

“Making a difference through excellence of service”



CITY OF WARRENTON

Warrenton Planning Commission
Agenda
August 10, 2017
7:00 p.m.

1. Attendance
2. Flag Salute
3. Public Hearing—Fort Pointe Planned Unit Development SUB 17-1

Action Item

4. Schedule Joint Work Session with City Commission

Please bring your calendars; we'll present some alternative dates at the meeting.

5. *Approval of Minutes of July 13, 2017 meeting (to be sent separately)*

Action Item

6. Other business.
7. Adjourn

"Making a difference through excellence of service"



CITY OF WARRENTON

August 3, 2017

To: Warrenton Planning Commission
From: Skip Urling, Community Development Director *SR*
Re: Fort Pointe Planned Unit Development Application SUB 17-1

On behalf of Fort Pointe Partners LLC, Otak Inc., submitted an application for a planned unit development and preliminary plat. The proposal consists of 160 lots for single family dwellings, and an 8.34 acre tract for future development of 20 duplex/townhomes and up to 300 multiple family residential units. The entire property, Tax Lot 810170001300, is 277.3 acres, but only the western 53 acres adjacent to NW Ridge Road will be developed.

Three zoning districts cover the subject property: 28.36 acres of R-10 Intermediate Density Residential, 63.68 acres of R-40 Low Density Residential and 170.44 acres of RGM/R-10 Rural Growth Management/Intermediate Density Residential Development which cumulatively would allow 934 dwelling units. A proposal to partition the northeast 50 acres of the subject property for sale to a third party is being formulated. Subtracting those 50 acres would yield a maximum of 718 dwelling units, still above the 480 proposed in the application.

The application was submitted May 18 and deemed complete July 7, 2017 after submittal of supplemental information. We notified adjacent property owners of the public hearing July 20 and published notice in the Columbia Press July 28, 2017. We have received no comments from the public; comments from the Fire Chief, City Engineer and Clatsop County Public Works Director are attached.

The application is reviewed under the following chapters/sections of the Warrenton Municipal Code:

- 16.216 Land Divisions and Lot Line Adjustments
- 16.192 Large-Scale Developments
- 16.28 Intermediate density Residential (R-10) District
- 16.128 Vehicle and Bicycle Parking
- 16.156 Wetland and Riparian Corridor Development Standards
- 16.212 Site Design Review
- 16.224 Planned Unit Developments (PUD)
- 16.256 Traffic Impact Study
- 16.208.050 Type III Procedure (Quasi-Judicial)

Findings

Below are presented the applicable code sections with the applicant's responses followed by staff findings.

16.216 Land Divisions and Lot Line Adjustments

16.216.020 General Requirements.

- I. Residential Neighborhood Parks. A proposed subdivision which exceeds 50 lots and is more than one mile of an existing park, shall place a neighborhood park within the subdivision.*

Applicant Response: The Warrenton Soccer Fields, an approximately 12.8 acres community park is located south of the proposed subdivision on Ridge Rd. From the southern driveway of the subdivision to the parking area of the community park is less than a one-mile drive. The Warrenton Parks Master Plan describes this community park as also having trail access to the Shag Lake Trail, providing for a combination of open space for play and respite.

With the park located within one mile from the project site, this criterion is not applicable

Staff finding: Using the city's geographic information system, the most southern entrance to the proposed project is slightly less than 2,000 feet to the northerly property line of the most northern soccer field property and another 1,100 feet to the playground equipment recently installed by the Lower Columbia Youth Soccer Club. As pointed out in the 2010 *Warrant Parks Master Plan*, "the park is generally not accessible by alternative modes and is dependent upon vehicular access. There are no sidewalks on Ridge Road, leading to the park, and it is outside comfortable walking distance from most homes and schools." Page 22. Staff believes these conditions would apply to the proposed development as they do to existing development. While the applicant chooses to measure the distance from the most southerly access point, it is important to note that the distance from the most northerly access would add approximately 4,000 feet.

The City Commission adopted Resolution 2499 providing interpretation for WMC 16.216.020.I regarding measuring the distance from a subdivision to an existing park. Following the City Commission's interpretation, the distance from the approximate center of the proposed development to the playground area is approximately 5,700 feet. Staff believes this code section is indeed applicable, and with the proposed creation of up to 480 new dwelling units without the inclusion of one or more neighborhood parks or recreational facilities, the proposal does not satisfy this development standard.

16.216.050 Approval Criteria—Preliminary Plat.

A. General Approval Criteria. *The City may approve, approve with conditions or deny a preliminary plat based on the following approval criteria:*

1. Partition and Subdivision.

a. *The proposed preliminary plat complies with all of the applicable Development Code sections and other applicable City ordinances and regulations. At a minimum, the provisions of this chapter, and the applicable sections of Division 2 (Land Use Districts) and Division 3 (Design Standards) shall apply. Where a variance is necessary to receive preliminary plat approval, the application shall also comply with the relevant sections of Chapter 16.272, Variances.*

Response: This application is for both partition and subdivision via the Planned Unit Development (PUD) process. Compliance with applicable City ordinances and regulations, including Divisions 2 and 3, is demonstrated through the following narrative. No variances are being requested. The application satisfies these criteria.

Staff finding: The applicant’s response is noted.

b. Housing Density. *The subdivision meets the City’s housing density standards of the applicable zoning district (Division 2).*

Response: The property comprises 277 acres of land, and is covered by three different zoning designations – as described below

Acreage	Zoning	Allowed Density	Maximum Units Allowed
28.26	R10 Intermediate Density Residential	One lot per 10,000 S.F.	123
63.68	R40 Low Density Residential	One lot per 40,000 S.F.	69
170.44	RGM-R10 Growth Management Zone	One lot per 10,000 S.F.	742
277	Total		934

Accordingly, based on an allowed gross density the site could potentially accommodate up to 934 housing units.

Subarea	Housing Type	Acreage	Requested Number of Units
A	Detached Single-Family	45	160
B	Attached Single-Family	8	20
	Multi-Family		Up to 300
Total		277	480

The proposal requests a total of 481 units. As the request is below the maximum allowed, and there are no minimum density requirements for the zoning designations present on site, the standard has been met.

Staff finding: As noted above in the introductory comments, the applicant is working on partitioning approximately 50 acres in the northeast corner of the property. Even with the reduction in the tax lot’s gross acreage, the proposed number of dwelling units remains lower than total that could be developed.

B. Conditions of Approval. The City may attach such conditions as are necessary to carry out provisions of this Code, and other applicable ordinances and regulations, and may require reserve strips be granted to the City for the purpose of controlling access to adjoining undeveloped properties. See also Chapter 16.136 (Public Facilities Standards).

Response: The applicant recognizes the City’s authority to attach conditions as necessary. As this is not a standard applying to the application no demonstration of compliance is warranted.

Staff finding: Acknowledged.

16.192.010 Approval Process.

A. Large-Scale Development. A development which is:

1. *A planned unit development, manufactured dwelling park, recreational vehicle park, or campground; or*
2. *A multifamily housing development or row house/townhouse (single-family attached) development which within two calendar years will have 10 or more dwelling units; or*
3. *A commercial, industrial, public or institutional development which within two calendar years will use two or more acres of land or will have buildings with 10,000 square feet or more of floor area; or*
4. *Dependent on the expansion of City utility system(s) to service the development, including, but not limited to, development (or improvement) of transportation facilities or water and/or sewer mainline extensions.*

Response: This application is for a PUD, includes multifamily housing and is dependent on expansion of City utility systems. Having satisfied criteria 1, 2 and 4, this application meets the threshold for applying as a Large-Scale Development.

Staff finding: Staff concurs.

16.192.030 Soil Suitability.

- A. *Unless the Community Development Director (Type I or Type II) or hearings body (Type III) determines that an adequate detailed soil survey has already been undertaken for the entire portion of the site proposed for development, the owner or developer shall have a new soil survey of the site prepared to determine if construction on the site would be hazardous to facilities on the parcel or to nearby property due to the load bearing capacity of the soils, the potential for wind or water erosion, or the wetness or slope characteristics of the soil.*

Response: The application has developed a soil report matching the requirements above. Said report is attached as Appendix A: Fort Pointe NRCS Soils Report.

Staff finding: Acknowledged.

- B. *The soil survey shall be performed by a registered geotechnical engineer that is licensed in the State of Oregon.*

Response: As per direction from the City of Warrenton Otak has developed an analysis of the site soil conditions. The results are attached as Appendix A.

Staff finding: There is no name or professional engineer's stamp on the soils report.

- C. *If the detailed soil survey indicates that significant amounts of hazardous soils are in locations desired for development, the developer or owner shall submit a report to the City of Warrenton prepared by a licensed geotechnical engineer which indicates suitable techniques to minimize potential soil hazards to facilities on the parcel or to nearby property.*

Response: No significant amounts of hazardous soils are present. The standard is met.

Staff finding: A detailed geotechnical report stamped by a licensed geotechnical engineer will be required as part of the construction designs for the public infrastructure.

- D. *The proposed use will only be approved if:*

1. *The detailed soil survey indicates that there is not a significant amount of hazardous soils on the portion of the site proposed for development; or*
2. *A method of eliminating hazards which could result from soils on the site prepared by a licensed geotechnical engineer and submitted to the City of Warrenton Planning and Building Department for review by a City-appointed engineer who will be paid by the developer and/or property owner.*

Response: No significant amounts of hazardous soils are present. The standard is met.

Staff finding: There is no analysis attributed to a geotechnical or civil engineer drawing this conclusion.

If a detailed soil survey indicates that corrosive resistant materials are appropriate for pipes or foundations associated with the development, the City-appointed engineer may require that suitable materials be used for the pipes or foundations.

Response: No soil circumstances are present which would lead to undue corrosion of pipes.

16.192.040 Stormwater Management.

The applicant shall submit a stormwater management plan, which shall meet the criteria of Chapter 16.140 of this Code, to the City of Warrenton Planning and Building Department for review for the proposed development that is prepared by a registered engineer currently licensed in the State of Oregon.

Response: Tamara Connolly, (Oregon registration number: 72619PE) of Otak Inc. developed a stormwater management plan for the proposed project.

The purpose of this Preliminary Drainage Report is to demonstrate compliance of the Fort Pointe stormwater management system with City of Warrenton's *Public Works Department Engineering Specifications and Design Criteria* (City of Warrenton, 2013). Descriptions of the existing and proposed hydrologic conditions, as well as preliminary documentation showing the proposed onsite stormwater management system's compliance with City of Warrenton's standards are included in the attached report.

Design of the proposed stormwater system will meet the design criteria listed in *Public Works Department Engineering Specifications and Design Criteria* (City of Warrenton, 2013).

Water Quality

The City of Warrenton *Public Works Department Engineering Specifications and Design Criteria* does not require water quality treatment for stormwater runoff. This was confirmed via email correspondence with Richard "Collin" Stelzig, City Engineer for the City of Warrenton, on March 28, 2017. Water quality treatment will not be provided for the Fort Pointe development project.

Water Quantity

The City of Warrenton *Public Works Department Engineering Specifications and Design Criteria* states that:

- "All developments must be constructed and maintained so that impacts to natural and man-made drainage ways do not unreasonably burden upstream or downstream properties with surface water flooding as a result of the developments" (WMC 16.140.030).
- "No development may be constructed or maintained so that the development unreasonably impedes the natural flow of water from higher adjacent properties across the development, resulting in substantial damage to the higher adjacent properties" (WMC 16.140.030).
- "No development may be constructed or maintained so that stormwater from the development is collected and channeled into natural or man-made drainage ways, such that the volume and/or rate of flow is substantially great than the pre-development volume and/or rate" (WMC 16.140.030).

- “No development may be constructed such that the flow of water through natural or existing man-made drainage ways is obstructed. Bridges and culverts constructed to allow the flow of water through a development must be designed to pass flow during a 100-year storm event” (WMC 16.140.030).

While the City of Warrenton standards do not require onsite detention, development of the project site will result in increased stormwater runoff rates, see Appendix B. During final design, conveyance will be assessed to document that the proposed Fort Pointe development does not adversely impact upstream or downstream properties. Furthermore, it will be demonstrated that the culvert beneath Peter Iredale Road, which conveys runoff leaving the property, is sufficiently sized to pass flow from the 100-year design storm event, per City of Warrenton standards.

Conveyance

Preliminary pipe layouts will be shown in the construction plan sets (to be provided in final Stormwater Management Plan document). Inlets, manholes, and pipes will be used to collect and convey stormwater runoff from the proposed development, designed per City of Warrenton design criteria. During final design, the stormwater conveyance network will be sized using the 100-year, 24-hour storm event. The minimum size of storm sewer mains is 18 inches in diameter and the minimum size of storm sewer laterals to catch basins is 12 inches in diameter (WMC 16.140.050). Analysis of the conveyance system will be completed during the final design stage and reported in the final Stormwater Management Plan.

The proposed Fort Pointe development will include a stormwater management system designed to follow the standards set forth by the City of Warrenton. Of the 277.3-acre property, the majority of the site is wetland area and will remain undeveloped. Approximately 55.5 acres of the site will be developed, and the proposed development will create approximately 24.7 acres of impervious area. Per the City of Warrenton *Public Works Department Engineering Specifications and Design Criteria*, water quality treatment and detention will not be provided for this proposed development. During final design, the stormwater conveyance network will be sized using the 100-year, 24-hour storm event. It will be demonstrated that the proposed stormwater design does not adversely impact upstream or downstream properties.

The full report is attached as Appendix B: Preliminary Drainage Report.

The standard is met.

Staff finding: The City Engineer comments that a Final Stormwater Report will be required to be submitted with final construction documents. The City has concerns with the drainage system that drains this property to the Columbia River. The developer will be required to provide drainage calculations for the drainage system leading to the outfall to the Columbia River. Improvements to the existing drainage system may be required and will be paid by the developer. An alternate solution could include matching pre-construction and post-construction runoff from the site.

16.192.050 Utilities.

- A. *The applicant shall provide detailed information and analyses, as necessary, to the City of Warrenton to allow the City to assess the expected impacts of the development on the capacity of Warrenton's water, sewer, and transportation. The development will only be allowed if sufficient capacity exists or suitable evidence indicates it will exist prior to completion of the development construction. In deciding the sufficiency of capacity, consideration will be given to possible increases in flows resulting from activities of existing system users and from facilities which are likely to be built due to the proposed use, but are not part of the development.*

Response: Adam Dailey, (Oregon registration number: 74370PE) of Otak Inc. developed a utility plan for the proposed project. All required public services and facilities are available and adequate or are proposed to be provided by the applicant. The sanitary sewer service will be provided by the City of Warrenton. The completed development will include 2 on-site sanitary sewer pump stations which will connect to a force main sewer. The force main sewer will be routed through the County property known as 11th Street and will connect to a gravity manhole at Warrenton Drive. The water system will also be provided by the City and will follow the same route as the force main sewer line. Interconnection to the existing waterline in Ridge road is anticipated.

Access to and from the site is proposed to be made from NW Ridge Road. Additionally an emergency access street tees into Peter Iredale east of the KOA facility. Modelling indicates that both primary access points can be facilitated via stop signs on the approaches to Ridge Road Lancaster Engineering has performed an analysis of the transportation system to identify capacity issues or impacts. Based on discussions with the City and County, plus the notes regarding the pre-application, the TIS included traffic counts and full analysis at the following intersections:

1. Willow Street (NW Ridge Road) at Pacific Drive
2. NW Ridge Road at Peter Iredale Road
3. NW Ridge Road at northern site access

4. NW Ridge Road at Parkview Apartments driveway/site access
5. NW Ridge Road at southern site access
6. NW Ridge Road at 9th Street
7. NW Ridge Road at 18th Street/Delaura Beach Lane

Also, project-generated trips identified the following intersections, although traffic counts and full operational analyses will not be necessary.

8. NW Ridge Road at Jetty Road
9. NW Ridge Road at Pacific Ridge Lane

As stated above the scope of the TIS has been confirmed with the Clatsop County and the City of Warrenton. Appendix C: Traffic Impact Study (TIS) includes the detailed results of this analysis plus mitigating measures or investments needed to facilitate the development of the Fort Pointe subdivision.

Following preliminary subdivision; as part of the final plat process the applicant will obtain from Clatsop County the necessary right-of-way license for use of lands adjacent to NW Ridge Road. Additionally, through said process a speed study may be conducted to assess correct functional classification of said road.

The standard is met.

Staff finding: Staff agrees that the application meets these standards for this phase of the project.

B. On-site water supply, sewage disposal, access and circulation, shall be approved by the Warrenton Public Works Director. The development will not be allowed unless satisfactory provisions are made for these facilities. Satisfactory provisions, in part, mean that the size of any water lines, sewer lines, access roads, and drainage-ways will be sufficient to meet the needs of the development and, where desirable, accommodate growth in other areas. Suitable arrangement, including dedication of land or use of easements, shall be made so that the City will be able to maintain appropriate water, sewer, street, and drainage facilities. The construction of lengthy pressure-forced sewer lines to the site which by-pass undeveloped properties will be discouraged.

Response: The water and sewer system has been designed to 30% in accordance with the standards set forth by the City of Warrenton.

The standard is met

Staff finding: Staff concurs with the concepts provided in the application materials. The city engineer made the following comments which can be addressed at the construction design phase:

- Video inspection of the existing sewer system to the 9th street pump station is necessary to verify the quality and capacity of the system prior to submitting Construction Drawings. Inspection shall be completed per Oregon Standard Specifications.
- Developer will determine what public water improvements are needed to provide adequate domestic and fire flows to this development. The improvements will be designed in such a way as to ensure the added flow does not reduce the capacity of the system or negatively impact the system. A water model will be developed by the developer and reviewed by the City appointed consultant. The developer may use the City appointed consultant to prepare the necessary water model. Improvements will need to be reviewed and approved by Oregon Health Authority and City Engineer and paid for by the developer.
- Developer will determine what public sewer improvements are needed in order for the City to accept sewer flows from this development. This includes the overall flow development and the implications on scheduling of upgrade of the treatment facility. The improvements will be designed in such a way as to ensure the added flow does not reduce the capacity of the system or negatively impact the system. All necessary improvements will be reviewed and approved by Oregon Department of Environmental Quality and paid for by the developer.

C. Utility lines in the development (including electricity, communications, street lighting and cable television) shall be placed underground. Appurtenances and associated equipment such as surface mounted terminal boxes and meter cabinets may be placed above ground.

Response: All utility lines within the development are proposed for underground placement.

The standard is met.

Staff finding: Staff concurs.

D. All utilities shall be installed in conformance with this Code and City construction standards.

Response: See plan sheets C3-C8 for planned utility location and formats. This application requests the subdivision of land. Provision of utilities will be made through a subsequent permit. At said time, installation specifications will be provided and followed prior to application for final plat.

The applicant has also been in contact with providers of police, fire, gas and electricity services. The Police and Fire representatives were present for the pre-application conference and are aware of the upcoming proposal. They stated that they will provide comment regarding capacity following submittal as part of the application review process. The gas company, NW Natural, relies on its website for assessing availability. According to their site, gas is nearby and can be accessed. The power company expressed zero concern about serviceability and is ready to establish an account when the site receives property addresses resulting from the requested subdivision approval.

The standard will be met.

Staff finding: Staff concurs.

16.192.060 Schools.

Evidence indicating that local schools will be capable of accommodating the children from the development must be submitted in conjunction with proposals for large-scale residential development.

Response: The nearest grade school is the Warrenton Grade School located at 815 SW Cedar Avenue. The grade school is approximately two miles from the project site. The #15 bus runs past the site and the Grade School. The nearest high school is the Warrenton High School located at 1700 S Main Ave. At approximately 3 miles away it is about a 5 minute drive. Currently the #15 bus only does not reach the high school. If a student de-boarded the bus at the grade school he or she would have a walk of approximately 15 minutes.

The applicant has consulted with Mark Jeffery, Superintendent of the Warrenton Hammond School District in regard to capacity of these facilities. As per the letter, *“The district added four new classrooms two years ago and will be adding an additional 7 classrooms along with several offices at Warrenton Grade School in an effort to deal with increased enrollment over the past four years. The Board currently (is) in the process of determining how best to expand classroom space at Warrenton High School within the next five years.*

At this time we have the capacity at the elementary school and are developing plans for growth at the high school to provide educational services to the families who will reside in the homes mentioned in your correspondence (referring to the 217 single family homes proposed by the subdivision).”

A letter declaring this capacity is signed by Mr. Jeffery is attached as Appendix D.

The standard is met.

Staff finding: Staff concurs.

16.192.070 Landscape Suitability.

The development shall comply with the provisions of a landscape plan which is consistent with Chapter 16.124 of this Code.

Response: This application is being made for a Preliminary Plan using the Planned Unit Development process. A landscape plan will be developed for inclusion with the Final Plan of the PUD in accordance with the WMC.

Staff finding: The typical practice in other subdivisions is to allow the initial purchasers of the new dwellings/lots to install landscaping. The design for the multiple family/duplex component of the PUD has been deferred. Staff will review that plan upon submittal and prepare a finding for the Planning Commission at that time.

16.192.080 Signs.

All signs of any type within the development are subject to design review and approval by the Community Development Director or hearings body (Type III). The City shall consider each sign on its merits based on the aesthetic impact on the area, potential traffic hazards, and need for the sign. No sign shall violate provisions in Chapter 16.144.

Response: An entry sign is expected for placement at the project site's primary connection to Ridge Road. Said sign has not yet been designed, nor is it proposed within this application. Proper procedures will be followed at time of signage proposal.

This criterion is not valid at this time.

Staff finding: Staff is comfortable with reviewing the entrance sign at a later date.

16.192.090 Additional Provisions.

D. The standards of this section are required in addition to development review (Type I and II) and site design review (Type III) standards of Chapter 16.212.

Response: See Section III [of the application narrative] for demonstration of compliance with site design review standards from the WMC Chapter 16.212

Staff finding: The applicant's response inadvertently refers the reader to Section III. Section VII addresses site design review. Staff's findings will be presented with those criteria and responses.

16.28.020 [Intermediate Density Residential District] Permitted Uses.

The following uses and their accessory uses are permitted in the R-10 zone if the Community Development Director determines that the uses conform to the standards in Sections 16.28.040 through 16.28.050, applicable Zoning Ordinance standards, and other City laws:

- A. *Single-family detached dwelling.*
- B. *Modular home.*
- C. *Manufactured home subject to standards in Chapter 16.168.*
- D. *Residential home.*
- E. *Residential (care) facility.*
- F. *Day care.*
- G. *Cemetery.*
- H. *Farming, grazing, truck gardening, orchards and production of nursery stock.*
- I. *A temporary dwelling for no more than six months while building a permanent residence.*
- J. *Accessory structure no larger than 1,200 square feet, in conjunction with an existing residence on the same property, and subject to standards of Chapter 16.180.*
- K. *Transportation facilities and improvements subject to the standards of Section 16.20.040.*
- L. *Similar uses as stated above.*
- M. *Community garden(s) (see definitions).*
- N. *Incidental sales of firewood, cut flowers, produce grown on the premises, lemonade, and similar items.*
- O. *Home occupations. (Ord. 1175-A § 4, 2013)*

Response: The proposal contains requests for single-family detached dwellings (A).

The uses are allowed within the district; the standard is met.

Staff finding: Staff concurs.

16.28.030 Conditional Uses.

The following uses and their accessory uses may be permitted in the R-10 zone when approved under Chapter 16.220:

- A. *Government buildings and uses subject to standards of Sections 16.28.040(C) and 16.28.050.*
- B. *Hospital, sanitarium, rest home, nursing or convalescent home.*
- C. *Public utility structure.*

- D. *School: nursery, primary, elementary, junior or senior high; public or private.*
- E. *Child care center.*
- F. *Golf course.*
- G. *Parks, playgrounds and community centers.*
- H. *Church, synagogue, or other place of worship.*
- I. *Bed and breakfast.*
- J. *Master planned development with a minimum lot size of three contiguous acres, subject to the provisions in Chapter 16.224.*
- K. *Accessory dwelling that complies with Section 16.180.040.*
- L. *RV park.*
- M. *Similar uses as stated above.*

Response: The proposal contains requests for conditional use through the PUD application (Chapter 16.224) via transferred density establishing capacity for additional housing in the form of multi-family development and duplexes or triplexes.

The uses are conditionally allowed within the district; the standard met.

Staff finding: Staff concurs.

16.28.040 Development Standards.

The following development standards are applicable in the R-10 zone:

- A. *Density Provisions.*
 - 1. *Minimum lot area for residences: 10,000 square feet.*
 - 2. *Minimum lot width at the front building line: 50 feet.*
 - 3. *Minimum lot depth: 70 feet.*
 - 4. *Not more than 35% of the lot area shall be covered by buildings except as may be permitted by conditional use permit or variance.*
 - 5. *Maximum building height: 30 feet.*
 - 6. *Maximum building height for agricultural buildings: 40 feet.*

Response: This proposal is made through a PUD application (Chapter 16.224) which allows for flexibility in lot geometry and transfer of density.

- 1. The project contains approximately 198.7 acres of land carrying the R-10 designation. Accordingly, 865 housing units would be allowed based on a minimum lot size of 10,000 square feet per lot. Another 69 units would be allowed for the 63.68 acres of land comprised of R-40 zoning. The proposal requests for a total of 474 units.
- 2. The lot dimensions for the single-family lots are generally consistent with the minimum width of frontage width of 50 feet and depth of 70. Following is a summary of the lots to illustrate overall consistency with current practice and the R10 zone:

- Average 9,609 s.f.
 - Minimum 7,500 s.f.
 - Maximum 19,897 s.f.
3. No lots exceed the 35% threshold
 4. Planned single-family homes will not exceed the 30 foot height limit.
 5. No agricultural buildings are proposed.

The standards are met via the PUD process.

Staff finding: Staff generally concurs. The 35 percent lot coverage and building height thresholds cannot be determined until building permit applications are submitted. We also note that earlier the maximum number of dwelling units was 480.

B. Setback Requirements.

1. *Minimum front yard setback: 15 feet.*
2. *Minimum side yard setback: 10 feet.*
3. *Corner lot minimum street side yard setback: 10 feet.*
4. *Minimum rear yard setback: 15 feet, except accessory structures that meet the criteria of Section 16.280.020, may extend to within five feet of a rear property line.*
5. *Corner lot minimum rear yard setback: 10 feet.*

Response: This proposal is made through a PUD application (Chapter 16.224) which allows for flexibility in building position. The lot widths for the single-family lots are generally consistent with the minimum setback standards. Accordingly standard city setbacks will be utilized.

The standards are met via the PUD process.

Staff finding: We note that the PUD development standards 16.224.040.G call for buildings to be no closer than 20 feet from a public street unless otherwise approved by the Planning Commission. If measured from the curb or inside edge of the sidewalk, this standard would be met. If measured from the front property line/right-of-way, it would not.

16.28.050 Other Applicable Standards.

- A. *Outside sales and service areas shall be approved by the Warrenton Planning Commission if not enclosed by suitable vegetation, fencing or walls.*

Response: None are proposed

Staff finding: Acknowledged.

B. Outside storage areas shall be enclosed by suitable vegetation, fencing or walls, in conformance with Chapter 16.124.

Response: None are proposed

Staff finding: Acknowledged.

C. All uses shall comply with access and parking standards in Chapters 16.116 and 16.128 except as may be permitted by conditional use or variance.

Response: Chapter 16.116 applies to the commercial district along Highway 101, SW Dolphin and SE Marlin Avenues. This location is not within said district. Chapter 16.128 is addressed within this application, see Section V. All proposed single-family homes are accompanied by a two-car garage. Additional parking is also available on driveways.

Staff finding: Staff concurs.

D. Signs shall comply with standards in Chapter 16.144.

Response: No signs are proposed at this time. An entry sign is expected for application at a later date, and will comply with Chapter 16.144

Staff finding: Staff is comfortable with reviewing signs at a later date.

E. All development shall comply with the wetland and riparian area protection standards of Chapter 16.156.

Response: Within the lands not proposed for development, wetlands are expected to be present. The area proposed for development resides at the property northwestern edge. It is expected to abut development. Pacific Habitat Services has inventoried the site and developed detailed mapping of the wetland resource. See response to section 16.156 for details, including potential impacts and mitigation.

Staff finding: See finding below.

F. Manufactured homes must comply with the criteria of Section 16.168.010.

Response: None are proposed

Staff finding: Acknowledged.

G. A garage or carport is required and shall conform to the standards of Chapter 16.180.

Response: All proposed single-family homes are accompanied by two-car garages.

Staff finding: Acknowledged.

G. All other applicable Development Code requirements must be met.

Response: This proposal contains response relevant chapters of the Warrenton Municipal Code as relayed to the applicant's agent by the City of Warrenton following a pre-application conference.

Staff finding: The application falls short of meeting the subdivision code general requirement for neighborhood parks.

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

Response: Sewer and water connections proposed were designed to comply with all City regulations. See plan set for additional details.

Staff finding: The city engineer has indicated that the proposal includes sufficient detail on the utilities to determine that the final construction drawings will comply.

I. RV parks shall comply with Chapter 16.176 and all applicable State and Federal laws and regulations.

Response: None are proposed

Staff finding: Acknowledged.

16.128.030 Vehicle Parking Standards.

At the time a structure is erected or enlarged, or the use of a structure or parcel of land is changed within any zone in the City, off-street parking spaces shall be provided in accordance with requirements in this section, chapter, and Code, unless greater requirements are otherwise established. The minimum number of required off-street vehicle parking spaces (i.e., parking that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in Table 16.128.030.A.

Response: No structures or changes in use are proposed at this time. Accordingly, no spaces will be constructed at this time. The application does however contain plans for future parking spaces.

All single-family lots are proposed to include a two-car garage. Table 16.128.030.A specifies a range of parking required based on the number of bedrooms per unit. The maximum of 2 spaces for a three-bedroom unit would result in 322 spaces. Said spaces are indeed accommodated within the garages. Additionally, many of the driveways could also supply overflow off-street parking.

Staff finding: Staff agrees.

A. *General Provisions.*

1. *Groups of four or more off-street parking spaces shall be served by a driveway or aisle so that no backing movements or other maneuvering within a street or right-of-way, other than an alley, will be required. Section 16.120.020 contains driveway opening and width standards.*

Response: Groups of four or more off-street spaces will be planned at a later date with a proposal for development of multi-family housing on the northern situated lot that is proposed for future development. At such time, the geometric standards of the WMC will guide the design.

2. *Service drives or aisles to off-street parking areas shall be designed and constructed to facilitate the flow of traffic and to provide maximum safety to pedestrian, bicycle, and vehicular traffic on the site.*

Response: No service drives or aisles are proposed at this time.

3. *Service drives or aisles shall be clearly and permanently marked and defined through the use of bumper rails, fences, buildings, walls, painting, or other appropriate markers.*

Response: No service drives or aisles are proposed at this time.

5. *All parking lots shall be designed and constructed to meet the City standards of Section 16.120.020, this chapter, Chapter 16.136, and this Code.*

Response: No parking lots are proposed at this time. Parking lot/s will be planned at a later date with a proposal for development of multi-family housing on the northern situated lot that is proposed for future development. At such time, the geometric standards of the WMC will guide the design.

Staff finding: Staff will review the parking design for the multiple family component of the PUD upon submittal.

6. *Uses not specifically listed above shall furnish parking as required by the Community Development Director, who shall consider uses similar to those listed in Table 16.128.030.A and the Institute of Traffic Engineers Parking Generation as guides for determining requirements for other uses.*

Response: There are no non-specified uses referenced table are included with this application.

Staff finding: Staff agrees.

16.156.030 Wetland Area Development Standards.

Wetland areas in the City of Warrenton are identified on the 1" equals 400' feet maps entitled City of Warrenton Wetland Conservation Plan Inventory dated October 17, 1997. These maps show approximate wetland boundaries for wetland areas within the Warrenton Urban Growth Boundary.

- A. Applications to the City of Warrenton for subdivision, partition planned unit development, conditional use, site design review, variance, or temporary building permits that would lead to the disturbance of a wetland upon approval and issuance of grading or building permits, shall include a delineation of the wetland boundary, approved by the Oregon Department of State Lands.*

Response: Several parcels and a portion of the proposed Cattail Ave. in the eastern portion of the proposed development coincide with the mapped 2009 National Wetlands Inventory (NWI) boundary. As required by this section, wetland delineation is included with this application, see Appendix H. Pacific Habitat Services developed the mapping and an accompanying report on the delineation of the wetland boundary during the winter of 2017. The standard is met.

Staff finding: Staff acknowledges the wetland delineation, but notes that the Department of State Lands has yet to issue concurrence with the wetland boundaries.

B. Applications to the City of Warrenton for grading or building permits that would authorize development within a jurisdictional wetland boundary approved by the Oregon Department of State Lands shall contain the following:

- B. 1. A State of Oregon Wetland Removal-Fill Authorization.*
- C. 2. Written verification from the Warrenton Community Development Director, or designee, that the affected wetland area is classified as "non-significant" per the City of Warrenton Locally Significant Wetland Map dated October 17, 1997. Alternatively, for development in a "significant" wetland, a City of Warrenton Hardship Variance (see Section 16.156.080) must be obtained instead of the Community Development Director's written verification.*

Response: No development or grading is proposed at this time. At time of future application for grading or development this standard will apply; however the standard is not applicable at this time.

Staff finding: Staff agrees.

C. Applications to the City of Warrenton for subdivision, partition, planned unit development, conditional use, site design review, variance, or temporary building permits that include designs of altering land within 25 feet of a mapped wetland, or grading permits or building permits that would alter land within 25 feet of a mapped wetland boundary, but not within a mapped wetland area itself, shall contain the following:

D. 1. A delineation of the wetland boundary, approved by the Oregon Division of State Lands.

E. 2. A to-scale drawing that clearly delineates the wetland boundary, the proposed setback to the wetland area (if any), and existing trees and vegetation in the mapped wetland area.

Response: Several parcels and a portion of the proposed Cattail Ave. in the eastern portion of the proposed development coincide with the mapped 2009 National Wetlands Inventory (NWI) boundary. As required by this section, wetland delineation is included with this application. The wetland boundary is depicted in the Plan Sheets. The standard is met.

Staff finding: This standard will not be met until the Department of State Lands issues it concurrence on the delineated wetland boundaries.

D. Applications to the City of Warrenton for subdivision, partition, planned unit development, conditional use, site design review, variance, or temporary building permits, or grading or building permits on parcels that contain mapped wetland areas but would not alter land within 25 feet of a mapped wetland area, or portion thereof, shall present a to-scale drawing that clearly depicts the wetland boundary (as mapped on the City of Warrenton Wetland Conservation Plan Inventory) and the proposed setback to the wetland area for all new or proposed development. A delineation of the wetland boundary, approved by the Oregon Department of State Lands, is not required by the City of Warrenton but may be submitted in lieu of the wetland boundary on the wetland inventory.

Response: The proposed subdivision includes development that would be within 25 feet of the wetland. Accordingly item E. is not applicable; the application instead responds to item C above. The standard for item E is not applicable.

Staff finding: Staff agrees, with the caveat that DSL concurrence will be required prior to commencement of construction.

16.156.040 Significant Wetland Area Development Standards.

B. Alteration of a significant wetland or portion of a significant wetland by grading, excavating, placement of fill including structures, and removal of vegetation, shall be prohibited, except for the following uses, upon demonstration that the uses are designed and constructed to minimize intrusion into the wetland area:

F. 1. Agricultural (farming and ranching) activities other than construction of buildings, structures, or paved roads conducted in accordance with federal, state, and local laws; or

G. 2. Replacement of existing structures, streets, driveways, and utilities in the same location that do not disturb additional wetland surface area; or

H. 3. Perimeter mowing and other cutting necessary for hazard prevention; or

I. 4. Removal of non-native vegetation or nuisance plants and replacement with native plant species. All work conducted under this subsection (A)(4) must occur by hand (i.e., hand-pulling, machete, chain saw, or other similar means) unless approval from the Oregon Division of State Lands or the US Army Corp of Engineers for mechanized work has been granted. Submission of a landscape plan (including a revegetation plan) in accordance with Chapter 16.124 of this Code is required; or

J. 5. Maintenance of existing ditches (not streams) to same configuration as previously constructed; or

K. 6. A forest operation subject to the requirements of the Oregon Forest Practices Act and associated administrative rules; or

L. 7. Uses authorized by an approved City of Warrenton hardship variance in conjunction with a valid State of Oregon Wetland Removal-Fill Authorization.

Response: No wetland alteration triggering this section is proposed.

Staff finding: Acknowledged.

16.156.050 Riparian Corridor Inventory.

A. The City of Warrenton Riparian Corridor Map dated January 21, 2004, together with the City of Warrenton Riparian Corridor Inventory and ESEE Analysis dated January 21, 2004 identify the following riparian corridors map units number:

Response: None of the identified riparian corridors exist within the project site.

Staff finding: Staff concurs.

16.156.060 Riparian Corridor Development Standards.

A. Rivers, lakes, creeks, and sloughs in the City of Warrenton that are subject to the riparian corridor development standards of this section are shown on the City of Warrenton Riparian Corridor Map and Riparian Corridor Inventory and ESEE Analysis dated January 21, 2004. Individual riparian corridor unit maps dated January 21, 2004 that show the ESEE Impact Areas and riparian corridor boundaries, as required by Statewide Planning Goal 5, have been adopted as part of the Riparian Corridor Map and Riparian Corridor Inventory and ESEE Analysis. The inventory of significant riparian corridors is listed in Section 16.156.050 and is contained in Chapter 3 of the Riparian Corridor Inventory and ESEE Analysis. The Riparian Corridor Map and Riparian Corridor Inventory and ESEE Analysis, together with the individual riparian corridor unit maps, have been adopted as an addendum to the Warrenton Comprehensive Plan. Riparian corridors that have been identified as nonsignificant for purposes of Statewide Planning Goal 5 are not subject to the provisions of this section.

Response: The Riparian Corridor Map and Inventory do not depict any features within the proposed development area. Accordingly the Riparian Corridor Development Standards are not applicable.

Staff finding: Staff concurs.

16.212.040 Site Design Review.

The applicant went to great lengths to address the various criteria and standards of this code section. However, site design review is not applicable to the preliminary plat review process. Instead site design review will be followed on the multiple family/duplex-townhouse component of the PUD.

16.224 Planned Unit Developments (PUD)

16.224.030 Permitted Building and Uses.

The following buildings and uses may be permitted as hereinafter provided. Buildings and uses may be permitted either singly or in combination provided the overall density of the planned development does not exceed the density of the zoning district as provided by Section 16.224.040.

- A. *Single-family dwellings.*
- B. *Duplexes, triplexes, and multifamily dwellings.*

Response: No buildings or use changes are proposed at this time. The proposal contains lots for single-family dwelling plus a lot for future development to host multi-family dwellings and duplexes or triplexes. The 277 acre site would have a maximum density of 934 residential units. The proposal for 160 lots for single-family housing and one lot for future attached single-family and multi-family development of 320 units, for a total of 480 housing units is below the maximum allowed.

This standard is met.

Staff finding: Staff concurs, even with the potential partition and sale of 50 acres, the proposed number of dwelling units would be under the maximum allowed.

16.224.040 Development Standards.

- A. *Minimum Site Size. Planned unit developments shall be established only on parcels of land which are suitable for the proposed development and are no smaller than the minimum lot size established in the zoning district. The minimum lot size for RV parks and campgrounds shall be five acres.*

Response: At 277 acres in size, the site is larger than 5 acres. The standard is met.

Staff finding: Staff concurs.

- B. *Open Space. In all PUDs, at least 40% of the total area shall be devoted to open space. Up to 25% of this open space may be utilized privately by individual owners or users of the planned development; however, at least 75% of this area shall be common or shared open space.*

Response: The PUD application includes 204 acres of common or shared open space. This is comprised primarily of the preserved lands that make up the majority of the site. Additionally, private open space will be provided through patios and yards.

Staff finding: The amount of open space included with the application exceeds the 25 percent threshold. The application is silent on ownership of this territory. Patios and yards are not considered open space.

C. *Density.* The density of the planned development shall not exceed the density of the zone in which it is located. Minimum space size for RV parks is 700 square feet (see Chapter 16.176 for additional standards; where PUD standards differ from standards found elsewhere in this Code, the more stringent requirement shall apply). The Planning Commission shall review density allowances for campgrounds on a case-by-case basis using the criteria of Section 16.220.030 as a minimum standard for approval.

Response: The 277 acre site would have a maximum density of 934 residential units. The proposal for 160 lots for single-family housing and one lot for future attached single-family and multi-family development of 320 units, for a total of 480 housing units is below the maximum allowed.

This standard is met.

Staff finding: Staff agrees.

D. *Subdivision Lot Sizes.* Minimum area, width, depth and frontage requirements for subdivision lots in a planned unit development may be less than the minimums set forth elsewhere in this Code, provided that the overall density is in conformance with Section 16.224.040 and the lots conform to the approved preliminary development plan.

Response: This proposal is made through a PUD application (Chapter 16.224) which allows for flexibility in building position. The lot widths for the single-family lots are generally consistent with the minimum setback standards. Accordingly standard city setbacks will be utilized.

The standard is met.

Staff finding: The overall density of the proposal is within the limits of the code for the acreage of the property. See the finding regarding setbacks above and below.

E. *Off-Street Parking.* Parking areas shall conform to all provisions of Chapter 16.128.

Response: Each lot for single-family homes is proposed to include a two-car garage, ensuring compliance with the City's maximum of 2 spaces per each house with three or more bedrooms. Parking for the lot set aside for future development will be determined at the time of proposed development in accord with Table 16.128.030.A. The standard is met.

Staff finding: Staff concurs.

F. Signs. All signs of any type within a planned unit development are subject to review and approval of the Planning Commission. The Commission shall consider each sign on its merits based on its aesthetic impact on the area, potential traffic hazards, potential violation of property and privacy rights of adjoining property owners, and need for said sign.

Response: An entry sign will be designed at a later date. At such time it will be presented to the Planning Commission as required. This standard will be met.

Staff finding: We have no objections to reviewing signs at a later date.

G. Setbacks and Yard Requirements. No structure shall be located closer than 20 feet from any public street within a planned unit development unless otherwise approved by the Planning Commission. Other setbacks are to be determined by the Planning Commission where they are considered essential to the public health, safety or welfare. These setbacks required by the Planning Commission shall be recorded as part of the protective covenants as required by Section 16.224.060.

Response: No lots are proposed for which a building would need to be located within 20 feet of a public street.

Staff finding: We note that the PUD development standards 16.224.040.G call for buildings to be no closer than 20 feet from a public street unless otherwise approved by the Planning Commission. If measured from the curb or inside edge of the sidewalk, this standard would be met. If measured from the front property line/right-of-way, it would not.

H. Height Limits. Height limits in a planned unit development are the same as in the zoning district, except that the Planning Commission may further limit heights when necessary for the maintenance of the public health, safety or welfare.

Response: No buildings are proposed at this time. As such, no proposed modifications are requested in regard to height. The standard is met.

Staff finding: This standard will be addressed when building permit applications are submitted.

J. Streets, Sidewalks and Roads. Necessary streets, sidewalks, and roads within the planned unit development shall be constructed to City standards and dedicated to the public. See Division 3 for applicable standards. A private roadway, or a private road network, may be permitted if adequate provisions for access and circulation have been provided in accordance with Chapter 16.120 and facilities have been approved and installed in accordance with Chapter 16.136.

Response: Proposed roads have been designed in accordance with the Warrenton Municipal Code Chapter 120. See Plan Set for street cross sections. The standard is met.

Staff finding: The application is silent on the requirements of Chapter 16.136 which provides street standards. Local streets code standards call for a minimum width of 28 feet with sidewalks on both sides. The street cross section in the plan set shows a 24-foot driving surface, 2-foot curbs on both sides and a meandering sidewalk on one side only. The Fire Chief commented that because of the length of the roads, the minimum driving surface width should be 26 feet inside the curbs with parking prohibited on one side. He also commented that the driveway used by KOA in NW 11th Street right-of-way to the north where an emergency access is proposed is substandard and must be upgraded to standard to be considered a [fire] access.

J. Dedication and Maintenance of Facilities. The Planning Commission or, on appeal, the City Commission, may as a condition of approval for a planned unit development require that portions of the tract or tracts under consideration be set aside, improved, conveyed or dedicated for the following uses:

1. Recreation Facilities. The Planning Commission or City Commission, as the case may be, may require that suitable area for parks or playgrounds be set aside, improved or permanently reserved for the owners, residents, employees or patrons of the development.

2. Common Areas. Whenever a common area is provided, the Planning or City Commission may require that an association of owners or tenants be created into a non-profit corporation under the laws of the State of Oregon, which shall adopt such articles of incorporation and by-laws and impose such declaration of covenants and restrictions on such common areas that are acceptable to the Planning Commission. Said association shall be formed and continued for the purpose of maintaining such common area. Such an association, if required, may undertake other functions. It shall be created in such a manner that owners of property shall automatically be members and shall be subject to assessment levied to maintain said common area for the purposes intended. The period of existence of such association shall be not less than 20

years and it shall continue thereafter and until a majority vote of the members shall terminate it.

3. *Easements. Easements necessary to the orderly extension of public utilities may be required as a condition of approval.*

Response: The Planning Commission's authority is recognized. The standard will be met as required.

Staff finding: The proposal is to develop the subject property to accommodate up to 480 dwelling units. Presently, the application states that the soccer fields will provide adequate recreational opportunities for the future residents of the development. Staff disagrees and recommends the project be redesigned to provide neighborhood park space with appropriate facilities as prescribed by WMC 16.126.020.I. This park (or parks) and facilities should be maintained by the homeowners association.

K. Approvals. Prior to Planning Commission (or City Commission approval upon appeal), written consent for the development shall be received from the City-appointed Engineer, Fire Chief, and any other department or agency (i.e., County Sanitarian, DEQ, ODOT, Division of Health, ODF&W, DSL, DLC, etc.) that can demonstrate that they have legal authority or jurisdiction over the proposal [or part(s) of the proposal].

Response: The applicant has contacted the fire and police departments directly. In both cases the chief or staff relayed that they are aware of the project and will review the application following submittal to the City of Warrenton. Sewer and water and other city services are provided by the City and will be party to reviewing the submittal. Clatsop County, who attended the pre-application conference, will review the submittal and the traffic report developed by Lancaster Engineering for whom they have assisted with the scoping of the research. A wetland delineation has been performed in coordination with the State of Oregon.

Staff findings: The Fire Chief, City Engineer and Clatsop County Public Works Director submitted comments and recommended conditions of approval. Those comments have been incorporated herein. The Department of State Lands has yet to receive the delineation for review and concurrence.

L. Other Requirements. The Planning Commission may establish additional requirements which it deems necessary to assure that any development conforms to the purpose and intent of this section.

Response: The Planning Commission's authority is recognized.

Staff finding: See recommended conditions of approval below.

16.224.050 Procedure—Preliminary Development Plan.

A. The applicant shall submit four copies of a preliminary development plan to the Planning Commission prior to formal application for approval. This plan and any written statements shall contain at least the following information:

- 1. Proposed land uses and densities.*
- 2. Location, dimensions and heights of structures.*
- 3. Plan of open or common spaces.*
- 4. Map showing existing features of site and topography.*
- 5. Proposed method of utilities service and drainage.*
- 6. Road and circulation plan, including off-street parking areas.*
- 7. Relation of the proposed development to the surrounding area and the Comprehensive Plan.*
- 8. Lot layout.*
- 9. A schedule, if it is proposed that the final development plan will be executed in stages.*
- 10. Information deemed necessary by the Community Development Director.*

Response: Appropriate site plans are attached to this application and can be viewed in the Plan Set. The standard for application site plan is met.

- 11. Required application fee.*

Response: This application was accompanied by a fee of \$9,400 as required by the City of Warrenton. The standard is met.

Staff finding: The requisite drawings were submitted with the application fee.

B. Applications for planned unit development preliminary approval shall be reviewed by the Planning Commission using a Type III procedure as specified in Section 16.208.050. The Planning Commission shall determine whether the proposal conforms to Section 16.224.040. In addition, in considering the plan, the Planning Commission shall seek to determine that:

- 1. There are special physical conditions or objectives of development which the proposal will satisfy to warrant a departure (if any) from the standard Code requirements.*

Response: The PUD process provides for the preservation of 204 acres of land that likely contain some wetlands and riparian areas by allowing for a transfer of density to the upland areas in the northwest portion of the property.

Staff finding: Staff concurs.

2. Resulting development will not be inconsistent with the Comprehensive Plan provisions or zoning objectives of the area.

Response: The area is designated for residential development by the City's Comprehensive Plan and zoned accordingly. This application provides for said housing within the City Limits and Urban Growth Boundary while also preserving sensitive lands.

Staff finding: Staff concurs.

3. The proposed development will be in substantial harmony with the surrounding area.

Response: While the site is currently undeveloped, the proposed lots for housing are generally similar to those in recent nearby subdivisions.

Staff finding: Staff concurs.

4. The plan can be completed within a reasonable period of time.

Response: A phasing plan is described on the attached plan sheets. The phasing has been established in order to provide for development within a reasonable amount of time.

Staff finding: Responses to the application indicate approximately 40 single family dwelling lots will be developed per year, for a four year build out. The multiple family/townhome component is projected to be completed within three years. These time frames are reasonable. Elsewhere the narrative states the number of lots created in any time period will be market driven.

5. Any proposed commercial development can be justified economically.

Response: No commercial development is proposed.

Staff finding: Noted.

6. The streets are adequate to support the anticipated traffic and the development will not overload the streets outside the planned area.

Response: The TIS found in Appendix C demonstrates that Ridge Road and affected nearby intersections will continue to function within thresholds of the City's mobility standards.

Staff finding: The City Engineer raised the question that the traffic counts for the TIS were taken in April and would the same conclusions be reached if counts were taken during the summer tourist season. Review of the levels of service at the study intersections during morning and afternoon peak hours were all A's and B's (on a scale of A to F.) It is highly doubtful that congestion would increase during the summer months such that these intersections would suffer operational failure.

7. Proposed utility and drainage facilities are adequate for the population densities and type of development proposed.

Response: A drainage plan has been developed to ensure effective detention and treatment of stormwater. The drainage report is attached as Appendix B.

Staff finding: The City Engineer had the following comments:

- A Final Stormwater Report will be required to be submitted with final construction documents. The City has concerns with the drainage system that drains this property to the Columbia River. The developer will be required to provide drainage calculations for the drainage system leading to the outfall to the Columbia River. Improvements to the existing drainage system may be required and will be paid by the developer. An alternate solution could include matching pre-construction and post-construction runoff from the site.
- Provide the Public an easement to use and maintain existing drainages located on this property.
- The developer shall agree to make all necessary offsite stormwater improvements if downstream deficiencies are created by the development of this property
- Easement between lot 89 and 90 should have a barrier to prevent encroachment from property owners over access to storm and sewer pipes, or establish as a right of way.

16.224.060 Procedure—Final Development Plan Approval.

- A. Within one year after preliminary approval or modified approval of a preliminary development plan, the applicant shall, at the next regularly scheduled meeting, file with the Planning Commission a final plan for the entire development or, when submission in stages has been authorized, for the first unit of the development. The final plan shall conform in all major respects with the approved preliminary development plan. The final plan shall include all information included in the preliminary plan, plus the following:*

Response: This proposal does not request approval of a final plat. Accordingly this section is not applicable at this time.

Staff finding: Staff agrees.

16.256 Traffic Impact Study

16.256.030 When Required.

A traffic impact study may be required to be submitted to the City with a land use application, when the following conditions apply:

A. The development application involves a change in zoning or a plan amendment designation; or,

B. The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation manual; and information and studies provided by the local reviewing jurisdiction and/or ODOT:

- 1. An increase in site traffic volume generation by 300 average daily trips (ADT) or more; or*
- 2. An increase in ADT hour volume of a particular movement to and from the state highway by 20% or more; or*
- 3. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or*
- 4. The location of the access driveway does not meet minimum site distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the state highway, creating a safety hazard; or*
- 5. A change in internal traffic patterns that may cause safety problems, such as back up onto the highway or traffic crashes in the approach area.*

Response: Regarding A and B above – the proposal is accompanied by a traffic impact study. The study was conducted by Lancaster Engineering and is included as Appendix C.

Staff finding: Acknowledged.

16.256.040 Traffic Impact Study Requirements.

- A. *Preparation.* A traffic impact study shall be prepared by a professional engineer in accordance with OAR 734-051-180.

Response: The study was completed by Todd Mobley, licensed professional engineer with Lancaster Engineering. The scope was developed in coordination with the City of Warrenton. Said study is attached as Appendix C. The standard is met.

Staff finding: Staff concurs.

- B. *Transportation planning rule compliance, Section 16.232.060.*

Response: This proposal does not request a comprehensive plan or zone change that would necessitate evaluation in relation to the Transportation Planning Rule (TPR). The standard is not applicable.

Staff finding: Staff concurs.

16.120 Access and Circulation

16.120.010 Purpose.

The purpose of this chapter is to ensure that developments provide safe and efficient access and circulation, for pedestrians and vehicles. Section 16.120.020 provides standards for vehicular access and circulation. Section 16.120.030 provides standards for pedestrian access and circulation. Planning and design standards for improvements to public and private transportation facilities and utilities are provided in Chapter 16.136.

16.120.020 Vehicular Access and Circulation.

- C. *Access Permit Required.* Access to a street requires an access permit in accordance with the following procedures:

M. 1. *Permits for access to state highways shall be subject to review and approval by Oregon Department of Transportation (ODOT), except when ODOT has delegated this responsibility to the City or Clatsop County. In that case, the City or County shall determine whether access is granted based on its adopted standards.*

N. 2. *Permits for access to county highways shall be subject to review and approval by Clatsop County, except where the County has delegated this responsibility to the City, in which case the City shall determine whether access is granted based on adopted City standards.*

Response: Permit for access will be made to Clatsop County

Staff finding: NW Ridge Road is a county facility. Clatsop County Public Works Director had the following comments regarding access.

Any construction effort within the Ridge Road Right-of-way will require a *Permit to Occupy or Perform Operations within a Public or County Road*, which application forms are available online from the Clatsop County website. Engineering drawings are required for these type of improvements.

Frontage Improvements are not required for Ridge Road.

The segment of Cattail Avenue that resides within the Ridge Road Right-of-way, a license agreement is required with Clatsop County for the permanent occupation of this roadway within the Ridge Road right-of-way. Or, a right-of-way vacation or County maintenance withdrawal order/agreement may be required for this segment of roadway. Clatsop County Public Works will not perform any maintenance on Cattail Avenue. A buffer is required between Ridge Road and Cattail Avenue. The buffer should consist of an earthen berm or vegetation hedge depending on topography.

D. Traffic Study Requirements. The City or other agency with access jurisdiction may require a traffic study prepared by a qualified professional to determine access, circulation and other transportation requirements. (See also Chapter 16.136, Public Facilities Standards, and Chapter 16.256, Traffic Impact Study.)

Response: The proposal is accompanied by a traffic impact study. The study was conducted by Lancaster Engineering and is included as Appendix C.

Staff finding: Acknowledged.

F. Access Options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (a minimum of 10 feet per lane is required). These methods are “options” to the developer/subdivider, unless one method is specifically required under Division 2, or through conditions required by the hearings body.

- 1. Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.*
- 2. Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., “shared driveway”). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.*
- 3. Option 3. Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing*

access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in subsection G of this section, and require an access permit in accordance with subsection C of this section.

Response: Access to the site is proposed from Ridge Road to the west in three locations. An addition access to the north, connecting to Iredale Rd. is proposed for emergency vehicles only.

Staff finding: This section applies to access to private property rather than to a subdivision development.

4. Subdivisions and Partitions Fronting Onto an Arterial Street. Land divisions fronting onto a City arterial street shall be required to provide alley or secondary (local or collector) streets for access to individual lots. When alleys or secondary streets cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g., includes flag lots and mid-block lanes). Land divisions fronting onto state highways are expected to meet state access management and mobility standards.

Response: The proposed subdivision fronts the Collector Ridge Road. Access to the site is proposed from Ridge Road to the west in three locations. Lots within the subdivision will be served by an interior street system. Said system is illustrated on Plan Sheets.

Staff finding: Staff concurs.

5. Double-Frontage Lots. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. Except for corner lots, the creation of new double-frontage lots shall be prohibited in all residential districts, unless topographic or physical constraints require the formation of such lots. When double-frontage lots are permitted in a residential district, a landscape buffer with trees and/or shrubs and groundcover not less than 10 feet wide shall be provided between the back yard fence/wall and the sidewalk or street; maintenance shall be assured by the owner (i.e., through homeowner's association, etc.).

Response: The double frontage lots are exclusively corner lots. The standard is met.

Staff findings: Exclusive of the corner lots referenced above, Lots 1, 87, 88, 89, 103, 104 and 105 on Pennyroyal Lane are double front lots, and Lots 62 and 131 through 160 double front Cattail Avenue and NW Ridge Road. Lots 1, 87-89, and 103-105 should gain access from Pennyroyal Lane. The double front lots on Cattail Avenue should gain access from that street.

6. *Important Cross-References to Other Code Sections.* Divisions 2 and 3 may require buildings placed at or near the front property line and driveways and parking areas oriented to the side or rear yard. The City may require the dedication of public right-of-way and construction of a street (e.g., frontage road, alley or other street) when the development impact is proportionate to the need for such a street, and the street is identified by the Comprehensive Plan or Transportation System Plan. (Please refer to Chapter 16.136, Public Facilities Standards.)

Response: The authority is recognized

Staff finding: Acknowledged.

- G. *Access Spacing.* Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:

1. *Local Streets.* A minimum of 25 feet separation (as measured from the sides of the driveway/street) shall be required on local streets (i.e., streets not designated as collectors or arterials) for all single-family detached dwellings, except as provided in paragraph 3 of this subsection. A minimum of 20 feet separation shall be required on local streets for all single-family attached dwellings, duplexes, and triplexes, except as provided in paragraph 3 of this subsection.

Response: All proposed driveways for single family lots are equal to or in excess of the 25 foot separation standard. The criterion is met.

Staff finding: Driveways are not shown on the preliminary plat. This standard will be reviewed as building permits are applied for and issued.

2. *Arterial and Collector Streets.* Unless directed otherwise by this Development Code or by the Warrenton Comprehensive Plan/TSP, access spacing on City collector and arterial streets (see Warrenton Comprehensive Plan and TSP for a list of City collector and arterial streets) and at controlled intersections (i.e., with four-way stop sign or traffic signal) in the City of Warrenton shall be determined based on the policies and standards contained in the Warrenton Transportation System Plan, Manual for Uniform Traffic Control Devices, or other applicable documents adopted by the City. Access spacing on state highways, and in other areas determined by the State of Oregon to be under the jurisdictional authority of ODOT, shall be at the direction of ODOT. Access to Highway 101 and all other state highways in the City of Warrenton (e.g., Highway 104, Highway 104 Spur, Highway 105, Highway 105 Extension No. 1, Highway 105 Extension No. 2, Alternate Highway 101) shall be determined by ODOT.

Response: Three local street accesses to Ridge Road (Collector) are proposed. They are 2875 and 1098 feet apart, exceeding the minimum County driveway spacing requirement of 130 feet.

Staff finding: Staff concurs.

3. Special Provisions for All Streets. Direct street access may be restricted for some land uses, in conformance with the provisions of Division 2, Land Use Districts. For example, access consolidation, shared access, and/or access separation greater than that specified by paragraphs 1 and 2 of this subsection, may be required by the City, County or ODOT for the purpose of protecting the function, safety and operation of the street for all users. (See subsection I of this section.) Where no other alternatives exist, the permitting agency may allow construction of an access connection along the property line farthest from an intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

Response: No direct access restrictions are proposed.

Staff finding: Acknowledged.

4. Corner Clearance. The distance from a street intersection to a driveway or other street access shall meet or exceed the minimum spacing requirements for the street classification in the Warrenton TSP.

Response: No driveway is closer to a street corner that allowed as per the local street classification.

Staff finding: Driveways are not shown on the preliminary plat. This standard will be reviewed as building permits are applied for and issued.

H. Number of Access Points. For single-family (detached and attached), two-family, and three-family housing types, one street access point is permitted per dwelling unit, when alley access or shared driveways cannot otherwise be provided; except that one additional access point may be permitted for one-family, two-family and three-family housing types on corner lots (i.e., no more than one access per street), subject to the access spacing standards in subsection G of this section. The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsection I of this section, in order to maintain the required access spacing, and minimize the number of access points.

Response: Each lot intended for single-family housing is proposed to have one street access for a driveway.

Staff finding: Driveways are not shown on the preliminary plat. This standard will be reviewed as building permits are applied for and issued.

I. Shared Driveways. The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The City shall require shared driveways as a condition of land division, development review, or site design review, as applicable, for traffic safety and access management purposes in accordance with the following standards:

1. Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. "Stub" means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent parcel develops. "Developable" means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).

O. 2. Access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval (Chapter 16.216) or as a condition of development review or site development approval (Chapter 16.212).

P. 3. Exception. Shared driveways are not required when existing development patterns or physical constraints (e.g., topography, parcel configuration, and similar conditions) prevent consolidation of access points to public streets.

Q. 4. Cross Access. Cross access is encouraged, and may be required, between contiguous sites in commercial (C-1, C- MU, C-2 & R-C) and industrial (I-1 & I-2) districts and for multifamily housing developments in the High Density Residential District in order to provide more direct circulation between sites and uses for pedestrians, bicyclists, and drivers.

Response: Each lot intended for single-family housing is proposed to have one street access for a driveway. No driveways are proposed for an arterial or collector where a shared drive would be beneficial to traffic flow and pedestrian safety. Accordingly, no shared driveways are proposed at this time. The proposed lot for future development will, at some time in the future receive access from one or more shared driveways.

Staff finding: Acknowledged.

J. Street Connectivity and Formation of Blocks Required. In order to promote efficient vehicular and pedestrian circulation throughout the City, land divisions and large site

developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:

- 1. Block Length and Perimeter. The maximum block length shall not exceed 1,000 feet between street corner lines unless it is adjacent to an arterial street or unless the topography or the location of adjoining streets justifies an exception. The minimum length of blocks along an arterial is 1,800 feet. A block shall have sufficient width to provide for two tiers of building sites unless topography or location of adjoining streets justifies an exception.*
- 2. Street Standards. Public and private streets shall conform to the standards of Chapter 16.136, Public Facilities Standards; Section 16.120.030, Pedestrian Circulation; applicable Americans With Disabilities Act (ADA) design standards; City construction standards for streets; and other applicable Development Code sections.*
- 3. Exception. Exceptions to the above standards may be granted when blocks are divided by one or more pathway(s), in conformance with the provisions of Section 16.120.030. Pathways shall be located to minimize out-of-direction travel by pedestrians and may be designed to accommodate bicycles.*

Response: The upland portion of the property, where lot creation is proposed, is oriented in a linear north-south direction. Geometrically it is roughly 4,000 feet long but on average approximately 500 feet wide. Accordingly, it is only feasible to locate two streets running in the north-south direction. Thistle Avenue originates from NW Ridge at the location of the intersection with the Parkview apartments driveway. It travels eastward as far as practical and then turns north to travel the duration of the property. Cattail Avenue departs Thistle Avenue 1601 feet from its intersection with NW Ridge Road and travels northward on the western edge of the property. The roads essentially straddle a ridge line, each providing access to the lots fronting them. Thistle Avenue is 3540 feet long. Cattail Avenue is 4438 feet long. Each of these two roads exceeds that City's maximum length of 1,000 feet. The topography of the site does not permit for cross streets that would enable the road length to be decreased, meeting the standard. As referenced in #1 above, an exception to the standard can be provided if topography makes it necessary. This request asks for said exception.

As shown on plan sheets C2 – C12 the local streets were designed in accordance with the City of Warrenton Standards and provide for the requisite multi-modal access

Figure below: The two parallel proposed roads exceed the typical maximum length due to site topography.



Staff finding: Staff agrees with the applicant's assessment and recommends granting the street length exception subject to the Fire Chief's comment that all streets must be at least 26 feet wide inside the curbs.

K. Driveway Openings and Widths. Driveway openings (or curb cuts) shall be the minimum width necessary to provide the required number of vehicle travel lanes (10 feet for each travel lane). The following standards (i.e., as measured where the front property line meets the sidewalk or right-of-way) are required to provide adequate site access, minimize surface water runoff, and avoid conflicts between vehicles and pedestrians:

- 1. Single-family, two-family, and three-family uses shall have a minimum driveway width of 10 feet, and a maximum width of 24 feet, except that one recreational vehicle pad driveway may be provided in addition to the standard driveway for lots containing at least 5,000 square feet of area.*
- 2. Multiple-family uses with between four and seven dwelling units shall have a minimum driveway width of 20 feet, and a maximum width of 24 feet.*
- 3. Multiple-family uses with eight or more dwelling units shall have a minimum driveway width of 24 feet, and a maximum width of 30 feet. These dimensions may be increased if the Community Development Director, City-appointed engineer, or Planning Commission determines that more than two lanes are required based on the number of trips generated or the need for turning lanes.*
- 4. Access widths for all other uses shall be based on 10 feet of width for every travel lane, except that driveways providing direct access to parking spaces shall conform to the parking area standards in Chapter 16.128.*

Response: 1 – 4 The single-family homes will be supplied with two-car garages. Accordingly the driveways will exceed the 10 foot minimum. The lot designated for future multiple-family use is sized and situated to allow for access that meets the standards.

Staff finding: Driveways are not shown on the preliminary plat. This standard will be reviewed as building permits are applied for and issued.

5. *Setback Required.* A minimum five-foot setback from the edge of driveway to any property line is required. The setback area shall be kept free of impervious surfaces at all times and shall be vegetated to minimize surface water runoff to adjoining properties. These requirements may be increased if the Community Development Director, building official, City-appointed engineer, or Planning Commission determines that topography, soil conditions, or other circumstances dictate the need for additional protection measures.

Response: Properties are sized to allow for the appropriate spacing from the future driveways to the nearest property line.

Staff finding: Driveways are not shown on the preliminary plat. This standard will be reviewed as building permits are applied for and issued.

6. *Driveway Aprons.* Driveway aprons shall meet City construction standards and be installed between the street right-of-way and the private drive, as shown in Figure 16.120.020.K. Driveway aprons shall conform to ADA standards for sidewalks and pathways, which require a continuous route of travel that is a minimum of three feet in width, with a cross slope not exceeding two percent.

Response: The site will feature a rolled curb. These are easily mounted by a vehicle and allow for a sidewalk that matches the grade of the roadway while also facilitating minimal cross slope for ADA travel.

7. *Driveway Approaches.* Driveway approaches should be designed and located to provide an existing vehicle with an unobstructed view. Construction of driveways along acceleration or deceleration lanes or tapers should be avoided due to potential for vehicle conflicts.

Response: Driveway locations are not determined at this time. At the time of housing development these requirements will be adhered to. Further, the site contains zero accel or decell lanes.

Staff finding: Staff concurs.

8. Loading Area Design. *The design of driveways and on-site maneuvering and loading areas for commercial and industrial developments shall consider the anticipated storage length for entering and exiting vehicles, in order to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation.*

Response: The single-family homes will not include any loading area. The multiple-unit lot on the property has not yet been designed.

Staff finding: Acknowledged.

L. Fire Access and Circulation. *The City of Warrenton adopts the Uniform Fire Code, as amended, including administrative sections and all appendices and all the State of Oregon revisions. All development in the City of Warrenton is required to meet these minimum adopted standards.*

R. 1. Required Access. *A fire equipment access drive that meets City construction standards shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an improved public street or approved fire equipment access drive. Plans for fire apparatus access roads shall be submitted to the Warrenton Fire Department and Warrenton City-appointed engineer for review and approval prior to issuance of building permits, grading permits, or start of construction. When fire apparatus access road(s) are required, the road(s) shall be installed and made serviceable prior to and during time of construction. Fire department access roads shall be provided and maintained in accordance with the fire department access requirements of the Uniform Fire Code, as amended.*

Response: The proposed lots would not permit the houses to be more than 150 feet from the public street.

Staff finding: Staff concurs.

2. Dimensions. *Fire apparatus roads shall have an unobstructed width of not less than 20 feet and unobstructed vertical clearance of not less than 13 feet 6 inches. Fire apparatus roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a surface so as to provide all-weather driving capabilities.*

Response: An emergency access road is proposed heading north to connect with the extension of Peter Iredale Rd. It exceeds the minimum width.

Staff finding: The Fire Chief questions the capability of the gravel driveway used by KOA in the NW 11th Street right-of-way where the emergency access would intersect. His recommendation is for the developer to bring this gravel driveway up to standard.

3. Turnaround Required. *Dead-end fire apparatus roads in excess of 150 feet shall be provided with approved provisions for the turning around of fire apparatus. See Table 16.136.010 for minimum standards.*

S. **Response:** No such dead ends are proposed.

Staff finding: Staff concurs.

4. Grade. *The gradient for a fire apparatus access road shall not exceed 12% except that isolated segments no longer than 250 feet may have grades up to 15% upon approval by the Warrenton Fire Chief. Non-fire apparatus access roads (driveways and private streets) shall maintain a maximum grade of 15% unless otherwise approved by the Warrenton City-appointed engineer. See Table 16.136.010 for other applicable standards.*

Response: No grades exceed the 12% standard

Staff finding: The City Engineer has identified two locations where the streets exceed the 12 percent grade standard: Pennyroyal Lane - Between lot 87 and 105 and Cattail Avenue - Between lot 103 and 155.

5. Parking Areas. *Parking areas shall provide adequate aisles or turn-around areas for service and delivery vehicles so that all vehicles may enter the street in a forward manner. See also Chapter 16.136, Public Facilities Standards.*

Response: No parking areas are included with this proposal. The multiple-family future lot will have a parking area. At the time of said design, the applicable standards will be consulted.

Staff finding: Staff will review and make a recommendation to the Planning Commission on the multiple family parking design upon submittal.

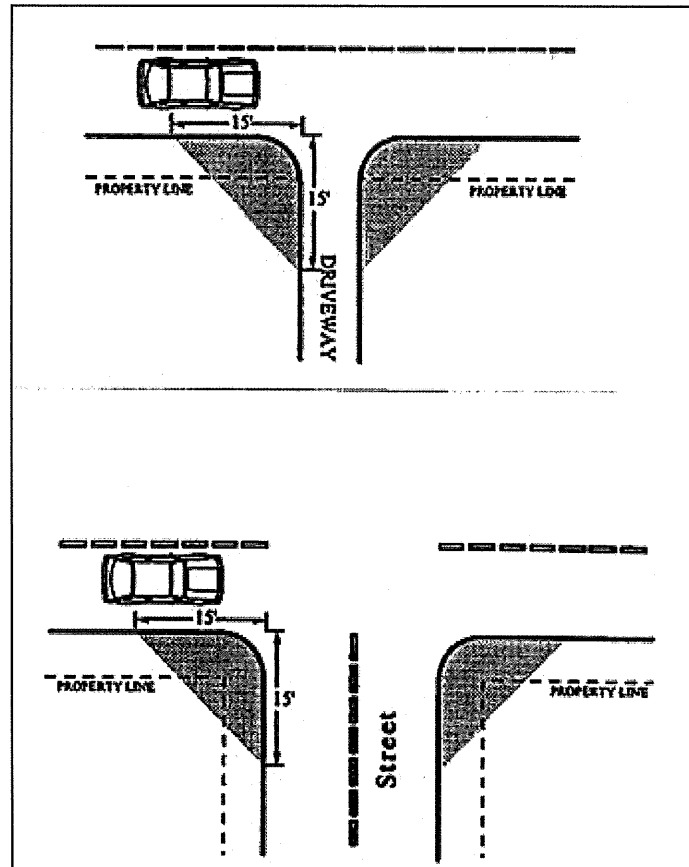
M. Vertical Clearances. *Driveways, private streets, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13 feet 6 inches for their entire length and width.*

Response: There are no proposed limits to vertical clearance.

Staff finding: Staff agrees.

N. Vision Clearance. *No signs, structures or vegetation in excess of three feet in height shall be placed in vision clearance areas, as shown in Figure 16.120.020.N. The minimum vision clearance area may be increased by the Community Development Director, City-appointed engineer, or Planning Commission upon finding that more sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). See also Chapter 16.132 for additional requirements.*

*Figure 16.120.020.N
Vision Clearance Area*



T. **Response:** No landscaping or signs that would block visibility are proposed near roadway intersections.

Staff finding: Staff will ensure that individual property owners also follow this standard as building permit applications are submitted.

16.120.030 Pedestrian Access and Circulation.

A. *Pedestrian Access and Circulation.* To ensure safe, direct and convenient pedestrian circulation, all developments, except single-family detached housing, duplexes, or triplexes on individual lots, shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) The system of pathways shall be designed based on the standards in paragraphs 1 through 3 of this subsection:

Response: This application consists solely of lots for single-family housing at this time. Accordingly the internal access standards are not applicable at this time.

Staff finding: Staff concurs.

CONCLUSIONS AND RECOMMENDATION

Fort Pointe Partners LLC proposed to develop a planned unit development to include single family dwelling lots and a multiple family/single family attached component on approximately 53 acres of a 277 tract. The limited development area of the subject property is primarily driven by the extent of wetlands on the property. Staff supports the concept of the application, but finds that as submitted, the application is not completely consistent with development code standards.

The planned unit development code requires Planning Commission approval of a preliminary plan prior to Planning Commission approval of a final plan which authorizes the applicant to prepare construction engineering plans, installation of appropriate infrastructure and submittal of a final plat for recordation. Accordingly, based on the findings above, staff recommends approval of the preliminary plan for the Fort Pointe PUD, but not the preliminary plat, subject to the following conditions which must be brought back to the Planning Commission for final approval.

1. Applicant shall revise the preliminary plat design to incorporate one or more neighborhood parks in compliance with WMC 16.216.020.I and Resolution No. 2499.
2. Construction Documents shall meet all requirements of federal, state, and local standards, codes, ordinances, guidelines and/or other legal requirements.
3. Prior to approval of construction plans the developer will waive any and all rights to remonstrate against the formation of a Local Improvement District (LID) for the purpose of making sanitary sewer, storm sewer, water or street improvements that benefit the property and assessing the cost to benefited properties pursuant to the City's regulations in effect at the time of such improvement.
4. A Final Stormwater Report will be required to be submitted with final construction documents. The City has concerns with the drainage system that drains this property to the Columbia River. The developer will be required to provide drainage calculations for the drainage system leading to the outfall to the Columbia River. Improvements to the existing drainage system may be required and will be paid by the developer. An alternate solution could include matching pre-construction and post-construction runoff from the site.
5. Developer shall provide the City with all necessary access permits from the County prior to approval of Construction Drawings.
6. Developer will coordinate with City to located refuse containers in an acceptable location.

7. Video inspection of the existing sewer system to the 9th street pump station is necessary to verify the quality and capacity of the system prior to submitting Construction Drawings. Inspection shall be completed per Oregon Standard Specifications.
8. Developer will determine what public water improvements are needed to provide adequate domestic and fire flows to this development. The improvements will be designed in such a way as to ensure the added flow does not reduce the capacity of the system or negatively impact the system. A water model will be developed by the developer and reviewed by the City appointed consultant. The developer may use the City appointed consultant to prepare the necessary water model. Improvements will need to be reviewed and approved by Oregon Health Authority and City Engineer and paid for by the developer.
9. Developer will determine what public sewer improvements are needed in order for the City to accept sewer flows from this development. This includes the overall flow development and the implications on scheduling of upgrade of the treatment facility. The improvements will be designed in such a way as to ensure the added flow does not reduce the capacity of the system or negatively impact the system. All necessary improvements will be reviewed and approved by Oregon Department of Environmental Quality and paid for by the developer.
10. Easement between lot 89 and 90 should have a barrier to prevent encroachment from property owners over access to storm and sewer pipes, or establish as a right of way.
11. All pump stations shall be on designated lots dedicated to the city.
12. It is expected that many residences of this development will want to gain access to the Fort Stevens State Park. The Developer should provide a safe road crossing to access this Park.
13. Provide the Public an easement to use and maintain existing drainages located on this property.
14. The developer shall agree to make all necessary offsite stormwater improvements if downstream deficiencies are created by the development of this property
15. Provide the City with appropriate documents to use and maintain a new local road within the County right-of-way.
16. Loop waterline on Pennyroyal Lane to Thistle Avenue.
17. NW 11th street shall have a maintenance road where possible, with proper drainage for access to water and sewer lines.
18. Developer shall collaborate with the City, if the City determines it is in their best interest to upsize and/or extend the new utilities proposed in NW 11th Street.
19. Developer shall provide a geotechnical report signed and stamped by an engineer licensed in the state of Oregon for all areas where public infrastructure will be installed.

20. Areas where proposed streets exceed a slope of 12 percent shall be redesigned to comply with WMC 16.120.020.L.4.
21. Applicant shall submit a final wetland delineation with concurrence from the Department of State Lands with the final PUD plan.
22. The access streets shall bring all sections of the homes within 150 feet of the Fire Apparatus, not just the closest portion as listed.
23. Corner radii will be 45 feet or greater.
24. The road widths must be maintained at 26 feet or greater without the curb.
 - a. One side of the street will be required to be posted No Parking Fire Lane (by signs) and the curb painted red. Sign location will be approved prior by the Fire Department.
 - b. Fire Lane and may not be encumbered in any way.
25. Pennyroyal Lane will require the same street width.
 - a. The road width must be maintained at 26 feet or greater without the curb.
 - b. A minimum 90 foot turnaround.
 - c. Signed with No Parking, Fire Lane in the turnaround. Sign location will be approved prior by the Fire Department.
26. The extension of Thistle Avenue into the NW 11th Street right-of-way as an emergency access will require upgrading the existing KOA driveway to a 26-foot wide paved road. Alternatively, Thistle Avenue may terminate at the north property line, but because segment north of the intersection with Snapdragon Way is approximately 500 feet long and exceeds the 150-foot limit found in WMC 16.120.020.L.3, a turnaround will be required with the design approved by the Fire Chief.
27. Any construction effort within the Ridge Road Right-of-way will require a *Permit to Occupy or Perform Operations within a Public or County Road*, which application forms are available online from the Clatsop County website. Engineering drawings are required for these type of improvements.
28. For the segment of Cattail Avenue that resides within the Ridge Road Right-of-way, a license agreement is required with Clatsop County for the permanent occupation of this roadway within the Ridge Road right-of-way. Or, a right-of-way vacation or County maintenance withdrawal order/agreement may be required for this segment of roadway. Clatsop County Public Works will not perform any maintenance on Cattail Avenue. A buffer is required between Ridge Road and Cattail Avenue. The buffer should consist of an earthen berm or vegetation hedge depending on topography.
29. County staff has received a request from the applicant for permission from the County to use the 11th Street corridor for utilities to serve the property. The applicant needs to prepare a report outlining, which sections of the corridor require action from the County. While the County may have had some real property interest or rights in the past, the County may not have any real property interest or rights today. The

report should have a map or diagram and list the deeds of dedication or plats that generated the 11 Street corridor.

Recommended motion: Based on the findings and conclusions of the August 3, 2017 staff report, I move to approve the preliminary plan of the Fort Pointe Planned Unit Development, exclusive of preliminary plat approval, subject to the recommended 29 conditions of approval.

Attachments


Correspondence
Resolution No. 2499
Application



Warrenton Fire Department

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

MEMORANDUM

To: Skip Urling, Community Development Director
Date: July 27, 2017
From: Tim Demers, Fire Chief 
Re: Fort Pointe Single Family Preliminary Platt Comments

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

Please note: No comments are listed pertaining to the multi-family portion as there was no submittal.

ACCESS:

The proposed access appears to be a public street, a minimum of 26 feet wide (not including the curbs). This would be the minimum width we would allow especially with streets of this length (Cattail Avenue and Thistle Avenue). Snap Dragon Way should also maintain this width. Penroyal Lane will require the same street width and a minimum 90 foot turnaround and signed with No Parking, Fire Lane in the circle as well.

If the road width remains at 26 feet wide, one side of the street will be required to be posted No Parking Fire Lane (by signs) and the curb painted red. Sign location will be approved prior by the Fire Department. It will become the Fire Lane and may not be encumbered in any way (ie speed bumps). Vertical clearance of 13 feet 6 inches must be maintained. The grade should not exceed 10% and approach and departure angles will have to be pre-approved.

The Thistle Avenue access that exits into KOA appears to create a bottle neck into an already congested and unpaved area. This exit into an existing driveway should be entering into a full width, paved road way and will require significant improvements to be considered an access.

The South end, Cattail Avenue access is across from the Parkview Apartment access and should be built as an intersection. It should also remain a full width street.

Access Conditions

1. **The access shall bring all sections of the homes within 150 feet of the Fire Apparatus, not just the closest portion as listed.**
2. **Corner radiuses will be 45 feet or greater.**
3. **The road width must be maintained at 26 feet or greater without the curb.**

- a. **One side of the street will be required to be posted No Parking Fire Lane (by signs) and the curb painted red. Sign location will be approved prior by the Fire Department.**
 - b. **Fire Lane and may not be encumbered in any way.**
4. **Thistle Avenue must be made into a full access.**
5. **Penroyal Lane will require the same street width.**
 - a. **The road width must be maintained at 26 feet or greater without the curb.**
 - b. **A minimum 90 foot turnaround.**
 - c. **Signed with No Parking, Fire Lane in the turnaround. Sign location will be approved prior by the Fire Department.**

WATER SUPPLY:

Since this is a through street, all of the homes will be required to be within 250 feet of a fire hydrant. It appears that the single family units will require a 1000 gpm fire flow based on ordinary construction and square footages less than 3,600.

The fire flow for the structures will be required to be verified and engineered to meet the 1000 gpm flow requirements. I would recommend that the new water main will be looped back onto Ridge Road to provide a more robust water system to the Forte Point Community and meet fire flows. If fire flow cannot be accomplished sprinklers may be required.

The hydrants proposed shall be a Mueller 2500 Centurion 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 locations shall be approved prior to installation by the Fire Department.

Water Supply Conditions

1. **All of the homes will be required to be within 250 feet of a fire hydrant.**
 - a. **The hydrants proposed shall be a Mueller 2500 Centurion with 2 each, 2.5 inch, and one each 4.5 inch discharge ports.**
 - b. **A 4.5 inch to 5 inch Storz connection will be provided by the developer for each hydrant.**
 - c. **Final fire hydrant locations shall be approved prior to installation by the Fire Department.**
2. **The single family units will require a 1000 gpm fire flow.**
3. **The new water main will be looped back onto Ridge Road.**

ADDRESSING:

The homes will be addressed with contrasting color numbers placed on the entrance facing the Fire Department access. The Fire Department will approve the size, color and location of the address numbers.

Addressing Conditions

- 1. The homes will be addressed with contrasting color numbers placed on the entrance facing the Fire Department access.**

SETBACK SPACING:

Setback spacing between homes must be maintained at 10 feet. Invasion of this setback will require the sub division to be sprinkled.

Setback Spacing Conditions

- 1. Setback spacing must be maintained at 10 feet on both sides of the property line between homes.**



CITY OF WARRENTON

PUBLIC WORKS

Pre-Application Review Memorandum

To: Skip Urling, Community Development Director
From: Collin Stelzig, City Engineer
Cc: Jim Dunn, Public Works Director
Date: July 28, 2017

Regarding: Fort Pointe PUD – Taxlot Key 810170001300 – Planning Submittal

The following comments apply to the planning submittal for the Fort Pointe PUD. This memorandum is intended to review the provided documents and determine the functionality of the development and provide comments to the Community Development Director and Planning Commission. This memorandum is not a detailed review of Design Documents.

Documents Reviewed

- Traffic Impact Study May 5, 2017
- Preliminary Drainage Report April 12, 2017
- Planned Unit Development Application June 19, 2017
- Drawings
 - Cover Sheet June 19, 2017
 - Site Plan June 19, 2017
 - Street & Storm Drainage Plans June 19, 2017
 - Water & Sewer Plans June 19, 2017
 - Grading and Erosion Control Plan June 19, 2017
 - 11th Street Utility Plan June 19, 2017

Comments and Conditions

1. Construction Documents shall meet all requirements of federal, state, and local standards, codes, ordinances, guidelines and/or other legal requirements.
2. Prior to approval of construction plans the developer will waive any and all rights to remonstrate against the formation of a Local Improvement District (LID) for the purpose of making sanitary sewer, storm sewer, water or street improvements that benefit the property and assessing the cost to benefited properties pursuant to the City's regulations in effect at the time of such improvement.
3. A Final Stormwater Report will be required to be submitted with final construction documents. The City has concerns with the drainage system that drains this property to the Columbia River. The developer will be required to provide drainage calculations for the drainage system leading to the outfall to the Columbia River. Improvements to the

existing drainage system may be required and will be paid by the developer. An alternate solution could include matching pre-construction and post-construction runoff from the site.

4. Developer shall provide the City with all necessary access permits from the County prior to approval of Construction Drawings.
5. Developer will coordinate with City to located refuse containers in an acceptable location.
6. Video inspection of the existing sewer system to the 9th street pump station is necessary to verify the quality and capacity of the system prior to submitting Construction Drawings. Inspection shall be completed per Oregon Standard Specifications.
7. Developer will determine what public water improvements are needed to provide adequate domestic and fire flows to this development. The improvements will be designed in such a way as to ensure the added flow does not reduce the capacity of the system or negatively impact the system. A water model will be developed by the developer and reviewed by the City appointed consultant. The developer may use the City appointed consultant to prepare the necessary water model. Improvements will need to be reviewed and approved by Oregon Health Authority and City Engineer and paid for by the developer.
8. Developer will determine what public sewer improvements are needed in order for the City to accept sewer flows from this development. This includes the overall flow development and the implications on scheduling of upgrade of the treatment facility. The improvements will be designed in such a way as to ensure the added flow does not reduce the capacity of the system or negatively impact the system. All necessary improvements will be reviewed and approved by Oregon Department of Environmental Quality and paid for by the developer.
9. It appears that wetlands will be impacted onsite, this will likely require a permit from DSL and possibly USACE. Please note that stormwater treatment and detention may be required as part of these permits.
10. Easement between lot 89 and 90 should have a barrier to prevent encroachment from property owners over access to storm and sewer pipes, or establish as a right of way.
11. All pump stations shall be on designated lots.
12. It is expected that many residences of this development will want to gain access to the Fort Stevens State Park. The Developer should provide a safe road crossing to access this Park.
13. Provide the Public an easement to use and maintain existing drainages located on this property.
14. The developer shall agree to make all necessary offsite stormwater improvements if downstream deficiencies are created by the development of this property
15. Provide the City with appropriate documents to use and maintain a new local road within the County right-of-way.
16. Loop waterline on Pennyroyal Lane to Thistle Avenue.
17. NW 11th street shall have a maintenance road where possible, with proper drainage for access to water and sewer lines.

18. Developer shall collaborate with the City, if the City determines it is in their best interest to upsize and/or extend the new utilities proposed in NW 11th Street.

Below are items that Public Works may comment on when construction plans are submitted for review:

1. Cleanouts installed outside the Paved Roadways shall be in a utility box or be protected from damage and/or burial to prevent extraneous flows into sanitary sewer.
2. All pump stations shall have flow meters and natural gas backup generators (or pumps) with propane dual fuel and a bypass port for connection of portable pumps.
3. There should be a flow meter at both ends of the sewer force main to indicate leakage where is inaccessible.
4. Mission telemetry for alarms and ultrasonic level controls on pump stations
5. All process piping at the pump stations shall be epoxy coated for corrosion control.
6. Develop a trail/ sidewalk to the soccer field. Consider measures to keep foot traffic off Ridge Road and future possibilities of trails to the soccer field.

Possible Comments:

1. Traffic was counted on April 13, 2017. How did this traffic impact study account for summer use of the recreational facilities on Ridge Road?
2. The impact study states that the intersection on Ridge Road and Peter Iredale Road has a higher CMEV, but does not suggest any changes to this intersection. It would be worth discussing the broad open access used by KOA and the vehicle stacking in the NW 11th Street right-of-way. Would limiting access at this location provide a safer intersection.

Skip Urling

From: Michael Summers <msummers@co.clatsop.or.us>
Sent: Friday, July 28, 2017 3:45 PM
To: Skip Urling
Subject: Fort Pointe PUD Application

Skip,

For the Fort Pointe PUD Application, I have the following comments:

Any construction effort within the Ridge Road Right-of-way will require a *Permit to Occupy or Perform Operations within a Public or County Road*, which application forms are available online from the Clatsop County website. Engineering drawings are required for these type of improvements.

Frontage Improvements are not required for Ridge Road.

The segment of Cattail Avenue that resides within the Ridge Road Right-of-way, a license agreement is required with Clatsop County for the permanent occupation of this roadway within the Ridge Road right-of-way. Or, a right-of-way vacation or County maintenance withdrawal order/agreement may be required for this segment of roadway. Clatsop County Public Works will not perform any maintenance on Cattail Avenue. A buffer is required between Ridge Road and Cattail Avenue. The buffer should consist of an earthen berm or vegetation hedge depending on topography.

The traffic analysis is sufficient, yet should be revised as the report indicates four access points for the development. The four access points being three full movement intersections along Ridge Road and a fourth a full movement access point onto the KOA property. The preliminary PUD improvement plans do not indicate a full movement roadway connection to the KOA property. I suspect that revising the traffic analysis to match the intent in the PUD plans will likely not change the conclusions in the study.

County staff has received a request from the applicant for permission from the County to use the 11th Street corridor for utilities to serve the property. The applicant needs to prepare a report outlining, which sections of the corridor require action from the County. While the County may have had some real property interest or rights in the past, the County may not have any real property interest or rights today. The report should have a map or diagram and list the deeds of dedication or plats that generated the 11 Street corridor.

Michael Summers, PE
Clatsop County Public Works Director

1100 Olney Avenue
Astoria OR, 97103
Phone: (503) 325-8631
Fax: (503) 325-9312

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RESOLUTION No. 2499

**A RESOLUTION CLARIFYING THE STANDARDS AND CRITERIA FOR REQUIRING
NEIGHBORHOOD PARKS ASSOCIATED WITH APPLICATIONS FOR PRELIMINARY
PLATS AND SUBDIVISIONS**

WHEREAS, Warrenton Comprehensive Plan Policy 7.330(1) calls for increasing recreational opportunities in the city; and

WHEREAS, Warrenton Comprehensive Plan Policy 7.330(6) calls for thought to be given to requiring new residential subdivisions to dedicate land for parks, pay fees in lieu of giving land or establishing privately owned and maintained recreational facilities; and

WHEREAS, the Warrenton Parks Master Plan Community Vision states “We envision a parks system that enhances the livability of Warrenton while building our community’s health, wellness, and quality of life. Our parks system will promote social, cultural and historical activities while providing a natural environment for the enjoyment of all residents and visitors. The city of Warrenton recognizes the boost in human and social capital parks improvement and maintenance projects will provide its residents;” and

WHEREAS, these policies and vision are partially implemented by the general requirements of the Land Divisions and Lot Line Adjustments chapter of the city’s development code, specifically Warrenton Municipal Code 16.216.020.I which requires neighborhood parks be included in an easily accessible location within proposed subdivisions exceeding 50 lots “and is more than one mile of an existing park...” which is ambiguous in the manner of measuring that distance; and

WHEREAS, WMC 16.216.020.I is silent of the timing of such park development in subdivisions with multiple phases.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF WARRENTON, OREGON, AS FOLLOWS:

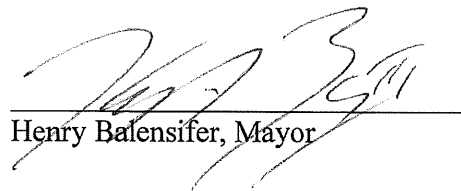
Section 1. Henceforth, the method of determining the proximity of a proposed subdivision to an existing park relative to WMC 16.216.020.I shall be from the approximate center of the proposed development by the shortest route to the edge of the existing park using an established or proposed street, road or pedestrian path.

Section 2. For subdivision applications that planned to be completed in phases, when the threshold for providing a neighborhood park is met, development of said park shall be

completed prior to the recordation the final plat of the second phase. Any additional required park development shall be completed prior to the recordation of the final plat of the last phase.

Passed by the City Commission and signed by me in authentication of its passage this 25th day of July, 2017.

APPROVED:


Henry Balensifer, Mayor

ATTEST:


Dawne Shaw, Deputy City Recorder



CITY OF WARRENTON

Minutes Warrenton Planning Commission Regular Meeting July 13, 2017

Pacific Coast Seafood Site Design Review Modification 17-1
Warrenton Community Church Conditional Use Permit 17-5
Big Beans LLC site Design Review 17-2
Antoine Simmons Skipanon Apartments Conditional Use Permit 17-4

Commissioners Present: Chair Chris Bridgens; Vice-Chair Paul Mitchell; Commissioners Vince Williams, Chris Hayward, Ken Yuill. Mike Moha had an excused absence.

Staff Present: Community Planning Director Skip Urling; Building Clerk Janice Weese

Pledge of Allegiance

Approval of Minutes: Commissioner Williams motioned to approve the June 8th 2017 minutes. Commissioner Lampi seconded. The motion passed unanimously.

Disclosure by the Commissioners: Commissioners answered no to all questions or conflicts.

Subject of Review: Pacific Coast Seafood application to modify the approved site design to add approximately 15,000 square foot of floor space for crab processing.

Public Hearing Open

Staff Report: Finds the application is very thorough. Recommends that the modification to the site design be approved subject to all the 26 conditions of approval and the pending issues with the City Engineer and Fire Chief.

Applicant or Representative Testimony:

Glen Bolen
808 SW 3rd Suite 300
Portland, OR 97205

Agreed with staffs finding and acknowledged that fire safety is a concern. The storm water and sewer will not have any waste discharged.

Commissioner Yuill asked what the proposed additional jobs would this generate. They are guaranteeing a minimum of 106 jobs created or maintained by the project. They do expect additional jobs with the crab addition. If it's not more numbers, it will be more steady employment. A number of the original employees are currently employed at the temporary facility in DelMar. They will all be returning here to the Warrenton facility. Commissioner Williams asked what percentage of more water from the city will they be using with the crab addition. The reply was that for the full production, there will be 300 more gallons per minute used.

Adam Dailey – OTAK	Dan Occhippti
4253 –A Hwy 101	16737 SE 100 30 th Avenue
Seaside, OR 97138	Clackamas, OR

Commissioner Yuill asked why the outfall was not going through our waste water treatment plant.

Mr. Occhippti had inquired about using the cities system for waste water but the city does not have the capacity to handle that. In order to take wastewater from a seafood processing operation, there would have to be significant infrastructure developed. The cost would be very extensive. For the state of Oregon it might be good to invest in our community to do a waste water treatment center that could take wastewater from multiple seafood processing plants. That would create a business advantage for that community and make it a good place for lots of seafood processers to operate.

All city and individual outfall is subject to the same regulations which is regulated by DEQ and EPA. They are working right now with DEQ putting in sophisticated water treatment equipment that will be able to treat to satisfaction. All of this goes through a grinding system before it is pumped into the Columbia. There are grinders, screens and floatation metrics to purify the water before it is discharged.

Public Testimony Closed

Discussion Among Commissioners: Thinks it's a good business plan adding the crab processing. There will be more jobs. There was a concern about how much Pacific Coast Seafood would take out of using the wastewater treatment plant. It was clarified very well on how they will be handling it.

Motion by Commissioners: Commissioner Yuill motioned to approve the modifications to the Pacific Coast Seafood's site plan with all the 26 conditions in the staff report. Commissioner Williams seconded. The motion passed unanimously.

Public Hearing Reopened

Disclosure by the Commissioners: Commissioners answered no to all questions or conflicts.

Subject of Review: A Conditional Use Permit to add a 1,750 square foot foyer to the north side of the Warrenton Christian Church.

Staff Report: This is to add a foyer only and no additional seating space. There are six criteria which has been met and in compliance. Staff recommends to approve.

Applicant or Representative Testimony

Tony Clome
1376 SE Anchor Avenue
Warrenton, OR 97146

He is the lead pastor of Warrenton Christian Church. The church just celebrated its ninetieth anniversary here in Warrenton. Our current foyer is inadequate for coming in and out of the church and between the two services. Looking forward to having this built soon.

Public Hearing Closed

Discussion Among Commissioners: Does not impact anything and seems pretty straight forward. This will help them out quite a bit.

Motion by Commissioners: Commissioner Yuell motioned to approve the Conditional Use Permit Application 17-5. Commissioner Williams seconded. The motion passed unanimously.

Public Hearing Reopened

Disclosure by the Commissioners: Commissioners answered no to all questions or conflicts. Commissioner Lampi spoke up and said he works for Big River and his office is working closely with this. He has no contact with this project so feels he can move forward with no bias.

Subject of Review: Big Beams LLC Site Design Review

Staff Report: Fort George is looking to build a 46,100 square foot storage and distribution center across from Costco and Astoria Ford in the counties North Coast Business Park. They will also have a tasting room with outside vendors in food carts and trucks to provide food. They will also have outside recreational activities such as disk golf and the potential to add more space in the future. This is an industrial use in an industrial zone. Recommends to be approved with seventeen conditions of approval. Mentioned that 19th Avenue is a county owned and maintained road; it is not a city street. Commissioner Yuell asked where the tasting room comes in as a criteria. The Planning Director replied as a accessory use. Mr. Yuell mentioned that on the proposed plans for parking it shows a restaurant. The Planning Director replied that the proposal is only for a tasting room and food carts, not a restaurant. He also clarified that the permitted use and their accessory uses are permitted in the General Industrial (I1) zone. The City Commission voted to have food carts a permitted use in the General Industrial zone.

Applicant or Representative Testimony

Jesse Graden
2525 E Burnside Street
Portland, OR 97214

Architect at Scott Edwards Architectural. Drew visual aid on white board of project. Does not have issues with the seventeen conditions of approval. The information being requested will be provided with the permit application. Wanted to talk about condition # 9 which requests a sidewalk being provided from the new Bugle Road up westward along 19th all the way to the intersection at Ensign. They have located their building in the center of the project. There is Ensign Road on the north with a sidewalk that is completed and exists there today. When the county comes in and builds Bugle Road, there will be a sidewalk along that edge. Their proposal is to add a side walk at the intersection. There is wetlands that they would like to clear and provide a small bridge over a swale. There would be a pedestrian connection in the interior of the site leading to the main entrance to the building. That path will also continue from the bridge to the building and then picks up as a sidewalk from the building's entrance eastward to Bugle Road. 19th Street is a county owned road. Have been talking with Michael Summers, the Public Works Director from the county; and he feels that isn't designed to have a sidewalk nor required given the fact that there is pedestrian access from Bugle Road as well as Ensign Lane with full sidewalk access. People coming from the Northwest of the site, will be able to come down the sidewalk on 19th and then a path to the main entrance. It will be more direct and convenient. People coming from the East side will be able to take the sidewalk along Bugle Road down and take a sidewalk along the site to the main entrance. People passing the site completely can use the sidewalk in the public right of way up Bugle and across Ensign. How the storm water is designed on 19th Street is off the roadway and into a swale. To put a curb and sidewalk in that location would require significant modification to that storm water system which would include building out the swale and a large cost to the owner. Would like to move forward with all the conditions except #9.

Commissioner Williams spoke up and said that there is a lot of foot traffic around the dog pound area, probation office and police station in that area. He is all for sidewalks being put in.

Chair Bridgens would like to see sidewalks also.

Commissioner Lampi asked where the counties responsibility is on this because they punched in the road.

The food carts on the property and where were they going to be located was asked. There are areas outside when the weather is nice and under the cover of the building when the weather is not. The food carts can also be in the parking lot area on the side.

Commissioner Mitchell wanted to make sure that the loading docks were not visible from Ensign Lane. The reply was given that there is thick vegetation and trees that will remain untouched.

Chris Nemlowill
478 Kensington

Astoria, OR 97103

Started off with 2900 square feet and by their third year in business they purchased an entire city block and expanded. They needed more space for distribution to support a 2500 square foot cooler so they purchased a building on 9th Street in Warrenton that was perfect for it and they also started putting their orders together there. They have now outgrown that facility and want to build a new distribution facility. There is a need here so they found this property in Warrenton. There will be sidewalks on two sides of the property with a path going through it. They are open to a commercial kitchen instead of food carts.

They want to have this facility inspiring so the disk golf is open to the employees and also the whole community. It will also be a good use for space until they are ready to expand and grow again.

Would like to start doing barrel aged beer in the facility.

They started with 8 employees and now have over 120.

Commissioner Yuell complimented them on how well the landscaping looks.

Public Hearing Closed

Discussion Among Commissioners: Needed clarification on the sidewalks. The Planning Director stated that there will be more foot and car traffic with all the new development in that area. It would be better to get the pedestrians off the shoulder of the road to make them safe.

Collin, the City of Warrenton Engineer, spoke up and said that it would be a difficult road through to provide a sidewalk. Drainage will be the main issue. A portion of the storm drainage swale would have to be moved.

Planning Director Mr. Urling stated that he would like to see a path meandering somewhere in the right of way between the edge of the pavement and the property. It would make the storm water management easier to work with.

There was a concern about the food carts not paying property taxes and would like to see if this facility is a success that a restaurant be put in.

It was suggested to have restaurants be allowed in the Industrial Zoning District and the Department of Land Conservatory Department did not like that request, but food carts were ok.

Public Hearing Reopened

Mr. Graden showed on the white board that the property line is somewhere located around where the swale is. To create a path between the property line and the asphalt that's separate from the roadway would require still a significant amount of work on the swale. Would still have to deal with where to put the storm water and swale; and be concerned about designing something in the right of way that would be separated from the roadway.

Public Hearing Closed

Discussion Among Commissioners: Commissioner Lampi spoke up and said that along Ensign going East up towards Airport Hill, is currently sidewalk. When Bugle Road goes in, there will be sidewalks; so there is a way to encourage foot traffic on Ensign on the existing sidewalks.

Commissioner Williams spoke up said that he understands the additional expense but feels that condition #9 should be left in.

Commissioner Mitchell voiced that it could be a path instead of a sideway and stay within condition #9.

Commissioner Mitchell expressed concern on the food carts, but likes the thought that this is being built like a campus. Likes the idea of the disk golf and taking advantage of the space that they have today up until the time they are ready to expand.

It was suggested by Commissioner Yuell that since commercial kitchens are expensive, the food trucks would be a way to cut costs to begin with, then down the road put in a commercial kitchen.

Motion by Commissioners: Commissioner Williams motioned to approve the Site Design Application 17-2 Big Beams LLC; subject to all the 17 conditions in the Staff Report recognizing that the sidewalk could be a hard surface path.

Commissioner Hayward seconded. The motion passed unanimously.

Public Hearing Opened

Disclosure by the Commissioners: Commissioners answered no to all questions or conflicts.

Subject of Review: Skipanon Apartments Conditional Use Permit 17-4

Staff Report: This is the first application for a Conditional Use Permit since the amendment to allow apartments in the General Commercial (C1) zone. This application is to develop a 37 unit apartment complex on the southwest corner of NE1st Street and NE Skipanon Dr. They will also include storage units for the tenants. The existing buildings on the property will be demolished to make room for the new complex. Meets the fire chiefs approval for the fire isle. Staff recommends approval for the Conditional Use and Site Design application with the thirteen conditions of approval.

Commissioner Yuell spoke up and expressed concern if there were enough parking spaces for the tenants and guests. Planning Director Urling stated that the standard for a two bedroom apartment is to provide 1.75 parking places per apartment.

Applicant or Representative Testimony:

Antoine Simmons
35547 Montrose Court
Astoria, OR 97103

Moved here 17 years ago. This is a place where they want to invest in. There is not affordable housing and availability in the area. The location is great and close to many

things. All the apartments will be two bedroom one bath with washer and dryers and will be around 900 square feet. They will also allow for pets. Haven't decided if they will have a resident manager on site or a local management company manage the apartments.

Commissioner Mitchell mentioned that there was no place for children to play.

Mr. Simmons replied that he wished he had the space for a playground but the site is not laid out to have one. There is a courtyard area between the three separate buildings that have a grassy area in the middle.

It was brought up that there is a city park not far from the apartments.

Doug Circosta, Project Architect
14670 SW Forest Drive
Beaverton, OR 97007

Spoke of accessible units in the apartment complex. There are two types, A and B. Accessible unit A is designed for someone with a wheelchair to use. Accessible unit B are ones that can be modified to accommodate different disabilities. All the ground floor units will have to be either type A or type B units. Only one of them will be fitted out as an accessible unit to begin with because the code requires one of those.

Once construction starts it should take approximately seven to nine months to complete.

Public Hearing Closed

Discussion Among Commissioners: Commissioner Lampi stated that this will be a huge improvement for that area. Commissioner Mitchell stated that this will be a great addition to the community and the design is great.

Commissioner Yuell is concerned if there will be enough room for parking.

Motion by Commissioners: Vice-Chair Mitchell motioned to approve the multiple family development Conditional and Site Design application with the staff recommendations of approval one through thirteen. Commissioner Hayward seconded. The motion passed unanimously.

Meeting adjourned

Attest and submitted by

Janice Weese, Building Clerk

Approved

Chris Bridgens, Planning Commission Chair