous condition, with the following provisions:
 - 1. No fence shall be constructed in the required setback from the public road right-of-way, unless otherwise specifically approved by the Planning Commission.
 - 2. Fences shall be aesthetically compatible with the surrounding property.
- H. Buffer. No requirement except where adjoining a residential zone in which case there shall be a visual buffer strip at least 10 feet wide to provide a dense evergreen landscape buffer which attains a mature height of at least eight feet.
- I. Lighting. Exterior lighting shall be directed away from zones other than I-1 or I-2, unless otherwise approved.
- J. Density. The minimum lot area shall be one acre.
- K. Setback Requirements. No minimum setback required except where adjoining a residential zone. The following minimum setbacks are required when abutting a residential zone:
 - 1. 50 feet for buildings and other structures more than 10 feet in height;
 - 2. 30 feet for buildings and structures more than six feet high but not more than 10 feet high; and
 - 3. 10 feet for structures no more than six feet high.
- L. Height. There is no height limitation except:
 - 1. Within 100 feet of a zone other than I-1 or I-2, in which case the maximum height shall be the same height as the abutting district; or
 - 2. Within the Airport Hazard Overlay Zone, in which case the maximum height shall be governed by the Airport Hazard Overlay Zone height restrictions.
- M. Vibration. No vibration other than that caused by highway vehicles, trains, and aircraft shall be permitted which is discernible without instruments at the property line of the use concerned.
- N. Heat and Glare. Except for exterior lighting, operations producing heat or glare shall be conducted entirely within an enclosed building.
- O. Industrial activities may be carried on either outside or inside enclosed structures, but the impact of such activities on surrounding properties shall be minimized by taking into consideration screening and other possibilities

for buffering.

P. Other Standards. All other standards, including those pertaining to signs, off-street parking and loading requirements, shall apply as set forth in Chapters 16.128 and 16.144.

Q. Proposals for development in the area covered by the 1981 Mediation Panel Agreement must meet the requirements of the Agreement.

R. Uses that are water-dependent must meet the criteria in Section 16.160.080. Uses that are water-related must meet the criteria in Section 16.160.080.

S. Uses and activities permitted under Section 16.64.020 of this chapter are subject to the public notice provisions of Section 16.208.040 if an impact assessment is required pursuant to Chapter 16.160, or if the Planning Director determines that the permit decision will require interpretation or the exercise of factual, policy or legal judgment.

T. All developments shall comply with the wetland and riparian area protection standards of Chapter 16.156.

U. Standards for Approval of a Temporary Use. Temporary non-water-dependent uses that involve minimal capital investment and no permanent structures may be allowed. The intent of allowing such uses is to avoid posing a significant economic obstacle to attracting water-dependent uses. Tools for implementing this approach include “vacate” clauses in leases on public lands, as well as requiring “vacate” clauses for land use approvals involving leasing of private lands.

V. Standards for Approval of Non-Water-Dependent Uses.

1. Non-water-dependent uses shall be constructed at the same time as or after the water-dependent use of the site is established, and must be carried out together with the water-dependent use.

2. The ratio of the square footage of ground-level indoor floor space plus outdoor acreage distributed between the non-water-dependent uses and the water-dependent uses at the site shall not exceed one to three (non-water-dependent to water-dependent).

3. Such non-water-dependent uses shall not interfere with the conduct of the water-dependent use.

W. All new sewer and water connections for a proposed development shall comply with all City regulations.

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Robinson, Michael C.

From: Bob Johnston <BJohnston@ci.warrenton.or.us>
Sent: Monday, September 23, 2019 2:13 PM
To: Kevin Cronin
Cc: Robinson, Michael C.; dustin@capriarchitecture.com; MMiliucci@pacseafood.com
Subject: RE: Warrnton

Dustin has used the appropriate Table for determining occupant load. Keep in mind the 2019 OSSC is anticipated to adopt 10/1/19. Referencing the Code update training we received from the State last month, I see no changes in the Table, only changes in the Common Path of Egress Travel requirements. I think Dustin has it correctly calculated for the last rendition I looked at. Again I would point out, there are no approvals or agreements given until I have submittals and time to complete a review.

Robert Johnston
Building Official
City of Warrenton
(503) 861-0920
bjohnston@ci.warrenton.or.us



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2019 Oregon Structural Specialty Code

CHAPTER 10 - MEANS OF EGRESS

First Printing: Aug 2019

TABLE 1004.3
MAXIMUM FLOOR AREA ALLOWANCES PER OCCUPANT

FUNCTION OF SPACE	OCCUPANT LOAD FACTOR*
Accessory storage areas, mechanical equipment room	300 gross
Agricultural building	300 gross
Aircraft hangars	500 gross
Airport terminal	20 gross
Baggage claim	100 gross
Baggage handling	100 gross
Concourse	15 gross
Waiting areas	15 gross
Assembly	
Gaming floors (keno, slots, etc.)	11 gross
Exhibit gallery and museum	30 net
Assembly with fixed seats	See Section 1004.6
Assembly without fixed seats	
Concentrated	7 net
(chairs only - not fixed)	
Standing space	5 net
Unconcentrated (tables and chairs)	15 net
Dowling centers, allow 5 persons for each line including 15 feet of runway, and for addressal areas	7 net
Business areas	
Concentrated business use areas	150 gross
See Section 1004.8	
Concourse - other than fixed seating areas	40 net
Day care	25 net
Libraries	30 gross
Educational	

1004.6 Fixed seating. For areas having fixed seats and aisle the occupant load shall be determined by the number of fixed seats installed therein. The occupant load for areas in which fixed seating is not installed, such as waiting spaces, shall be determined in accordance with Section 1004.5 and added to the number of fixed seats.

The occupant load of wheelchair spaces and the associated companion seat shall be based on one occupant for each wheelchair space and one occupant for the associated companion seat provided in accordance with Section 108.2.3.

For areas having fixed seating without dividing arms, the occupant load shall be not less than the number of seats based on one person for each 18 inches (457 mm) of seating length.

The occupant load of seating booths shall be based on one person for each 24 inches (610 mm) of booth seat length measured at the backrest of the seating booth.

1004.7 Outdoor areas. Yards, patios, occupied roofs, courts and similar outdoor areas accessible to and usable by the building occupants shall be provided with means of egress as required by this chapter. The occupant load of such outdoor areas shall be assigned by the building official in accordance with the anticipated use. Where outdoor areas are to be used by persons in addition to the occupants of the building and the path of egress travel from the outdoor areas passes through the building, means of egress requirements for the building shall be based on the sum of the occupant loads of the building plus the outdoor areas.

Exceptions:

- 1. Outdoor areas used exclusively for service of the

travel along a *means of egress* shall not be interrupted by a building element other than a *means of egress* component as specified in this chapter. Obstructions shall not be placed in the minimum width or required capacity of a *means of egress* component except projections permitted by this chapter. The minimum width or required capacity of a *means of egress* system shall not be diminished along the path of egress travel.

1003.7 Elevators, escalators and moving walks. Elevators, escalators and moving walks shall not be used as a component of a required *means of egress* from any other part of the building.

Exception: Elevators used as an accessible *means of egress* in accordance with Section 1009.4.

SECTION 1004 OCCUPANT LOAD

1004.1 Design occupant load. In determining *means of egress* requirements, the number of occupants for whom *means of egress* facilities are provided shall be determined in accordance with this section.

1004.2 Cumulative occupant loads. Where the path of egress travel includes intervening rooms, areas or spaces, cumulative occupant loads shall be determined in accordance with this section.

1004.2.1 Intervening spaces or accessory areas. Where occupants egress from one or more rooms, areas or spaces through others, the design occupant load shall be the com-

shall apply to each portion of the building based on the occupancy of that space. Where two or more occupancies utilize portions of the same *means of egress* system, those egress components shall meet the more stringent requirements of all occupancies that are served.

1004.5 Areas without fixed seating. The number of occupants shall be computed at the rate of one occupant per unit of area as prescribed in Table 1004.5. For areas without fixed seating, the occupant load shall be not less than that number determined by dividing the floor area under consideration by the occupant load factor assigned to the function of the space as set forth in Table 1004.5. Where an intended function is not listed in Table 1004.5, the building official shall establish a function based on a listed function that most nearly resembles the intended function.

Exception: Where approved by the building official, the actual number of occupants for whom each occupied space, floor or building is designed, although less than those determined by calculation, shall be permitted to be used in the determination of the design occupant load.

1004.5.1 Increased occupant load. The occupant load permitted in any building, or portion thereof, is permitted to be increased from that number established for the occupancies in Table 1004.5, provided that all other requirements of the code are met based on such modified number and the occupant load does not exceed one occupant per 7 square feet (0.65 m²) of occupiable floor space. When required by the building official, an approved aisle, seating or fixed equipment diagram substantiating any increase in occupant load shall be submitted. Where

October 3rd, 2019

To Whom this May Concern,

I am responding to the comments we received on October 2nd, 2019 from Mr. Widdicombe, through the City of Warrenton.

There appears to be some confusion on behalf of Mr. Widdicombe regarding what the proposed renovation of an existing Pacific Seafood facility entails and the clear scope of work of this project. Pacific Seafood plans to renovate the facility into a stand-alone housing project completely separate from their fish processing facility across town. The existing facility currently includes a shop fabrication facility that will remain. According to the requirements of the Oregon Structural Specialty Code (OSSC), the housing facility will be separated by a 2-hour firewall that creates a completely separate facility as defined by the OSSC. This new facility will be an 8,450sf dormitory facility to provide housing to employees for an average of 6 months at a time. The housing is not a live/work facility and is not required as a part of employment by Pacific Seafood. The dormitory housing is intended to be an option for employees who are struggling to find private housing in Warrenton or the surrounding areas. The fish processing function of this facility is on the other side of town and completely separate from the new proposed housing.

We spoke with Robert Johnston, Building Official with the City of Warrenton, today and confirmed that the design approach we have proposed complies with the Oregon Structural Specialty Code (OSSC) and that the OSSC is what must be complied with as a part of the renovation and building process.

We reached out to Jeffrey Carlson, Oregon OSHA Technical Specialist today but unfortunately he was out sick. We were able to connect with Oregon OSHA Technical Specialist, Kathlene Kincade (503-947-7452). Ms. Kincade was very helpful and able to offer some insights into OSHA's involvement, if any, with the project. Ms. Kincade explained that the OSSC will be required to be complied with but in the event that there were ever a complaint made regarding the project it would be advantageous to ensure the design complies with the requirements set fourth in OSHA's employee housing guidelines.

We have reviewed Mr. Widdicombe's comments individually and have provided a response to each of his perceived concerns below:

Perceived Issue #1: Mr. Widdicombe commented, "I feel this building should be described as a barracks rather than a dormitory."

Response #1: The OSSC clearly defines the dormitory function as a separate use and the use that Pacific Seafood is proposing clearly falls into that dormitory use. Robert Johnston, Building Official with the City of Warrenton, reviewed the preliminary code review completed by our team and agreed with our assessment. This project is not a barracks and is a dormitory housing project.

Perceived Issue #2: Mr. Widdicombe states, "These building materials will not insulate the housing area in any meaningful way, and I see no industrial size heating system that can be used to heat the building to a minimum of 68 degrees."

Response #2: We have reviewed this comment with the General Contractor, Greg Maher, and he confirmed that there will be no issues with heating the building and providing the necessary insulation values to maintain a minimum interior temperature of 68 degrees.

Perceived Issue #3: Mr. Widdicombe states, (OSHA) "Outlines minimal living conditions

for any seasonal workers in the State of Oregon who live in housing provided by their employer where these workers pay a fee to their employers for the right to live in the company-supplied living quarters.”

Response #3: The proposed dormitory housing project is not for seasonal workers. The employees will have the option of living in the facility for 6 months at a time, which is not seasonal employment. Occupying the housing is also not a requirement for employment by Pacific Seafood. As mentioned previously, this is a stand-alone housing project that Pacific Seafood is building to help provide a housing option to their employees. Additionally, this housing is not directly associated with the fish processing. Pacific Seafood is proposing developing a separate structure (as defined by the OSSC) that is off-site and not directly associated with its fish processing functions.

Perceived Issue #4: Mr. Widdicombe states, “I have identified specific requirements by Oregon OSHA that specify that each seasonal worker living in this type of housing must have a minimum of 40sf for each person living in each room if 2 level bunk beds are being used for them to sleep in. This means that 10 people living in one room would require a minimum of 400sf. Based on the regulation, I do not believe there is sufficient room in the proposed housing area for 90 people based on the floor plan I have reviewed.”

Response #4: As noted on Response #3, this not a seasonal facility but housing provided to employees for 6 months at a time. However, the sleeping quarters portion of the building is 5,588sf. This is an R Occupancy as dictated by the OSSC, which is the Building Code that applies to this project. With a proposed 40sf per occupant according to the referenced standard the renovated portion of the building would accommodate 139 occupants rather than the 90 proposed by Pacific Seafood. There is adequate space for each occupant in this structure according to OSSC. Additionally, after further discussion with Oregon OSHA Technical Specialist, Kathlene Kincade, it was determined that the OSHA requirement is met with the current design. OSHA's requirement differs from the OSSC in that the bathrooms and laundry facilities cannot be included in the square footage. However, the hallways and storage closets can be included. The West portion of the housing has 1,897sf of sleeping/living space. Applying OSHA's 40sf per occupant for bunk beds we can accommodate 46 beds in this location, versus the 44 beds shown. The East portion of the housing has 1,846sf of sleeping/living space. Applying OSHA's 40sf per occupant for bunk beds we can accommodate 46 beds in this location. Applying OSHA's requirements we can increase the number of beds to 92 occupants although at this time Pacific Seafood plans to maintain the currently requested 90 beds. This was reviewed with Kathlene Kincade on, October 3rd.

Perceived Issue #5: Mr. Widdicombe states: “Dormitory code regulations are not applicable in this situation. Oregon OSHA covers ALL seasonal workers in all categories of business for the State of Oregon.”

Response #5: Pacific Seafood is providing a housing facility that their employees can utilize if they would like. There is not a requirement for seasonal workers, part-time employees or full-time employees to utilize the housing as a condition of their employment. This is a separate housing facility that can be utilized by employees in the event that they have difficulty finding private housing in the City of Warrenton or its surrounding communities. The Oregon Structural Specialty Code (OSSC) is what dictates requirements for the Dormitory function and this housing project. Mr. Robert Johnston, Building Official with the City of Warrenton, reviewed the preliminary code review for the housing project and confirms that the proposed use complies. Additionally, Kathlene Kincade confirmed that the project must comply with the OSSC.

Perceived Issue #6: Mr. Widdicombe states, “Appear to need 7 additional shower heads as 1 shower head is required for each 10 people and I think I may see 2 shower areas in the plan, but I am not sure.”

Response #6: The OSSC Table 2902.1 sets requirements for the minimum number of

shower fixtures per occupant. Table 2902.1 states that 90 occupants would therefore require 11 showers. We have provided 11 private shower facilities that give occupants privacy while using the shower facilities. This complies with the OSSC as well as OSHA's requirement.

Perceived Issue #7: Mr. Widdicombe states, "Appear to need 4 more stove burners in the kitchen as only 12 are visible in the drawing and 16 are required for 90 people."

Response #7: The OSSC allows for a centralized commercial kitchen in dormitory function spaces. Individual kitchens are not provided for tenants. The kitchen is a commercial kitchen that will be staffed by Pacific Seafood cooks. Per OMSC 507, the kitchen will have a Type I Commercial kitchen hood with fire suppression and a Type II Hood for the dishwasher. Per OFC section 904, a fixed fire extinguisher will be provided in the kitchen as well. This is a commercial kitchen intended to feed the employees living at this dormitory facility as allowed by the OSSC. Additionally, this requirement was reviewed by Kathlene Kincade and she said that a centralized kitchen with a cook is an acceptable route for OSHA.

Perceived Issue #8: Mr. Widdicombe states, "There are supposed to be 90 chairs in the dining room area. I only see 56 at this time."

Response #8: The intention is for the employees to eat on shifts during dining times. A portion of the staff works in the evenings and a portion of the staff work during the day so the meal times are planned to accommodate the various schedules of employees. The table layout is preliminary, but if Pacific Seafood decided they would like 90 dining seats, there is room to accommodate 100 dining seats within the given footprint. Per the OSSC, the A-2 occupancy area (kitchen and dining areas) allow for 15sf per occupant (OSSC Table 1004.1.2, Assembly Un-concentrated Tables and Chairs) and therefore the Building Life Safety Code allows for 137 occupants in the 2,060sf of building area for the kitchen and dining room. There is ample seating for the proposed 90 occupants.

Perceived Issue #9: Mr. Widdicombe states, "There are supposed to be lockable storage containers (normally lockers) for each person living in the facility."

Response #9: This is not a requirement specified in the OSSC, but as we move to the Construction Document phase of the project, we would be happy to discuss this option with Pacific Seafood because it does seem like a nice benefit for employees living in the housing. There is ample room in the dormitory sleeping areas to provide private lockers. This was reviewed with Kathlene Kincade and she agreed incorporating lockers would be beneficial. As the project proceeds into the Construction Documents phase we will be sure to incorporate storage lockers.

The OSHA and Building Code are not included in the conditional use approval criteria in WDC 16.64.050.A-E for a dormitory in the I-2 zoning district and may not be a basis for the Planning Commission's decision on the application. However, the applicant will address these issues as a courtesy to the public but by doing so is not waiving it's argument that they are not relevant to this decision. We hope this letter properly satisfies the concerns of Mr. Widdicombe. Please feel free to call me if you have any additional questions.

Sincerely,



Dietmar H. Goebel, AIA
Principal – DHGoebel, Architect
dietmar@dhgoebel.com
541-270-2758



Pacific Seafood Dormitory Facility

Transportation Impact Study
Warrenton, Oregon

Date:

May 16, 2019

Prepared for:

Michael Miliucci
Pacific Seafood Group

Prepared by:

Daniel Stumpf, PE
William Farley, PE



LANCASTER
ENGINEERING

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Executive Summary

1. The proposed Pacific Seafood Dormitory Facility will repurpose an existing building, located at 1935 NW Warrenton Drive in Warrenton, Oregon, for use as workforce housing with a maximum capacity of up to 125 seasonal workers.
2. The trip generation calculations show that the proposed development is projected to generate 21 trips during the morning peak hour, 39 trips during the evening peak hour, and 516 average weekday trips.
3. No significant trends or crash patterns were identified at either of the study intersections that were indicative of safety concerns. In addition, none of the study intersections exhibit crash rates near or above the 1.0 CMEV threshold nor do any of the study intersections have a crash rate exceeding ODOT's 90th percentile rate.
4. Adequate sight distances are available at both site access intersections to ensure safe and efficient operation along OR-104.
5. Left-turn lane warrants are projected to be met for both the southbound approach at the intersection of NE 5th Street at OR-104 under 2021 buildout conditions and the northbound approach at the intersection of NE 1st Street at OR-104 under existing conditions; however, based on a safety analysis conducted for both intersections as well as the limited trip impacts expected at each intersection, the construction of left-turn lanes are anticipated to provide nominal improvements to intersection safety. Accordingly, no new left-turn lanes at either of the study intersections are recommended.
6. Based on an evaluation of the motor vehicle, pedestrian, bicycle, and transit user safety, no safety-related mitigation within the nearby site vicinity is expected to be necessary as part of the proposed use.
7. All study intersections are currently operating acceptably per City of Warrenton and ODOT standards and are projected to continue operating acceptably through the 2021 buildout year of the site.

Project Description

Introduction

The proposed Pacific Seafood Dormitory Facility will repurpose an existing building, located at 1935 NW Warrenton Drive in Warrenton, Oregon, for use as workforce housing with a maximum capacity of up to 125 seasonal workers. Based on correspondence with City of Warrenton and Oregon Department of Transportation (ODOT) staff, the report includes safety and capacity/level of service analyses conducted at the following intersections:

1. Site Access at NW Warrenton Drive (OR-104);
2. NE 5th Street at OR-104; and
3. NE 1st Street at OR-104.

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses and to determine any mitigation that may be necessary to do so. In addition, this report was prepared in conformance with *Chapter 16.256 Traffic Impact Study* of the City of Warrenton's Municipal Code. Detailed information on traffic counts, trip generation calculations, safety analyses, and level of service calculations is included in the appendix to this report.

Location Description

The project site is located northeast of OR-104 and northwest of NW 17th Place in Warrenton, Oregon. The subject site is located within the I-2 zone, with residential uses to the east and southeast, industrial uses to the northwest, forested land to the southwest, and the Columbia River to the northeast. The subject site is located within a two-mile travel distance of the Pacific Seafood Plant to the southeast, where the seasonal workers residing at the proposed facility will work.

The project site includes a single tax lot (lot 500) which encompass an approximate total of 6.2 acres. The lot currently has several existing structures, where the main building will be repurposed as workforce housing, potentially serving up to 125 seasonal workers (though the final development plan may limit occupancy closer to 90 people).

Two accesses along OR-104 currently serve the site; however, the easternmost driveway will not be utilized by the proposed use as a major point of access. Therefore, for the purposes of simplicity as well as maintaining a conservative analysis of site trip impacts, the analysis within this study assumes all site trips will utilize a single access (the westernmost driveway). Subsequently, the remainder of the study may refer to the site being served by a single access, with the exception of the *Sight Distance Analysis* section of the report.

Vicinity Streets

The proposed development is expected to impact three roadways near the site. Table 1 provides a description of each of the vicinity roadways.

Table 1: Vicinity Roadway Descriptions

Roadway	Jurisdiction	Functional Classification	Cross-Section	Speed	On-street Parking	Bicycle Lanes	Curbs	Sidewalks
OR-104	ODOT	Arterial/ District Highway	2 Lanes	25/35/45 mph Posted	Not Permitted	Partial Both Sides	Partial Both Sides	Partial Both Sides
NE 5th Street	City of Warrenton	Local Street	2 Lanes	25 mph Posted	Not Permitted	None	None	None
NE 1st Street	City of Warrenton	Local Street	2 Lanes	Basic Speed Rule	Not Permitted	None	None	None

Note: Functional Classification based on *City of Warrenton TSP Update* and *ODOT OHP*.

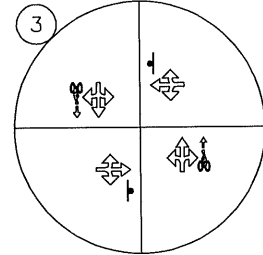
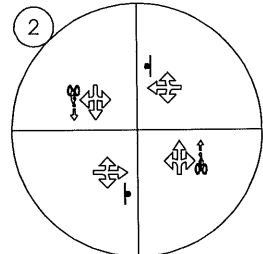
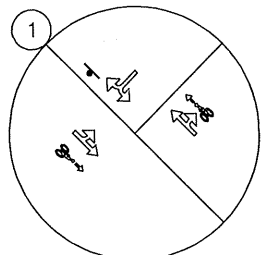
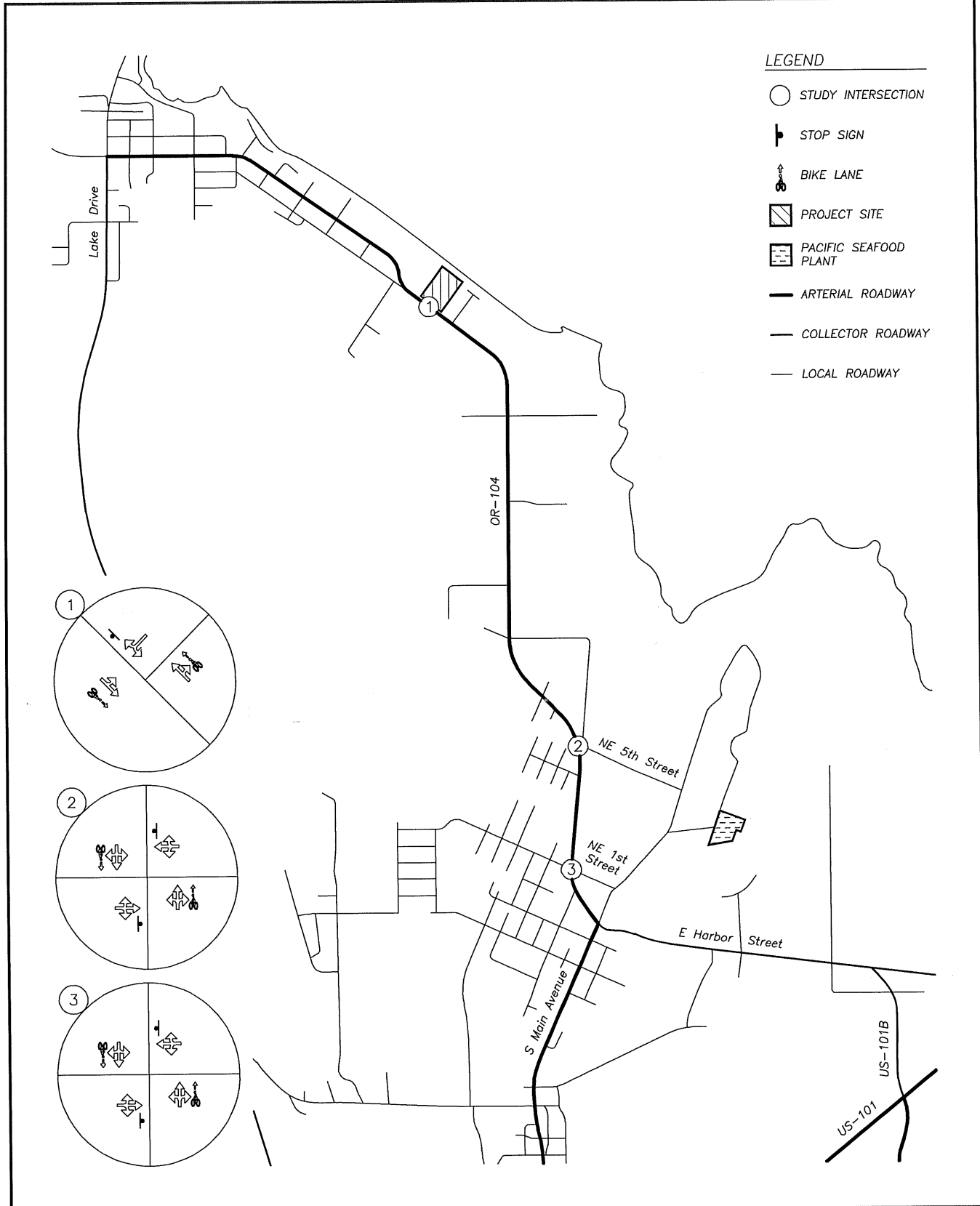
Study Intersections

A majority of site trips generated by the proposed development are expected to impact three nearby intersections of significance. A summarized description of these intersections is provided in Table 2.

Table 2: Study Intersection Descriptions

Number	Name	Geometry	Traffic Control	Phasing/Stopped Approaches
1	Site Access at OR-104	Three-Legged	Stop-Controlled	SWB Stop-Controlled Approach
2	NE 5th Street at OR-104	Four-Legged	Stop-Controlled	EB/WB Stop-Controlled Approaches
3	NE 1st Street at OR-104	Four-Legged	Stop-Controlled	EB/WB Stop-Controlled Approaches

A vicinity map displaying the project site, vicinity streets, and the study intersections with their associated lane configurations is shown in Figure 1 on page 7.



VICINITY MAP



FIGURE 1

PAGE 7

Site Trips

Trip Generation

The proposed project will repurpose an existing building into workforce housing with a potential maximum occupancy of up to 125 seasonal workers (though realistically the final development plan may limit occupancy closer to 90 employees). Based on correspondence with the applicant, it is expected that roughly 20 percent of the seasonal workers may have a personal vehicle readily available to them, and that during the morning and evening peak hours, workers will be bused between the site and the Pacific Seafood Plant to the southeast.

To estimate the number of trips generated by the proposed development, trip rates from the *Trip Generation Manual*¹ were used. Due to the unique nature of the proposed use and with the approval of ODOT staff, data from land use code 255, *Off-Campus Student Apartment*, was used to estimate the proposed development's trip generation based on the number of residents. Given the nature of the proposed use and the fact that seasonal workers will be bused to and from the site during the regular peak hours, the projected trip generation utilizing land use code 255 is expected to overestimate actual site trip generation.

Given the existing on-site buildings were not in use or occupied at the time of conducting this study, no reductions in site trip generation associated with the existing buildings were taken.

The trip generation calculations show that the proposed development is projected to generate 21 trips during the morning peak hour, 39 trips during the evening peak hour, and 516 average weekday trips. The trip generation estimates are summarized in Table 3. Detailed trip generation calculations are included in the technical appendix to this report.

Table 3: Trip Generation Summary

	ITE Code	Size	Morning Peak Hour			Evening Peak Hour			Weekday Total
			Enter	Exit	Total	Enter	Exit	Total	
Proposed Dormitory Facility	225	125 residents	6	15	21	20	19	39	516

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017.

Trip Distribution

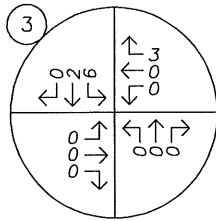
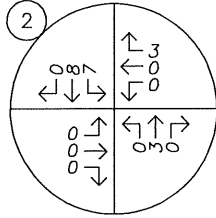
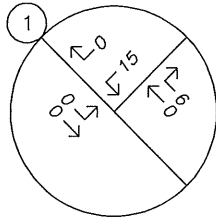
The directional distribution of site trips to/from the project site was estimated based on locations of likely trip destinations, locations of major transportation facilities in the site vicinity, and existing travel patterns at the study intersections.

The following trip distribution was estimated and used for analysis:

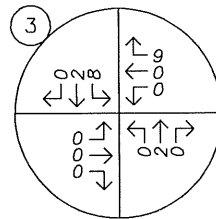
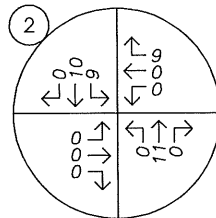
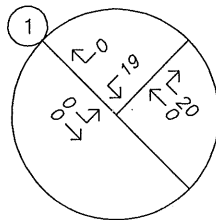
- Approximately 45 percent of site trips will travel to/from the east along NE 5th Street;
- Approximately 45 percent of site trips will travel to/from the east along NE 1st Street; and
- Approximately 10 percent of site trips will travel to/from the south along OR-104.

The trip distribution and assignment for the site trips generated by the proposed development during the morning and evening peak hours is shown in Figure 2 on page 10.

AM PEAK HOUR



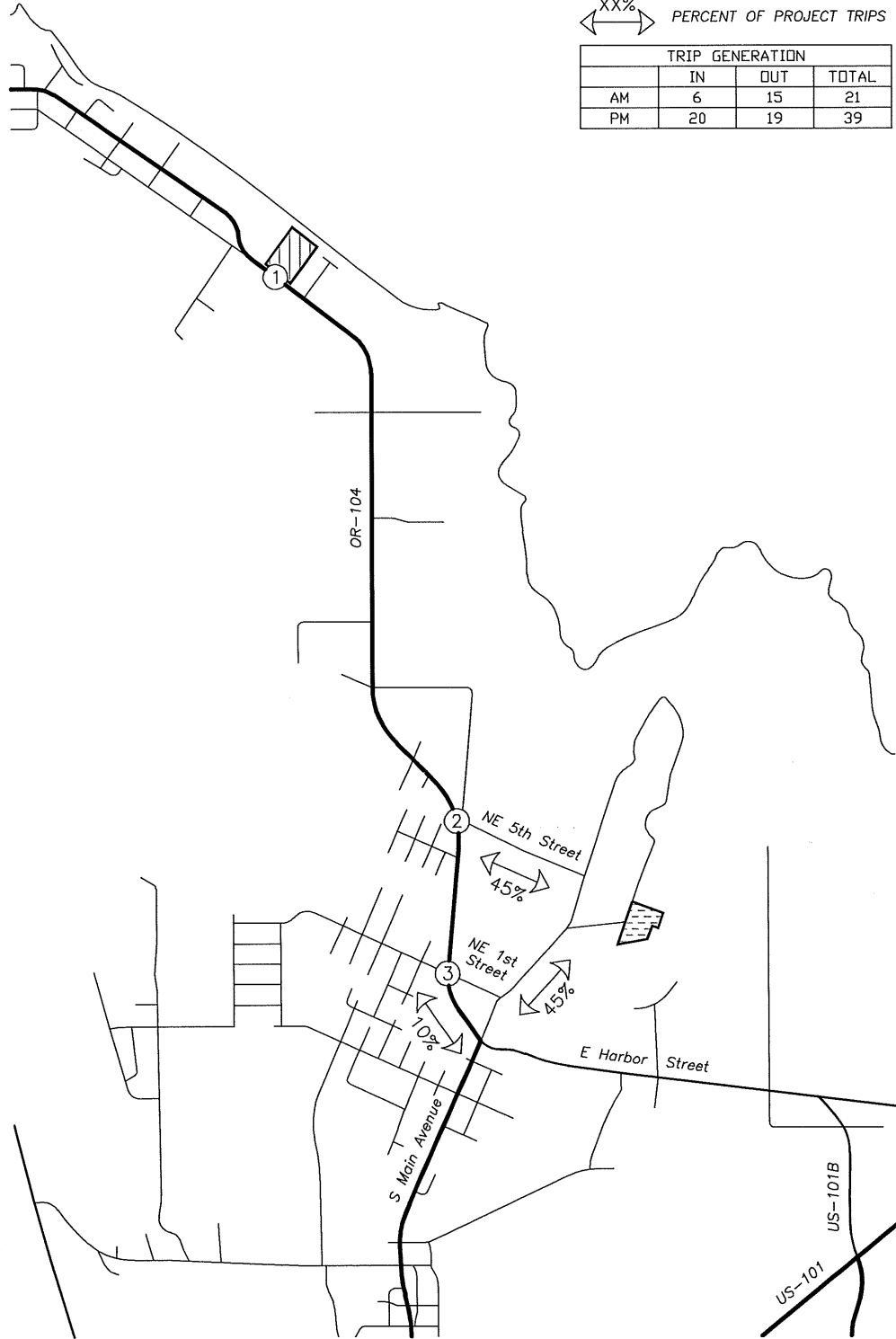
PM PEAK HOUR



LEGEND

XX% PERCENT OF PROJECT TRIPS

TRIP GENERATION			
	IN	OUT	TOTAL
AM	6	15	21
PM	20	19	39



SITE TRIP DISTRIBUTION & ASSIGNMENT
 Proposed Development Plan – Site Trips
 AM & PM Peak Hours



FIGURE
2

PAGE
10

Traffic Volumes

Existing Conditions

Traffic counts were conducted at the intersections of NE 5th Street at OR-104 and NE 1st Street at OR-104 on Wednesday, April 24th, 2019, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. Data was used from each intersection's respective morning and evening peak hours. To determine traffic volumes at the existing site access intersection along OR-104, volumes were balanced with the nearby study intersection of NE 5th Street at OR-104.

Per the requirements established in ODOT's *Analysis Procedures Manual* as well as direction from ODOT staff, a seasonal adjustment factor of 1.3069 was calculated based on ODOT's 2018 Seasonal Trend Table. The adjustment factor was calculated based on the average of the Commuter and Coastal Destination Route seasonal trends and was applied to the highway's through movement traffic volumes to reflect the 30th highest hour volumes along ODOT facilities.

Figure 3 on page 12 shows the existing morning and evening peak hour traffic volumes at the study intersections.

Background Conditions

To provide an analysis of the impact of the proposed development on the nearby transportation facilities, an estimate of future traffic volumes is required. In order to calculate the future traffic volumes for the ODOT facilities, a linear growth rate of 0.15 percent per year was calculated for the traffic volumes along OR-104 using data from ODOT's 2037 Future Volume Tables. This growth rate were applied to the measured existing traffic volumes over a two-year period to determine year 2021 background volumes for the through traffic traveling along OR-104. A compounded growth rate of two percent per year for an assumed buildout period of two years was applied to all other turning movement traffic volumes.

Figure 4 on page 13 shows the projected year 2021 background traffic volumes at the study intersections during the morning and evening peak hours.

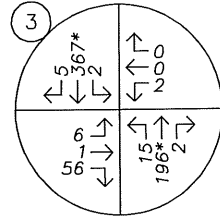
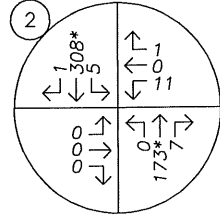
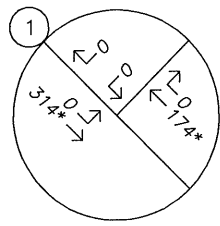
Buildout Conditions

Peak hour trips calculated to be generated by the proposed development, as described earlier within the *Site Trips* section, were added to the projected year 2021 background traffic volumes to obtain the expected year 2021 buildout volumes.

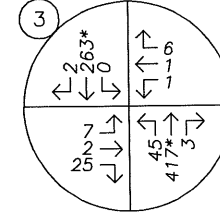
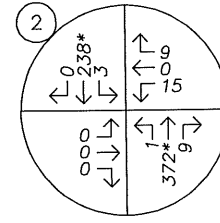
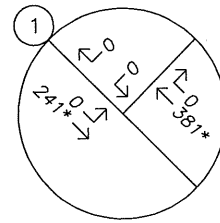
Figure 5 on page 14 shows the projected 2021 site buildout year traffic volumes at the study intersections during the morning and evening peak hours.

AM PEAK HOUR

SEASONAL ADJUSTMENT FACTOR: 1.3069 APPLIED TO * VOLUMES



PM PEAK HOUR



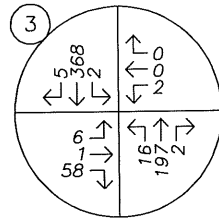
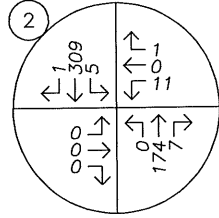
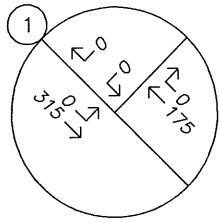
TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hours



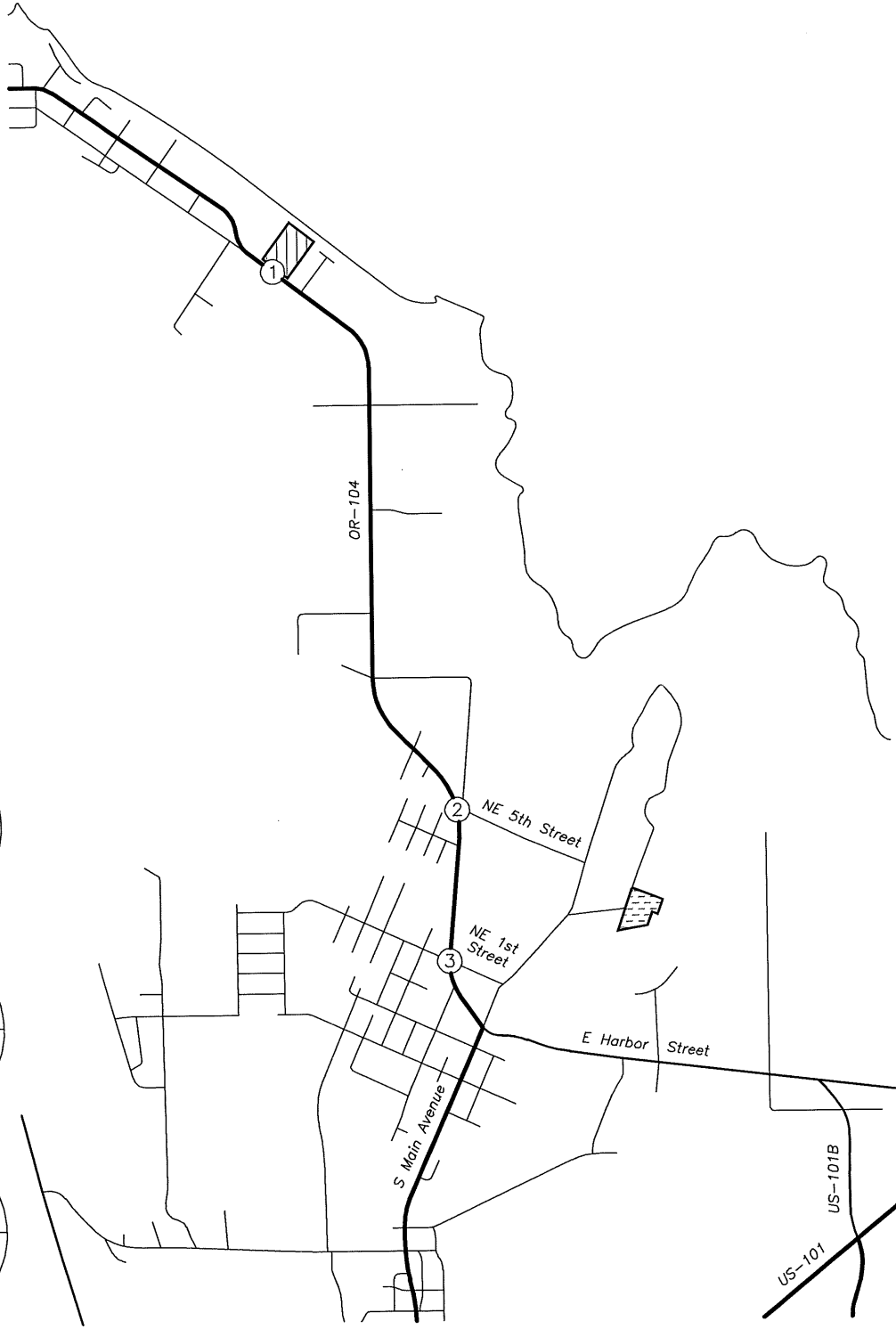
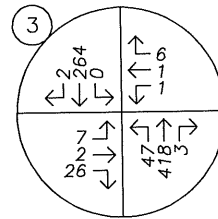
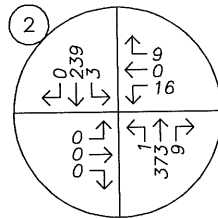
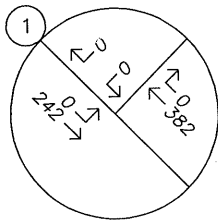
FIGURE 3
PAGE 12

AM PEAK HOUR

ODOT FACILITY GROWTH RATE: 0.15 PERCENT PER YEAR LINEAR
 LOCAL FACILITY GROWTH RATE: 2.0 PERCENT PER YEAR COMPOUNDED



PM PEAK HOUR

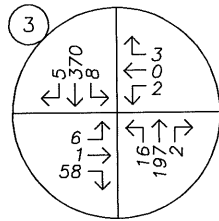
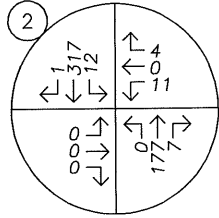
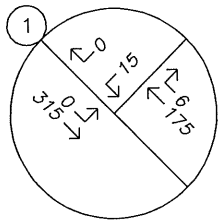


TRAFFIC VOLUMES
 Year 2021 Background Conditions
 AM & PM Peak Hours

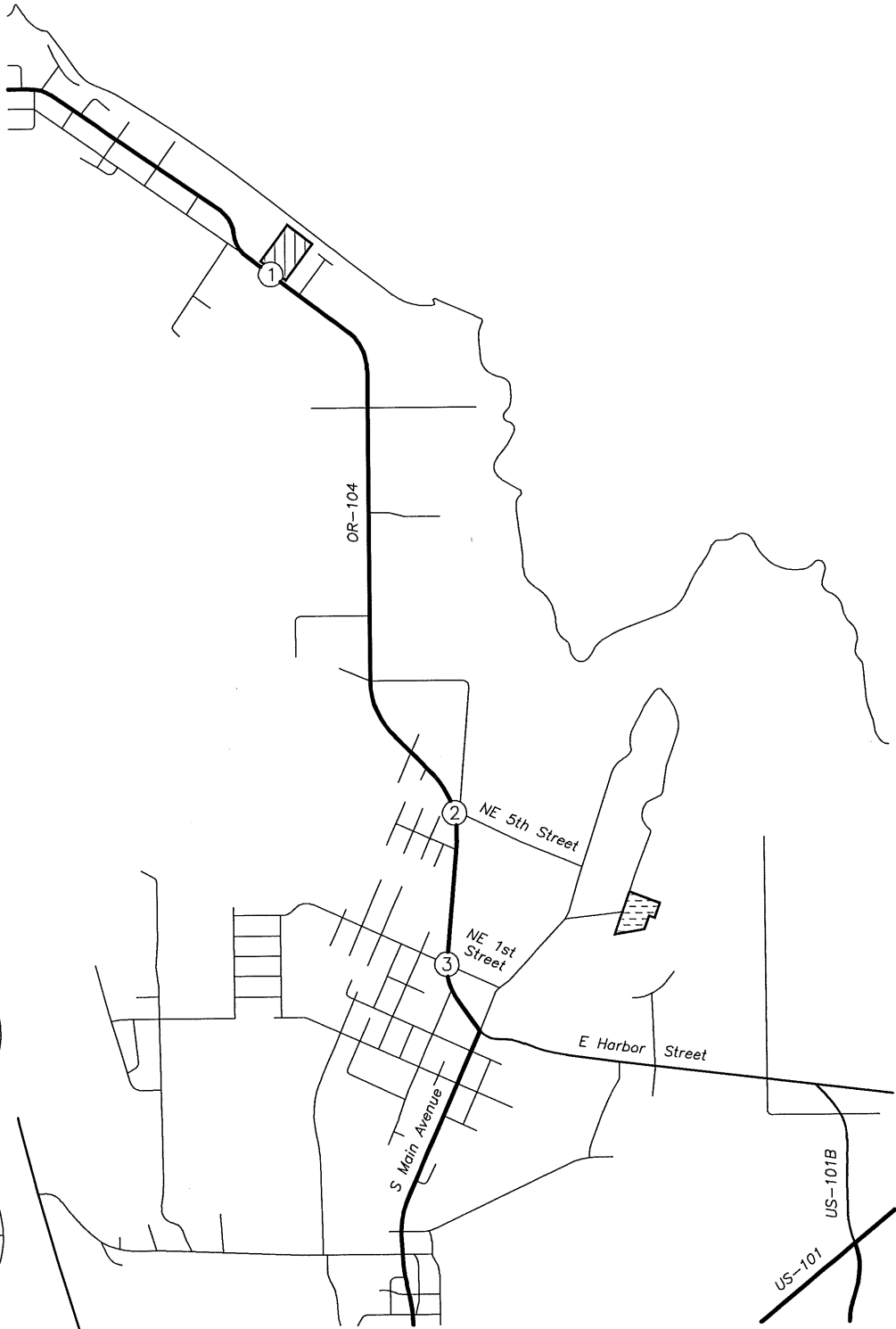
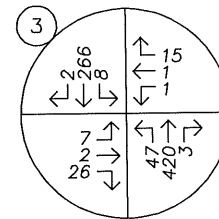
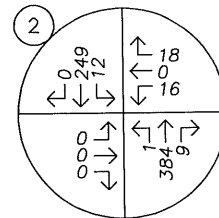
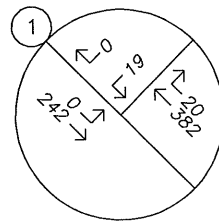


FIGURE
 4
 PAGE
 13

AM PEAK HOUR



PM PEAK HOUR



TRAFFIC VOLUMES
 Year 2021 Buildout Conditions
 AM & PM Peak Hours



FIGURE
5

PAGE
14

Safety Analysis

Crash Data Analysis

Using data obtained from ODOT's Crash Analysis and Reporting Unit, a review of the most recent available five years of crash history (January 2012 to December 2016) at the study intersections was performed. The crash data was evaluated based on the number of crashes, the type of collisions, the severity of the collisions, and the resulting crash rate for the intersection. Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the evening peak period represents approximately 10 percent of the annual average daily traffic (AADT) at the intersection. Crash rates in excess of 1.0 crashes per million entering vehicles (CMEV) may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation.

With regard to crash severity, ODOT classifies crashes in the following categories:

- Property Damage Only (*PDO*);
- Possible Injury – Complaint of Pain (*Injury C*);
- Non-Incapacitating Injury (*Injury B*);
- Incapacitating Injury – Bleeding, Broken Bones (*Injury A*); and
- Fatality or Fatal Injury.

The intersections along OR-104 are ODOT facilities which adhere to the crash analysis methodologies within ODOT's *Analysis Procedures Manual (APM)*. According to *Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control* of the APM, intersections which experience crash rates in excess of 90th percentile crash rates should be "flagged for further analysis". For stop-controlled intersections in urban settings (i.e. intersections within City limits), the 90th percentile rate for three-legged and four-legged intersections are 0.293 CMEV and 0.408 CMEV, respectively.

Table 4 provides a summary of crash types while Table 5 summarizes crash severities and rates for each of the study intersections. Detailed ODOT crash reports are included in the technical appendix to this report.

Table 4: Crash Type Summary

	Intersection	Crash Type								Total Crashes	
		Rear End	Turn	Angle	Fixed Object	Side swipe	Head On	Other	Ped		Bike
2	NE 5th Street at OR-104	1	0	0	1	0	0	0	0	0	2
3	NE 1st Street at OR-104	0	0	1	0	0	0	0	0	0	1

Table 5: Crash Severity and Rate Summary

	Intersection	Crash Severity					Total Crashes	AADT	Crash Rate
		PDO	C	B	A	Fatal			
2	NE 5th Street at OR-104	1	1	0	0	0	2	5,040	0.22
3	NE 1st Street at OR-104	0	1	0	0	0	1	6,120	0.09

BOLDED text indicates a crash rate in excess of either 1.0 CMEV or the 90th-Percentile CMEV per ODOT's APM.

In addition, crash data was reviewed along the segment of OR-104 between Desdemona Street and NW 17th Street. Upon reviewing the available crash data, one crash was reported along this segment of roadway. Specifically, the crash was a fixed object collision which occurred along a straight segment of the roadway and was classified as *PDO*.

Based on a review of the most recent five years of available crash data, no significant trends or crash patterns were identified at either of the study intersections that were indicative of safety concerns. In addition, none of the study intersections exhibit crash rates near or above the 1.0 CMEV threshold nor do any of the study intersections have a crash rate exceeding ODOT's 90th percentile rate. Accordingly, no safety mitigation is recommended per the crash data analysis.

Sight Distance Analysis

Intersection sight distance was measured for the two site access intersections located along OR-104. Sight distance was measured and evaluated in accordance with standards established in *A Policy on Geometric Design of Highways and Streets*². According to AASHTO, the driver's eye is assumed to be 15 feet from the near edge of the nearest travel lane of the intersecting street and at a height of 3.5 feet above the minor-street approach

² American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 6th Edition, 2011.

pavement. The vehicle driver's eye-height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement.

Based on a posted speed of 45 mph along the segment of OR-104 which fronts the site, the minimum recommended intersection sight distance to ensure safe and efficient operation of the access intersections is 500 feet. For both access locations, intersections sight distances were measured to be in excess of 600 feet to the southeast and in excess of 550 feet to the northwest.

Based on the analysis, adequate sight distances are available at both site access intersections to ensure safe and efficient operation along OR-104. No sight distance mitigation is necessary or recommended.

Warrant Analysis

Left-turn lane warrants were examined for each of the study intersections. A left-turn refuge lane is primarily a safety consideration for the major-street, removing left-turning vehicles from the through traffic stream. The left-turn lane warrants used implement the design curves developed by the Texas Transportation Institute, as adopted by ODOT in its *Analysis Procedures Manual*. Turn lane warrants were evaluated based on the number of advancing and opposing vehicles as well as the number of turning vehicles, the travel speed, and the number of through lanes.

Per the analysis, left-turn lane warrants are projected to be met at the following locations:

- Southbound approach at the intersection of NE 5th Street at OR-104 during the evening peak hour under year 2021 buildout conditions; and
- Northbound approach at the intersection of NE 1st Street at OR-104 during the evening peak hour under existing conditions.

Although left-turn lane warrants are met at both of the listed locations, it should be noted that specific to the intersection of NE 1st Street at OR-104, warrants are met under existing conditions for the northbound approach. The proposed use will not add additional turning vehicles to the northbound left-turn. Additionally, no rear-end collisions were reported at the intersection which could be mitigated by a left-turn lane.

For the intersection of NE 5th Street at OR-104, only one rear-end collision was reported at the intersection; however, the crash involved two northbound approaching vehicles whereby a southbound left-turn lane could not have remedied this collision. Given the northbound left-turn movement at the intersection of NE 1st Street at OR-104 serves significantly more traffic under existing conditions than the southbound left-turn movement at the intersection of NE 5th Street at OR-104 under the assumed 2021 site buildout year, a nominal number of southbound rear-end collisions at the intersection of NE 5th Street at OR-104 are expected to occur in the future. Accordingly, no new left-turn lanes at either of the study intersections are recommended in association with the proposed development.

Multi-Modal Access and Safety

Motor Vehicles

As described in the *Crash Data Analysis* section, there was one reported collision along the segment of OR-104 between Desdemona Street and NW 17th Street as well as three intersection related crashes at the study intersections of NE 5th Street at OR-104 and NE 1st Street at OR-104. Since the crashes resulted in either no injuries or potential minor injuries, and the number of reported vehicular crashes were low, there do not appear to be any trends indicative of significant safety hazards at the nearby transportation facilities.

With regard to site access, OR-104 will serve as the primary connection between the site and the greater transportation system. A majority of site trips are expected to travel to/from the southeast along OR-104, where access to other major roadways such as S Main Avenue, SE Marlin Drive (US-101B), and Oregon Coast Highway (US-101) are available. The aforementioned roadways will serve as the primary routes of travel between the site and other major destinations including downtown Warrenton, Astoria, Gearhart, and Seaside.

Based on a review of motor vehicle access and safety, no mitigation pertaining to this specific mode of travel is necessary or recommended.

Pedestrians

As described in the *Crash Data Analysis* section, there were no pedestrian-related collisions along the segment of OR-104 near the site or at the study intersections.

Limited sidewalks and other pedestrian facilities are currently in place along OR-104 or other vicinity roadways. However, due to the character of the proposed use which will house seasonal workers (a majority of who will be bused between the site, the Pacific Seafood Plant, and other nearby land uses) limited pedestrian activity is expected to be generated by the proposed dormitory facility. Accordingly, no mitigation pertaining to this specific mode of travel is necessary or recommended.

Bicycles

As described in the *Crash Data Analysis* section, there were no bicycle-related collisions along the segment of OR-104 near the site or at the study intersections.

Bicycle lanes and paved shoulders wide enough to accommodate bicyclists are available along both sides of OR-104. In addition, NE 1st Street and NE 5th Street serve low volumes of vehicular traffic traveling at low speeds, whereby bicyclists can safely and comfortably share the roadway with motor vehicle traffic. However, given a significant majority of seasonal workers will be bused or flown in from out of state, it is expected the site will generate a nominal amount of bicycle traffic. Accordingly, no mitigation pertaining to this specific mode of travel is necessary or recommended.

Transit Users

A significant majority of seasonal workers who reside at the proposed dormitory facility will be bused or flown in from out of state. The applicant has indicated that seasonal workers will be bused to and from the site utilizing privately owned shuttle buses. Shuttle buses will serve as the main form of transportation for workers to and from the site, the Pacific Seafood Plant, and potentially to other destinations of interest, such as nearby shopping centers. Accordingly, the use of general public transportation throughout the City of Warrenton and between other nearby Cities is expected to be limited, whereby no mitigation pertaining to this specific mode of travel is necessary or recommended.

Operational Analysis

Intersection Capacity Analysis

A capacity and delay analysis was conducted for each of the study intersections per the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual*³ (HCM). Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

The City of Warrenton does not currently have operational standards for their facilities (but may in the near future following updates to City code) and therefore defers to Clatsop County standards. Per Clatsop County's Transportation System Plan as well as direction by Clatsop County staff, the following minimum operation standards apply at intersections under City jurisdiction:

- Signalized, roundabout, and all-way stop-controlled intersections shall operate at LOS E or better with a v/c ratio no greater than 0.85.
- Two-way stop-controlled and yield-controlled intersections shall operate at LOS E or better with a v/c ratio no greater than 0.90.

In addition, all the study intersections operate under the jurisdiction of ODOT and must meet standards established in the *Oregon Highway Plan*. Based on the classification, location, and posted speed, the following operation standards apply:

- Intersections along OR-104 with a posted speed of 35 mph are required to operate with a v/c ratio of 0.95 or less; and
- Intersections along OR-104 with a posted speed of 45 mph are required to operate with a v/c ratio of 0.90 or less.

The v/c, delay, and LOS results of the capacity analysis are shown in Table 7 for the morning and evening peak hours. Detailed calculations as well as tables showing the relationship between delay and LOS are included in the appendix to this report.

³ Transportation Research Board, *Highway Capacity Manual*, 6th Edition, 2016.

Table 6: Intersection Capacity Analysis Summary

	Morning Peak Hour			Evening Peak Hour		
	LOS	Delay (s)	v/c	LOS	Delay (s)	v/c
1 Site Access at OR-104						
2019 Existing Conditions	B	11	< 0.01	B	12	< 0.01
2021 Background Conditions	B	11	< 0.01	B	12	< 0.01
2021 Buildout Conditions	B	12	0.03	B	14	0.05
2 NE 5th Street at OR-104						
2019 Existing Conditions	B	14	0.03	B	14	0.07
2021 Background Conditions	B	14	0.03	B	14	0.07
2021 Buildout Conditions	B	<i>13</i>	0.04	B	14	0.09
3 NE 1st Street at OR-104						
2019 Existing Conditions	C	15	0.14	B	13	0.08
2021 Background Conditions	C	16	0.14	B	13	0.08
2021 Buildout Conditions	<i>B</i>	<i>14</i>	0.14	B	13	0.08

BOLDED results indicate operation above acceptable jurisdictional standards.

Italicized results indicate added minor-street right-turning vehicles decreased overall approach delays.

Based on the results of the operational analysis, all study intersections are currently operating acceptably per City of Warrenton and ODOT standards and are projected to continue operating acceptably through the 2021 buildout year of the site. No operational mitigation is necessary or recommended at these intersections.

Conclusions

No significant trends or crash patterns were identified at either of the study intersections that were indicative of safety concerns. In addition, none of the study intersections exhibit crash rates near or above the 1.0 CMEV threshold nor do any of the study intersections have a crash rate exceeding ODOT's 90th percentile rate.

Adequate sight distances are available at both site access intersections to ensure safe and efficient operation along OR-104.

Left-turn lane warrants are projected to be met for both the southbound approach at the intersection of NE 5th Street at OR-104 under 2021 buildout conditions and the northbound approach at the intersection of NE 1st Street at OR-104 under existing conditions; however, based on a safety analysis conducted for both intersections as well as the limited trip impacts expected at each intersection, the construction of left-turn lanes are anticipated to provide nominal improvements to intersection safety. Accordingly, no new left-turn lanes at either of the study intersections are recommended.

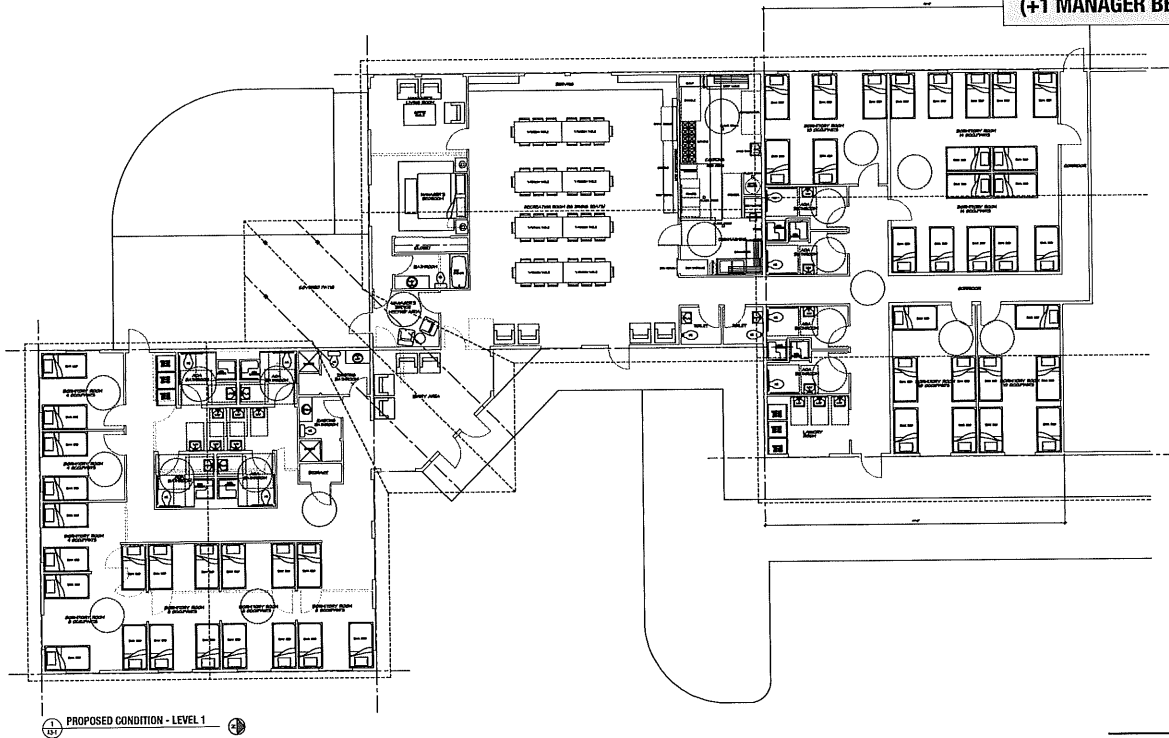
Based on an evaluation of the motor vehicle, pedestrian, bicycle, and transit user safety, no safety-related mitigation within the nearby site vicinity is expected to be necessary as part of the proposed use.

All study intersections are currently operating acceptably per City of Warrenton and ODOT standards and are projected to continue operating acceptably through the 2021 buildout year of the site.

Appendix

PROPOSED CONCEPTUAL DESIGN DRAWINGS

ALTERNATIVE 2
100 BEDS TOTAL
(+1 MANAGER BED)



PROPOSED CONDITION - LEVEL 1

PACIFIC SEAFOOD
CUSTOMER FACILITY
WARDHISTON, OREGON



DATE: 11/14/18
SCALE: AS SHOWN
PROJECT: PACIFIC SEAFOOD
CUSTOMER FACILITY
WARDHISTON, OREGON

1e

TRIP GENERATION CALCULATIONS

Land Use: Off-Campus Student Apartment
Land Use Code: 225
Setting/Location: Over 1/2 Mile From Campus
Variable: Residents
Variable Value: 125

AM PEAK HOUR

Trip Rate: 0.17

	Enter	Exit	Total
Directional Distribution	28%	72%	
Trip Ends	6	15	21

PM PEAK HOUR

Trip Rate: 0.31

	Enter	Exit	Total
Directional Distribution	52%	48%	
Trip Ends	20	19	39

WEEKDAY

Trip Rate: 4.12

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	258	258	516

Source: Trip Generation Manual, Tenth Edition

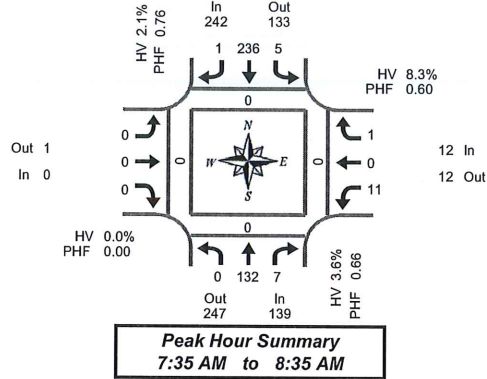
Total Vehicle Summary



Clay Carney
(503) 833-2740

Or-104 & NE 5th St

Wednesday, April 24, 2019
7:00 AM to 9:00 AM



Peak Hour Summary
7:35 AM to 8:35 AM

5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	5	0	0	0	8	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0
7:05 AM	0	2	0	0	0	13	0	0	0	0	0	0	1	0	0	0	16	0	0	0	0
7:10 AM	0	3	0	0	0	24	0	0	0	0	0	0	1	0	0	0	28	0	0	0	0
7:15 AM	0	6	0	0	0	12	0	1	0	0	0	0	0	0	2	0	20	0	0	0	0
7:20 AM	0	9	0	0	1	18	0	0	0	0	0	0	1	0	0	0	29	0	0	0	0
7:25 AM	0	11	2	0	0	24	0	0	0	0	0	0	0	0	1	0	38	0	0	0	0
7:30 AM	0	6	0	0	0	24	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0
7:35 AM	0	10	1	0	0	31	0	0	0	0	0	0	3	0	0	0	45	0	0	0	0
7:40 AM	0	4	0	0	2	22	0	0	0	0	0	0	1	0	0	0	29	0	0	0	0
7:45 AM	0	11	1	0	0	25	0	0	0	0	0	0	1	0	0	0	38	0	0	0	0
7:50 AM	0	18	0	0	2	18	0	0	0	0	0	0	1	0	0	0	39	0	0	0	0
7:55 AM	0	8	1	0	0	14	0	0	0	0	0	0	1	0	0	0	24	0	0	0	0
8:00 AM	0	12	1	0	0	17	0	0	0	0	0	0	1	0	0	0	31	0	0	0	0
8:05 AM	0	9	0	0	0	20	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0
8:10 AM	0	5	0	0	0	13	0	0	0	0	0	0	1	0	0	0	19	0	0	0	0
8:15 AM	0	18	1	0	1	15	0	0	0	0	0	0	0	0	0	0	35	0	0	0	0
8:20 AM	0	15	1	0	0	16	0	0	0	0	0	0	1	0	1	0	34	0	0	0	0
8:25 AM	0	17	1	0	0	16	1	0	0	0	0	0	0	0	0	0	35	0	0	0	0
8:30 AM	0	5	0	0	0	29	0	0	0	0	0	0	1	0	0	0	35	0	0	0	0
8:35 AM	0	10	0	0	0	30	0	0	0	0	0	0	1	0	0	0	41	0	0	0	0
8:40 AM	0	9	1	0	0	17	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0
8:45 AM	0	10	1	0	0	19	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0
8:50 AM	0	16	0	0	0	17	0	0	0	0	0	0	2	0	1	0	36	0	0	0	0
8:55 AM	0	6	0	0	0	18	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0
Total Survey	0	225	11	0	6	460	1	1	0	0	0	0	17	0	5	0	725	0	0	0	0

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	10	0	0	0	45	0	0	0	0	0	0	2	0	0	0	57	0	0	0	0
7:15 AM	0	26	2	0	1	54	0	1	0	0	0	0	1	0	3	0	87	0	0	0	0
7:30 AM	0	20	1	0	2	77	0	0	0	0	0	0	4	0	0	0	104	0	0	0	0
7:45 AM	0	37	2	0	2	57	0	0	0	0	0	0	3	0	0	0	101	0	0	0	0
8:00 AM	0	26	1	0	0	50	0	0	0	0	0	0	2	0	0	0	79	0	0	0	0
8:15 AM	0	50	3	0	1	47	1	0	0	0	0	0	1	0	1	0	104	0	0	0	0
8:30 AM	0	24	1	0	0	76	0	0	0	0	0	0	2	0	0	0	103	0	0	0	0
8:45 AM	0	32	1	0	0	54	0	0	0	0	0	0	2	0	1	0	90	0	0	0	0
Total Survey	0	225	11	0	6	460	1	1	0	0	0	0	17	0	5	0	725	0	0	0	0

Peak Hour Summary
7:35 AM to 8:35 AM

By Approach	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	139	247	386	0	242	133	375	0	0	1	1	0	12	12	24	0	393	0	0	0	0
%HV	3.6%				2.1%				0.0%				8.3%				2.8%				
PHF	0.66				0.76				0.00				0.60				0.88				

By Movement	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	132	7	139	5	236	1	242	0	0	0	0	11	0	1	12	393
%HV	0.0%	2.3%	28.8%	3.6%	0.0%	2.1%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	8.3%	2.8%
PHF	0.00	0.66	0.58	0.66	0.31	0.76	0.25	0.76	0.00	0.00	0.00	0.00	0.55	0.00	0.25	0.60	0.88

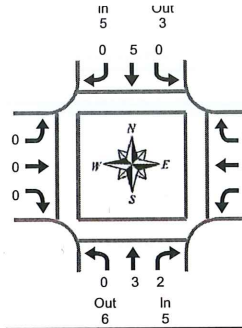
Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	93	5	0	5	233	0	1	0	0	0	0	10	0	3	0	349	0	0	0	0
7:15 AM	0	109	6	0	5	238	0	1	0	0	0	0	10	0	3	0	371	0	0	0	0
7:30 AM	0	133	7	0	5	231	1	0	0	0	0	0	10	0	1	0	368	0	0	0	0
7:45 AM	0	137	7	0	3	230	1	0	0	0	0	0	8	0	1	0	367	0	0	0	0
8:00 AM	0	132	6	0	1	227	1	0	0	0	0	0	7	0	2	0	376	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Out 0
In 0

Peak Hour Summary
7:35 AM to 8:35 AM

Or-104 & NE 5th St

Wednesday, April 24, 2019

7:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
7:20 AM	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	0	4
7:25 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
7:35 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
7:40 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:50 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
8:15 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
8:20 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
8:25 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	3
8:40 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:50 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	10	2	12	0	13	0	13	0	0	0	0	1	0	0	1	26	

Heavy Vehicle 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	2	0	2	0	4	0	4	0	0	0	0	0	0	0	0	0	6
7:30 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
8:15 AM	0	1	0	1	0	3	0	3	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Survey	0	10	2	12	0	13	0	13	0	0	0	0	1	0	0	1	26	

Heavy Vehicle Peak Hour Summary

7:35 AM to 8:35 AM

By Approach	Northbound Or-104			Southbound Or-104			Eastbound NE 5th St			Westbound NE 5th St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	5	6	11	5	3	8	0	0	0	1	2	3	11
PHF	0.42			0.42			0.00			0.25			0.55

By Movement	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	3	2	5	0	5	0	5	0	0	0	0	1	0	0	1	11
PHF	0.00	0.38	0.25	0.42	0.00	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.55

Heavy Vehicle Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
7:00 AM	0	4	2	6	0	9	0	9	0	0	0	0	0	0	0	0	0	15
7:15 AM	0	4	2	6	0	7	0	7	0	0	0	0	1	0	0	1	0	14
7:30 AM	0	3	2	5	0	6	0	6	0	0	0	0	1	0	0	1	0	12
7:45 AM	0	6	1	7	0	4	0	4	0	0	0	0	1	0	0	1	0	12
8:00 AM	0	6	0	6	0	4	0	4	0	0	0	0	1	0	0	1	0	11

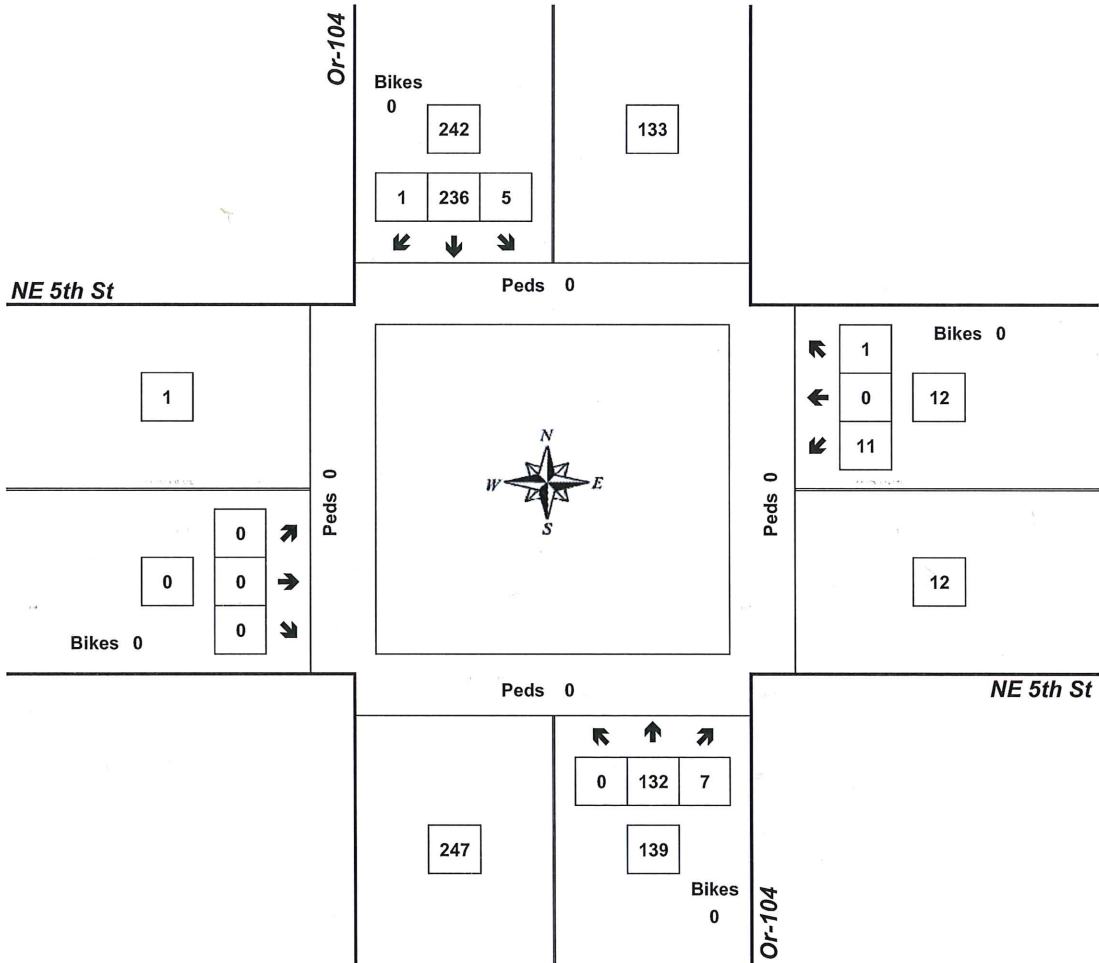
Peak Hour Summary



Clay Carney
(503) 833-2740

Or-104 & NE 5th St

7:35 AM to 8:35 AM
Wednesday, April 24, 2019



Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.60	8.3%	12
NB	0.66	3.6%	139
SB	0.76	2.1%	242
Intersection	0.88	2.8%	393

Count Period: 7:00 AM to 9:00 AM

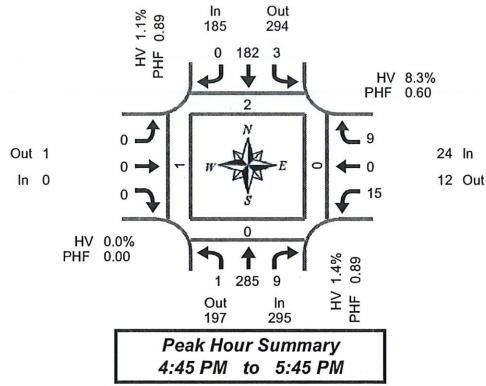
Total Vehicle Summary



Clay Carney
(503) 833-2740

Or-104 & NE 5th St

Wednesday, April 24, 2019
4:00 PM to 6:00 PM



Peak Hour Summary
4:45 PM to 5:45 PM

5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	14	1	0	0	13	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
4:05 PM	0	24	2	0	0	14	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
4:10 PM	0	10	1	0	1	22	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
4:15 PM	0	24	1	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:20 PM	0	16	1	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:25 PM	1	21	2	0	1	21	0	0	0	0	0	0	0	0	0	1	0	0	0	0	
4:30 PM	0	11	1	0	1	23	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
4:35 PM	0	16	1	0	1	18	0	0	0	0	0	0	0	0	2	0	0	0	0	0	
4:40 PM	0	15	1	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	27	0	0	0	12	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
4:50 PM	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:55 PM	0	19	0	0	0	14	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
5:00 PM	0	20	1	0	0	11	0	0	0	0	0	0	2	0	1	0	0	0	0	0	
5:05 PM	0	23	2	0	0	16	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
5:10 PM	0	28	0	0	0	13	0	0	0	0	0	0	2	0	0	0	0	0	0	0	
5:15 PM	0	25	3	0	0	20	0	0	0	0	0	0	2	0	0	0	0	0	0	0	
5:20 PM	0	22	0	0	2	15	0	0	0	0	0	0	1	0	1	0	0	0	0	1	
5:25 PM	0	27	0	0	0	13	0	0	0	0	0	0	1	0	5	0	0	0	0	0	
5:30 PM	0	28	2	0	0	16	0	0	0	0	0	0	2	0	0	0	0	0	0	0	
5:35 PM	0	25	1	0	1	16	0	0	0	0	0	0	2	0	0	0	0	0	0	0	
5:40 PM	1	24	0	0	0	19	0	0	0	0	0	0	1	0	1	0	0	0	0	0	
5:45 PM	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:50 PM	0	25	1	0	0	12	0	0	0	0	0	0	2	0	0	0	0	0	0	0	
5:55 PM	0	11	2	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Survey	2	487	23	0	8	378	0	0	0	0	0	0	18	0	15	1	931	5	0	0	1

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	48	4	0	1	49	0	0	0	0	0	0	0	0	3	0	105	0	0	0	0
4:15 PM	1	61	4	0	1	62	0	0	0	0	0	0	0	0	1	0	130	1	0	0	0
4:30 PM	0	42	3	0	2	54	0	0	0	0	0	0	1	0	2	0	104	2	0	0	0
4:45 PM	0	63	0	0	0	43	0	0	0	0	0	0	1	0	1	1	108	0	0	0	0
5:00 PM	0	71	3	0	0	40	0	0	0	0	0	0	5	0	1	0	120	0	0	0	0
5:15 PM	0	74	3	0	2	48	0	0	0	0	0	0	4	0	6	0	137	0	0	0	1
5:30 PM	1	77	3	0	1	51	0	0	0	0	0	0	5	0	1	0	139	2	0	0	0
5:45 PM	0	51	3	0	1	31	0	0	0	0	0	0	2	0	0	0	88	0	0	0	0
Total Survey	2	487	23	0	8	378	0	0	0	0	0	0	18	0	15	1	931	5	0	0	1

Peak Hour Summary
4:45 PM to 5:45 PM

By Approach	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	295	197	492	0	185	294	479	0	0	1	1	0	24	12	36	1	504	2	0	0	1
%HV	1.4%				1.1%				0.0%				8.3%				1.6%				
PHF	0.89				0.89				0.00				0.60				0.91				

By Movement	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	285	9	295	3	182	0	185	0	0	0	0	15	0	9	24	504
%HV	#####	1.1%	0.0%	1.4%	0.0%	1.1%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	13.3%	0.0%	0.0%	8.3%	1.6%
PHF	0.25	0.89	0.45	0.89	0.38	0.89	0.00	0.89	0.00	0.00	0.00	0.00	0.75	0.00	0.38	0.60	0.91

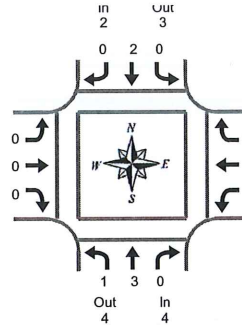
Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	214	11	0	4	208	0	0	0	0	0	0	2	0	7	1	447	3	0	0	0
4:15 PM	1	237	10	0	3	199	0	0	0	0	0	0	7	0	5	1	462	3	0	0	0
4:30 PM	0	250	9	0	4	185	0	0	0	0	0	0	11	0	10	1	469	2	0	0	1
4:45 PM	1	285	9	0	3	182	0	0	0	0	0	0	15	0	9	1	504	2	0	0	1
5:00 PM	1	273	12	0	4	170	0	0	0	0	0	0	16	0	8	0	484	2	0	0	1

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Out 1
In 0

Peak Hour Summary
4:45 PM to 5:45 PM

Or-104 & NE 5th St

Wednesday, April 24, 2019
4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:35 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
5:40 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	1	3	0	4	0	4	0	4	0	0	0	0	2	0	0	2	10

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	1	1	0	2	0	1	0	1	0	0	0	0	2	0	0	2	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	1	3	0	4	0	4	0	4	0	0	0	0	2	0	0	2	10

Heavy Vehicle Peak Hour Summary

4:45 PM to 5:45 PM

By Approach	Northbound Or-104			Southbound Or-104			Eastbound NE 5th St			Westbound NE 5th St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	4	4	8	2	3	5	0	1	1	2	0	2	8
PHF	0.50			0.50			0.00			0.25			0.40

By Movement	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
Volume	1	3	0	4	0	2	0	2	0	0	0	0	2	0	0	0	2	8
PHF	0.25	0.75	0.00	0.50	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25		0.40

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Interval Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
4:00 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	3
4:45 PM	1	3	0	4	0	2	0	2	0	0	0	0	2	0	0	0	2	8
5:00 PM	1	2	0	3	0	2	0	2	0	0	0	0	2	0	0	0	2	7

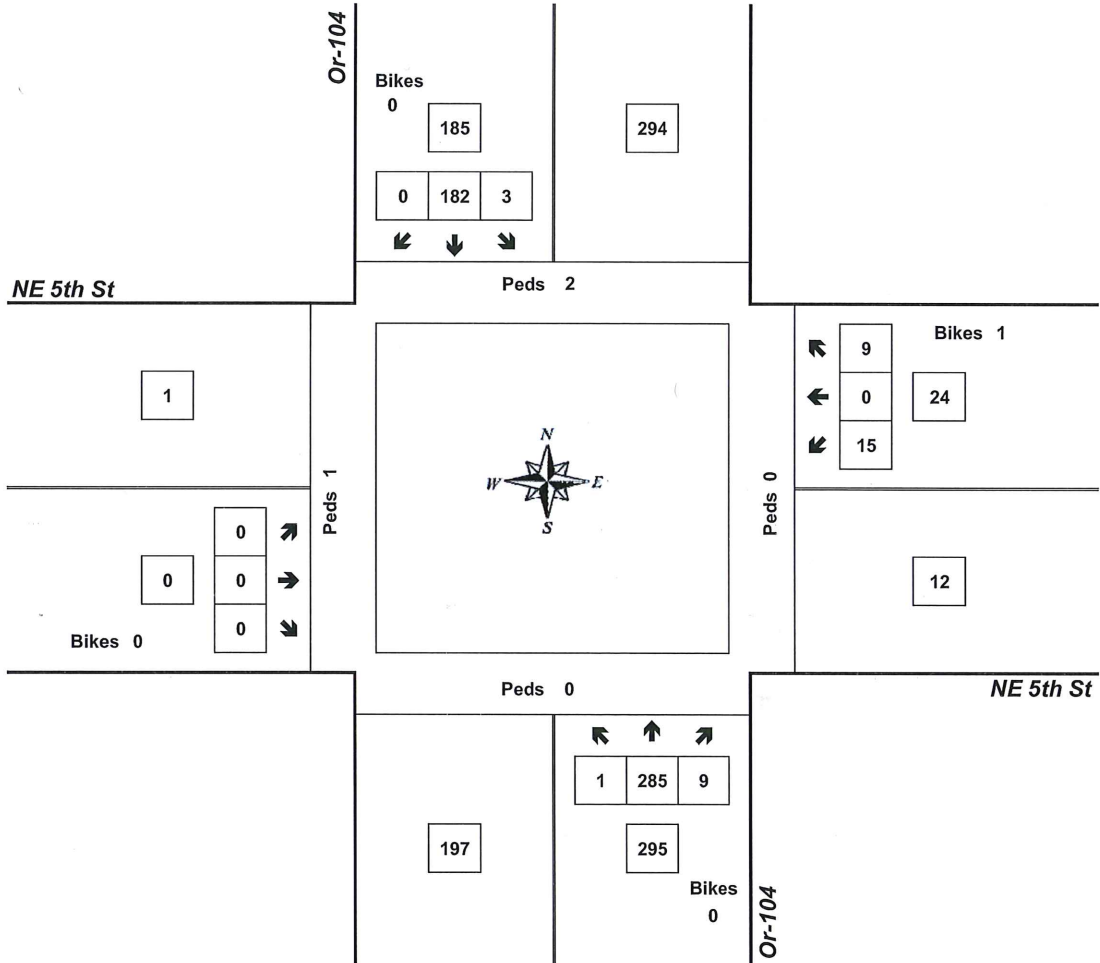
Peak Hour Summary



Clay Carney
(503) 833-2740

Or-104 & NE 5th St

4:45 PM to 5:45 PM
Wednesday, April 24, 2019



Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.60	8.3%	24
NB	0.89	1.4%	295
SB	0.89	1.1%	185
Intersection	0.91	1.6%	504

Count Period: 4:00 PM to 6:00 PM

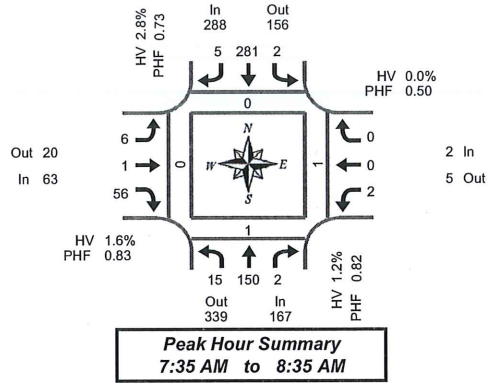
Total Vehicle Summary



Clay Carney
(503) 833-2740

Or-104 & NE 1st St

Wednesday, April 24, 2019
7:00 AM to 9:00 AM



5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	5	0	0	0	8	0	0	0	0	3	0	0	0	0	0	0	0	0	0	
7:05 AM	1	4	1	0	1	15	2	0	0	0	5	0	1	0	0	0	0	0	0	0	
7:10 AM	0	3	0	0	0	27	1	0	0	0	3	0	1	0	0	0	0	0	0	0	
7:15 AM	1	8	0	0	0	16	1	0	0	0	3	0	0	0	0	0	0	0	0	0	
7:20 AM	1	10	0	0	0	19	0	1	1	0	6	0	0	1	0	0	0	0	0	0	
7:25 AM	0	10	1	0	1	24	2	0	0	0	7	0	0	0	1	0	0	0	0	0	
7:30 AM	1	8	0	0	0	25	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
7:35 AM	2	10	0	0	2	37	2	0	0	0	8	0	1	0	0	0	0	0	0	0	
7:40 AM	1	10	0	0	0	28	0	0	1	0	7	0	0	0	0	0	0	0	0	0	
7:45 AM	2	15	0	0	0	30	0	0	0	0	3	0	0	0	0	0	0	0	0	0	
7:50 AM	1	13	0	0	0	23	1	0	1	1	0	0	0	0	0	0	0	0	0	0	
7:55 AM	2	12	1	0	0	17	0	0	1	0	8	0	0	0	0	0	0	0	0	0	
8:00 AM	1	14	0	0	0	23	0	0	0	0	3	0	0	0	0	0	0	0	0	0	
8:05 AM	1	14	0	0	0	23	0	0	0	0	7	0	0	0	0	0	0	0	0	0	
8:10 AM	2	9	0	0	0	15	1	0	1	0	5	0	0	0	0	0	0	0	0	0	
8:15 AM	0	14	1	0	0	18	1	0	0	0	2	0	0	0	0	0	0	0	0	0	
8:20 AM	0	19	0	0	0	18	0	0	1	0	5	0	0	0	0	0	0	0	0	0	
8:25 AM	2	15	0	0	0	16	0	0	0	0	4	0	0	0	0	0	0	0	0	0	
8:30 AM	1	5	0	0	0	33	0	1	1	0	4	0	1	0	0	0	0	0	0	0	
8:35 AM	5	14	1	0	0	31	0	0	1	0	4	0	0	0	0	0	0	0	0	0	
8:40 AM	0	9	1	0	0	19	0	0	1	0	5	0	0	0	0	0	0	0	0	0	
8:45 AM	1	12	0	0	1	20	1	0	0	0	3	0	0	0	1	0	0	0	0	0	
8:50 AM	1	16	0	0	0	24	0	0	0	0	1	0	1	0	1	0	0	0	0	0	
8:55 AM	0	6	0	0	1	21	0	0	1	1	2	0	0	1	0	0	0	0	0	0	
Total Survey	26	255	6	0	6	530	12	2	10	2	98	0	6	2	3	1	956	0	1	1	0

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	1	12	1	0	1	50	3	0	0	0	11	0	2	0	0	0	81	0	0	0	0
7:15 AM	2	28	1	0	1	59	3	1	1	0	16	0	0	1	1	0	113	0	0	0	0
7:30 AM	4	28	0	0	2	90	2	0	1	0	15	0	2	0	0	0	144	0	1	1	0
7:45 AM	5	40	1	0	0	70	1	0	2	1	11	0	0	0	0	0	131	0	0	0	0
8:00 AM	4	37	0	0	0	61	1	0	1	0	15	0	0	0	0	0	119	0	0	0	0
8:15 AM	2	48	1	0	0	52	1	0	1	0	11	0	0	0	0	0	116	0	0	0	0
8:30 AM	6	28	2	0	0	83	0	1	3	0	13	0	1	0	0	1	136	0	0	0	0
8:45 AM	2	34	0	0	2	65	1	0	1	1	6	0	1	1	2	0	116	0	0	0	0
Total Survey	26	255	6	0	6	530	12	2	10	2	98	0	6	2	3	1	956	0	1	1	0

Peak Hour Summary
7:35 AM to 8:35 AM

By Approach	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	167	339	506	0	288	156	444	1	63	20	83	0	2	5	7	1	520	0	1	1	0
%HV	1.2%				2.8%				1.6%				0.0%				2.1%				
PHF	0.82				0.73				0.83				0.50				0.82				

By Movement	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	15	150	2	167	2	281	5	288	6	1	56	63	2	0	0	2	520
%HV	0.0%	1.3%	0.0%	1.2%	0.0%	2.8%	0.0%	2.8%	16.7%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	2.1%
PHF	0.75	0.78	0.50	0.82	0.25	0.74	0.63	0.73	0.75	0.25	0.78	0.83	0.50	0.00	0.00	0.50	0.82

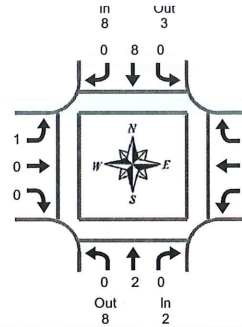
Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	12	108	3	0	4	269	9	1	4	1	53	0	4	1	1	0	469	0	1	1	0
7:15 AM	15	133	2	0	3	280	7	1	5	1	57	0	2	1	1	0	507	0	1	1	0
7:30 AM	15	153	2	0	2	273	5	0	5	1	52	0	2	0	0	0	510	0	1	1	0
7:45 AM	17	153	4	0	0	266	3	1	7	1	50	0	1	0	0	1	502	0	0	0	0
8:00 AM	14	147	3	0	2	261	3	1	6	1	45	0	2	1	2	1	487	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Peak Hour Summary
7:35 AM to 8:35 AM

Or-104 & NE 1st St

Wednesday, April 24, 2019

7:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
7:15 AM	1	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
7:20 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
7:25 AM	0	0	1	1	0	2	0	2	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:35 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
7:40 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
8:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
8:20 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
8:25 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
8:35 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8:40 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:50 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	1	9	1	11	0	11	1	12	1	0	0	1	1	1	0	2	26

Heavy Vehicle 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
7:15 AM	1	2	1	4	0	3	0	3	0	0	0	0	0	1	0	1	8
7:30 AM	0	2	0	2	0	3	0	3	0	0	0	0	1	0	0	1	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
8:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
8:30 AM	0	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
8:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Survey	1	9	1	11	0	11	1	12	1	0	0	1	1	1	0	2	26

Heavy Vehicle Peak Hour Summary

7:35 AM to 8:35 AM

By Approach	Northbound Or-104			Southbound Or-104			Eastbound NE 1st St			Westbound NE 1st St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	8	10	8	3	11	1	0	1	0	0	0	11
PHF	0.25			0.67			0.25			0.00			0.55

By Movement	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	2	0	2	8	0	0	8	1	0	0	1	0	0	0	0	11
PHF	0.00	0.25	0.00	0.25	0.00	0.67	0.00	0.67	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.55

Heavy Vehicle Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	1	4	1	6	0	6	1	7	0	0	0	0	1	1	0	2	15
7:15 AM	1	4	1	6	0	7	0	7	1	0	0	1	1	1	0	2	16
7:30 AM	0	2	0	2	0	7	0	7	1	0	0	1	1	0	0	1	11
7:45 AM	0	3	0	3	0	5	0	5	1	0	0	1	0	0	0	0	9
8:00 AM	0	5	0	5	0	5	0	5	1	0	0	1	0	0	0	0	11

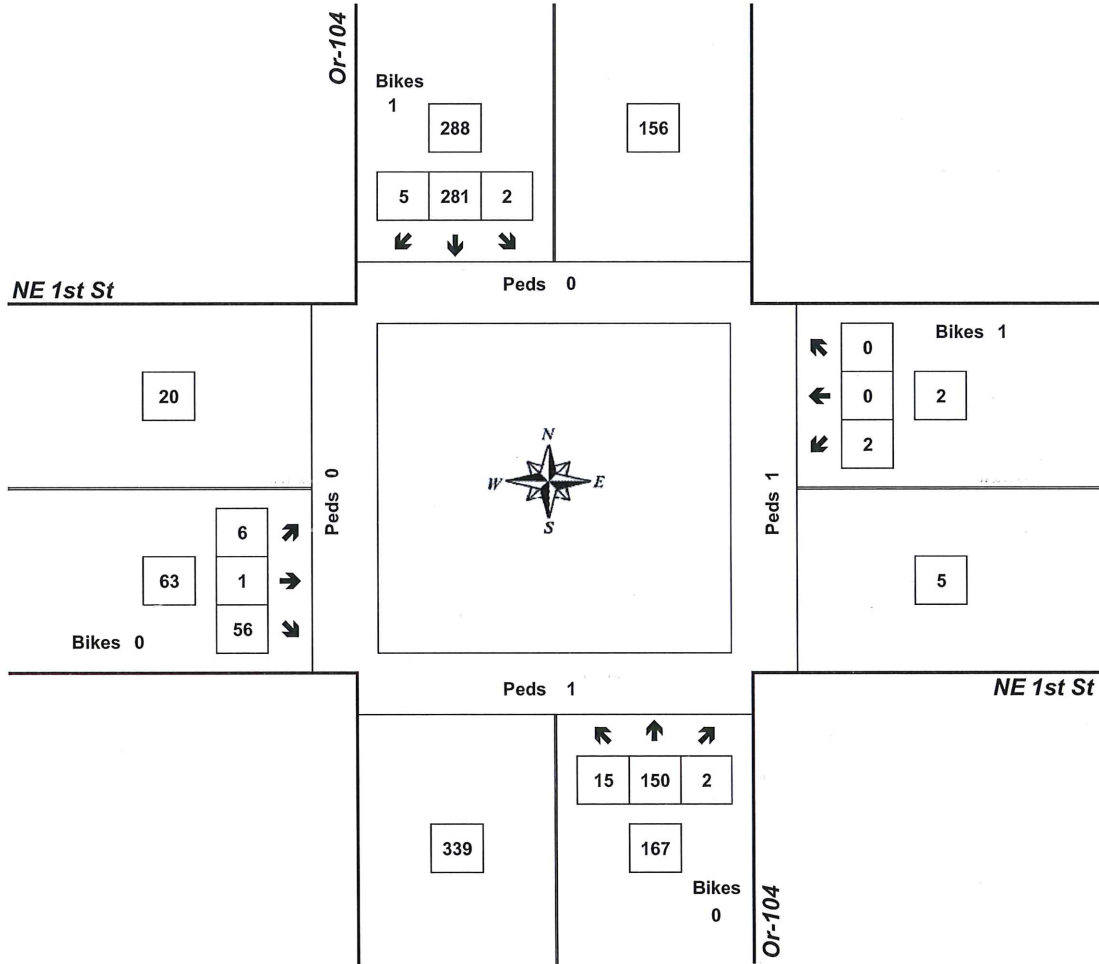
Peak Hour Summary



Clay Carney
(503) 833-2740

Or-104 & NE 1st St

7:35 AM to 8:35 AM
Wednesday, April 24, 2019



Approach	PHF	HV%	Volume
EB	0.83	1.6%	63
WB	0.50	0.0%	2
NB	0.82	1.2%	167
SB	0.73	2.8%	288
Intersection	0.82	2.1%	520

Count Period: 7:00 AM to 9:00 AM

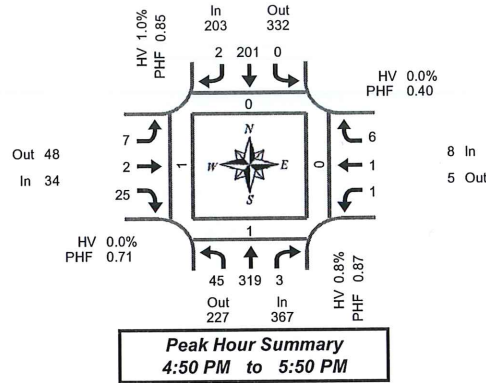
Total Vehicle Summary



Clay Carney
(503) 833-2740

Or-104 & NE 1st St

Wednesday, April 24, 2019
4:00 PM to 6:00 PM



5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	18	0	0	0	13	1	0	1	0	3	0	0	0	1	0	0	1	0	0	0
4:05 PM	2	23	0	0	0	18	0	0	1	0	4	0	0	2	1	0	0	2	1	0	0
4:10 PM	2	16	0	0	0	23	0	0	1	1	3	0	0	0	1	0	0	0	1	0	0
4:15 PM	1	24	0	0	0	20	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:20 PM	4	18	0	0	0	13	1	0	0	1	3	1	0	1	1	0	0	0	0	0	0
4:25 PM	3	23	0	0	0	22	1	0	1	3	3	0	1	1	1	0	0	0	0	0	0
4:30 PM	7	14	0	0	0	25	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0
4:35 PM	4	16	0	0	0	23	1	0	1	0	4	0	0	1	0	0	0	1	0	0	0
4:40 PM	6	23	0	0	0	14	2	0	0	0	1	0	0	0	1	0	0	1	0	0	0
4:45 PM	0	23	0	0	0	12	1	1	0	0	1	0	1	0	1	0	1	1	1	0	0
4:50 PM	6	20	0	0	0	17	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0
4:55 PM	2	26	0	0	0	14	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	3	22	0	0	0	14	0	0	0	0	3	0	1	1	0	0	0	0	0	0	0
5:05 PM	2	25	0	1	0	17	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0
5:10 PM	4	27	1	0	0	13	0	0	2	0	4	0	0	0	3	0	0	0	0	0	0
5:15 PM	5	27	0	0	0	24	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0
5:20 PM	3	27	0	0	0	18	0	0	1	0	2	0	0	0	0	0	0	0	0	0	1
5:25 PM	3	32	1	0	0	15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:30 PM	4	29	0	0	0	19	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:35 PM	6	30	1	0	0	18	1	0	0	1	1	0	0	0	1	0	0	1	0	0	0
5:40 PM	5	27	0	0	0	21	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
5:45 PM	2	27	0	0	0	11	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
5:50 PM	3	17	0	0	0	14	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:55 PM	5	17	0	0	0	9	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0
Total Survey	82	551	3	1	0	407	11	5	14	4	57	1	3	6	12	1	1,150	1	1	0	2

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	4	57	0	0	0	54	1	0	3	1	10	0	0	2	3	0	135	1	0	0	0
4:15 PM	8	85	0	0	0	55	3	1	3	1	7	1	1	2	0	0	145	0	0	0	1
4:30 PM	17	53	0	0	0	62	4	1	1	0	8	0	0	1	1	0	147	0	0	0	0
4:45 PM	8	69	0	0	0	43	1	1	0	0	6	0	1	0	2	1	130	0	1	0	0
5:00 PM	9	74	1	1	0	44	0	1	4	0	8	0	1	1	3	0	145	0	0	0	0
5:15 PM	11	86	1	0	0	57	0	1	2	0	5	0	0	0	1	0	163	0	0	0	1
5:30 PM	15	86	1	0	0	58	2	0	0	1	6	0	0	0	1	0	170	0	0	0	0
5:45 PM	10	61	0	0	0	34	0	0	1	1	7	0	0	0	1	0	115	0	0	0	0
Total Survey	82	551	3	1	0	407	11	5	14	4	57	1	3	6	12	1	1,150	1	1	0	2

Peak Hour Summary

4:50 PM to 5:50 PM

By Approach	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	367	227	594	1	203	332	535	2	34	48	82	0	8	5	13	0	612	0	1	0	1
%HV	0.8%				1.0%				0.0%				0.0%				0.8%				
PHF	0.87				0.85				0.71				0.40				0.90				

By Movement	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	45	319	3	367	0	201	2	203	7	2	25	34	1	1	6	8	612
%HV	0.0%	0.9%	0.0%	0.8%	0.0%	1.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%
PHF	0.75	0.88	0.38	0.87	0.00	0.87	0.25	0.85	0.35	0.25	0.78	0.71	0.25	0.25	0.38	0.40	0.90

Rolling Hour Summary

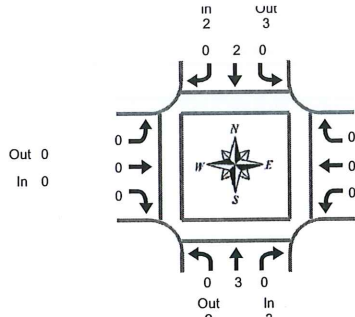
4:00 PM to 6:00 PM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	37	244	0	0	0	214	9	3	7	2	31	1	2	5	6	1	557	1	1	0	1
4:15 PM	42	261	1	1	0	204	8	4	8	1	29	1	3	4	6	1	567	0	1	0	1
4:30 PM	45	282	2	1	0	206	5	4	7	0	27	0	2	2	7	1	585	0	1	0	1
4:45 PM	43	315	3	1	0	202	3	3	6	1	25	0	2	1	7	1	608	0	1	0	1
5:00 PM	45	307	3	1	0	193	2	2	7	2	26	0	1	1	6	0	593	0	0	0	1

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Or-104 & NE 1st St

Wednesday, April 24, 2019
4:00 PM to 6:00 PM

Peak Hour Summary
4:50 PM to 5:50 PM

Heavy Vehicle 5-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:20 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:25 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:40 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:35 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	4	0	4	0	9	0	9	0	0	1	1	0	0	0	0	14

Heavy Vehicle 15-Minute Interval Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
4:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
4:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
5:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	4	0	4	0	9	0	9	0	0	1	1	0	0	0	0	14

Heavy Vehicle Peak Hour Summary 4:50 PM to 5:50 PM

By Approach	Northbound Or-104			Southbound Or-104			Eastbound NE 1st St			Westbound NE 1st St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	3	2	5	2	3	5	0	0	0	0	0	0	5
PHF	0.38			0.50			0.00			0.00			0.42

By Movement	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	3	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
PHF	0.00	0.38	0.00	0.38	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42

Heavy Vehicle Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	1	0	1	0	7	0	7	0	0	1	1	0	0	0	0	9
4:15 PM	0	2	0	2	0	5	0	5	0	0	0	0	0	0	0	0	7
4:30 PM	0	3	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
4:45 PM	0	3	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5
5:00 PM	0	3	0	3	0	2	0	2	0	0	0	0	0	0	0	0	5

CDS150
05/08/2019

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE
NE 5TH ST at N MAIN AVE, City of Warrenton, Clatsop County, 01/01/2012 to 12/31/2016

Page: 1

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2016														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	0	1	0	1	1	0	1
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR 2016 TOTAL	0	1	1	2	0	1	0	1	1	1	1	2	0	1
FINAL TOTAL	0	1	1	2	0	1	0	1	1	1	1	2	0	1

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

CDS380
05/08/2019

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING
NE 5TH ST at N MAIN AVE, City of Warrenton, Clatsop County, 01/01/2012 to 12/31/2016
1 - 2 of 2 Crash records shown.

Page: 1

CITY OF WARRENTON, CLATSOP COUNTY

SR#	P	R	J	S	W	D	A	CLASS	CITY STREET	RD CHAR	INT-TYPE	OFFRD	WTHR	CRASH	SPCL USE	MOVE	PRTC	INJ	A	S	G	E	L	C	H	S	PED	ACT	EVENT	CAUSE
UNLOC?	D	C	S	V	L	K	LAC	LCMG	LBS	LOC	(#LANES)	CONTR	DRVWY	LIGHT	SVRTY	VM TYPE	TO	#	TYPE	SVRTY	E	X	RES	LOC	ERROR					
00705	N	N	N				12/12/2016	17	N MAIN AVE	INTER	3-LEG	N	Y	RAIN	FIX OBJ	01 NONE 9	STRGHT											053	27	
CITY							MO		NE 5TH ST	N	UNKNOWN	N	WET	FIX	N/A	N-S											000	00		
N							12A			06	0	N	DLIT	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	Unk		000	000	000	00		
N							46 10 23.94 -123 55 30.35		010400100800																					
00217	N	N	N	N	N	N	05/03/2016	17	N MAIN AVE	INTER	3-LEG	N	N	CLD	S-1STOP	01 NONE 0	STRGHT											000	00	
CITY							TU		NE 5TH ST	CM	NONE	N	DRY	REAR	PRVTE	S-N											000	00		
N							12P			04	0	Y	DAY	INJ	PSNGR CAR			01	DRVR	NONE	67	M	OR-Y	OR-25	043	000	000	07		
N							46 10 23.94 -123 55 30.35		010400100800																					
															02 NONE 0	STOP												012	00	
															PRVTE	S-N											000	000	00	
															PSNGR CAR			01	DRVR	INJC	19	M	OR-Y	OR-25	000	000	000	00		

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CDS150
05/08/2019

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE
NE 1ST ST at N MAIN AVE, City of Warrenton, Clatsop County, 01/01/2012 to 12/31/2016

Page: 1

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2012														
ANGLE	0	1	0	1	0	1	0	0	1	1	0	1	0	0
YEAR 2012 TOTAL	0	1	0	1	0	1	0	0	1	1	0	1	0	0
FINAL TOTAL	0	1	0	1	0	1	0	0	1	1	0	1	0	0

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

CDS380
05/08/2019

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING
NE 1ST ST at N MAIN AVE, City of Warrenton, Clatsop County, 01/01/2012 to 12/31/2016
1 - 1 of 1 Crash records shown.

Page: 1

CITY OF WARRENTON, CLATSOP COUNTY

SPCL USE	TRLR QTY	MOVE	PH TYPE	INJ SVRTY	A S G E LICNS	PED	ERROR	ACT EVENT	CAUSE
01 NONE	0	STRGHT	01 DRVR	NONE	00 M	UNK	000	000	00
02 NONE	0	STRGHT SE-NW	01 DRVR	NONE	24 M	OR-Y OR-25	028	015	00
02 NONE	0	STRGHT SE-NW	02 PRNG	INJC	22 M		000	015	00

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

OREGON . DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF WARRENTON, CLATSOP COUNTY

PACIFIC DR and Intersectional Crashes at PACIFIC DR, City of Warrenton, Clatsop County, 01/01/2012 to 12/31/2016

7 - 11 of 16 Crash records shown.

SER#	F R J S W DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPLC USE	MOVE	A S	PH TYPE	SVRTY	E X RES	LOC	ERROR	ACT	EVENT	CAUSE			
UNLOC?	D C S V L K LAT	LONG	LSB	DIRECT	LEGS	TRAP	RNDST	SURF	COLL	OWNER	TRLS QTY	FROM	PRTC	INJ	G E LICHS	PED							
				LOCIN	(LANES)	CONTL	DRVMY	LIGHT	SVRTY	VS TYPE	TO												
00558	N N N 11/22/2013	07	HECETA ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01 NONE	0	TURN-L								02			
CITY	FR		PACIFIC DR	CN		STOP SIGN	N	DRY	TURN	PRVTE		N -E								015	00		
N	8A			04	0		N	DAMN	INJ	PSNGR CAR			01	DRVR	NONE	38	F	OR-Y	OR<25	028	000	02	
N	46 11 56.9172119	-123 56 45.8891519	010400100800																				
										02 NONE	0	STRGHT									000	00	
										PRVTE		W -E									000	00	
										PSNGR CAR			01	DRVR	INJC	53	F	OR-Y	OR<25	000	000	00	
00518	N N N N N 11/12/2012	09	PACIFIC DR	STRGHT		N	N	CLD	ANGL-OTH	01 NONE	0	PARKNG								082	02		
CITY	MO	300	IREDALE ST	E	(NONE)	NONE	N	WET	PARK	PRVTE		S -N								009	00		
N	5P			08		(02)	N	DUSK	PDO	PSNGR CAR			01	DRVR	NONE	62	F	OR-Y	OR<25	028	000	082	02
N	46 11 57.6927207	-123 56 53.5799574																			000	00	
										02 NONE	0	STRGHT									000	00	
										PRVTE		E -W									000	00	
										PSNGR CAR			01	DRVR	NONE	16	F	OR-Y	OR<25	000	000	00	
00560	N N N N N 11/23/2013	07	PACIFIC DR	STRGHT		N	N	CLR	ANIMAL	01 NONE	0	STRGHT								035	12		
CITY	8A		IREDALE ST	W	(NONE)	NONE	N	DRY	OTH	PRVTE		W -E								000	035	00	
N	10P			06		(02)	N	DARK	PDO	PSNGR CAR			01	DRVR	NONE	53	M	OR-Y	OR<25	000	000	00	
N	46 11 57.257124	-123 56 58.622568	010400100800																				
00631	N N N N N 12/11/2015	17	PACIFIC DR	STRGHT		N	N	CLD	ANIMAL	01 NONE	0	STRGHT								035	12		
CITY	FR		JETTY ST	E	(NONE)	NONE	N	WET	OTH	PRVTE		W -E								000	035	00	
N	7P			03		(02)	N	DARK	PDO	PSNGR CAR			01	DRVR	NONE	63	F	OR-Y	OR<25	000	000	00	
N	46 11 57.25	-123 57 6.54	010400100800																				
00632	N N N 11/18/2016	17	LAKE DR	INTER	CROSS	N	N	CLR	S-1STOP	01 NONE	9	STRGHT									29		
NONE	FR	0	PACIFIC DR	S		STOP SIGN	N	DRY	REAR	N/A		S -N								000	00		
N	3P			06	0		N	DAY	PDO	PSNGR CAR			01	DRVR	NONE	00	Unk	Unk	Unk	000	000	00	
N	46 11 57.36	-123 57 18.26																			011	00	
										02 NONE	9	STOP									000	00	
										N/A		S -N									000	00	
										PSNGR CAR			01	DRVR	NONE	00	Unk	Unk	Unk	000	000	00	
00492	N N N N N 09/15/2016	17	LAKE DR	INTER	CROSS	N	N	CLR	BIKE	01 NONE	0	TURN-L								001	02		
CITY	TH		PACIFIC DR	CH		STOP SIGN	N	DRY	TURN	PRVTE		S -W								015	00		
N	6P			01	0		N	DAY	INJ	PSNGR CAR			01	DRVR	NONE	43	F	OR-Y	OR<25	027	026	02	
N	46 11 57.37	-123 57 17.51	010400100800																				

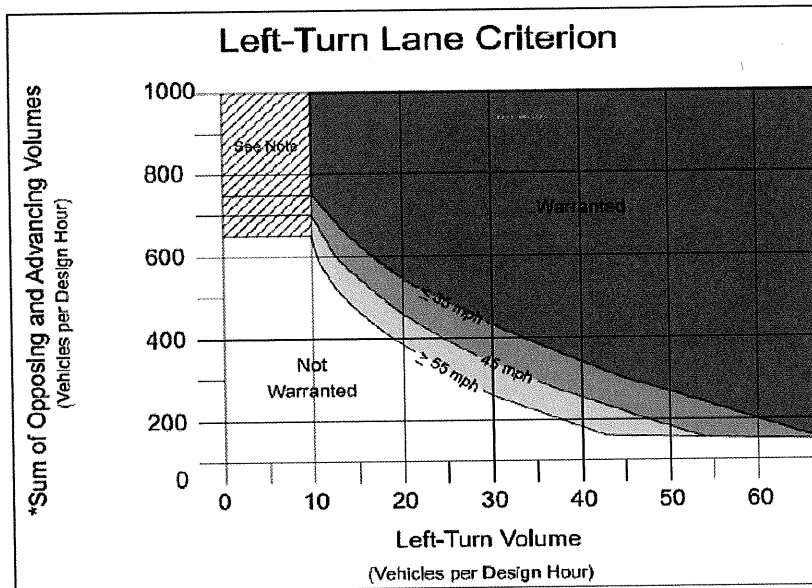
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Project: Pacific Seafood Dormitory Facility
 Intersection: Site Access at OR-104 (SEB)
 Date: 5/16/2019
 Scenario: 2021 Buildout Conditions

Speed? 45 mph

AM Peak Hour		PM Peak Hour	
Left-Turn Volume	1	Left-Turn Volume	1
Approaching DHV	315	Approaching DHV	242
# of Advancing Through Lanes	1	# of Advancing Through Lanes	1
Opposing DHV	181	Opposing DHV	402
# of Opposing Through Lanes	1	# of Opposing Through Lanes	1
O+A DHV	496	O+A DHV	644
Lane Needed?	No	Lane Needed?	No



Source: Oregon DOT Analysis Procedures Manual 2008

$*(\text{Advancing Vol} / \# \text{ of Advancing Through Lanes}) + (\text{Opposing Vol} / \# \text{ of Opposing Through Lanes})$

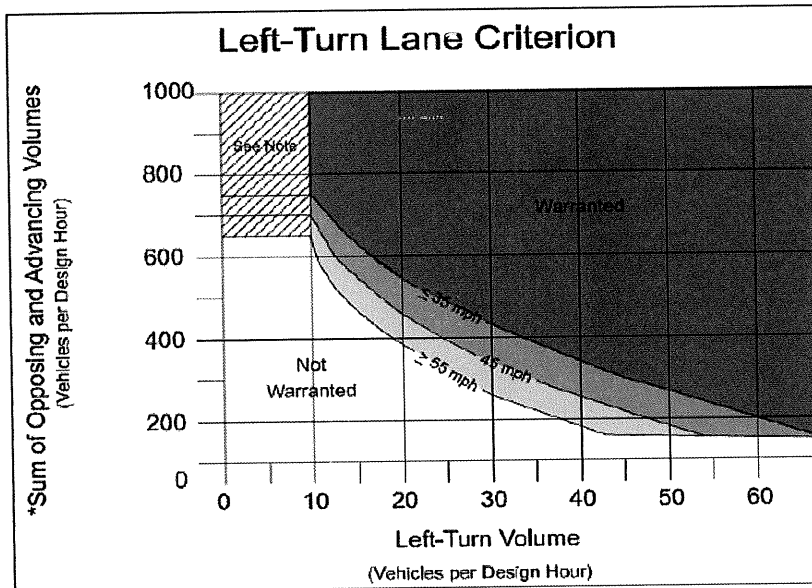
Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn. The final determination will be based on a field study.



Project: Pacific Seafood Dormitory Facility
 Intersection: NE 5th Street at OR-104 (SB)
 Date: 5/16/2019
 Scenario: 2021 Buildout Conditions

Speed? 45 mph

AM Peak Hour		PM Peak Hour	
Left-Turn Volume	12	Left-Turn Volume	12
Approaching DHV	330	Approaching DHV	261
# of Advancing Through Lanes	1	# of Advancing Through Lanes	1
Opposing DHV	184	Opposing DHV	394
# of Opposing Through Lanes	1	# of Opposing Through Lanes	1
O+A DHV	514	O+A DHV	655
Lane Needed?	No	Lane Needed?	Yes



Source: Oregon DOT Analysis Procedures Manual 2008

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

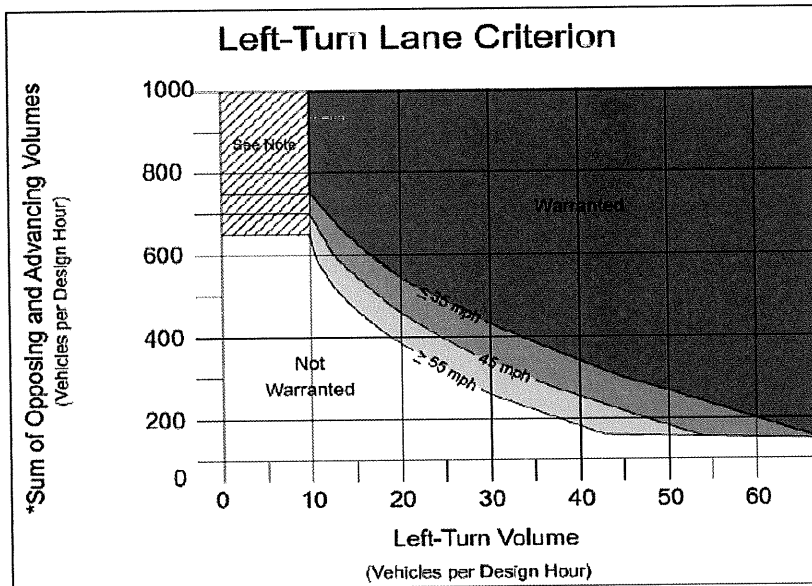
Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn. The final determination will be based on a field study.



Project: Pacific Seafood Dormitory Facility
 Intersection: NE 1st Street at OR-104 (NB)
 Date: 5/16/2019
 Scenario: 2019 Existing Conditions

Speed? 35 mph

AM Peak Hour		PM Peak Hour	
Left-Turn Volume	15	Left-Turn Volume	45
Approaching DHV	213	Approaching DHV	465
# of Advancing Through Lanes	1	# of Advancing Through Lanes	1
Opposing DHV	374	Opposing DHV	265
# of Opposing Through Lanes	1	# of Opposing Through Lanes	1
O+A DHV	587	O+A DHV	730
Lane Needed?	No	Lane Needed?	Yes



Source: Oregon DOT Analysis Procedures Manual 2008

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

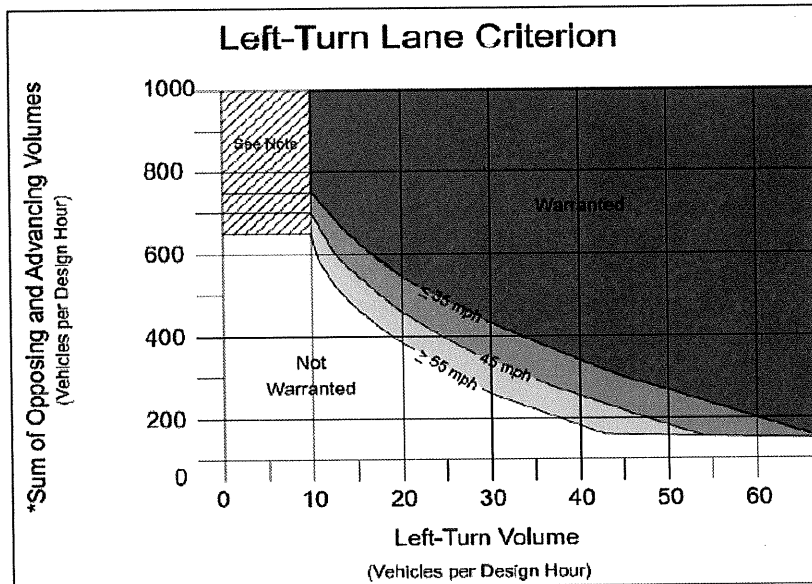
Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn. The final determination will be based on a field study.



Project: Pacific Seafood Dormitory Facility
 Intersection: NE 1st Street at OR-104 (SB)
 Date: 5/16/2019
 Scenario: 2021 Buildout Conditions

Speed? 35 mph

AM Peak Hour		PM Peak Hour	
Left-Turn Volume	8	Left-Turn Volume	8
Approaching DHV	383	Approaching DHV	276
# of Advancing Through Lanes	1	# of Advancing Through Lanes	1
Opposing DHV	215	Opposing DHV	470
# of Opposing Through Lanes	1	# of Opposing Through Lanes	1
O+A DHV	598	O+A DHV	746
Lane Needed?	No	Lane Needed?	No



Source: Oregon DOT Analysis Procedures Manual 2008

$\frac{*(Advancing\ Vol / \# \text{ of Advancing Through Lanes}) + (Opposing\ Vol / \# \text{ of Opposing Through Lanes})}{}$

Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require installation of a left turn. The final determination will be based on a field study.

1e

LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.

1e

*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

Intersection						
Int Delay, s/veh	0					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	314	174	1	1	1
Future Vol, veh/h	1	314	174	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	341	189	1	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	190	0	-	0	533 190
Stage 1	-	-	-	-	190 -
Stage 2	-	-	-	-	343 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1384	-	-	-	507 852
Stage 1	-	-	-	-	842 -
Stage 2	-	-	-	-	719 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1384	-	-	-	506 852
Mov Cap-2 Maneuver	-	-	-	-	506 -
Stage 1	-	-	-	-	841 -
Stage 2	-	-	-	-	719 -

Approach	SE	NW	SW
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	1384	- 635
HCM Lane V/C Ratio	-	-	0.001	- 0.003
HCM Control Delay (s)	-	-	7.6	0 10.7
HCM Lane LOS	-	-	A	A B
HCM 95th %tile Q(veh)	-	-	0	- 0

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	11	1	1	1	173	7	5	308	1
Future Vol, veh/h	1	1	1	11	1	1	1	173	7	5	308	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	8	8	8	4	4	4	2	2	2
Mvmt Flow	1	1	1	13	1	1	1	197	8	6	350	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	567	570	351	567	566	201	351	0	0	205	0	0
Stage 1	363	363	-	203	203	-	-	-	-	-	-	-
Stage 2	204	207	-	364	363	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.18	6.58	6.28	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.572	4.072	3.372	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	434	431	692	425	425	825	1197	-	-	1366	-	-
Stage 1	656	625	-	785	722	-	-	-	-	-	-	-
Stage 2	798	731	-	643	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	431	428	692	422	422	825	1197	-	-	1366	-	-
Mov Cap-2 Maneuver	431	428	-	422	422	-	-	-	-	-	-	-
Stage 1	655	622	-	784	721	-	-	-	-	-	-	-
Stage 2	795	730	-	638	611	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	13.5	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1197	-	-	492	438	1366	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.034	0.004	-	-
HCM Control Delay (s)	8	0	-	12.4	13.5	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	56	2	1	1	15	196	2	2	367	5
Future Vol, veh/h	6	1	56	2	1	1	15	196	2	2	367	5
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	0	0	0	1	1	1	3	3	3
Mvmt Flow	7	1	68	2	1	1	18	239	2	2	448	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	732	733	452	768	735	241	454	0	0	242	0	0
Stage 1	455	455	-	277	277	-	-	-	-	-	-	-
Stage 2	277	278	-	491	458	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.11	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.209	-	-	2.227	-	-
Pot Cap-1 Maneuver	337	348	608	321	349	803	1112	-	-	1319	-	-
Stage 1	585	569	-	734	685	-	-	-	-	-	-	-
Stage 2	729	680	-	563	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	330	340	607	279	341	802	1112	-	-	1318	-	-
Mov Cap-2 Maneuver	330	340	-	279	341	-	-	-	-	-	-	-
Stage 1	574	568	-	719	671	-	-	-	-	-	-	-
Stage 2	713	666	-	497	569	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.5		15.4		0.6		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1112	-	-	556	352	1318	-	-
HCM Lane V/C Ratio	0.016	-	-	0.138	0.014	0.002	-	-
HCM Control Delay (s)	8.3	0	-	12.5	15.4	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	0	-	-

HCM 6th TWSC
1: OR-104 & SITE ACCESS

05/08/2019

Intersection

Int Delay, s/veh 0

Movement SEL SET NWT NWR SWL SWR

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	241	381	1	1	1
Future Vol, veh/h	1	241	381	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	262	414	1	1	1

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	415	0	-	0	679	415
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	264	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1144	-	-	-	417	637
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	780	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1144	-	-	-	417	637
Mov Cap-2 Maneuver	-	-	-	-	417	-
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	780	-

Approach SE NW SW

HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1

Capacity (veh/h)	-	-	1144	-	504
HCM Lane V/C Ratio	-	-	0.001	-	0.004
HCM Control Delay (s)	-	-	8.2	0	12.2
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0

HCM 6th TWSC
2: OR-104 & NE 5TH STREET

05/08/2019

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	15	1	9	1	372	9	3	238	1
Future Vol, veh/h	1	1	1	15	1	9	1	372	9	3	238	1
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	8	8	8	1	1	1	1	1	1
Mvmt Flow	1	1	1	16	1	10	1	409	10	3	262	1

Major/Minor	Minor2	Minor1		Major1		Major2						
Conflicting Flow All	694	691	264	686	686	416	264	0	0	419	0	0
Stage 1	270	270	-	416	416	-	-	-	-	-	-	-
Stage 2	424	421	-	270	270	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.18	6.58	6.28	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.572	4.072	3.372	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	357	368	775	354	363	624	1306	-	-	1145	-	-
Stage 1	736	686	-	602	582	-	-	-	-	-	-	-
Stage 2	608	589	-	723	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	348	366	774	352	361	623	1305	-	-	1145	-	-
Mov Cap-2 Maneuver	348	366	-	352	361	-	-	-	-	-	-	-
Stage 1	735	683	-	601	581	-	-	-	-	-	-	-
Stage 2	595	588	-	719	672	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	14.2	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1305	-	-	435	418	1145	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.066	0.003	-
HCM Control Delay (s)	7.8	0	-	13.3	14.2	8.2	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-

HCM 6TH TWSC
3: OR-104 & NE 1ST STREET

05/08/2019

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	2	25	1	1	6	45	417	3	1	263	2
Future Vol, veh/h	7	2	25	1	1	6	45	417	3	1	263	2
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	1	1	1
Mvmt Flow	8	2	28	1	1	7	50	463	3	1	292	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	865	862	295	876	862	465	295	0	0	466	0	0
Stage 1	296	296	-	565	565	-	-	-	-	-	-	-
Stage 2	569	566	-	311	297	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	276	295	749	272	295	602	1272	-	-	1101	-	-
Stage 1	717	672	-	513	511	-	-	-	-	-	-	-
Stage 2	511	511	-	704	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	261	279	748	249	279	602	1271	-	-	1101	-	-
Mov Cap-2 Maneuver	261	279	-	249	279	-	-	-	-	-	-	-
Stage 1	678	671	-	486	484	-	-	-	-	-	-	-
Stage 2	477	484	-	674	670	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	13.1	0.8	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1271	-	-	504	455	1101	-	-
HCM Lane V/C Ratio	0.039	-	-	0.075	0.02	0.001	-	-
HCM Control Delay (s)	7.9	0	-	12.7	13.1	8.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-	-

HCM 6th TWSC
1: OR-104 & SITE ACCESS

05/08/2019

Intersection						
Int Delay, s/veh	0					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	315	175	1	1	1
Future Vol, veh/h	1	315	175	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	342	190	1	1	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	191	0	535
Stage 1	-	-	191
Stage 2	-	-	344
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1383	-	506
Stage 1	-	-	841
Stage 2	-	-	718
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1383	-	505
Mov Cap-2 Maneuver	-	-	505
Stage 1	-	-	840
Stage 2	-	-	718

Approach	SE	NW	SW
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1383	-	634
HCM Lane V/C Ratio	-	-	0.001	-	0.003
HCM Control Delay (s)	-	-	7.6	0	10.7
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0

HCM 6th TWSC
2: OR-104 & NE 5th STREET

05/08/2019

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	11	1	1	1	174	7	5	309	1
Future Vol, veh/h	1	1	1	11	1	1	1	174	7	5	309	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	8	8	8	4	4	4	2	2	2
Mvmt Flow	1	1	1	13	1	1	1	198	8	6	351	1

Major/Minor	Minor2	Minor1		Major1		Major2						
Conflicting Flow All	569	572	352	569	568	202	352	0	0	206	0	0
Stage 1	364	364	-	204	204	-	-	-	-	-	-	-
Stage 2	205	208	-	365	364	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.18	6.58	6.28	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.572	4.072	3.372	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	433	430	692	424	424	824	1196	-	-	1365	-	-
Stage 1	655	624	-	784	722	-	-	-	-	-	-	-
Stage 2	797	730	-	642	613	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	430	427	692	421	421	824	1196	-	-	1365	-	-
Mov Cap-2 Maneuver	430	427	-	421	421	-	-	-	-	-	-	-
Stage 1	654	621	-	783	721	-	-	-	-	-	-	-
Stage 2	794	729	-	637	610	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	13.5	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1196	-	-	491	437	1365	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.034	0.004	-	-
HCM Control Delay (s)	8	0	-	12.4	13.5	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

HCM 6th TWSC
3: OR-104 & NE 1ST STREET

05/08/2019

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	6	1	58	2	1	1	16	197	2	2	368	5
Future Vol, veh/h	6	1	58	2	1	1	16	197	2	2	368	5
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	0	0	0	1	1	1	3	3	3
Mvmt Flow	7	1	71	2	1	1	20	240	2	2	449	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	738	739	453	775	741	242	455	0	0	243	0	0
Stage 1	456	456	-	282	282	-	-	-	-	-	-	-
Stage 2	282	283	-	493	459	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.11	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.209	-	-	2.227	-	-
Pot Cap-1 Maneuver	334	345	607	318	347	802	1111	-	-	1317	-	-
Stage 1	584	568	-	729	681	-	-	-	-	-	-	-
Stage 2	725	677	-	562	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	327	337	606	275	339	801	1111	-	-	1316	-	-
Mov Cap-2 Maneuver	327	337	-	275	339	-	-	-	-	-	-	-
Stage 1	572	567	-	713	666	-	-	-	-	-	-	-
Stage 2	707	662	-	494	569	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.6		15.5		0.6		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1111	-	-	555	349	1316	-	-
HCM Lane V/C Ratio	0.018	-	-	0.143	0.014	0.002	-	-
HCM Control Delay (s)	8.3	0	-	12.6	15.5	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	0	-	-

HCM 6th TWSC
1: OR-104 & SITE ACCESS

05/08/2019

Intersection

Int Delay, s/veh 0

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	242	382	1	1	1
Future Vol, veh/h	1	242	382	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	263	415	1	1	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	416	0	0
Stage 1	-	-	416
Stage 2	-	-	265
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1143	-	416
Stage 1	-	-	666
Stage 2	-	-	779
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1143	-	416
Mov Cap-2 Maneuver	-	-	416
Stage 1	-	-	665
Stage 2	-	-	779

Approach	SE	NW	SW
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	1143	503
HCM Lane V/C Ratio	-	-	0.001	0.004
HCM Control Delay (s)	-	-	8.2	12.2
HCM Lane LOS	-	-	A	B
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
2: OR-104 & NE 5th STREET

05/08/2019

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	1	1	1	16	1	9	1	373	9	3	239	1
Future Vol, veh/h	1	1	1	16	1	9	1	373	9	3	239	1
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	8	8	8	1	1	1	1	1	1
Mvmt Flow	1	1	1	18	1	10	1	410	10	3	263	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	696	693	265	688	688	417	265	0	0	420	0	0
Stage 1	271	271	-	417	417	-	-	-	-	-	-	-
Stage 2	425	422	-	271	271	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.18	6.58	6.28	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.572	4.072	3.372	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	356	367	774	353	362	623	1305	-	-	1145	-	-
Stage 1	735	685	-	602	581	-	-	-	-	-	-	-
Stage 2	607	588	-	722	674	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	347	365	773	351	360	622	1304	-	-	1145	-	-
Mov Cap-2 Maneuver	347	365	-	351	360	-	-	-	-	-	-	-
Stage 1	734	682	-	601	580	-	-	-	-	-	-	-
Stage 2	594	587	-	718	671	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.4		14.3		0		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1304	-	-	434	414	1145	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.069	0.003	-	-
HCM Control Delay (s)	7.8	0	-	13.4	14.3	8.2	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

HCM 6th TWSC
3: OR-104 & NE 1ST STREET

05/08/2019

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	7	2	26	1	1	6	47	418	3	1	264	2
Future Vol, veh/h	7	2	26	1	1	6	47	418	3	1	264	2
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	1	1	1
Mvmt Flow	8	2	29	1	1	7	52	464	3	1	293	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	871	868	296	883	868	466	296	0	0	467	0	0
Stage 1	297	297	-	570	570	-	-	-	-	-	-	-
Stage 2	574	571	-	313	298	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	274	293	748	269	293	601	1271	-	-	1100	-	-
Stage 1	716	671	-	510	509	-	-	-	-	-	-	-
Stage 2	507	508	-	702	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	258	276	747	246	276	601	1270	-	-	1100	-	-
Mov Cap-2 Maneuver	258	276	-	246	276	-	-	-	-	-	-	-
Stage 1	676	670	-	482	481	-	-	-	-	-	-	-
Stage 2	473	480	-	671	670	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.7		13.1		0.8		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1270	-	-	506	453	1100	-	-
HCM Lane V/C Ratio	0.041	-	-	0.077	0.02	0.001	-	-
HCM Control Delay (s)	8	0	-	12.7	13.1	8.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-	-

HCM 6th TWSC
1: OR-104 & SITE ACCESS

05/16/2019

Intersection

Int Delay, s/veh 0.4

Movement SEL SET NWT NWR SWL SWR

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	315	175	6	15	1
Future Vol, veh/h	1	315	175	6	15	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	342	190	7	16	1

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	197	0	-	0	538	194
Stage 1	-	-	-	-	194	-
Stage 2	-	-	-	-	344	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1376	-	-	-	504	847
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1376	-	-	-	503	847
Mov Cap-2 Maneuver	-	-	-	-	503	-
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	718	-

Approach SE NW SW

HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1

Capacity (veh/h)	-	-	1376	-	516
HCM Lane V/C Ratio	-	-	0.001	-	0.034
HCM Control Delay (s)	-	-	7.6	0	12.2
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.1

HCM 6TH TWSC
2: OR-104 & NE 5TH STREET

05/16/2019

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	1	1	1	11	1	4	1	177	7	12	317	1
Future Vol, veh/h	1	1	1	11	1	4	1	177	7	12	317	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	8	8	8	4	4	4	2	2	2
Mvmt Flow	1	1	1	13	1	5	1	201	8	14	360	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	599	600	361	597	596	205	361	0	0	209	0	0
Stage 1	389	389	-	207	207	-	-	-	-	-	-	-
Stage 2	210	211	-	390	389	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.18	6.58	6.28	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.572	4.072	3.372	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	413	415	684	406	409	821	1187	-	-	1362	-	-
Stage 1	635	608	-	781	719	-	-	-	-	-	-	-
Stage 2	792	728	-	622	598	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	406	409	684	400	403	821	1187	-	-	1362	-	-
Mov Cap-2 Maneuver	406	409	-	400	403	-	-	-	-	-	-	-
Stage 1	634	600	-	780	718	-	-	-	-	-	-	-
Stage 2	786	727	-	612	590	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.7		13.2		0		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1187	-	-	471	459	1362	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.04	0.01	-	-
HCM Control Delay (s)	8	0	-	12.7	13.2	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

HCM 6th TWSC
3: OR-104 & NE 1st STREET

05/16/2019

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	58	2	1	3	16	197	2	8	370	5
Future Vol, veh/h	6	1	58	2	1	3	16	197	2	8	370	5
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	0	0	0	1	1	1	3	3	3
Mvmt Flow	7	1	71	2	1	4	20	240	2	10	451	6

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	758	757	455	793	759	242	457	0	0	243	0	0
Stage 1	474	474	-	282	282	-	-	-	-	-	-	-
Stage 2	284	283	-	511	477	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.11	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.209	-	-	2.227	-	-
Pot Cap-1 Maneuver	324	337	605	309	338	802	1109	-	-	1317	-	-
Stage 1	571	558	-	729	681	-	-	-	-	-	-	-
Stage 2	723	677	-	549	559	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	314	326	604	265	327	801	1109	-	-	1316	-	-
Mov Cap-2 Maneuver	314	326	-	265	327	-	-	-	-	-	-	-
Stage 1	559	552	-	713	666	-	-	-	-	-	-	-
Stage 2	703	662	-	478	553	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.6		13.8		0.6		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1109	-	-	550	418	1316	-	-
HCM Lane V/C Ratio	0.018	-	-	0.144	0.018	0.007	-	-
HCM Control Delay (s)	8.3	0	-	12.6	13.8	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-

HCM 6th TWSC
1: OR-104 & SITE ACCESS

05/16/2019

Intersection						
Int Delay, s/veh	0.4					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	242	382	20	19	1
Future Vol, veh/h	1	242	382	20	19	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	263	415	22	21	1
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	437	0	-	0	691	426
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1123	-	-	-	410	628
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1123	-	-	-	410	628
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	779	-
Approach	SE	NW	SW			
HCM Control Delay, s	0	0	14.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	1123	-	417	
HCM Lane V/C Ratio	-	-	0.001	-	0.052	
HCM Control Delay (s)	-	-	8.2	0	14.1	
HCM Lane LOS	-	-	A	A	B	
HCM 95th %tile Q(veh)	-	-	0	-	0.2	

HCM 6th TWSC
2: OR-104 & NE 5TH STREET

05/16/2019

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	16	1	18	1	384	9	12	249	1
Future Vol, veh/h	1	1	1	16	1	18	1	384	9	12	249	1
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	8	8	8	1	1	1	1	1	1
Mvmt Flow	1	1	1	18	1	20	1	422	10	13	274	1

Major/Minor	Minor2	Minor1		Major1		Major2						
Conflicting Flow All	744	736	276	731	731	429	276	0	0	432	0	0
Stage 1	302	302	-	429	429	-	-	-	-	-	-	-
Stage 2	442	434	-	302	302	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.18	6.58	6.28	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.572	4.072	3.372	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	331	346	763	330	342	613	1293	-	-	1133	-	-
Stage 1	707	664	-	593	574	-	-	-	-	-	-	-
Stage 2	594	581	-	695	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	315	340	762	325	337	612	1292	-	-	1133	-	-
Mov Cap-2 Maneuver	315	340	-	325	337	-	-	-	-	-	-	-
Stage 1	706	654	-	592	573	-	-	-	-	-	-	-
Stage 2	572	580	-	683	644	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14	14.2	0	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1292	-	-	404	429	1133	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.09	0.012	-	-
HCM Control Delay (s)	7.8	0	-	14	14.2	8.2	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

HCM 6th TWSC
3: OR-104 & NE 1ST STREET

05/16/2019

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	2	26	1	1	15	47	420	3	8	266	2
Future Vol, veh/h	7	2	26	1	1	15	47	420	3	8	266	2
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	1	1	1
Mvmt Flow	8	2	29	1	1	17	52	467	3	9	296	2

Major/Minor	Minor2	Minor1		Major1		Major2						
Conflicting Flow All	898	890	299	905	890	469	299	0	0	470	0	0
Stage 1	316	316	-	573	573	-	-	-	-	-	-	-
Stage 2	582	574	-	332	317	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	262	284	745	260	284	598	1268	-	-	1097	-	-
Stage 1	699	659	-	508	507	-	-	-	-	-	-	-
Stage 2	502	506	-	686	658	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	241	265	744	236	265	598	1267	-	-	1097	-	-
Mov Cap-2 Maneuver	241	265	-	236	265	-	-	-	-	-	-	-
Stage 1	659	652	-	480	479	-	-	-	-	-	-	-
Stage 2	460	478	-	650	651	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	12.3	0.8	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1267	-	-	489	514	1097	-	-
HCM Lane V/C Ratio	0.041	-	-	0.08	0.037	0.008	-	-
HCM Control Delay (s)	8	0	-	13	12.3	8.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-

Robinson, Michael C.

From: Kevin Cronin <cityplanner@ci.warrenton.or.us>
Sent: Wednesday, July 17, 2019 10:54 AM
To: Scott Widdicombe
Cc: Michael Miliucci; Robinson, Michael C.; Linda Engbretson
Subject: RE: Health Issues with proposed new Pac Fab dormitory facility

Scott:

Thanks for your continued interest in this proposal.

The City received an application recently.

I deemed it incomplete. However, once all requested materials are received, I will deem it complete, send public notice, and schedule a hearing.

I am targeting the September 12 Planning Commission meeting.

The public notice will have all applicable codes that you requested.

However, the Planning Commission does not have criteria related to "public health." Their role is focused on land use and zoning.

This is a role for the County, if any, and the Building Official, to weigh in.

If you have any other relevant questions, please let me know.

Thanks - Kevin

From: Scott Widdicombe <scottwiddicombe94@gmail.com>
Sent: Wednesday, July 17, 2019 9:46 AM
To: Kevin Cronin <cityplanner@ci.warrenton.or.us>; Linda Engbretson <lengbretson@ci.warrenton.or.us>; Henry A. Balensifer III <hbalensifer@ci.warrenton.or.us>; Michael Miliucci <mmiliucci@pacseafood.com>
Subject: Health Issues with proposed new Pac Fab dormitory facility

Hello again Kevin,

I live in Warrenton on NW 17th Place directly next door to the Pacific Fab Building located at 1815 NW Warrenton Drive. This building appears to me to be located inside the city limits of Hammond. However, I believe the building has a Warrenton Zip Code.

A large part of this building is going to be remodeled into a dormitory-type facility. Pacific Seafood (the owner of this property calls it a dormitory). I call it a barracks as all dormitories I am familiar with have much smaller rooms that house much smaller numbers of people in each separate sleeping area. I am in the process of reviewing all of the information that has been turned over to the

Warrenton City Planning Commission for their review and I have come up with a huge number of questions concerning how this facility is going to be operated. Based on what I can see at this point (floor plan cannot be deciphered because it is shown in such a tiny scale that you cannot read any of the detail of facility specifications).

I am sending you an email to ask if Warrenton building codes have any specific requirements for what is being referred to as a dormitory, but what I consider is a barracks more like military accommodations than dormitory which you would expect to see at a college. Without being provided with a much more detailed plan of how this facility will be operated on a daily basis, I am very concerned about potential health problems of the residents that will be housed at this facility will be exposed to caused by unsanitary living conditions.

It seems to me that Warrenton should have some very clear codes that specify how building cleanliness, food preparation, storage, laundry processing, along with many other requirements that would apply to any multi-occupancy building would have to comply with.

I see no information about on-site showers or boiler large enough to generate enough hot water for the 90 + anticipated residents of this facility to take showers. I see no commentary about laundry service, bedding, cleaning or responsibility for keeping all public areas clean.

My list of questions about maintaining a healthy facility will be addressed directly to both the Warrenton Planning Commission and representatives of Pacific Seafood before there will be a meeting to approve the plan submitted to the Warrenton Planning Commission for final approval.

I am asking you to let me know if there are any specific codes for dormitory/barracks type facility that I can read to see what the county requires for this type of operation. Pacific Seafood is going to be charging a daily fee to employees that choose to live in this new facility, so I would expect there to be minimum operational rules that would cover the regular operation to protect the general health of these people.

Please respond by reply email informing of any specific codes that will apply to this proposed remodel and how I can gain access to them at your earliest opportunity. Thank you for your attention to this request.

Scott Widdicombe



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CLACKAMAS OR 97015

DULCICH REALTY LLC
16797 SE 130TH AVE
CLACKAMAS OR 97015

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PO BOX 70
WARRENTON OR 97146

BURLINGTON NORTHERN INC
PO BOX 961089
FORT WORTH TX 76161

DULCICH REALTY LLC
16797 SE 130TH AVE
CLACKAMAS OR 97015

SAND WORKS INC
15 NW 17TH PL
WARRENTON OR 97146

GILBERT & ANN GRAMSON
15 NW 17TH PL
WARRENTON OR 97146

SJB INVESTMENTS LLC
PO BOX 189
BORING OR 97009

BIO-OREGON PROPERTIES LLC
PO BOX 70
WARRENTON OR 97146

PACIFIC COAST SEAFOODS CO
PO BOX 70
WARRENTON OR 97146

PACIFIC COAST SEAFOODS CO
PO BOX 70
WARRENTON OR 97146

FRANK HOFFMAN
20161 SE FAIRWAY DR
DAMASCUS OR 97089

HAROLD DELEMOS & ROBERTA
LAMM
7705 SE 140TH DR
PORTLAND OR 97236

SJB INVESTMENTS LLC
10486 SE TELFORD RD
BORING OR 97009

BARKLEY SAM J REV TRUST
10486 SE TELFORD RD
BORING OR 97009

BETTIE RUBENS
1768 NW WARRENTON DR
WARRENTON OR 97146

LISA HERR
1769 NW WARRENTON DR
WARRENTON OR 97146

BARBARA BALENSIFER
1771 NW WARRENTON DR
WARRENTON OR 97146

CAROL HAHN
18 NW 17TH PL
WARRENTON OR 97146

DULCICH REALTY LLC
16797 SE 130TH AVE
CLACKAMAS OR 97015

PACIFIC SURIMI
PO BOX 70
WARRENTON OR 97146

GILBERT & ANN GRAMSON
15 NW 17TH PL
WARRENTON OR 97146

BIO-OREGON PROPERTIES LLC
PO BOX 70
WARRENTON OR 97146

BIO-OREGON PROPERTIES LLC
PO BOX 70
WARRENTON OR 97146

JEAN WEBSTER
7428 N WOODSON AVE
FRESNO CA 93177

GILBERT & ANN GRAMSON
15 NW 17TH PL
WARRENTON OR 97146

STEVE MILLS
22 NW 17TH PL
WARRENTON OR 97146

PHILIPPE & PANSON DENIS
20809 IRIS DR
STERLING VA 20165

ROBERT & LYNDA JOINER
24 NW 17TH PL
WARRENTON OR 97146

RANDALL MCCLELLAND
25 NW 17TH PL
WARRENTON OR 97146

BEARMAN THOMAS W TRUSTEE
26 NW 17TH PL
WARRENTON OR 97146

GORDON WIDDICOMBE & TESS
CHEDSEY
27 NW 17TH PL
WARRENTON OR 97146

DAVID & TRINA HOGGARD
28 NW 17TH PL
WARRENTON OR 97146

WILLNER MARK MARIA FAMILY
TRUST
29 NW 17TH PL
WARRENTON OR 97146

HARRY GRASS & KARYN GRSS
30 NW 17TH PL
WARRENTON OR 97146

ROBERT CROOK & BONNIE
SNYDERCROOK
31 NW 17TH PL
WARRENTON OR 97146

MICHELLE SCHMIDT & GARY
MAYFIELD
33 NW 17TH PL
WARRENTON OR 97146

TODD DOWALIBY &
DIXIE DOWALIBY
399 PACIFIC DRIVE
HAMMOND OR 97121

MIKE BALENSIFER
947 SE ANCHOR
WARRENTON OR 97146



October 23, 2019

RE: Dormitory Good Neighbor Agreement

Dear Neighbors:

I have attached a fully executed copy of the Good Neighbor Agreement (the "GNA") between the City and Pacific Seafood that also includes the dormitory Operations and Management Plan. The Warrenton Municipal Code requires that Pacific Seafood offer to enter into the GNA with its neighbors. I am sending the GNA so that you can consider if you want to enter into the GNA with Pacific Seafood. I can be contacted at:

Mr. Michael Miliucci
16797 SE 130th Avenue
PO Box 97
Clackamas, OR 97015
Email: MMiliucci@pacseafood.com
Telephone: (503) 905-4500

Enclosure

Cc Mr. Kevin Cronin (w/enclosure)

After Recording Return to:
Michael C. Robinson
Schwabe, Williamson & Wyatt, P.C.
1211 SW Fifth Avenue, Suite 1900
Portland, OR 97204

**GOOD NEIGHBOR AGREEMENT
(the "Agreement")
Between the City of Warrenton and
Pacific Seafood Group**

1. Introduction.

The Parties to this Agreement are the City of Warrenton, Oregon, a political subdivision of the state of Oregon (hereinafter referred to as the "City") and Pacific Seafood Group Acquisition Company, Inc., an Oregon corporation (hereinafter referred to as "Pacific Seafood").

2. Effective Date of Agreement.

This Agreement shall be effective on OCTOBER 15, 2019.

RECITALS

- A. Whereas, Pacific Seafood applied for a Type IV legislative amendment application (the "Application") to the text of the Warrenton Development Code (the "WDC") requesting that the Warrenton City Commission (the "City Commission") approve a text amendment (the "Amendment") to the Water-Dependent Industrial Shorelands ("I-2") Zoning District, and
- B. Whereas, the City Commission received a unanimous recommendation from the Warrenton Planning Commission (the "Planning Commission") and a recommendation from the Warrenton Development Director to approve the proposed text amendment, and
- C. Whereas, the City Commission conducted its public hearing on November 13, 2018 and took testimony from the Community Development Director, Pacific Seafood, those supporting the Application, and those opposed to the Application, and
- D. Whereas, following the November 13, 2018 public hearing and in response to questions by the City Commission and the Mayor of Warrenton, Pacific Seafood submitted a revised text amendment to WDC 16.64.030 (the "Amendment") to allow residential housing only for employees of an I-2 water-dependent use as a conditional use in the I-2 Zoning District (the "Dormitory"), and

- E. Whereas, the City Commission adopted the Amendment on January 22, 2019, and
- F. Whereas, the Amendment became effective on February 21, 2019.
- G. Whereas, the purpose of the Amendment is to allow work force housing to accommodate the unmet need for affordable, short-term housing for employees of a water-dependent industry in the I-2 zoning district as a conditional use, and
- H. Whereas, amended WDC 16.64.050.D requires an applicant of a proposed dormitory use to enter into a Good Neighbor Agreement (the "Agreement") with the City, and
- I. Whereas, the purpose of this Agreement is to describe ongoing measures to ensure that the Dormitory's operation will not create undue adverse impacts on surrounding uses, and
- J. Whereas, Pacific Seafood has prepared this Agreement as a requirement of WDC 16.64.050D.

NOW, THEREFORE, THE PARTIES ENTER INTO THIS AGREEMENT TO FULFILL WDC 16.64.050(4).

REQUIREMENTS

1. The Agreement Runs with the Land.

The Parties agree that this Agreement runs with the land. Pacific Seafood maintains and operates two water-dependent industrial uses in the I-2 zoning district (the "Industrial Uses"). This Agreement pertains to the existing Bio Oregon plant, commonly known as Pacific Fabrication, which contains a vacant, water-dependent industrial use to serve as a dormitory for Pacific Seafood employees (the "Property"). The Property is located at 1815 NW Warrenton Drive and more particularly described on **Exhibit 1**.

2. Termination.

This Agreement shall not terminate unless (1) the owner of the Property changes so that the Property is no longer controlled by the owner of one or more of the Industrial Uses, or (2) the water-dependent use on the Property ceases to operate.

3. Requirements of the Agreement.

A. Pacific Seafood shall make the following improvements at the Dormitory after completing any necessary permitting and construction activities related to these improvements:

- 1. Construct a fence a minimum of six feet in height along Pacific Seafood's south and east property lines.
- 2. Install a sign at the access to the Pacific Seafood facility stating (in effect), "Please be respectful of our neighbors by not talking loudly or loitering on this property."

B. Pacific Seafood shall undertake the following measures related to traffic and transportation in order to minimize congestion and parking spillover, after obtaining any necessary permits:

1. Provide a shuttle for Dormitory residents to and from (a) their place of employment in the I-2 zone, and (b) shopping for groceries and other living necessities.

2. Coordinate with shuttle drivers to prevent these vehicles from using access streets in the neighboring residential neighborhood to the east.

3. Provide off-street parking for the Dormitory residents.

C. In the event a Pacific Seafood employee who is living in the Dormitory is terminated from his or her employment role with Pacific Seafood, Pacific Seafood shall lawfully remove said employee from the Dormitory within twenty-four (24) hours, or the shortest amount of time permitted under applicable law.

D. Pacific Seafood shall conduct background checks on any potential resident of the Dormitory so that only those applicants with reasonably acceptable and approved background checks are allowed to occupy the Dormitory including but not limited to a check on any past felony convictions.

E. Pacific Seafood shall post in a conspicuous place on the Property the name of a contact person with a current email address and phone number to whom anyone may submit complaints or questions about the operation of the Dormitory, and Pacific Seafood shall respond within seventy-two (72) hours, if at all possible, to the contact information provided by the complainant.

F. Pacific Seafood agrees to cooperate to the fullest extent possible with the City, City-recognized neighborhood associations, and City-recognized homeowners associations on any City plans to address nuisance-related activities in the City. The City shall be responsible for notifying Pacific Seafood in writing of such City plans.

G. Pacific Seafood agrees to appear at homeowner association and recognized neighborhood association meetings when requested by the association with reasonable advance notice, or by the City, to address questions or concerns about operation of the Dormitory.

H. Pacific Seafood shall make reasonable efforts to control litter on the Property and the spread of litter into nearby areas in order to avoid creating an unsanitary or unattractive environment.

4. **Binding Nature of This Agreement.**

This Agreement shall be binding upon all successors and assigns of Pacific Food that operate the Dormitory and shall run with the land unless terminated as provided for in Paragraph 2. Pacific Seafood's compliance with this Agreement shall be considered compliance with WDC 16.64.050.D.

5. **Authority to Enter into This Agreement.**

Pacific Seafood and the City agree that each of them have the authority, and their respective signatories are hereby authorized, to enter into this Agreement and each Party covenants that it has a good and valid right and lawful authority to enter into this Agreement.

6. **Notice.**

Any notice required or allowed to be delivered by this Agreement shall be in writing and be deemed to be delivered when deposited in the United States Mail, postage prepaid, Certified Mail, Return Receipt Requested, addressed to (he following persons:

For Pacific Seafood:

Michael Miliucci

16797 SE 130th Avenue

Clackamas, OR 97015

For the City:

City Manager

City of Warrenton

P.O. Box 250

Warrenton, Oregon 97146-0250

7. **Entire Agreement.**

This Agreement contains the entire Agreement between the Parties and shall supersede and replace all prior agreements or understandings, written or oral, relating to the matter set forth herein. Any amendments to this Agreement must be in writing and signed by persons authorized by the Parties to do so.

8. **Recording.**

This Agreement shall be recorded in the public records of Clatsop County, Oregon.

9. **Governing Law.**

This Agreement and the provisions contained herein shall be construed, controlled and interpreted according to the laws of the state of Oregon, and all duly adopted ordinances, regulations, and policies of any governing authority of the jurisdiction over the Property described above now in effect and those hereinafter adopted.

10. Venue.

The proper location for the settlement of any and all claims, controversies, disputes arising out of or relating to any part of this Agreement, or any breach hereof, shall be Clatsop County, Oregon.

11. Remedies.

The City shall have every power and remedy now or hereafter available at law or in equity to enforce this Agreement (including the right to revocation of land use permits and to specific performance), and each and every power and remedy may be exercised from time to time and as often as the City deems expedient. All such powers and remedies shall be cumulative, and the exercise of one shall not be deemed a waiver of the right to exercise any other or others.

12. Amendments.

This Agreement may be amended from time to time by the Parties as they deem necessary. The Warrenton City Commission shall approve any amendments in a public meeting. The amendments shall be reduced to writing and shall be incorporated into the Agreement.

13. Execution in Counterparts.

This Agreement may be executed in any number of counterparts, each of which will be deemed to be an original, and all of such counterparts shall constitute one Agreement.

[Signatures and acknowledgments on following page.]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first above written.

CITY OF WARRENTON, OREGON, a political subdivision of the State of Oregon

Linda Engbretson
By: Linda Engbretson, City Manager

STATE OF OREGON)
) ss.
County of CLATSOP)

This instrument was acknowledged before me this 9th day of OCTOBER, 2019, by Linda Engbretson, City Manager the City of Warrenton, a political subdivision of the state of Oregon.



[Signature]
Notary Public for Oregon
My Commission Expires: JUNE 04, 2023

PACIFIC SEAFOOD GROUP ACQUISITION COMPANY, INC.

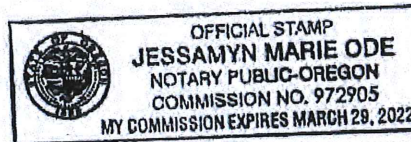
Michael Milincci
By: Michael Milincci
Title: Director of Housing & Facilities

STATE OF OREGON)
) ss.
County of Clackamas)

This instrument was acknowledged before me this 15th day of October, 2019, by Michael Milincci of Pacific Seafood Group Acquisition Company, Inc., an Oregon corporation, on behalf of the company.

Jessamyn Ode
Notary Public for Oregon
My Commission Expires: March 29, 2022

APPROVED AS TO FORM
[Signature]
Warrenton City Attorney



6 GOOD NEIGHBOR AGREEMENT
PDX/113023/241514/MCR/26323115

EXHIBITS TO THE AGREEMENT

Exhibit 1 Legal Description of the Property

Exhibit 2 Dormitory Occupancy Rules

7 GOOD NEIGHBOR AGREEMENT
PDX/113023/241514/MCR/26323115

EXHIBIT 1
Legal Description

Township 8N, Range 10W, Section 9
Tax Lots 500, 600, 700, 800 and 2702

8 GOOD NEIGHBOR AGREEMENT
PDX/113023/241514/MCR/26323115



PORTSIDE PROPERTIES

Location: _____

GUEST INFORMATION

Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

RESERVATION DETAILS

Number of Rooms: _____ Type of Room: _____

Reservation Dates (approx.): _____

ACCEPTANCE

By signing below, or by staying in any of our rooms, you are agreeing to abide by all of the attached General Terms and Conditions.

Signature: _____

Date: _____

FOR OFFICE USE ONLY

Accepted by: _____

Other Notes: _____



PORTSIDE PROPERTIES

GENERAL TERMS AND CONDITIONS

"You" and "Guest" refers to the person registered to stay at _____ (the "Premises"). "We" or "Us" refers to PORTSIDE PROPERTIES, LLC, the operator of the Premises. The following general terms and conditions (the "Terms and Conditions") are considered a part of our reservation agreement with You. By signing Your guest registration form and/or staying at the Premises, You are agreeing to abide by all of these Terms and Conditions, and We reserve the right to charge You, if any fees are assessed for damages or not complying with these Terms and Conditions.

1. REGISTRATION

1.1. ADA ACCESSIBLE ROOMS. A limited number of rooms that are compliant under the Americans with Disabilities Act ("ADA") are available on the Premises. Should You require a room of this nature, You must identify Yourself to the management at the Premises.

1.2. GUEST REGISTRATION. We require valid contact information from the Guest making the reservations including first and last name, address, phone number, email and signature.

1.3. CHECK-IN REQUIREMENTS. Guests must be at least 18 years of age to check in at the Premises. In the interests of security and to prevent fraud, guests are required to confirm their identity by providing their valid government issued photo identification (e.g., *state driver's license, passport, etc.*) at check-in.

1.4. ROOM KEYS. Room keys are issued to the registered Guest(s). No room keys will be issued to anyone under 18 at any time. I.D. is required if You have lost Your key and require a duplicate. Please return room keys to Us at check-out.

1.5. CANCELLATION. We are not responsible for weather conditions, personal emergencies, or schedule changes.

1.6. EARLY DEPARTURES. In the event that You decide to vacate the Premises before Your scheduled departure date, the weekly rate will be null and void and You will be billed for the days stayed, based on a daily rate, plus tax. Please advise the management at the Premises as soon as reasonably possible about any planned early departures.

2. PAYMENT

2.1.1. EMPLOYER FACILITATED RENTAL. If Your Employer facilitated Your stay on the Premises, then Your room fees during the term of Your stay may be arranged between You, Your Employer, and the Premises. Should any additional fees or costs be required as a result of any damages or fines that are incurred by the Premises as a result of Your stay, You authorize Your Employer to make repayments to the Premises and to seek reimbursement from You for those additional costs or fees.

2.1.2. PERSONAL RENTAL. If You directly arranged for Your stay with the Premises, then the credit card that You presented upon check-in will be billed for the duration of Your stay. If any additional costs are incurred by the Premises as a result of Your stay, specifically any damages that are discovered upon Your departure, Your credit card will be billed for those additional expenses.

3. RESERVATION AND PAYMENT FOR GUESTS BY THIRD PARTIES. Unless expressly agreed to by us, third party payment is not permitted. You will be responsible for any and all damages and loss. We reserve the right to refuse reservation at any time for any reason.

4. SITE MANAGEMENT

4.1. ENFORCEMENT. All staff are trained and required to respond to potential violations of these Terms and Conditions. Guests who refuse to abide by these Terms and Conditions will be evicted, with no refund. In addition to the room charge, a minimum \$50.00 cleaning fee per room will be charged for infraction(s) of these Terms and Conditions.

5. PARKING AT OWN RISK. All vehicles are parked at the risk of the owner. We will have



PORTSIDE PROPERTIES

no liability or responsibility for any vehicle, occupants, or contents while operated or parked on or near the Premises.

6. GUEST POLICIES

6.1. ALCOHOL. Alcohol is NOT ALLOWED in public areas such as the lobby, rooftop deck, halls, etc. on premises. Any Guest found in violation of this requirement may, upon the Premises' sole discretion, be removed or reported to law enforcement. Registered guests of legal age who choose to bring their own alcoholic beverages must responsibly consume such beverages in their assigned room.

6.2. NO DRUGS/SMOKING. The Premises is 100% smoke-free. We do not permit smoking tobacco, marijuana, illegal drugs, e-cigarettes, vape pens, vaping, cartridges containing the liquid of nicotine, hookahs, incense, cigars, candle burning, the use or diffusing of patchouli oil or other strong-smelling plant-based essential oils or synthetic products in the Premises. Guests are encouraged to notify Us immediately if they smell cigarette, marijuana, or other objectionable odors. A minimum fee of \$150 will be charged for smoking of any kind on the Premises.

6.3. NO PARTIES. We strictly enforce a No In-Room Party Policy to ensure we can protect the Premises and our guests at all times. No parties, loud disturbances and/or noise-nuisance are allowed or tolerated on the Premises. In the event of a disturbance, one polite request (warning) will be given to reduce the noise. If our request is not followed, the Guest will be asked to leave the Premises without refund. Registered Guest(s) are responsible for all persons visiting. Non-Registered visitors are only permitted until 10:00 P.M. If You are found with unregistered guests after 10:00 P.M., Your stay will be considered a party. Both You and Your guest will be ordered to vacate the premises without refund and may be assessed a Guest Compensation Disturbance Fee.

6.4. VISITORS. No visitors after 10:00 p.m. Visitors must be accompanied by the registered Guest at all times. As a registered Guest, You are responsible for Your visitor at all times, and

may be charged an extra person fee of \$ _____ for guests on the Premises after 10 p.m.

6.5. QUIET HOURS. Quiet hours are from 10:00 PM to 9:00 AM. If You become aware of a disruptive guest, please contact Us immediately by text, phone, or in-person. Voices and electronic devices must be kept at a respectfully low level at all times. Doors should be opened and closed quietly. No congregating or running in halls is permitted on the Premises.

6.6. PETS. We do not provide accommodations for pets, and may assess a fee for any pets brought onto the Premises.

6.6.1. SERVICE ANIMALS. Service animals as defined by the ADA are not pets and may remain with their owners at all times. Service animals shall have a harness, leash, or other tether, unless either the handler is unable because of a disability to use a harness, leash, or other tether, or the use of a harness, leash, or other tether would interfere with the service animal's safe, effective performance of work or tasks, in which case the service animal must be otherwise under the handler's control (e.g., voice control, signals, or other effective means).

Service animals must be under handler's control at all times, and may not be left unattended on property at any time. The Premises is permitted to charge the same fee for damages as charged to other guests for any damage to our property or Premises rooms. We may similarly assess a fee for any unattended service animals.

If a service animal is out of control (including, without limitation, barking), for any reason other than the task it is trained to perform for its handler, and the handler does not take effective action to control it, staff may request that the animal be removed from the Premises.

7. RIGHT TO REFUSE SERVICE: The Premises is privately owned and operated. We reserve the right to refuse service to anyone for any reason(s) that does not violate Federal or State laws. We will refuse to admit or refuse service or accommodation in our Premises or may remove a person, without refund, who refuses to abide by the reasonable standards and policies established by us for the operation and



PORTSIDE PROPERTIES

management of the Premises. We will REFUSE SERVICE OR EVICT A GUEST for: refusal or failure to pay for accommodations; being under the influence of alcohol, drugs, or any other intoxicating substance and acts in a disorderly fashion as to disturb the peace of other guests or not being in compliance with state liquor laws; acting in a disorderly fashion so as to disturb the peace of other guests; seeking to use the Premises for an unlawful purpose; seeking to bring into the Premises: an unlawfully possessed firearm or other item, including an explosive or hazardous or toxic substance, that is unlawful to possess and that may be dangerous to other persons; destroying, damaging, defacing, or threatening harm to Premises property or guests; causing or permitting persons to exceed the maximum allowable occupancy of room; or refusing to abide by the reasonable standards or policies established by us for the operation and management of the Premises.

8. PERSONAL PROPERTY.

8.1. LOST & FOUND POLICY. We will have no liability to any Guest for lost, misplaced, stolen, or damaged valuables or belongings. If You discover that You have left behind something of value to You, please call us immediately and we will try to assist You in locating Your lost item.

8.2. FOUND ITEMS. We are not responsible for any items You may leave behind. However, any item, with the exception of perishable items, left behind by our Guests and found after departure by Housekeeping will be collected, logged in, and kept in a secure location for collection by the owner for up to sixty (60) days. Reasonable effort will be made to notify the Guest that an item has been found. Perishable items, underwear, and miscellaneous toiletries will be discarded.

8.3. RETURN. We would be happy to return Your lost item(s) to You. Packaging, Postage, plus an additional \$10.00 handling fee will be billed to You for any lost items we ship. A separate receipt will be mailed to You. We are not responsible for any item lost or misdirected during shipment.

8.4. UNCLAIMED ITEMS. Lost & Found items are held for 60 DAYS while we attempt to

contact You. If Your contact information is incorrect or cell phone mailbox is full and we are unable to contact You during the 60-day holding period, we will throw away, donate, or otherwise dispose of the unclaimed item(s).

9. DAMAGES

9.1. DAMAGE AND/OR THEFT OF PROPERTY. You are liable for any damage howsoever caused (whether by deliberate, negligent, or reckless act) to the room(s), Premises' grounds or property caused by You or any person in Your party, whether or not staying at the Premises during Your stay. The Premises reserve the right to seek reimbursement from You, in such amounts as it sees fit, in its sole discretion, that it deems necessary to compensate or make good the cost or expenses incurred or suffered as a result of the aforesaid damage. If Your credit card is on file with the Premises, Your card will be charged for the aforementioned damages. If Your stay on the Premises was facilitated through Your Employer, You authorize Your Employer to make repayments to the Premises and to seek reimbursement from You for those additional costs or fees. Should this damage come to light after the Guest has departed, we reserve the right, and You hereby authorize us, to seek reimbursement for any damage incurred to Your room or the Premises during Your stay, including and without limitation for all property damage, missing or damaged items, smoking fee, cleaning fee, Guest compensation, etc. We will make every effort to rectify any damage internally prior to contracting specialist to make the repairs, and therefore will make every effort to keep any costs that the Guest would incur to a minimum.

9.2. DAMAGE DISCOVERED AFTER CHECK-OUT.

9.2.1. DAMAGE TO ROOM. Damage to rooms, fixtures, furnishing, and equipment including the removal of electronic equipment, towels, art work, etc. will be charged at 120% of full and new replacement value plus any shipping and handling charges. Any damage to Premises property, whether accidental or willful, is the responsibility of the registered Guest for each particular room. Any costs associated with repairs and/or replacement will be charged to



PORTSIDE PROPERTIES

You. In extreme cases, criminal charges will be pursued.

9.2.2. DAMAGE TO MATTRESSES AND BEDDING. Damage to mattresses and linen including; towels, mattress pads, sheets, bedspreads, blankets resulting from the use of body oils, make-up, shoe-polish, etc., will result in a charge for the special cleaning, repair, or replacement of the damaged article.

9.2.3. DAMAGE OR TAMPERING WITH FIRE DETECTION SYSTEMS/FIRE-FIGHTING EQUIPMENT. We reserve the right to take action against any Guest or visitor found to have tampered or interfered with any detection and/or suppression equipment throughout the Premises, including detector heads in public areas, Guest rooms, break glass points and fire extinguishers. Guests or visitors found to have tampered with any fire detection or fire-fighting equipment will be charged with any costs incurred by the Premises due to their actions and WILL BE EVICTED from the Premises. Depending on the severity of the Guest actions, law enforcement may become involved at the Premises' discretion. Should the fact that fire-fighting or detection equipment had been tampered with come to light after the Guest has departed, we reserve the right and You hereby authorize us to bill or seek reimbursement from You, for any damage incurred to Your room or our property during Your stay, including and without limitation for all property damage, missing or damaged items, smoking fee, cleaning fee, guest compensation, etc.

9.2.4. DAMAGE TO PERSONAL PROPERTY. The Premises will NOT be liable to You, Your family, guests, or agents for any damage or loss to person or personal property (furniture, jewelry, clothing, automobiles, food, or medication in the refrigerator, etc.) resulting from theft, vandalism, fire, water, rain, snow, ice, storms, earthquakes, sewerage, streams, gas, electricity, smoke, explosions, sonic booms, or other causes or resulting from any breakage or malfunction of any pipes, plumbing fixtures, air conditioner, or appliances, unless it is due to our failure to perform, or negligent performance of, a duty imposed by law. In addition, the Premises will not be liable for any damages caused by other residents of the Premises or by any other

persons. You agree to indemnify, defend, and hold the Premises harmless against all claims for damage to property or persons arising from Your use of the Premises or from any activity, work, or act done by You in or about the Premises, including legal fees and court costs that may be incurred.

9.3. INFESTATION. The cleanliness of our rooms is extremely important to our guests. If You bring any infestation into Your room or onto our property, we may charge You for any and all costs and expenses, including immediate or urgent response requirements and loss of room revenue, that we deem necessary to address the infestation.

10. ROOM POLICIES.

10.1. DO-NOT DISTURB AND ACCESS TO ROOMS. To provide all guests with an exceptionally clean and safe Premises experience, we provide regular housekeeping services. Our Housekeeping Staff will honor the "*Do Not Disturb*" door hanger once during a THIRTY-SIX HOUR period indicating that the room is occupied. The Housekeeping Staff is required to enter the room at subsequent times to clean the room, check for safety, and verify the condition of the room. Management reserves the right to enter a room with a known status of "*Do Not Disturb*" for reasonable purposes, such as an emergency, housekeeping, maintenance, verification that the room, its furnishings, and mechanical equipment are intact, or to address or prevent a violation of these Terms and Conditions. In the event of suspected illegal activity, management reserves the right to summon law enforcement to aid in eviction. The right to privacy ends when a violation of these Terms and Conditions occurs. Law enforcement will be granted immediate access to the Premises and rooms of evicted guests.

10.2. CANDLE, INCENSE, ESSENTIAL OILS. Candle, incense, essential oils (*diffusing, vaporizing, etc.*) are prohibited. These items and activities will be treated as smoking, a fine will be assessed, and the Guest may be evicted with no refunds.

10.3. COOKING. In certain locations, certain rooms may include small kitchens and/or other



cooking equipment. Guests staying in such units may make use of provided equipment. The Premises, however, will not be liable for food items prepared by Guests, or for any liability or damages occurring in connection with your Use of such equipment. Preparation of food in Guest rooms by any type of cooking appliances not provided Us is **STRICTLY PROHIBITED**. A minimum fee of \$150.00 will be charged for cooking of any kind whatsoever, including, but not limited to use of coffee makers, hot plates, toaster ovens, water heaters, rice cookers, combustible, open flame, barbecue grill, burners, heating appliance, or any other item intended for cooking. Unless you are informed otherwise, open fires, flames or cooking grills, either charcoal or gas, and fireworks are not allowed anywhere on the Premises.

10.4. REFRIGERATOR. In certain locations, the Premises will provide Guests with access to a refrigerator unit that the Premises provides for the use of its guests. The Premises will not be liable for the loss or spoliation of any food stored in the refrigerator and use of the refrigerator is each Guest's risk. If You use the refrigerator, You are responsible for disposing of used or spoiled items. The refrigerator will be cleared on a regular basis. The Premises will make a good-faith effort to inform all users about scheduled cleanings of the refrigerator, however loss of personal effects stored may occur if the Premises staff, in its sole discretion, decides that disposal of those effects is necessary.

11. MAXIMUM OCCUPANCY. Room occupancy requirements are based on fire code/fire safety restrictions. Bunk maximum occupancy is 1, Standard Room maximum occupancy is 2, Suite maximum occupancy is 2 adults or more. Premium Suite/ADA maximum occupancy is 4, with rollaway beds needed. If You exceed the maximum number of guests allowed, You will be asked to rent another guestroom for proper accommodations or vacate the Premises.

12. RATES. All rates are quoted in United States currency, plus tax. Rates may increase without notice. Rates are based on bunks (1 occupancy), standard room (1-2 occupancy), suite (1-3 occupancy), premium suite/ADA (1 or more) occupancy and are subject to availability.

13. SAFETY.

13.1. FIREARMS AND WEAPONS. The safety and security of our guests and staff is extremely important to us. For the protection of our guests, vendors, staff, and owners, no firearms and weapons are permitted on the Premises. Guests and vendors who fail to abide by our policy may be asked to leave the Premises and/or subject to further legal action. No exemption to this policy is allowed for private persons, even those licensed and permitted to carry a firearm openly or concealed under local, state, or federal law, are exempt from this policy.

13.2. FIRE SAFETY. In the event of an emergency or fire, please call 9-1-1. The Premises is fully equipped with smoke detectors and other fire suppression equipment. It is Your responsibility to take note of all fire evacuation routes and to not tamper with any fire detection or suppression equipment. As noted elsewhere in these Terms and Conditions, Guests or visitors found to have tampered with any fire detection or fire suppression equipment will be charged with any costs incurred by the Premises due to their actions and **WILL BE EVICTED** from the Premises.

14. CHANGES OR MODIFICATION. We reserve the right to amend, modify, change, cancel, vary or add to these Terms and Conditions at any time without prior notice. We will provide You with a copy of the updated Terms and Conditions if You are still a Guest.

15. TIME. Time is of the essence with respect to any and all provisions in these Terms and Conditions which specify a deadline for performance.

16. WAIVER. No waiver of any breach of these Terms and Conditions shall be deemed to be a waiver of any other or any subsequent breach, whether or not similar, nor shall such wavier constitute a continuing waiver unless expressly provided. Failure to exercise or enforce any provision shall not constitute a waiver of the provision and shall not preclude or prejudice such party from later enforcing or exercising the same, or any other, provision.