

"Making a difference through excellence of service"



CITY OF WARRENTON

**Warrenton Planning Commission
Agenda
December 14, 2017**

1. Attendance
2. Flag Salute
3. Public Hearing—The Roosevelt Preliminary Plat SUB 16-3

Action Item

4. Public Hearing—Fort Pointe PUD Single Family Dwelling Preliminary Plat SUB 17-1

Action Item

5. Approval of Minutes of August 9, 2017 Planning Commission Meeting

Action Item

6. Approval of Minutes of November 9, 2017 Planning Commission Meeting

Action Item

7. Other Business
8. Adjourn

"Making a difference through excellence of service"



CITY OF WARRENTON

December 8, 2017

To: Warrenton Planning Commission
From: Skip Urling, Community Development Director
Re: Preliminary Plat Application 16-3—The Roosevelt

A handwritten signature in blue ink, appearing to be "Skip Urling", written over the "Re:" line of the letterhead.

North River Homes has submitted application for a preliminary plat of 74 lots for single family dwellings as a continuation of the Forest Rim planned unit development. The proposed development would be on the eastern portion of Tax Lot 810340000100 south of the Clatsop County Sheriff's Office with access provided by a new street Bugle Avenue extended southerly through the Sheriff's office property from SE 19th Street and an extension of SE Willow Drive westerly from its terminus in Forest Rim.

Application was originally submitted in December, 2016 but determined incomplete. Because the applicant was working with the US Army Corps of Engineers on a wetland permit for the construction of Bugle Avenue, the requisite items missing were not submitted until August, 2017, and the application deemed complete October 5, 2017. We sent notice of the public hearing November 21 and published notice December 1, 2017.

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
- 16.120 Access and Circulation
- 16.136 Public Facilities and Standards
- 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.

16.120.020 Vehicular Access and Circulation

I. Intent and Purpose.

1. The intent of this section is to manage vehicle access to development through a connected street system, while preserving the flow of traffic in terms of safety, roadway capacity, and efficiency. Access shall be managed to maintain adequate performance standards and

to maintain the functional classification of roadways as required by the Warrenton Comprehensive Plan and Transportation System Plan. Major roadways, including highways, arterials, and collectors, serve as the primary system for moving people and goods. Access management is a primary concern on these roads. Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function. This section attempts to balance the right of reasonable access to private property with the right of the citizens of the City and the State of Oregon to safe and efficient travel. It also requires all developments to construct planned streets (arterials and collectors) and to extend local streets.

2. To achieve this policy intent, state and local roadways have been categorized in the Transportation System Plan by function. Regulations have been applied to these roadways for the purpose of reducing traffic accidents, personal injury, and property damage attributable to access systems, and to thereby improve the safety and operation of the roadway network. This will protect the substantial public investment in the existing transportation system and reduce the need for expensive remedial measures. These regulations also further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well designed road and access systems and discouraging the unplanned subdivision and development of land.

Applicant Response: Access to the subdivision is via SE 19th Street and proposed Bugle Avenue, with existing access on SE Willow Drive which goes to Highway 101 Business, and SE 19th Street and SE Chokeberry Avenue.

Staff finding: Acknowledged.

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.)

Applicant response: A traffic study by Lancaster Engineering has been conducted and is included as Exhibit G.

Staff finding: Staff reviewed the traffic impact analysis and agrees with the findings.

- 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.
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.
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.).

Applicant response: The applicant has proposed to develop the lots and driveways in accordance with Option 2 & 3 below. The subdivision does not front on an Arterial Street. There are no Double frontage lots with the exception of corner lots.

Staff finding: Staff interprets this section to apply primarily to commercial developments rather than subdivisions. Elsewhere in the application the narrative states that the streets will be dedicated to the public.

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.

Applicant response: Consolidated access points for off street parking and curb cut designs have been included with the subdivision designs and preliminary plat. The plat illustrates that the proposed access points adhere to the minimum separation required per 16.120.020(G-1 & 4)

Staff finding: Curb cut designs and spacing are not shown on the preliminary plat; these issues are typically addressed at building permit review.

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.

Applicant response: The applicant has proposed individual and/or shared access points where practical.

Staff finding: Access points to the lots are not shown on the preliminary plat; these issues are typically addressed at building permit review.

II. 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).
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).
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.
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.

Applicant response: The proposal takes these design criteria into consideration and implements the required features. Access easements will be recorded with final plat and deed recording.

Staff finding: Noted.

- 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.

Applicant response: The design proposed by the applicant adheres to the block length and design. The applicant has designed the subdivision to avoid and preserve sensitive wetland habitat. The design does not follow the typical city street block but does adhere to the standards described herein.

Pedestrian walkways and features have been designed with ADA design standards in mind and are illustrated on the plat.

Staff finding: Staff concurs with the assessment regarding block length and design. Pedestrian walkways and ADA design features are not shown on the plat, but will be reviewed with the construction plans.

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.

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.

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.

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.

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.

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.

Applicant response: The applicant has presented their design to the local fire chief for consideration. With the appropriate improvements to SE 19th Street and proposed Bugle Avenue, along with the existing improvements done to Willow Avenue connecting to Highway 101 Business, the subdivision will satisfy the criteria contained and identified within the Uniform Fire Code. The proposed Roosevelt CC&Rs attached as Exhibit D limit street parking and provide more than the required space for fire access as identified within the Uniform Fire Code. Design features illustrating compliance have been incorporated in the preliminary plat. Preliminary Design approval from the local Fire Chief has been appended as Exhibit E.

Staff finding: Exhibit E is a memo from me to Collin Stelzig, the project engineer; there is no preliminary design approval from the Fire Chief. The applicant acknowledges the street widths as appropriate with the exception of Tall Fir which will require expanded widths from 20 to 26 feet at the fire hydrants.

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.

Applicant finding: There are no vertical impingements proposed with the subdivision design.

Staff finding: Staff concurs.

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.

Applicant response: The applicant will ensure compliance with this criterion during the construction phase of development. Chapter 16.132 is addressed later in this report.

Staff finding: Staff will also ensure compliance during construction plan review.

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:

1. Continuous Pathways. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas whenever possible. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of Section 16.120.020, Vehicular Access and Circulation, and Chapter 16.136, Public Facilities Standards.
2. Safe, Direct, and Convenient Pathways. Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets, based on the following definitions:
 - a. Reasonably Direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
 - b. Safe and Convenient. Bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.
 - c. For commercial, industrial, mixed use, public, and institutional buildings, the “primary entrance” is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.
 - d. For residential buildings the “primary entrance” is the front door (i.e., facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the “primary entrance” may be a lobby, courtyard or breezeway which serves as a common entrance for more than one dwelling.
3. Connections Within Development. For all developments subject to site design review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable.
4. Street Connectivity. Pathways (for pedestrians and bicycles) shall be provided at or near mid-block where the block length exceeds the length required by Section 16.120.020. Pathways shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments, as applicable. Pathways used to comply with these standards shall conform to all of the following criteria:
 - a. Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than six feet wide.
 - b. If the streets within the subdivision or neighborhood are lighted, the pathways shall also be lighted.

- c. Stairs or switchback paths using a narrower right-of-way/easement may be required in lieu of a multi-use pathway where grades are steep.
- d. The City may require landscaping within the pathway easement/right-of-way for screening and the privacy of adjoining properties
- e. The Planning Commission or Community Development Director may determine, based upon facts in the record, that a pathway is impracticable due to: physical or topographic conditions (e.g., freeways, railroads, extremely steep slopes, sensitive lands, and similar physical constraints); buildings or other existing development on adjacent properties that physically prevent a connection now or in the future, considering the potential for redevelopment; and sites where the provisions of recorded leases, easements, covenants, restrictions, or other agreements recorded as of the effective date of the ordinance codified in this chapter prohibit the pathway connection.

Applicant response: Appropriate pedestrian improvements including lighting ADA ramps, curb cuts, crosswalks and stormwater drainage features have been incorporated into the design of the subdivision and are reflected on the preliminary plat for consideration by the hearing body. All improved areas will comply with the standards identified herein.

Staff finding: These items will be reviewed in detail upon submittal of engineering construction plans.

16.136.020 Transportation Standards

- A. Development Standards. No development shall occur unless the lot or parcel abuts a public or private street, other than an alley, for at least 25 feet and is in conformance with the provisions of Chapter 16.120, Access and Circulation, and the following standards are met:
1. Streets within or adjacent to a development shall be improved in accordance with the Comprehensive Plan, Transportation System Plan, and the provisions of this chapter;
 2. Development of new streets (public or private), and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this section, and public streets shall be dedicated to the applicable City, county or state jurisdiction;
 3. New streets and drives connected to a City collector or arterial street shall be paved; and
 4. The City may accept a future improvement guarantee [e.g., owner agrees not to remonstrate (object) against the formation of a local improvement district in the future] in lieu of street improvements if one or more of the following conditions exist:
 - a. A partial improvement may create a potential safety hazard to motorists or pedestrians;

- b. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation;
- c. The improvement would be in conflict with an adopted capital improvement plan; or
- d. The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets.

Applicant response: All lots or parcels will be provided with the appropriate access per the development standards. Design features have been incorporated in the preliminary plat and are addressed previously in the Access and Circulation section of these findings. All public streets will be improved to City standards and dedicated to the City in accordance with the criteria.

Staff finding: Staff concurs.

F. Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall conform to the design standards in Table 16.136.010. A variance shall be required in accordance with Chapter 16.272 of this Code to vary the standards in Table 16.136.010. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:

- 5. Street classification in the Transportation System Plan or Comprehensive Plan;
- 6. Anticipated traffic generation;
- 7. On-street parking needs;
- 8. Sidewalk and bikeway requirements based on anticipated level of use;
- 9. Requirements for placement of utilities;
- 10. Street lighting;
- 11. Street tree location, as provided for in Chapter 16.124;
- 12. Protection of significant vegetation and wetland and riparian areas, as provided for in Chapters 16.124 and 16.156;
- 13. Safety and comfort for motorists, bicyclists, and pedestrians;
- 14. Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided;
- 15. Access needs for emergency vehicles; and
- 16. Transition between different street widths (i.e., existing streets and new streets), as applicable.

**Table 16.136.010
 City of Warrenton Street Design Standards**

Type of Street	Average Daily Trips (ADT)	Right-of-Way Width	Curb-to-Curb Pavement Width	Motor Vehicle Travel Lanes ⁴	Median / Flex Lane ⁵	Bike Lanes or On-Street Parking (both sides)	Curb	Planting Strip ⁵	Sidewalks
<i>Arterial Roads</i>									
4-Lane Arterial	Varies	80 - 102 ft.	64 - 78 ft.	12 ft. ⁴	14 ft.	8 ft.	Yes	6 ft.	6 ft.
2-Lane Arterial	Varies	80 ft.	40 - 54 ft.	12 ft. ⁴	14 ft.	8 ft.	Yes	6 ft.	6 ft.
<i>Collector Roads</i>									
Collector Road	Varies	60 - 64 ft.	36 - 40 ft.	12 ft. ⁴	None	6-8 ft.	Yes	6 ft.	6 ft.
<i>Local Roads</i>									
Local Road	Varies	50 - 60 ft.	28 - 36 ft.	10-12 ft.	None	8 ft. parking (on one or both sides ¹)	Yes (on one or both sides)	5 ft.	5 ft. ³
Alternative Local Road²	< 250	50 ft.	20 - 28 ft. (no curbs required)	10 ft.	None	None ¹	None	5 ft.	None
Alleys	N/A	12 - 24 ft.	12 - 24 ft.	N/A	N/A	None	None	None	None
Multi-Use Paths	N/A	8 - 16 ft.	8 - 16 ft.	N/A	N/A	None	None	None	None

Applicant response: The street rights-of-way and improvements are designed to comply with the Local Road Standards and requirements established in table 16.130.010 (Below). The proposed Roosevelt CC&Rs attached as Exhibit D limit street parking and provide more than the required space for fire access as identified within the Uniform Fire Code. The preliminary plat also addressed the design and features of the proposed sidewalks, street lights, utilities, stormwater management, crosswalks and ADA features. The subdivision design also incorporates methods to protect and buffer adjacent wetlands areas.

Staff finding: The street system design generally complies with the code standard with three exceptions: The Tall Fir right-of-way is shown at 30 feet and the WMC Table 16.136.010 calls

for a minimum of 50 feet. Also, WMC 16.136.020.I.2 calls for intersections to be a minimum of 125 feet apart which the two intersections of Tall Fir are not. We note further that the extension of SE Willow Drive to the development property is illustrated as substandard.

H. Future Street Plan and Extension of Streets.

1. A future street plan shall be filed by the applicant in conjunction with an application for a subdivision in order to facilitate orderly development of the street system. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other parcels within 500 feet surrounding and adjacent to the proposed land division. The street plan is not binding; rather it is intended to show potential future street extensions with future development.
2. Streets shall be extended to the boundary lines of the parcel or tract to be developed, when the Community Development Director or Planning Commission determines that the extension is necessary to give street access to, or permit a satisfactory future division of, adjoining land. The point where the streets temporarily end shall conform to subparagraphs a through c of this paragraph:
 - a. These extended streets or street stubs to adjoining properties are not considered to be cul-de-sacs since they are intended to continue as through streets when the adjoining property is developed.
 - b. A barricade (e.g., fence, bollards, boulders or similar vehicle barrier) shall be constructed at the end of the street by the subdivider and shall not be removed until authorized by the City or other applicable agency with jurisdiction over the street. The cost of the barricade shall be included in the street construction cost.
 - c. Temporary turnarounds (e.g., hammerhead or bulb-shaped configuration) may be constructed for stub streets over 150 feet in length for a time period of up to two years. The developer shall guarantee conversion of the temporary hammerhead into a cul-de-sac that meets the standards of this Code by posting a performance bond that guarantees the required improvement within the time specified.

Applicant response: The applicant has designed the proposal around the Forest rim master plan. Street designs are incorporated to carry traffic to the edges of the proposed property in conformance with the requirements contained herein and the design proposed in the Forest Rim Master Plan.

Staff finding: Staff agrees that the preliminary plat design is generally consistent with the code standards for streets with the exceptions noted above.

16.136.030 Public Use Areas.

A. Dedication Requirements.

1. Where a proposed park, playground or other public use shown in a plan adopted by the City is located in whole or in part in a subdivision, the City may require the dedication or reservation of this area on the final plat for the subdivision.
2. If determined by the Planning Commission to be in the public interest in accordance with adopted Comprehensive Plan policies, and where an adopted plan of the City does not indicate proposed public use areas, the City may require the dedication or reservation of areas within the subdivision of a character, extent and location suitable for the development of parks and other public uses.
3. All required dedications of public use areas shall conform to Section 16.136.010(D) (Conditions of Development Approval).

Applicant response: The applicant has proposed the park dedication in the preliminary plat, and is willing to accept the appropriate conditions of approval per 16.136.010. The proposed park design is intended to be similar to the park at the Reserve in Gearhart, Oregon, and the Roosevelt Homeowners Association will own and maintain the parks pursuant to the proposed CC&R attached as Exhibit D. The Roosevelt Homeowners Association will own and maintain the parks pursuant to the proposed CC&R attached as Exhibit D.

Staff finding: Staff notes the applicant's response; see finding below regarding 16.216.020.I.

16.136.040 Sanitary Sewer and Water Service Improvements

- A. Sewers and Water Mains Required. Sanitary sewers and water mains shall be installed to serve each new development and to connect developments to existing mains in accordance with the City's construction specifications and the applicable Comprehensive Plan policies. Where City sanitary sewers are not physically or legally available to service the site, the applicant must demonstrate provisions for a suitable on-site disposal system permitted by DEQ prior to issuance of City permits. All development within a growth management (GM) zone, as identified on the official Warrenton Zoning Map, shall comply with the growth management zone standards of Chapter 16.112.

Applicant response: The applicant is proposing to extend appropriate services to the proposed lots and parcels as illustrated in the preliminary plat and in accordance with the design standards in chapter 16.112.

- B. Sewer and Water Plan Approval. Development permits for sewer and water improvements shall not be issued until the City-appointed engineer has approved all sanitary sewer and water plans in conformance with City standards.

Applicant response: This can be addressed as a condition of Approval and appended as Exhibit

- C. Over-sizing. Proposed improvements to the City sewer and water systems shall be sized to accommodate additional development within the area as projected by the Comprehensive Plan, Water System Master Plan, and/or Sanitary Sewer Master Plan. The developer shall be entitled to system development charge credits for the over-sizing.

Applicant response: The current system is oversized for the amount of development proposed now and into the future. This proposal should help utilize extra capacity and improve water quality.

- D. Permits Denied. Development permits may be restricted by the City where a deficiency exists in the existing water or sewer system which cannot be rectified by the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. Building moratoriums shall conform to the criteria and procedures contained in ORS 197.505.

Applicant response: This is an administrative function, it is not believed these issues exist at the current location.

Staff finding: While the application makes statements about the capacity of the sewer and water systems, there is no evidence supporting the claims. The city's consulting engineer calls for assessments of the two systems to ensure their capability.

16.136.050 Storm Drainage Improvements.

- A. General Provisions. The City shall issue a development permit only where adequate provisions for stormwater and floodwater runoff have been made in conformance with Chapter 16.140, Stormwater and Surface Water Management.
- B. Accommodation of Upstream Drainage. Culverts and other drainage facilities shall be large enough to accommodate potential runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the City-appointed engineer.
- C. Effect on Downstream Drainage. Where it is anticipated by the City-appointed engineer that the additional runoff resulting from the development will overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with City standards.

Applicant response: Adequate stormwater provisions are proposed and illustrated on the preliminary plat and within the impact study attached hereto as Exhibit C.

D. Easements. Where a development is traversed by a watercourse, wetland, drainage way, channel or stream, the City may require a dedication of a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance.

Applicant response: Adequate stormwater provisions are proposed and illustrated on the preliminary plat and within the impact study attached hereto as Exhibit C. If the proposal is deemed to overload the system the applicant has proposed potential overflow & retention sites on the property. If such a dedication is necessary the applicant will comply with the criteria.

Staff finding: The city's consulting engineer commented that a final stormwater report will be required to be submitted with the final construction plans and that easements shall be granted for all water quality swales and associated off-site piping. Public works also commented and will require an access facility to these stormwater components.

16.136.060 Utilities

A. Underground Utilities. All utility lines including, but not limited to, those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above. The following additional standards apply to all new land divisions, in order to facilitate underground placement of utilities:

1. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that all above ground equipment does not obstruct circulation and access aisles or impede vision clearance areas for vehicular traffic (Chapters 16.120 and 16.132);
2. The City reserves the right to approve the location of all surface mounted facilities;
3. All underground utilities, including sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets; and,
4. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.

Applicant response: All utilities are proposed for underground installation in conformance with the required criteria.

Installation of utilities will be subject to city approval. Stubs for service will comply with the criteria for 16.136.060(A4).

Staff finding: Acknowledged.

B. Easements. Easements shall be provided for all underground utility facilities.

Applicant response: Easements have been provided.

Staff finding: Acknowledged.

16.136.070 Easements

Easements for sewers, storm drainage and water quality facilities, water mains, electric lines or other public utilities shall be dedicated on a final plat, or provided for in the deed restrictions. See also Chapter 16.212, Site Design Review, and Chapter 16.216, Land Divisions and Lot Line Adjustments. The developer or applicant shall make arrangements with the City, the applicable district, and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development. The City's standard width for public main line utility easements shall be 20 feet unless otherwise specified by the utility company, applicable district, or City-appointed engineer.

Applicant response: Easements will be dedicated in accordance with the criteria and as illustrated in the final approval.

Staff finding: Acknowledged.

16.140 Stormwater & Surface Water Management

16.140.010 Natural Drainage System Maintained to Extent Feasible.

- A. To the extent practicable, all development must conform to the natural contours of the land and natural and pre-existing man-made drainage ways must remain undisturbed.
- B. To the extent practicable, lot boundaries created by partition or subdivision must coincide with natural and pre-existing man-made drainage ways to avoid the creation of lots that can be built upon only by altering such drainage ways.

Applicant response: The development proposal respects the natural drainages and avoids development in these areas.

Staff finding: Staff concurs.

16.140.020 Developments Must Drain Properly.

- A. All developments must provide an adequate drainage system to prevent the undue detention or retention of stormwater or surface water on the development site. Stormwater or surface water will not be regarded as unduly detained or retained if:
1. The detention or retention results from a technique, practice or device deliberately installed as part of an approved sedimentation or stormwater runoff control plan prepared by an engineer; or
 2. The detention or retention is not substantially different in location or degree than that experienced by the development site in its predevelopment state, unless such detention or retention presents a danger to health or safety.

Applicant response: The development has been designed with stormwater management in mind. Natural drainages will be used to the extent possible and stormwater management features will be implemented where appropriate.

Staff finding: A final stormwater report will be required with the final construction plans.

- B. No stormwater may be channeled and directed into a sewer line.

Applicant response: no stormwater is directed into sewer lines.

Staff finding: Staff concurs.

- C. Whenever practicable, the drainage system of a development must coordinate with and connect to the drainage systems or drainage ways on surrounding properties or streets.
- D. All developments must be constructed and maintained so that adjacent properties are not unreasonably burdened with stormwater runoff as a result of the developments.

Applicant response: These features are incorporated into the preliminary design for stormwater management.

Staff finding: Staff concurs.

16.140.030 Surface Water Management.

All developments must be constructed and maintained so that impacts to natural and man-made drainage ways do not unreasonably burdened upstream or downstream properties with surface water flooding as a result of the developments. More specifically:

- A. 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; and
- B. 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 greater than the pre-development volume and/or rate.
- C. 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.

Applicant response: These features are incorporated into the preliminary design for stormwater management.

Staff finding: Staff concurs, but will require a final stormwater report with the submittal of final construction drawings.

16.140.040 Erosion and Sediment Control.

- A. For projects that disturb over one acre, applicants must apply to Oregon Department of Environmental Quality (DEQ) for a National Pollutant Discharge Elimination Control System (NPDES) 1200(C) permit.

Applicant response: A 1200C permit will be acquired prior to construction and presented at the time of development.

Staff finding: Acknowledged.

- B. Erosion and sediment control plans are required by the City as a component of the site plan for all plats and all projects which require site plan review. Erosion control plans must be designed to the specifications as outlined in this chapter.
- C. Development of the land may not begin (and no building permits may be issued) until the City-appointed engineer approves the erosion control plan.
- D. For purposes of this section, “disturb” means any use of the land by any person in any development, and/or road construction and maintenance that results in a change in the natural cover or topography that may cause or contribute to sedimentation. Sedimentation occurs whenever solid particulate matter, mineral or organic, is transported by water, air, gravity or ice from the site of its origin.

Applicant response: Erosion control measures are discussed on the preliminary plat. The applicant will contain all drainage on site and ensure proper erosion control methods are adhered to for the duration of the project

Staff finding: the 1200C permit and inspections during construction will ensure compliance.

CHAPTER 16.216 LAND DIVISIONS AND LOT LINE ADJUSTMENTS

Chapter 16.216.020 General Requirements

A. Phased Development.

- a. The City may approve a time schedule for developing a subdivision in phases, but in no case shall the actual construction time period (i.e., for required public improvements, utilities, streets) for any partition or subdivision phase be greater than two years without reapplying for a preliminary plat.
- b. The criteria for approving a phased land division proposal are:
- c. Public facilities shall be constructed in conjunction with or prior to each phase;
- d. The development and occupancy of any phase dependent on the use of temporary public facilities shall require City Commission approval. Temporary facilities shall be approved only upon City receipt of bonding or other assurances to cover the cost of required permanent public improvements, in accordance with Section 16.216.090. A temporary public facility is any facility not constructed to the applicable City or district standard;
- e. The phased development shall not result in requiring the City or a third party (e.g., owners of lots) to construct public facilities that were required as part of the approved development proposal; and
- f. The application for phased development approval shall be reviewed concurrently with the preliminary plat application and the decision may be appealed in the same manner as the preliminary plat.

Applicant response: The applicant is proposing a three phased approach to the development. The hearing body may establish an appropriate timeline based upon this request. Phases have been depicted on the preliminary plat. The applicant is requesting a 2yr-1yr-1yr phased approach, with one extension per phase if necessary.

Staff finding: Staff supports the proposed timing on the three phases.

- 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.
 1. Size.

- a. 30,000 square feet for the first 50 lots;
 - b. For each additional 50 lots an additional 10,000 square feet shall be added to the size of the park; or
 - c. The park may be divided and placed to create more than one park in the subdivision.
2. Location. The neighborhood park shall be located in the proposed subdivision, which is easily accessible to its users.
 3. Maintenance. The neighborhood park shall be the responsibility of the Homeowners Association and/or the CC&Rs of the subdivision, unless dedicated to the City.

Applicant response: While the Roosevelt is within one mile of the existing Forest Rim Park, parks satisfying the criteria are proposed and designed in accordance with the specified criteria located in the South East quadrant of the subdivision and at the entrance of SE Willow Drive and proposed Bugle Avenue.

Staff finding: The proposed 74 lot subdivision would require 30,000 square feet of neighborhood park space. Presently, the application is showing 26,280 square feet of land inside Tall Fir Drive to be developed similar to a park in Gearhart and an unquantified area at the intersection of Bugle Avenue and SE Willow Drive without a development description. The Tall Fir park area may change as the plat is modified to comply with the 50-foot right-of-way standard for Tall Fir Drive. However, there appears to be sufficient area at the Bugle/Willow site to meet the basic requirement. These areas shall be deeded to the homeowners association and park facilities shall be installed by the time Phase 2 is recorded pursuant to city Resolution No. 2499.

CONCLUSIONS AND RECOMMENDATION

The application for the Roosevelt Preliminary Plat is generally consistent with the applicable criteria of the city's development code. Staff recommends the Planning Commission approve the preliminary plat with the following conditions which will shore up the application discrepancies and ensure compliance with all code standards and criteria.

1. Detailed construction drawings for the proposed grading, road, drainage and utility facilities shall be submitted to the City for review by the Public Works Department prior to approval for construction of project improvements.
2. Construction documents shall meet all requirements of federal, state and local standards, codes, ordinances, guidelines and 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 the 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 the final construction documents.
5. Prior to the submittal of construction plans, the developer shall prepare an assessment of the adequacy of the water system to address domestic and fire flow requirements of the development. The assessment will address what public water improvements are needed to meet capacity needs. The improvements will be designed in such a way as to ensure the added demand does not negatively impact the system or system capacity. 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 the City Engineer and paid for by the developer.
6. Prior to the submittal of construction plans, the developer shall prepare an assessment of the downstream sewer collection system including pumping and treatment capacity. The capacity assessment will identify what public sewer improvements are needed in order for the City to accept the sewer flows from this development. This includes the implications on scheduling of upgrades to the treatment facility. The improvements will be designed in such a way as to ensure the added flow does not negatively impact the system or system capacity. All necessary improvements will be reviewed and approved by Oregon Department of Environmental Quality and paid for by the developer.
7. The site for the sewer pump station and the force main alignment shall be placed in an easement conveyed to the city. Easement documents for the required offsite force main shall be reviewed by the City and recorded prior to approval of construction drawings.
8. Sewer pump station design shall comply with the requirements of the engineering standards as well as the additional current standards for telemetry, flow metering and piping specifications.
9. The developer shall demonstrate that the alignment for the force main has suitable access for future maintenance.
10. The developer shall provide for air and vacuum release on the force main.
11. The developer shall provide an analysis of the required gravity sewer system needed to serve future phases as identified in the Forest Rim Master Plan in order to maximize the service area for the proposed sewer pump station and provide appropriate capacity.
12. The sewer pump station, force main and required portions of the gravity sewer system shall be completed as part of Phase 1 improvements. Also as part of Phase 1, a temporary access easement and gravel maintenance road to the pump station site shall be provided for city use.

13. The developer shall prepare and submit a design for erosion control associated with site construction. Demonstrate compliance with Oregon Department of Environmental Quality 1200 C Stormwater General Permit requirements. Provisions shall be made to minimize tracking of sediment onto public streets and for the flow of site soils into drainage ways.
14. A geotechnical assessment will be required to justify street paving sections and site grading conditions.
15. An easement to the City shall be provided for all water quality swales and associated offsite piping.
16. An easement to the City shall be provided where stormwater piping is placed out of or within 5 feet of right of way boundaries, as is the case for the south end of the Park Tract and adjacent to lots 12 and 29.
17. The developer shall agree to make all necessary offsite stormwater improvements if downstream deficiencies are created by the development of this property.
18. The layout design of Tall Fir Drive must be modified to comply with Warrenton Municipal Code Standards as follows:
 - WMC 16.136.020.F and table 16.136.010: Minimum right of way width for local roads shall be 50 feet.
 - WMC 16.136.020.I.2 Minimum street intersection spacing for local streets shall be 125 feet. The shorter spacing as shown does not appear to meet the exception of being designed in order to provide the neighborhood amenity.
 - The “Alternative Local Street” standard for a 20-foot pavement width is acceptable provided that no parking shall be allowed on the street and street signage shall be provided to address this prohibition. The pavement also shall be widened to 26 feet for 20 feet on either side of all fire hydrants.
19. The street section for the proposed connecting section of SE Willow Drive shall match the existing section to the east including a curb-to-curb width of 36 feet and sidewalk on one side.
20. The segment of Bugle Avenue extending off site to the north shall have a street section that matches the section as shown for the onsite portion of Bugle Avenue including a curb-to-curb width of 36 feet and sidewalk on both sides.
21. Install full lane width, reflective traffic barrier at dead end of Bugle Avenue.
22. Street lighting shall be installed for all public streets in accordance with the criteria contained in the design standards.
23. The project contractor shall secure a permit for work in the public right of way from Clatsop County in accordance with Warrenton Municipal Code.

24. Applicant shall provide an analysis of site soil corrosivity and shall coordinate with the Public Works Director on the need to address corrosion mitigation as it affects pipe, fittings and services.
25. Applicant shall provide as-built drawings and certification by a registered engineer in accordance with adopted criteria for all improvements, prior to acceptance by the City.
26. The Roosevelt / Bugle access road must be established out to SE 19th Street in order to provide acceptable access and egress as an addition to the Forrest Rim subdivision. The street is a full 36 feet wide and would allow parking on both sides.
27. All points around the future structures must be accessed within 150 feet of the street.
28. All protected property must be within 250 feet of a Fire Hydrant, on a through street
29. Water supply for the development will need to be calculated depending on the size and construction type of the residences. Homes less than 3,600 square feet will require fire flows of 1000 GPM. Current hydrant flows will need to be verified by the developer and flows calculated at new proposed locations to confirm adequate fire flows.
30. Fire hydrants shall be a Mueller 2500 Centurion with 2 each, 2.5 inch, and one each 4.5 inch discharge ports. A permanent 4.5 inch to 5 inch Storz connection will be provided by the developer. Final fire hydrant locations shall be approved by the Fire Department.
31. The building will be addressed with contrasting color letters placed on the building facing the Fire Department access. The Fire Department will approve the size, color and location of the address numbers.

Skip Urling

From: Kyle Sharpsteen
Sent: Friday, December 01, 2017 9:24 AM
To: Skip Urling
Subject: Roosevelt comments

Skip

The few comments that we have from looking at the plans for Roosevelt are.

For the storm water system, specifically the swales. Who's responsibility will it be to maintain these systems. Conditions may need to be added to the cc&r to require the maintenance by the association. If they will be public we need to be sure to consider physical access by our equipment as well as any easements.

The sewer force main from the proposed pump station travels between lots 37 and 38. There must be an utility easement established for the pipeline

The sewer line on Timer County Drive does not show a manhole at the end of the line(in-front of lot 73) That needs to be a manhole and added to any manhole labeling schedule.

For the water system. Our current standard is coper service lines. The adjacent neighborhood in forest rim we have realized highly corrosive soils are effecting the copper lines in that area. We do not currently have a design standard for a pex type service pipe but we have been replacing those failing coper services with a munipex water service line. This means that we also have had to cut into the road in many locations. We would like to make an update to allow for these type of services when the soils are corrosive. Im not sure how we would proceed with this, but we don't want to be in the same situation where we are replacing failed copper services and cutting up the asphalt on new roads.

Thank you

Kyle Sharpsteen
Public Works Operations Manager
503.298.9306
45 SW 2nd Street
PO Box 250
Warrenton, OR 97146
kyle@ci.warrenton.or.us

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Job No.: WTN-01-001

Date: December 2, 2017

To: Skip Urling, Community Development
Director, City of Warrenton



Harper
Houf Peterson
Righellis Inc.

ENGINEERS ♦ PLANNERS
LANDSCAPE ARCHITECTS ♦ SURVEYORS

From: Rob VanderZanden, P.E., Development Review Consultant

Project/Subject: The Roosevelt Subdivision – Preliminary Plat Submittal: File SUB16-3

Fax - Number: _____; Number of pages 3
(If you did not receive the correct number of pages, please call 360-750-1131)

E-mail Mail Hand Deliver Interoffice

This memo constitutes the review of the preliminary plat application and recommendations for development conditions for the plat of The Roosevelt Subdivision. The following documents were reviewed in conjunction with the municipal code and development standards:

- Preliminary Plat including preliminary civil design drawings consisting of 25 sheets, prepared by Richard Stelzig Engineering and dated August 21, 2015 with August 2017 revisions.
- Preliminary design for “Secondary Access Road-Forest Rim Subdivision” an off-site access improvement. Drawings include road plan and profile with details for a total of 17 sheets and are dated July 22, 2015 with revisions noted as “10/27”.
- Pre-application meeting findings prepared by City of Warrenton dated December 17, 2015.
- Transportation Impact Study prepared by Lancaster Engineering dated July 31, 2017.

Comments and Recommended Conditions:

1. Detailed construction drawings for the proposed grading, road, drainage and utility facilities shall be submitted to the City for review by the Public Works Department prior to approval for construction of project improvements.
2. Construction documents shall meet all requirements of federal, state and local standards, codes, ordinances, guidelines and 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 the 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 the final construction documents.
5. Prepare an assessment of the adequacy of the water system to address domestic and fire flow requirements of the development. The assessment will address what public water improvements are needed to meet capacity needs. The improvements will be designed in such a way as to as to ensure the added demand does not negatively impact the system or system capacity. 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 the City Engineer and paid for by the developer.

6. Prepare an assessment of the downstream sewer collection system including pumping and treatment capacity. The capacity assessment will identify what public sewer improvements are needed in order for the City to accept the sewer flows from this development. This includes the implications on scheduling of upgrades to the treatment facility. The improvements will be designed in such a way as to ensure the added flow does not negatively impact the system or system capacity. All necessary improvements will be reviewed and approved by Oregon Department of Environmental Quality and paid for by the developer.
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8. Sewer pump station design shall comply with the requirements of the engineering standards as well as the additional current standards for telemetry, flow metering and piping specifications.
9. Demonstrate that the alignment for the force main has suitable access for future maintenance.
10. Provide for air and vacuum release on the force main.
11. Provide an analysis of the required gravity sewer system needed to serve future phases as identified in the Forest Rim Master Plan in order to maximize the service area for the proposed sewer pump station and provide appropriate capacity.
12. The sewer pump station, force main and required portions of the gravity sewer system shall be completed as part of Phase 1 improvements. Also as part of Phase 1, a temporary access easement and gravel maintenance road to the pump station site shall be provided for city use.
13. Prepare and submit a design for erosion control associated with site construction. Demonstrate compliance with Oregon Department of Environmental Quality 1200 C Stormwater General Permit requirements. Provisions shall be made to minimize tracking of sediment onto public streets and for the flow of site soils into drainage ways.
14. A geotechnical assessment will be required to justify street paving sections and site grading conditions.
15. An easement to the City shall be provided for all water quality swales and associated offsite piping.
16. An easement to the City shall be provided where stormwater piping is placed out of or within 5 feet of right of way boundaries, as is the case for the south end of the Park Tract and adjacent to lots 12 and 29.
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18. The layout design of Tall Fir Drive must be modified to comply with Warrenton Design Standards as follows:
 - WMC 16.136.020.F and table 16.136.010: Minimum right of way width for local roads shall be 50 feet.
 - WMC 16.136.020.I.2 Minimum street intersection spacing for local streets shall be 125 feet. The shorter spacing as shown does not appear to meet the exception of being designed in order to provide the neighborhood amenity.
 - The "Alternative Local Street" standard for a 20-foot pavement width is acceptable provided that no parking shall be allowed on the street and street signage shall be provided to address this prohibition.
19. The street section for the proposed connecting section of SE Willow Drive shall match the existing section to the east including a curb-to-curb width of 36 feet and sidewalk on one side.


20. The segment of Bugle Avenue extending off site to the north shall have a street section that matches the section as shown for the onsite portion of Bugle Avenue including a curb-to-curb width of 36 feet and sidewalk on both sides.
21. Install full lane width, reflective traffic barrier at dead end of Bugle Avenue.
22. Street lighting shall be installed for all public streets in accordance with the criteria contained in the design standards.
23. The project contractor shall secure a permit for work in the public right of way in accordance with Warrenton Municipal Code.
24. Applicant shall provide an analysis of site soil corrosivity and shall coordinate with the Public Works Director on the need to address corrosion mitigation as it affects pipe, fittings and services.
25. Applicant shall provide as-built drawings and certification by a registered engineer in accordance with adopted criteria for all improvements, prior to acceptance by the City.



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: November 27, 2017
From: Tim Demers, Fire Chief 
Re: Roosevelt Subdivision

Access:

Access must be established through to Willow Drive. The Fire Department sees this as a bottleneck for access and egress for the Roosevelt subdivision. The connecting street shall be a minimum of 26 feet wide (exclusive of the curb) with no parking allowed on either side. It will be required to be signed appropriately and the curb painted red. Further this connection should be maintained as a public street for enforcement purposes. Corner radiuses will be 45 feet or greater and must facilitate making 90 degree turns from the near traffic lane. It does not appear this is the case, according to the drawings.

The Roosevelt / Bugle access road must be established out to SE 19th Street in order to provide acceptable access and egress as an addition to the Forrest Rim subdivision. The street is a full 36 feet wide and would allow parking on both sides.

All of the other drives (with the exception of Tall Fir) appear to be 28 feet wide, inside the curbs, and would require one side of the street to be posted and enforced no parking. These also appear to be public streets for enforcement purposes.

Tall Fir Drive, the one way, has a 20 foot width that will require no parking on either side of the street and increased widths to 26 feet that extend 20 feet on each side of each fire hydrant. This street should also be public to ensure enforcement.

All points around the structures must be accessed within 150 feet.

Corner radiuses will be 45 feet or greater or pre-approved prior by the Fire Department.

WATER SUPPLY & FIRE HYDRANTS:

All protected property must be within 250 feet of a Fire Hydrant, on a through street..

Water supply for the development will need to be calculated depending on the size and construction type of the residences. Homes less than 3,600 square feet will require fire flows of 1000 GPM. Current hydrant flows will need to be verified by the developer and flows calculated at new proposed locations to confirm adequate fire flows.

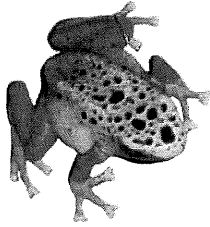
Fire hydrants shall be a Meuller 2500 Centurion with 2 each, 2.5 inch, and one each 4.5 inch discharge ports. A permanent 4.5 inch to 5 inch Storz connection will be provided by the developer. Final fire hydrant locations shall be approved by the Fire Department.

ADDRESSING:

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

MISC:

All infra-structure must be in place before building may commence.



Frog Consulting LLC

ROOSEVELT SUBDIVISION

Subdivision Type III

Application and Findings

Applicant	North River Homes, LLC P.O. Box 716 Astoria, OR 97103	
Owner	Warrenton Fiber Company P.O. Box 100 Warrenton, OR 97146	
Agent:	Frog Consulting 469 Lexington Avenue Astoria, OR 97103	
Applicable Criteria and Standards	Table of Contents Development Code Section 16.120 Access and Circulation 3 Findings 3 16.120.010 Purpose 3 16.120.020 Vehicular Access and Circulation 3 16.120.030 Pedestrian Access and Circulation 9 Development Code Section 16.136 Public Facilities and Standards 10 Findings 10 16.136.010 Purpose and Applicability. 10 16.136.020 Transportation Standards. 11 16.136.030 Public Use Areas. 17 16.136.040 Sanitary Sewer and Water Service Improvements. 18 16.136.050 Storm Drainage Improvements. 18 16.136.060 Utilities. 19 16.136.070 Easements. 19 16.136.080 Construction Plan Approval and Assurances. 20 16.136.090 Installation. 20 Development Code Section 16.140 Stormwater & Surface Water Management 21 Findings 21 16.140.010 Natural Drainage System Maintained to Extent Feasible. 21 16.140.020 Developments Must Drain Properly. 21 16.140.030 Surface Water Management. 21 16.140.040 Erosion and Sediment Control. 21 16.140.050 Stormwater System Design. 22 16.140.060 Illegal Discharge of Materials Into the Stormwater System. 22	



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Property Location:	The subject property is located East of US Highway 101 in Warrenton and South of Ensign Lane and Business 101. A vicinity map has been provided with the preliminary plat.	

DEVELOPMENT CODE SECTION 16.120 ACCESS AND CIRCULATION	FINDINGS
16.120.010 Purpose	
<p>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.</p>	<p>The Applicant has incorporated design features to ensure compliance with these criteria.</p>
16.120.020 Vehicular Access and Circulation	
<p>A. Intent and Purpose.</p> <ol style="list-style-type: none"> 1. The intent of this section is to manage vehicle access to development through a connected street system, while preserving the flow of traffic in terms of safety, roadway capacity, and efficiency. Access shall be managed to maintain adequate performance standards and to maintain the functional classification of roadways as required by the Warrenton Comprehensive Plan and Transportation System Plan. Major roadways, including highways, arterials, and collectors, serve as the primary system for moving people and goods. Access management is a primary concern on these roads. Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function. This section attempts to balance the right of reasonable access to private property with the right of the citizens of the City and the State of Oregon to safe and efficient travel. It also requires all developments to construct planned streets (arterials and collectors) and to extend local streets. 2. To achieve this policy intent, state and local roadways have been categorized in the Transportation System Plan by function. Regulations have been applied to these roadways for the purpose of reducing traffic accidents, personal injury, and property damage attributable to access systems, and to thereby improve the safety and operation of the roadway network. This will protect the substantial public investment in the existing transportation system and reduce the need for expensive remedial measures. These regulations also further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well designed road and access systems and discouraging the unplanned subdivision and development of land. 	<p>See finding above. The applicant is proposing road and access systems consistent with development standards.</p> <p>Access to the subdivision is via SE 19th Street and proposed Bugle Avenue, with existing access on SE Willow Drive which goes to Highway 101 Business, and SE 19th Street and SE Chokeberry Avenue.</p>
<p>B. Applicability. This chapter shall apply to all transportation facilities and improvements (e.g., public and private streets, driveways, multi-use paths, etc.) within the City and to all properties that abut these facilities. Additional standards can be found in Chapter 16.136, Public Facilities Standards.</p>	<p>Chapter 16.136 is addressed later in this document. See Finding Above.</p>
<p>C. Access Permit Required. Access to a street requires an access permit in accordance with the following procedures:</p> <ol style="list-style-type: none"> 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. 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 	<p>Proposed access is via SE 19th Street and proposed Bugle Avenue, with existing access on SE Willow Drive which goes to Highway 101 Business, and SE 19th Street and SE Chokeberry Avenue. Clatsop County has</p>

<p>City, in which case the City shall determine whether access is granted based on adopted City standards.</p>	<p>agreed on access to the 74 lot Roosevelt Subdivision if the roads are built to Warrenton standards, and this agreement is included as Exhibit H.</p>
<p>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.)</p>	<p>A traffic study by Lancaster Engineering has been conducted and is included as Exhibit G.</p>
<p>E. Conditions of Approval. The City or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system. Access to and from off-street parking areas (other than driveways that serve single-family, two-family, or three-family dwellings) shall not permit backing onto a public street.</p>	<p>The applicant has designed the subdivision with consideration toward the access and circulation criteria. If additional conditions are necessary the applicant will address them at the development stage.</p>
<p>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.</p> <ol style="list-style-type: none"> 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. 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. 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 	<p>The applicant has proposed to develop the lots and driveways in accordance with Option 2 & 3 below.</p> <p>The subdivision does not front on an Arterial Street.</p> <p>There are no Double frontage lots with the exception of corner lots.</p>

<p>and the sidewalk or street; maintenance shall be assured by the owner (i.e., through homeowner's association, etc.).</p> <p>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.)</p>	
<p>G. Access Spacing. Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:</p> <ol style="list-style-type: none"> 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. 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. 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. 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. 	<p>Consolidated access points for off street parking and curb cut designs have been included with the subdivision designs and preliminary plat. The plat illustrates that the proposed access points adhere to the minimum separation required per 16.120.020(G-1 & 4)</p>
<p>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</p>	<p>The applicant has proposed individual and/or shared access points where practical.</p>

<p>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.</p>	
<p>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:</p> <ol style="list-style-type: none"> 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). 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). 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. 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. 	<p>The proposal takes these design criteria into consideration and implements the required features. Access easements will be recorded with final plat and deed recording.</p>
<p>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:</p> <ol style="list-style-type: none"> 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. 	<p>The design proposed by the applicant adheres to the block length and design. The applicant has designed the subdivision to avoid and preserve sensitive wetland habitat. The design does not follow the typical city street block but does adhere to the standards described herein. Pedestrian walkways and features have been designed with ADA design standards in mind and are illustrated on the plat.</p>
<p>K. <u>Driveway Openings and Widths</u>. 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:</p>	<p>The proposed driveway access points and curb cuts are in compliance with the standards identified in 16.120.020 (K)</p>

<ol style="list-style-type: none"> 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. 5. <u>Setback Required.</u> 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. 6. <u>Driveway Aprons.</u> 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. 7. <u>Driveway Approaches.</u> 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. 8. <u>Loading Area Design.</u> 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. 	
<p>L. <u>Fire Access and Circulation.</u> 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.</p> <ol style="list-style-type: none"> 1. <u>Required Access.</u> 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. 2. <u>Dimensions.</u> Fire apparatus roads shall have an unobstructed width of not less 	<p>The applicant has presented their design to the local fire chief for consideration. With the appropriate improvements to SE 19th Street and proposed Bugle Avenue, along with the existing improvements done to Willow Avenue connecting to Highway 101 Business, the subdivision will satisfy the criteria contained and identified within the</p>

<p>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.</p> <p>3. <u>Turnaround Required.</u> 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.</p> <p>4. <u>Grade.</u> 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.</p> <p>5. <u>Parking Areas.</u> 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.</p>	<p>Uniform Fire Code. The proposed Roosevelt CC&Rs attached as Exhibit D limit street parking and provide more than the required space for fire access as identified within the Uniform Fire Code. Design features illustrating compliance have been incorporated in the preliminary plat.</p> <p>Preliminary Design approval from the local Fire Chief has been appended as Exhibit E.</p>
<p>M. <u>Vertical Clearances.</u> 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.</p>	<p>There are no vertical impingements proposed with the subdivision design.</p>
<p>N. <u>Vision Clearance.</u> 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</p>	<p>The applicant will ensure compliance with this criterion during the construction phase of development. Chapter 16.132 is address later in this report.</p>
<p>O. <u>Construction.</u> The following development and maintenance standards shall apply to all driveways, parking areas, and private streets in the City of Warrenton:</p> <p>1. <u>Surface Options.</u> All driveways, parking areas, aisles, and turn-a-rounds in the City of Warrenton shall be paved with asphalt, concrete, or other comparable surfacing. A durable non-paving material may be used for driveways and private streets that serve three or fewer residential dwelling units and in other instances where the need to reduce surface water runoff and protect water quality can be demonstrated through adequate findings of fact submitted by the applicant and/or property owner as part of the development proposal. All paving and non-paving surfaces shall meet City construction standards and shall be subject to review and approval by the Community Development Director, City-appointed engineer, and/or Planning Commission.</p> <p>2. <u>Surface Water Management.</u> All driveways, parking areas, aisles and turn-a-rounds shall have on-site collection or infiltration of surface waters to eliminate sheet flow of such waters onto public rights-of-way and abutting property. Surface water facility plans shall be prepared by a qualified person and constructed in conformance with City standards. Such plans shall attempt to follow the principle that water falling on a given site should be absorbed or retained on-site to the extent that the quantity and rate of water leaving the site after the development would not be significantly different than if the site had remained undeveloped.</p> <p>3. <u>Driveway Aprons.</u> When driveway approaches or “aprons” are required to connect driveways to the public right-of-way, they shall be paved with concrete</p>	<p>The applicant is proposing to use asphalt paving for the road construction and appropriate surface water management systems have been designed and incorporated with the preliminary plat.</p> <p>Driveway aprons and design criteria for curb cuts and access points were discussed previously and incorporate these design requirements.</p>

<p>surfacing and meet City construction standards.</p>	
<p>16.120.030 Pedestrian Access and Circulation</p>	
<p>A. <u>Pedestrian Access and Circulation</u>. 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:</p> <ol style="list-style-type: none"> 1. <u>Continuous Pathways</u>. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas whenever possible. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of Section 16.120.020, Vehicular Access and Circulation, and Chapter 16.136, Public Facilities Standards. 2. <u>Safe, Direct, and Convenient Pathways</u>. Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets, based on the following definitions: <ol style="list-style-type: none"> a. <u>Reasonably Direct</u>. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users. b. <u>Safe and Convenient</u>. Bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations. c. For commercial, industrial, mixed use, public, and institutional buildings, the “primary entrance” is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance. d. For residential buildings the “primary entrance” is the front door (i.e., facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the “primary entrance” may be a lobby, courtyard or breezeway which serves as a common entrance for more than one dwelling. 3. <u>Connections Within Development</u>. For all developments subject to site design review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable. 4. <u>Street Connectivity</u>. Pathways (for pedestrians and bicycles) shall be provided at or near mid-block where the block length exceeds the length required by Section 16.120.020. Pathways shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments, as applicable. Pathways used to comply with these standards shall conform to all of the following criteria: <ol style="list-style-type: none"> a. Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than six feet wide. b. If the streets within the subdivision or neighborhood are lighted, the pathways shall also be lighted. c. Stairs or switchback paths using a narrower right-of-way/easement may be required in lieu of a multi-use pathway where grades are steep. d. The City may require landscaping within the pathway easement/right-of-way for screening and the privacy of adjoining properties 	<p>Appropriate pedestrian improvements including lighting ADA ramps, curb cuts, crosswalks and stormwater drainage features have been incorporated into the design of the subdivision and are reflected on the preliminary plat for consideration by the hearing body. All improved areas will comply with the standards identified herein.</p>

<p>e. The Planning Commission or Community Development Director may determine, based upon facts in the record, that a pathway is impracticable due to: physical or topographic conditions (e.g., freeways, railroads, extremely steep slopes, sensitive lands, and similar physical constraints); buildings or other existing development on adjacent properties that physically prevent a connection now or in the future, considering the potential for redevelopment; and sites where the provisions of recorded leases, easements, covenants, restrictions, or other agreements recorded as of the effective date of the ordinance codified in this chapter prohibit the pathway connection.</p>	
<p>B. <u>Design and Construction</u>. Pathways shall conform to all of the standards in paragraphs 1 through 5 of this subsection:</p> <ol style="list-style-type: none"> 1. <u>Vehicle/Pathway Separation</u>. Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised six inches and curbed, or separated from the driveway/street by a five-foot minimum strip with bollards, a landscape berm, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps. 2. <u>Housing/Pathway Separation</u>. Pedestrian pathways shall be separated a minimum of five feet from all residential living areas on the ground floor, except at building entrances. Separation is measured as measured from the pathway edge to the closest dwelling unit. The separation area shall be landscaped in conformance with the provisions of Chapter 16.128. No pathway/building separation is required for commercial, industrial, public, or institutional uses. 3. <u>Crosswalks</u>. Where pathways cross a parking area, driveway, or street (“crosswalk”), they shall be clearly marked with contrasting paving materials, humps/raised crossings, or painted striping. An example of contrasting paving material is the use of a concrete crosswalk through an asphalt driveway. If painted striping is used, it shall consist of thermo-plastic striping or similar type of durable application. 4. <u>Pathway Surface</u>. Pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least six feet wide, and shall conform to ADA requirements. Multi-use paths (i.e., for bicycles and pedestrians) shall be the same materials, at least six feet wide. (See also Chapter 16.136, Public Facilities Standards, for public multi-use pathway standards.) 5. <u>Accessible Routes</u>. Pathways shall comply with the Americans with Disabilities Act, which requires accessible routes of travel. 	<p>See Previous Findings</p>
<p>Summary</p>	<p>The Proposal is Consistent with the Design Standards for Access & Circulation or can be Conditioned as Necessary for Approval.</p>

<p>DEVELOPMENT CODE SECTION 16.136 PUBLIC FACILITIES AND STANDARDS</p>	<p>FINDINGS</p>
<p>16.136.010 Purpose and Applicability.</p>	
<p>A. <u>Purpose</u>. The purpose of this chapter is to provide planning and design standards for public and private transportation facilities and utilities. Streets are the most common</p>	<p>The applicant has designed the subdivision</p>

<p>public spaces, touching virtually every parcel of land. Therefore, one of the primary purposes of this chapter is to provide standards for attractive and safe streets that can accommodate vehicle traffic from planned growth, and provide a range of transportation options, including options for driving, walking, bus transit, and bicycling. This chapter implements portions of the City's Transportation System Plan.</p> <p><u>Important Cross-Reference to Other Standards.</u> The City requires that public and private streets provide direct and convenient access, including regular intersections. Chapter 16.120, Access and Circulation, provides standards for intersections and blocks, and requires pedestrian access ways to break up long blocks.</p>	<p>in accordance with the City's Master plan for public facility extensions and is proposing to adhere to the standards identified herein. See Previous findings for Adherence to 16.120.</p>
<p>B. <u>When Standards Apply.</u> Unless otherwise provided, the standard specifications for construction, reconstruction or repair of transportation facilities (public or private), utilities and other public improvements within the City shall occur in accordance with the standards of this chapter. No development may occur unless the public (or private, in some instances) facilities related to development comply with the public facility requirements established in this chapter.</p>	<p>All development will comply with the facility requirements contained herein.</p>
<p>C. <u>Standard Specifications.</u> The City shall establish standard construction specifications consistent with the design standards of this chapter and application of engineering principles. They are incorporated in this Code by reference.</p>	<p>This Criterion is Administrative</p>
<p>D. <u>Conditions of Development Approval.</u> No development may occur unless required public facilities are in place or guaranteed, in conformance with the provisions of this Code. Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of development. Findings in the development approval shall indicate how the required improvements are roughly proportional to the impact.</p>	<p>The applicant is proposing to extend the appropriate public facilities to all lots and parcels. A condition of approval will satisfy this criterion.</p>
<p>16.136.020 Transportation Standards.</p>	
<p>A. <u>Development Standards.</u> No development shall occur unless the lot or parcel abuts a public or private street, other than an alley, for at least 25 feet and is in conformance with the provisions of Chapter 16.120, Access and Circulation, and the following standards are met:</p> <ol style="list-style-type: none"> 1. Streets within or adjacent to a development shall be improved in accordance with the Comprehensive Plan, Transportation System Plan, and the provisions of this chapter; 2. Development of new streets (public or private), and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this section, and public streets shall be dedicated to the applicable City, county or state jurisdiction; 3. New streets and drives connected to a City collector or arterial street shall be paved; and 4. The City may accept a future improvement guarantee [e.g., owner agrees not to remonstrate (object) against the formation of a local improvement district in the future] in lieu of street improvements if one or more of the following conditions exist: <ol style="list-style-type: none"> a. A partial improvement may create a potential safety hazard to motorists or pedestrians; b. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, 	<p>All lots or parcels will be provided with the appropriate access per the development standards.</p> <p>Design features have been incorporated in the preliminary plat and are addressed previously in the Access and Circulation section of these findings.</p> <p>All public streets will be improved to City standards and dedicated to the City in accordance with the criteria.</p>

<p>provide increased street safety or capacity, or improved pedestrian circulation;</p> <p>c. The improvement would be in conflict with an adopted capital improvement plan; or</p> <p>d. The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets.</p>	
<p>B. <u>Variances</u>. Variances to the transportation design standards in this section may be granted by means of a Class 2 variance, as governed by Chapter 16.272, Variances. A variance may be granted under this provision only if a required improvement is not feasible due to topographic constraints or constraints posed by sensitive lands (see Chapter 16.156).</p>	<p>It is the applicant's understanding that no variance is necessary for this proposal.</p>
<p>C. <u>Creation of Rights-of-Way for Streets and Related Purposes</u>. Streets shall be created through the approval and recording of a final subdivision or partition plat; except the City may approve the creation of a street by acceptance of a deed, provided that the street is deemed essential by the City Commission for the purpose of implementing the Transportation System Plan, and the deeded right-of-way conforms to the standards of this Code. All deeds of dedication shall be in a form prescribed by the City Attorney and shall name "the public," as grantee.</p>	<p>The applicant has presented a preliminary plat for consideration Rights of ways will be recorded in accordance with the appropriate standards.</p>
<p>D. <u>Creation of Access Easements</u>. The City may approve an access easement established by deed when the easement is necessary to provide for access and circulation in conformance with Chapter 16.120, Access and Circulation. Access easements shall be created and maintained in accordance with the Uniform Fire Code, as amended.</p>	<p>Previously addressed and satisfied with adherence to the proposed subdivision design.</p>
<p>E. <u>Street Location, Width and Grade</u>. Except as noted below, the location, width and grade of all streets shall conform to the Transportation System Plan and Comprehensive Plan, as applicable; and an approved street plan or subdivision plat. Street location, width and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets:</p> <ol style="list-style-type: none"> 1. Street grades shall be approved by the City-appointed engineer in accordance with the design standards in subsection N of this section; and 2. Where the location of a street is not shown in an existing street plan (see subsection H of this section), the location of streets in a development shall either: <ol style="list-style-type: none"> a. Provide for the continuation and connection of existing streets in the surrounding areas, conforming to the street standards of this chapter, or b. Conform to a street plan adopted by the City, if it is impractical to connect with existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety. 	<p>The applicant has proposed a road network that is in conformance with these established criteria. See preliminary plat for further details. The preliminary plat has been submitted to the City engineer for consideration.</p>
<p>F. <u>Minimum Rights-of-Way and Street Sections</u>. Street rights-of-way and improvements shall conform to the design standards in Table 16.136.010. A variance shall be required in accordance with Chapter 16.272 of this Code to vary the standards in Table 16.136.010. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:</p> <ol style="list-style-type: none"> 1. Street classification in the Transportation System Plan or Comprehensive Plan; 2. Anticipated traffic generation; 3. On-street parking needs; 4. Sidewalk and bikeway requirements based on anticipated level of use; 5. Requirements for placement of utilities; 6. Street lighting; 	<p>The street rights-of-way and improvements are designed to comply with the Local Road Standards and requirements established in table 16.130.010 (Below). The proposed Roosevelt CC&Rs attached as Exhibit D limit street parking and provide more</p>

7. Street tree location, as provided for in Chapter 16.124;
8. Protection of significant vegetation and wetland and riparian areas, as provided for in Chapters 16.124 and 16.156;
9. Safety and comfort for motorists, bicyclists, and pedestrians;
10. Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided;
11. Access needs for emergency vehicles; and
12. Transition between different street widths (i.e., existing streets and new streets), as applicable.

than the required space for fire access as identified within the Uniform Fire Code. The preliminary plat also addressed the design and features of the proposed sidewalks, street lights, utilities, stormwater management, crosswalks and ADA features. The subdivision design also incorporates methods to protect and buffer adjacent wetlands areas.

**Table 16.136.010
City of Warrenton Street Design Standards**

Type of Street	Average Daily Trips (ADT)	Right-of-Way Width	Curb-to-Curb Pavement Width	Motor Vehicle Travel Lanes ⁴	Median / Flex Lane ⁵	Bike Lanes or On-Street Parking (both sides)	Curb	Planting Strip ⁵	Sidewalks
<i>Arterial Roads</i>									
4-Lane Arterial	Varies	80 - 102 ft.	64 - 78 ft.	12 ft. ⁴	14 ft.	8 ft.	Yes	6 ft.	6 ft.
2-Lane Arterial	Varies	80 ft.	40 - 54 ft.	12 ft. ⁴	14 ft.	8 ft.	Yes	6 ft.	6 ft.
<i>Collector Roads</i>									
Collector Road	Varies	60 - 64 ft.	36 - 40 ft.	12 ft. ⁴	None	6-8 ft.	Yes	6 ft.	6 ft.
<i>Local Roads</i>									
Local Road	Varies	50 - 60 ft.	28 - 36 ft.	10-12 ft.	None	8 ft. parking (on one or both sides ¹⁾)	Yes (on one or both sides)	5 ft.	5 ft. ³
Alternative Local Road²	< 250	50 ft.	20 - 28 ft. (no curbs required)	10 ft.	None	None ¹	None	5 ft.	None
Alleys	N/A	12 - 24 ft.	12 - 24 ft.	N/A	N/A	None	None	None	None
Multi-Use Paths	N/A	8 - 16 ft.	8 - 16 ft.	N/A	N/A	None	None	None	None

¹ Bike lanes are generally not needed on low volume (less than 3,000 ADT) and/or low travel speed (less than 35

<p>mph) roads.</p> <p>2 The alternative local road standard may be used when approved by the City of Warrenton. The standard is intended to apply under the following circumstances:</p> <ul style="list-style-type: none"> • The local road will serve 18 or fewer dwelling units upon buildout of adjacent property. • The ADT volume of the road is less than 250 vehicles per day. • Significant topographical or environmental constraints are present. • Use of the alternative local road standard will not create gaps in connectivity or roadway standards with adjacent roadway sections (i.e. side-walk, parking, travel lane widths). • The City-appointed engineer and Emergency Service Providers have reviewed and accepted usage of the alternative local roadway standard. <p>3 Sidewalks are required on all local roads in high-density residential and commercial zones unless exempted by the City-appointed engineer or Planning Commission.</p> <p>4 Where parking is constructed next to a travel lane, the travel lane shall be increased to a width of 14 feet to function as a shared roadway and accommodate bicycles.</p> <p>5 Footnote indicates that these features are optional. Flex lanes would provide for traffic flow in one direction or another depending upon the specific traffic patterns and demands for an area. Flex lanes could be used for transit routes or emergencies, and would provide extra right-of-way width for future rail or transit. Appropriate safety measures would need to be installed in conjunction with flex lanes.</p>	
<p>G. <u>Traffic Signals.</u> Traffic signals shall be required with development when traffic signal warrants are met, in conformance with the Highway Capacity Manual, and Manual of Uniform Traffic Control Devices. The location of traffic signals shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal, a signal meeting approved specifications shall be installed. The developer's cost and the timing of improvements shall be included as a condition of development approval. Traffic signals on roads under state jurisdiction shall be determined by the Oregon Department of Transportation.</p>	<p>Appropriate traffic signals and signs are incorporated into the design and illustrated on the preliminary plat.</p>
<p>H. <u>Future Street Plan and Extension of Streets.</u></p> <p>1. A future street plan shall be filed by the applicant in conjunction with an application for a subdivision in order to facilitate orderly development of the street system. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other parcels within 500 feet surrounding and adjacent to the proposed land division. The street plan is not binding; rather it is intended to show potential future street extensions with future development.</p> <p>2. Streets shall be extended to the boundary lines of the parcel or tract to be developed, when the Community Development Director or Planning Commission determines that the extension is necessary to give street access to, or permit a satisfactory future division of, adjoining land. The point where the streets temporarily end shall conform to subparagraphs a through c of this paragraph:</p> <p>a. These extended streets or street stubs to adjoining properties are not considered to be cul-de-sacs since they are intended to continue as through streets when the adjoining property is developed.</p> <p>b. A barricade (e.g., fence, bollards, boulders or similar vehicle barrier) shall be constructed at the end of the street by the subdivider and shall not be removed until authorized by the City or other applicable agency with jurisdiction over the street. The cost of the barricade shall be included in the street construction cost.</p> <p>c. Temporary turnarounds (e.g., hammerhead or bulb-shaped configuration) may be constructed for stub streets over 150 feet in length for a time period of up to two years. The developer shall guarantee conversion of the temporary hammerhead into a cul-de-sac that meets the standards of this</p>	<p>The applicant has designed the proposal around the Forest rim master plan. Street designs are incorporated to carry traffic to the edges of the proposed property in conformance with the requirements contained herein and the design proposed in the Forest Rim Master Plan.</p>

Code by posting a performance bond that guarantees the required improvement within the time specified.	
<p>I. <u>Street Alignment and Connections.</u></p> <ol style="list-style-type: none"> 1. Staggering of streets making "T" intersections at collectors and arterials shall not be designed so that jogs of less than 300 feet on such streets are created, as measured from the centerline of the street. 2. Spacing between local street intersections shall have a minimum separation of 125 feet, except where more closely spaced intersections are designed to provide an open space, pocket park, common area or similar neighborhood amenity. This standard applies to four-way and three-way (off-set) intersections. 3. All local and collector streets which abut a development site shall be extended within the site to provide through circulation unless prevented by environmental or topographical constraints, existing development patterns or compliance with other standards in this Code. This exception applies when it is not possible to redesign or reconfigure the street pattern to provide required extensions. Land is considered topographically constrained if the slope is greater than 15% for a distance of 250 feet or more. In the case of environmental or topographical constraints, the mere presence of a constraint is not sufficient to show that a street connection is not possible. The applicant must show why the environmental or topographic constraint precludes some reasonable street connection. 4. Proposed streets or street extensions shall be located to provide direct access to existing or planned commercial services and other neighborhood facilities, such as schools, shopping areas and parks. 5. In order to promote efficient vehicular and pedestrian circulation throughout the City, the design of subdivisions and alignment of new streets shall conform to the following standards in Chapter 16.120, Access and Circulation: 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 maximum 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. <p>Exceptions to the above standards may be granted when an accessway is provided at or near mid-block, in conformance with the provisions of Section 16.120.030.</p>	<p>All proposed development adheres to these design criteria. See Preliminary plat for details. Other criteria have been addressed previously in this report. See Section 16.120.</p>
<p>J. <u>Sidewalks, Planter Strips, Bicycle Lanes.</u> Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with the standards in Table 16.136.010, applicable provisions of the Transportation System Plan, the Comprehensive Plan, and adopted street plans. Maintenance of sidewalks, curbs, and planter strips is the continuing obligation of the adjacent property owner.</p>	<p>Addressed previously, applicant will adhere to development standards.</p>
<p>K. <u>Intersection Angles.</u> Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle or where a reduced angle is necessary to provide an open space, pocket park, common area or similar neighborhood amenity. In addition, the following standards shall apply:</p> <ol style="list-style-type: none"> 1. Streets shall have at least 25 feet of tangent adjacent to the right-of-way intersection unless topography requires a lesser distance; 2. Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle; and 3. Right-of-way lines at intersection with arterial streets shall have a corner radius of not less than 20 feet. 	<p>All attempts have been made to ensure compliance with this standard. Road intersections are designed with angles as close to 90° as possible.</p>
<p>L. <u>Existing Rights-of-Way.</u> Whenever existing rights-of-way adjacent to or within a tract</p>	<p>Additional right-of-way</p>

<p>are of less than standard width, additional rights-of-way shall be provided at the time of subdivision or development, subject to the provisions of this chapter.</p>	<p>has been established where necessary.</p>
<p>M. <u>Cul-de-Sacs</u>. A dead-end street shall be no more than 200 feet long, shall not provide access to greater than 18 dwelling units, and shall only be used when environmental or topographical constraints, existing development patterns, or compliance with other standards in this Code preclude street extension and through circulation.</p> <ol style="list-style-type: none"> 1. All cul-de-sacs shall terminate with a circular turnaround. Circular turnarounds shall have a radius of no less than 40 feet from center to edge of pavement except that turnarounds that contain a landscaped island or parking bay in their center shall have a minimum radius of 45 feet. When an island or parking bay is provided, there shall be a fire apparatus lane of at least 20 feet in width; and 2. The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac. <p>See Section 16.120.020 for fire access and parking area turnaround requirements based on Uniform Fire Code standards, as amended.</p>	<p>There are no dead-end streets proposed within the subdivision with the exception of the road that extends to the property line for future development. All roads are designed with the intent to promote proper circulation.</p>
<p>N. <u>Grades and Curves</u>. Grades shall not exceed 10% on arterials, 12% on collector streets, or 12% on any other street (except that local or residential access streets may have segments with grades up to 15% for distances of no greater than 250 feet), and:</p> <ol style="list-style-type: none"> 1. Centerline curve radii shall not be less than 700 feet on arterials, 500 feet on major collectors, 350 feet on minor collectors, or 100 feet on other streets; and 2. Streets intersecting with a minor collector or greater functional classification street, or streets intended to be posted with a stop sign or signalization, shall provide a landing averaging five percent or less. Landings are that portion of the street within 20 feet of the edge of the intersecting street at full improvement. 	<p>There are no grades over 12% proposed with this project.</p>
<p>O. <u>Curbs, Curb Cuts, Ramps, and Driveway Approaches</u>. Concrete curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in accordance with standards specified in Chapter 16.120, Access and Circulation, and City construction standards.</p>	<p>Previously addressed and Compliance is ensured with appropriate conditions and conformance with the design features illustrated in the preliminary plat.</p>
<p>P. <u>Streets Adjacent to Railroad Right-of-Way</u>. Wherever the proposed development contains or is adjacent to a railroad right-of-way, a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land shall be created. New railroad crossings and modifications to existing crossings are subject to review and approval by Oregon Department of Transportation.</p>	<p>No Railroad right-of ways are proposed with this subdivision.</p>
<p>Q. <u>Development Adjoining Arterial Streets</u>. Where a development adjoins or is crossed by an existing or proposed arterial street, the development design shall separate residential access and through traffic, and shall minimize traffic conflicts. The design shall include one or more of the following:</p> <ol style="list-style-type: none"> 1. A parallel access street along the arterial with a landscape buffer separating the two streets; 2. Deep lots abutting the arterial or major collector to provide adequate buffering with frontage along another street. Double-frontage lots shall conform to the buffering standards in Chapter 16.164; 3. Screen planting at the rear or side property line to be contained in a non-access reservation (e.g., public easement or tract) along the arterial; or 4. Other treatment suitable to meet the objectives of this subsection; 5. If a lot has access to two streets with different classifications, primary access shall be from the lower classification street, in conformance with Section 	<p>The subdivision does not adjoin any arterial streets.</p>

16.120.020.		
R. <u>Alleys, Public or Private.</u> Alleys shall conform to the standards in Table 16.136.010. While alley intersections and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have a radius of not less than 12 feet.		No Alleys are proposed with this subdivision. A potential future access has been designed for Tract 2 if necessary.
S. <u>Private Streets.</u> Private streets shall not be used to avoid connections with public streets. Gated communities (i.e., where a gate limits access to a development from a public street) are prohibited. Design standards for private streets are the same as design standards for public streets and shall conform to the provisions of Table 16.136.010.		The applicant has indicated their desire for public streets and a willingness to comply with the standards contained herein for public streets.
T. <u>Street Names.</u> Street naming and numbering in the City of Warrenton (and Hammond) shall follow the uniform system of the City's addressing ordinance (Ord. No. 359-A). Street names, signs and numbers shall conform to the City's addressing ordinance.		The applicant has proposed road names in accordance with the Ord. No. 359-A
U. <u>Survey Monuments.</u> Upon completion of a street improvement and prior to acceptance by the City, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments shall be reestablished and protected.		Survey Monuments are recorded on the preliminary plat.
V. <u>Street Signs.</u> The City, county or state with jurisdiction shall install all signs for traffic control and street names. The cost of signs required for new development shall be the responsibility of the developer. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.		The developer acknowledges the criteria and is willing to satisfy the terms and conditions.
W. <u>Mail Boxes.</u> Plans for mail boxes to be used shall be approved by the United States Postal Service.		This criteria is addressed in the proposed CC&R attached as Exhibit D.
X. <u>Street Light Standards.</u> Street lights shall be installed in accordance with City standards.		Street lights are addressed in the preliminary plat and will comply with appropriate standards.
Y. <u>Street Cross-Sections.</u> The final lift of asphalt or concrete pavement shall be placed on all new constructed public roadways prior to final City acceptance of the roadway and within one year of the conditional acceptance of the roadway unless otherwise approved by the City-appointed engineer. <ol style="list-style-type: none"> 1. Sub-base and leveling course shall be of select crushed rock; 2. Surface material shall be of Class C or B asphaltic concrete; 3. The final lift shall be Class C asphaltic concrete as defined by O.D.O.T/A.P.W.A. standard specifications; 4. No lift shall be less than one and one-half inches in thickness; and 5. All streets shall be developed in accordance with City of Warrenton construction standards. 		Street Cross Section Designs are also addressed in the Preliminary plat and adhere to the design standards contained herein. Satisfactory compliance can be ensured with an appropriate condition of approval.
16.136.030 Public Use Areas.		
A. <u>Dedication Requirements.</u> <ol style="list-style-type: none"> 1. Where a proposed park, playground or other public use shown in a plan adopted by the City is located in whole or in part in a subdivision, the City may require the dedication or reservation of this area on the final plat for the subdivision. 2. If determined by the Planning Commission to be in the public interest in accordance with adopted Comprehensive Plan policies, and where an adopted 		The applicant has proposed the park dedication in the preliminary plat, and is willing to accept the appropriate conditions of

<p>plan of the City does not indicate proposed public use areas, the City may require the dedication or reservation of areas within the subdivision of a character, extent and location suitable for the development of parks and other public uses.</p> <p>3. All required dedications of public use areas shall conform to Section 16.136.010(D) (Conditions of Development Approval).</p>	<p>approval per 16.136.010.</p> <p>The proposed park design is intended to be similar to the park at the Reserve in Gearhart, Oregon, and the Roosevelt Homeowners Association will own and maintain the parks pursuant to the proposed CC&R attached as Exhibit D.</p>
<p>B. Acquisition by Public Agency. If the developer is required to reserve land area for a park, playground, or other public use, the land shall be acquired by the appropriate public agency within 12 months following final plat approval, at a price agreed upon prior to approval of the plat, or the reservation shall be released to the property owner.</p>	<p>The Roosevelt Homeowners Association will own and maintain the parks pursuant to the proposed CC&R attached as Exhibit D.</p>
<p>C. System Development Charge Credit. Dedication of land to the City for public use areas shall be eligible as a credit toward any required system development charge for parks.</p>	<p>Not applicable, see above.</p>
<p>16.136.040 Sanitary Sewer and Water Service Improvements.</p>	
<p>A. <u>Sewers and Water Mains Required</u>. Sanitary sewers and water mains shall be installed to serve each new development and to connect developments to existing mains in accordance with the City's construction specifications and the applicable Comprehensive Plan policies. Where City sanitary sewers are not physically or legally available to service the site, the applicant must demonstrate provisions for a suitable on-site disposal system permitted by DEQ prior to issuance of City permits. All development within a growth management (GM) zone, as identified on the official Warrenton Zoning Map, shall comply with the growth management zone standards of Chapter 16.112.</p>	<p>The applicant is proposing to extend appropriate services to the proposed lots and parcels as illustrated in the preliminary plat and in accordance with the design standards in chapter 16.112.</p>
<p>B. <u>Sewer and Water Plan Approval</u>. Development permits for sewer and water improvements shall not be issued until the City-appointed engineer has approved all sanitary sewer and water plans in conformance with City standards.</p>	<p>This can be addressed as a condition of Approval and appended as Exhibit F.</p>
<p>C. <u>Over-sizing</u>. Proposed improvements to the City sewer and water systems shall be sized to accommodate additional development within the area as projected by the Comprehensive Plan, Water System Master Plan, and/or Sanitary Sewer Master Plan. The developer shall be entitled to system development charge credits for the over-sizing.</p>	<p>The current system is oversized for the amount of development proposed now and into the future. This proposal should help utilize extra capacity and improve water quality.</p>
<p>D. <u>Permits Denied</u>. Development permits may be restricted by the City where a deficiency exists in the existing water or sewer system which cannot be rectified by the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. Building moratoriums shall conform to the criteria and procedures contained in ORS 197.505.</p>	<p>This is an administrative function, it is not believed these issues exist at the current location.</p>
<p>16.136.050 Storm Drainage Improvements.</p>	
<p>A. <u>General Provisions</u>. The City shall issue a development permit only where adequate</p>	<p>Adequate stormwater</p>

provisions for stormwater and floodwater runoff have been made in conformance with Chapter 16.140, Stormwater and Surface Water Management.	provisions are proposed and illustrated on the preliminary plat and within the impact study attached hereto as Exhibit C.
B. <u>Accommodation of Upstream Drainage.</u> Culverts and other drainage facilities shall be large enough to accommodate potential runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the City-appointed engineer.	
C. <u>Effect on Downstream Drainage.</u> Where it is anticipated by the City-appointed engineer that the additional runoff resulting from the development will overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with City standards.	If the proposal is deemed to overload the system the applicant has proposed potential overflow & retention sites on the property.
D. <u>Easements.</u> Where a development is traversed by a watercourse, wetland, drainage way, channel or stream, the City may require a dedication of a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance.	If such a dedication is necessary the applicant will comply with the criteria.
16.136.060 Utilities.	
A. <u>Underground Utilities.</u> All utility lines including, but not limited to, those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above. The following additional standards apply to all new land divisions, in order to facilitate underground placement of utilities: 1. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that all above ground equipment does not obstruct circulation and access aisles or impede vision clearance areas for vehicular traffic (Chapters 16.120 and 16.132); 2. The City reserves the right to approve the location of all surface mounted facilities; 3. All underground utilities, including sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets; and, 4. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.	All utilities are proposed for underground installation in conformance with the required criteria. Installation of utilities will be subject to city approval. Stubs for service will comply with the criteria for 16.136.060(A4).
B. <u>Easements.</u> Easements shall be provided for all underground utility facilities.	Easements have been provided.
C. <u>Exception to Undergrounding Requirement.</u> The standard applies only to proposed land divisions and large-scale developments. An exception to the undergrounding requirement may be granted due to physical constraints, such as steep topography or existing development conditions.	No Exception is requested at this time.
16.136.070 Easements.	
Easements for sewers, storm drainage and water quality facilities, water mains, electric lines or other public utilities shall be dedicated on a final plat, or provided for in the deed restrictions. See also Chapter 16.212, Site Design Review, and Chapter 16.216, Land Divisions and Lot Line Adjustments. The developer or applicant shall make arrangements with the City, the applicable district, and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development. The City's standard width for public main line utility easements shall be 20 feet unless otherwise specified by the utility company, applicable district, or City-	Easements will be dedicated in accordance with the criteria and as illustrated in the final approval.



appointed engineer.	
16.136.080 Construction Plan Approval and Assurances.	
No public improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting, parks, or other requirements shall be undertaken except after the plans have been approved by the City, permit fee paid, and permit issued. The permit fee is required to defray the cost and expenses incurred by the City for construction and other services in connection with the improvement. The permit fee shall be set by resolution of the City Commission. The City may require the developer or land divider to provide bonding or other performance guarantees to ensure completion of required public improvements. See also Section 16.212.040, Site Design Review, and Chapter 16.216, Land Divisions and Lot Line Adjustments.	These elements are addressed later in this report. If a bond is necessary the applicant will prepare the appropriate documents.
16.136.090 Installation.	
A. <u>Conformance Required.</u> Improvements installed by the developer either as a requirement of these regulations or at his/her own option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the City.	Conformance will be ensured through quality control and adherence to these criteria.
B. <u>Adopted Installation Standards.</u> The Oregon Standard Specifications for Construction (combined APWA/ODOT standards) shall be a part of the City's adopted installation standard(s); other standards may also be required upon recommendation of the City-appointed engineer.	The applicant has acknowledged their intent to satisfy these conditions.
C. <u>Commencement.</u> Work shall not begin until the City has been notified in advance and all required permits have been issued.	The applicant will notify the city prior to construction.
D. <u>Resumption.</u> If work is discontinued for more than one month, it shall not be resumed until the City is notified.	The applicant will notify the city if such an instance should occur.
E. <u>City Inspection.</u> Improvements shall be constructed under the inspection and to the satisfaction of the City. The City may require minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest. Modifications requested by the developer shall be subject to land use review under Chapter 16.228, Modifications to Approved Plans and Conditions of Approval. Any monuments that are disturbed before all improvements are completed by the subdivider shall be replaced prior to final acceptance of the improvements.	The applicant will comply with the City's inspection requirements and construct the improvements in accordance with the City's Codes.
F. <u>Engineer's Certification and As-Built Plans.</u> A registered civil engineer shall provide written certification in a form required by the City that all improvements, workmanship and materials are in accord with current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to City acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide four set(s) of "as-built" plans, in conformance with the City-appointed engineer's specifications, for permanent filing with the City.	The applicant will comply with the criteria contained herein.
Summary	The applicant's proposal satisfies the criteria for Public Facilities and Standards or can be conditions to meet all requirements.

DEVELOPMENT CODE SECTION 16.140 STORMWATER & SURFACE WATER MANAGEMENT	FINDINGS
16.140.010 Natural Drainage System Maintained to Extent Feasible.	
A. To the extent practicable, all development must conform to the natural contours of the land and natural and pre-existing man-made drainage ways must remain undisturbed.	The development proposal respects the natural drainages and avoids development in these areas.
B. To the extent practicable, lot boundaries created by partition or subdivision must coincide with natural and pre-existing man-made drainage ways to avoid the creation of lots that can be built upon only by altering such drainage ways.	
16.140.020 Developments Must Drain Properly.	
A. All developments must provide an adequate drainage system to prevent the undue detention or retention of stormwater or surface water on the development site. Stormwater or surface water will not be regarded as unduly detained or retained if: <ol style="list-style-type: none"> 1. The detention or retention results from a technique, practice or device deliberately installed as part of an approved sedimentation or stormwater runoff control plan prepared by an engineer; or 2. The detention or retention is not substantially different in location or degree than that experienced by the development site in its predevelopment state, unless such detention or retention presents a danger to health or safety. 	The development has been designed with stormwater management in mind. Natural drainages will be used to the extent possible and stormwater management features will be implemented where appropriate.
B. No stormwater may be channeled and directed into a sewer line.	No Stormwater is directed into sewer lines.
C. Whenever practicable, the drainage system of a development must coordinate with and connect to the drainage systems or drainage ways on surrounding properties or streets.	These features are incorporated into the preliminary design for stormwater management.
D. All developments must be constructed and maintained so that adjacent properties are not unreasonably burdened with stormwater runoff as a result of the developments.	
16.140.030 Surface Water Management.	
All developments must be constructed and maintained so that impacts to natural and man-made drainage ways do not unreasonably burdened upstream or downstream properties with surface water flooding as a result of the developments. More specifically:	These features are incorporated into the preliminary design for stormwater management.
A. 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; and	
B. 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 greater than the pre-development volume and/or rate.	
C. 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.	
16.140.040 Erosion and Sediment Control.	
A. For projects that disturb over one acre, applicants must apply to Oregon Department of Environmental Quality (DEQ) for a National Pollutant Discharge Elimination	A 1200C permit will be acquired prior to

Control System (NPDES) 1200(C) permit.	construction and presented at the time of development.
B. Erosion and sediment control plans are required by the City as a component of the site plan for all plats and all projects which require site plan review. Erosion control plans must be designed to the specifications as outlined in this chapter.	Erosion control measures are discussed on the preliminary plat. The applicant will contain all drainage on site and ensure proper erosion control methods are adhered to for the duration of the project
C. Development of the land may not begin (and no building permits may be issued) until the City-appointed engineer approves the erosion control plan.	
D. For purposes of this section, “disturb” means any use of the land by any person in any development, and/or road construction and maintenance that results in a change in the natural cover or topography that may cause or contribute to sedimentation. Sedimentation occurs whenever solid particulate matter, mineral or organic, is transported by water, air, gravity or ice from the site of its origin.	
16.140.050 Stormwater System Design.	
A. Storm sewers constructed within the street will be sized by the developer’s engineer and will consider all potential runoff requirements within the site and upstream of the site. 1. The storm sewer will be sized for a 100-year design recurrence criteria for storm drainage facilities. 2. The minimum size of storm sewers is eight inches in diameter. 3. Spacing of catch basins along the street must conform to published engineering recommendations, which consider profile of the street and street width.	See Specification on Preliminary Plat.
B. On-site detention shall be required for new development where downstream deficiencies exist or are anticipated to exist. The square footage considers the total development of the property including the future potential impervious surface. Required design recurrence criteria for a commercial or residential storm drainage detention facility is a 10-year interval. Development that has less than 5,000 square feet of impervious surface is exempt from detention requirements.	See Preliminary Plat, Onsite retention is available.
C. Pervious pavement, and pavement and roofs that drain to an infiltration facility will not be counted when sizing a detention facility to handle the stormwater design.	Adherence is ensured through appropriate conditions.
16.140.060 Illegal Discharge of Materials Into the Stormwater System.	
The discharge of any material other than stormwater into the stormwater system is prohibited. The placement of materials in a location where they are likely to be carried into the stormwater system by any means is also prohibited.	Adherence is ensured through appropriate conditions.
Summary	The applicant has designed and proposed an efficient stormwater management system. Adherence to the design specifications described by the engineer will ensure compliance with the criteria mentioned herein. Adherence to these criteria is ensured through an appropriate condition of approval.

DEVELOPMENT CODE SECTION 16.208.050	FINDING
<p>A. <u>Pre-application Conference</u>. A pre-application conference is required for all Type III applications. The requirements and procedures for a pre-application conference are described in Section 16.208.070.</p>	<p>A pre-Application Conference was Conducted. Findings are attached as Exhibit A.</p>
<p>B. <u>Application Requirements</u>.</p> <ol style="list-style-type: none"> 1. <u>Application Forms</u>. Type III applications shall be made on forms provided by the City of Warrenton. 2. <u>Content</u>. Type III applications shall: <ol style="list-style-type: none"> a. Include the information requested on the application form. b. Be filed with three copies of a narrative statement that explains how the application satisfies each and all of the relevant criteria in sufficient detail for review and action. c. Be accompanied by the required fee. d. Include one set of pre-stamped and pre-addressed envelopes for all property owners of record as specified in subsection C of this section. The records of the Clatsop County Department of Assessment and Taxation are the official records for determining ownership. The applicant shall demonstrate that the most current assessment records have been used to produce the notice list. Alternatively, the applicant may pay a fee for the City to prepare the public notice mailing. e. Include an impact study for all Type III applications. The impact study shall quantify/assess the effect of the development on public facilities and services. The study shall address, at a minimum, the transportation system, including pedestrian ways and bikeways, the drainage system, the parks system, the water system, the sewer system, and the noise impacts of the development. For each public facility system and type of impact, the study shall propose improvements necessary to meet City standards and to minimize the impact of the development on the public at large, public facilities systems, and affected private property users. In situations where this Code requires the dedication of real property to the City, the applicant shall either specifically agree to the dedication requirement, or provide evidence that shows that the real property dedication requirement is not roughly proportional to the projected impacts of the development. 	<p>Applications Forms are appended as requested</p> <p>The findings contained herein address the applicable criteria for this application and illustrate conformance with the City's Development Code.</p> <p>3 Copies are provided with the appropriate fee. A list of Property Owners has been appended as Exhibit B, and pre-addressed/pre-stamped envelopes have been provided by the applicant.</p> <p>An Impact analysis has been appended as Exhibit C to include a certified Transportation Impact Study and addresses impacts to traffic, bikeways, pedestrian ways, drainage, sewer, water, and parks impacts along with noise concerns.</p> <p>In addition the Roosevelt Homeowners Association will maintain the parks.</p>
<p>C. <u>Notice of Hearing</u>.</p> <ol style="list-style-type: none"> 1. <u>Mailed Notice</u>. Notice of a Type III application hearing (or appeal) or Type I or II appeal hearing shall be given by the Community Development Director in the following manner: <ol style="list-style-type: none"> a. At least 20 days before the hearing date, notice shall be mailed to: <ol style="list-style-type: none"> i. The applicant and all owners or contract purchasers of record of the property which is the subject of the application; ii. All property owners of record within 200 feet of the site (N/A for Type I appeal); iii. Any governmental agency, which has entered into an intergovernmental agreement with, the City, which includes 	<p>See Finding Above.</p> <p>Public Notice Affidavit is provided by the Community Development Director.</p> <p>Applicant has provided pre-addressed/pre-stamped envelopes.</p>

provision for such notice, or who is otherwise entitled to such notice. ODOT shall be notified when there is a land division abutting a state facility for review of, comment on, and suggestion of conditions of approval for, the application. [Owners of airports shall be notified of a proposed zone change in accordance with ORS 227.175.];

- iv. Any neighborhood or community organization recognized by the City Commission and whose boundaries include the property proposed for development;
 - v. Any person who submits a written request to receive notice;
 - vi. For appeals, the appellant and all persons who provided testimony; and
 - vii. For a land use district change affecting a manufactured home or mobile home park, all mailing addresses within the park, in accordance with ORS 227.175.
- b. The Community Development Director shall have an affidavit of notice be prepared and made a part of the file. The affidavit shall state the date that the notice was posted on the property and mailed to the persons who must receive notice.
 - c. At least 10 days before the hearing, notice of the hearing shall be printed in a newspaper of general circulation in the City. The newspaper's affidavit of publication of the notice shall be made part of the administrative record.

2. Content of Notice. Notice of appeal of a Type I or II decision or a Type III hearing (or appeal) to be mailed and published per paragraph 1 of this subsection shall contain the following information:

- a. The nature of the application and the proposed land use or uses which could be authorized for the property.
- b. The applicable criteria and standards from the development code(s) that apply to the application.
- c. The street address or other easily understood geographical reference to the subject property.
- d. The date, time, and location of the public hearing.
- e. A statement that the failure to raise an issue in person, or by letter at the hearing, or failure to provide statements or evidence sufficient to afford the decision-maker an opportunity to respond to the issue, means that an appeal based on that issue cannot be filed with the State Land Use Board of Appeals.
- f. The name of a City representative to contact and the telephone number where additional information on the application may be obtained.
- g. A statement that a copy of the application, all documents and evidence submitted by or for the applicant, and the applicable criteria and standards can be reviewed at Warrenton City Hall at no cost and that copies shall be provided at a reasonable cost.
- h. A statement that a copy of the City's staff report and recommendation to the hearings body shall be available for review at no cost at least seven days before the hearing, and that a copy shall be provided on request at a reasonable cost.
- i. A general explanation of the requirements to submit testimony, and the procedure for conducting public hearings.
- j. The following notice: "Notice to mortgagee, lienholder, vendor, or seller: The Warrenton Development Code requires that if you receive

this notice it shall be promptly forwarded to the purchaser.”

D. Conduct of the Public Hearing.

1. At the commencement of the hearing, the hearings body shall state to those in attendance that:
 - a. The applicable approval criteria and standards that apply to the application or appeal.
 - b. A statement that testimony and evidence shall concern the approval criteria described in the staff report, or other criteria in the Comprehensive Plan or land use regulations, which the person testifying believes to apply to the decision.
 - c. A statement that failure to raise an issue with sufficient detail to give the hearings body and the parties an opportunity to respond to the issue, means that no appeal may be made to the State Land Use Board of Appeals on that issue.
 - d. Before the conclusion of the initial evidentiary hearing, any participant may ask the hearings body for an opportunity to present additional relevant evidence or testimony that is within the scope of the hearing. The hearings body shall grant the request by scheduling a date to finish the hearing (a “continuance”) per paragraph 2 of this subsection, or by leaving the record open for additional written evidence or testimony per paragraph 3 of this subsection.
 - e. Record of the public hearing is subject to the same procedures as stated in Section 16.208.060.
2. If the hearings body grants a continuance, the completion of the hearing shall be continued to a date, time, and place at least seven days after the date of the first evidentiary hearing. An opportunity shall be provided at the second hearing for persons to present and respond to new written evidence and oral testimony. If new written evidence is submitted at the second hearing, any person may request, before the conclusion of the second hearing, that the record be left open for at least seven days, so that they can submit additional written evidence or testimony in response to the new written evidence.
3. If the hearings body leaves the record open for additional written evidence or testimony, the record shall be left open for at least seven days after the hearing. Any participant may ask the City in writing for an opportunity to respond to new evidence submitted during the period the record was left open. If such a request is filed, the Planning Commission shall reopen the record per subsection E of this section.
 - a. When the Planning Commission re-opens the record to admit new evidence or testimony, any person may raise new issues, which relates to that new evidence or testimony.
 - b. An extension of the hearing or record granted pursuant to this subsection is subject to the limitations of ORS 227.178 (“120-day rule”), unless the continuance or extension is requested or agreed to by the applicant.
 - c. If requested by the applicant, the City shall allow the applicant at least seven days after the record is closed to all other persons to submit final written arguments in support of the application, unless the applicant expressly waives this right. The applicant’s final submittal shall be part of the record but shall not include any new evidence.
4. The Record.
 - a. The record shall contain all testimony and evidence that is submitted to the City and the hearings body and not rejected.

Hearing procedures and Actions are to be conducted in front of the public & hearing body and are not relevant at this time.



- b. The hearings body may take official notice of judicially cognizable facts under the applicable law. If the review authority takes official notice, it must announce its intention and allow persons participating in the hearing to present evidence concerning the noticed facts.
 - c. The review authority shall retain custody of the record until the City issues a final decision.
5. Participants in the appeal of a Type I or II decision or a Type III hearing are entitled to an impartial review authority as free from potential conflicts of interest and pre-hearing ex parte contacts (see paragraph 6 of this subsection) as reasonably possible. However, the public has a countervailing right of free access to public officials. Therefore:
- a. At the beginning of the public hearing, hearings body members shall disclose the substance of any pre-hearing ex parte contacts (as defined in paragraph 6 of this subsection) concerning the application or appeal. He or she shall state whether the contact has impaired their impartiality or their ability to vote on the matter and shall participate or abstain accordingly.
 - b. A member of the hearings body shall not participate in any proceeding in which they, or any of the following, has a direct or substantial financial interest: Their spouse, brother, sister, child, parent, father-in-law, mother-in-law, partner, any business in which they are then serving or have served within the previous two years, or any business with which they are negotiating for or have an arrangement or understanding concerning prospective partnership or employment. Any actual or potential interest shall be disclosed at the hearing where the action is being taken.
 - c. Disqualification of a member of the hearings body due to contacts or conflict may be ordered by a majority of the members present and voting. The person who is the subject of the motion may not vote on the motion to disqualify.
 - d. If all members abstain or are disqualified, those members present who declare their reasons for abstention or disqualification shall be re-qualified to make a decision.
 - e. Any member of the public may raise conflict of interest issues prior to or during the hearing, to which the member of the hearings body shall reply in accordance with this section.
6. Ex Parte Communications.
- a. Members of the hearings body shall not:
 - i. Communicate, directly or indirectly, with any applicant, appellant, other party to the proceedings, or representative of a party about any issue involved in a hearing, except upon giving notice, per paragraph 5 of this subsection.
 - ii. Take official notice of any communication, report, or other materials outside the record prepared by the proponents or opponents in connection with the particular case, unless all participants are given the opportunity to respond to the noticed materials.
 - b. No decision or action of the hearings body shall be invalid due to ex parte contacts or bias resulting from ex parte contacts, if the person receiving contact:
 - i. Places in the record the substance of any written or oral ex parte communications concerning the decision or action; and

<ul style="list-style-type: none"> ii. Makes a public announcement of the content of the communication and of all participants' right to dispute the substance of the communication made. This announcement shall be made at the first hearing following the communication during which action shall be considered or taken on the subject of the communication. c. A communication between City staff and the hearings body is not considered an ex parte contact. <p>7. <u>Presenting and Receiving Evidence.</u></p> <ul style="list-style-type: none"> a. The hearings body may set reasonable time limits for oral presentations and may limit or exclude cumulative, repetitious, irrelevant or personally derogatory testimony or evidence. b. No oral testimony shall be accepted after the close of the public hearing. Written testimony may be received after the close of the public hearing, only as provided in subsection D of this section. c. Members of the hearings body may visit the property and the surrounding area, and may use information obtained during the site visit to support their decision, if the information relied upon is disclosed at the hearing and an opportunity is provided to dispute the evidence. In the alternative, a member of the hearings body may visit the property to familiarize him or herself with the site and surrounding area, but not to independently gather evidence. In the second situation, at the beginning of the hearing, he or she shall disclose the circumstances of the site visit and shall allow all participants to ask about the site visit. 	
<p>E. <u>The Decision Process.</u></p> <ul style="list-style-type: none"> 1. <u>Basis for Decision.</u> Approval or denial of an appeal of a Type I or II decision or a Type III application shall be based on standards and criteria in this Code. The standards and criteria shall relate approval or denial of a discretionary development permit application to the development regulations and, when appropriate, to the Comprehensive Plan for the area in which the development would occur and to the development regulations and Comprehensive Plan for the City as a whole. 2. <u>Findings and Conclusions.</u> Approval or denial shall be based upon the criteria and standards considered relevant to the decision. The written decision shall explain the relevant criteria and standards, state the facts relied upon in rendering the decision, and justify the decision according to the criteria, standards, and facts. 3. <u>Form of Decision.</u> The hearings body shall issue a final written order containing the findings and conclusions stated in paragraph 2 of this subsection, which either approves, denies, or approves with specific conditions. The hearings body may also issue appropriate intermediate rulings when more than one permit or decision is required. 4. <u>Decision-Making Time Limits.</u> A final order for any Type I or II appeal or Type III action shall be filed with the Community Development Director within 10 business days after the hearings body decision. 	<p>The decision process is an administrative function of the City. Not Applicable at this time.</p>
<p>F. <u>Notice of Decision.</u> Written notice of a Type I or II appeal decision or a Type III decision shall be mailed to the applicant and to all participants of record within 10 business days after the hearings body decision. Failure of any person to receive mailed notice shall not invalidate the decision, provided that a good faith attempt was made to mail the notice.</p>	<p>See Finding Above - Not Applicable at this time.</p>

<p>G. <u>Final Decision and Effective Date.</u> The decision of the hearings body on any Type I or II appeal or any Type III application is final for purposes of appeal on the date it is mailed by the City. The decision is effective on the day after the appeal period expires. If an appeal is filed, the decision becomes effective on the day after the appeal is decided by the City Commission.</p>	<p>Not applicable at this time.</p>
<p>H. <u>Appeal.</u> A Type III quasi-judicial decision may be appealed to the City Commission as follows:</p> <ol style="list-style-type: none"> 1. <u>Who May Appeal.</u> The following people have legal standing to appeal a Type III quasi-judicial decision: <ol style="list-style-type: none"> a. The applicant. b. Any person who submitted written or oral testimony to the decision making body. 2. <u>Appeal Procedure.</u> <ol style="list-style-type: none"> a. <u>Notice of Appeal.</u> Any person with standing to appeal, as provided in subsection (H)(1) of this section, may appeal a Type III quasi-judicial decision by filing a notice of appeal according to the following procedures: <ol style="list-style-type: none"> i. <u>Time for Filing.</u> A notice of appeal shall be filed with the Community Development Director within 14 days of the date the notice of decision was mailed. ii. <u>Content of Notice of Appeal.</u> The notice of appeal shall contain: <ol style="list-style-type: none"> (A.) An identification of the decision being appealed, including the date of the decision. (B.) A statement demonstrating the person filing the notice of appeal has standing to appeal. (C.) A statement identifying the specific issues raised on appeal. (D.) A statement demonstrating that the appeal issues were raised by oral or written testimony during the comment period or prior to the close of the record established at the Planning Commission's public hearing. (E.) Filing fee. b. <u>Scope of Appeal.</u> The appeal of a Type III quasi-judicial decision shall be limited to the specific issues raised during the written comment period or at the public hearing, as provided under Subsection ii.D above, unless the City Commission allows additional evidence or testimony concerning any other relevant issue. The City Commission may allow such additional evidence if it determines that such evidence is necessary to resolve the case. Written or oral comments received during the comment period or public hearing will usually limit the scope of issues on appeal. Only in extraordinary circumstances should new issues be considered by the City Commission on appeal of a Type III Quasi-Judicial Decision. c. <u>Appeal Procedures.</u> Type III notice as provided in this section and hearing procedures as provided by Section 16.208.060 shall be used for all Type III quasi-judicial decision appeals. 	<p>Not applicable at this time.</p>
<p>I. <u>Appeal to Land Use Board of Appeals (LUBA).</u> The decision of an appeal to the City Commission is final unless appealed to LUBA. An appeal to LUBA shall be filed pursuant to ORS 197.830. (Ord. 1175-A § 19, 2013)</p>	<p>Not applicable at this time.</p>
<p>Summary</p>	<p>The proposal satisfies the criteria.</p>

CHAPTER 16.216 LAND DIVISIONS AND LOT LINE ADJUSTMENTS	FINDINGS
<p>The purpose of this chapter is to:</p> <p>A. Provide rules, regulations and standards governing the approval of subdivisions, partitions and lot line adjustments:</p> <ol style="list-style-type: none"> 1. Subdivisions involve the creation of four or more lots from one parent lot, parcel or tract, within one calendar year. 2. Partitions involve the creation of three or fewer lots within one calendar year. 3. Lot line adjustments involve modifications to lot lines or parcel boundaries which do not result in the creation of new lots (includes consolidation of lots); <p>B. Carry out the City's development pattern, as envisioned by the Comprehensive Plan;</p> <p>C. Encourage efficient use of land resources, full utilization of urban services, and transportation options;</p> <p>D. Promote the public health, safety and general welfare through orderly and efficient urbanization;</p> <p>E. Lessen or avoid traffic congestion, and secure safety from fire, flood, pollution and other dangers;</p> <p>F. Provide adequate light and air, prevent overcrowding of land, and facilitate adequate provision for transportation, water supply, sewage and drainage; and</p> <p>G. Encourage the conservation of energy resources.</p>	<p>The subdivision is a continuation of the Forest Rim Master Plan and is consistent with the City's Comprehensive Plan. The applicant proposes to develop 74 lots and parks from the parent parcel Tax lot 00100, in Township 8, Range 10, Section 34. The proposal will utilize existing services that border the property boundary and improve current water and traffic access conditions.</p>
<p>Chapter 16.216.020 General Requirements</p>	
<p>A. <u>Subdivision and Partition Approval Through Two-step Process.</u> Applications for subdivision or partition approval shall be processed through a two-step process: the preliminary plat and the final plat.</p> <ol style="list-style-type: none"> 1. The preliminary plat shall be approved before the final plat can be submitted for approval consideration; and 2. The final plat shall include all conditions of approval of the preliminary plat. 	<p>The applicant has submitted a preliminary plat illustrating road design, drainage engineering and the proposed utility system.</p>
<p>B. <u>Compliance with ORS Chapter 92.</u> All subdivision and partition proposals shall be in conformance to state regulations set forth in Oregon Revised Statutes (ORS) Chapter 92, Subdivisions and Partitions.</p> <p><u>Future Re-Division Plan.</u> When subdividing or partitioning tracts into large lots (i.e., greater than two times or 200% the minimum lot size allowed by the underlying land use district), the City shall require that the lots be of such size, shape, and orientation as to facilitate future re-division in accordance with the requirements of the land use district and this Code. A re-division plan shall be submitted which identifies:</p> <ol style="list-style-type: none"> 1. Potential future lot division(s) in conformance with the housing and density standards of Division 2. 2. Potential street right-of-way alignments to serve future development of the property and connect to adjacent properties, including existing or planned rights-of-way. 3. A disclaimer that the plan is a conceptual plan intended to show potential future development. It shall not be binding on the City or property owners, except as may be required through conditions of land division approval. For example, dedication and improvement of rights-of-way within the future plan area may be required to provide needed secondary access and circulation. 	<p>The proposed subdivision established codes, covenants and restrictions (CC&Rs) that prohibit the further division of the larger lots. A draft of those provisions has been provided as Exhibit D. Lots that are set-aside for future developments are labeled as such on the preliminary plat and access points have been provided.</p>
<p>C. <u>Lot Size Averaging.</u> Single-family residential lot size may be averaged to allow lots less than the minimum lot size in the residential district, as long as the average area for all lots is not less than allowed by the district. No lot created under this provision shall be less than 80% of the minimum lot size allowed in the underlying district. For</p>	<p>All proposed lots satisfy the minimum lot size requirement.</p>

<p>example, if the minimum lot size is 5,000 square feet, the following three lots could be created: 4,000 square feet, 5,000 square feet, and 6,000 square feet.</p>	
<p>D. <u>Temporary Sales Office.</u> A temporary sales office in conjunction with a subdivision may be approved as set forth in Section 16.240.010, Temporary Use Permits.</p>	<p>An office is not proposed at this time.</p>
<p>E. <u>Minimize Flood Damage.</u> All subdivisions and partitions shall be designed based on the need to minimize the risk of flood damage. Development in a flood hazard designation shall comply with the standards of Chapter 16.88, Flood Hazard Overlay (FHO) District, and Federal Emergency Management Agency requirements, including fill to elevate structures above the base flood elevation.</p>	<p>The property is outside the mapped flood hazard zone and offers moderate to low risk of any flooding.</p>
<p>F. <u>Determination of Base Flood Elevation.</u> Shall comply with Chapter 16.88 of the Warrenton Development Code.</p>	<p>Not Applicable the site is above the base flood elevation.</p>
<p>G. <u>Need for Adequate Utilities.</u> Shall comply with Chapters 16.136 and 16.216.</p>	<p>Addressed Previously in Section 16.136 & 16.216</p>
<p>H. <u>Need for Adequate Drainage.</u> All subdivision and partition proposals shall comply with Chapter 16.140.</p>	<p>Addressed Previously in Section 16.140</p>
<p>I. <u>Residential Neighborhood Parks.</u> 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.</p> <ol style="list-style-type: none"> 1. <u>Size.</u> <ol style="list-style-type: none"> a. 30,000 square feet for the first 50 lots; b. For each additional 50 lots an additional 10,000 square feet shall be added to the size of the park; or c. The park may be divided and placed to create more than one park in the subdivision. 2. <u>Location.</u> The neighborhood park shall be located in the proposed subdivision, which is easily accessible to its users. 3. <u>Maintenance.</u> The neighborhood park shall be the responsibility of the Homeowners Association and/or the CC&Rs of the subdivision, unless dedicated to the City. 	<p>While the Roosevelt is within one mile of the existing Forest Rim Park, parks satisfying the criteria are proposed and designed in accordance with the specified criteria located in the South East quadrant of the subdivision and at the entrance of SE Willow Drive and proposed Bugle Avenue.</p>
<p>J. <u>Street Names.</u></p> <ol style="list-style-type: none"> 1. All proposed streets west of Main Avenue shall have a tree or plant life name; and all proposed streets between Highway 101 and Main Avenue shall have a “nautical” name. 2. All proposed streets shall have directional prefixes as part of the street name (i.e., E, NE, SW, S). 3. All proposed streets east of Highway 101 shall follow the street naming procedure as outlined below: <ol style="list-style-type: none"> a. Proposed street names shall be submitted as part of a subdivision or partition application to the Planning and Building Department. The request shall include the proposed name(s), the specific street location and brief but complete background information on the name and how it meets the street name policy. If the new street name is indicated on the proposed plat at the time of the land use application it shall be labeled “proposed,” such as “proposed Willener Court.” b. Streets shall generally be named after people, places, events, and things related to the City and the citizens of Warrenton. Proposed names should meet one of the following criteria: <ol style="list-style-type: none"> i. To honor and commemorate noteworthy persons associated with the City of Warrenton, Clatsop County, and the State of Oregon; ii. To commemorate local history, places, events or culture; iii. To strengthen neighborhood identity; or 	<p>The following street names have been proposed in accordance with the guidance established in these criteria.</p>

<p>iv. To recognize native wildlife, flora, fauna or natural features related to the community and the City of Warrenton. Consideration should be given to names of local area or historic significance. Names of living persons should be used only in exceptional circumstances. Only a person's last name should be used as a street name unless additional identification is necessary to prevent duplications of existing street names in Warrenton and Clatsop County.</p> <p>c. <u>Names to Avoid.</u></p> <p>i. Street names being a duplicate of an existing street in the City of Warrenton or in Clatsop County shall be avoided.</p> <p>ii. Similar sounding names such as Beach Avenue and Peach Avenue, Maywood Court and Maywood Lane shall be avoided.</p> <p>iii. Cumbersome, corrupted or modified names, discriminatory or derogatory names, from the point of view of race, sex, color, creed, political affiliation or other social factors, shall be avoided.</p> <p>iv. Names for public streets that could be construed as advertising a particular business shall be avoided.</p> <p>v. The reuse of a former street name should be discouraged because of the confusion this causes in property records management and fire and police protection.</p> <p>d. <u>Street Type Designations.</u> Depending on roadway function, length and configuration, designations exist to define the character of a street. The following designations shall be used:</p> <p>i. <u>Avenue.</u> A public or City right-of-way that runs in a north-south direction (except for the Hammond area, which has avenues going east-west).</p> <p>ii. <u>Street.</u> A public or City right-of-way that runs generally in an east-west direction.</p> <p>iii. <u>Boulevard.</u> A major landscaped arterial that carries moderate to heavy volumes of traffic at moderate to high speeds.</p> <p>iv. <u>Court.</u> A local road that is of short length, that carries a low volume of traffic at low speeds, with no cross streets and generally terminates in a cul-de-sac.</p> <p>v. <u>Drive, Parkway, Trail.</u> A meandering collector or arterial that carries low, moderate or high volumes of traffic at low, moderate or high speeds.</p> <p>vi. <u>Lane.</u> A local road that is of short length, that carries a low volume of traffic, at low speeds, and generally terminates in a cul-de-sac.</p> <p>vii. <u>Place, Way.</u> A local road that is of a short length and carries low volumes of traffic at low speeds.</p> <p>viii. <u>Terrace, Gardens, Grove, Heights.</u> For low-volume, short-length streets.</p>	
<p>16.216.030 Approval Process.</p>	
<p>A. <u>Review of Preliminary Plat.</u> All preliminary plats shall be reviewed using approval criteria contained in Section 16.216.050. An application for subdivision or partition may be reviewed concurrently with an application for a master planned development under Chapter 16.224 or concurrent with variance, conditional use, or other required land use applications. Review of a preliminary plat for a:</p> <p>a. Subdivision with greater than three lots shall be processed with a Type III procedure under Section 16.208.050.</p> <p>b. Partition with three or fewer lots shall be processed by means of a Type II</p>	<p>The applicant is processed under Type III review.</p>



<p>procedure, as governed by Section 16.208.040.</p>	
<p>B. <u>Review of Final Plat.</u> Review and processing of a final plat for a subdivision or partition shall be conducted by the Community Development Director</p>	<p>This is an Administrative Function/Criteria</p>
<p>C. <u>Preliminary Plat Approval Period.</u> Preliminary plat approval shall be effective for a period of two years from the date of approval. The preliminary plat shall lapse if a final plat has not been submitted within a two-year period.</p>	<p>The developer acknowledges the timeline for approval.</p>
<p>D. <u>Modifications and Extensions.</u> The applicant may request changes to the approved preliminary plat or conditions of approval by following the procedures and criteria provided in Chapter 16.228, Modifications to Approved Plans and Conditions of Approval. The Community Development Director shall, upon written request by the applicant and payment of the required fee, grant one extension of the approval period not to exceed one year; provided that:</p> <ol style="list-style-type: none"> a. Any changes to the preliminary plat follow the procedures in Chapter 16.228. b. An extension of time will not prevent the lawful development of abutting properties. c. The extension request is made before expiration of the original approved plan. 	<p>The applicant will adhere to the timeline and extension requirements.</p>
<p>E. <u>Phased Development.</u></p> <ol style="list-style-type: none"> a. The City may approve a time schedule for developing a subdivision in phases, but in no case shall the actual construction time period (i.e., for required public improvements, utilities, streets) for any partition or subdivision phase be greater than two years without reapplying for a preliminary plat. b. The criteria for approving a phased land division proposal are: c. Public facilities shall be constructed in conjunction with or prior to each phase; d. The development and occupancy of any phase dependent on the use of temporary public facilities shall require City Commission approval. Temporary facilities shall be approved only upon City receipt of bonding or other assurances to cover the cost of required permanent public improvements, in accordance with Section 16.216.090. A temporary public facility is any facility not constructed to the applicable City or district standard; e. The phased development shall not result in requiring the City or a third party (e.g., owners of lots) to construct public facilities that were required as part of the approved development proposal; and f. The application for phased development approval shall be reviewed concurrently with the preliminary plat application and the decision may be appealed in the same manner as the preliminary plat. 	<p>The applicant is proposing a three phased approach to the development. The hearing body may establish an appropriate timeline based upon this request. Phases have been depicted on the preliminary plat. The applicant is requesting a 2yr-1yr-1yr phased approach, with one extension per phase if necessary.</p>
<p>16.216.040 Preliminary Plat Submission Requirements.</p>	
<p>A. <u>General Submission Requirements.</u> For partitions (three lots or fewer), the applicant shall submit an application containing all of the information required under Section 16.208.040. For subdivisions (greater than three lots), the application shall contain all of the information required under Section 16.208.050.</p>	<p>The application shall comply with the requirements identified under Section 16.208.050 addressed previously in this report.</p>
<p>B. <u>Preliminary Plat Information.</u> In addition to the general information described in subsection A of this section, the preliminary plat application shall consist of drawings and supplementary written material (i.e., on forms and/or in a written narrative) adequate to provide the following information:</p> <ol style="list-style-type: none"> 1. <u>General Information.</u> <ol style="list-style-type: none"> a. Name of subdivision (not required for partitions). This name must not duplicate the name of another subdivision in the county in which it is located (please check with County Surveyor); b. Date, north arrow, and scale of drawing; 	<p>Appropriate narratives in compliance with these criteria have been depicted on in the preliminary plat.</p> <p>A - Satisfied B - Satisfied C - Satisfied D - Satisfied</p>

<ul style="list-style-type: none"> c. Location of the development sufficient to define its location in the City, boundaries, and a legal description of the site; d. Names, addresses and telephone numbers of the owners, designer, and engineer or surveyor if any, and the date of the survey; and e. Identify the drawing as a “preliminary plat.” 	<p>E - Satisfied</p>
<p>2. <u>Site Analysis.</u></p> <ul style="list-style-type: none"> a. <u>Streets.</u> Location, name, present condition (i.e., paved, gravel, unimproved, etc.), and width of all streets, alleys and rights-of-way on and abutting the site; b. <u>Easements.</u> Width, location and purpose of all existing easements of record on and abutting the site; c. <u>Utilities.</u> Location and identity of all utilities on and abutting the site. If water mains and sewers are not on or abutting the site, indicate the direction and distance to the nearest ones; d. Ground elevations shown by contour lines at five-foot vertical intervals for ground slopes exceeding 10% and at two-foot intervals for ground slopes of less than 10%. Such ground elevations shall be related to some established benchmark or other datum approved by the County Surveyor. This requirement may be waived for partitions when grades, on average, are less than two percent; e. The location and elevation of the closest benchmark(s) within or adjacent to the site (i.e., for surveying purposes); f. Potential natural hazard areas, including floodplain, landslide areas, and areas having a high erosion potential; g. Wetland areas, streams, wildlife habitat, and other areas identified by the City or natural resource regulatory agencies as requiring protection. (See also Chapter 16.156 and relevant portions of the Comprehensive Plan.); h. Site features, including existing structures, pavement, drainage ways, canals and ditches; i. Designated historic and cultural resources on the site and adjacent parcels or lots; j. North arrow, scale, name and address of owner; k. Name and address of surveyor or engineer; and l. Other information, as deemed appropriate by the Community Development Director. The City may require studies or exhibits prepared by qualified professionals to address specific site features and code requirements. 	<p>2 A - Satisfied. B - Satisfied. C - Satisfied. D - Satisfied. E - Satisfied. F - Satisfied. G - Satisfied. H - Satisfied. I - Satisfied. J - Satisfied. K - Satisfied. L - TBD.</p>
<p>3. <u>Proposed Improvements.</u></p> <ul style="list-style-type: none"> a. Public and private streets, tracts, driveways, open space and park land; location, names, right-of-way dimensions, approximate radius of street curves; and approximate finished street center line grades. All streets and tracts which are being held for private use and all reservations and restrictions relating to such private tracts shall be identified; b. <u>Easements.</u> Location, width and purpose of all easements; c. Lots and private tracts (e.g., private open space, common area, or street): approximate dimensions, area calculation (e.g., in square feet), and identification numbers for all lots and tracts; d. Proposed uses of the property, including all areas proposed to be dedicated to the public or reserved as open space for the purpose of surface water management, recreation, or other use; e. Proposed improvements, as required by Division 3 (Design Standards), and timing of improvements (e.g., in the case of streets, sidewalks, street trees, utilities, etc.); 	<p>3 A - Satisfied, See Preliminary Plat. B - Satisfied. C - Satisfied. D - Satisfied. E - Satisfied - Ensured through Conditions. F - Satisfied. G - Satisfied. H - Satisfied.</p>

<ul style="list-style-type: none"> f. The proposed source of domestic water; g. The proposed method of sewage disposal and method of surface water drainage (shall comply with Chapter 16.140). Water quality treatment areas, if required; h. The approximate location and identity of other utilities, including the locations of street lighting fixtures; i. Proposed railroad crossing or modifications to an existing crossing, if any, and evidence of contact with Oregon Department of Transportation related to proposed railroad crossing(s); j. Changes to navigable streams, shorelines or other water courses. Provision or closure of public access to these areas shall be shown on the preliminary plat, as applicable; k. Identification of the base flood elevation. Evidence of contact with the Federal Emergency Management Agency to initiate a floodplain map amendment shall be required when development is proposed to modify a designated 100-year flood plain; l. Evidence of contact with Oregon Department of Transportation (ODOT) for any development requiring access to a highway under the state’s jurisdiction; and m. For proposals that would alter land within 25 feet of a mapped wetland, a jurisdictional delineation of the wetland boundary concurred with by the appropriate resource agency with jurisdiction. (Ord. 1175-A § 22, 2013) 	<p>I - Not Applicable. J - No Changes Proposed Not Applicable. K - The area is outside the floodplain, Satisfied. L - The subject property does not access an Oregon Highway therefore access approval from ODOT is not necessary for approval. M - Buffers to wetland areas are incorporated in the proposal, Satisfied.</p>
<p>16.216.050 Approval Criteria—Preliminary Plat.</p>	
<p>A. <u>General Approval Criteria.</u> The City may approve, approve with conditions or deny a preliminary plat based on the following approval criteria:</p> <ul style="list-style-type: none"> 1. <u>Partition and Subdivision.</u> <ul style="list-style-type: none"> 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. b. <u>Housing Density.</u> The subdivision meets the City’s housing density standards of the applicable zoning district (Division 2). 2. <u>Subdivision Only.</u> <ul style="list-style-type: none"> a. The proposed plat name is not already recorded for another subdivision, and satisfies the provisions of ORS Chapter 92; b. The proposed streets, roads, sidewalks, bicycle lanes, pathways, utilities, and surface water management facilities meet City design standards and are laid out so as to conform or transition to the plats of subdivisions and maps of major partitions already approved for adjoining property as to width, general direction and in all other respects. A statement that all proposed public improvements will be built to City construction standards and proposed dedications are identified on the preliminary plat; and c. All proposed private common areas and improvements are identified on the preliminary plat. d. <u>Block and Lot Standards.</u> All proposed blocks (i.e., one or more lots bound by public streets), lots and parcels conform to the specific requirements below: <ul style="list-style-type: none"> i. All lots shall comply with the lot area, setback (existing structures), and 	<p>1 - The proposal complies with the applicable section of Division 2 & 3. No variance to the development standards are proposed at this time.</p> <p>2(A) - The proposed plat name of for the Roosevelt Subdivision has not already been recorded.</p> <p>B - The development will comply with City standards.</p> <p>C - These areas have been identified.</p> <p>D - The preliminary plat and design satisfies these criteria. Findings contained within this report address these criteria.</p>

<p>dimensional requirements of the applicable land use district (Division 2), and the standards of Figure 16.120.020.J, Street Connectivity and Formation of Blocks.</p> <ul style="list-style-type: none"> ii. Each lot shall conform to the standards of Chapter 16.120, Access and Circulation. iii. Landscape or other screening may be required to maintain privacy for abutting uses. Applies only in commercial and industrial zoning districts. (See also Division 2, Land Use Districts, and Chapter 16.124, Landscaping, Street Trees, Fences, and Walls.) iv. In conformance with the Uniform Fire Code, as amended, a minimum 20-foot width fire apparatus access drive shall be provided to serve all portions of a building that are located more than 150 feet from a public right-of-way or approved access drive. See Section 16.120.020, Vehicular Access and Circulation. v. Where a common drive is to be provided to serve more than one lot, a reciprocal easement which will ensure access and maintenance rights shall be recorded with the approved subdivision or partition plat. 	
<p>B. <u>Conditions of Approval.</u> 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).</p>	<p>The applicant is willing to accept necessary conditions of approval.</p>
<p>16.216.070 Final Plat Requirements (Partition and Subdivision).</p>	
<ul style="list-style-type: none"> A. <u>Requirements.</u> Final plats shall be reviewed and approved by the Warrenton Community Development Director prior to recording with Clatsop County. The applicant shall submit the final plat within two years of the approval of the preliminary plat as provided by Section 16.216.030. Specific information about the format and size of the plat, number of copies and other detailed information can be obtained from the Warrenton Planning Department. B. The final plat complies with the approved preliminary plat, and all conditions of approval have been satisfied. C. All public improvements required by the preliminary plat have been installed and approved by an appointed City engineer; or, the developer has provided a performance guarantee in accordance with Section 16.216.090. D. The street(s) for public use are dedicated without reservation or restriction other than reversionary rights upon vacation of any such street or road and easements for public utilities. E. The streets held for private use conform to the preliminary plat. F. The plat contains a dedication to the public of all public improvements, including but not limited to streets, public pathways and trails, access reserve strips, parks, sewage disposal, stormwater drainage and water supply systems. G. The applicant has provided a copy of homeowners association codes, covenants, and restrictions (CC&Rs). H. The plat complies with the applicable sections of this Code (i.e., there are no violation(s) since preliminary plat approval). I. Certification by the City or service district, as applicable, that water and sanitary sewer service is available to each and every lot depicted on the plat; or bond, contract or other assurance has been provided by the subdivider to the City that such services will be installed in accordance with Chapter 16.136, Public Facilities, and the bond requirements of Section 16.216.090. The amount of the bond, contract or other assurance by the subdivider shall be determined by a registered professional engineer, 	<p>Final plat conditions will be satisfied prior to filing and addressed in the final plat.</p>

<p>subject to review and approval by the City.</p> <p>J. The plat contains an affidavit by the surveyor who surveyed the land, represented on the plat to the effect the land was correctly surveyed and marked with proper monuments as provided by ORS Chapter 92.</p>	
<p>16.216.080 Public Improvements.</p>	
<p><u>Public Improvements Required.</u> Before City approval is certified on the final plat, all required public improvements shall be installed, inspected, and approved; or, the subdivider shall provide a performance guarantee, in accordance with Section 16.216.090.</p>	<p>The applicant will attain City approval prior to final plat in accordance with City codes.</p>
<p>16.216.090 Performance Guarantee.</p>	
<p>A. <u>Performance Guarantee Required.</u> When a performance guarantee is required under Section 16.216.080, the subdivider shall file an assurance of performance with the City supported by one of the following:</p> <ol style="list-style-type: none"> 1. An irrevocable letter of credit executed by a financial institution authorized to transact business in the State of Oregon; 2. A surety bond executed by a surety company authorized to transact business in the state of Oregon which remains in force until the surety company is notified by the City in writing that it may be terminated; or 3. Cash. <p>B. <u>Determination of Sum.</u> The assurance of performance shall be for a sum determined by the City as required to cover the cost of the improvements and repairs, including related engineering and incidental expenses.</p> <p>C. <u>Itemized Improvement Estimate.</u> The developer shall furnish to the City an itemized improvement estimate, certified by a registered civil engineer, to assist the City in calculating the amount of the performance assurance.</p> <p>D. <u>Agreement.</u> An agreement between the City and developer shall be recorded with the final plat that stipulates all of the following:</p> <ol style="list-style-type: none"> 1. Specifies the period within which all required improvements and repairs shall be completed. 2. A provision that if work is not completed within the period specified, the City may complete the work and recover the full cost and expenses from the applicant. 3. Stipulates the improvement fees and deposits that are required. 4. (Optional) Provides for the construction of the improvements in stages and for the extension of time under specific conditions therein stated in the contract. <p>The agreement may be prepared by the City, or in a letter prepared by the applicant. It shall not be valid until it is signed and dated by both the applicant and City Manager.</p> <p>E. <u>When Subdivider Fails to Perform.</u> In the event the developer fails to carry out all provisions of the agreement and the City has unreimbursed costs or expenses resulting from such failure, the City shall call on the bond, cash deposit or letter of credit for reimbursement.</p> <p>F. <u>Termination of Performance Guarantee.</u> The developer shall not cause termination of nor allow expiration of the guarantee without having first secured written authorization from the City.</p>	<p>If necessary the applicant is willing to provide a surety bond in accordance with criteria contained herein.</p>
<p>Summary</p>	<p>The proposal is consistent with the criteria contained within the City of Warrenton's</p>

	development Code. Appropriate administrative conditions will ensure compliance with provisions identified herein.
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« Making a difference through excellence of service »



CITY OF WARRENTON

December 17, 2015

To: Collin Stelzieg

From: Skip Urling, Community Development Director

Re: Roosevelt Subdivision Pre-Application Conference

The proposal is to develop a 74 lot subdivision in the RH High Density Residential zoning district west of the existing Pacific Rim development. Minimum lot size for single family dwellings is 5,000 square feet; the preliminary drawings indicate all lots exceed the minimum areal and dimensional standards.

The application will be reviewed via a Type III process before the planning commission. Please review WMC 16.208.050 for application requirements and procedures. An impact study, including a traffic impact analysis will be required.

Subdivisions are regulated by WMC 16.216. Please ensure the general and preliminary plat requirements of WMC 16.216.020 and 040. If the project is to be developed in phases, WMC 16.216.030.E will apply; the application should show the master plan and sequential phases.

The drawings show a 26,280 square foot park. WMC 16.216.020.I calls for a minimum 30,000 square foot park for the first 50 lots. My recommendation to the planning commission will be that the park should be completed prior to the approval of the final plat with the 50th lot.

SE Willow Drive will need to be extended to the site in the first phase, as will the street through the county property (sheriff's office) abutting on the north. The fire chief will also require an access extending to the west to SE Dolphin Avenue, or building permits will be limited to 30.

WMC 16.136 presents the public facility standards. The street pavements and rights-of-way appear to meet standards. Public works and the city engineer will comment on utilities and storm water facility requirements.

When you are ready to submit the preliminary plat, please provide one drawing set only with accompanying narratives (impact study, preliminary storm water management plan, traffic study, application narrative etc.) for a completeness review. Upon a completeness determination, we will need 10 application packages with hardcopy drawings in 11 x17 format, and a digital package. It would be most helpful if the general application narrative is in MS Word format. The drawings can be in PDF format; it may be helpful to the city engineer to provide AutoCAD files.

Skip Urling

From: Michael Summers <msummers@co.clatsop.or.us>
Sent: Thursday, December 17, 2015 7:50 AM
To: Skip Urling
Subject: RE: roosevelt subdivision pre-app mtg

Skip,

I will be unable to attend the Roosevelt Subdivision Pre-Application Conference this morning, due to the inclement weather of last week and thus cleaning up the mess this week. I have reviewed the application materials that I received in the mail. Please include me in any meeting notes from today's meeting. I have the following comments on the proposal.

- I concur with Matthew Workman's comments e-mailed earlier regarding the need for another access roadway. Some conceptual planning/design into the next phase of the project to the east would assist in developing a roadway alignment.
- The a similar conceptual level of planning/design would assist with utility corridors as well.
- The County Surveyor did not have any comments at this time.
- If a traffic study is prepared as part of the proposal or required, I would like to review as well.
- If utility work is needed within County Road right-of-way, which in the vicinity is Ensign Lane and SE 19th, then a permit from County Public Works is required.

Please let me know of any questions or comments.

Michael Summers, PE
Clatsop County Public Works Director

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

From: Michael Summers
Sent: Monday, December 07, 2015 4:04 PM
To: 'Skip Urling'
Subject: RE: roosevelt subdivision pre-app mtg

Skip,

I will attend the meeting and look for the items in the mail.

Michael Summers, PE
Clatsop County Public Works Director

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

Skip Urling

From: Mathew Workman
Sent: Tuesday, December 08, 2015 7:50 AM
To: Skip Urling
Cc: Richard Stelzig (richard.stelzig.engineering@gmail.com); Don Snyder; Tim Demers; Adam Dailey; 'Michael Summers (msummers@co.clatsop.or.us)'
Subject: RE: Roosevelt Subdivision pre-application meeting

Skip et al,

Here are my Roosevelt Subdivision pre-app comments:

- It does not appear that Willow will be extended off the map to connect with Dolphin to the west (or another street like going north to SE 19th). I would ask that it be a requirement to provide a 2nd access to the subdivision. Single access points for public safety is unacceptable and creates an safety hazard

At this point I have no other comments or questions.

Matt

Mathew J. Workman, Chief of Police
Warrenton Police Department
225 S. Main Avenue, P.O. Box 250
Warrenton, OR 97146
503-861-2235 (Office)
503-861-2863 (Fax)
503-791-9995 (Work Cell)
Facebook: "Warrenton Police Department"
Twitter: "WarrentonPD"
<http://www.ci.warrenton.or.us/police>

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-----Original Appointment-----

From: Skip Urling
Sent: Monday, December 07, 2015 2:38 PM
To: Richard Stelzig (richard.stelzig.engineering@gmail.com); Don Snyder; Tim Demers; Mathew Workman; Adam Dailey; 'Michael Summers (msummers@co.clatsop.or.us)'
Subject: Roosevelt Subdivision pre-application meeting
When: Thursday, December 17, 2015 10:30 AM-12:00 PM (UTC-08:00) Pacific Time (US & Canada).
Where: Commission Chambers

<< File: Pre-application - The Roosevelt - W Plans.pdf >>

Exhibit B: Mailing Notification List

Taxlotkey	Account	Owner	OwnerLine1	Mailing Address	City	State	Zip
810270000206	56071	Clatsop County		800 Exchange Street	Astoria	OR	97103
810270000203	31819	Oregon Youth Authority		530 Center Street (S-500)	Salem	OR	97301-3777
81027C005202	32078	Oregon State Dept Of Transport		PO Box 100	Salem	OR	97310-0001
81028D000160	32460	Warrenton Storage LLC		3414 NE 32nd Ave	Portland	OR	97212
81027C007500	56977	Oregon Department of Transportation		4040 Fairview IND. Drive SE, Mailstop #2	Salem	OR	97302
810340000100	32808	Warrenton Fiber Company		PO Box 100	Warrenton	OR	97146-0100
810340000100	32809	Warrenton Fiber Company		PO Box 100	Warrenton	OR	97146-0100
81033A000104	32589	Niemi Darryl J		2165 SE Dolphin Ave	Warrenton	OR	97146-9552
81033A000103	32588	Reed David T/Rebecca J		2143 SE Dolphin Ave	Warrenton	OR	97146-9552
810340002300	51755	Nygaard David 1/4	Warrenton Fiber Company 1/2	PO Box 100	Warrenton	OR	97146-0100
810340002301	32855	Nygaard Land LLC		PO Box 100	Warrenton	OR	97146-0100
81033A000101	32587	Moore Gary K		2187 SE Dolphin Ave	Warrenton	OR	97146-9552
810340000101	56972	Nygaard Land LLC		PO Box 100	Warrenton	OR	97146-0100
810340000101	57173	Nygaard Land LLC		PO Box 100	Warrenton	OR	97146-0100
81034A802100	57079	Nygaard Andrew Martin		389 NW 13th St	Warrenton	OR	97146
81034A802100	57080	Nygaard Andrew Martin		389 NW 13th St	Warrenton	OR	97146
81034A803100	57090	Turigliatto Camille C	Turigliatto Corey A	2211 SE Salal Loop	Warrenton	OR	97146-7341
81034A803200	57091	Vaughan Jess		1100 SE Willow Dr	Warrenton	OR	97146
81034A803000	57089	Thompson Scot C		2215 SE Salal Lp	Warrenton	OR	97146-7341
81034A805300	57112	Miller Terence R	Miller Dawna M	35106 Helligso Ln	Astoria	OR	97103
81034A802900	57088	Bock Jeremy Arthur	Bock Maiaia	5754 Willowtree DR	Agoura Hills	CA	91301-4417
81034A805200	57111	Miller Terence R	Miller Dawna M	35106 Helligso Ln	Astoria	OR	97103
810340000103	56976	Warrenton Fiber Company		PO Box 100	Warrenton	OR	97146-0100
81034A802800	57087	Miller Terence R	Miller Dawna M	35106 Helligso Lane	Astoria	OR	97103
81034A802700	57086	Miller Terence R	Miller Dawna M	35106 Helligso Lane	Astoria	OR	97103
81034A802600	57085	Nygaard Andrew Martin		389 NW 13th St	Warrenton	OR	97146
81034A802500	57084	Nygaard Andrew Martin		389 NW 13th St	Warrenton	OR	97146
81034A802400	57083	Brown Marcus S		2239 Salal Loop	Warrenton	OR	97146
81034A802000	57078	Coastal Maintenance and Plumbing	Lacoste Sarah	294 SW Cedar Ave	Warrenton	OR	97146
81034A801900	57077	Symonds Joseph S	B&C Construction	33725 Lake Front Dr	Warrenton	OR	97146
81034A801800	57076	Longsdorf James W	Symonds Lindsay	2261 SE Hebe Ct	Warrenton	OR	97146
81034A801400	57069	Bradshaw Michael W	Longsdorf Deanna L	2275 SE Hebe Ct	Warrenton	OR	97146-7305
81034A801400	57070	Bradshaw Michael W		2275 SE Hebe Ct	Warrenton	OR	97146-7305
81034A801600	57073	Nygaard Andrew Martin		389 NW 13th St	Warrenton	OR	97146
81034A801600	57074	Nygaard Andrew Martin	Meiners Wanda S	389 NW 13th St	Warrenton	OR	97146
81034A801500	57071	Meiners Darwin L	Meiners Wanda S	90562 Logan Rd	Astoria	OR	97103
81034A801500	57072	Meiners Darwin L	Meiners Wanda S	90562 Logan Rd	Astoria	OR	97103
810340001400	32849	Nygaard Land LLC		PO Box 100	Warrenton	OR	97146-0100

Exhibit C

Storm Drainage Improvements:

16.136.050 Storm Drainage Improvements

Please reference Drawing Number SD1.0 for the Overall Stormwater Layout.

**DRAFT DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS OF THE
ROOSEVELT**

THIS DECLARATION was made the 1st day of _____, by Warrenton Fiber Company, an Oregon S Corporation, hereinafter referred to as "Declarant."

Declarant is the owner of certain real property located in Warrenton, Clatsop County, Oregon, more particularly described in Exhibit A attached hereto. Declarant desires to subject such property to the covenants, conditions, and restrictions and charges set forth herein for the benefit of such property and its present and subsequent owners.

NOW, THEREFORE, Declarant hereby declares that the property described below shall be held, sold and conveyed subject to the following easements, covenants, restrictions and charges, which shall run with such property and shall be binding upon all parties having or acquiring any right, title or interest in such property, or any part thereof, and shall inure to the benefit of each owner thereof.

**ARTICLE I
DEFINITIONS**

Section 1. Definitions. As used in this Declaration, the terms set forth below shall have the following meanings:

- 1.1 "Declarant" means Warrenton Fiber Company, an Oregon S Corporation, and its successors and assigns.
- 1.2 "Lot" means a platted lot within the Property, or any portion thereof. Lots may be combined or divided as permitted by the proper authorities of Clatsop County and by the agreement of the Board of Directors of the Roosevelt Homeowners Association. Any newly created lot or lots shall be subject to this declaration and each resulting lot shall thereafter be an individual lot for all purposes and shall be subject to all of the same rules, regulations and assessments as any lot in the originally created plat of the Roosevelt. A lot does not include Common Property.
- 1.3 "Owner" means the person or persons, including the Declarant, owning any Lot in the Property or any portion thereof, but does not include a tenant or holder of a leasehold interest or a person holding only a security interest in a Lot. The rights, obligations and other status of being an Owner commence upon acquisition of the ownership of a Lot and terminate upon disposition of such ownership, but termination of ownership shall not discharge an Owner from obligations incurred prior to termination.
- 1.4 "Property" shall mean the property described in Article II of the Declaration. Declarant specifically reserves the right to annex additional properties or expand the subdivision or withdraw individual lots or tracts from the subdivision.
- 1.5 "Common Property" shall mean park areas and mailboxes.
- 1.6 "Residence" shall mean that portion or part of any structure intended to be occupied by one family as a dwelling, together with any attached and/or single detached garage and the patios, porches, decks, and steps annexed thereto.

- 1.7 "Real Property" shall mean and refer to all real property contained within the Plat of the Roosevelt filed in the Plat Records of Clatsop County, Oregon, on _____ as instrument Number _____, together with such additional lots of parcels as may hereafter, by recorded instrument, be brought within the jurisdiction of the Roosevelt Homeowners Association. The community shall be known as the Roosevelt and is a Class I Planned Community as defined in and subject to ORS 94.550 to 94.783.
- 1.8 "Declaration" means all of the easements, covenants, restrictions and charges set forth herein, as the same may be amended or supplemented from time to time in accordance with the provisions hereof.
- 1.9 "The Association" shall mean and refer to the Roosevelt Homeowners Association, an Oregon nonprofit corporation, to be organized in accordance with the terms hereof, its successors and assigns and in accordance with ORS 94.625, the Bylaws of which must be recorded in accordance with ORS 94.625. Said Bylaws shall conform with the terms set forth in this Declaration.

**ARTICLE II
PROPERTY SUBJECT TO DECLARATION**

Declarant hereby declares that all of the real property described below is owned and shall be owned, conveyed, encumbered, used, occupied and improved subject to this Declaration.

_____, Roosevelt Subdivision Plat No. ____ County of Clatsop, State of Oregon.

**ARTICLE III
ROOSEVELT HOMEOWNERS ASSOCIATION ("ASSOCIATION")**

Section 1. Organization. Declarant shall organize an association of all owners within the legal boundaries of Roosevelt. The Association shall be organized under the name of "Roosevelt Homeowners Association," or a name similar thereto, as a nonprofit corporation under the general nonprofit corporation laws of the State of Oregon. If a different name is given to the Association other than the Roosevelt Homeowners Association, such name shall be deemed the official name of the Association and shall be given the same effect as stated above herein. The Association shall have property, powers, and obligations as set forth in this and other recorded declarations and covenants for the benefit of the Real Property and the Members. The Articles of Incorporation of the Association shall provide for its perpetual existence, but in the event the Association is at any time dissolved, whether inadvertently or deliberately, it shall automatically be succeeded by an unincorporated association of Lot Owners of the same or a similar name. In such event, all of the property, powers, and obligations of the incorporated association existing immediately prior to its dissolution shall, thereafter, be confirmed and evidenced by appropriate conveyance and assignments. To the greatest extent possible, any successor unincorporated association shall be governed by the Articles of Incorporation and in the Bylaws of the Association as if they had been made to constitute the governing documents of the unincorporated association. The Articles of Incorporation and Bylaws of the Association hereafter adopted and duly amended shall be deemed covenants running with the ownership of the Lots, and private tracts and shall be binding upon the Owners as if verbatim recited herein. The Bylaws of the Association shall conform as closely as possible to the terms set forth herein in this Declaration.

Section 2. Membership. Every person or entity who is an Owner of any Lot shall be a Proprietary Member of the Association. The foregoing is not intended to include persons or entities that have an interest merely as security for the performance of an obligation. Membership shall be appurtenant to and may not be separated from ownership of a Lot. Ownership of a Lot shall be the sole qualification for

membership.

- 2.1 The membership commences when Lots are transferred from Declarant.
- 2.2 Such membership shall subject the Lot Owner and successors and assigns to the requirements to comply with the rules and regulations of the Association, and also to the rules and regulations of Roosevelt. The owners of all Lots within the Roosevelt are required to be members of the Roosevelt Homeowners Association, or its successor entity, and subject to its rules concurrently (See Article VIII, Membership in Association herein.) Should there be conflict between the different rules and regulations, the stricter regulations shall apply. Owners shall require any tenants, invitees or guests to comply with the CCR's, Bylaws and rules and regulations of the Association and shall include a provision in any lease or rental agreement for their Lot or Property that such condition is required of the Tenant(s).

Section 3. Dues and Assessments. The Owners of each Lot shall pay the designated assessments levied by the Association. The Association dues and assessments are required for each Lot Owner (See Article V, Section 1, herein). The purpose of such assessments levied by the Association shall be to offset and pay for the services and benefits by the Association. The present assessments include but are not limited to the following:

Annual dues for providing Common Property maintenance, and other services to Membership as determined by the Association; \$600.00 per year. Such fees are in effect as of the time of the recording of this Declaration, but subject to change and the establishment of lesser or additional fees in accordance with the procedural requirements of the Association. The dues shall begin to accrue upon the first sale of each Lot. Declarant shall not be liable for any assessments, unless and until the Declarant retains any Lots after the affairs of the Association are turned over to the Owners/Members.

Section 4. Control of Affairs of Association. On the date that is not later than 120 days after Lots representing 80% of the votes of the Members have been conveyed, Declarant shall call a meeting and at such meeting shall turn over administrative responsibility for the Roosevelt to the Association in accordance with applicable statutes. Prior to that event, this Declaration controls.

Section 5. Voting Rights. The Association shall have one class of voting membership: Voting Members shall be all Proprietary Members including the Declarant as to their initial ownership of lots prior to sale, their successors and assigns. Voting Members shall be entitled to a total of one (1) vote for each Lot in which they hold the interest required for membership in Section 2 of this Article III. When more than one (1) person holds such interest in any Lot, each of such persons shall be a Voting Member. The vote for such Lots shall be exercised so that the total of the fractional interests in one (1) Lot shall equal one (1). The multiple owner Lot Members may vote their vote as a fraction of one (1) vote if they disagree or as one (1) vote if they are in agreement. In the event that an entity is the owner of a Lot, the entity will be permitted to cast one (1) vote for its ownership interest in the Lot. The individual owners or members of the entity are not permitted to cast individual or fraction votes as partial votes, totaling one (1) vote for the entity. The entity itself must have a united vote for its interest.

ARTICLE IV PROPERTY RIGHTS IN THE COMMON PROPERTIES

Section 1. Members' Easement of Enjoyment. Every Proprietary member (Owner of a Lot) and Associate Member shall have a right and easement of enjoyment in and to the Common Property (specifically designated parks and mailboxes) and such easements shall be appurtenant to and shall run with the title to every lot. Land use development rights to the Common Property shall remain with Declarant.

Section 2. Common Property. Parks exist as designated on the plat, and mail boxes near the entrance of SE Willow and Bugle Avenue as approved by the United States Postal Service, and said spaces shall be considered Common Property. Common Property shall be subject to the right of common access by owners of all Lots within the plat of Roosevelt in accordance with the restrictions and regulations governing such use as set forth below. Provided, however, the Association may construct fences to protect the spaces and restrict non-authorized access or make any other use permitted by applicable governmental land use regulation in effect relative to such park designation. The ownership shall remain with the Association but said ownership shall be subject to the restrictions set forth herein, and be subject to the right of access by Owners of all Lots within the plat of Roosevelt. It is provided further that the Association has responsibility and obligation for maintaining said Common Property as required by applicable governmental land use regulations. None of the Common Property may be sold by the Association, and is subject to land use development rights retained by Declarant.

ARTICLE V COVENANT FOR MAINTENANCE ASSESSMENTS

Section 1. Creation of the Lien and Personal Obligation of Assessment. Declarant hereby covenants for all the Real Property, and each Owner of any lot, that by acceptance of a deed or contract of purchase therefore, whether or not it shall be so expressed in any such deed or other conveyance, such Lot Owner is deemed to covenant and agree to pay the Association regular annual or other regular periodic assessments or charges as established by the Association from time to time. Such assessments shall be fixed, established and collected from time to time as hereinafter provided. The regular and special assessments, together with such interest thereon and costs of collection thereof, as hereinafter provided, shall be a charge on the Lot and shall be a continuing lien upon the property which each such assessment is made. Each such assessment, together with interest, costs, and reasonable attorney fees, shall also be the personal obligation of the person who was the Owner of such Lot at the time such assessment became due. The obligation shall not be a personal obligation of successors in title unless expressly assumed by them.

Section 2. Purpose of Assessments. The assessments levied by the Association shall be used exclusively for the purpose of promoting the recreation, health, safety, enjoyment, and protection of the residents, guests, and Lot Owners of Roosevelt and in particular for the maintenance of Common Property and the integrity of the Roosevelt community.

Section 3. Annual Assessment. The annual assessment may be established by a vote of the members, by affirmative vote of not less than 51% of the votes of Members who are voting in person or by proxy, at a meeting attended by not less than a quorum as defined by the Articles and/or Bylaws of the Association and which is duly called for this purpose, written notice of which shall be sent to all Members not less than 30 days nor more than 60 days in advance of the meeting setting forth the purpose of the meeting.

Section 4. Uniform Rate of Assessment: Common Profits. All annual assessments and any special assessments must be fixed at a uniform and equal rate per lot for services rendered for all Lots and may be collected on an annual, semi-annual, quarterly, or monthly basis in the sole discretion of the Directors. If special services are rendered to specific Lots at the request of the Owner thereof, additional assessments shall be charged to such residential Lots. If the Association has any common profits at the end of any fiscal year, the Board of Directors place such funds in reserve for future use by the Association. No profits may be distributed to the Lot Owners/Members.

Section 5. Date of Commencement of Annual Assessments: Due Date. The annual assessments provided for herein shall commence to all Lots on the first day of the month following the conveyance of title to said Lots for property located within the plat of the Roosevelt. The first regular assessment shall be adjusted according to the number of months remaining in the calendar year. The Board of Directors shall

fix the amount of the regular assessment at least 30 days in advance of each annual assessment period. Written notice of the annual assessment shall be sent to every Owner subject thereto. The due dates shall be established by the Board of Directors. The Association shall, upon demand at any reasonable time, furnish a written receipt signed by an officer of the Association setting forth whether the assessments on a specific Lot have been paid. Such written receipt shall be conclusive evidence of payment of any assessment therein stated to have been paid.

Section 6. Effect of Non-payment of Assessments: Remedies. If any Owner of a Lot or portion of a Lot fails to pay the respective dues, assessments, fees, or charges, made by the Association according to the terms of their agreement with the Declarant and in accordance with the terms and conditions of this Declaration of CC&Rs of the Roosevelt within 30 days, then the Association, or the party paying the cost on behalf of the property of the defaulting party may be enforced upon compliance with the terms and conditions set forth herein.

- 6.1 Lien Priority. The lien shall be prior to all other liens or encumbrances upon the property except tax and assessment liens and any prior mortgage, trust deed or contract of record.
- 6.2 Lien Enforcement Requirements. In order to enforce the lien provided for herein, the Association, or the party who has paid the obligation of the defaulting Owner may record a claim containing a true statement of the amount due for unpaid charges (after deducting all just credits and offsets) in the appropriate lien records of Clatsop County, Oregon. The name of the Owner of the property or the reputed Owner, if known, and the legal description of the property shall constitute sufficient designation of the property for purposes of identification.
- 6.3 Lien Filing. The claim shall be verified by the oath of one (1) or more persons having knowledge of the facts, and shall be filed with and recorded by the recording officer of Clatsop County in the book kept for purposes or recording liens filed under ORS 87.035 or its successor statute.
- 6.4 Continuation of Lien. After a claim has been filed and recorded pursuant to the provisions of this Declaration of CC&Rs of the Roosevelt, and the Owner of the property subject to the claim thereafter fails to pay any such charge provided for therein, then and so long as the original or any subsequent unpaid balance remains unpaid, such claim shall automatically continue and subsequent unpaid amounts and interest thereon shall automatically accumulate without the necessity of further filings.
- 6.5 Conformity With State Statute and Duration. The proceedings to foreclose liens created by the provisions of this Declaration of CC&Rs shall conform as nearly as possible to the proceedings to foreclose statutory liens created by ORS 87.010 or its successor statute, except that notwithstanding ORS 87.055 or its successor statute, a lien may be continued in force for a period of time not to exceed six (6) years from the date the claim is filed under subparagraph 6.3. For the purpose of determining the date the lien is filed in those cases where subsequent unpaid costs have accumulated under the claim as provided in subparagraph 6.4, the claim regarding each unpaid costs shall be deemed to have been filed at the time such unpaid costs become due. The lien may be enforced by the lien claimants acting jointly and individually.
- 6.6 Lien Foreclosure Cost. The party or parties foreclosing the lien provided for herein shall be entitled to reimbursement of all costs and expenses of foreclosing the lien, including the costs of a foreclosure title report, expert witness fees, and any attorney's fees in connection therewith upon trial and appeal thereof.
- 6.7 Interest. All unpaid balances shall bear interest at the rate of 12% per annum or at such other rate as established by the Members as per Article III, Section 2 supra.

6.8 Right to Sue Without Waiver of Lien. An action to recover a money judgment for unpaid charges against the defaulting Lot Owner may be maintained by the Association or the party or parties paying said charges, acting jointly or individually, without foreclosure or waiving the liens securing the claim for unpaid charges.

6.9 Non-Exclusive Remedy. The remedies provided above shall be non-exclusive and in addition to any other remedies provided by law.

Section 7. Exempt Property. Common Property shall be exempt from assessments created herein.

ARTICLE VI RESIDENTIAL COVENANTS

Section 1. Land, Building Type and Usage.

1.1 Permanency. All buildings shall be constructed on the Lot upon which they shall permanently remain. All structures shall be built on site (no pre-manufactured homes).

1.2 Permitted Use. Lots shall only be used for residential purposes. No building shall be erected, altered, placed or permitted to remain on any Lot other than one detached single family dwelling (including attached garages) and one outbuilding. Outbuildings are limited to one detached garage. This section does not prohibit the storage, during the course of construction, of construction materials and equipment on said Lot as may be necessary for such construction or the use of any residence on a Lot as a sales office or model home for purpose of sale in the Roosevelt under such circumstances and for such period of time as may, from time to time, as deemed reasonable by Declarant.

1.3 Restrictions on Development of Lots, the Structure and Usage.

1.3.1 Dwelling Minimum Size. No residential structure shall be erected or placed on any Lot unless the building has a living area of at least 1500 square feet, exclusive of the enclosed garage area.

1.3.2 Garages. Each single family dwelling within the subject development shall have a minimum of a two-car enclosed and attached garage. A garage shall be considered attached if it is connected to the dwelling by a breezeway. The breezeway shall be appropriate in design to and architecturally consistent with the dwelling.

1.3.3 Driveway. Each single family dwelling shall have a driveway with a minimum of 600 square feet of impervious surface for parking.

1.3.4 Height Restrictions. The maximum allowable building height is 45 feet above average grade as determined by the four corners of the principal structure, which is in accordance with the requirements of Warrenton Municipal Code.

1.3.5 Roof Pitch. The roof pitch shall be a minimum of 5:12.

1.3.6 Manufactured Homes. No pre-manufactured homes shall be permitted. All dwellings shall be constructed onsite.

1.3.7 Siding. No single wall or vinyl siding is permitted.

1.3.8 Landscaping. All landscaping designs shall be pre-approved by the architectural committee and in accordance with the Warrenton Municipal Code.

1.3.9 Antennae, Wind Instruments and Satellite Dishes. Antennae, wind instruments and satellite dishes shall be permitted as allowed by City of Warrenton and located on each Lot and placed in such a manner as to minimize the visual impact on the community and the neighboring lots. The Architectural Committee shall regulate and approve all such requests for allowing and placing such items.

1.3.10 Parking. Parking of boats, trailers, campers, truck campers, trucks (excepting pickup trucks), recreational vehicles or equipment shall not be allowed in excess of 72 hours, nor shall repair of the same be permitted on any Lot or the Property, excepting within the confines of an enclosed garage or shop building. There shall be no parking on any street in the Property development in excess of 72 hours. No owner shall permit any vehicle which is in a state of disrepair to be abandoned or to remain parked upon any Lot or street in excess of 48 hours without being moved into an enclosed garage.

1.3.11 Exterior Lighting. Owners shall be required to minimize the impact of their exterior lighting's effect on the community as a whole as well as the immediately surrounding Lots. All exterior lighting will be required to obtain prior approval of the Architectural Committee before being placed.

1.3.12 Hunting. No hunting or discharging of firearms is permitted within the residential Lots of the Property.

1.3.13 Fencing. All fencing shall be approved by the Architectural Committee prior to its installation or modification. Routine repairs and maintenance that do not change the style, color, location or general appearance of a fence do not require any approval of the Architectural Committee.

1.3.14 Temporary Structures. No structure of a temporary or transient character, including but not limited to tents, tarps, shacks, sheds, trailer, barn, or other out buildings or any other building not constructed or approved under the standards of the Uniform Building Code in effect at the time of placement, shall be located on any building site within the subject development.

1.3.15 Offensive Activities. No noxious or offensive activity shall be carried on or upon any Lot, nor shall anything be done thereon which may be, or may become, an annoyance or a nuisance to the neighborhood. No Lot shall be used or maintained as a dumping ground for rubbish, garbage, or trash. Yard raking and dirt resulting from landscaping work shall not be dumped on to the street, Common Property or any undeveloped sites or any public area. Garbage and other waste shall be kept in appropriate sanitary containers for disposal and out of public view.

1.3.16 Business and Commercial Use. No storefront activity involving trades, crafts, businesses, professions, commercial, or similar activities of any kind shall be conducted on any Lot, nor shall any goods, equipment, vehicles, materials, or supplies be used in connection with any trade, service, or business be kept or stored on any Lot, excepting the right of any home builder or Declarant, who is constructing Residences on Lots, to store construction materials and equipment on said Lots in the normal course of said construction and to use completed home as sales models as provided herein.

1.3.17 Signs. No sign of any kind shall be displayed on any Common Property. No sign of any kind shall be displayed to the public view on any Lot or improvement, except one professionally

made of not more than six (6) square feet advertising the Lot or single family dwelling constructed thereon for sale or indicating the presence of a security system at the Lot. This restriction shall not prohibit the temporary placement of political signs on any Lot by the Owner (which shall be promptly removed after the election is completed for which it was placed), or placement of a professionally made sign by Declarant, which complies with local applicable sign ordinances. This restriction does not apply to signs used by Declarant, builders, Realtors or agents during original construction and initial sales.

1.3.18 Animals. No animal, livestock, or poultry of any kind shall be raised, bred, or kept on any site, except dogs, cats, or other small household pets may be kept provided they are not kept, bred, or maintained in unreasonable numbers for any commercial purposes.

1.3.19 Pet Control. Pets are required to be controlled so as not to be a nuisance to other Owners, their guests, renters or invitees or wildlife. Any inconvenience or damage or unpleasantness caused by any such pets shall be the responsibility of the respective owners thereof, including such as may be caused by the pet of an Owner's guest, renter or invitee. Pets shall not be permitted to roam the Property unattended and pets shall be required to be leashed while outside their Owner's Lot. An Owner may be required to remove a pet upon receipt of a notice in writing from the Board of Directors of the Homeowners Association of violation of any rule, regulation or restriction governing pets within the Property. Any pet which the Board of Directors of the Homeowners Association reasonably determines to be vicious or dangerous to Owners of Lots, their families, guests, invitees, renters, pets or wildlife on the Property shall be removed by the Owner thereof immediately upon written notice from the Board of Directors. At the Owner's request after such removal, a hearing will be held by the Board of Directors of the Homeowner's Association to review its determination and affirm or reverse its previous determination. As part of their determination, the Board of Directors may require remedial actions be taken by the Owner in the reverse of its previous determination. Any pet which is considered vicious under any City of Warrenton ordinance, Clatsop County Ordinance, or state law, shall be conclusively deemed vicious, which the Board of Directors shall thereafter be required to exclude from the Property.

1.3.20 Construction Completion. Construction of any Residence shall be completed, including exterior decoration, within fourteen (14) months from the date of the start of such construction. All Lots shall, prior to and after the improvements thereon, be kept in a neat and orderly condition and free of brush, vines, weeds, and debris. The Lot shall be maintained in order to prevent the creation of a nuisance or health hazard. If the Declarant or the Association is forced to maintain the Lot on behalf of the Owner, the cost for the work completed will be assessed to the Lot Owner.

1.3.21 Sewer and Water. Each Lot has sanitary sewer and water system as authorized by the appropriate governing authority (currently the City of Warrenton).

1.3.22 Conflicts With City of Warrenton Codes and Regulations. These CC&Rs do not restrict the City of Warrenton's authority to adopt or amend its development regulations. It is the duty of every person engaged in development within the Roosevelt to know the requirements of these CC&Rs and City of Warrenton regulations. The City of Warrenton will not be liable for any approvals or permits that are in compliance with City of Warrenton regulations, but are not in compliance with these CC&Rs. The provisions of this paragraph do not limit the rights of the City of Warrenton.

1.3.23 Vehicular Traffic. Vehicular traffic shall be confined to the roads within the subdivision Property and driveways on individual Lots.

1.3.24 Roadside Maintenance Responsibility. The Owner of property bordering a roadway or roadways shall be responsible for clearing of trees, brush, grass, and debris from the Lot line to the center of the road. Trees and brush must be pruned in such a manner to permit two (2) cars to pass each other without striking tree limbs, shrubs, or brush.

Section 2. Easements.

- 2.1 Utility. Declarant hereby reserved to themselves, their successors and assigns, perpetual easements under, over, and across all common properties and under, over, and across strips of land Ten (10) feet in width running along all property lines of each Lot for the purpose of erecting, installing, constructing, maintaining, and operating drainage and irrigating systems, and pipes, wires, cables, and conduits for lights, heating, power, telephone, internet, water and any other method of conducting and performing any public or quasi-public utility service or function beneath, upon, or above the surface of each Common Property and such Ten (10) foot strips of land. Declarant is not hereby obligated to erect or construct any public or quasi-public utility service. Within the easements consisting of the herein defined Ten (10) foot strips of land on the interior of the Lot lines, no structure, fence, planting, or other materials shall be placed or permitted to remain which may damage or interfere with the Installation or maintenance of such utilities or facilities, or which may change the direction of flow of water through drainage channels in the easements. A Lot Owner may place removable structures or place surface coverings such as asphalt or concrete on this easement area or install fencing, plant shrubbery in this area or otherwise landscape this area if access to the surface or sub-surface property(s) within the easement for the purpose specified herein and conditioned upon Lot Owner making all necessary provisions for alternate drainage facilities within Owner's Lot if surface drainage or sub-surface drainage is interrupted or altered. The easement property(s) of each Lot and all improvements for which a public authority or utility company is responsible. No Lot owner is permitted to grant an easement for utilities to any other Lot Owner within the Property or to any property owner outside the Roosevelt.
- 2.2 Roads and Streets. Declarant hereby grants unto the City of Warrenton the roads and streets within the Roosevelt.

**ARTICLE VII
ENFORCEMENT**

Section 1. Use of Common Properties and Facilities. In the event any Owner shall violate any provision of this Declaration, the Bylaws of the Association or other rules adopted by the Association, then the Association, acting through the Board of Directors, shall notify the Owner in writing that the violation exists and that the Owner is responsible for therefor, and may:

- 1.1 Notify the Owner in writing that their voting rights are suspended for the time that the violations remain unabated; or,
- 1.2 Impose fines upon the Owner as such fines may be provided for in the Bylaws and rules of the Association, which may include late fees and interest; or,
- 1.3 Enter the offending Lot and remove the cause of such violation, or alter, repair, or change the item which is in violation of this Declaration in such a manner as to make it conform thereto, in which case the Association may assess such Owner for 120% of the entire direct or indirect costs of the work done, which amounts shall immediately be payable to the Association; or,
- 1.4 Bring suit or action against the Owner on behalf of the Association and other Owners to enforce the provisions of this Declaration; or,

1.5 Do any of the above in conjunction with each other.

Provided, however, in each remedy except that designated sub-paragraph 1.4 of Article VII, the Lot Owner shall have the right to a hearing before the Board of Directors to contest their determination. If a hearing is requested, imposition of the applicable remedies will be withheld pending the Association Board of Directors' decision after hearing the Lot Owner's testimony or evidence. If an emergency exists and is so determined by the Board of Directors, they may proceed with the remedies specified in sub-paragraph 1.3 above pending the hearing or decision on the hearing. If a hearing is requested, it shall be held within 14 days of the date of receipt of request by the Board of Directors at a location designation by the Board of Directors in a timely notice to the Lot Owner. The Board of Directors shall make a decision on whether to proceed with the specified remedy or to abate their action and provide notice thereof to the Lot Owner. All assessed fines shall be paid immediately to the Association and deposited into the Association's general account.

Section 2. Interest, Expenses, and Attorney Fees. Any amount not paid to the Association when due in accordance with this Declaration shall bear interest from the due date until paid at the following rate per annum: From the date hereof until the first annual meeting of Members, 12% per annum; and thereafter at a rate per annum which the Members shall establish at each such annual meeting to be in effect until the next such annual meeting, but if no such rate is established by the Members, then the rate shall be 12% per annum. In the event the Association shall bring any suit of action to enforce this Declaration, to collect any money due to it, or to foreclose a lien, the prevailing party shall be entitled to recover all costs and expenses incurred by them in connection with such suit or action, including the cost of a foreclosure title report, expert witness fees and such amount as the court may determine to be reasonable as costs and attorneys' fees at trial and upon any appeal thereof. In addition to being the personal obligation of the Lot Owner, the Association shall have a lien upon any Lot owned by the losing party to secure payment of such costs and expenses. In addition, in the event the Association engages the services of an attorney to enforce or interpret any of the rules of the Association or Declaration in respect to any issue with a property Owner, said property Owner(s) for which said attorney costs were incurred, shall be liable for the payment thereof, even though no suit or action has been initiated against said Owner.

Section 3. Non-exclusiveness and Accumulation of Remedies. An election by the Association to pursue any remedy provided for violation of this Declaration or the rules of the Association shall not prevent concurrent or subsequent exercise of any remedy permitted under this Declaration, the Bylaws or rules of the Association. The remedies provided in this Declaration, the Bylaws or rules of the Association are not exclusive and shall be in addition to all other remedies, including actions for damages and suits for injunctions and specific performance, available under applicable laws.

Section 4. Effect of Breach. The breach of any of the covenants, conditions or restrictions contained in this Declaration shall not defeat or render invalid the lien of any mortgage or deed of trust made in good faith for value as to any Lot or Lots or portions of Lots, but these covenants, conditions, and restrictions shall be binding upon and effective against any such mortgages or trustee or Owner thereof, whose title thereto is or was acquired by foreclosure, trustee's sale or otherwise.

Section 5. Delay. No delay or omission on the part of Declarant, the Association, or the Owners of other Lots in exercising any right, power or remedy herein provided in the event of any breach of the covenants, conditions or restrictions herein contained shall be construed as a waiver thereof or acquiescence therein; and no right of action shall accrue nor shall any action be brought or maintained by anyone whatsoever against Declarant and no right of action except specific performance shall accrue nor shall any other right of action be brought or maintained by anyone whatsoever against the Association or on account of their failure to bring any action on account of any breach of these covenants, conditions and restrictions.

**ARTICLE VIII
ROOSEVELT HOMEOWNERS ASSOCIATION AND ARCHITECTURAL COMMITTEE**

Section 1. Roosevelt Homeowners Association ("Association"). The owners of all Lots within the Roosevelt are hereby designated as and required to be Members of the Association, or its successor entity.

- 1.1 The membership commences when Lots are transferred from Declarant.
- 1.2 Such membership shall subject the Lot Owner and successors and assigns to the requirements to comply with the rules and regulations of the Association and the Bylaws in addition to the Declaration of CC&Rs for the Roosevelt. Should there be conflict between the different rules and regulations, the stricter regulation(s) shall apply. The Bylaws shall be created to conform to the Declaration as closely as is reasonably possible.
- 1.3 The non-declarant Owner and the subsequent Owners of each Lot shall be required to pay all dues, fees, and assessments levied by the Association.
- 1.4 The right to access, usage of the streets, roads, and easements of the Roosevelt, for each Lot is limited to such access and availability for use on the same basis and according to the same regulations that apply elsewhere within the service area of the Association.

Section 2. Architectural Committee.

- 2.1 Formation of the Committee. The Architectural Committee shall consist of Three (3) Members. Prior to the Transfer Date (date that the Declarant transfers control to the Association Members), Declarant shall make all decisions reserved herein for the Architectural Committee. Following the Transfer Date, the Architectural Committee Members shall be appointed by the Permanent Board and shall thereafter assume the responsibilities and duties described herein. Upon appointment a Member of the Architectural Committee shall serve for a term of One (1) year.

A Member of the Architectural Committee may be removed by the Declarant at any time with or without cause until the last Lot is sold or by the Board upon a majority vote of the Board. Members of the Architectural Committee shall be appointed by a majority vote of the Board. Any time there is a vacancy in the Architectural Committee, a replacement may be voted in by the Board. The address of the Architectural Committee shall be the same as the address for the Association. Actions of the Architectural Committee shall be by a majority vote of the Members of the Architectural Committee. No Architectural Committee Member shall be entitled to any compensation for services performed or have any financial obligation of a kind based upon his or her actions as member of the Architectural Committee.

- 2.2 Plans for all Proposals. No home/dwelling, improvement or landscaping shall be constructed upon any Lot until the plans showing the nature, kind, shape, height, materials and location of the same shall have been submitted to and approved in writing by the Architectural Committee. The Architectural Committee shall be guided by the goal of creating a harmonious exterior design and location for each Lot in relation to the surrounding structures and topography and in relation to the Declaration. Determinations, actions and resolutions of the Architectural Committee shall be within the sole discretion of the Architectural Committee.

An Owner shall submit all plans and specifications for the Home/Dwelling and of all Improvements and for any Landscaping ("Plans") to the Architectural Committee by mail to the

address of the Architectural Committee. The Plans shall consist of three (3) sets of 8 ½ x 11 inch copies and each of the Plans shall be signed by the Owner of the Lot or his or her authorized agent and shall contain the name, address of the person submitting the same and the Lot to be involved, and shall set forth the following with respect to the proposed Home/Dwelling, Improvement, or Landscaping as appropriate to the request: a) a site plan of the Lot reflecting the proposed location of the Home/Dwelling, the location of all set-backs and all easements burdening the Lot; and (b) front, rear and side elevations of the Home, and (c) a floor plan of all floors of the Home/Dwelling; and (d) a impervious surface plan specifying the location and surface material of the driveway and all other paving and impervious surfaces to be placed upon the Lot; and (e) Landscaping plan for the Lot to include a specification of the species of all vegetation to be planted, the planted size of the vegetation and a specification of and drawings of all other improvements to be constructed, places or installed on any portion of the Lot, including, but not limited to: water features, statues, walls, fences, gates, berms, playground or athletic facilities, and outbuildings, and exterior lighting; and (f) specifications detailing all aspects of the exterior appearance of the Home including, but not limited to: the specification of the nature of and the finished color of all siding material, gutters, fascia and exterior trim, and the specification of the nature and coloring of all roofing material, and window details, and door details, and (g) a specification of any decorative or fanciful features, details and trim to be constructed, placed or installed on any exterior of the Home or upon the roof thereof.

All submissions must be in no less than ¼" to 1" scale and shall include all relevant dimensions and shall designate the name and address of the architect or designer of the Home and shall make specific reference to the Lot. The Owner shall also provide the legal description and address for the Lot, the builder's name, phone number, and contact person and such other information as may be required by the Committee to determine whether proposed Home/Dwelling, Improvement or Landscaping conforms with this Declaration, and the standards set forth by the Architectural Committee.

- 2.3 Standards. The Architectural Committee except as limited by the Declaration, shall have the sole discretion and the authority to determine and establish standards involving aesthetic considerations of harmony of construction and color which it determines to be in the best interest of ensuring the attractive development of the Property and the Lots, which discretion and authority shall include, but not be limited to, the height, configuration, design, color, scope, bulk, mass, size and appearance of the Home/dwelling, the Improvements and Landscaping.

The Architectural Committee, in the exercise of its discretion, shall have the right to refuse to approve any Plans for the design of any Home/Dwelling, Improvements or Landscaping. The Architectural Committee shall have the right to take into consideration the suitability of the proposed Home/Dwelling, Improvement or Landscaping and the material of which it is to be built, the harmony thereof with the surroundings, and the effect of the Home/Dwelling, Improvement or Landscaping as planned on the outlook of the adjacent or neighboring Lot(s) and any and all other factors which, in the Architectural Committee's opinion, shall affect the desirability or suitability of such proposed Home/Dwelling, Improvement or Landscaping. The determination by the Architectural Committee shall be binding on the Owner and shall not be subject to appeal or collateral attack by any Owner except in the case of a willful abuse of the Architectural Committee's discretion.

- 2.4 Approval or Disapproval. The Architectural Committee shall use best efforts to approve submitted Plans within thirty (30) days after the receipt of Plans submitted in accordance with this Declaration. The Architectural Committee's notice of approval or disapproval shall be designated upon one of the Plans submitted and such Plans shall be returned to the Owner submitting the Plans. In the event that no approval or disapproval of such Plans is given within thirty (30) days of submission in compliance herewith, copies of such Plans shall be delivered to

the Owner of each adjacent Lot within the Property together with a statement to the effect that (1) the said Plans have been submitted to the Architectural Committee; and (2) unless suit to enjoin the construction pursuant to the submitted Plans is commenced within thirty (30) days after the receipt of the delivered copies, the Owner shall be entitled to commence construction pursuant to the Plans that were submitted for review, subject only to the issuance of a building permit by the City of Warrenton as may be applicable. If no suit to enjoin the Construction is commenced within thirty (30) days after the receipt of the delivered copies and the statement described herein, said Plans shall be deemed to be approved by the Architectural Committee and Construction pursuant to said Plans may be commenced.

In all cases, the ultimate responsibility for satisfying all local governmental building codes and requirements, etc., rests with the owner. The approval of any submitted Plans shall not represent confirmation that the Plans comply with applicable building or land-use codes and the Architectural Committee and the Association shall not be liable to any Owner due to the failure of any Plans to comply with any standards, codes, ordinances, restrictions or limitations associated therewith. No Member of the Architectural Committee or any person or entity acting for or on behalf of the Architectural Committee shall be liable or responsible for any defect in any Plans submitted or approved or for any defect in any work accomplished according to such Plans.

- 2.5 Advisors. The Architectural Committee may appoint advisors from time to time to advise on matters pertaining to the Property and the Lots.
- 2.6 Variations. The Architectural Committee shall have the authority to approve Plans which do not conform to this Declaration or any standards announced by the Architectural Committee in order to overcome practical difficulties or prevent hardships, provided that such variations so approved shall not be materially injurious to the Improvements of other Lots and shall not constitute a waiver of the restrictions herein contained but shall be in furtherance of the purposes and intent of this Declaration.

ARTICLE IX GENERAL PROVISIONS

Section 1. Severability. Invalidation of any one (1) or more of the provisions of this Declaration by judgment or court order shall in no way affect any other provision which shall remain in full force and effect.

Section 2. Duration and Amendment. The provisions of this Declaration shall run with and bind the land, and shall inure to the benefit of and be enforceable by Declarant, the Association, or the Owner of any Lot subject to this Declaration, their respective legal representatives, heirs, successors, and assigns, for a term of twenty-five (25) years from the date of the recording of this Declaration, unless an instrument signed by seventy-five (75%) percent of the votes of membership has been recorded in the Records of Clatsop County, Oregon, agreeing to modify said provisions. The Declarant shall retain authority to make amendments until the last Lot is constructed upon. Easements herein granted and reserved shall not be amended except by instrument signed and acknowledged by all of the Owners of the properties concerned, and the Association. All amendments must be recorded in the Deed Records, or other appropriate Records of Clatsop County, Oregon, to be effective. After the initial twenty-five (25) year term, this Declaration or any provision will be automatically extended for successive periods of ten (10) years each unless an instrument signed by a majority of the votes of the membership of the Association has been recorded in the Records of Clatsop County, Oregon, agreeing to modify or terminate said Declaration or any provision thereof.

Section 3. No Right of Reversion. Nothing in this Declaration, or in any form of deed which may be used by Declarant, or his successors or assigns, shall be deemed to best or reserve in Declarant or the

Association any right of reversion or reentry for breach or violation of any one (1) or more of the provisions hereof.

Section 4. Rights of Mortgagees Relating to Maintenance. At any time that any part of the Common Property, or any other part of the Roosevelt, or any Residence, Lot, or other building or improvement located thereon is not in accordance with this Declaration or the Association's Bylaws or is not properly maintained and kept in good order and repair to the extent reasonably necessary to protect and preserve the appearance and value thereof and the appearance and value of the remainder of the Roosevelt, the record owner of any mortgage of trust deed upon any part of said Real Property or Residence or building thereon, upon giving written notice as hereinafter provided, shall be entitled to exercise the rights of the Owner-mortgager of such property as a member of the Association including the right to vote at all regular and special meetings of the Association, and the Owner-mortgager shall receive such notice also and may attend such meetings as an observer. Said notice shall quote this paragraph and shall be sent certified mail, return receipt requested, to the Owner-mortgager, with a copy by regular mail to the Association at the last known address of each.

Section 5. Loss of Property. In order to protect and preserve the appearance and value of the Real Property, each Owner is required to immediately commence, and diligently pursue without delay, the razing, repair, or rebuilding of his Residence after any loss to it.

Section 6. Notices. Unless otherwise provided herein, any notice required to be sent to any Member or Owner under the provisions of this Declaration shall be deemed to have been properly sent when mailed, postpaid, to the last known address provided to the Association in writing by the person who appears as a Member or Owner on the records of the Association at the time of such mailing and if there is no written address provided, then to the address set forth on the current tax statement for the property affected.

Section 7. Assignment. Any and all rights, powers, and reservations of Declarant herein contained may be assigned to the Association or to any person or corporation or association which is now organized or which may hereafter be organized and which will assume the duties of Declarant hereunder pertaining to the particular rights, powers, and reservations assigned and upon such person, corporation or association evidencing its intent in writing to accept such assignment, have the same rights and shall, to the extent of such assignment, have the same rights and powers and be subject to the same obligations and duties as are given to and assumed by Declarant herein.

Section 8. Indemnification and Insurance.

8.1 Indemnification. To the extent of insurance obtained to protect against the errors and omissions of the Board of Directors of the Association, the Association hereby covenants and agrees to indemnify, hold harmless and defend the directors of the Association's Board of Directors, who by reason of being such, or as a result of the exercises of their duties as such, are a party or are threatened to be made a party to any threatened, pending or completed action, suit or proceeding whether civil or criminal, administrative or investigative. Indemnification may be had for costs and expenses (including attorney's fees), judgments, and settlement payments, provided that the officer or director acted in good faith, in a manner reasonably believed to be not opposed to the interests of the Association and, in the case of criminal proceedings, had no reasonable cause to believe his or her conduct unlawful.

8.2 Insurance. The Board at its discretion shall be authorized to obtain and maintain the following policies of insurance:

8.2.1 Hazard Insurance. To the extent that there are Improvements made to the Common Property which may be insured against loss, a "master" or "blanket" type of hazard insurance

policy or policies may be maintained, protecting such Improvements against loss or damage by fire and all other hazards that are normally covered by the standard extended coverage endorsement, and all other perils customarily covered for similar types of projects. The Board may enter into additional endorsements, provisions, and exceptions.

8.2.2 Liability Insurance. A comprehensive general liability insurance policy covering the Common Property and all roads and streets. The liability policy shall provide coverage for bodily injury and property damage for any single occurrence, covering bodily injury and property damage resulting from the operation, maintenance, repair or use of the Common Property, in such amounts as the Board may determine.

8.2.3 Director's Coverage. A policy of errors and omissions insurance to protect the Board of Directors of the Homeowner's Association.

8.2.4 Insurance Premiums. Insurance premiums for any insurance coverage obtained by the Association and any other insurance deemed necessary by the Board shall be a Common Expense to be included in the Annual Assessments levied by the Association and collected from the Owners. That portion of the Annual Assessments necessary for the required insurance premiums shall be separately accounted for by the Association in the reserve fund to be used solely for the payment of premiums of required insurance as such premiums become due. The annual limit on the increase of assessment shall not limit the amount of the premiums payable by the Owner for the Association's insurance.

Section 9. Costs and Attorney's Fees. In the event any party of successor to a party (including future individual Lot Owners) shall take any action, judicial or otherwise, to enforce any terms of this Declaration, the Bylaws or the Association's rules, the prevailing party shall be entitled to recover from the other all expenses which it may reasonably incur in taking such action, including but not limited to costs incurred in searching records, the costs of title reports, surveyor's reports, foreclosure reports, witness fees (including expert witnesses) and attorney fees, whether incurred in a suit or action or appeal from a judgment or decree therein, or (solely for the Association or Declarant and specifically not the individual Lot Owners) in connection with non-judicial action, or in connection with any post judgment collection efforts.

IN WITNESS WHEREOF, the undersigned being the Declarant herein, has executed this Declaration on the day and year first mentioned above.

Warrenton Fiber Company (Declarant)

By: _____
David A. Nygaard, President

By: _____
John B. Nygaard, Vice-President

STATE OF OREGON)
) ss.
County of Clatsop)

This instrument was acknowledged before me on _____, 201__, by David A. Nygaard as President of Warrenton Fiber Company, and John B. Nygaard as Vice-President of Warrenton Fiber Company.

Notary Public for Oregon

"Making a difference through excellence of service"



CITY OF WARRENTON

December 17, 2015

To: Collin Stelzieg

From: Skip Urling, Community Development Director

Re: Roosevelt Subdivision Pre-Application Conference

The proposal is to develop a 74 lot subdivision in the RH High Density Residential zoning district west of the existing Pacific Rim development. Minimum lot size for single family dwellings is 5,000 square feet; the preliminary drawings indicate all lots exceed the minimum areal and dimensional standards.

The application will be reviewed via a Type III process before the planning commission. Please review WMC 16.208.050 for application requirements and procedures. An impact study, including a traffic impact analysis will be required.

Subdivisions are regulated by WMC 16.216. Please ensure the general and preliminary plat requirements of WMC 16.216.020 and 040. If the project is to be developed in phases, WMC 16.216.030.E will apply; the application should show the master plan and sequential phases.

The drawings show a 26,280 square foot park. WMC 16.216.020.I calls for a minimum 30,000 square foot park for the first 50 lots. My recommendation to the planning commission will be that the park should be completed prior to the approval of the final plat with the 50th lot.

SE Willow Drive will need to be extended to the site in the first phase, as will the street through the county property (sheriff's office) abutting on the north. The fire chief will also require an access extending to the west to SE Dolphin Avenue, or building permits will be limited to 30.

WMC 16.136 presents the public facility standards. The street pavements and rights-of-way appear to meet standards. Public works and the city engineer will comment on utilities and storm water facility requirements.

When you are ready to submit the preliminary plat, please provide one drawing set only with accompanying narratives (impact study, preliminary storm water management plan, traffic study, application narrative etc.) for a completeness review. Upon a completeness determination, we will need 10 application packages with hardcopy drawings in 11 x17 format, and a digital package. It would be most helpful if the general application narrative is in MS Word format. The drawings can be in PDF format; it may be helpful to the city engineer to provide AutoCAD files.

Roosevelt Subdivision

Transportation Impact Study

Warrenton, Oregon

Date:

July 31, 2017

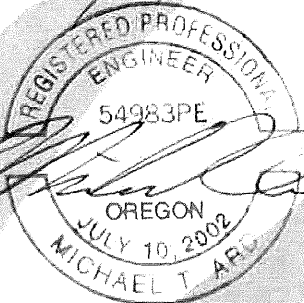
Prepared for:

Warrenton Fiber Company

Prepared by:

Daniel Stumpf, EI

Michael Ard, PE



EXPIRES: 12/31/17



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ENGINEERING

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Executive Summary

- The proposed Roosevelt Subdivision will include the construction of 74 single-family detached houses located west of Salal Loop and south of SE 19th Street in Warrenton, Oregon.
- The trip generation calculations show that the proposed development is projected to generate 62 site trips during the morning peak hour and 80 site trips during the evening peak hour.
- All study intersections are currently operating acceptably per Clatsop County standards and are projected to continue operating acceptably upon build-out of the proposed development through year 2019. No operational mitigation is necessary or recommended.
- No significant trends or crash patterns were identified at any of the study intersections and no specific safety mitigation is recommended.
- Left-turn lane warrants are not projected to be met for any of the applicable study intersections under any of the analysis scenarios through the 2019 build-out year. No other new turn lanes are necessary or recommended.
- Due to insufficient main and side-street traffic volumes, traffic signal warrants are not projected to be met for any of the unsignalized study intersections under any of the analysis scenarios.

Project Description and Location

Introduction

The proposed Roosevelt Subdivision will include the construction of 74 single-family detached houses located west of Salal Loop and south of SE 19th Street in Warrenton, Oregon. This report addresses the impacts of the proposed development on the nearby street system. Based on correspondence with City of Warrenton staff, the report conducts safety and capacity/level-of-service analyses at the following intersections:

- SE Ensign Lane at SE 19th Street;
- SE Bugle Road (Future Roadway) at SE Ensign Lane; and
- SE Bugle Road (Future Roadway) at SE 19th Street.

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses and to determine any mitigation that may be necessary to do so. Detailed information on traffic counts, trip generation calculations, safety analyses, and level-of-service calculations is included in the appendix to this report.

Project and Location Description

The project site is located west of Salal Loop and south of SE 19th Street in Warrenton, Oregon. The subject site is located near the edge of city limits, within a developing rural area, with the Clatsop County Sheriff's Office to the north, single-family detached houses to the east, and vacant/undeveloped lands to the south and west. Notable development located within a one-mile walking/biking distance of the site includes South Jetty High School to the northeast and a Costco Wholesale Store to the north.

The site is located within a single tax lot, lot 100, which encompasses an approximate total of 63.50 acres and is currently undeveloped. Access to the site will be provided via the future roadway alignment of SE Bugle Road, which will intersect SE 19th Street and SE Ensign Lane, as well as the existing roadway of SE Willow Drive which currently stubs to the eastern edge of the site. SE Bugle Road is planned for construction near the northeastern edge of the site. Completion of the roadway is anticipated to occur prior to full build-out of the proposed development.

Vicinity Streets

SE Ensign Lane is classified by Clatsop County as a Major Collector. The roadway has a varying cross-section of three to five travel lanes and has a posted speed of 35 mph. Curbs and bicycle lanes are provided along both sides of the roadway while sidewalks are intermittently provided.

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SE 19th Street is classified by Clatsop County as a Local Street. The roadway has a two-lane cross-section and has a posted speed of 35 mph. Curbs, sidewalks, and bicycle lanes are not provided on either side of the roadway.

Study Intersections

The intersection of SE Ensign Lane at SE 19th Street is a four-legged intersection that is stop-controlled for the northbound and southbound approaches of SE 19th Street. The northbound and southbound approaches each have one shared lane for all turning movements. The eastbound and westbound approaches of SE Ensign Lane each have one left-turn lane, one through lane, one right-turn lane, and a bicycle lane situated in between the through and right-turn lanes. Crosswalks are marked across the northern and western intersection legs.

A vicinity map displaying the project site, vicinity streets, and the study intersections with their associated lane configurations is shown in Figure 1 on page 4.

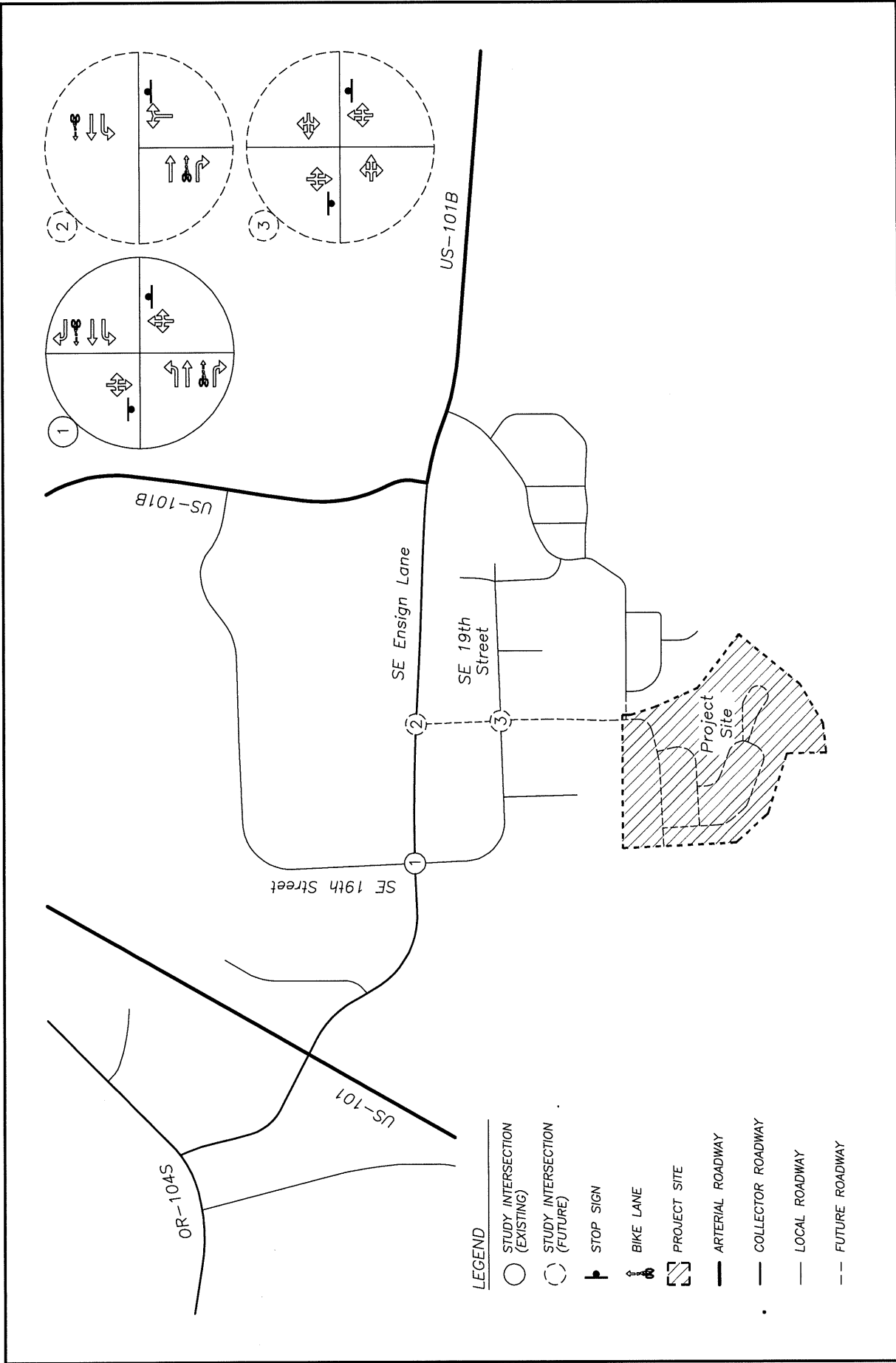
Transit

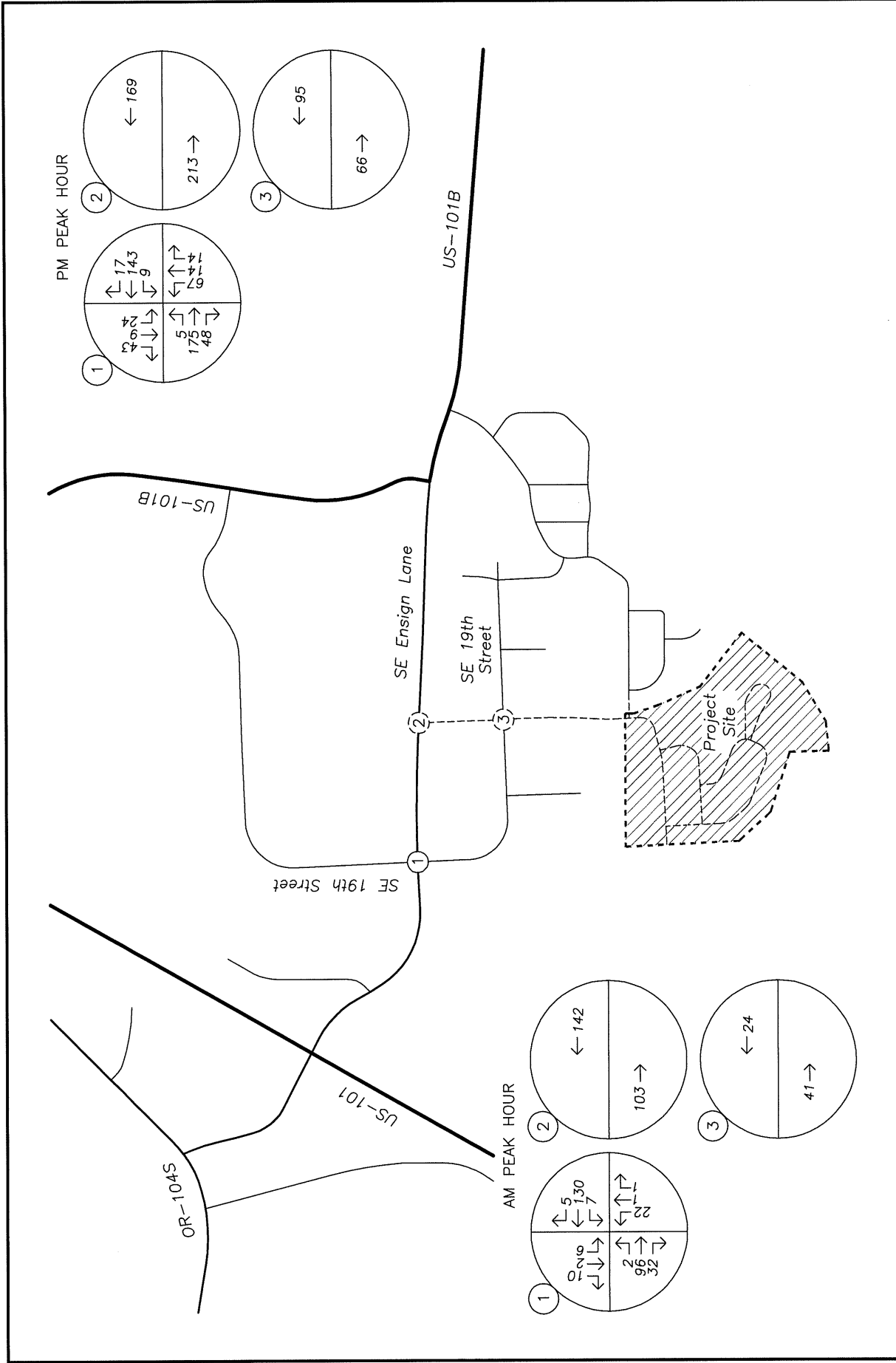
The project site is located near one transit line that has two stops within a half-mile walking/biking distance of the site: one at the intersection of SE Discovery Lane at SE Ensign Lane and the other at the intersection of SE Chokeberry Avenue at SE 19th Street. *Route 101 – Astoria-Warrenton-Gearhart-Seaside*, provides service between the aforementioned cities, with notable stops near Astoria Transit Center, Sunset Beach, Astoria High School, and Clatsop College. Weekday service is scheduled from approximately 9:00 AM to 9:50 PM and has headways of approximately 60 minutes during the morning and evening peak periods of commuter travel and 120 minutes during the mid-day and late evening hours.

Traffic Counts

Traffic counts were conducted at the existing study intersection of SE Ensign Lane at SE 19th Street on Thursday, February 23rd, 2017, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. Data was used from each intersection's respective morning and evening peak hours.

Figure 2 on page 5 shows the existing morning and evening peak hour traffic volumes at the study intersections.





TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hours



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Site Trips

Trip Generation

The proposed Roosevelt Subdivision includes the construction of 74 single-family houses. To estimate the number of trips that will be generated by the proposed development, trip equations from the *TRIP GENERATION MANUAL*¹ were used. Data from land-use code 210, *Single-Family Detached Housing*, was used to estimate the proposed development's trip generation based on the number of dwelling units.

The trip generation calculations show that the proposed development is projected to generate 62 site trips during the morning peak hour and 80 site trips during the evening peak hour. The trip generation estimates of the proposed development are summarized in Table 1 below. Detailed trip generation calculations are included in the technical appendix to this report.

Table 1 - Trip Generation Summary

	ITE Code	Size	Morning Peak Hour			Evening Peak Hour			Weekday Total
			Enter	Exit	Total	Enter	Exit	Total	
Proposed Development	210	74 units	16	46	62	50	30	80	796

Trip Distribution

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

The following trip distribution was estimated and used for analysis:

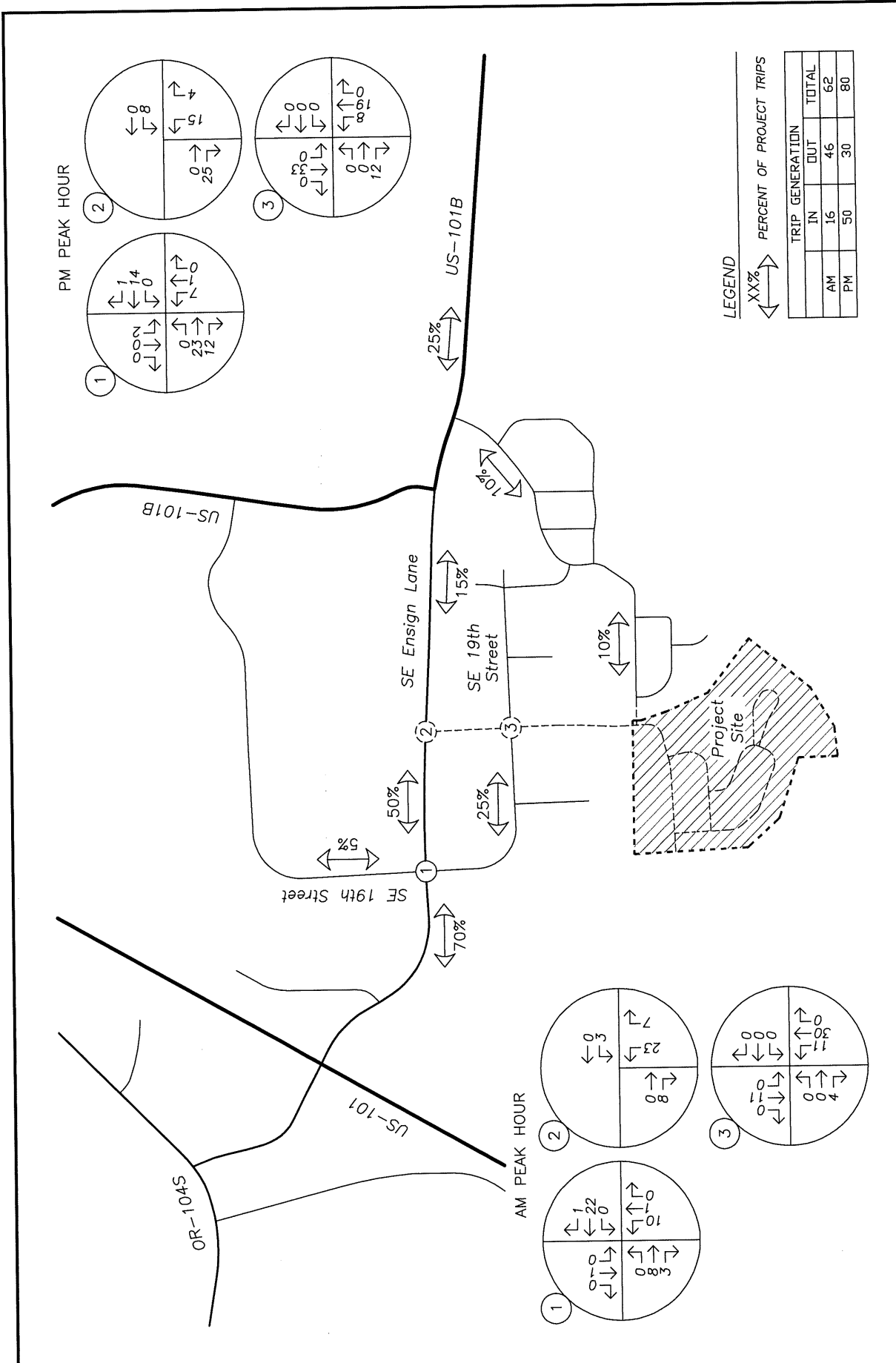
- Approximately 70 percent of site trips will travel to/from the west along SE Ensign Lane;
- Approximately 25 percent of site trips will travel to/from the east along Warrenton-Astoria Highway (US-101B); and
- Approximately 5 percent of site trips will travel to/from the north along SE 19th Street.

¹ Institute of Transportation Engineers (ITE), *TRIP GENERATION MANUAL*, 9th Edition, 2012.

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The proposed development will be served by two points of access: the future roadway of SE Bugle Road and SE Willow Drive. Based on the site plan layout as well as the distribution of site trips throughout the study area, the main access to/from the site will be provided via SE Bugle Road; however, it is anticipated that a portion of the trips traveling to/from the east along US-101B, approximately 10 percent of the site trips generated, will utilize SE Willow Drive.

The trip assignment for the site trips generated by the proposed development during the morning and evening peak hours are shown in Figure 3 on page 8.



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



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Operational Analysis

Background Volumes

To provide analysis of the impact of the proposed development on the nearby transportation facilities, an estimate of future traffic volumes is required. In order to calculate the future traffic volumes at the study intersections, a compounded growth rate of two percent per year for an assumed build-out condition of two years was applied to the measured existing traffic volumes to approximate year 2019 background conditions.

In addition to the traffic volume growth described above, there are three in-process developments that are currently or will be approved for construction near the site vicinity and are expected to impact nearby study intersections. The in-process developments include the following:

- Wal-Mart Shopping Center to the northwest;
- Willow Drive Apartment Complex to the northeast; and
- Fort George Brewery Distribution Campus to the north.

The three in-process developments are currently not fully contributing trips to the transportation system, but were assumed to by the 2019 build-out year of the proposed development. Additional trips corresponding to each in-process development were added to the existing year traffic volumes in addition to the two years of traffic growth at each of the applicable study intersections. To maintain a conservative analysis of operation at the study intersections, all of the above in-process developments were assumed to be fully built-out by year 2019.

By the 2019 background year, regardless of project build-out, the future roadway segment of SE Bugle Road will be constructed between SE Willow Drive and SE Ensign Lane near the northeastern section of the site. Subsequently, existing travel patterns are expected to change, whereby some traffic along SE 19th Street and SE Willow Drive (south of SE 19th Street) is expected to divert and utilize the new roadway. It is assumed that approximately half of projected traffic along SE 19th Street will re-route and utilize SE Bugle Road.

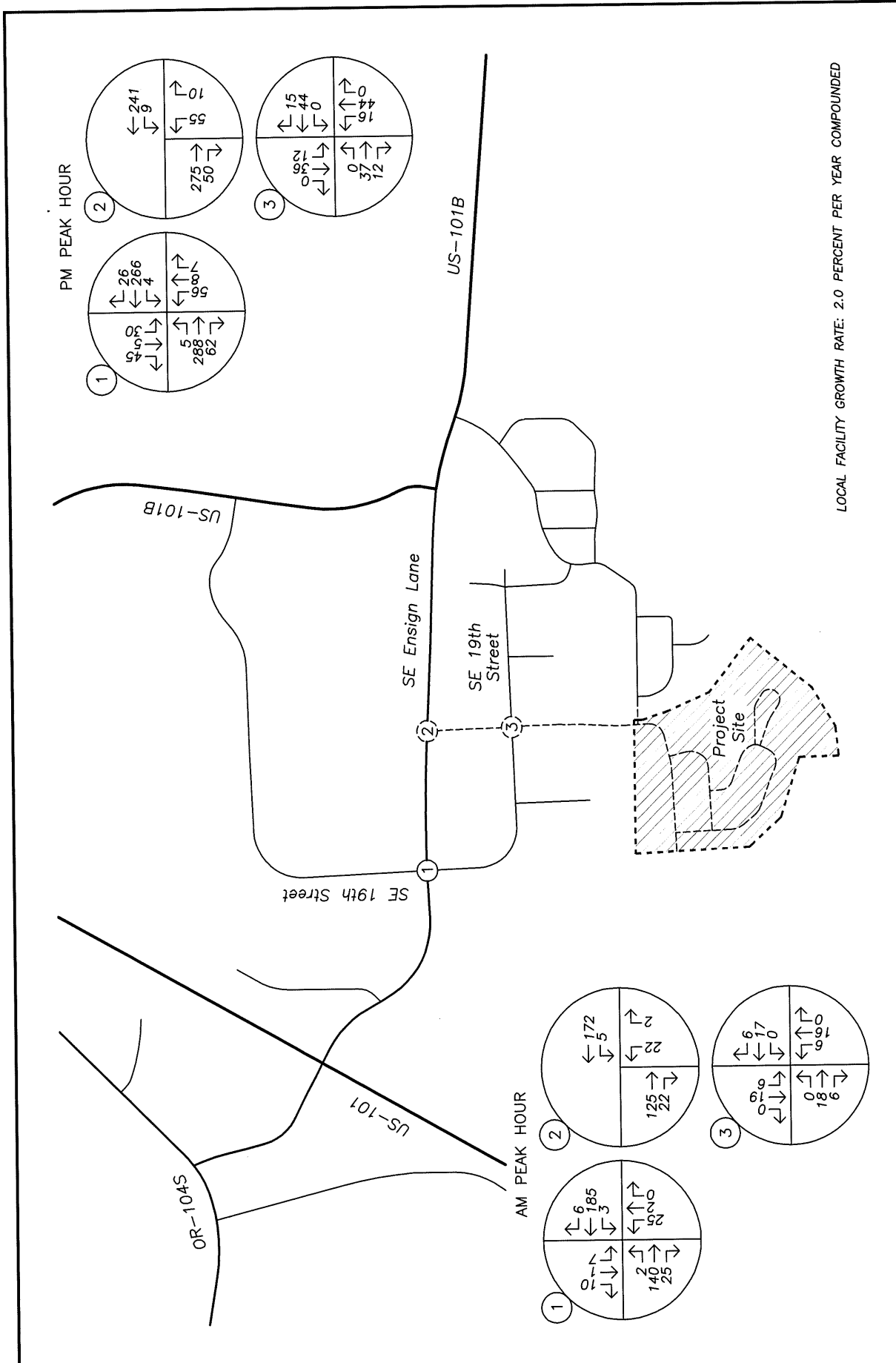
Figure 4 on page 11 shows the projected year 2019 background traffic volumes at the study intersections during the morning and evening peak hours.

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Background Volumes plus Site Trips

Peak hour trips calculated to be generated by the proposed development, as described earlier within the *Site Trips* section, were added to the projected year 2019 background traffic volumes to obtain the expected 2019 background volumes plus site trips.

Figure 5 on page 12 shows the projected year 2019 peak hour background traffic volumes plus proposed development site trips at the study intersections during the morning and evening peak hours.

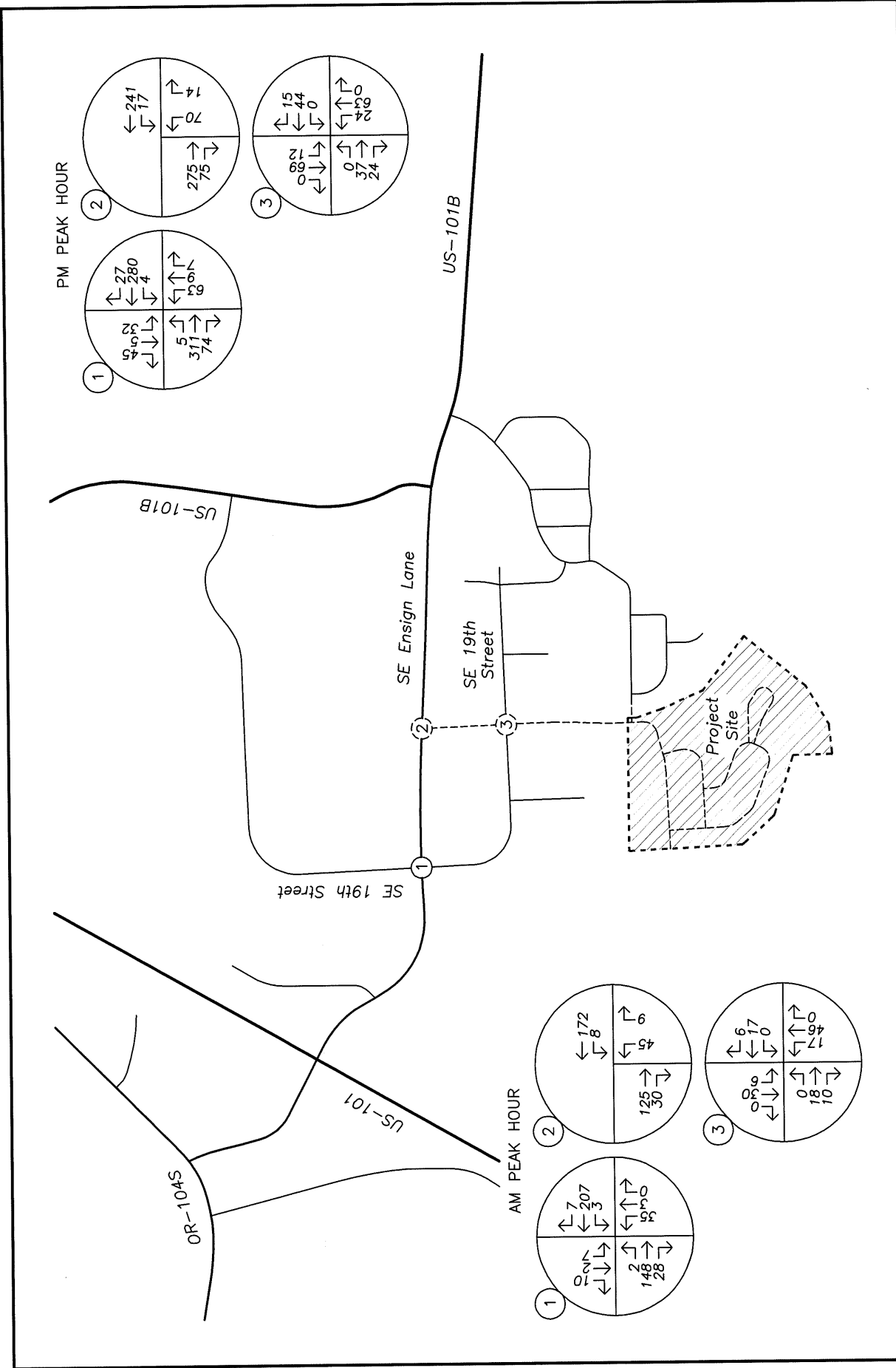


LOCAL FACILITY GROWTH RATE: 2.0 PERCENT PER YEAR COMPOUNDED



TRAFFIC VOLUMES
Year 2019 Background Conditions
AM & PM Peak Hours





TRAFFIC VOLUMES
 Year 2019 Background Conditions plus Site Trips
 AM & PM Peak Hours

FIGURE 5

PAGE 12

no scale



Intersection Capacity Analysis

A capacity and delay analysis was conducted for each of the study intersections per the unsignalized intersection analysis methodologies in the *HIGHWAY CAPACITY MANUAL* (HCM)². The level-of-service (LOS) of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

Per Clatsop County's *Transportation System Plan* (TSP) as well as direction by Clatsop County staff, the following minimum operation standards apply at intersections under City jurisdiction.

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

The intersection of SE Ensign Lane at SE 19th Street currently operates at LOS B with v/c ratios of 0.05 during the morning peak hour and 0.20 during the evening peak hour. Under year 2019 background conditions, regardless the addition of site trips, the intersection is projected to operate at LOS B with v/c ratios of 0.10 or less during the morning peak hour and at LOS C with v/c ratios of 0.26 or less during the evening peak hour.

The intersection of SE Bugle Road at SE Ensign Lane is projected to operate at LOS B with v/c ratios of 0.19 or less during the morning and evening peak hours for all future year analysis scenarios.

The intersection of SE Bugle Road at SE 19th Street is projected to operate at LOS A with v/c ratios of 0.11 or less during the morning peak hour and at LOS B with v/c ratios of 0.19 or less during the evening peak hour for all future year analysis scenarios.

The v/c, delay, and LOS results of the capacity analysis are shown in Table 2 for the morning and evening peak hours. Detailed calculations as well as tables showing the relationship between delay and LOS are included in the appendix to this report.

² Transportation Research Board, *HIGHWAY CAPACITY MANUAL*, 2010.

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Table 2 – Intersection Capacity Analysis Summary

	Morning Peak Hour			Evening Peak Hour		
	LOS	Delay (s)	v/c	LOS	Delay (s)	v/c
SE Ensign Lane at SE 19th Street						
2017 Existing Conditions	B	11	0.05	B	13	0.20
2019 Background Conditions	B	12	0.06	C	18	0.22
2019 Background Plus Site Conditions	B	13	0.10	C	20	0.26
SE Bugle Road at SE Ensign Lane						
2019 Background Conditions	B	11	0.05	B	14	0.15
2019 Background Plus Site Conditions	B	11	0.10	B	14	0.19
SE Bugle Road at SE 19th Street						
2019 Background Conditions	A	10	0.05	B	11	0.13
2019 Background Plus Site Conditions	A	10	0.11	B	11	0.19

Based on the results of the operational analysis, all study intersections are currently operating acceptably per Clatsop County standards and are projected to continue operating acceptably upon build-out of the proposed development through year 2019. No operational mitigation is necessary or recommended.

Safety Analysis

Crash Data Analysis

Using data obtained from the Oregon Department of Transportation's (ODOT) Crash Analysis and Reporting Unit, a review of the most recent available five years of crash history (January 2011 to December 2015) at the study intersections was performed. The crash data was evaluated based on the number of crashes, the type of collisions, the severity of the collisions, and the resulting crash rate for the intersection. Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the evening peak period represents 10 percent of average daily traffic (ADT) at the intersection. Crash rates in excess of one to two crashes per million entering vehicles (CMEV) may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation.

The intersection of SE Ensign Lane at SE 19th Street had one reported crash during the analysis period. The crash was a rear-end collision and was classified as "Property Damage Only" (PDO). Although crash data was retrieved for five years, the one reported crash had occurred in year 2014 after the intersection was converted from a three-legged intersection to a four-legged. Since the number and the types of crashes vary significantly based on intersection geometry and traffic controls, the crash rate was calculated assuming only two years of available history after the reconstruction of the intersection. Subsequently, a higher and more conservative crash rate will be projected at the intersection. The crash rate at the intersection was calculated to be 0.24 CMEV.

Based on the most recent five years of crash data, no significant trends or crash patterns were identified at any of the study intersections and no specific safety mitigation is recommended.

Warrant Analysis

Left-turn and traffic signal warrants were examined for the study intersections where such treatments would be applicable.

A left-turn refuge lane is primarily a safety consideration for the major-street, removing left-turning vehicles from the through traffic stream. The left-turn lane warrants used were developed from the National Cooperative Highway Research Project's (NCHRP Report 457). Turn lane warrants were evaluated based on the number of advancing and opposing vehicles as well as the number of turning vehicles, the travel speed, and the number of through lanes.

Left-turn lane warrants are not projected to be met for any of the applicable study intersections under any of the analysis scenarios through the 2019 build-out year. No other new turn lanes are necessary or recommended.

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Traffic signal warrants were examined for the unsignalized study intersections to determine whether the installation of any new traffic signal will be warranted at the intersections upon completion of the proposed development. Due to insufficient main and side-street traffic volumes, traffic signal warrants are not projected to be met for any of the unsignalized study intersections under any of the analysis scenarios.

Conclusions

All study intersections are currently operating acceptably per Clatsop County standards and are projected to continue operating acceptably upon build-out of the proposed development through year 2019. No operational mitigation is necessary or recommended.

No significant trends or crash patterns were identified at any of the study intersections and no specific safety mitigation is recommended.

Left-turn lane warrants are not projected to be met for any of the applicable study intersections under any of the analysis scenarios through the 2019 build-out year. No other new turn lanes are necessary or recommended.

Due to insufficient main and side-street traffic volumes, traffic signal warrants are not projected to be met for any of the unsignalized study intersections under any of the analysis scenarios.

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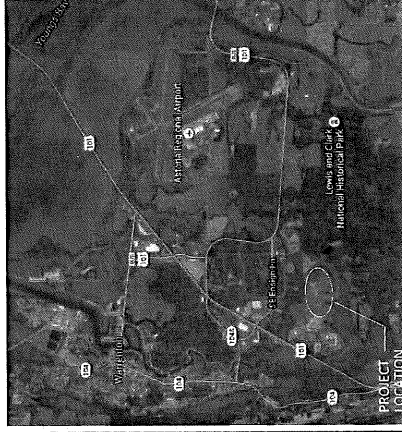
Appendix

THE ROOSEVELT

SCALE 1" = 60'



LOCATION MAP
NOT TO SCALE

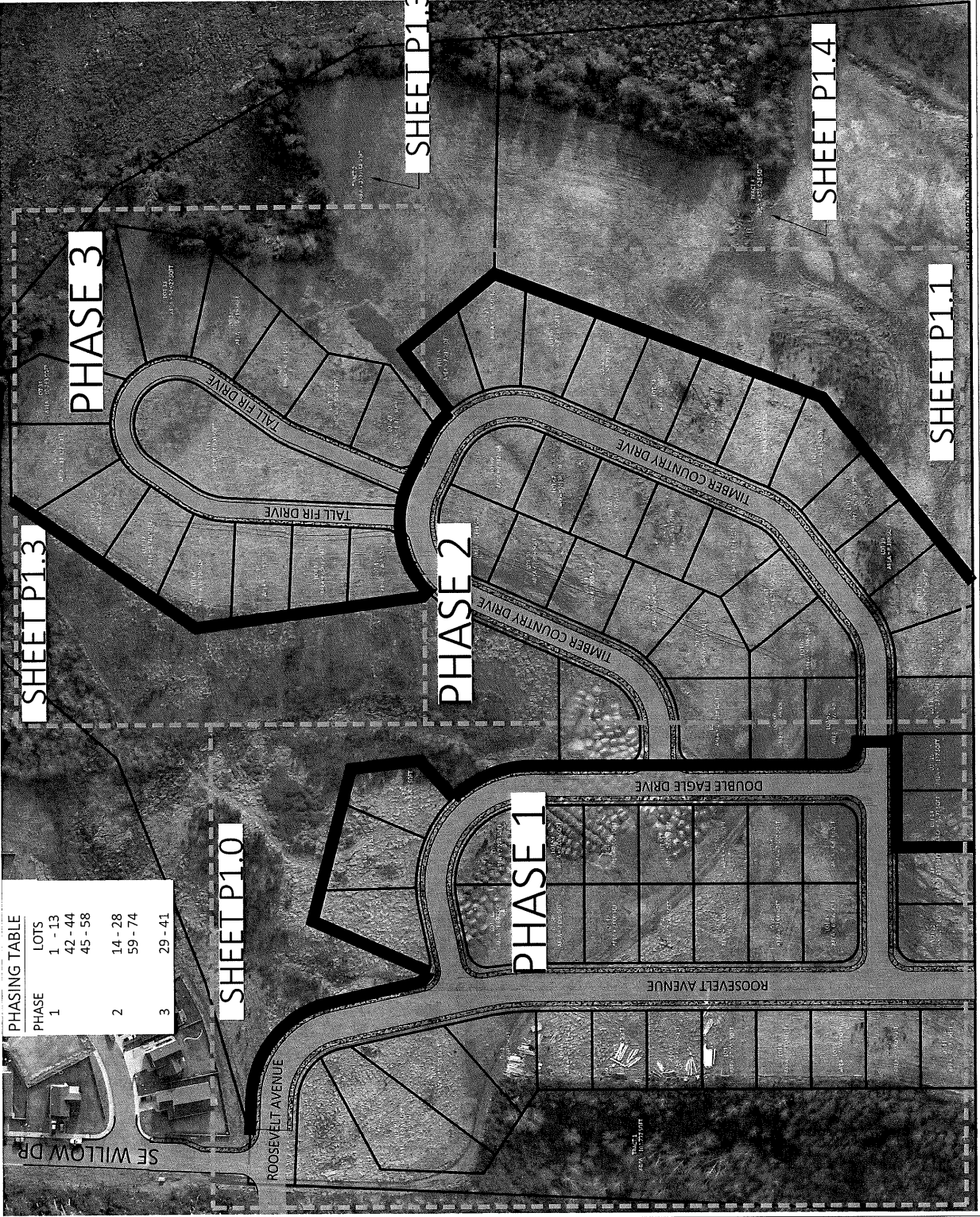


VICINITY MAP
NOT TO SCALE

DATE	AUG 21, 2025	MARK	DATE	DESCRIPTION
DESIGNED BY	RCS		9/16	PHASING PLAN
DRAWN BY	RCS			
CHECKED BY	RCS			

THE ROOSEVELT - SUBDIVISION
PRELIMINARY PARTITION PLAT
WITH ROAD AND LOT LAYOUT
NORTH RIVER HOMES, LLC
RICHARD COLIN STEELZIG, PE
RICHARD STEELZIG ENGINEERING, PLLC
503-440-2386

DRAWING NUMBER
P0.1



PHASING TABLE

PHASE	LOTS
1	1 - 13 42 - 44 45 - 58
2	14 - 28 59 - 74
3	29 - 41

SHEET P1.3

PHASE 3

SHEET P1.3

PHASE 2

SHEET P1.4

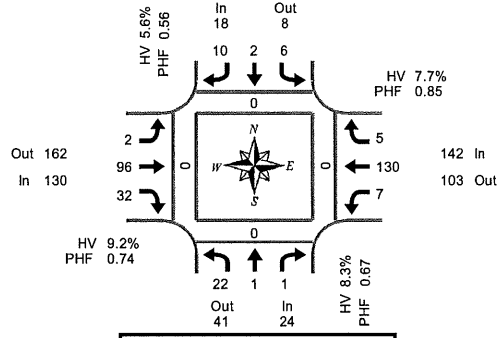
SHEET P1.1

SHEET P1.0

Total Vehicle Summary



Clay Carney
(503) 833-2740



Peak Hour Summary
7:25 AM to 8:25 AM

SE 19th St & Ensign Ln

Thursday, February 23, 2017
7:00 AM to 9:00 AM

5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	0	0	0	0	0	0	0	0	4	2	0	0	5	0	0	11	0	0	0	0
7:05 AM	1	0	0	0	0	0	1	0	0	1	4	0	1	7	1	0	16	0	0	0	0
7:10 AM	2	0	0	0	0	0	2	0	0	4	2	0	0	2	0	0	12	0	0	0	0
7:15 AM	3	0	0	0	0	0	0	0	1	2	2	0	1	10	0	0	19	0	0	0	0
7:20 AM	2	0	0	0	0	0	1	0	1	6	1	0	1	9	0	0	21	0	0	0	0
7:25 AM	2	0	0	0	0	0	2	0	0	7	0	0	1	12	1	0	25	0	0	0	0
7:30 AM	1	0	0	0	0	0	0	0	0	7	1	0	0	13	0	0	22	0	0	0	0
7:35 AM	2	0	0	0	1	0	1	0	0	10	3	0	1	6	0	0	24	0	0	0	0
7:40 AM	1	1	0	0	0	0	0	0	0	11	3	0	0	13	0	0	29	0	0	0	0
7:45 AM	5	0	0	0	1	0	0	0	1	11	5	0	0	14	2	0	39	0	0	0	0
7:50 AM	2	0	0	0	1	0	1	0	0	10	2	0	0	12	0	0	28	0	0	0	0
7:55 AM	0	0	0	0	1	0	0	0	0	5	4	0	1	13	0	0	24	0	0	0	0
8:00 AM	2	0	0	0	0	0	0	0	0	8	4	0	0	7	0	0	21	0	0	0	0
8:05 AM	2	0	1	0	1	1	0	0	0	9	4	0	1	8	0	0	27	0	0	0	0
8:10 AM	3	0	0	0	1	0	1	0	0	5	1	0	0	10	0	0	21	0	0	0	0
8:15 AM	0	0	0	0	0	1	2	0	1	8	3	0	0	5	2	0	22	0	0	0	0
8:20 AM	2	0	0	0	0	0	3	0	0	5	2	0	3	17	0	0	32	0	0	0	0
8:25 AM	2	0	0	0	0	0	0	0	0	5	3	0	1	6	0	0	17	0	0	0	0
8:30 AM	3	0	0	0	1	0	0	0	1	6	3	0	0	10	0	0	24	0	0	0	0
8:35 AM	4	0	1	0	0	0	0	0	1	4	1	0	0	11	0	0	22	0	0	0	0
8:40 AM	2	1	0	0	0	0	2	0	0	12	4	0	0	11	0	0	32	0	0	0	0
8:45 AM	1	0	2	0	0	0	2	0	0	5	0	0	0	5	1	0	16	0	0	0	0
8:50 AM	6	0	0	0	0	0	1	0	1	12	1	0	0	10	0	0	31	0	0	0	0
8:55 AM	1	0	0	0	0	1	3	0	0	7	1	0	0	7	0	0	20	0	0	0	0
Total Survey	49	2	4	0	7	3	22	0	7	164	56	0	11	223	7	0	555	0	0	0	0

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	3	0	0	0	0	0	3	0	0	9	8	0	1	14	1	0	39	0	0	0	0
7:15 AM	7	0	0	0	0	0	3	0	2	15	3	0	3	31	1	0	65	0	0	0	0
7:30 AM	4	1	0	0	1	0	1	0	0	28	7	0	1	32	0	0	75	0	0	0	0
7:45 AM	7	0	0	0	3	0	1	0	1	26	11	0	1	39	2	0	91	0	0	0	0
8:00 AM	7	0	1	0	2	1	1	0	0	22	9	0	1	25	0	0	69	0	0	0	0
8:15 AM	4	0	0	0	0	1	5	0	1	18	8	0	4	28	2	0	71	0	0	0	0
8:30 AM	9	1	1	0	1	0	2	0	2	22	8	0	0	32	0	0	78	0	0	0	0
8:45 AM	8	0	2	0	0	1	6	0	1	24	2	0	0	22	1	0	67	0	0	0	0
Total Survey	49	2	4	0	7	3	22	0	7	164	56	0	11	223	7	0	555	0	0	0	0

Peak Hour Summary

7:25 AM to 8:25 AM

By Approach	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	24	41	65	0	18	8	26	0	130	162	292	0	142	103	245	0	314	0	0	0	0
%HV	8.3%				5.6%				9.2%				7.7%				8.3%				
PHF	0.67				0.56				0.74				0.85				0.82				

By Movement	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	22	1	1	24	6	2	10	18	2	96	32	130	7	130	5	142	314
%HV	9.1%	0.0%	0.0%	8.3%	0.0%	0.0%	10.0%	5.6%	0.0%	10.4%	6.3%	9.2%	0.0%	8.5%	0.0%	7.7%	8.3%
PHF	0.69	0.25	0.25	0.67	0.50	0.25	0.42	0.56	0.50	0.75	0.67	0.74	0.58	0.83	0.63	0.85	0.82

Rolling Hour Summary

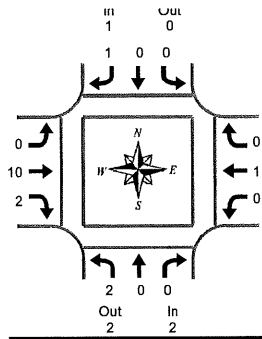
7:00 AM to 9:00 AM

Interval Start Time	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	21	1	0	0	4	0	8	0	3	78	29	0	6	116	4	0	270	0	0	0	0
7:15 AM	25	1	1	0	6	1	6	0	3	91	30	0	6	127	3	0	300	0	0	0	0
7:30 AM	22	1	1	0	6	2	8	0	2	94	35	0	7	124	4	0	306	0	0	0	0
7:45 AM	27	1	2	0	6	2	9	0	4	88	36	0	6	124	4	0	309	0	0	0	0
8:00 AM	28	1	4	0	3	3	14	0	4	86	27	0	5	107	3	0	285	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Out 14
In 12

Peak Hour Summary
7:25 AM to 8:25 AM

SE 19th St & Ensign Ln

Thursday, February 23, 2017

7:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:05 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	2
7:10 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
7:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
7:35 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
7:40 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
7:50 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:05 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
8:10 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
8:20 AM	1	0	0	1	0	0	1	1	0	0	1	1	0	3	0	3	6
8:25 AM	1	0	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
8:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
8:35 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
8:40 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
8:50 AM	0	0	0	0	0	0	1	1	0	3	0	3	0	1	0	1	5
8:55 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	1	0	1	5
Total Survey	6	0	0	6	0	0	2	2	0	25	3	28	1	20	0	21	57

Heavy Vehicle 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	1	0	0	1	0	0	0	0	0	0	1	1	0	3	0	3	5
7:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
7:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2	5
7:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	4	0	4	7
8:00 AM	1	0	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
8:15 AM	2	0	0	2	0	0	1	1	0	2	2	4	1	3	0	4	11
8:30 AM	1	0	0	1	0	0	0	0	0	6	0	6	0	3	0	3	10
8:45 AM	0	0	0	0	0	0	1	1	0	8	0	8	0	3	0	3	12
Total Survey	6	0	0	6	0	0	2	2	0	25	3	28	1	20	0	21	57

Heavy Vehicle Peak Hour Summary

7:25 AM to 8:25 AM

By Approach	Northbound SE 19th St			Southbound SE 19th St			Eastbound Ensign Ln			Westbound Ensign Ln			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	2	4	1	0	1	12	14	26	11	10	21	26
PHF	0.25			0.25			0.75			0.69			0.65

By Movement	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	0	0	2	0	0	1	1	0	10	2	12	0	11	0	11	26
PHF	0.25	0.00	0.00	0.25	0.00	0.00	0.25	0.25	0.00	0.63	0.25	0.75	0.00	0.69	0.00	0.69	0.65

Heavy Vehicle Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	2	0	0	2	0	0	0	0	0	7	1	8	0	10	0	10	20
7:15 AM	2	0	0	2	0	0	0	0	0	9	0	9	0	8	0	8	19
7:30 AM	3	0	0	3	0	0	1	1	0	10	2	12	1	10	0	11	27
7:45 AM	4	0	0	4	0	0	1	1	0	13	2	15	1	11	0	12	32
8:00 AM	4	0	0	4	0	0	2	2	0	18	2	20	1	10	0	11	37

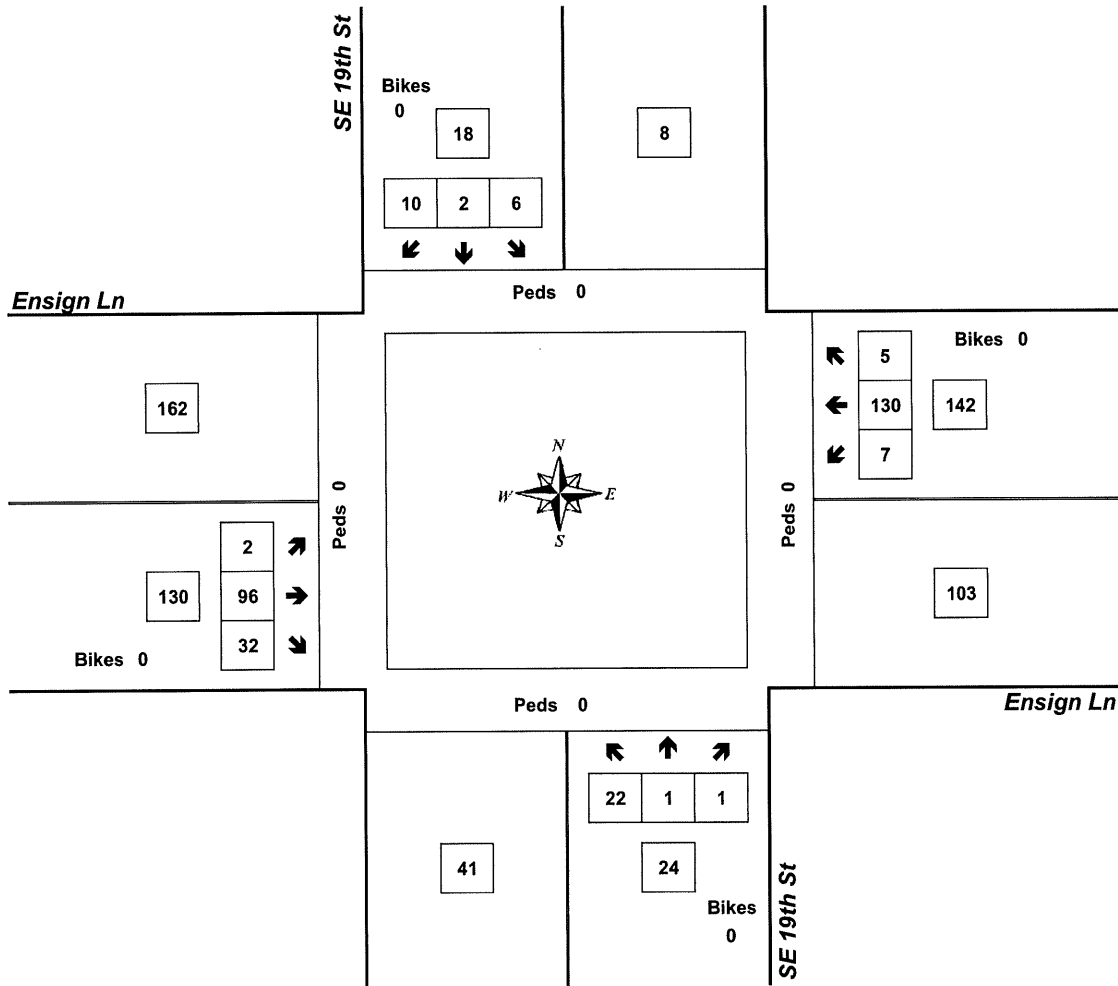
Peak Hour Summary



Clay Carney
(503) 833-2740

SE 19th St & Ensign Ln

7:25 AM to 8:25 AM
Thursday, February 23, 2017



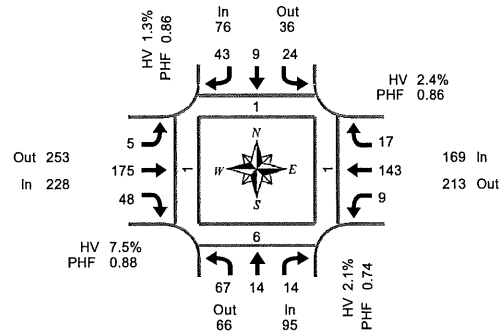
Approach	PHF	HV%	Volume
EB	0.74	9.2%	130
WB	0.85	7.7%	142
NB	0.67	8.3%	24
SB	0.56	5.6%	18
Intersection	0.82	8.3%	314

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

Total Vehicle Summary



Clay Carney
(503) 833-2740



**Peak Hour Summary
4:00 PM to 5:00 PM**

SE 19th St & Ensign Ln Thursday, February 23, 2017 4:00 PM to 6:00 PM

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

Interval Start Time	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	8	3	0	0	2	0	3	0	0	19	7	0	1	12	3	0	58	0	5	0	0
4:05 PM	5	4	2	0	1	1	5	0	0	10	7	0	2	13	0	0	50	1	0	0	0
4:10 PM	7	0	3	0	0	1	3	0	0	12	6	0	0	16	2	0	50	0	1	0	1
4:15 PM	9	1	1	0	3	1	2	0	1	14	3	0	0	9	0	0	44	0	0	0	0
4:20 PM	4	1	1	0	2	1	4	0	2	22	3	0	0	9	4	0	53	0	0	0	0
4:25 PM	9	0	0	0	1	1	2	0	0	19	1	0	2	10	2	0	47	0	0	0	0
4:30 PM	6	2	1	0	2	0	6	0	2	9	6	0	1	17	1	0	53	0	0	0	0
4:35 PM	3	1	2	0	2	0	6	0	0	19	5	0	0	13	1	0	52	0	0	0	0
4:40 PM	4	0	0	0	3	2	0	0	0	17	4	0	1	9	0	0	40	0	0	0	0
4:45 PM	7	2	1	0	5	0	3	0	0	9	5	0	0	14	3	0	49	0	0	0	0
4:50 PM	1	0	1	0	1	1	3	0	0	10	1	0	1	11	1	0	31	0	0	0	0
4:55 PM	4	0	2	0	2	1	6	0	0	15	0	0	1	10	0	0	41	0	0	1	0
5:00 PM	5	0	2	0	0	0	0	0	0	8	5	0	0	17	0	0	37	0	0	0	0
5:05 PM	9	1	0	0	2	1	0	0	0	14	4	0	0	16	0	0	47	0	0	0	0
5:10 PM	5	0	2	0	1	0	4	0	0	10	3	0	1	19	2	0	47	0	0	0	0
5:15 PM	9	0	1	0	4	0	2	0	1	22	4	0	0	11	0	0	54	0	0	0	0
5:20 PM	10	0	0	0	1	0	3	0	1	15	3	0	1	12	2	0	48	0	0	0	0
5:25 PM	6	0	1	0	4	0	2	0	0	12	0	0	0	14	0	0	39	0	0	0	0
5:30 PM	2	0	0	0	2	0	2	0	0	17	2	0	0	7	2	1	34	0	0	0	0
5:35 PM	0	0	1	0	0	0	2	0	1	11	3	0	1	11	0	0	30	0	0	0	0
5:40 PM	3	0	0	0	4	0	0	0	0	17	3	0	0	12	2	0	41	0	0	0	0
5:45 PM	2	0	0	0	2	0	4	0	0	10	1	0	0	4	1	0	24	0	0	0	0
5:50 PM	4	1	0	0	0	0	0	0	0	10	2	0	0	10	0	0	27	0	0	0	0
5:55 PM	5	0	0	0	1	0	4	0	0	14	1	0	0	11	0	0	36	0	0	0	0
Total Survey	127	16	21	0	45	10	66	0	8	335	79	0	12	287	26	1	1,032	1	6	1	1

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

Interval Start Time	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	20	7	5	0	3	2	11	0	0	41	20	0	3	41	5	0	158	1	6	0	1
4:15 PM	22	2	2	0	6	3	8	0	3	55	7	0	2	28	6	0	144	0	0	0	0
4:30 PM	13	3	3	0	7	2	12	0	2	45	15	0	2	39	2	0	145	0	0	0	0
4:45 PM	12	2	4	0	8	2	12	0	0	34	6	0	2	35	4	0	121	0	0	1	0
5:00 PM	19	1	4	0	3	1	4	0	0	32	12	0	1	52	2	0	131	0	0	0	0
5:15 PM	25	0	2	0	9	0	7	0	2	49	7	0	1	37	2	0	141	0	0	0	0
5:30 PM	5	0	1	0	6	0	4	0	1	45	8	0	1	30	4	1	105	0	0	0	0
5:45 PM	11	1	0	0	3	0	8	0	0	34	4	0	0	25	1	0	87	0	0	0	0
Total Survey	127	16	21	0	45	10	66	0	8	335	79	0	12	287	26	1	1,032	1	6	1	1

Peak Hour Summary 4:00 PM to 5:00 PM

By Approach	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	95	66	161	0	76	36	112	0	228	253	481	0	169	213	382	0	568	1	6	1	1
%HV	2.1%				1.3%				7.5%				2.4%				4.2%				
PHF	0.74				0.86				0.88				0.86				0.90				

By Movement	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Total	
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total		
Volume	67	14	14	95	24	9	43	76	5	175	48	228	9	143	17	169	568	
%HV	1.5%	7.1%	0.0%	2.1%	4.2%	0.0%	0.0%	1.3%	20.0%	8.0%	4.2%	7.5%	0.0%	2.8%	0.0%	2.4%	4.2%	
PHF	0.76	0.50	0.58	0.74	0.60	0.75	0.77	0.86	0.31	0.80	0.60	0.88	0.75	0.87	0.61	0.86	0.90	

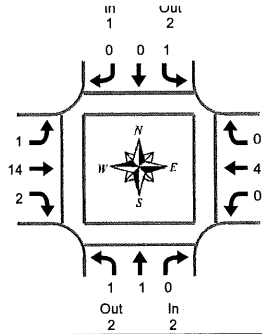
Rolling Hour Summary 4:00 PM to 6:00 PM

Interval Start Time	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	67	14	14	0	24	9	43	0	5	175	48	0	9	143	17	0	568	1	6	1	1
4:15 PM	66	8	13	0	24	8	36	0	5	166	40	0	7	154	14	0	541	0	0	1	0
4:30 PM	69	6	13	0	27	5	35	0	4	160	40	0	6	163	10	0	538	0	0	1	0
4:45 PM	61	3	11	0	26	3	27	0	3	160	33	0	5	154	12	1	498	0	0	1	0
5:00 PM	60	2	7	0	21	1	23	0	3	160	31	0	3	144	9	1	464	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



**Peak Hour Summary
4:00 PM to 5:00 PM**

SE 19th St & Ensign Ln

Thursday, February 23, 2017

4:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	4
4:05 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	3
4:10 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
4:15 PM	1	0	0	1	0	0	0	0	1	2	0	3	0	1	0	1	5
4:20 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
4:25 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
4:35 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:50 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
4:55 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:05 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:10 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
5:15 PM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
5:20 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Survey	3	1	0	4	1	0	0	1	1	16	4	21	0	6	0	6	32

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	1	0	1	0	0	0	0	0	4	2	6	0	1	0	1	8
4:15 PM	1	0	0	1	0	0	0	0	1	6	0	7	0	1	0	1	9
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
4:45 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	1	3
5:15 PM	2	0	0	2	0	0	0	0	0	1	1	2	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Survey	3	1	0	4	1	0	0	1	1	16	4	21	0	6	0	6	32

Heavy Vehicle Peak Hour Summary

4:00 PM to 5:00 PM

By Approach	Northbound SE 19th St			Southbound SE 19th St			Eastbound Ensign Ln			Westbound Ensign Ln			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	2	4	1	2	3	17	5	22	4	15	19	24
PHF	0.50			0.25			0.61			0.50			0.67

By Movement	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	1	0	2	1	0	0	1	1	14	2	17	0	4	0	4	24
PHF	0.25	0.25	0.00	0.50	0.25	0.00	0.00	0.25	0.25	0.58	0.25	0.61	0.00	0.50	0.00	0.50	0.67

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SE 19th St				Southbound SE 19th St				Eastbound Ensign Ln				Westbound Ensign Ln				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	1	1	0	2	1	0	0	1	1	14	2	17	0	4	0	4	24
4:15 PM	1	0	0	1	1	0	0	1	1	11	1	13	0	4	0	4	19
4:30 PM	2	0	0	2	1	0	0	1	0	5	2	7	0	3	0	3	13
4:45 PM	2	0	0	2	1	0	0	1	0	2	2	4	0	3	0	3	10
5:00 PM	2	0	0	2	0	0	0	0	0	2	2	4	0	2	0	2	8

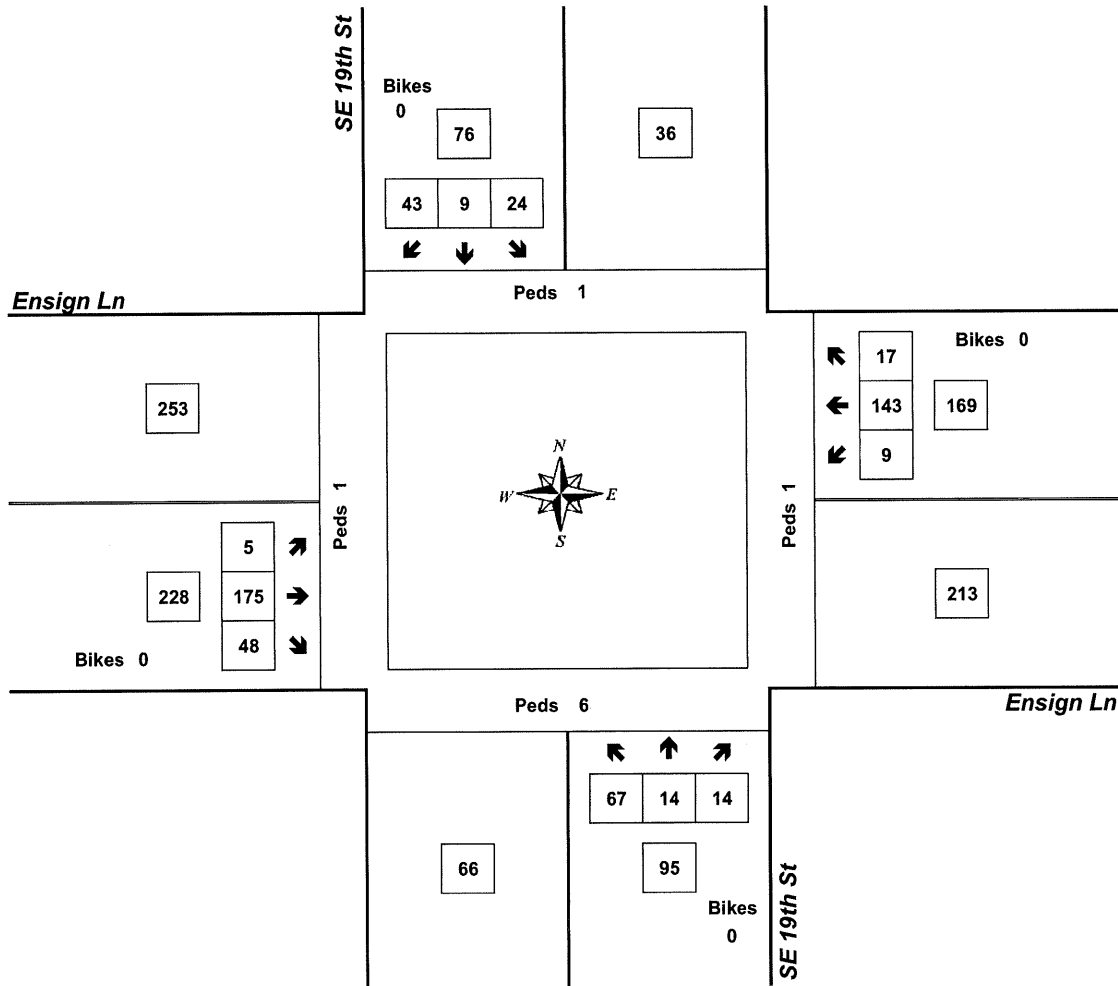
Peak Hour Summary



Clay Carney
(503) 833-2740

SE 19th St & Ensign Ln

4:00 PM to 5:00 PM
Thursday, February 23, 2017



Approach	PHF	HV%	Volume
EB	0.88	7.5%	228
WB	0.86	2.4%	169
NB	0.74	2.1%	95
SB	0.86	1.3%	76
Intersection	0.90	4.2%	568

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

Le

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 74

AM PEAK HOUR

Trip Equation: $T = 0.70(X) + 9.74$

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	16	46	62

PM PEAK HOUR

Trip Equation: $\ln(T) = 0.90\ln(X) + 0.51$

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	50	30	80

WEEKDAY

Trip Equation: $\ln(T) = 0.92\ln(X) + 2.72$

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	398	398	796

SATURDAY

Trip Equation: $\ln(T) = 0.93\ln(X) + 2.64$

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	384	384	768

Source: TRIP GENERATION, Ninth Edition

1e

LEVEL OF SERVICE

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

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

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

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

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

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

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

1e

*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

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

*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

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

HCM 2010 TWSC
 1: SE 19th Street & SE Ensign Lane

07/07/2017

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗	↔			↔		
Traffic Vol, veh/h	2	96	32	7	130	5	22	1	1	6	2	10
Future Vol, veh/h	2	96	32	7	130	5	22	1	1	6	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	170	240	-	160	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	9	9	9	8	8	8	8	8	8	6	6	6
Mvmt Flow	2	117	39	9	159	6	27	1	1	7	2	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	117	0	0	305	298	117	299	298	159
Stage 1	-	-	-	-	-	-	122	122	-	176	176	-
Stage 2	-	-	-	-	-	-	183	176	-	123	122	-
Critical Hdwy	4.19	-	-	4.18	-	-	7.18	6.58	6.28	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.58	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.58	-	6.16	5.56	-
Follow-up Hdwy	2.281	-	-	2.272	-	-	3.572	4.072	3.372	3.554	4.054	3.354
Pot Cap-1 Maneuver	1379	-	-	1435	-	-	636	604	919	645	607	876
Stage 1	-	-	-	-	-	-	868	783	-	817	746	-
Stage 2	-	-	-	-	-	-	805	742	-	872	787	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1379	-	-	1435	-	-	622	599	919	639	602	876
Mov Cap-2 Maneuver	-	-	-	-	-	-	622	599	-	639	602	-
Stage 1	-	-	-	-	-	-	867	782	-	816	741	-
Stage 2	-	-	-	-	-	-	786	737	-	868	786	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	11	10
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	629	1379	-	-	1435	-	-	746
HCM Lane V/C Ratio	0.047	0.002	-	-	0.006	-	-	0.029
HCM Control Delay (s)	11	7.6	-	-	7.5	-	-	10
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 2010 TWSC
 1: SE 19th Street & SE Ensign Lane

07/07/2017

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗		↔			↔	
Traffic Vol, veh/h	5	175	48	9	143	17	67	14	14	24	9	43
Future Vol, veh/h	5	175	48	9	143	17	67	14	14	24	9	43
Conflicting Peds, #/hr	1	0	6	6	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	170	240	-	160	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	8	8	8	2	2	2	2	2	2	1	1	1
Mvmt Flow	6	194	53	10	159	19	74	16	16	27	10	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	200	0	0	421	392	201	402	392	161
Stage 1	-	-	-	-	-	-	212	212	-	180	180	-
Stage 2	-	-	-	-	-	-	209	180	-	222	212	-
Critical Hdwy	4.18	-	-	4.12	-	-	7.12	6.52	6.22	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Follow-up Hdwy	2.272	-	-	2.218	-	-	3.518	4.018	3.318	3.509	4.009	3.309
Pot Cap-1 Maneuver	1383	-	-	1372	-	-	543	544	840	561	545	887
Stage 1	-	-	-	-	-	-	790	727	-	824	752	-
Stage 2	-	-	-	-	-	-	793	750	-	783	729	-
Platoon blocked, %												
Mov Cap-1 Maneuver	1382	-	-	1371	-	-	499	534	834	533	535	885
Mov Cap-2 Maneuver	-	-	-	-	-	-	499	534	-	533	535	-
Stage 1	-	-	-	-	-	-	782	720	-	820	746	-
Stage 2	-	-	-	-	-	-	734	744	-	748	722	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	13.4	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	536	1382	-	-	1371	-	-	688
HCM Lane V/C Ratio	0.197	0.004	-	-	0.007	-	-	0.123
HCM Control Delay (s)	13.4	7.6	-	-	7.6	-	-	11
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.4

HCM 2010 TWSC
1: SE 19th Street & SE Ensign Lane

07/07/2017

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗	↕			↕		
Traffic Vol, veh/h	2	140	25	3	185	6	25	2	1	7	1	10
Future Vol, veh/h	2	140	25	3	185	6	25	2	1	7	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	170	240	-	160	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	9	9	9	8	8	8	8	8	8	6	6	6
Mvmt Flow	2	171	30	4	226	7	30	2	1	9	1	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	226	0	0	171	0	0	416	409	171	410	409	226
Stage 1	-	-	-	-	-	-	176	176	-	233	233	-
Stage 2	-	-	-	-	-	-	240	233	-	177	176	-
Critical Hdwy	4.19	-	-	4.18	-	-	7.18	6.58	6.28	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.58	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.58	-	6.16	5.56	-
Follow-up Hdwy	2.281	-	-	2.272	-	-	3.572	4.072	3.372	3.554	4.054	3.354
Pot Cap-1 Maneuver	1302	-	-	1371	-	-	537	523	857	545	526	804
Stage 1	-	-	-	-	-	-	812	742	-	761	704	-
Stage 2	-	-	-	-	-	-	750	701	-	816	746	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1302	-	-	1371	-	-	526	521	857	540	524	804
Mov Cap-2 Maneuver	-	-	-	-	-	-	526	521	-	540	524	-
Stage 1	-	-	-	-	-	-	811	741	-	760	702	-
Stage 2	-	-	-	-	-	-	735	699	-	811	745	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	12.2	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	533	1302	-	-	1371	-	-	659
HCM Lane V/C Ratio	0.064	0.002	-	-	0.003	-	-	0.033
HCM Control Delay (s)	12.2	7.8	-	-	7.6	-	-	10.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

HCM 2010 TWSC
 2: SE Bugle Road & SE Ensign Lane

07/07/2017

Intersection

Int Delay, s/veh 0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	
Traffic Vol, veh/h	125	22	5	172	22	2
Future Vol, veh/h	125	22	5	172	22	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	130	230	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	9	9	8	8	8	8
Mvmt Flow	152	27	6	210	27	2

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	152	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.18	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.272	-
Pot Cap-1 Maneuver	-	-	1393	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1393	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	628	-	-	1393	-
HCM Lane V/C Ratio	0.047	-	-	0.004	-
HCM Control Delay (s)	11	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 2010 TWSC
3: SE Bugle Road & SE 19th Street

07/07/2017

Intersection

Int Delay, s/veh 4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	1	18	6	1	17	6	6	16	1	6	19	1
Future Vol, veh/h	1	18	6	1	17	6	6	16	1	6	19	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	8	8	8	8	8	8	2	2	2	8	8	8
Mvmt Flow	1	26	9	1	24	9	9	23	1	9	27	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	34	0	0	79	69	30	76	68	29
Stage 1	-	-	-	-	-	-	33	33	-	31	31	-
Stage 2	-	-	-	-	-	-	46	36	-	45	37	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.12	6.52	6.22	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Follow-up Hdwy	2.272	-	-	2.272	-	-	3.518	4.018	3.318	3.572	4.072	3.372
Pot Cap-1 Maneuver	1541	-	-	1540	-	-	910	822	1044	899	811	1029
Stage 1	-	-	-	-	-	-	983	868	-	970	857	-
Stage 2	-	-	-	-	-	-	968	865	-	954	852	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1541	-	-	1540	-	-	884	820	1044	877	809	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	884	820	-	877	809	-
Stage 1	-	-	-	-	-	-	982	867	-	969	856	-
Stage 2	-	-	-	-	-	-	935	864	-	927	851	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	9.4	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	844	1541	-	-	1540	-	-	831
HCM Lane V/C Ratio	0.039	0.001	-	-	0.001	-	-	0.045
HCM Control Delay (s)	9.4	7.3	0	-	7.3	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 2010 TWSC
1: SE 19th Street & SE Ensign Lane

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Intersection

Int Delay, s/veh 3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑	↘	↙	↑	↘	↔			↔		
Traffic Vol, veh/h	5	288	62	4	266	26	56	8	7	30	5	45
Future Vol, veh/h	5	288	62	4	266	26	56	8	7	30	5	45
Conflicting Peds, #/hr	1	0	6	6	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	170	240	-	160	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	8	8	8	2	2	2	2	2	2	1	1	1
Mvmt Flow	6	320	69	4	296	29	62	9	8	33	6	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	297	0	0	326	0	0	670	642	327	645	642	298
Stage 1	-	-	-	-	-	-	337	337	-	305	305	-
Stage 2	-	-	-	-	-	-	333	305	-	340	337	-
Critical Hdwy	4.18	-	-	4.12	-	-	7.12	6.52	6.22	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Follow-up Hdwy	2.272	-	-	2.218	-	-	3.518	4.018	3.318	3.509	4.009	3.309
Pot Cap-1 Maneuver	1231	-	-	1234	-	-	371	392	714	387	394	744
Stage 1	-	-	-	-	-	-	677	641	-	707	664	-
Stage 2	-	-	-	-	-	-	681	662	-	677	643	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1230	-	-	1233	-	-	338	386	709	373	388	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	338	386	-	373	388	-
Stage 1	-	-	-	-	-	-	670	634	-	703	661	-
Stage 2	-	-	-	-	-	-	627	659	-	656	636	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	17.7	13.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	362	1230	-	-	1233	-	-	520
HCM Lane V/C Ratio	0.218	0.005	-	-	0.004	-	-	0.171
HCM Control Delay (s)	17.7	7.9	-	-	7.9	-	-	13.3
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0.6

HCM 2010 TWSC
2: SE Bugle Road & SE Ensign Lane

07/07/2017

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↓	↑	↓	
Traffic Vol, veh/h	275	50	9	241	55	10
Future Vol, veh/h	275	50	9	241	55	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	130	230	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	306	56	10	268	61	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	306	0	594	306
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	288	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1255	-	468	734
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	761	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1255	-	464	734
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	755	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	492	-	-	1255	-
HCM Lane V/C Ratio	0.147	-	-	0.008	-
HCM Control Delay (s)	13.6	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

HCM 2010 TWSC
 3: SE Bugle Road & SE 19th Street

07/07/2017

Intersection

Int Delay, s/veh 5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	1	37	12	1	44	15	16	44	1	12	36	1
Future Vol, veh/h	1	37	12	1	44	15	16	44	1	12	36	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	56	18	2	67	23	24	67	2	18	55	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	89	0	0	74	0	0	177	160	65	183	158	78
Stage 1	-	-	-	-	-	-	68	68	-	81	81	-
Stage 2	-	-	-	-	-	-	109	92	-	102	77	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1506	-	-	1526	-	-	785	732	999	778	734	983
Stage 1	-	-	-	-	-	-	942	838	-	927	828	-
Stage 2	-	-	-	-	-	-	896	819	-	904	831	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1506	-	-	1526	-	-	738	731	999	722	733	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	738	731	-	722	733	-
Stage 1	-	-	-	-	-	-	941	837	-	926	827	-
Stage 2	-	-	-	-	-	-	835	818	-	830	830	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	10.6	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	736	1506	-	-	1526	-	-	734
HCM Lane V/C Ratio	0.126	0.001	-	-	0.001	-	-	0.101
HCM Control Delay (s)	10.6	7.4	0	-	7.4	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.3

HCM 2010 TWSC
1: SE 19th Street & SE Ensign Lane

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Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗	↔			↔		
Traffic Vol, veh/h	2	148	28	3	207	7	35	3	1	7	2	10
Future Vol, veh/h	2	148	28	3	207	7	35	3	1	7	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	170	240	-	160	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	9	9	9	8	8	8	8	8	8	6	6	6
Mvmt Flow	2	180	34	4	252	9	43	4	1	9	2	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	252	0	0	180	0	0	452	445	180	448	445	252
Stage 1	-	-	-	-	-	-	185	185	-	260	260	-
Stage 2	-	-	-	-	-	-	267	260	-	188	185	-
Critical Hdwy	4.19	-	-	4.18	-	-	7.18	6.58	6.28	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.58	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.58	-	6.16	5.56	-
Follow-up Hdwy	2.281	-	-	2.272	-	-	3.572	4.072	3.372	3.554	4.054	3.354
Pot Cap-1 Maneuver	1274	-	-	1360	-	-	508	499	848	514	502	777
Stage 1	-	-	-	-	-	-	803	736	-	736	686	-
Stage 2	-	-	-	-	-	-	725	682	-	805	739	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1274	-	-	1360	-	-	496	497	848	509	500	777
Mov Cap-2 Maneuver	-	-	-	-	-	-	496	497	-	509	500	-
Stage 1	-	-	-	-	-	-	802	735	-	735	684	-
Stage 2	-	-	-	-	-	-	709	680	-	799	738	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	12.9	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	501	1274	-	-	1360	-	-	620
HCM Lane V/C Ratio	0.095	0.002	-	-	0.003	-	-	0.037
HCM Control Delay (s)	12.9	7.8	-	-	7.7	-	-	11
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

HCM 2010 TWSC
2: SE Bugle Road & SE Ensign Lane

07/07/2017

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	
Traffic Vol, veh/h	125	30	8	172	45	9
Future Vol, veh/h	125	30	8	172	45	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	130	230	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	9	9	8	8	8	8
Mvmt Flow	152	37	10	210	55	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	152	0	381	152
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	229	-
Critical Hdwy	-	-	4.18	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.272	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	1393	-	610	879
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1393	-	606	879
Mov Cap-2 Maneuver	-	-	-	-	606	-
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	789	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	639	-	-	1393	-
HCM Lane V/C Ratio	0.103	-	-	0.007	-
HCM Control Delay (s)	11.3	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 2010 TWSC
 3: SE Bugle Road & SE 19th Street

07/07/2017

Intersection

Int Delay, s/veh 6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	1	18	10	1	17	6	17	46	1	6	30	1
Future Vol, veh/h	1	18	10	1	17	6	17	46	1	6	30	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	8	8	8	8	8	8	2	2	2	8	8	8
Mvmt Flow	1	26	14	1	24	9	24	66	1	9	43	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	33	0	0	40	0	0	90	72	33	100	74	29
Stage 1	-	-	-	-	-	-	36	36	-	31	31	-
Stage 2	-	-	-	-	-	-	54	36	-	69	43	-
Critical Hdwy	4.18	-	-	4.18	-	-	7.12	6.52	6.22	7.18	6.58	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.18	5.58	-
Follow-up Hdwy	2.272	-	-	2.272	-	-	3.518	4.018	3.318	3.572	4.072	3.372
Pot Cap-1 Maneuver	1541	-	-	1532	-	-	895	818	1041	867	805	1029
Stage 1	-	-	-	-	-	-	980	865	-	970	857	-
Stage 2	-	-	-	-	-	-	958	865	-	926	847	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1541	-	-	1532	-	-	856	816	1041	811	803	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	856	816	-	811	803	-
Stage 1	-	-	-	-	-	-	979	864	-	969	856	-
Stage 2	-	-	-	-	-	-	908	864	-	854	846	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	9.9	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	829	1541	-	-	1532	-	-	809
HCM Lane V/C Ratio	0.11	0.001	-	-	0.001	-	-	0.065
HCM Control Delay (s)	9.9	7.3	0	-	7.4	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.2

HCM 2010 TWSC
 1: SE 19th Street & SE Ensign Lane

07/07/2017

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗		↕			↕	
Traffic Vol, veh/h	5	311	74	4	280	27	63	9	7	32	5	45
Future Vol, veh/h	5	311	74	4	280	27	63	9	7	32	5	45
Conflicting Peds, #/hr	1	0	6	6	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	210	-	170	240	-	160	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	8	8	8	2	2	2	2	2	2	1	1	1
Mvmt Flow	6	346	82	4	311	30	70	10	8	36	6	50

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	312	0	0	352	0	0	712	684	353	688	684	313
Stage 1	-	-	-	-	-	-	363	363	-	321	321	-
Stage 2	-	-	-	-	-	-	349	321	-	367	363	-
Critical Hdwy	4.18	-	-	4.12	-	-	7.12	6.52	6.22	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Follow-up Hdwy	2.272	-	-	2.218	-	-	3.518	4.018	3.318	3.509	4.009	3.309
Pot Cap-1 Maneuver	1215	-	-	1207	-	-	347	371	691	362	372	730
Stage 1	-	-	-	-	-	-	656	625	-	693	653	-
Stage 2	-	-	-	-	-	-	667	652	-	655	626	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1214	-	-	1206	-	-	315	365	686	348	366	729
Mov Cap-2 Maneuver	-	-	-	-	-	-	315	365	-	348	366	-
Stage 1	-	-	-	-	-	-	649	618	-	689	650	-
Stage 2	-	-	-	-	-	-	613	649	-	633	619	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	19.5	14
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	336	1214	-	-	1206	-	-	490
HCM Lane V/C Ratio	0.261	0.005	-	-	0.004	-	-	0.186
HCM Control Delay (s)	19.5	8	-	-	8	-	-	14
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	0.7

HCM 2010 TWSC
2: SE Bugle Road & SE Ensign Lane

07/07/2017

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	
Traffic Vol, veh/h	275	75	17	241	70	14
Future Vol, veh/h	275	75	17	241	70	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	130	230	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	8	8	2	2	2	2
Mvmt Flow	306	83	19	268	78	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	306	0	612	306
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	306	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1255	-	456	734
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	747	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1255	-	449	734
Mov Cap-2 Maneuver	-	-	-	-	449	-
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	736	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	480	-	-	1255	-
HCM Lane V/C Ratio	0.194	-	-	0.015	-
HCM Control Delay (s)	14.3	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-

HCM 2010 TWSC
 3: SE Bugle Road & SE 19th Street

07/07/2017

Intersection

Int Delay, s/veh 6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	1	37	24	1	44	15	24	63	1	12	69	1
Future Vol, veh/h	1	37	24	1	44	15	24	63	1	12	69	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	56	36	2	67	23	36	95	2	18	105	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	89	0	0	92	0	0	211	169	74	207	176	78
Stage 1	-	-	-	-	-	-	77	77	-	81	81	-
Stage 2	-	-	-	-	-	-	134	92	-	126	95	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1506	-	-	1503	-	-	746	724	988	751	717	983
Stage 1	-	-	-	-	-	-	932	831	-	927	828	-
Stage 2	-	-	-	-	-	-	869	819	-	878	816	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1506	-	-	1503	-	-	660	723	988	673	716	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	660	723	-	673	716	-
Stage 1	-	-	-	-	-	-	931	830	-	926	827	-
Stage 2	-	-	-	-	-	-	757	818	-	775	815	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	11.3	11.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	707	1506	-	-	1503	-	-	712
HCM Lane V/C Ratio	0.189	0.001	-	-	0.001	-	-	0.174
HCM Control Delay (s)	11.3	7.4	0	-	7.4	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.6

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

ENSGN AVE at 19TH ST, City of Warrenton, Clatsop County, 01/01/2011 to 12/31/2015

COLLISION TYPE	NON-PROPERTY		TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	INTER-SECTION RELATED	OFF-ROAD
	FATAL CRASHES	PROPERTY DAMAGE ONLY											
YEAR: 2014	0	1	1	0	0	0	0	1	1	0	1	0	0
REAR-END	0	1	1	0	0	0	0	1	1	0	1	0	0
YEAR 2014 TOTAL	0	1	1	0	0	0	0	1	1	0	1	0	0
FINAL TOTAL	0	1	1	0	0	0	0	1	1	0	1	0	0

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

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 URBAN NON-SYSTEM CRASH LISTING
 ENSIGN AVE at 19TH ST, City of Warrenton, Clatsop County, 01/01/2011 to 12/31/2015

Total crash records: 1

CDS380
 03/14/2017
 CITY OF WARRENTON, CLATSOP COUNTY

SR	Y	N	N	TH	4P	CLASS	FROM	TO	SECOND STREET	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFED	WTHR	CRASH	SPCL USE	MOVE	PH TYPE	SVRTY	E	X	RES	LOC	ERRR	ACT EVENT	CAUSE
NO	RFT					DIST						(MEDIAN)	TRAF-	DRVRY	ICE	REAR	01 NONE	W -E	01	DRVR	NONE	00	M	OR-Y	OR<25	000	00
												3-LEG	STOP SIGN	N	DAY	PDO	02 NONE	STOP	01	DRVR	NONE	31	F	OR-Y	OR<25	012	00
00059				02/06/2014	0	09	09		ENSIGN AVE	ENSIGN AVE	INTER	N	N	N	SNOW	S-STOP	0	STRGHT							124	01	
									NW 19TH ST		W	STOP SIGN	N	N	ICE	REAR	PRVTE	W -E	01	DRVR	NONE	00	M	OR-Y	OR<25	000	00
											06	0	N	N	DAY	PDO	SCHL BUS	047							017	01	
																	02 NONE	STOP	01	DRVR	NONE	31	F	OR-Y	OR<25	000	00
																	PSNGR CAR	W -E							000	00	

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

Left-Turn Lane Warrant Analysis

le

Project: 17116 - Roosevelt Subdivision
 Intersection: SE Bugle Road at SE Ensign Lane
 Date: 7/7/2017
 Scenario: 2019 Background plus Site Conditions - AM Peak Hour (WB)

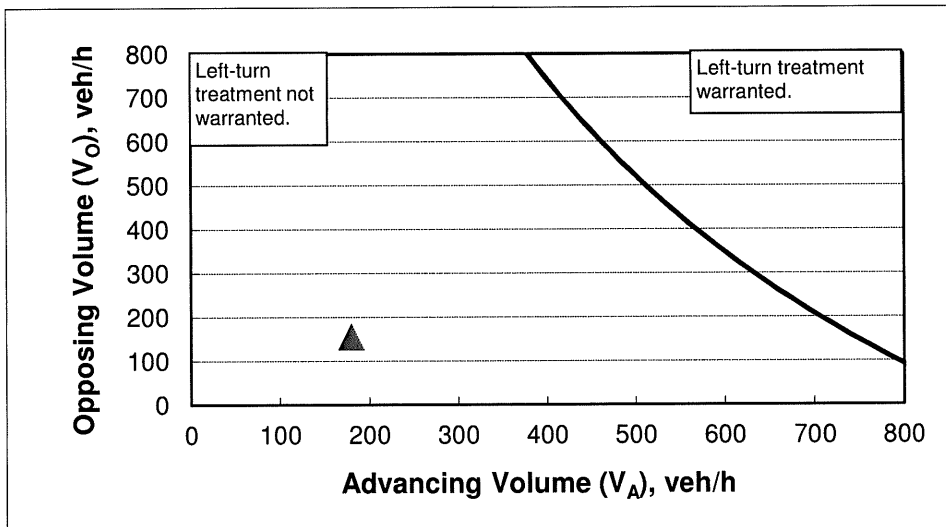
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	180
Opposing volume (V_O), veh/h:	155

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	744
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

le

Project: 17116 - Roosevelt Subdivision
 Intersection: SE Bugle Road at SE Ensign Lane
 Date: 7/7/2017
 Scenario: 2019 Background plus Site Conditions - PM Peak Hour (WB)

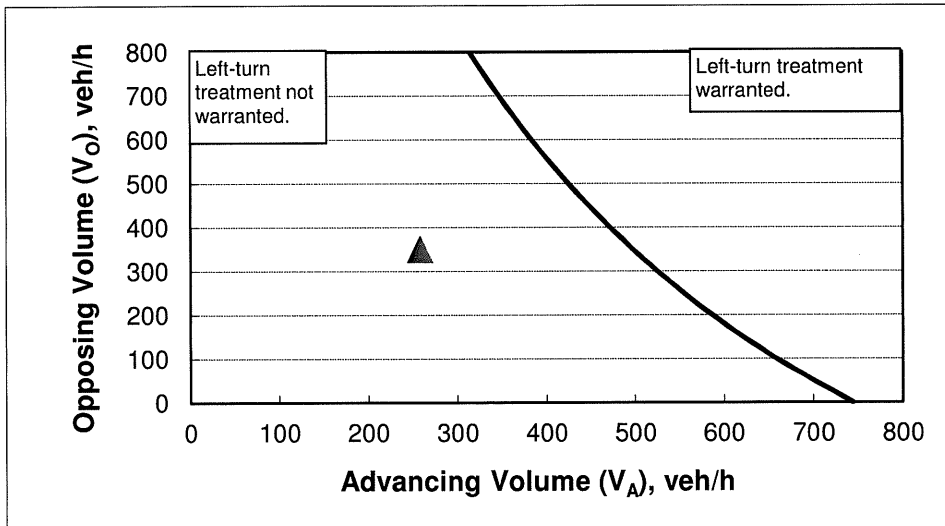
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	7%
Advancing volume (V_A), veh/h:	258
Opposing volume (V_O), veh/h:	350

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	498
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

le

Project: 17116 - Roosevelt Subdivision
 Intersection: SE Bugle Road at SE 19th Street
 Date: 7/7/2017
 Scenario: 2019 Background plus Site Conditions - AM Peak Hour (EB)

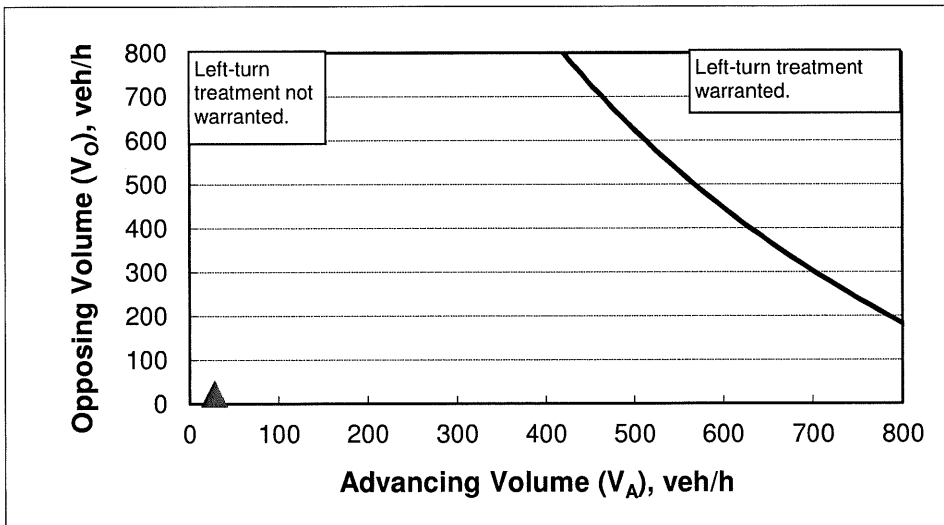
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	28
Opposing volume (V_O), veh/h:	23

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	967
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

le

Project: 17116 - Roosevelt Subdivision
 Intersection: SE Bugle Road at SE 19th Street
 Date: 7/7/2017
 Scenario: 2019 Background plus Site Conditions - AM Peak Hour (WB)

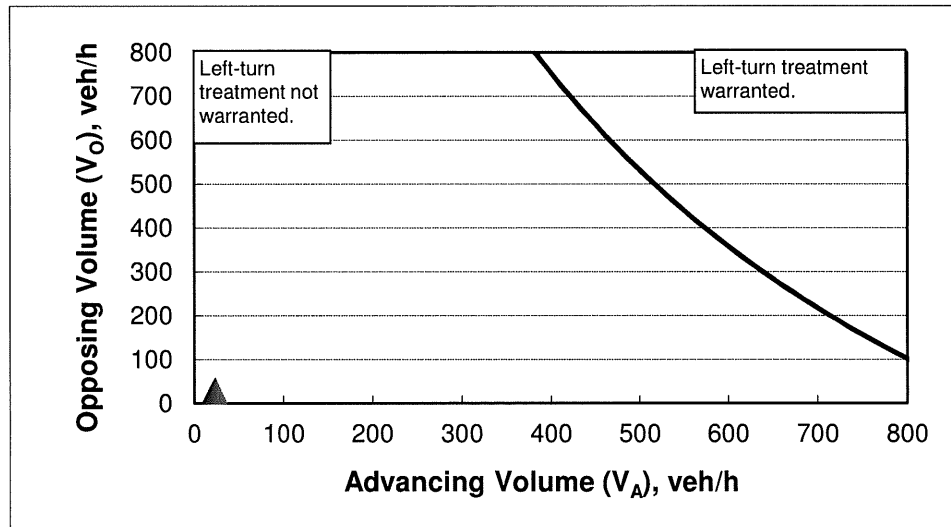
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	23
Opposing volume (V_O), veh/h:	28

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	875
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Le

Project: 17116 - Roosevelt Subdivision
 Intersection: SE Bugle Road at SE 19th Street
 Date: 7/7/2017
 Scenario: 2019 Background plus Site Conditions - PM Peak Hour (EB)

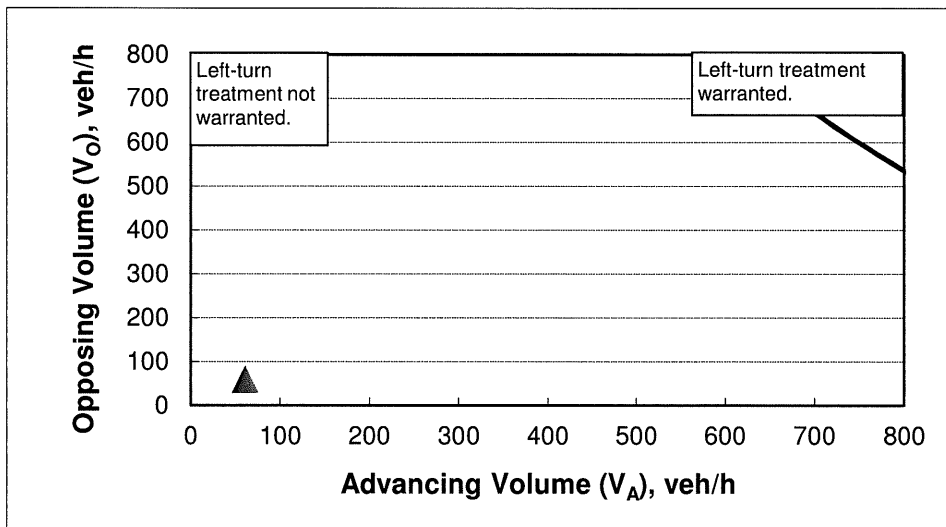
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	61
Opposing volume (V_O), veh/h:	59

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1352
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: 17116 - Roosevelt Subdivision
 Intersection: SE Bugle Road at SE 19th Street
 Date: 7/7/2017
 Scenario: 2019 Background plus Site Conditions - PM Peak Hour (WB)

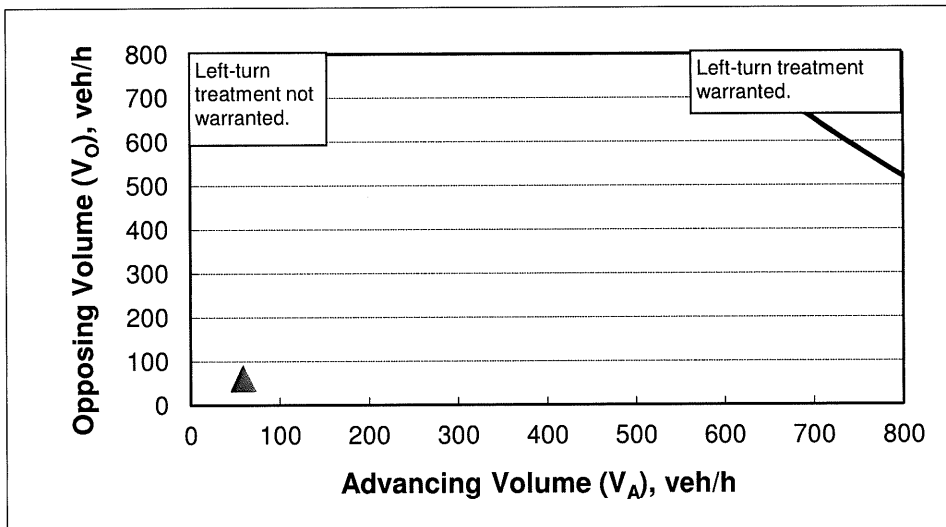
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	59
Opposing volume (V_O), veh/h:	61

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1327
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Traffic Signal Warrant Analysis

Project: 17116 - Roosevelt Subdivision
 Date: 7/7/2017
 Scenario: Year 2019 Background plus Site Conditions

Major Street: SE Ensign Lane Minor Street: SE 19th Street
 Number of Lanes: 1 Number of Lanes: 1
 PM Peak Hour Volumes: 701 PM Peak Hour Volumes: 77

Warrant Used:

- 100 percent of standard warrants used
- 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	7,010	6,200	
Minor Street*	770	1,850	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	7,010	9,300	
Minor Street*	770	950	No
<i>Combination Warrant</i>			
Major Street	7,010	7,440	
Minor Street*	770	1,480	No

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis

Project: 17116 - Roosevelt Subdivision
 Date: 7/7/2017
 Scenario: Year 2019 Background plus Site Conditions

Major Street: SE Ensign Lane Minor Street: SE Bugle Road
 Number of Lanes: 1 Number of Lanes: 1
 PM Peak Hour Volumes: 608 PM Peak Hour Volumes: 81

Warrant Used:
 _____ 100 percent of standard warrants used
 X 70 percent of standard warrants used due to 85th percentile speed in excess
 _____ of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
Major St.	Minor St.	100% Warrants	70% Warrants	100% Warrants	70% Warrants
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	6,080	6,200	
Minor Street*	810	1,850	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	6,080	9,300	
Minor Street*	810	950	No
<i>Combination Warrant</i>			
Major Street	6,080	7,440	
Minor Street*	810	1,480	No

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis

1e

Project: 17116 - Roosevelt Subdivision
 Date: 7/7/2017
 Scenario: Year 2019 Background plus Site Conditions

Major Street:	SE 19th Street	Minor Street:	SE Bugle Road
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	120	PM Peak Hour Volumes:	87

Warrant Used:

 100 percent of standard warrants used
 X 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
<u>Major St.</u>	<u>Minor St.</u>	<u>100% Warrants</u>	<u>70% Warrants</u>	<u>100% Warrants</u>	<u>70% Warrants</u>
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	1,200	6,200	
Minor Street*	870	1,850	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	1,200	9,300	
Minor Street*	870	950	No
<i>Combination Warrant</i>			
Major Street	1,200	7,440	
Minor Street*	870	1,480	No

* Minor street right-turning traffic volumes reduced by 25%

COPY
The Roosevelt Reserve

After Recording, Return To:
Heather Reynolds, Attorney
P.O. Box 145
Astoria, Oregon 97103

ROAD EASEMENT

DATE: 10-12, 2016

PARTIES: Clatsop County
800 Exchange, Suite 410
Astoria, Oregon 97103

("Grantor")

AND Warrenton Fiber Company
PO Box 100
Warrenton, OR 97146

("Grantee")

Section 1. Grant of Easement; Description

1.1 Grantor hereby grants and conveys to Grantee a permanent, exclusive easement (Easement) for ingress and egress on, over, across, and through a tract of land in the County of Clatsop, State of Oregon, described in Partition Plat 2006-033 Clatsop County Deed Records.

Situs Address: 1190 SE 19th Street Warrenton, Oregon 97146
Tax Account #: 810270000206, Acct ID #56071

1.2 The Easement is legally described in Exhibit A, attached hereto.

1.3 The Easement is to be used for ingress and egress and utility line purposes by Grantee and its successors in interest. Use of the easement shall be on a regular, continuous, exclusive, priority basis, benefiting the Grantee, its successors and assigns.

Section 2. Consideration

Grantee will pay Grantor \$87,600 for the easement within 30 days of approval of both a joint wetland removal fill permit for a road on the described easement and approval of the 74 lot Roosevelt Subdivision, or two years from execution of this Easement, whichever occurs first.

Section 3. Construction and Repair; Insurance

The cost of building a road, any subsequent necessary repairs to the road, and insurance for the use of the Easement shall be borne exclusively by the Grantee and its successors. Grantee shall indemnify and hold Grantor harmless for Grantee's use of the Easement.

Section 4. Effect of the Agreement

The Easement granted hereunder shall run with the land as to all property burdened and benefited by the Easement, including any division or partition of such property. The rights, covenants and obligations contained in this agreement shall bind, burden and benefit the parties, their successors and assigns, lessees, mortgagees or beneficiaries under a deed of trust.

EXHIBIT "A"

Legal Description

for

Warrenton Fiber

of access road from SE 19th Street to SE Willow Dr, Forest Rim Subdivision

A 100 foot wide non-exclusive easement for ingress, egress and utilities over, under and across the following described tract:

Beginning at the Southwest corner of Parcel 2 of Partition Plat 1996-007 as recorded in Book 2, Page 128 Clatsop County Plats;

Thence along the West line of said Partition Plat North 00°10'41" East 820.69 feet (a record bearing of North 00°10'29" East) to the south line of SE 19th Street as described in Instrument 200401949, Clatsop County records;

Thence along the South line of SE 19th Street South 87°38'12" West 100.10 feet;

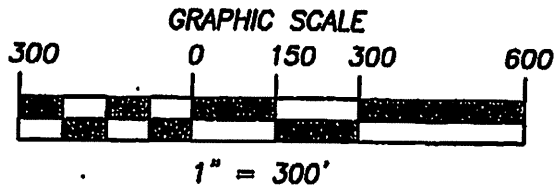
Thence South 00°10'41" West 816.24 feet to the Section line common to Sections 27 and 34, T8N, R10W;

Thence along said section line South 89°48'50" East 100.00 feet to the Point of Beginning.

Situated in the Southeast quarter of Section 27, Township 8 North, Range 10 West, W.M., County of Clatsop, State of Oregon.

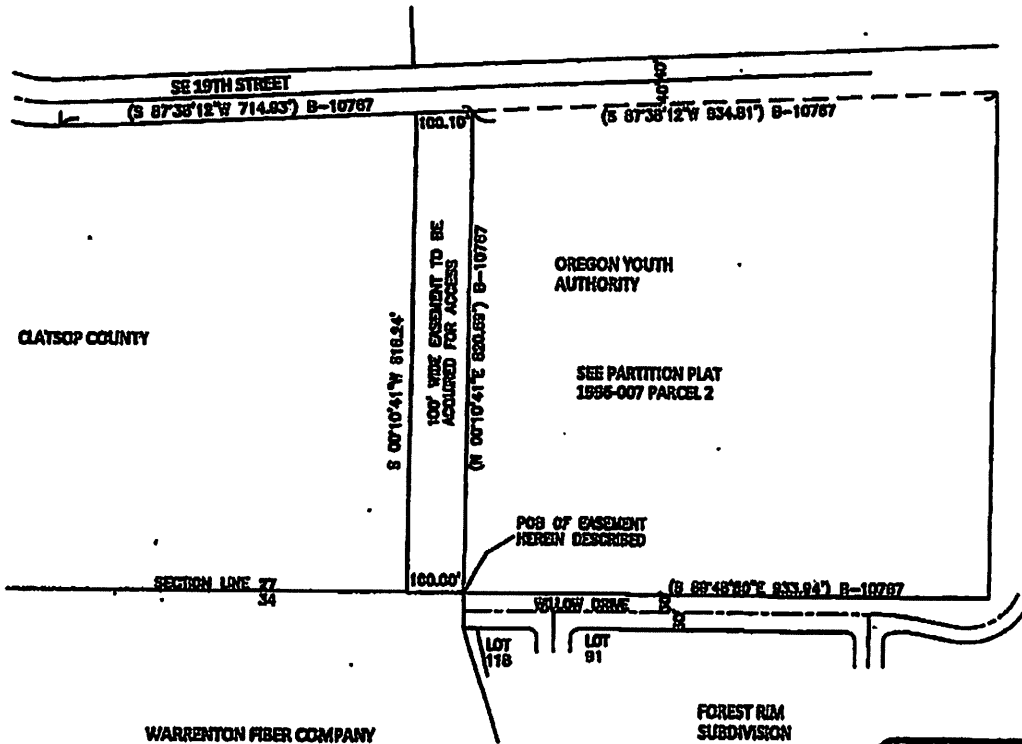
Containing 81,846 square feet.

The Bearings for this description are based upon County Survey B-10767



BIF BEAMS, LLC

CLATSOP COUNTY



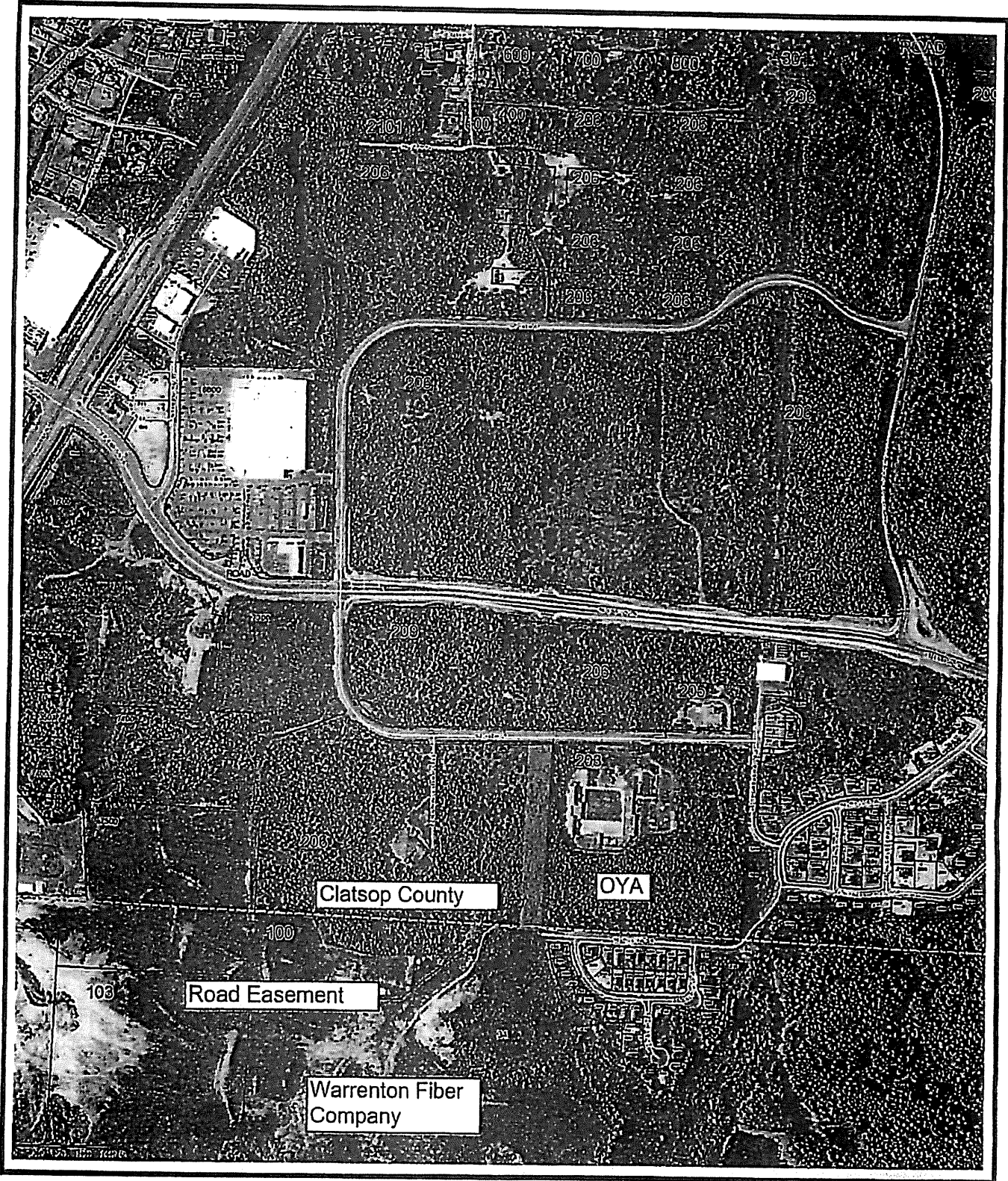
NOTES:
THE PURPOSE OF THIS MAP IS TO SHOW THE LOCATION OF A PROPOSED 100' WIDE INGRESS, EGRESS AND UTILITY EASEMENT TO BE ACQUIRED BY WARRANTON FIBER FROM CLATSOP COUNTY BETWEEN SE 19TH STREET TO FOREST RIM SUBDIVISION. BEARINGS FOR THIS DESCRIPTION ARE BASED UPON COUNTY SURVEY B-10767.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Dale N. Barrett
OREGON
JULY 16, 1982
DALE N. BARRETT
#1879

RENEWAL DATE: DEC. 31, 17

Vicinity Map



Clatsop County Webmaps

Disclaimer: This map was produced using Clatsop County GIS data. The GIS data is maintained by the County to support its governmental activities. This map should not be used for survey or engineering purposes. The County is not responsible for map errors, omissions, misuse or misinterpretation. Photos may not align with taxlots.



THE ROOSEVELT

SCALE 1" = 60'



LOCATION MAP
NOT TO SCALE



VICINITY MAP
NOT TO SCALE

PHASING TABLE

PHASE	LOTS
1	1 - 13
	42 - 44
	45 - 58
2	14 - 28
	59 - 74
3	29 - 41

SHEET P1.3

PHASE 3

SHEET P1.0

SHEET P1.3

PHASE 2

PHASE 1

SHEET P1.4

SHEET P1.1



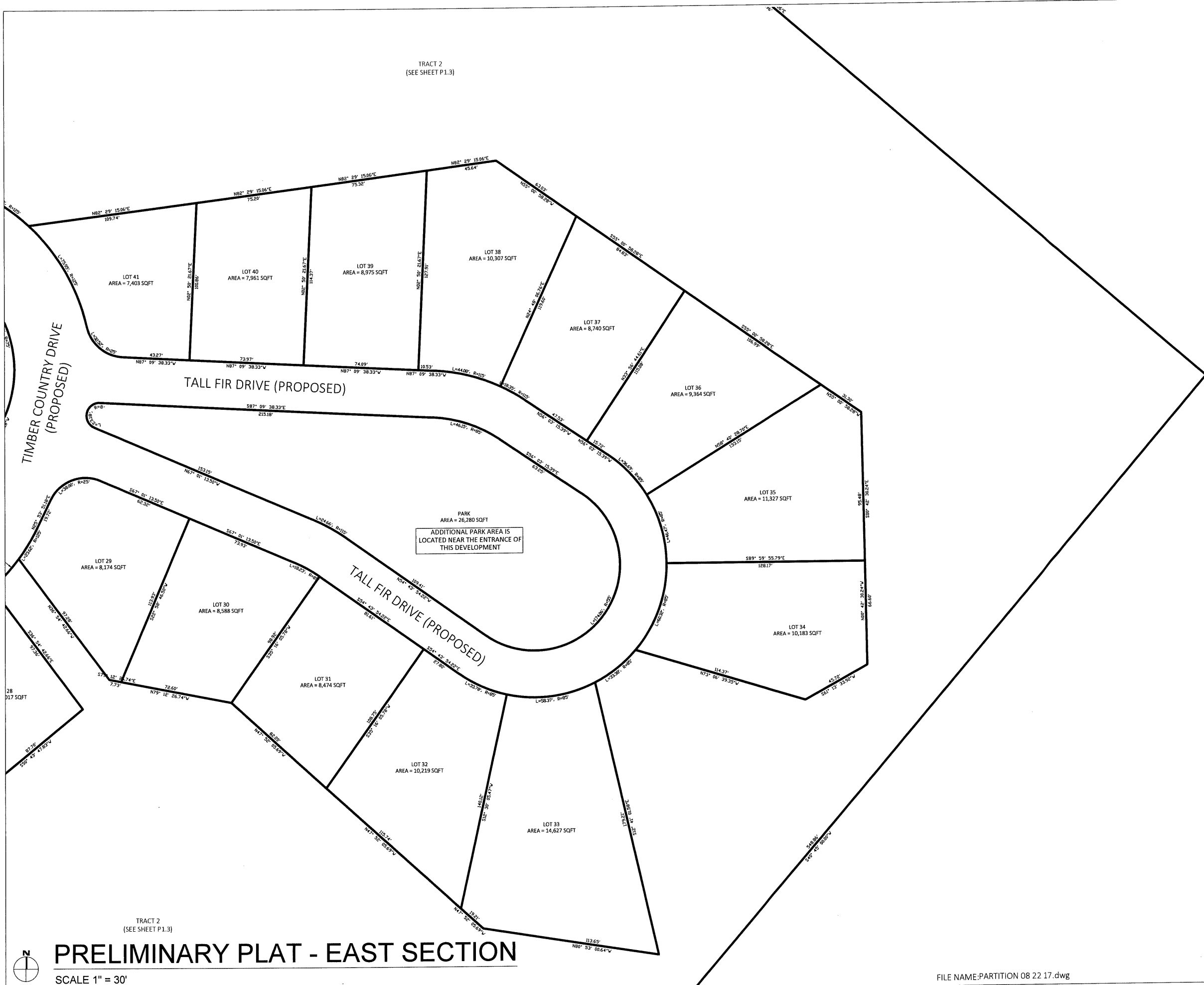
REVISIONS			
DATE:	MARK	DATE	DESCRIPTION
AUG. 23, 2015	RCS	3/16	PHASING PLAN
	RCS	8/17	ROAD NAME CHANGE
	RCS		

THE ROOSEVELT - SUBDIVISION
PRELIMINARY PARTITION PLAT
WITH ROAD AND LOT LAYOUT
NORTH RIVER HOMES, LLC

RICHARD COLLIN STELZIG, PE
RICHARD.STELZIG.ENGINEERING@GMAIL.COM 503-440-2286

DRAWING NUMBER
P0.1

TRACT 2
(SEE SHEET P1.3)



TRACT 2
(SEE SHEET P1.3)

PRELIMINARY PLAT - EAST SECTION

SCALE 1" = 30'



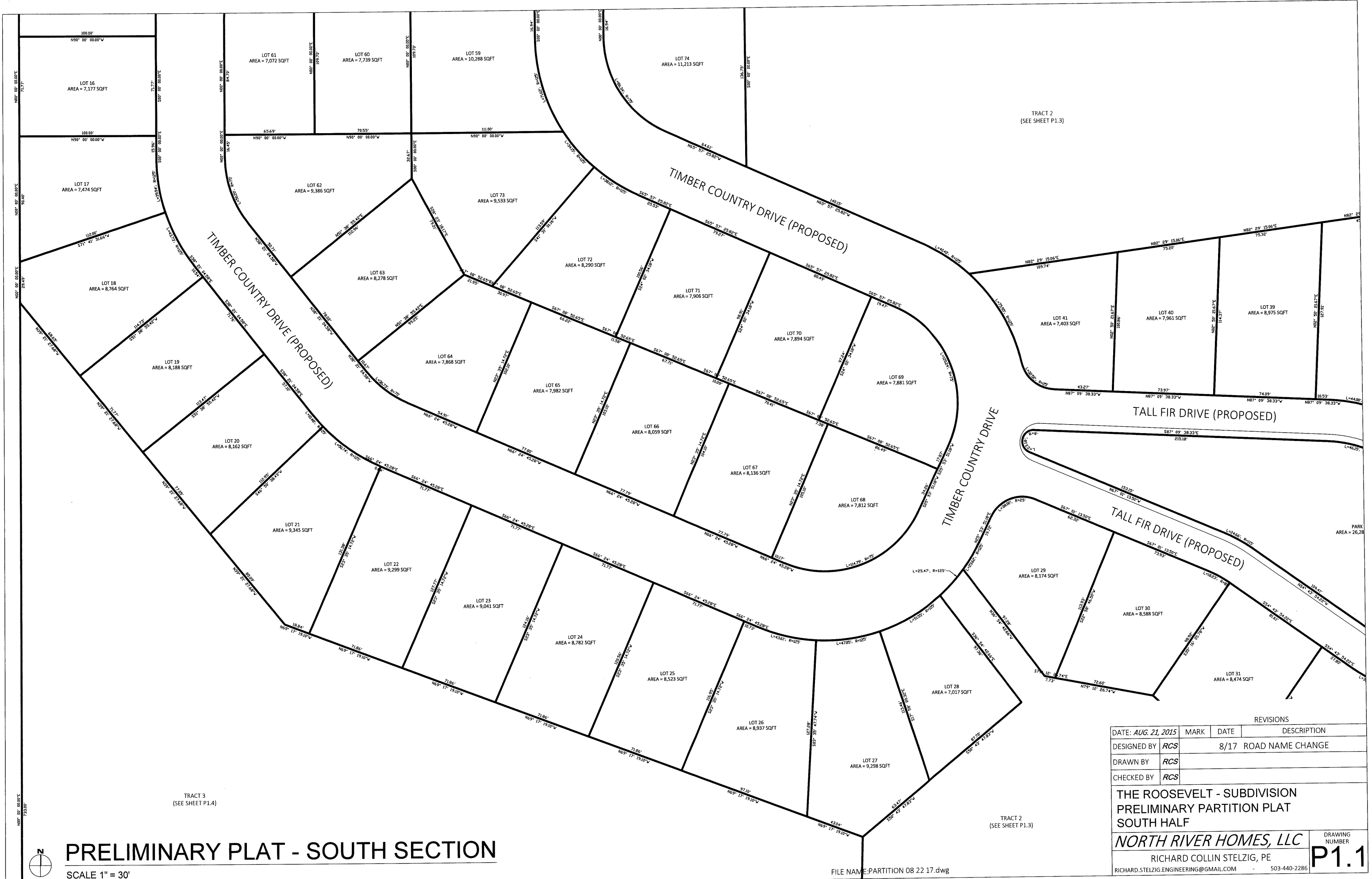
REVISIONS

DATE:	MARK	DATE	DESCRIPTION
AUG. 21, 2015	RCS	8/17	ROAD NAME CHANGE
DESIGNED BY	RCS		
DRAWN BY	RCS		
CHECKED BY	RCS		

THE ROOSEVELT - SUBDIVISION
PRELIMINARY PARTITION PLAT
EAST PORTION

NORTH RIVER HOMES, LLC
RICHARD COLLIN STELZIG, PE
RICHARD.STELZIG.ENGINEERING@GMAIL.COM

DRAWING NUMBER
P1.2



TRACT 3
(SEE SHEET P1.4)

TRACT 2
(SEE SHEET P1.3)

TRACT 2
(SEE SHEET P1.3)

PRELIMINARY PLAT - SOUTH SECTION

SCALE 1" = 30'



FILE NAME: PARTITION 08 22 17.dwg

REVISIONS

DATE	MARK	DATE	DESCRIPTION
AUG. 21, 2015			
DESIGNED BY	RCS	8/17	ROAD NAME CHANGE
DRAWN BY	RCS		
CHECKED BY	RCS		

THE ROOSEVELT - SUBDIVISION
PRELIMINARY PARTITION PLAT
SOUTH HALF

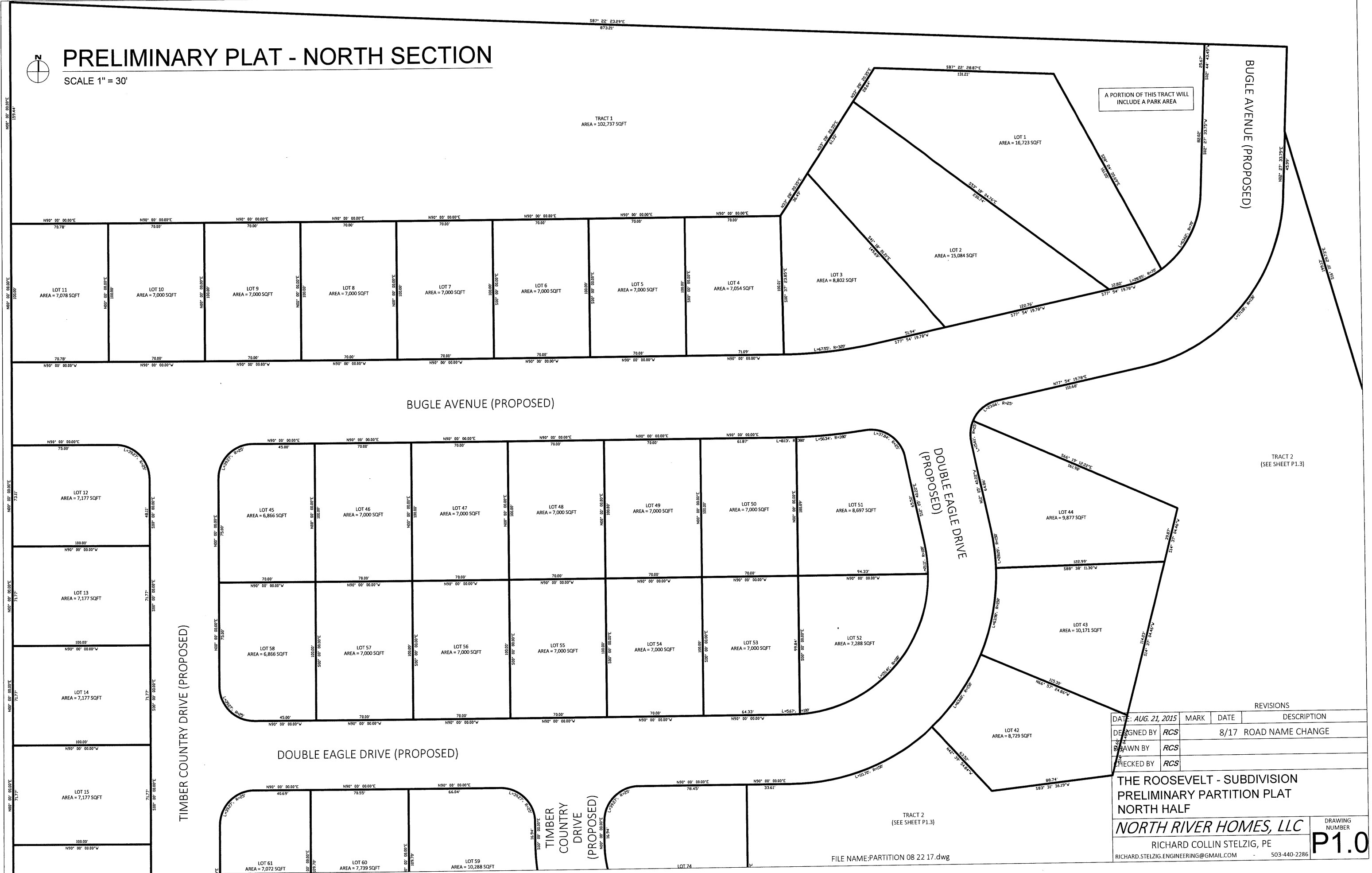
NORTH RIVER HOMES, LLC
RICHARD COLLIN STELZIG, PE
RICHARD.STELZIG.ENGINEERING@GMAIL.COM 503-440-2286

DRAWING NUMBER
P1.1



PRELIMINARY PLAT - NORTH SECTION

SCALE 1" = 30'



A PORTION OF THIS TRACT WILL INCLUDE A PARK AREA

BUGLE AVENUE (PROPOSED)

BUGLE AVENUE (PROPOSED)

DOUBLE EAGLE DRIVE (PROPOSED)

TIMBER COUNTRY DRIVE (PROPOSED)

DOUBLE EAGLE DRIVE (PROPOSED)

TIMBER COUNTRY DRIVE (PROPOSED)

TRACT 2 (SEE SHEET P1.3)

TRACT 2 (SEE SHEET P1.3)

FILE NAME: PARTITION 08 22 17.dwg

REVISIONS

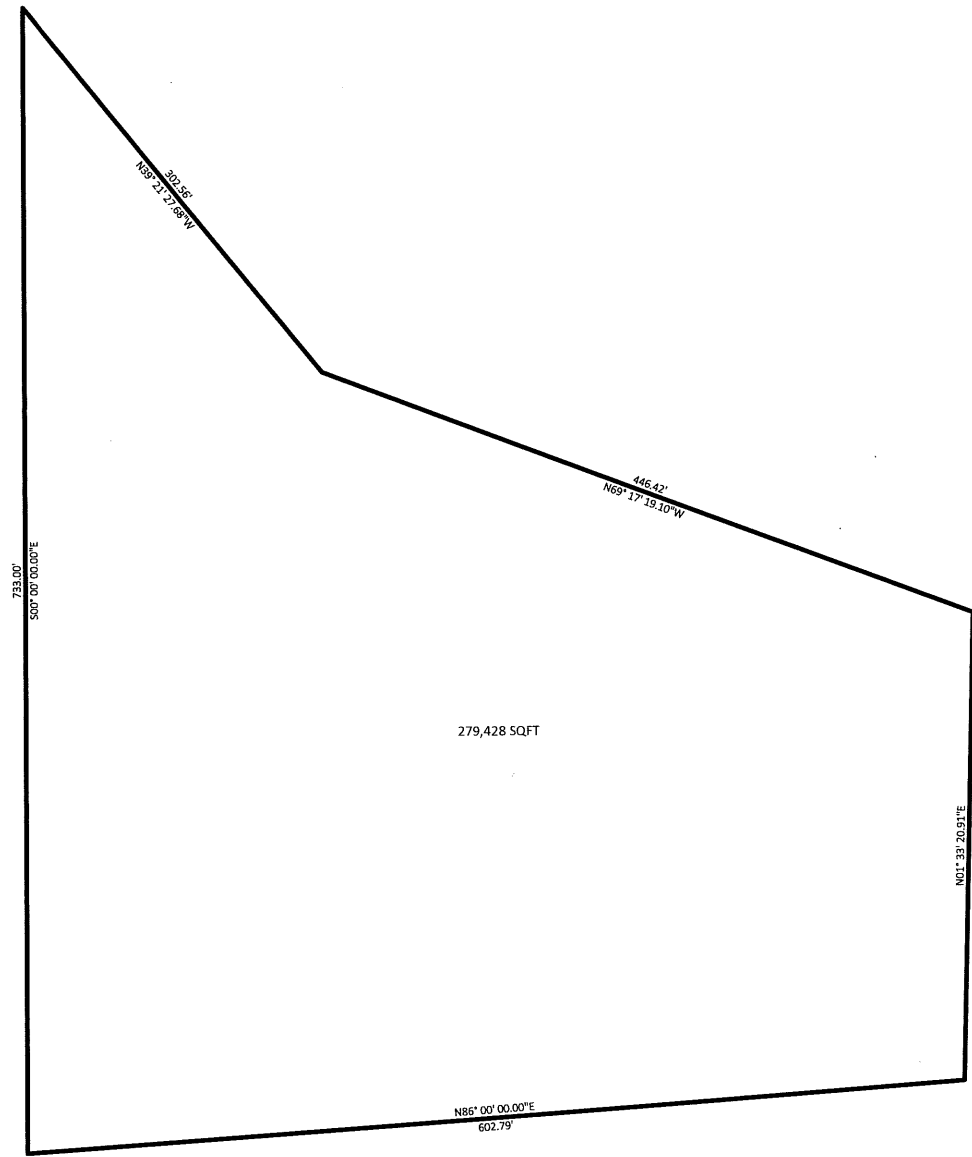
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AUG. 21, 2015	RCS	8/17	ROAD NAME CHANGE
	RCS		
	RCS		

THE ROOSEVELT - SUBDIVISION
PRELIMINARY PARTITION PLAT
NORTH HALF

NORTH RIVER HOMES, LLC

RICHARD COLLIN STELZIG, PE
RICHARD.STELZIG.ENGINEERING@GMAIL.COM 503-440-2286

DRAWING NUMBER
P1.0



TRACT 3

SCALE 1" = 60'

REVISIONS

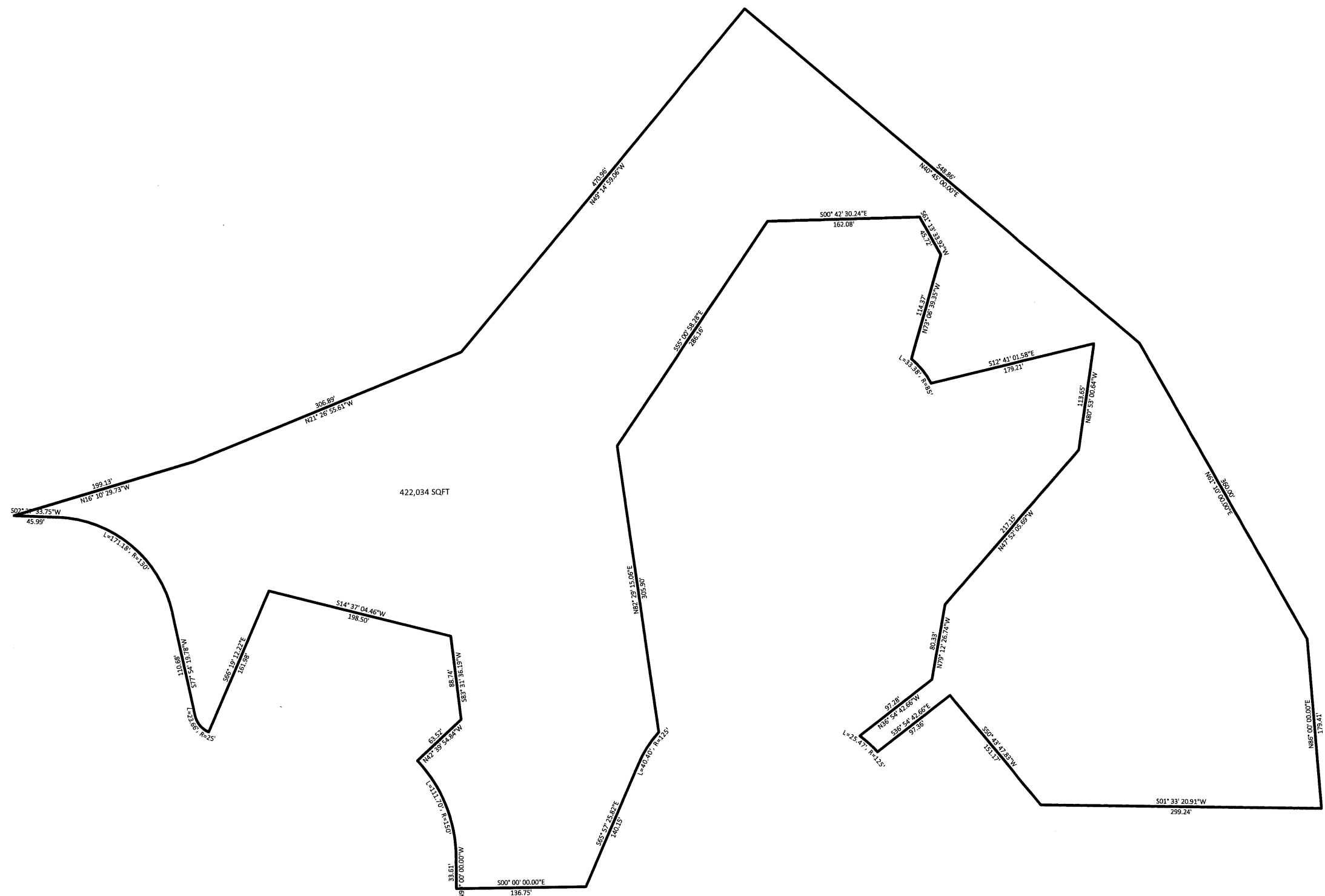
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AUG. 21, 2015			
DESIGNED BY	RCS	8/17	ROAD NAME CHANGE
DRAWN BY	RCS		
CHECKED BY	RCS		

THE ROOSEVELT - SUBDIVISION
PRELIMINARY PARTITION PLAT
TRACT 3

NORTH RIVER HOMES, LLC

RICHARD COLLIN STELZIG, PE
RICHARD.STELZIG.ENGINEERING@GMAIL.COM 503-440-2286

DRAWING NUMBER
P1.4



TRACT 2
SCALE 1" = 60'

REVISIONS

DATE	MARK	DATE	DESCRIPTION
AUG. 21, 2015	RCS	8/17	ROAD NAME CHANGE
	RCS		
	RCS		

THE ROOSEVELT - SUBDIVISION
PRELIMINARY PARTITION PLAT
TRACT 2

NORTH RIVER HOMES, LLC

RICHARD COLLIN STELZIG, PE
RICHARD.STELZIG.ENGINEERING@GMAIL.COM

DRAWING NUMBER
P1.3

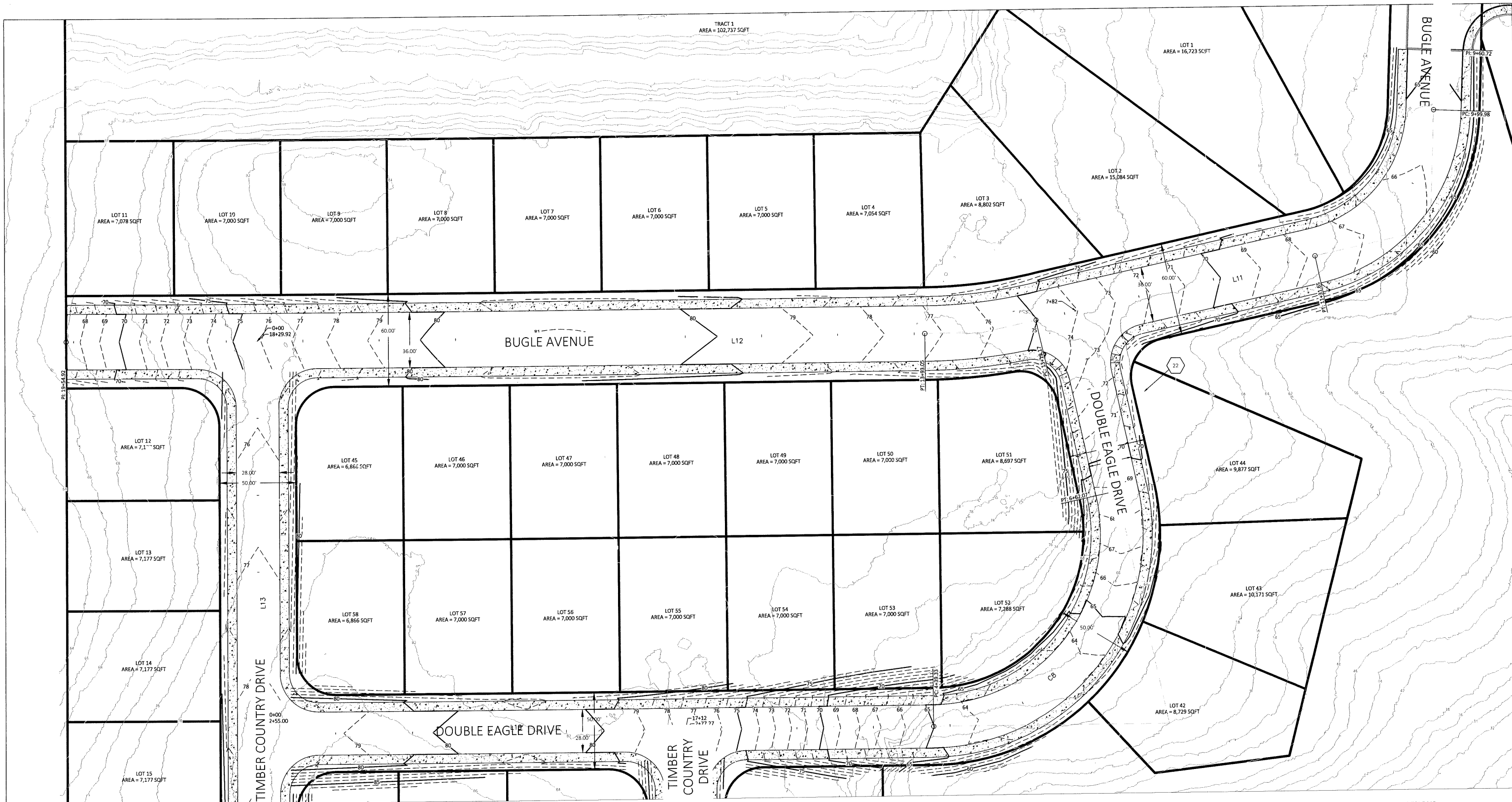
503-440-2286



ENTIRE TAX LOT

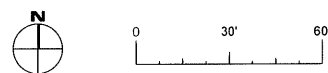
SCALE 1" = 150'

REVISIONS			
DATE	MARK	DATE	DESCRIPTION
DATE: AUG. 22, 2015			
DESIGNED BY	RCS	-	-
DRAWN BY	RCS		
CHECKED BY	RCS		
<p>THE ROOSEVELT - SUBDIVISION PRELIMINARY PARTITION PLAT ENTIRE TAX LOT</p>			
<p><i>NORTH RIVER HOMES, LLC</i></p>			<p>DRAWING NUMBER</p>
<p>RICHARD COLLIN STELZIG, PE RICHARD.STELZIG.ENGINEERING@GMAIL.COM</p>			<p>P1.5</p>
<p>503-440-2286</p>			



BUGLE AVENUE (STA 9+60.72 TO 19+54.92)
TIMBER COUNTRY DRIVE (STA 0+00 TO 3+00)
DOUBLE EAGLE (STA 0+00 TO 7+81.93)

SCALE 1" = 30'



- CONSTRUCTION NOTES**
- INSTALL 12" STOP BAR AND STOP SIGN
 - CONSTRUCT NEW CURB AND SIDEWALK, SEE OREGON STANDARD DRAWINGS RD700, RD720
 - CONSTRUCT NEW ADA RAMP OPTION K, SEE OREGON STANDARD DRAWING RD755, RD757, RD759

ROAD PLAN VIEW

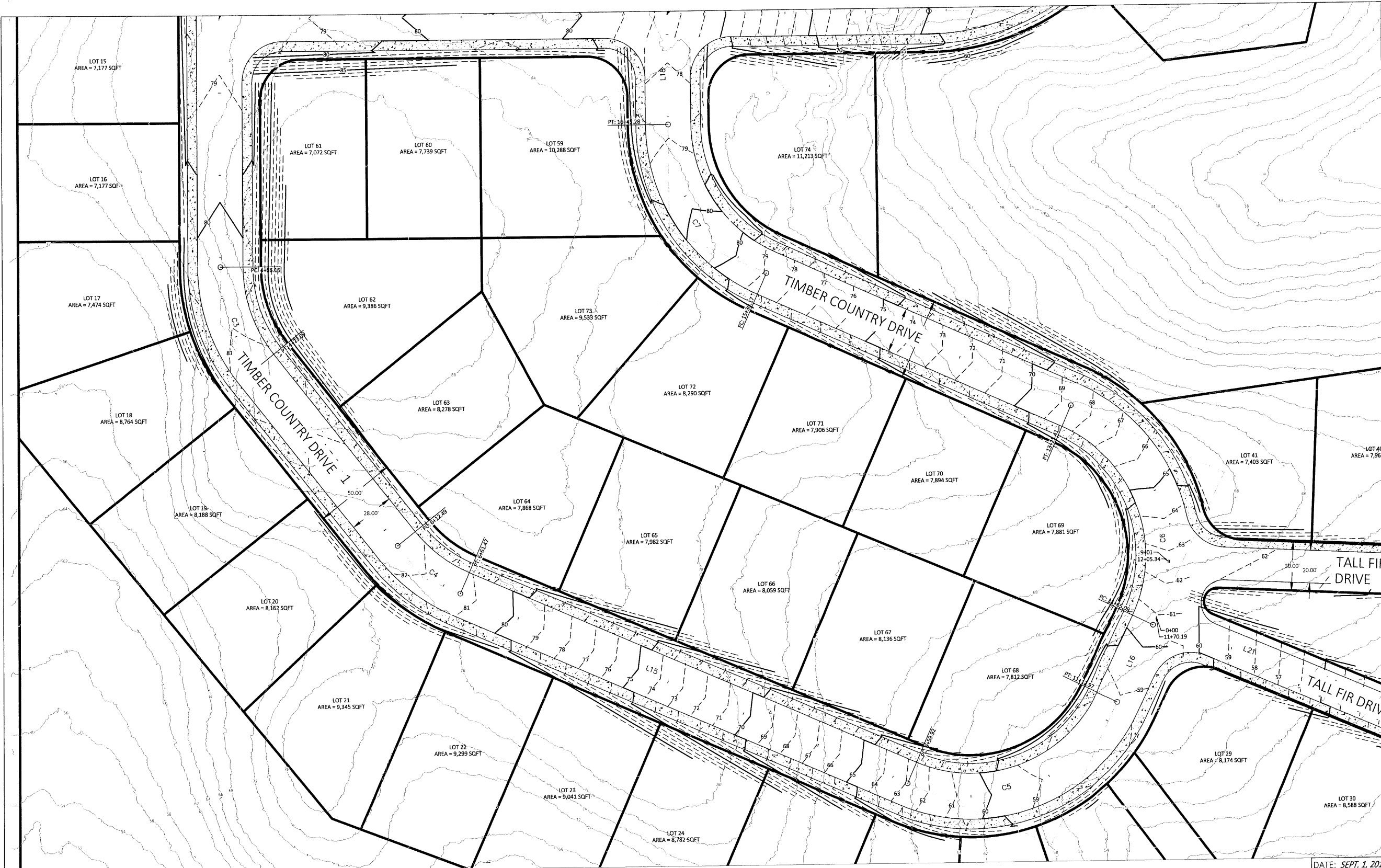


REVISIONS			
DATE	MARK	DATE	DESCRIPTION
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DESIGNED BY	RCS	-	-
DRAWN BY	RCS	-	-
CHECKED BY	RCS	-	-

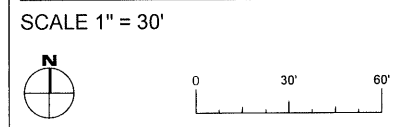
Roosevelt Avenue STA 9+60 TO 19+55
Timber Country Drive STA 0+00 TO 3+00
Double Eagle Drive STA 0+00 TO 7+81.93

NORTH RIVER HOMES, LLC
 RICHARD COLLIN STELZIG, PE
 RICHARD.STELZIG.ENGINEERING@GMAIL.COM 503-440-2286

DRAWING NUMBER
R1.0



TIMBER COUNTRY DRIVE (STA 3+00 TO 17+12.22) ROAD PLAN VIEW



REVISIONS

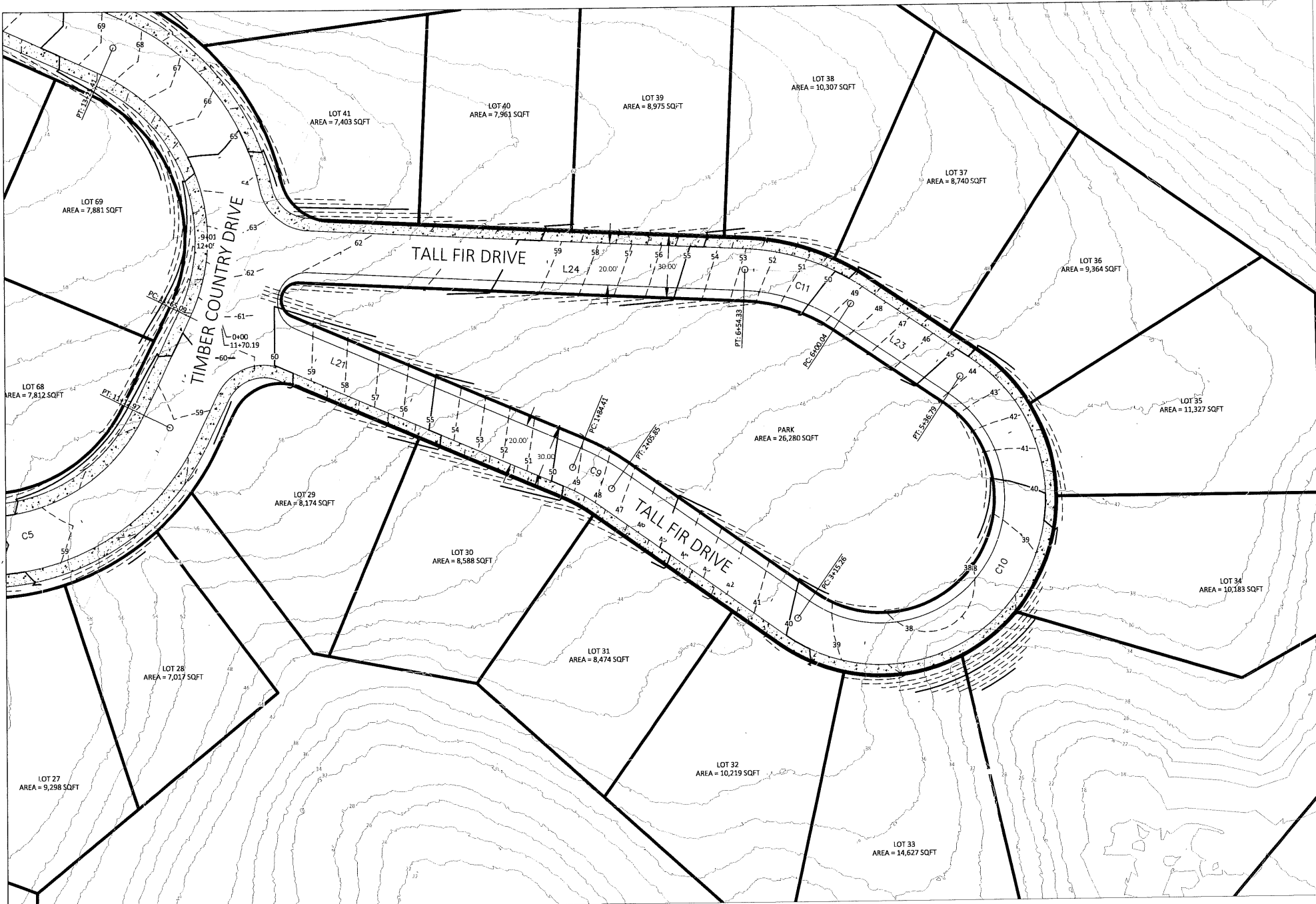
DATE	MARK	DATE	DESCRIPTION
SEPT. 1, 2015			
DESIGNED BY	RCS		
DRAWN BY	RCS		
CHECKED BY	RCS		

TIMBER COUNTRY DR STA 3+00 TO 17+12.22



NORTH RIVER HOMES, LLC
 RICHARD COLLIN STELZIG, PE
 RICHARD.STELZIG.ENGINEERING@GMAIL.COM 503-440-2286

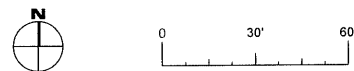
DRAWING NUMBER
R1.1



TALL FIR DRIVE (STA 0+00 TO 9+00.77)

ROAD PLAN VIEW

SCALE 1" = 30'



REVISIONS			
DATE	MARK	DATE	DESCRIPTION
SEPT. 1, 2015	RCS	-	-
DESIGNED BY	RCS	-	-
DRAWN BY	RCS	-	-
CHECKED BY	RCS	-	-

TALL FIR DRIVE STA 0+00 TO 9+00.77

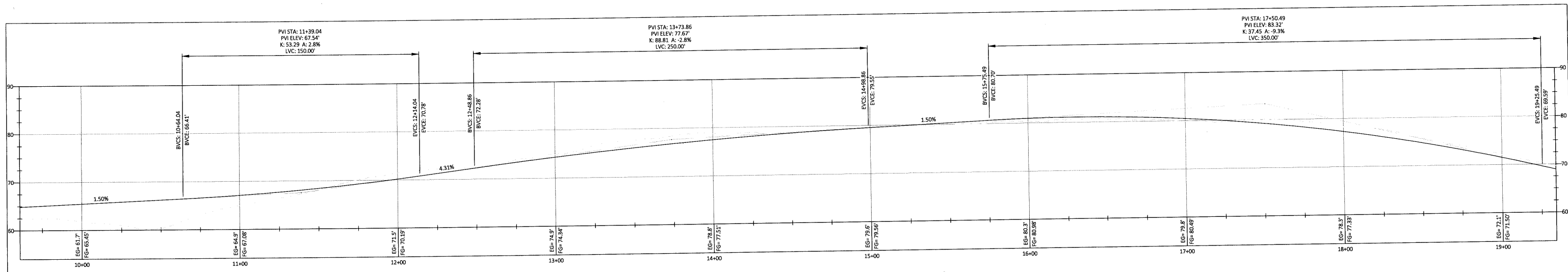
NORTH RIVER HOMES, LLC

RICHARD COLLIN STELZIG, PE
RICHARD.STELZIG.ENGINEERING@GMAIL.COM 503-440-2286

DRAWING NUMBER

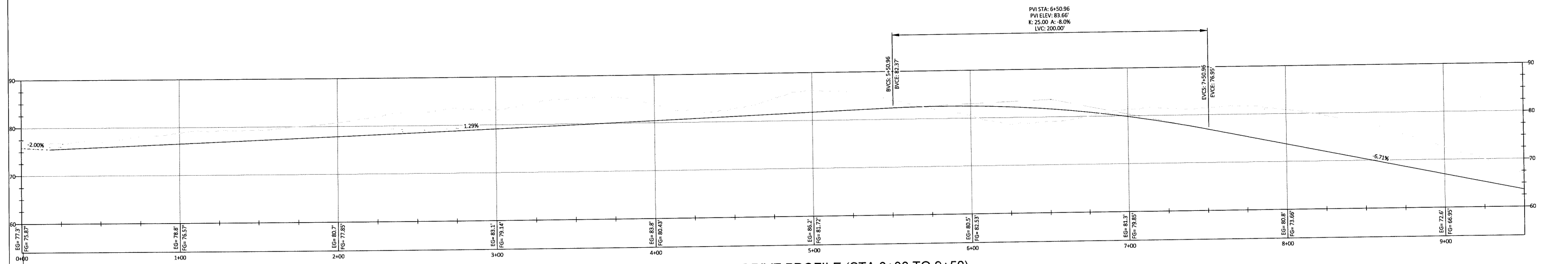
R1.2





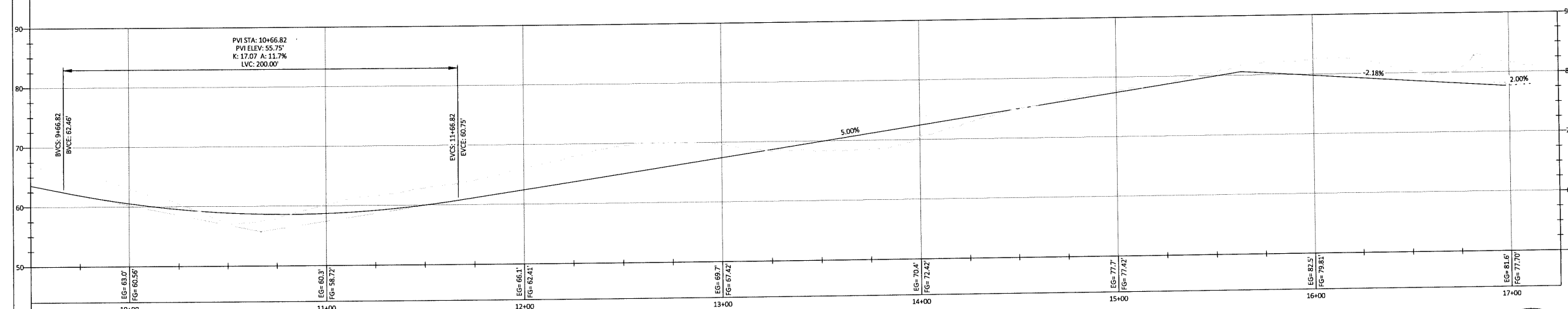
BUGLE AVENUE PROFILE STA 9+60.72 TO STA 19+54.92

SCALE HORIZONTAL: 1" = 30' VERTICAL: 1" = 10'



TIMBER COUNTRY DRIVE PROFILE (STA 0+00 TO 9+50)

SCALE HORIZONTAL: 1" = 30' VERTICAL: 1" = 10'



TIMBER COUNTRY DRIVE PROFILE (STA 9+50 TO 17+12.22)

SCALE HORIZONTAL: 1" = 30' VERTICAL: 1" = 10'

REVISIONS			
DATE	MARK	DATE	DESCRIPTION
SEPT. 1, 2015			
DESIGNED BY	RCS		
DRAWN BY	RCS		
CHECKED BY	RCS		

Roosevelt Avenue and Timber Country Drive Profiles

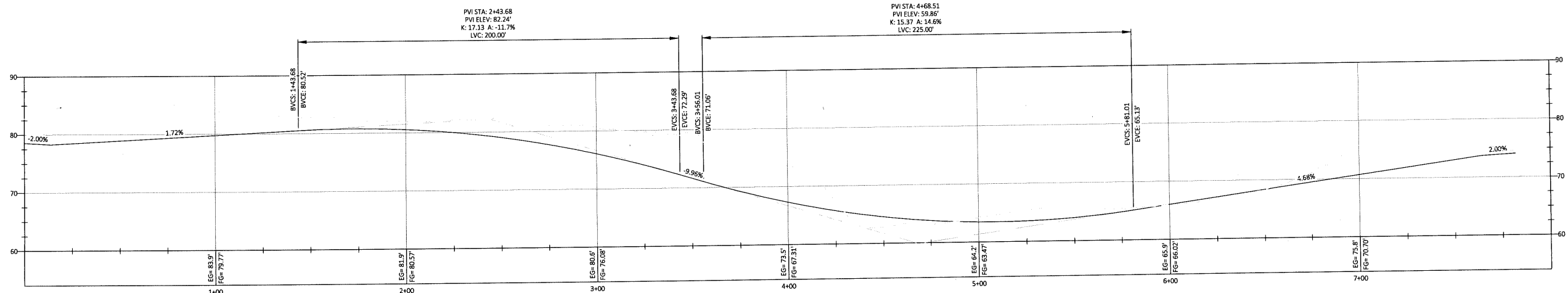
NORTH RIVER HOMES, LLC

RICHARD COLLIN STELZIG, PE

RICHARD.STELZIG.ENGINEERING@GMAIL.COM 503-440-2286

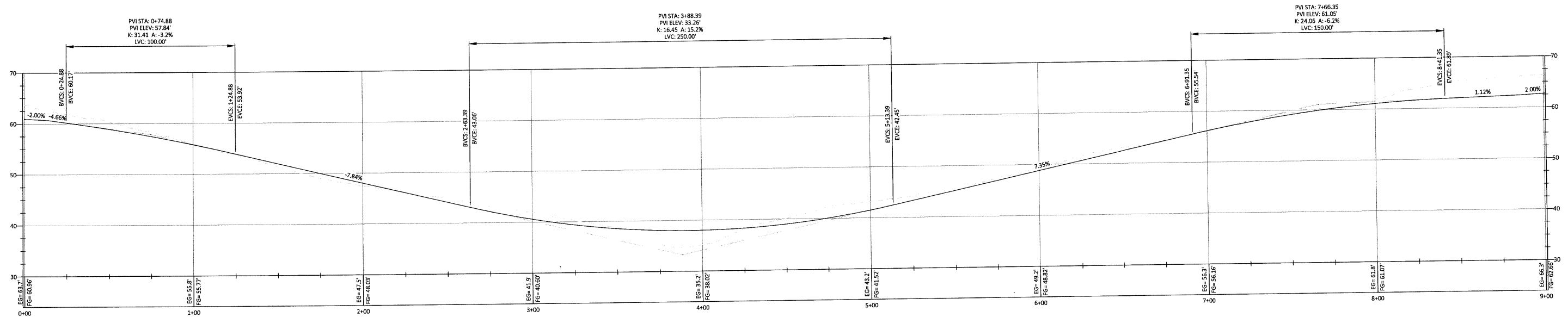
DRAWING NUMBER **R2.0**





DOUBLE EAGLE DRIVE PROFILE (STA 0+00 TO 7+81.93)

SCALE HORIZONTAL: 1" = 30' VERTICAL: 1" = 10'



TALL FIR DRIVE PROFILE (STA 0+00 TO 9+00.77)

SCALE HORIZONTAL: 1" = 30' VERTICAL: 1" = 10'

REVISIONS			
DATE	MARK	DATE	DESCRIPTION
SEPT. 1, 2015			
DESIGNED BY	RCS		
DRAWN BY	RCS		
CHECKED BY	RCS		

DOUBLE EAGLE DRIVE AND TALL TIMBER DRIVE PROFILES

NORTH RIVER HOMES, LLC

RICHARD COLLIN STELZIG, PE
RICHARD.STELZIG.ENGINEERING@GMAIL.COM 503-440-2286

DRAWING NUMBER

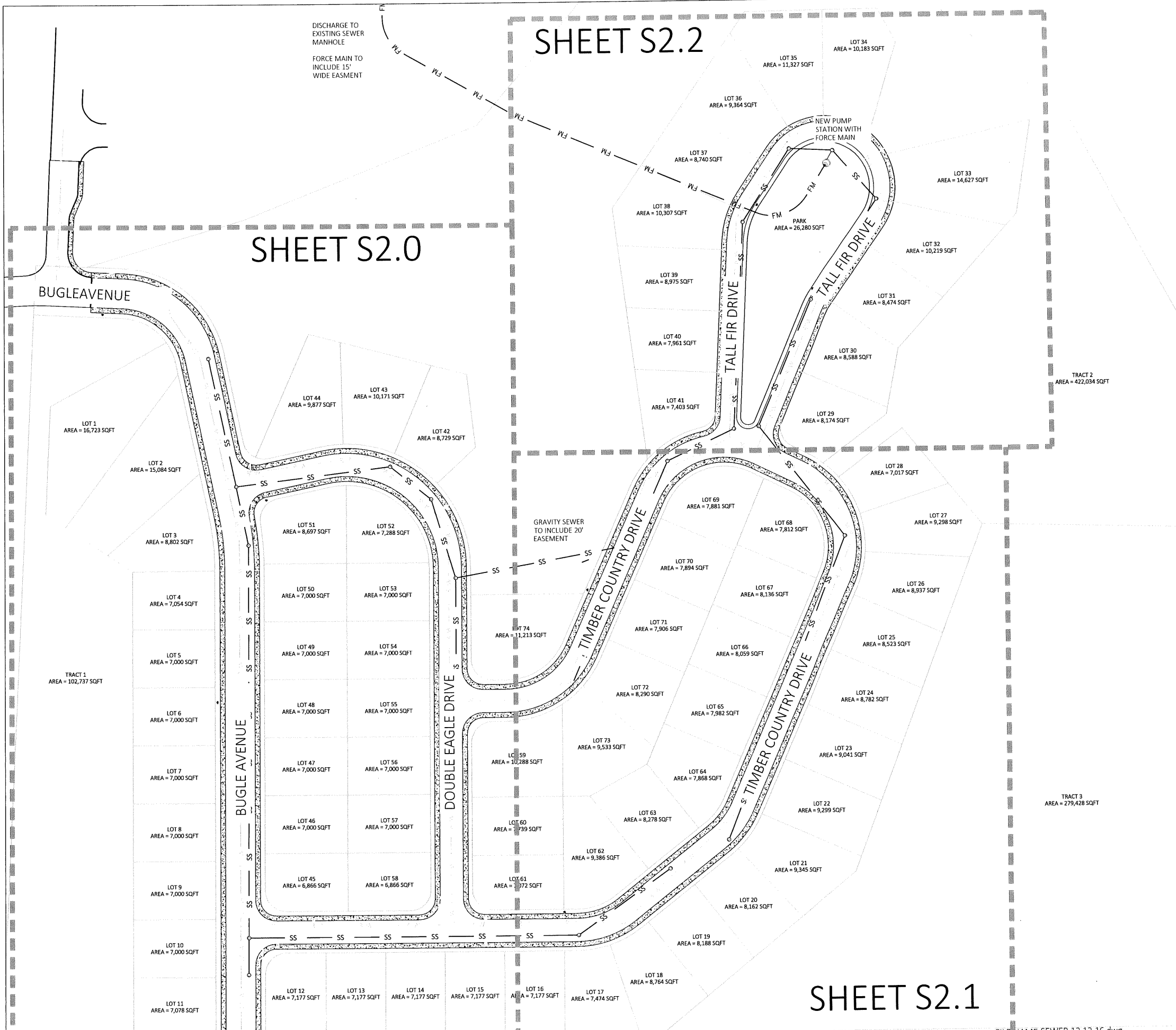
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SHEET S2.2

SHEET S2.0

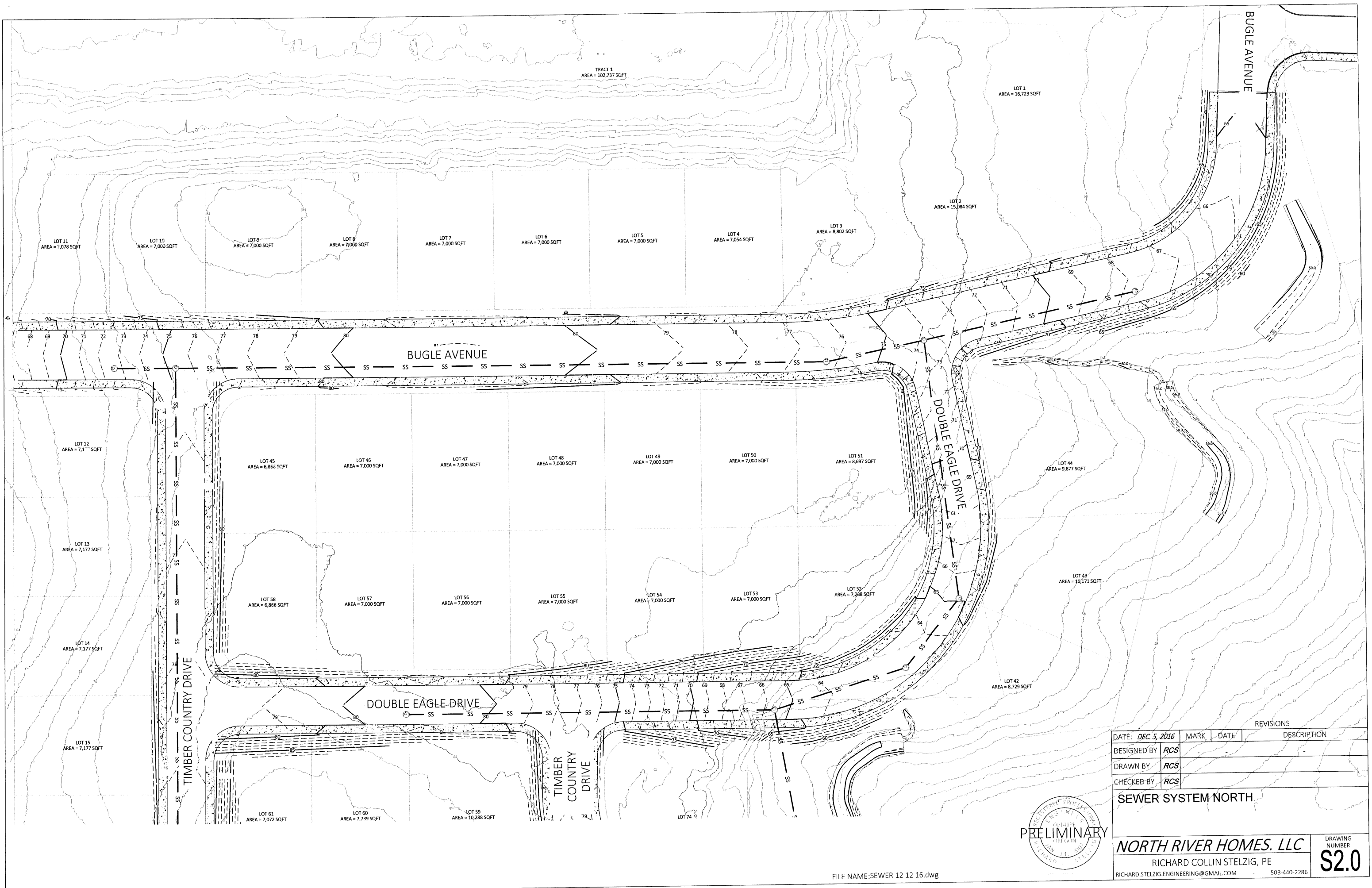
SHEET S2.1

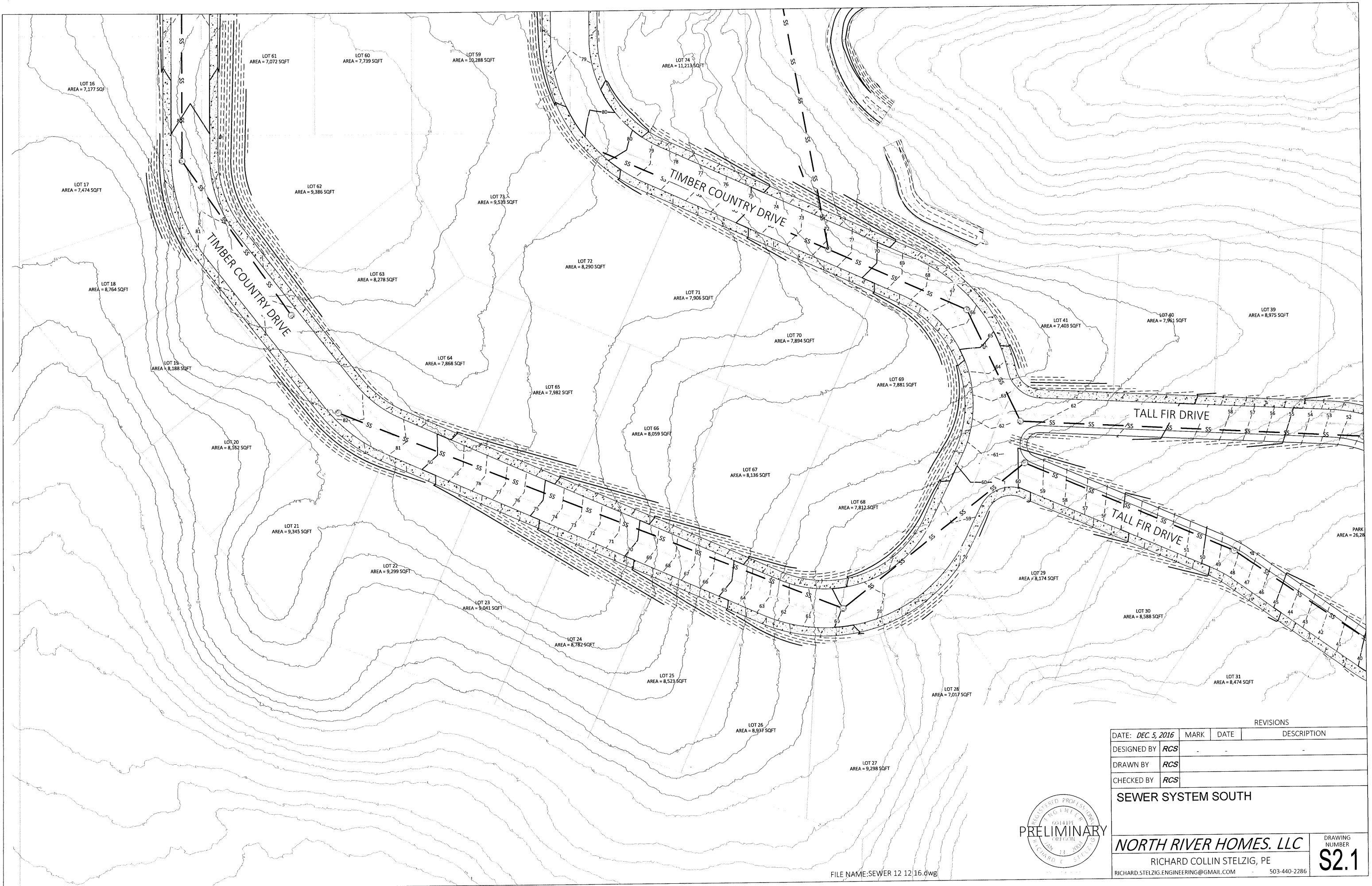


REVISIONS			
DATE	MARK	DATE	DESCRIPTION
DEC. 5, 2016	RCS	-	-
DESIGNED BY	RCS	-	-
DRAWN BY	RCS	-	-
CHECKED BY	RCS	-	-

OVERALL SEWER LAYOUT		DRAWING NUMBER S1.0
NORTH RIVER HOMES, LLC RICHARD COLLIN STELZIG, PE RICHARD.STELZIG.ENGINEERING@GMAIL.COM		
DATE: DEC. 5, 2016 DESIGNED BY: RCS DRAWN BY: RCS CHECKED BY: RCS		503-440-2286



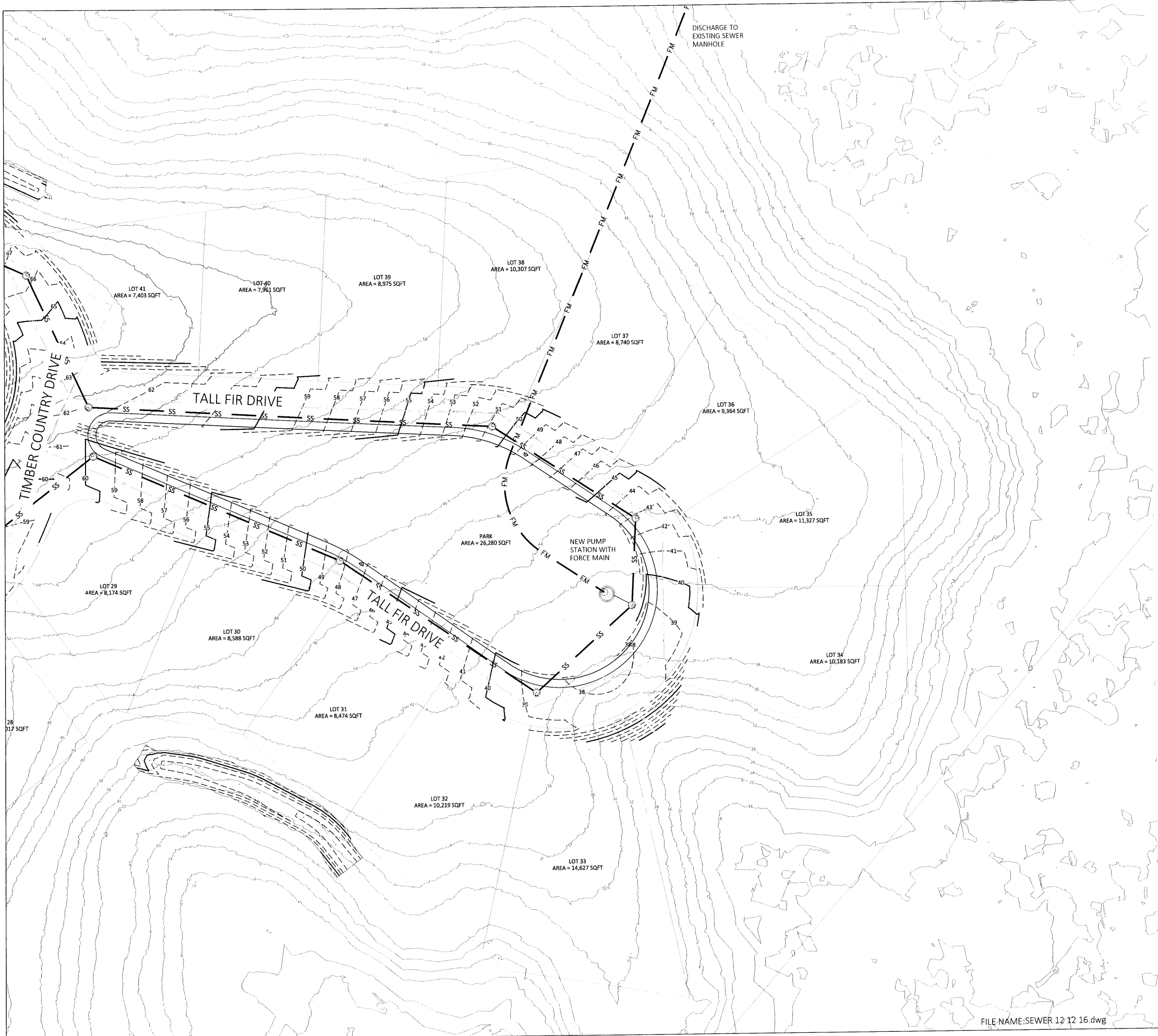




FILE NAME:SEWER 12 12 16.dwg



REVISIONS			
DATE	MARK	DATE	DESCRIPTION
DEC. 5, 2016			
DESIGNED BY	RCS		
DRAWN BY	RCS		
CHECKED BY	RCS		
SEWER SYSTEM SOUTH			
NORTH RIVER HOMES. LLC			DRAWING NUMBER
RICHARD COLLIN STELZIG, PE			S2.1
RICHARD.STELZIG.ENGINEERING@GMAIL.COM			503-440-2286



FILE NAME:SEWER 12 12 16.dwg



REVISIONS			
DATE	MARK	DATE	DESCRIPTION
DEC. 5, 2016	RCS	-	-
	RCS		
	RCS		

SEWER SYSTEM EAST

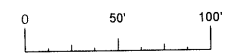
NORTH RIVER HOMES. LLC		DRAWING NUMBER
RICHARD COLLIN STELZIG, PE		S2.2
RICHARD.STELZIG.ENGINEERING@GMAIL.COM		503-440-2286

SHEET SD2.0

STORM SYSTEM A



OVERALL STORMWATER PLAN
SCALE 1" = 50'



SHEET SD2.0

STORM SYSTEM B

SHEET SD2.2

STORM SYSTEM D

SHEET SD2.2

STORM SYSTEM E

SHEET SD2.2

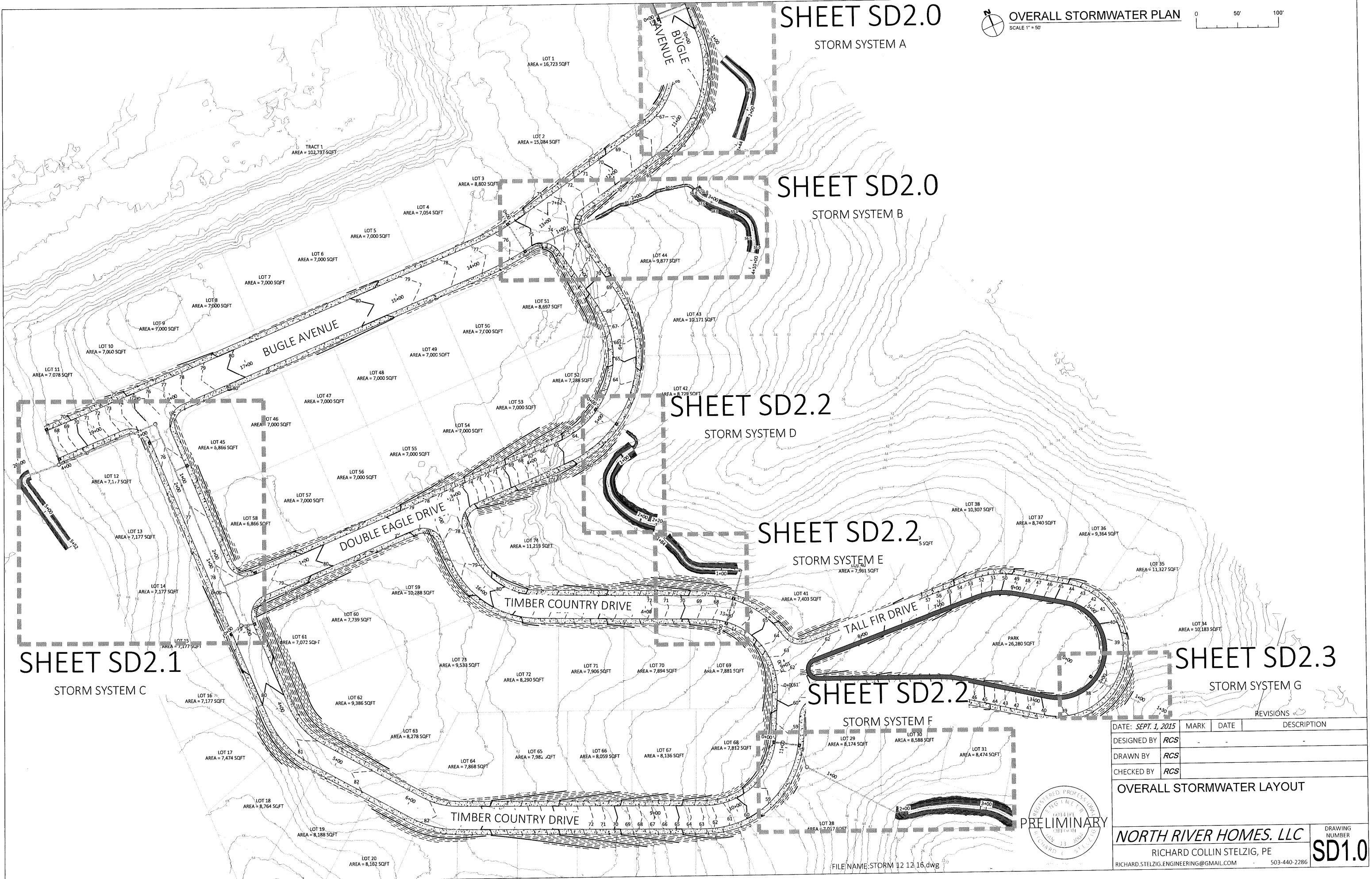
STORM SYSTEM F

SHEET SD2.3

STORM SYSTEM G

SHEET SD2.1

STORM SYSTEM C

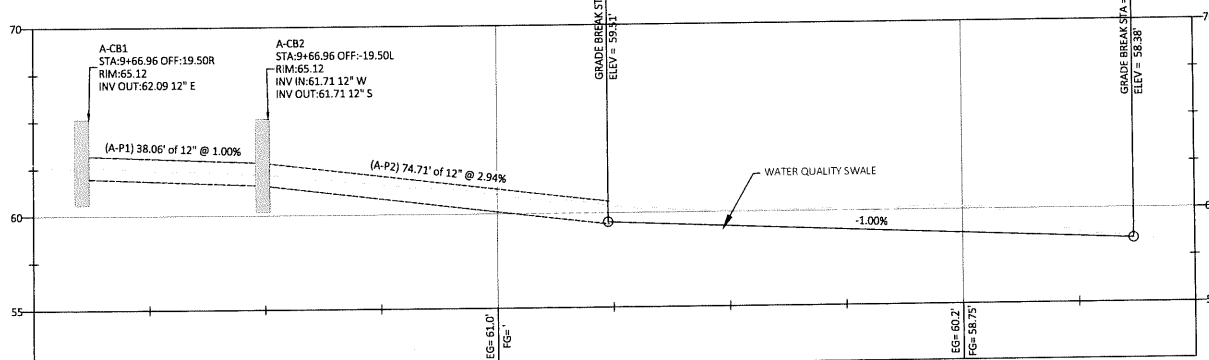
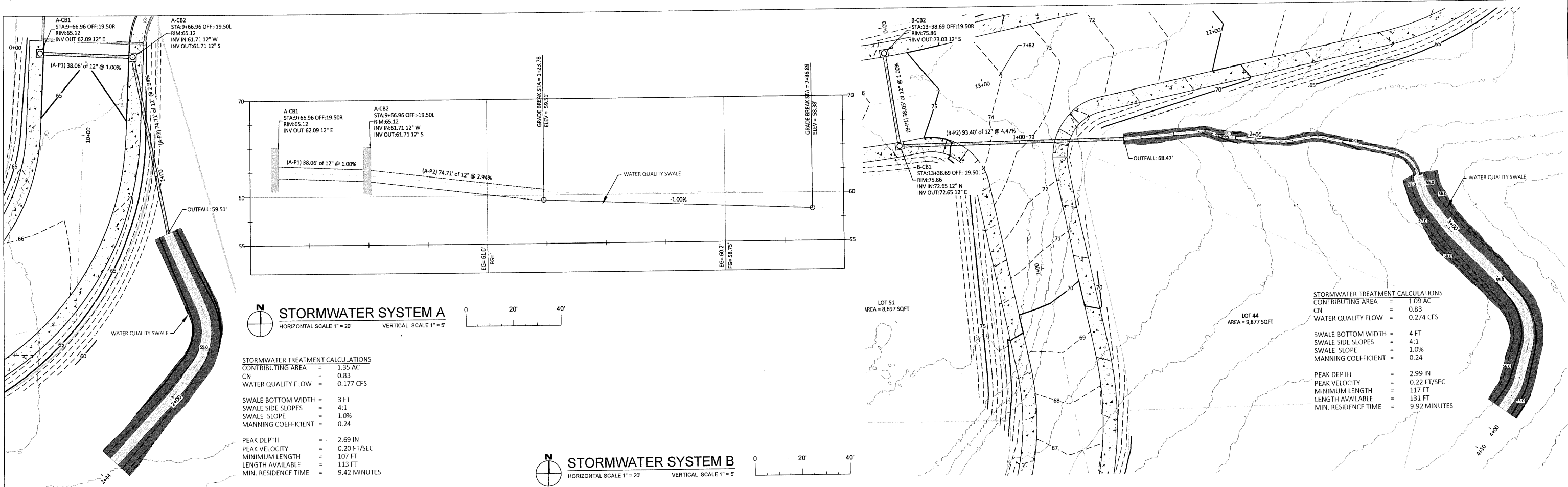


DATE	MARK	DATE	DESCRIPTION
SEPT. 1, 2015			
DESIGNED BY	RCS		
DRAWN BY	RCS		
CHECKED BY	RCS		

OVERALL STORMWATER LAYOUT	
PRELIMINARY	
NORTH RIVER HOMES, LLC	
RICHARD COLLIN STELZIG, PE	
RICHARD.STELZIG.ENGINEERING@GMAIL.COM 503-440-2286	
DRAWING NUMBER	SD1.0



FILE NAME: STORM 12 12 16.dwg

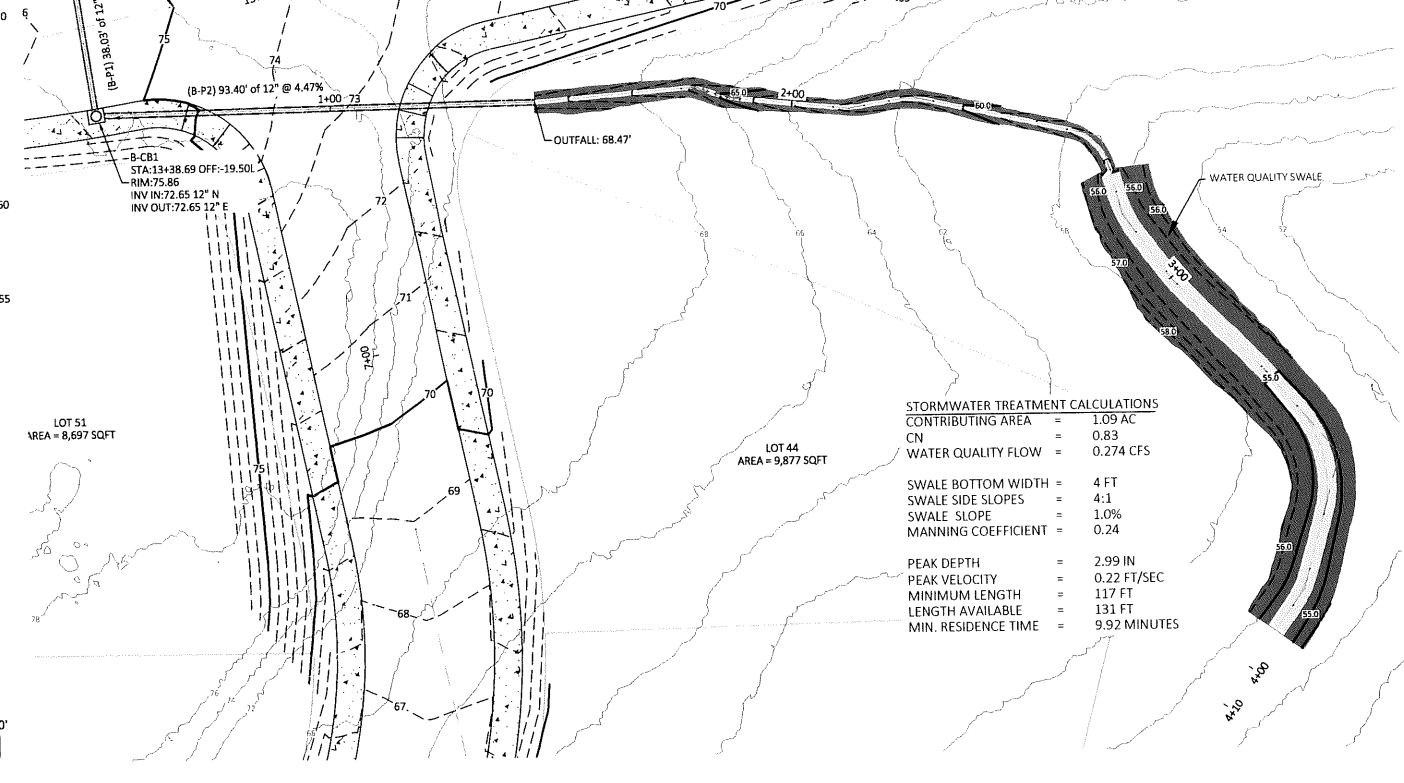


STORMWATER SYSTEM A
 HORIZONTAL SCALE 1" = 20' VERTICAL SCALE 1" = 5'

STORMWATER TREATMENT CALCULATIONS
 CONTRIBUTING AREA = 1.35 AC
 CN = 0.83
 WATER QUALITY FLOW = 0.177 CFS

SWALE BOTTOM WIDTH = 3 FT
 SWALE SIDE SLOPES = 4:1
 SWALE SLOPE = 1.0%
 MANNING COEFFICIENT = 0.24

PEAK DEPTH = 2.69 IN
 PEAK VELOCITY = 0.20 FT/SEC
 MINIMUM LENGTH = 107 FT
 LENGTH AVAILABLE = 113 FT
 MIN. RESIDENCE TIME = 9.42 MINUTES

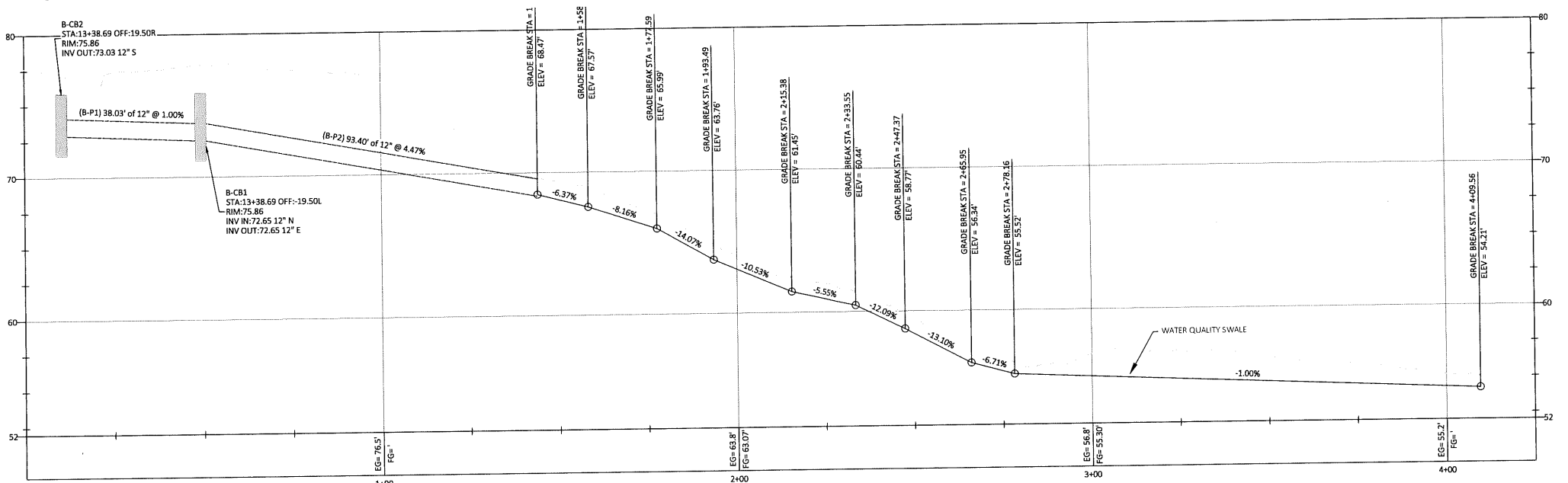


STORMWATER SYSTEM B
 HORIZONTAL SCALE 1" = 20' VERTICAL SCALE 1" = 5'

STORMWATER TREATMENT CALCULATIONS
 CONTRIBUTING AREA = 1.09 AC
 CN = 0.83
 WATER QUALITY FLOW = 0.274 CFS

SWALE BOTTOM WIDTH = 4 FT
 SWALE SIDE SLOPES = 4:1
 SWALE SLOPE = 1.0%
 MANNING COEFFICIENT = 0.24

PEAK DEPTH = 2.99 IN
 PEAK VELOCITY = 0.22 FT/SEC
 MINIMUM LENGTH = 117 FT
 LENGTH AVAILABLE = 131 FT
 MIN. RESIDENCE TIME = 9.92 MINUTES



REVISIONS

DATE	MARK	DATE	DESCRIPTION
SEPT. 1, 2015			

DESIGNED BY **RCS**
 DRAWN BY **RCS**
 CHECKED BY **RCS**

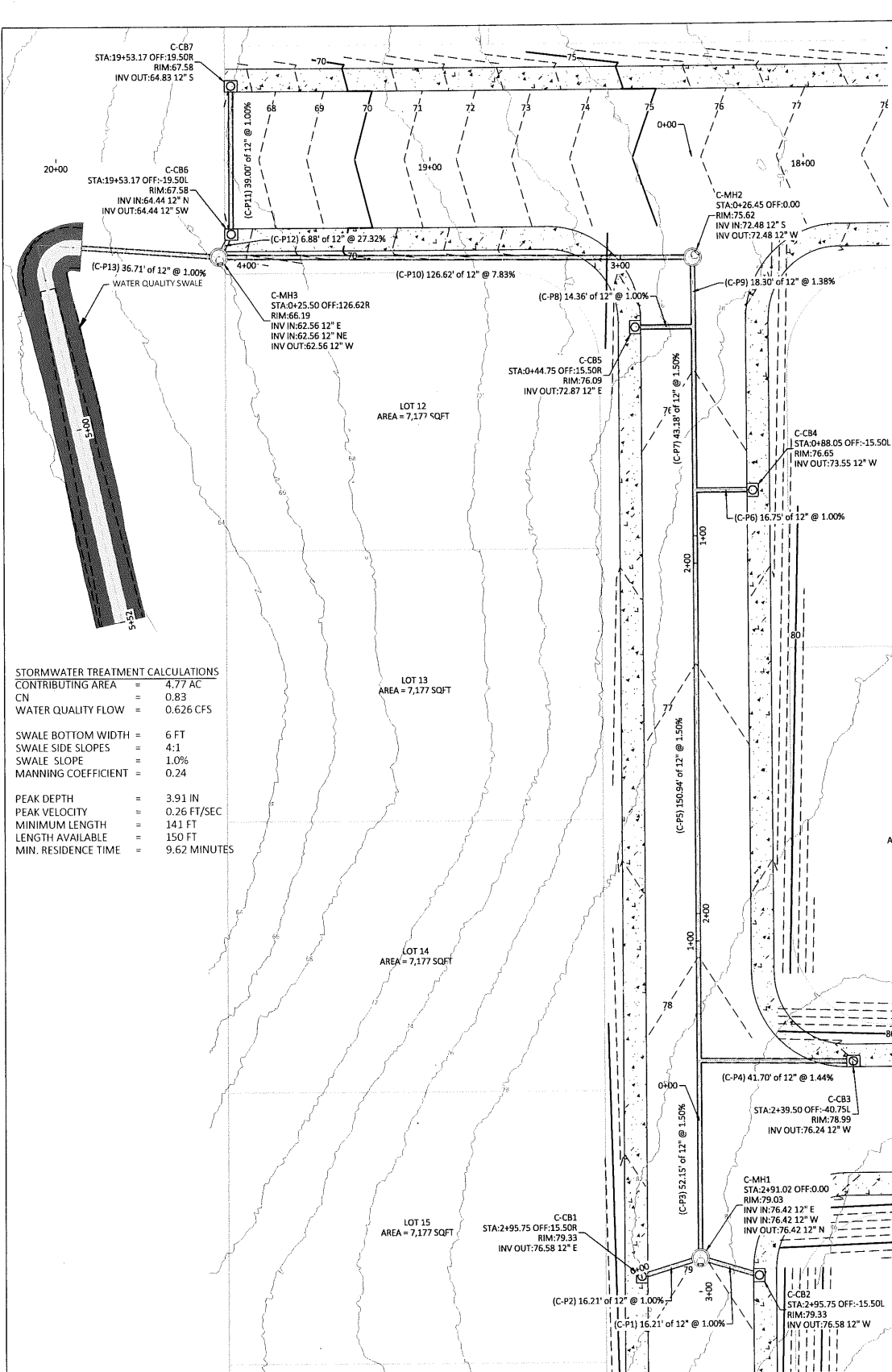
**STORMWATER SYSTEM A AND B
 PLAN AND PROFILE WITH
 STORMWATER TREATMENT CALCULATIONS**

NORTH RIVER HOMES, LLC

RICHARD COLLIN STELZIG, PE
 RICHARD.STELZIG.ENGINEERING@GMAIL.COM 503-440-2286

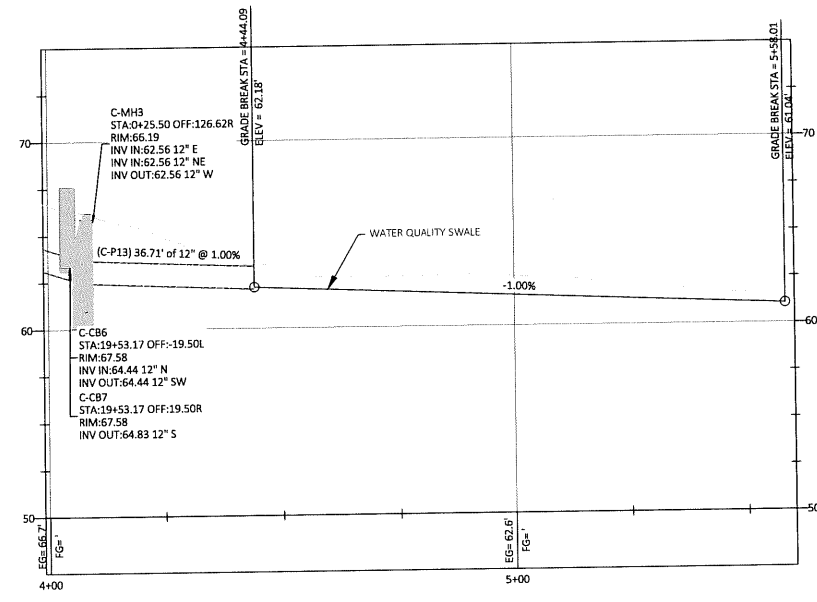
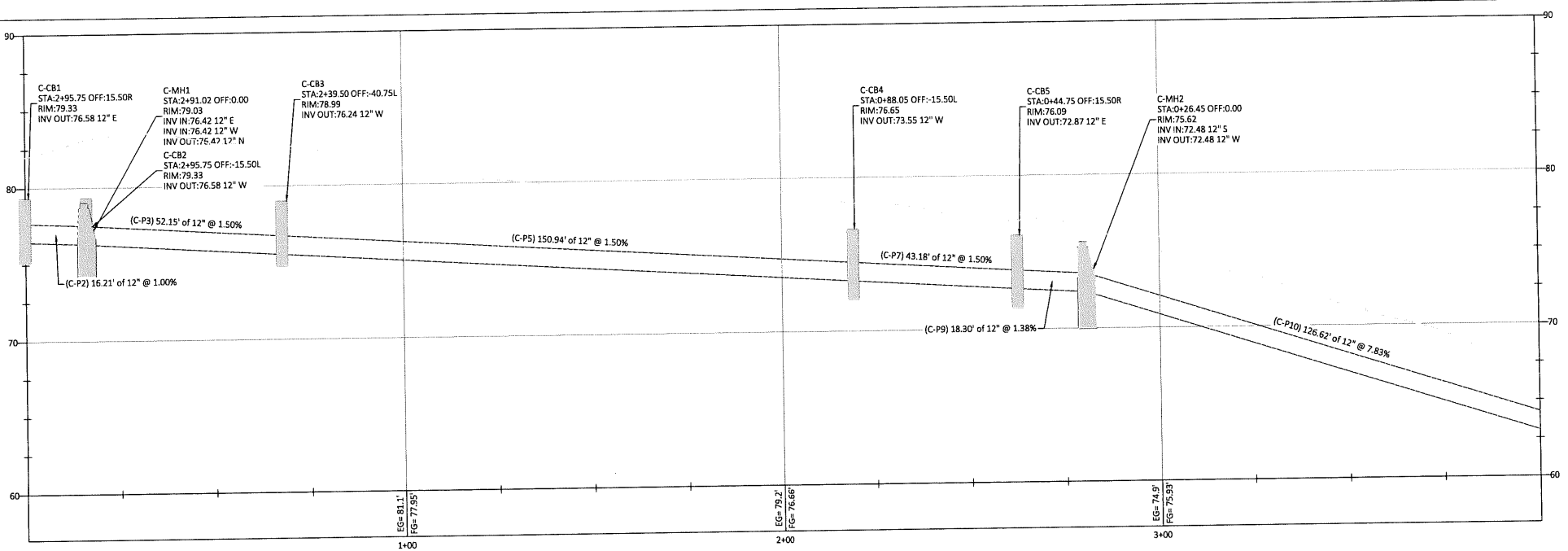
DRAWING NUMBER
SD2.0



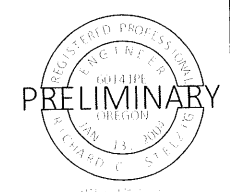


STORMWATER TREATMENT CALCULATIONS

CONTRIBUTING AREA	=	4.77 AC
CN	=	0.83
WATER QUALITY FLOW	=	0.626 CFS
SWALE BOTTOM WIDTH	=	6 FT
SWALE SIDE SLOPES	=	4:1
SWALE SLOPE	=	1.0%
MANNING COEFFICIENT	=	0.24
PEAK DEPTH	=	3.91 IN
PEAK VELOCITY	=	0.26 FT/SEC
MINIMUM LENGTH	=	141 FT
LENGTH AVAILABLE	=	150 FT
MIN. RESIDENCE TIME	=	9.62 MINUTES



STORMWATER SYSTEM C
 HORIZONTAL SCALE 1" = 20'
 VERTICAL SCALE 1" = 5'



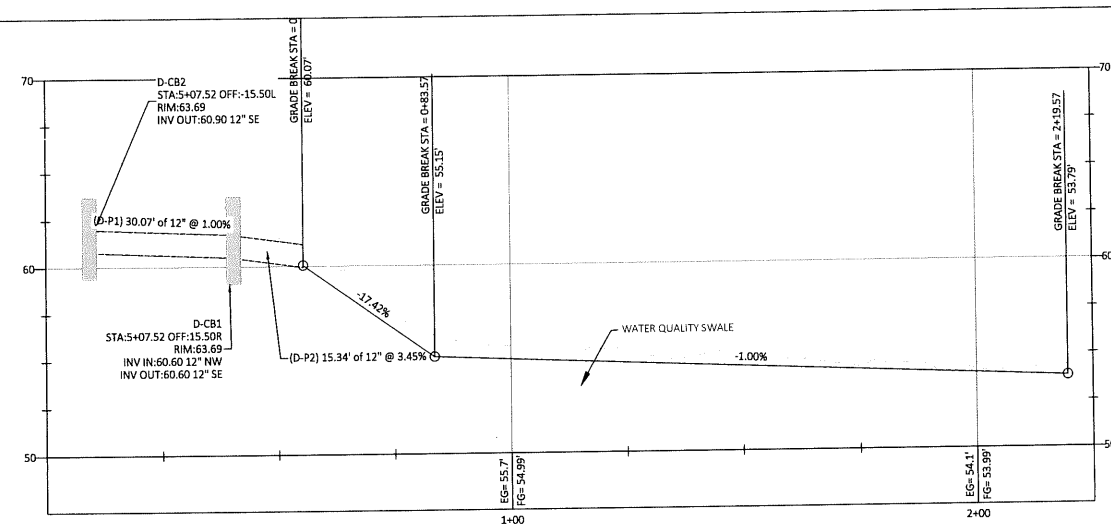
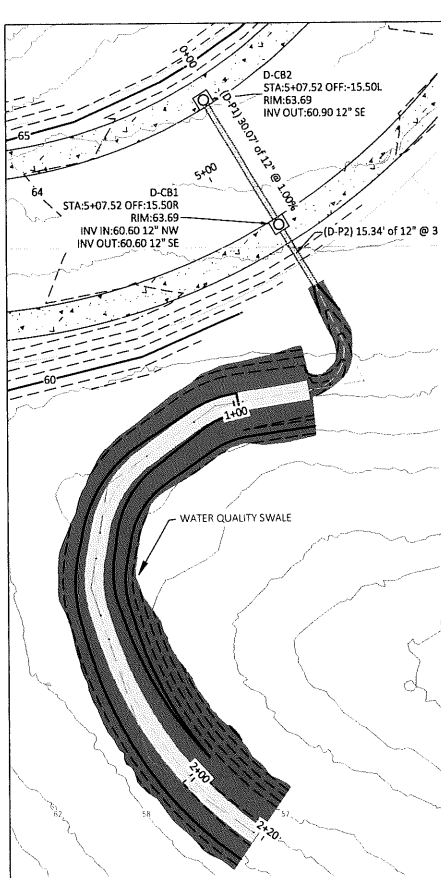
REVISIONS			
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SEPT. 1, 2015			
DESIGNED BY	RCS		
DRAWN BY	RCS		
CHECKED BY	RCS		

**STORMWATER SYSTEM C
 PLAN AND PROFILE WITH
 STORMWATER TREATMENT CALCULATIONS**

NORTH RIVER HOMES, LLC

RICHARD COLLIN STELZIG, PE
 RICHARD.STELZIG.ENGINEERING@GMAIL.COM 503-440-2286

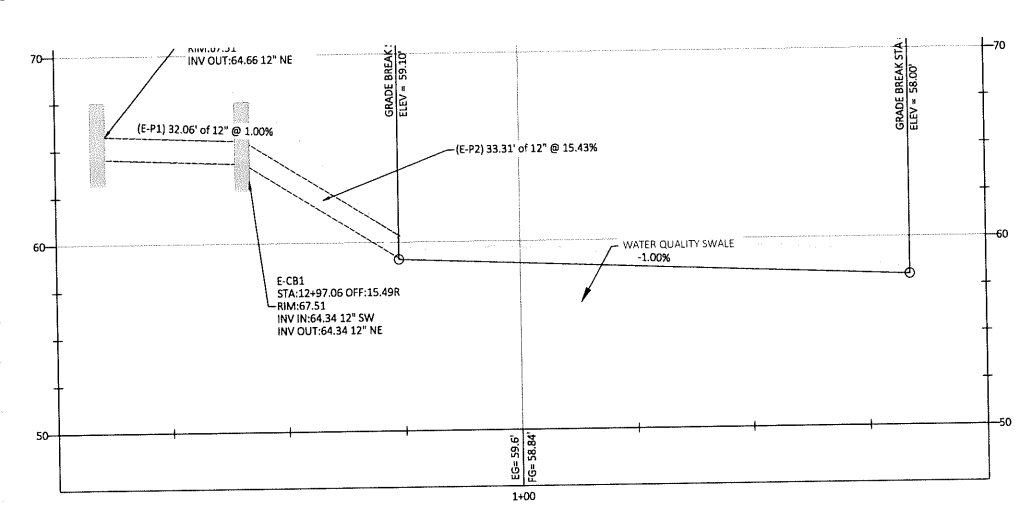
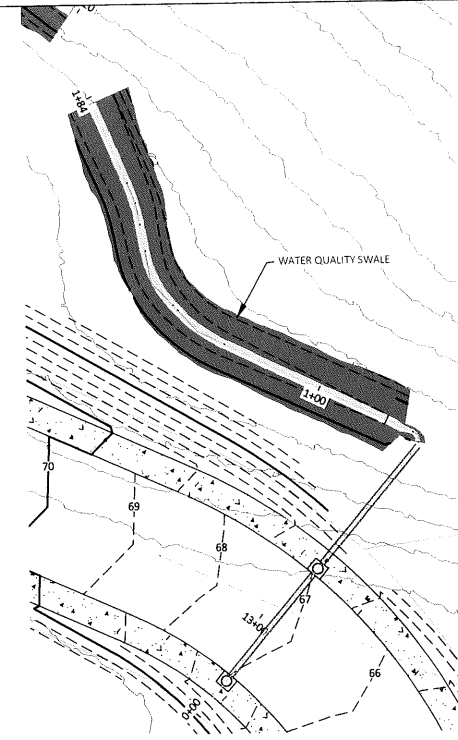
DRAWING NUMBER
SD2.1



STORMWATER TREATMENT CALCULATIONS

CONTRIBUTING AREA	=	3.18 AC
CN	=	0.83
WATER QUALITY FLOW	=	0.417 CFS
SWALE BOTTOM WIDTH	=	4 FT
SWALE SIDE SLOPES	=	4:1
SWALE SLOPE	=	1.0%
MANNING COEFFICIENT	=	0.24
PEAK DEPTH	=	3.80 IN
PEAK VELOCITY	=	0.25 FT/SEC
MINIMUM LENGTH	=	133 FT
LENGTH AVAILABLE	=	135 FT
MIN. RESIDENCE TIME	=	9.00 MINUTES

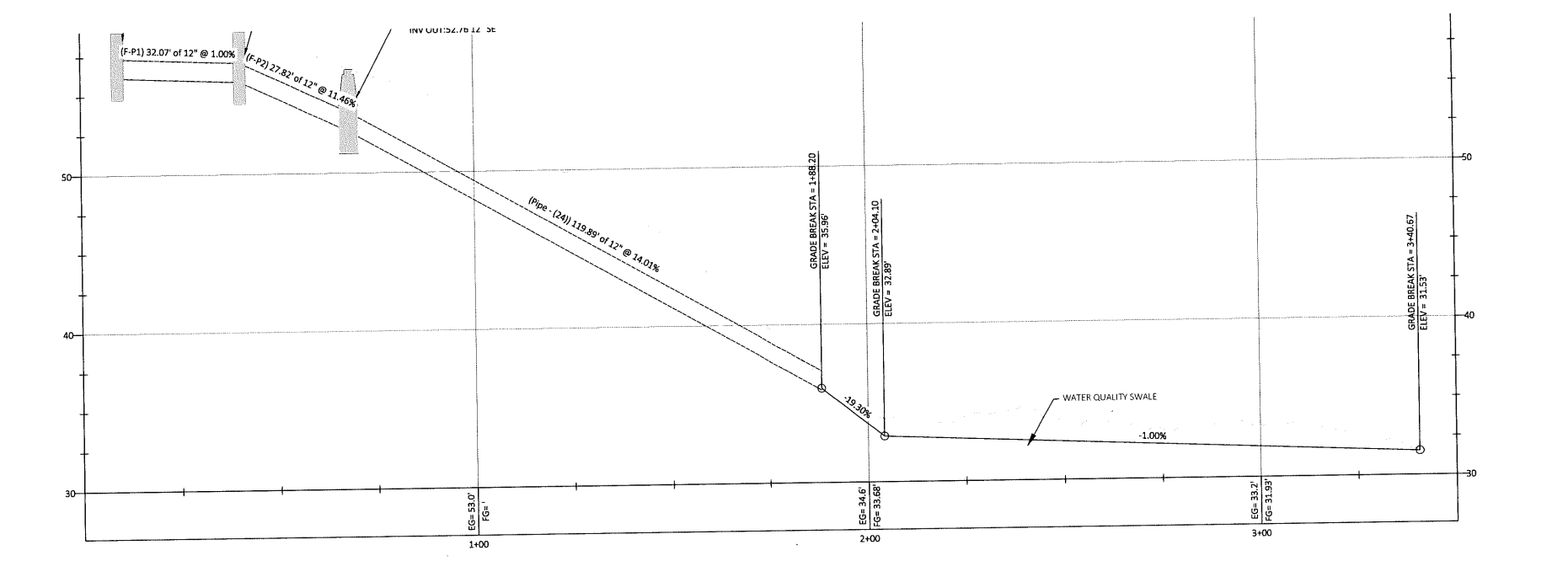
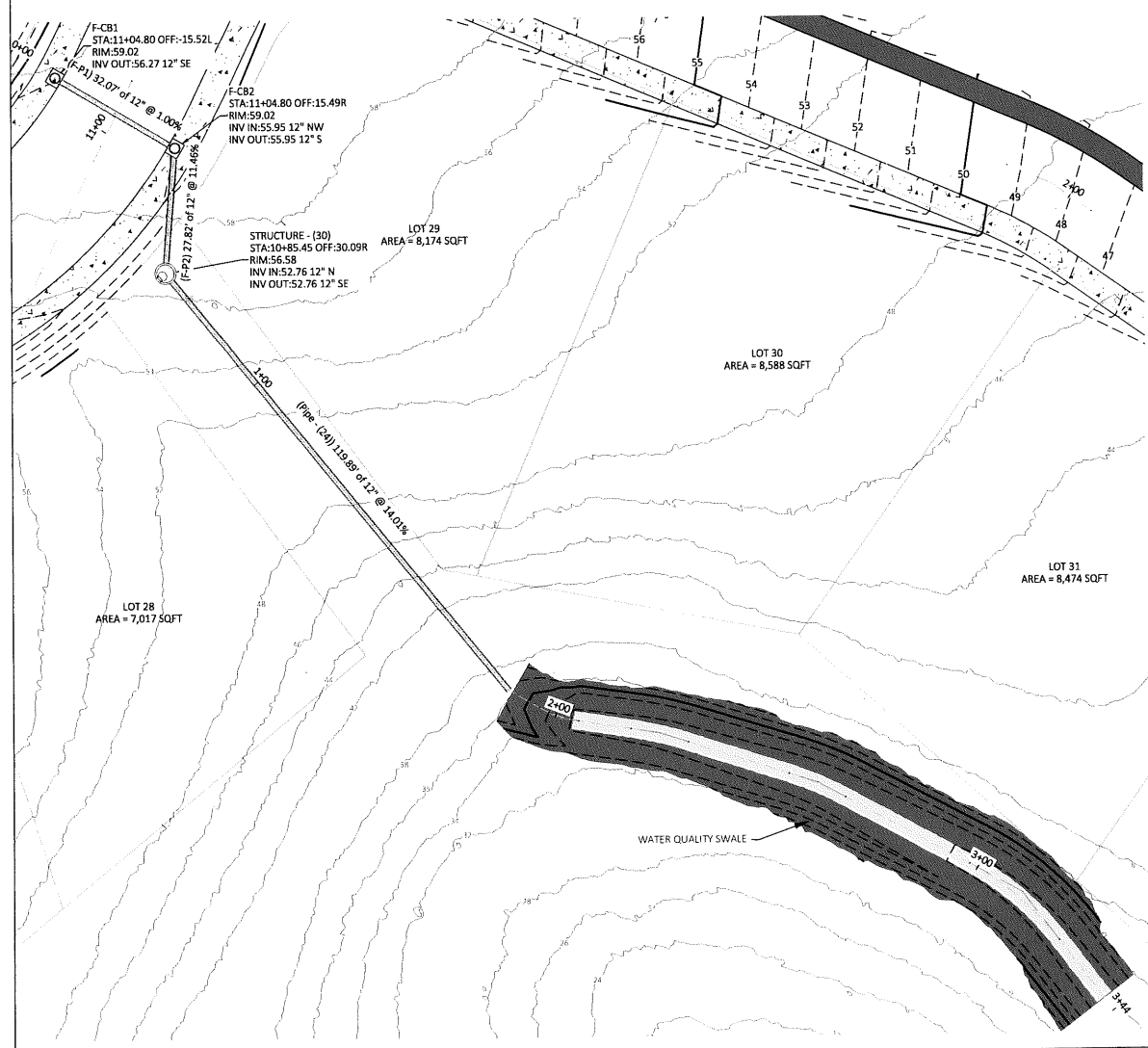
STORMWATER SYSTEM D
 HORIZONTAL SCALE 1" = 20' VERTICAL SCALE 1" = 5'



STORMWATER TREATMENT CALCULATIONS

CONTRIBUTING AREA	=	0.89 AC
CN	=	0.83
WATER QUALITY FLOW	=	0.117 CFS
SWALE BOTTOM WIDTH	=	2 FT
SWALE SIDE SLOPES	=	4:1
SWALE SLOPE	=	1.0%
MANNING COEFFICIENT	=	0.24
PEAK DEPTH	=	2.56 IN
PEAK VELOCITY	=	0.18 FT/SEC
MINIMUM LENGTH	=	100 FT
LENGTH AVAILABLE	=	109 FT
MIN. RESIDENCE TIME	=	10.01 MINUTES

STORMWATER SYSTEM E
 HORIZONTAL SCALE 1" = 20' VERTICAL SCALE 1" = 5'



STORMWATER TREATMENT CALCULATIONS

CONTRIBUTING AREA	=	3.45 AC
CN	=	0.83
WATER QUALITY FLOW	=	0.438 CFS
SWALE BOTTOM WIDTH	=	4 FT
SWALE SIDE SLOPES	=	4:1
SWALE SLOPE	=	1.0%
MANNING COEFFICIENT	=	0.24
PEAK DEPTH	=	3.91 IN
PEAK VELOCITY	=	0.25 FT/SEC
MINIMUM LENGTH	=	136 FT
LENGTH AVAILABLE	=	136 FT
MIN. RESIDENCE TIME	=	9.07 MINUTES

STORMWATER SYSTEM F
 HORIZONTAL SCALE 1" = 20' VERTICAL SCALE 1" = 5'

REVISIONS

DATE	MARK	DATE	DESCRIPTION
SEPT. 1, 2015			

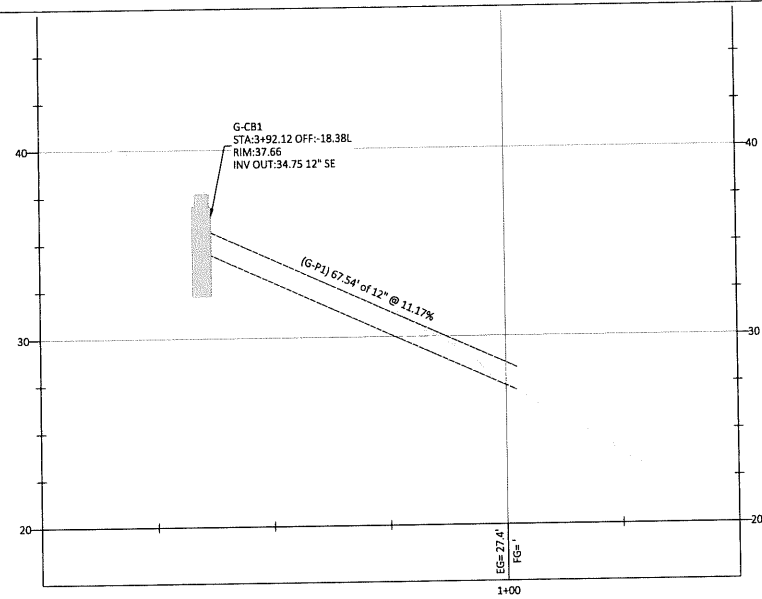
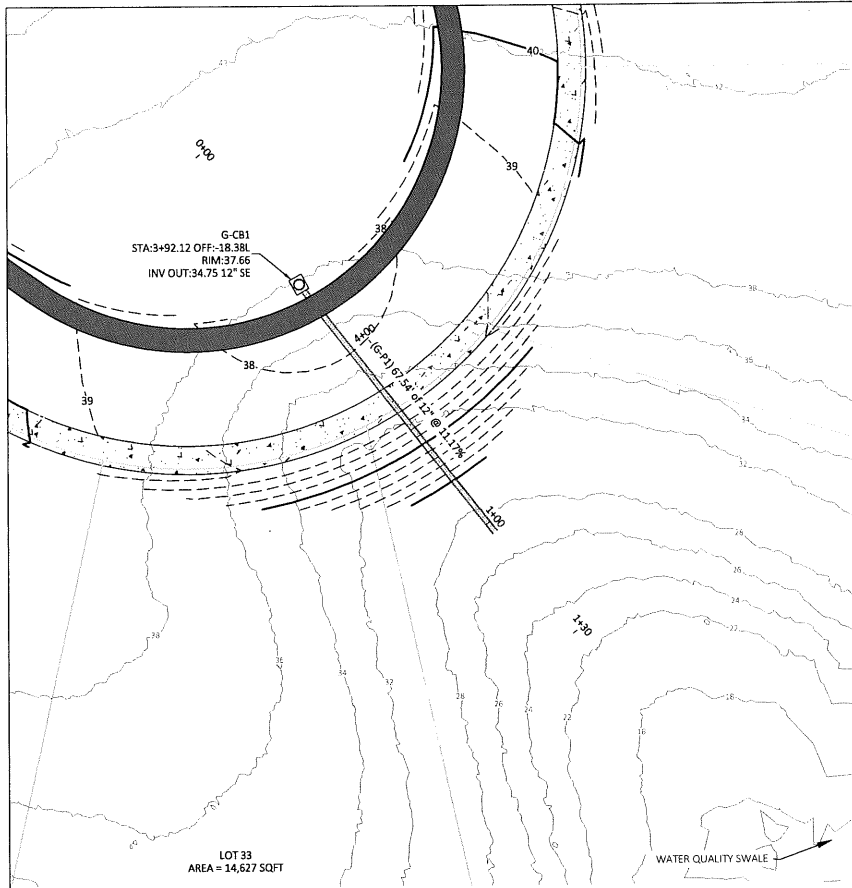
DESIGNED BY **RCS**
 DRAWN BY **RCS**
 CHECKED BY **RCS**

**STORMWATER SYSTEM D, E, AND F
 PLAN AND PROFILE WITH
 STORMWATER TREATMENT CALCULATIONS**

NORTH RIVER HOMES, LLC
 RICHARD COLLIN STELZIG, PE
 RICHARD.STELZIG.ENGINEERING@GMAIL.COM 503-440-2286

DRAWING NUMBER
SD2.2





STORMWATER SYSTEM G
 HORIZONTAL SCALE 1" = 20' VERTICAL SCALE 1" = 5'

REVISIONS			
DATE	MARK	DATE	DESCRIPTION
SEPT. 1, 2015			
DESIGNED BY	RCS		
DRAWN BY	RCS		
CHECKED BY	RCS		

STORMWATER SYSTEM G
PLAN AND PROFILE WITH
STORMWATER TREATMENT CALCULATIONS
NORTH RIVER HOMES, LLC
 RICHARD COLLIN STELZIG, PE
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DRAWING NUMBER
SD2.3

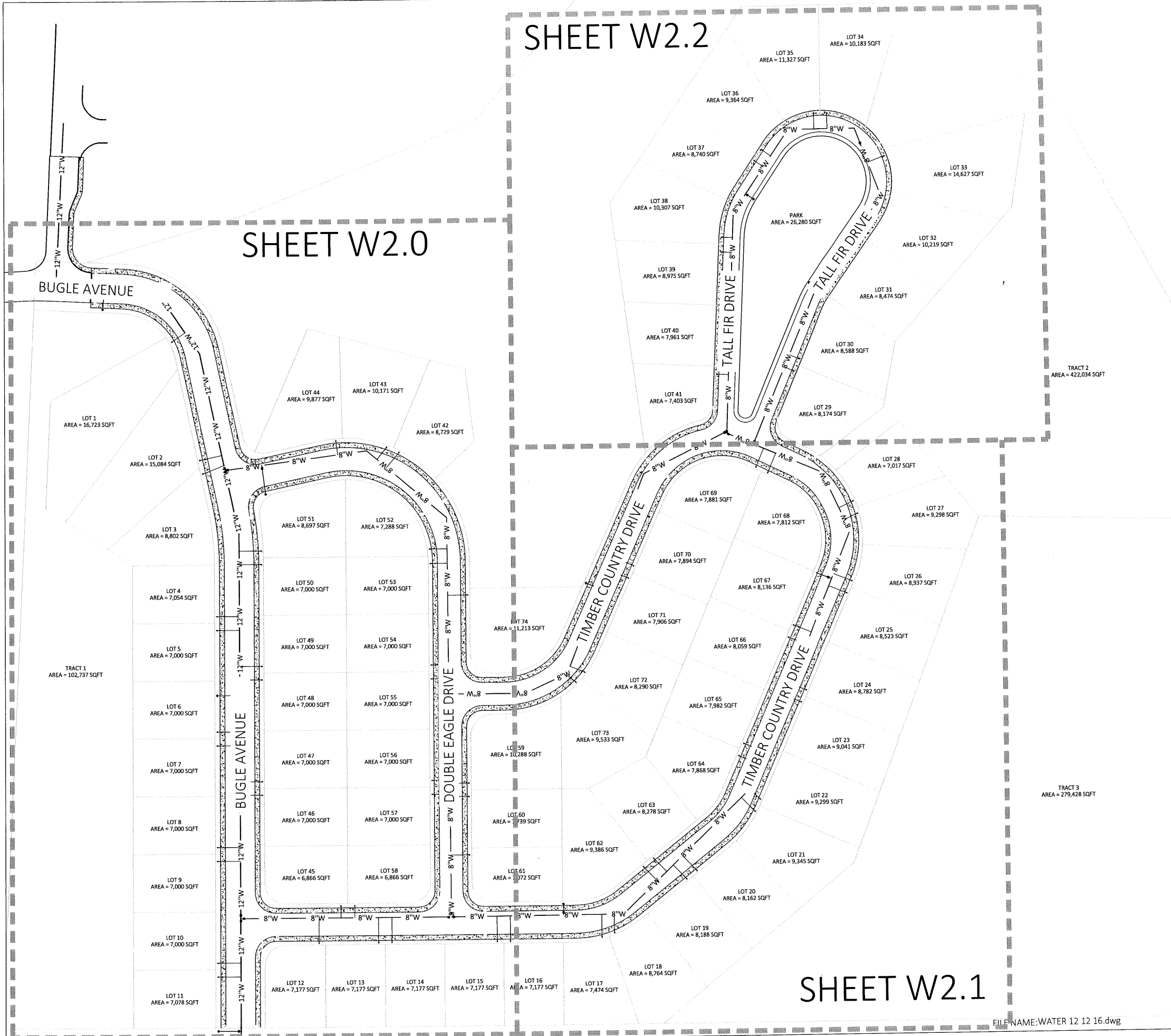




SHEET W2.2

SHEET W2.0

SHEET W2.1



REVISIONS

DATE: SEPT. 1, 2015	MARK	DATE	DESCRIPTION
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CHECKED BY	RCS	-	-

OVERALL WATER LAYOUT

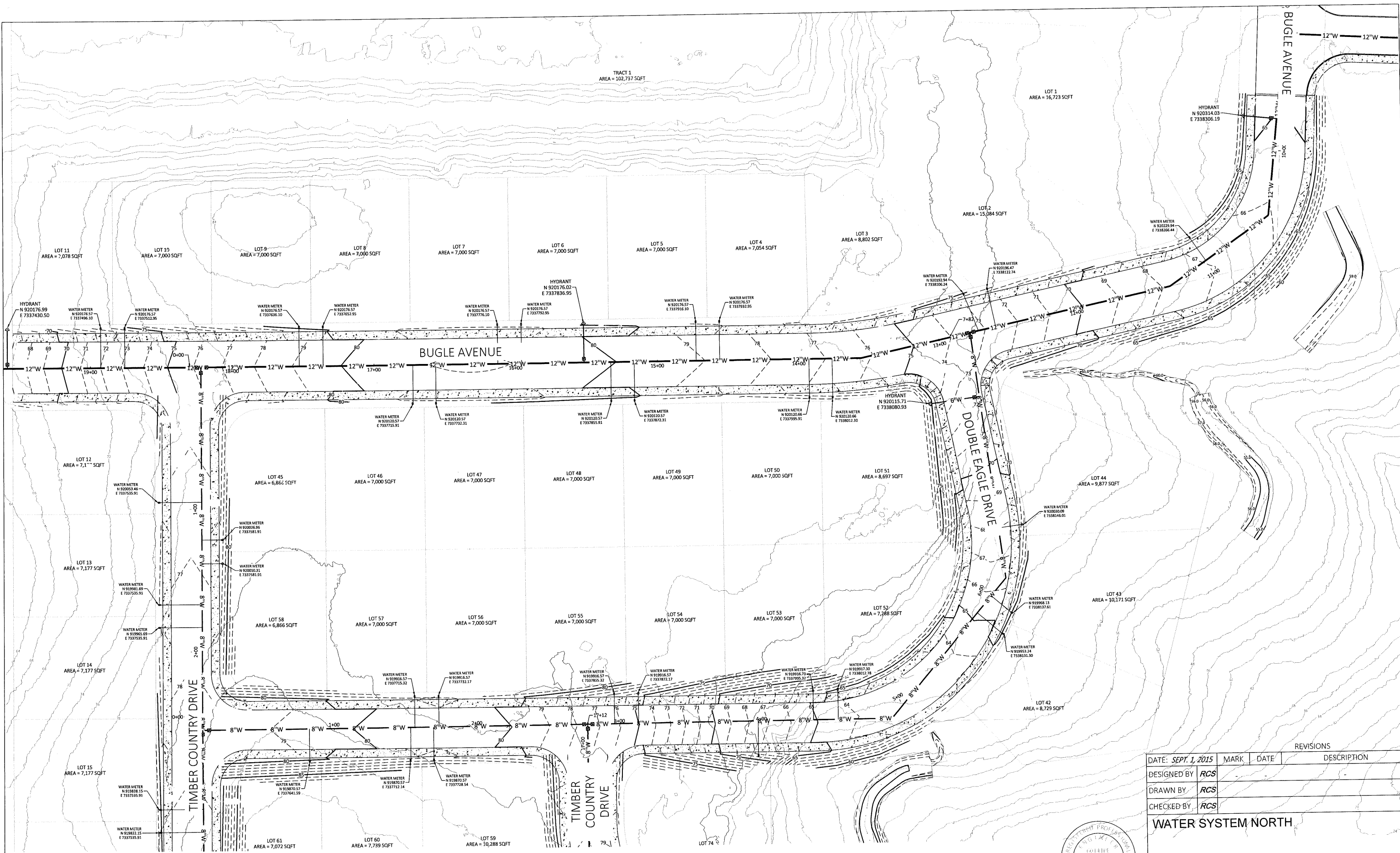
NORTH RIVER HOMES, LLC

RICHARD COLLIN STELZIG, PE
RICHARD.STELZIG.ENGINEERING@GMAIL.COM

DRAWING NUMBER

W1.0





REVISIONS			
DATE	MARK	DATE	DESCRIPTION
SEPT. 1, 2015			
DESIGNED BY	RCS		
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CHECKED BY	RCS		

WATER SYSTEM NORTH

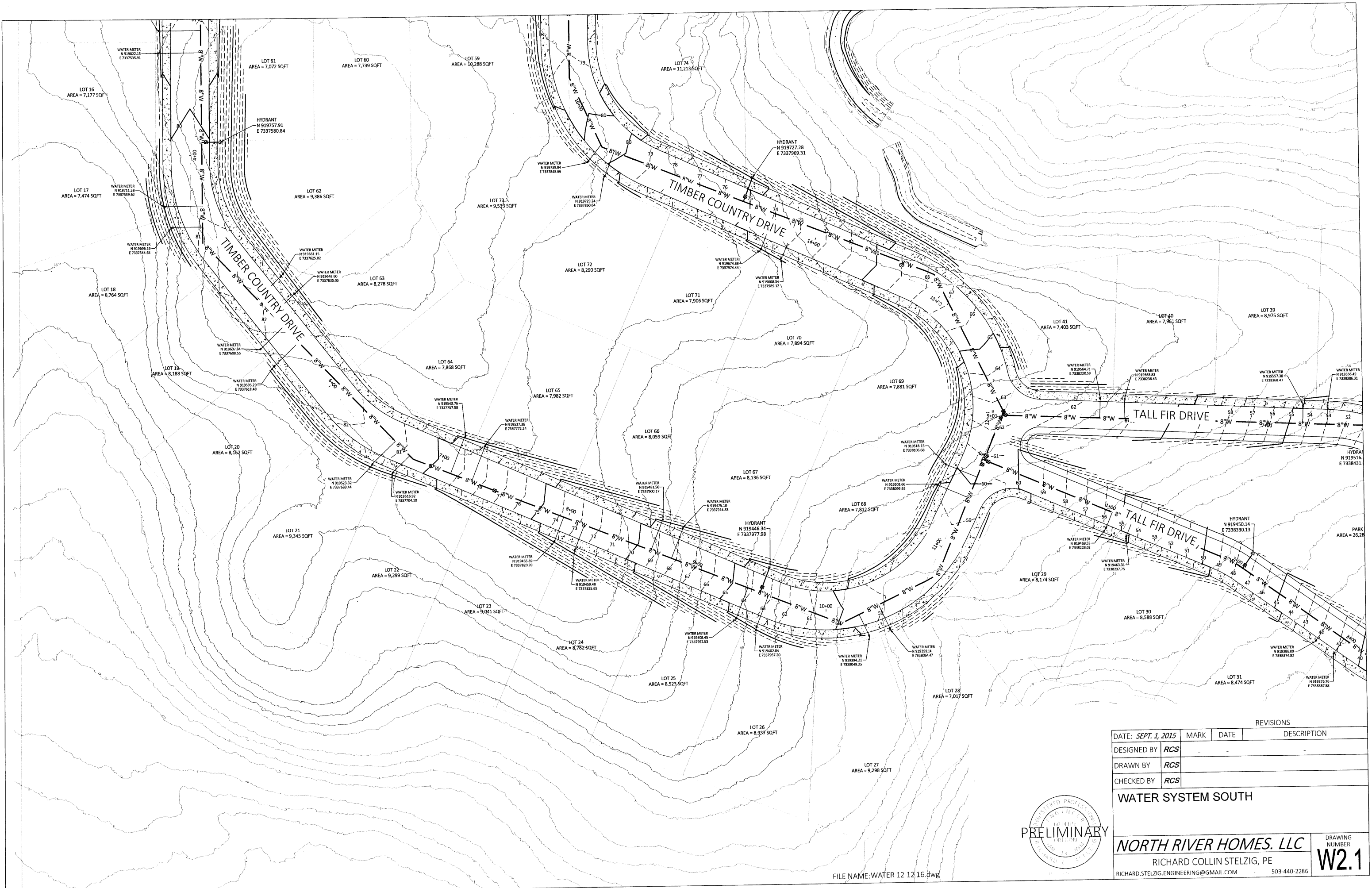
NORTH RIVER HOMES, LLC
 RICHARD COLLIN STELZIG, PE
 RICHARD.STELZIG.ENGINEERING@GMAIL.COM

DRAWING NUMBER
W2.0

503-440-2286



FILE NAME: WATER 12 12 16.dwg



REVISIONS

DATE: SEPT. 1, 2015	MARK	DATE	DESCRIPTION
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DRAWN BY	RCS	-	-
CHECKED BY	RCS	-	-

WATER SYSTEM SOUTH

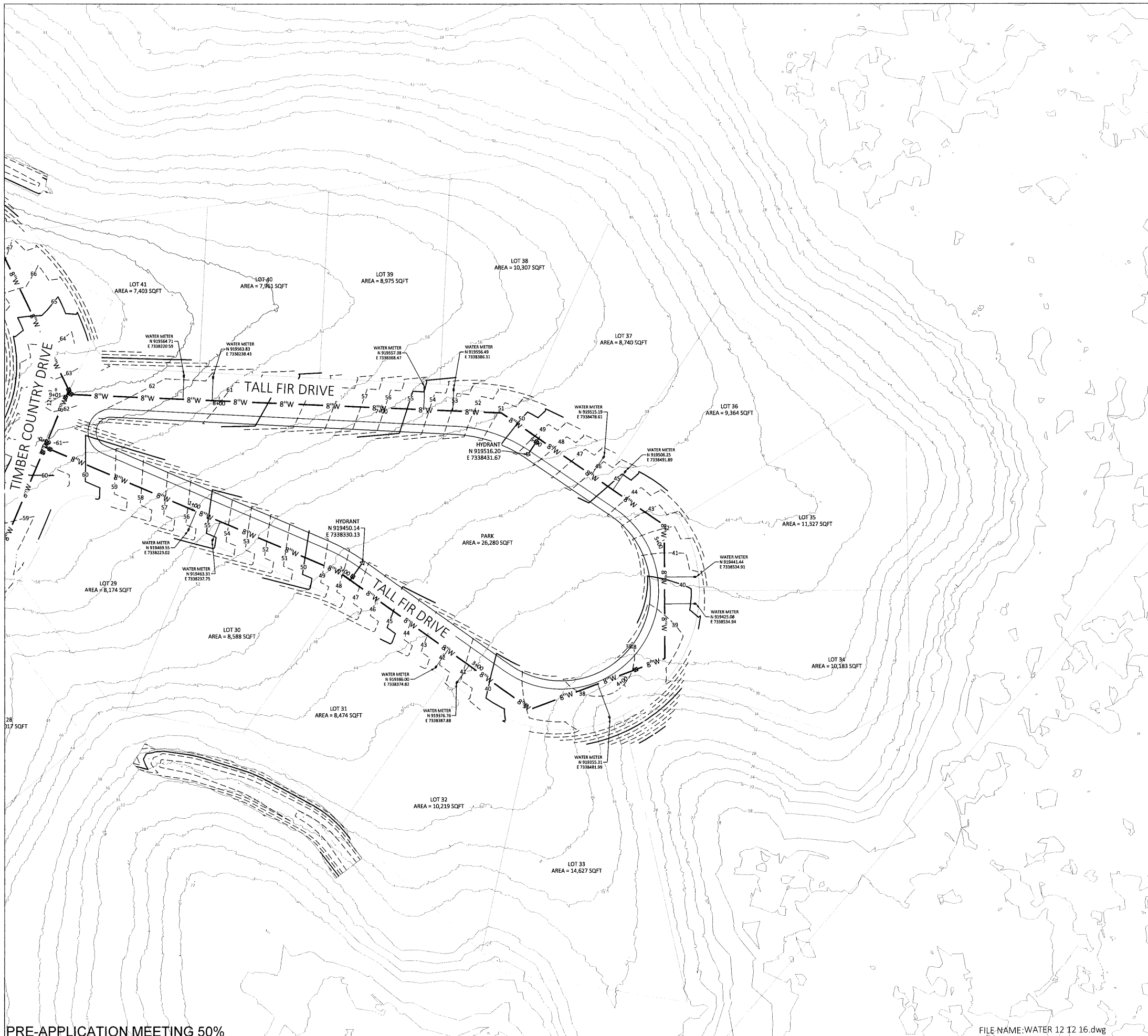
NORTH RIVER HOMES, LLC

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DRAWING NUMBER
W2.1

903-440-2286





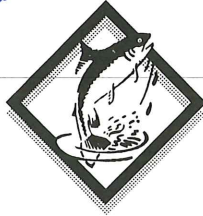
PRE-APPLICATION MEETING 50%

FILE NAME: WATER 12 12 16.dwg



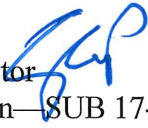
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DATE	MARK	DATE	DESCRIPTION
SEPT. 1, 2015			
DESIGNED BY	RCS		
DRAWN BY	RCS		
CHECKED BY	RCS		
WATER SYSTEM EAST			
NORTH RIVER HOMES, LLC			DRAWING NUMBER
RICHARD COLLIN STELZIG, PE			W2.2
RICHARD.STELZIG.ENGINEERING@GMAIL.COM			503-440-2286

"Making a difference through excellence of service"



CITY OF WARRENTON

December 8, 2017

To: Warrenton Planning Commission
From: Skip Urling, Community Development Director 
Re: Fort Pointe PUD Preliminary Plat Application—SUB 17-1 Single Family Residential Component

This past August the Planning Commission held a public hearing on the Fort Pointe Planned Unit Development and granted preliminary approval with 29 conditions. That decision was appealed and the City Commission in November upheld the Planning Commission's decision.

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 according to the application materials only the western 73 acres adjacent to NW Ridge Road will be developed.

The preliminary plat application was submitted November 16 and deemed complete November 21, 2017. We noticed adjacent property owners November 22 and published notice of the public hearing December 1, 2017.

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
- 16.120 Access and Circulation
- 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.

WMC Section 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.*
1. Size.
 - a. 30,000 square feet for the first 50 lots;
 - b. For each additional 50 lots an additional 10,000 square feet shall be added to the size of the park; or
 - c. The park may be divided and placed to create more than one park in the subdivision.
 2. Location. The neighborhood park shall be located in the proposed subdivision which is easily accessible to its users.
 3. Maintenance. The neighborhood park shall be the responsibility of the Homeowners Association and/or the CC&Rs of the subdivision, unless dedicated to the City.

Applicant Response: In accordance with WMC 16.216.020, 53,300 square feet of divided and easily accessible neighborhood park space has been designated on the preliminary plat. The neighborhood parks shall be the responsibility of a Homeowners Association and will be available for use by residents. Final neighborhood park plans will be completed during the final design stage with the other final plat plans. See Appendix M plan sheets C3-C5 for park locations.

Staff finding: The proposed parks meet the code quantifiable threshold for neighborhood park area. However, a careful review shows that a significant portion of the tracts set aside for neighborhood parks is unusable for that purpose. As determined by the City Engineer, most of Park A is steep, measuring 33 degrees or about 65 percent slopes. And, according to the applicant project engineer, Park B consists of 36,000 square feet, but 22,884 square feet is wetland. Almost 9 percent of Park C is also wetland. Steep slopes and jurisdictional wetlands present significant barriers to future neighborhood park development. Of the total 53,000 square feet of proposed park area, 44 percent is wetland and virtually all of Park A has a significant grade, leaving a net developable area of approximately 20,000 square feet of park usable land.

16.216.040 Preliminary Plat Submission Requirements

- A. General Submission Requirements. For partitions (three lots or fewer), the applicant shall submit an application containing all of the information required under Section 16.208.040. For subdivisions (greater than three lots), the application shall contain all of the information required under Section 16.208.050.
- B. Preliminary Plat Information. In addition to the general information described in subsection A of this section, the preliminary plat application shall consist of drawings and supplementary written material (i.e., on forms and/or in a written narrative) adequate to provide the following information:
1. General Information.
 - a. Name of subdivision (not required for partitions). This name must not duplicate the name of another subdivision in the county in which it is located (please check with County Surveyor);
 - b. Date, north arrow, and scale of drawing;
 - c. Location of the development sufficient to define its location in the City, boundaries, and a legal description of the site;
 - d. Names, addresses and telephone numbers of the owners, designer, and engineer or surveyor if any, and the date of the survey; and
 - e. Identify the drawing as a "preliminary plat."

Applicant Response: See Appendix M plan sheets. The criteria are met.

Staff finding: Staff concurs.

2. Site Analysis.
 - a. Streets. Location, name, present condition (i.e., paved, gravel, unimproved, etc.), and width of all streets, alleys and rights-of-way on and abutting the site;
 - b. Easements. Width, location and purpose of all existing easements of record on and abutting the site;
 - c. Utilities. Location and identity of all utilities on and abutting the site. If water mains and sewers are not on or abutting the site, indicate the direction and distance to the nearest ones;

- d. *Ground elevations shown by contour lines at five-foot vertical intervals for ground slopes exceeding 10% and at two-foot intervals for ground slopes of less than 10%. Such ground elevations shall be related to some established bench mark or other datum approved by the County Surveyor. This requirement may be waived for partitions when grades, on average, are less than two percent;*
- e. *The location and elevation of the closest benchmark(s) within or adjacent to the site (i.e., for surveying purposes);*
- f. *Potential natural hazard areas, including floodplain, landslide areas, and areas having a high erosion potential;*
- g. *Wetland areas, streams, wildlife habitat, and other areas identified by the City or natural resource regulatory agencies as requiring protection. (See also Chapter 16.156 and relevant portions of the Comprehensive Plan.);*
- h. *Site features, including existing structures, pavement, drainage ways, canals and ditches;*
- i. *Designated historic and cultural resources on the site and adjacent parcels or lots;*
- j. *North arrow, scale, name and address of owner;*
- k. *Name and address of surveyor or engineer; and*
- l. *Other information, as deemed appropriate by the Community Development Director. The City may require studies or exhibits prepared by qualified professionals to address specific site features and code requirements.*

Applicant Response: The attached plan sheets contain the above specified information as required. Accordingly the standards are met.

Staff finding: Staff concurs.

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.*

Applicant 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: Staff findings above and below are presented to the criteria and standards of the development code.

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

Response: The proposed densities were approved as part of the Forte Point PUD. It was, and is described below. The property comprises 277 acres of land, and is covered by three different zoning designations – as described below

Acres	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 480 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: Staff agrees.

WMC Section 16.192 Large-Scale Developments

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.

Applicant Response: This application is for land covered by a PUD that 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 a Large-Scale Development.

Staff finding: Staff agrees.

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.

Applicant Response: The application has developed a soil report matching the requirements above. Said report is attached as Appendix A: Fort Pointe NRCS Soils Report, compiled by Adam Daily of Otak, Inc.

Staff finding: Appendix A is labeled "Hydrologic Parameters (sic). It appears to be a download of soils information from the Natural Resources Conservation Services identifying the mapped soil types but primarily the stormwater runoff potential.

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

Applicant 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. A detailed geotechnical report, stamped by a licensed geotechnical engineer will be provided as part of public infrastructure design.

Staff finding: A stamped geotechnical report was a condition of approval for the preliminary PUD.

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.

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

Staff finding: The geotechnical report discussed above will confirm this condition.

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.*

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

Staff finding: The geotechnical report discussed above will confirm this condition.

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.

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

Staff finding: Staff concurs.

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.

Applicant 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 sheets. See Appendix M plan sheets (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. A final stormwater report will be submitted with final construction documents.

The standard is met.

Staff finding: Staff concurs the final report will satisfy this criterion.

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.*

Applicant 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 at least 1 on-site sanitary sewer pump station 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.

Access to and from the site is proposed to be made from NW Ridge Road. 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, and 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.

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.

Applicant 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 to the preliminary PUD application 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.

Applicant 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 Appendix M 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.

Applicant 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.

Applicant Response: This application is being made for a Preliminary Plat using the Planned Unit Development process. A landscape plan has been developed for inclusion with the Preliminary Plat of the PUD in accordance with the WMC. See Appendix M plan sheets L1 – L4 for the landscape plan.

Staff finding: The landscape plan appears to meet the standards for street trees along the single family component of the PUD. We note that the density will likely need to be reduced to accommodate driveways to each lot. A final plan will need to be reviewed to ensure site distance triangles are maintained at each intersection.

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.

Applicant 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.

Applicant 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: 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)*

Applicant 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.*

Applicant 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.*

Applicant Response: The approved PUD (Chapter 16.224) 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 480 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 were, and continue to be met via the PUD process. However, as the approved PUD's staff report notes, some thresholds, such as lot coverage and building height can only be analyzed at time of building permit application.

Staff finding: Staff concurs.

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.*

Applicant Response: The PUD application (Chapter 16.224) 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 with buildings placed no closer than 20 feet to the curb, or inside edge of the sidewalk.

The standards were met via the PUD process.

Staff finding: We note that the PUD development standard 16.224.040.G calls 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. One would think that homeowners would prefer their dwellings to be farther from rather than nearer to the sidewalk/street.

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.*

Applicant 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.*

Applicant 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.*

Applicant 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.

- C. Signs shall comply with standards in Chapter 16.144.*

Applicant 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.

Applicant 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. See Appendix H for the Final Wetland Delineation and State Concurrence Letter.

Staff finding: See finding below.

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

Applicant Response: None are proposed

Staff finding: Acknowledged.

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

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

Staff finding: Acknowledged.

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

Applicant Response: This proposal contains responses relevant chapters of the Warrenton Municipal Code as relayed to the applicant's agent by the City of Warrenton following a pre-application conference and the approval of the PUD. Of note, this application identifies land and includes details for meeting park land requirements that was not included in the PUD.

Staff finding: When the areas unsuitable for park development are subtracted from the proposed park lots, the application falls short of meeting the subdivision code general requirements for neighborhood parks.

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

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

- J. *RV parks shall comply with Chapter 16.176 and all applicable State and Federal laws and regulations.*

Applicant 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.

Applicant 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 counts only 320 spaces.

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.*

Applicant 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.*

Applicant 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.*

Applicant 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.*

Applicant 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.*

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

Staff finding: Staff agrees.

WMC Section 16.156 Wetland and Riparian Corridor Development Standards

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.*

Applicant 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. Pacific Habitat Services developed the mapping and an accompanying report on the delineation of the wetland boundary during the winter of 2017. As required by this section, wetland delineation is included with this application. See Appendix H for the Final Wetland Delineation and State Concurrence Letter. The standard is met.

Staff finding: Staff concurs.

- 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:*
- 1. A State of Oregon Wetland Removal-Fill Authorization.*
 - 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.*

Applicant 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 concurs.

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:

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

Applicant 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. Pacific Habitat Services developed the mapping and an accompanying report on the delineation of the wetland boundary during the winter of 2017. As required by this section, wetland delineation is included with this application. See Appendix H for the Final Wetland Delineation and State Concurrence Letter. The standard is met.

Staff finding: Staff agrees.

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.

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

Staff finding: Noted.

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:

A. 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

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

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

D. 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

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

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

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

Applicant 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:*

Applicant 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.*

Applicant 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.

WMC Section 16.212 Site Design Review

16.212.020 Applicability

A. Site design review shall be required for all new developments and modifications of existing developments, except for regular maintenance, repair and replacement of materials (e.g., roof, siding, awnings, etc.), parking resurfacing, and similar maintenance and repair shall be exempt. This applies to all development within the city limits of Warrenton. Site design review ensures compliance with the basic development standards of the land use district (building setbacks, lot coverage, maximum building height, etc.), as well as the more detailed design standards and public improvement requirements in Divisions 2 and 3.

Applicant Response: Section VII of this application addresses the Site Design Requirements. The section is met.

16.212.040 Site Design Review

Applicant Response: As per the City of Warrenton's Staff Report dated August 3, 2017, regarding PUD SUB 17-1, section 16.212.040 Site Design Review was stated to not be "applicable to the preliminary plat review process. Instead site design will be followed on the multiple family/duplex-townhouse component of the PUD."

Staff finding: Staff concurs.

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.*

Applicant 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.

Applicant 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, while not considered as open space under this code, private open space will be provided through patios and yards to further enhance livability of the subdivision.

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.

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.

Applicant 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.

Applicant 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 findings regarding setbacks above and below.

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

Applicant 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.

Applicant 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.

Applicant 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.

Applicant 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.

I. 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.

Applicant Response: Proposed roads have been designed in accordance with the Warrenton Municipal Code Chapter 120. See Appendix M plan sheets for street cross sections that were developed in response to staff comments and conditions of approval from the PUD. The standard is met.

Staff finding: The street cross section shows the pavement width at 26 feet between the insides of the curbs. WMC Table 16.136.030 calls for 28 feet of pavement with sidewalks on both sides. While the Fire Chief commented to the preliminary PUD plan that 26-foot pavement width would be acceptable, he does not have the authority to unilaterally reduce street width standards. Staff disagrees that this standard is met.

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.*

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

Staff finding: Staff findings above indicate that the neighborhood parks proposed to not satisfy the standards when the physically or environmentally constrained portions of the proposed parks are excluded from the areal calculations.

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, DLCDD, etc.) that can demonstrate that they have legal authority or jurisdiction over the proposal [or part(s) of the proposal].

Applicant 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. See Appendix H for the Final Wetland Delineation and State Concurrence Letter.

Staff finding: This criterion is satisfied.

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.

Applicant Response: The Planning Commission's authority is recognized.

Staff finding: Acknowledged.

16.224.050 Procedure—Preliminary Development Plan

Response: On August 10, 2017 a Planning Commission Hearing was held and the Development Plan was approved with conditions. See Appendix I for the conditions of approval and Appendix J for the summary of how those conditions have been addressed.

16.224.060 Procedure—Final Development Plan Approval

Response: As directed by the Planning Director on October 18, 2017, a Final Development Plan will not be submitted. A Preliminary Plat is now required, see section 16.216.040.

WMC Section 16.256 Traffic Impact Study

16.256.010 Purpose

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.*

Applicant 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.

Applicant 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.

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

Applicant 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.

16.120.020 Vehicular Access and Circulation

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

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.

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.

Applicant Response: Permit to occupy or perform operations within a public or country road will be made to Clatsop County and include engineering drawings as required.

Staff finding: Acknowledged.

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.)

Applicant 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.

Applicant Response: As per the August 3 staff report, this section applies to access to private property rather than to a subdivision.

Staff finding: Staff concurs.

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.

Applicant 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 the accompanying 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.).*

Applicant Response: Double frontage lots on corners and numbers:1, 87, 88, 89, 103, 104, 105 on Pennyroyal Lane and numbers 62, 131 through 160, are double fronted in response to the road layout dictated by topography. The lots will gain access from their primary frontage road only. The standard is met.

Staff finding: Lots 87-90, and 103-106 should gain access from Pennyroyal Lane. The double front lots on Cattail Avenue should gain access from that street.

1. 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

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.*

Applicant Response: All proposed driveways for single family lots are to be equal to or in excess of the 25 foot separation standard and will be shown for evaluation as building permits are applied for. The criterion will be met.

Staff finding: Staff agrees this criterion will be reviewed at the building permit stage.

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.

Applicant 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.

Applicant Response: No direct access restrictions are proposed.

Staff finding: Acknowledged.

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).
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).
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.
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.

Applicant 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.

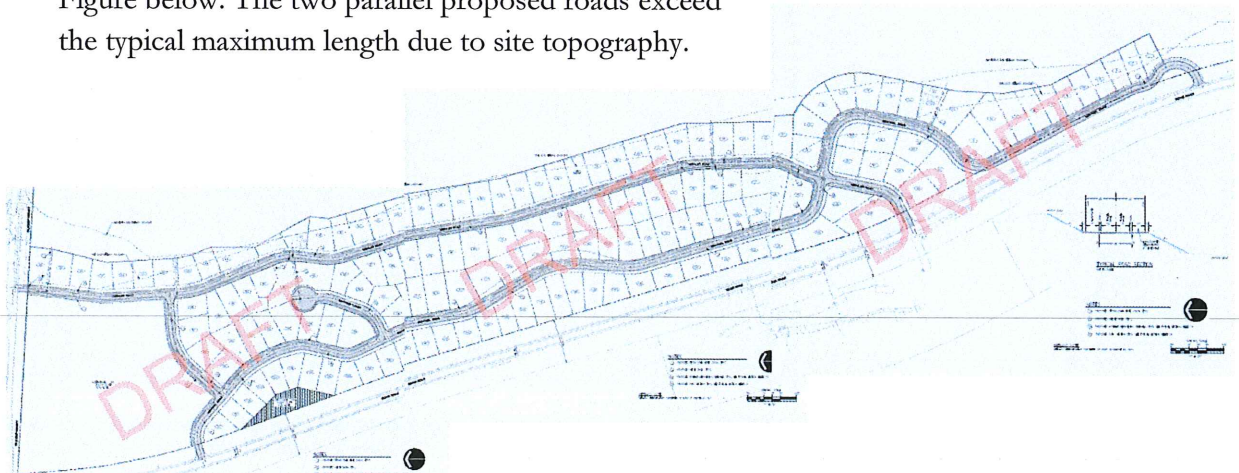
2. *Street Standards.* Public and private streets shall conform to the standards of Chapter 16.136, Public Facilities Standards; Section 16.120.030, Pedestrian Circulation; applicable Americans With Disabilities Act (ADA) design standards; City construction standards for streets; and other applicable 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 in Appendix M 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. The approved PUD included granting of the length exception subject to the Fire Chief's comment that all streets must be at least 26 feet wide inside the curbs.

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 meeting the code street width standard.

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.*

Applicant 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.

Applicant 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.

Applicant Response: Driveway locations are not determined at this time. At the time of housing development these requirements will be adhered to.

Staff finding: Staff concurs.

6. *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.

Applicant 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.

Applicant 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.

- A. 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.*

Applicant 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.*

Applicant Response: See Appendix M plan sheets C3 to C5. The standard is met.

Staff finding: Staff concurs.

Response: See Appendix M plan sheets C3 to C5. The standard is met.

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.*

Applicant Response: See Appendix M plan sheets C3 to C5. The standard is met.

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.

Applicant Response: There were two locations on the preliminary plan that included grade exceeding the standard. Designs have remedied this situation.

Staff finding: Staff concurs.

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.

Applicant 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.

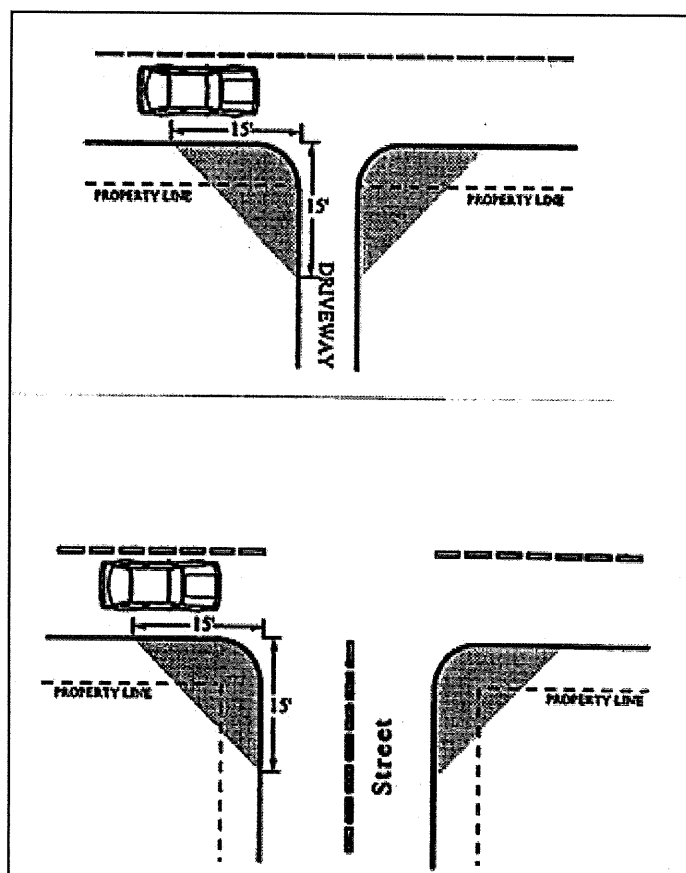
M. *Vertical Clearances.* Driveways, private streets, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13 feet 6 inches for their entire length and width.

Applicant 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*



Applicant 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:

Applicant 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

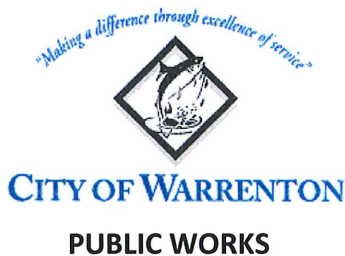
The preliminary plat application for the single family dwelling lots of Fort Pointe comply with most of the development code standards and criteria, or can be conditioned to comply as final engineering studies and construction plans are developed. One item that cannot be addressed through conditions of approval is the park areas proposed in the plat because of the environmental and topographic characteristics. Proposed Park B is over 63 percent constrained by wetlands and Park A has approximately 65 percent slopes which makes much of the land unsuitable for neighborhood park development and recreational activities.

Accordingly, staff recommends that the Planning Commission continue the Fort Pointe Preliminary Plat public hearing to the January 11 meeting to provide the applicant an opportunity to revise the design to relocate the required park land to areas that are unconstrained and to design neighborhood park facilities for residents to use.

Staff also recommends the Planning Commission impose the following conditions:

1. All Conditions described in the previously approved Preliminary Planned Unit Development will continue to apply. . These conditions can be found in the “Notice of Decision and Order – Fort Pointe Planned Unit Development - SUB 17-1”
2. Local Street standard requires a minimum street width of 28 feet with sidewalks on both sides.
3. All sidewalks shall be constructed using concrete.
4. Portions of the local streets shall be a minimum of 36 feet wide.
 - a. Cattail Avenue (Snapdragon Way to Ridge Road)
 - b. Snapdragon Way (Cattail Avenue to Thistle Avenue)
 - c. Thistle Avenue (Ridge Road to Cattail Avenue)

5. For those portions of the streets constructed to a 28-foot width, 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 (i.e. speed bumps). Sign locations shall be approved by the Fire Chief.
6. The Pennyroyal Lane cul-de-sac shall be posted “No Parking—Fire Lane” with locations approved by the Fire Chief.
7. The water system shall be looped to the existing water main on Ridge Road. At a minimum, these looped connections shall take place at each Ridge Road access location. Each connection shall include three valves.
8. Grading at all pump stations shall be flat and allow City utility trucks to easily access all locations of the pump station facility.
9. All wetland impacts shall be reviewed and approved by the appropriate state and federal agency. Stormwater Treatment could be a requirement of an outside agency.
10. Previous conditions required a Final Stormwater Report. This report must also address the following issues:
 - a. possible flooding of adjacent properties,
 - b. tidal influence on the Enterprise drainage system,
 - c. storage of stormwater during high tide events, neap tides (holdups), and storm surges, and
 - d. influence between the Enterprise drainage system and the Tansy Creek Drainage System,
11. All of the homes will be required to be within 250 feet of a fire hydrant.
 - a. The hydrants proposed shall be a Meuller 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
12. The single family units will require a 1000 gpm fire flow.
13. The homes will be addressed with contrasting color numbers placed on the entrance facing the Fire Department access.



Preliminary Plat Review Memorandum

To: Skip Urling, Community Development Director
From: Collin Stelzig, P.E., Public Works Director
Cc: Kyle Sharpsteen, Operation Manger
Date: December 4, 2017

Regarding: Fort Pointe PUD – Taxlot Key 810170001300 – Preliminary Plat Application

The following comments apply to the preliminary plat application 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 or Design Standards.

Documents Reviewed

- Traffic Impact Study May 5, 2017
- Preliminary Drainage Report April 12, 2017
- Fort Pointe Planning Narrative Nov 16, 2017
- Drawings
 - Cover Sheet Nov 14, 2017
 - Site Plan Nov 14, 2017
 - Street & Storm Drainage Plans Nov 14, 2017
 - Water & Sewer Plans Nov 14, 2017
 - Grading and Erosion Control Plan Nov 14, 2017
 - 11th Street Utility Plan Nov 14, 2017

Comments and Conditions

1. All Conditions described in the previously approved Preliminary Planned Unit Development will continue to apply. These conditions can be found in the "Notice of Decision and Order – Fort Pointe Planned Unit Development - SUB 17-1"
2. Local Street standard requires a minimum street width of 28 feet with sidewalks on both sides.
3. All sidewalks shall be constructed using concrete.
4. Portions of the local streets shall be a minimum of 36 feet wide.
 - a. Cattail Avenue (Snapdragon Way to Ridge Road)
 - b. Snapdragon Way (Cattail Avenue to Thistle Avenue)
 - c. Thistle Avenue (Ridge Road to Catail Avenue)


5. The water system shall be looped to the existing water main on Ridge Road. At a minimum, these looped connections shall take place at each Ridge Road access location. Each connection shall include a three valves.
6. Grading at all pump stations shall be flat and allow City utility trucks to easily access all locations of the pump station facility.
7. All wetland impacts shall be reviewed and approved by the appropriate state and federal agency. Stormwater Treatment could be a requirement of an outside agency.
8. Previous conditions required a Final Stormwater Report. This report must also address the following issues:
 - a. possible flooding of adjacent properties,
 - b. tidal influence on the Enterprise drainage system,
 - c. storage of stormwater during high tide events, neap tides (holdups), and storm surges, and
 - d. influence between the Enterprise drainage system and the Tanzy Creek Drainage System,



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: December 4, 2017
From: Tim Demers, Fire Chief 
Re: Fort Pointe Single Family Preliminary Platt Comments 2

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, and according to the Warrenton Development Code Table 16.136.010, must be a minimum of 28 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 28 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 "T" appears to be adequate for use as a turnaround. It should maintain 60 feet across the back of the turnaround. The proposed corner radius appears adequate based on the truck turn simulator.

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 house as listed.**
2. The 45 foot turn radius appears to be satisfied by the truck turn simulations.

3. **The 28 foot minimum road width must be satisfied.**
 - 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.**
 - c. **Fire Lane must be a public street to ensure enforcement.**

4. **Penroyal Lane street width must be a minimum of 28 feet wide.**
 - a. **A minimum 90 foot turnaround.**
 - b. **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 Meuller 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 Meuller 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 appears to be satisfied.

Skip Urling

From: Richard Stelzig
Sent: Monday, December 04, 2017 7:03 AM
To: Skip Urling
Subject: Fort Pointe - Park A - Slope

Skip,

The slope of Park A is around 65% (33 Degrees or 1:1.5)

Collin Stelzig, PE | Public Works Director | City of Warrenton
45 SW 2nd St. | P.O. Box 250 | Warrenton, OR 97146
Office: (503) 861-0912 | Fax: (503) 861-9661
rstelzig@ci.warrenton.or.us | www.ci.warrenton.or.us

"This message may contain confidential and/or proprietary information, and is intended for the person/entity to which it was originally addressed. If you have received this email by error, please contact the City and then shred the original document. Any use by others is strictly prohibited."

Skip Urling

From: Adam Dailey <Adam.Dailey@otak.com>
Sent: Wednesday, November 22, 2017 3:44 PM
To: Skip Urling
Subject: Fort Pointe

Park A: Total Area = 10,628 SF, Wetland Area = 0.77 SF
Park B: Total Area = 36,000 SF, Wetland Area = 22,884 SF
Park C: Total Area = 6,980 SF, Wetland Area = 601 SF

63.6%
8.6%

Sent from my iPhone

53608 23,485
30123 44% total

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:

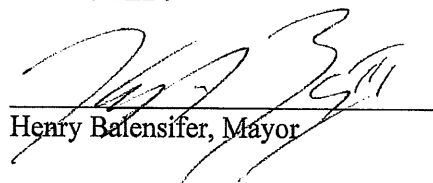
Section 1. Henceforth, the method of determining the proximity of a proposed subdivision to an existing park relative to WMC 16.216.020.I shall be from the approximate center of the proposed development by the shortest route to the edge of the existing park using an established or proposed street, road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

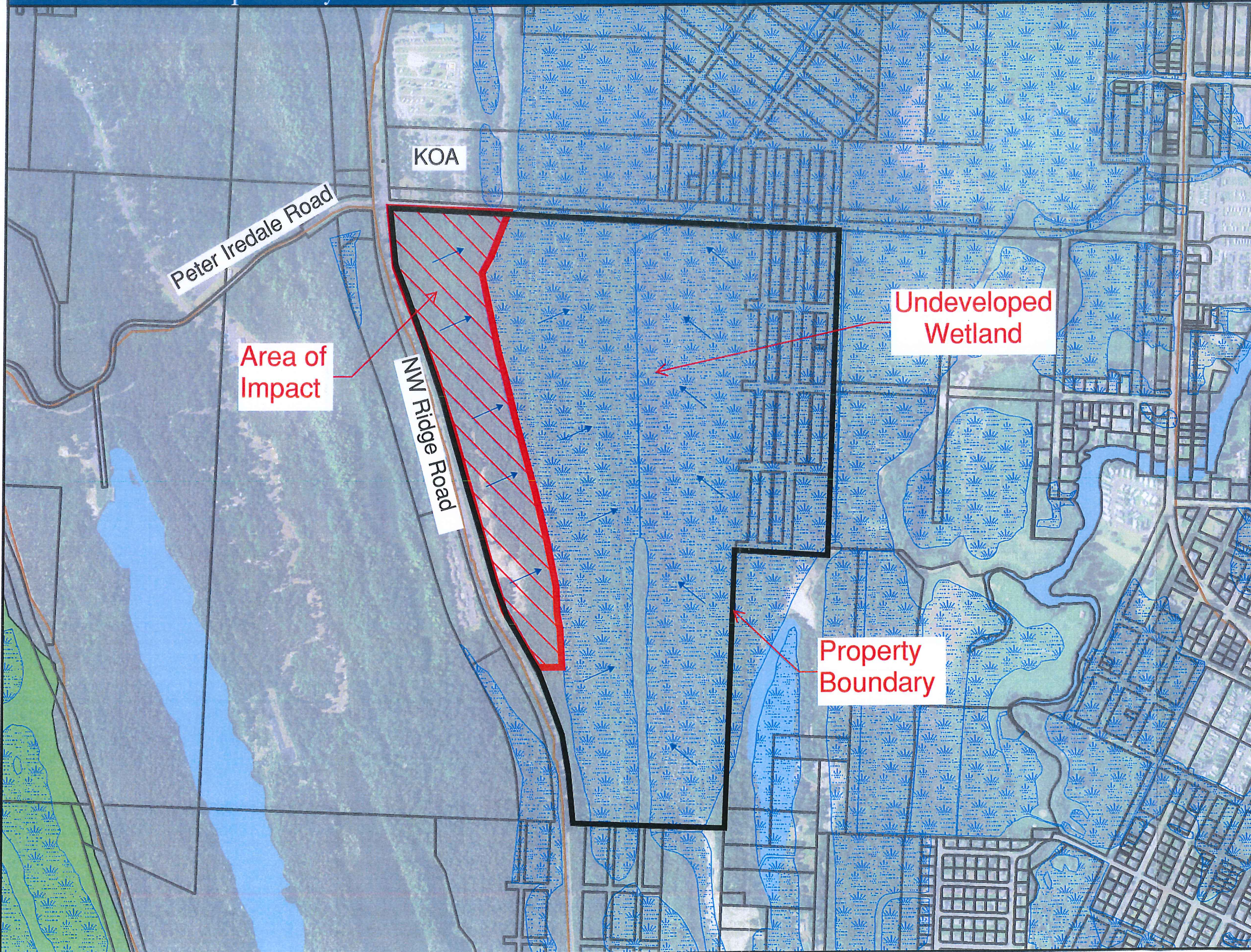
Passed by the City Commission and signed by me in authentication of its passage this 25th day of July, 2017.

APPROVED:


Henry Balensifer, Mayor

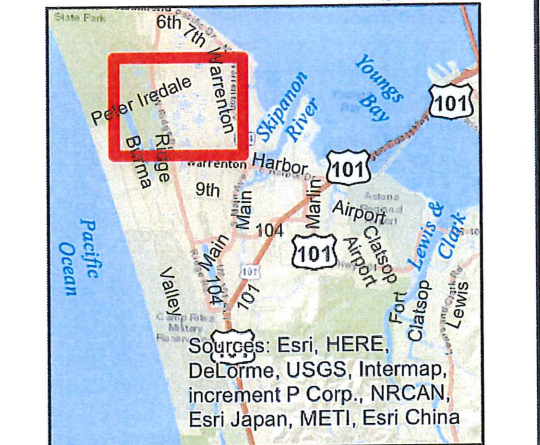
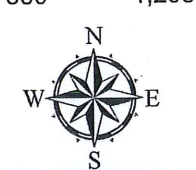
ATTEST:


Dawne Shaw, Deputy City Recorder



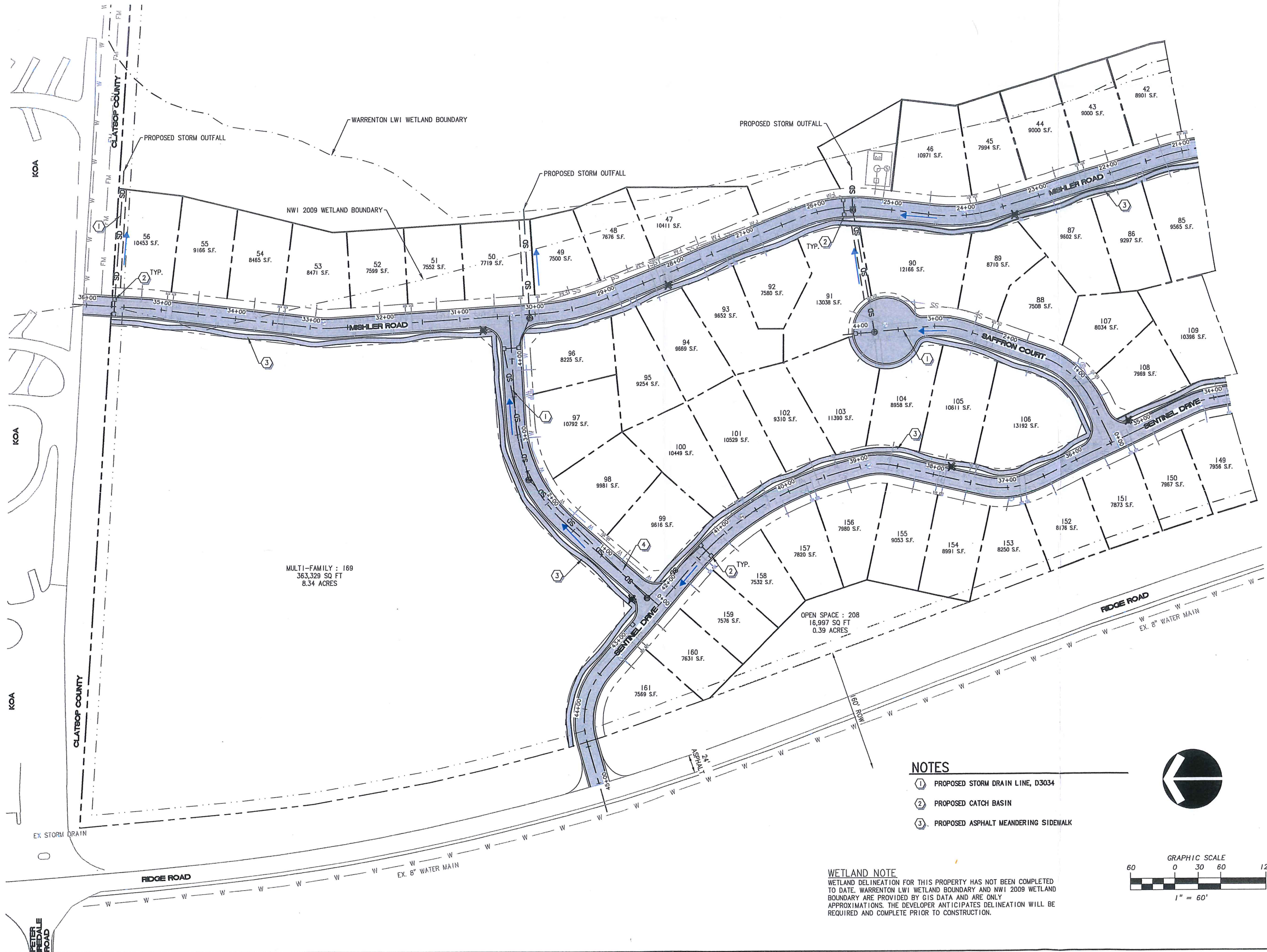
Legend

- Taxlot
- Wetland



Existing Conditions Map
Figure 1

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MULTI-FAMILY : 169
363,329 SQ FT
8.34 ACRES

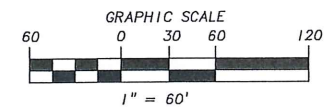
OPEN SPACE : 208
16,997 SQ FT
0.39 ACRES

NOTES

- ① PROPOSED STORM DRAIN LINE, D3034
- ② PROPOSED CATCH BASIN
- ③ PROPOSED ASPHALT MEANDERING SIDEWALK

WETLAND NOTE

WETLAND DELINEATION FOR THIS PROPERTY HAS NOT BEEN COMPLETED TO DATE. WARRENTON LWI WETLAND BOUNDARY AND NWI 2009 WETLAND BOUNDARY ARE PROVIDED BY GIS DATA AND ARE ONLY APPROXIMATIONS. THE DEVELOPER ANTICIPATES DELINEATION WILL BE REQUIRED AND COMPLETE PRIOR TO CONSTRUCTION.



NO.	DATE	BY	REVISION COMMENTS

Design	Drawn	Checked	Initial Issue Date:
			Apr. 11, 2017

FORT POINTE PUD
PROPOSED DRAINAGE CONDITIONS
CITY OF WARRENTON, CLATSOP COUNTY, OREGON



4253-A HWY 101 N.
GEARHART, OREGON 97138
Phone: (503) 738-3425
FAX: (503) 738-7455
Internet: WWW.OTAK.COM
65494B

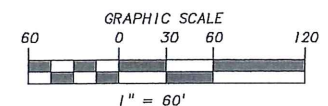
Project No. Drawing No.
FIG 2A
Sheet No.
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- NOTES**
- ① PROPOSED STORM DRAIN LINE, D3034
 - ② PROPOSED CATCH BASIN
 - ③ PROPOSED ASPHALT MEANDERING SIDEWALK

WETLAND NOTE
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NO.	DATE	BY	REVISION COMMENTS

Design Drawn Checked Initial Issue Date:
 Apr 11, 2017

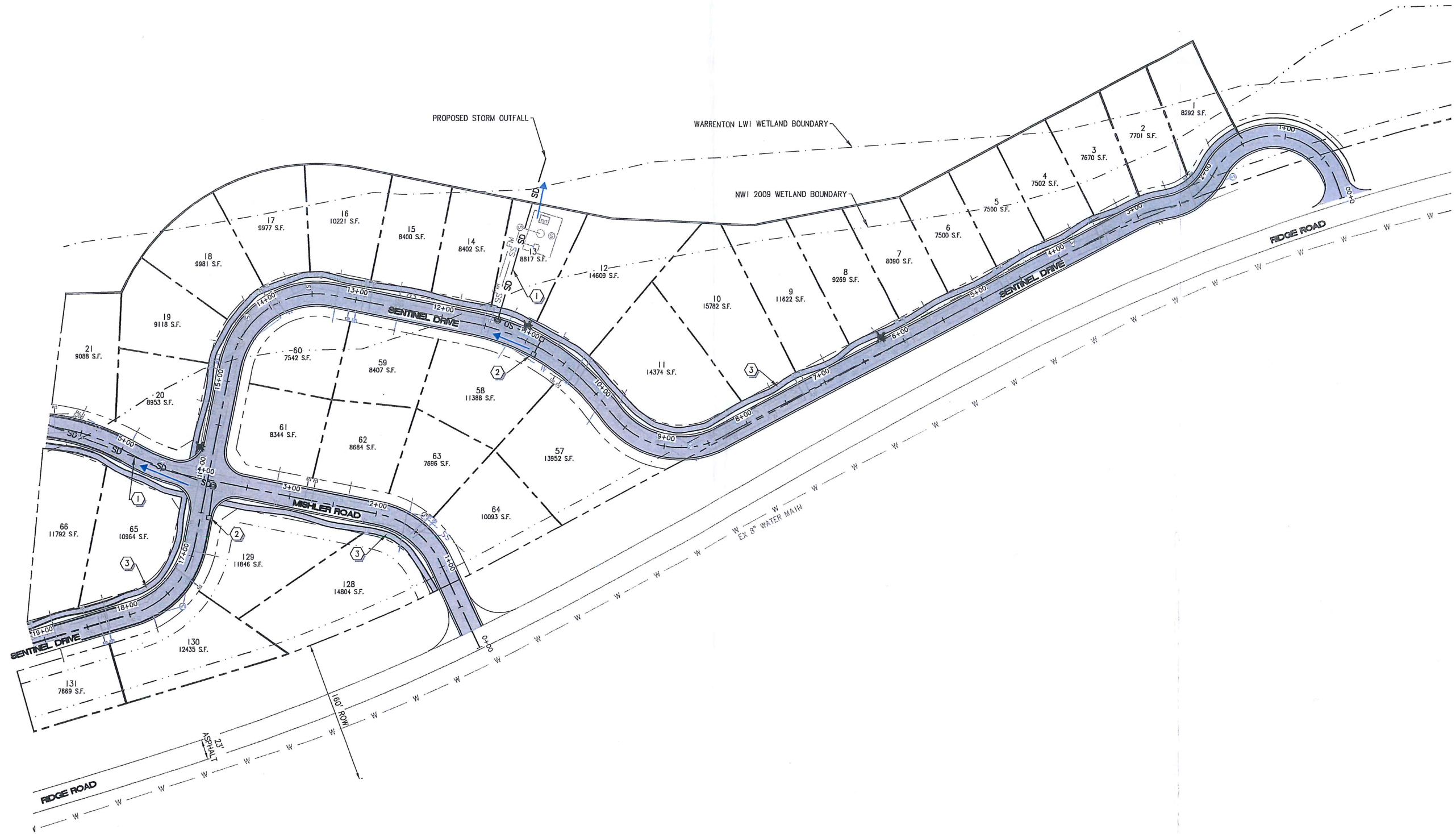
FORT POINTE PUD
 PROPOSED DRAINAGE CONDITIONS
 CITY OF WARRENTON, CLATSOP COUNTY, OREGON

otak
 Incorporated

4253-A HWY 101 N.
 GEARHART, OREGON 97138
 Phone: (503) 738-3425
 FAX: (503) 738-7455
 Internet: WWW.OTAK.COM
 65494B

Project No. Drawing No.
FIG 2B
 Sheet No.
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L:\Project\65494B\CADD\Draw\Exhibits\WNR\65494B - Figure 2.dwg Plotted: Apr 12, 2017 - 3:44pm By: jeremyt

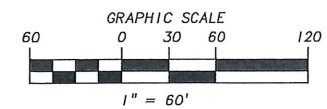


NOTES

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- ② PROPOSED CATCH BASIN
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NO.	DATE	BY	REVISION COMMENTS

Design	Drawn	Checked	Initial Issue Date:
			Apr 11, 2017

FORT POINTE PUD
 PROPOSED DRAINAGE CONDITIONS
 CITY OF WARRENTON, CLATSOP COUNTY, OREGON



4253-A HWY 101 N.
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 Phone: (503) 738-3425
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Project No. Drawing No.
FIG 2C
 Sheet No.
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CITY OF WARRENTON

Minutes Warrenton Planning Commission Regular Meeting August 10, 2017

Fort Pointe Planned Unit Development SUB 17-1

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

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

Pledge of Allegiance

Approval of Minutes: Commissioner Mitchell motioned to approve the July 13th minutes. Commissioner Hayward seconded. The motion passed unanimously.

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

Subject of Review: Fort Pointe Development SUB-17-1

Public Hearing Open

Staff Report: Application is for a planned unit development on 53 acres adjacent to NW Ridge Road. The entire property is 277 acres. The project will include 160 single family homes . Eight acres will be reserved for 300 multiple family and 20 townhomes and duplexes. The subject property covers three zoning districts which would allow for 934 dwelling units. The Planned Unit Development code calls for a preliminary PUD plan and then comes back with a final PUD plan before they can move forward to construction drawings and getting a final plat recorded with Clatsop County. There will be around four phases to the construction of the single family dwellings with one phase per year. This will provide an opportunity of different housing types. There are a few issues that need to be addressed, but recommending that the planned unit development preliminary plan be approved but not the preliminary plat of the 160 lots that are being purposed. There are 29 conditions of approval.

Chair Bridgens mentioned the berm that is adjacent to Ridge Road. It is a perfect berm that would allow the project to have privacy and buffer sound and more of a natural vegetation look as you go down the road.

Commissioner Williams expressed his concerns providing parks for such a large development.

Applicant or Representative Testimony:

Glen Bolen – OTAK Inc.
808 SW 3rd Avenue Suite 300
Portland, OR 97205

This is a very large site but only doing a small portion of it right now. This is for a preliminary plan of 160 lots on 45 acres and the other eight acres are reserved for future development for townhomes and multifamily. Tried to develop a straight approach. There are three access points to Ridge Road. After the pre application conference with the city, the city sent them a letter with criteria to look at. They modified their plans using OTAK's storm water engineers and hired an outside firm to do their traffic analysis. Also hired a wetlands firm and is working with Department of State Lands to get recorded. The geotech report will be in the next phase. Understands the need for parks and play spaces and responded to the code and ordinance as written in the development code book. They looked at the measurements to the soccer fields and thought that was an acceptable distance so they listed that as a park on their plans. The subdivision is next to Fort Stevens State Park that would allow the residences access to open space and trails. Has models that test the turning radius of fire engines that will allow for a 25 foot turn around instead of the 45 foot turning radius that the Fire Chief is asking for.

Commissioner Mitchell spoke up and stated that the parks are very important to him. Doesn't feel that it fulfills the code to have kids going to Fort Stevens to play, go bicycling and not be able to cross the road safely. The soccer fields fit into that category also. Very concerned that homes are being built without places where kids can go. Parks were suppose to go into Kalmia, Jade and Juniper Ridge and it never happened. The builder was willing to put something in but the city could not take ownership to keep up the maintenance for it; the city should not have that responsibility. Feels that the builders should create something for the families of that neighborhood but does not think that they should have to keep up the maintenance either. Thinks there should be an understanding in advance that the buyers take care of the maintenance, mowing etc.

Commissioner Yuell agreed with Commissioner Mitchell about needing parks and felt that CCR's or HOA's should be in place to take care of the parks.

Chair Bridgens spoke up and shared that they have the authority to suggest that an HOA or CCR be established and the fees from the residence pay for the maintenance.

Commissioner Mitchell spoke up and said that he feels also that the fire chief's recommendations regarding safety should come first.

A reply was given that they could work on models with the city engineer and fire chief to come up with a solution.

Commissioner Lampi asked what was the reasoning behind having an asphalt meandering sidewalk instead of concrete.

Replied that it would have more of a trail feel.

Commissioner Yuell stated that because of the size of the subdivision, there should be one more access road to the initial three by lot 73 for getting in and out in case of an emergency and for ease.

It was noted that the fire chief said that three exits meets the fire code requirements.

Chair Bridgens brought up that rolled curbs are the reason that a lot of cars are parked up on the sidewalks on Kalmia and Pacific Ridge. Can't expect the police to ticket them even with no parking signs on one side of the street.

Mr. Bolden stated that there is grass between the curb and the pathway. Rolled curbs are a city standard.

Mr. Yuell spoke up and said that the life expectancy of exterior generators, due to rust, are around ten years ; they would save the city a lot of money years down the road if the generator was put inside the pump house.

The superintendant of the school felt they would be able to accommodate all the new students that the development would generate.

Concern was voiced on the 11th Street drainage and how was it purposed to be handled. Mr. Bolden replied that the property should not have any drainage affect from the new development. One of the conditions is that a drainage report will be done by OTAK which is their specialty and they are also bound by Oregon Law to not discharge on someone's property. The utility lines will be bored underground; the eastern end there will be an access road that they will construct that the Public Works Department could use for maintenance.

Andres Mirawontes
16 Encore Court
Newport Beach, CA. 92663

One of the partners in the project. Would like to start the project as soon as possible. Worked with the local builders who understand the market and the need for housing and discussed lot sizes and location. There is a need for single family residential. They will be doing a market analyst to understand further the needs for the multifamily for rent.

Dale Barrett - OTAK Inc.
4253 A Hwy 101 N
Seaside, OR 97138

Brought up a safety issue for having another access point into a highway that is already busy with boats and pickups; that might be a potential accident by adding more access in. Felt that having three accesses would be sufficient for handing the subdivision.

Regarding the park requirements, there was clarification on the revision in the ordinance about how to measure where the subdivision is. Planning Director Urling stated that there was no change in the ordinance. It was a policy interpretation by resolution at the city commission after their application. Might have some spaces to put in some platforms or viewing areas in a couple of the lots that they pulled out so they wouldn't have to cram houses so close to the wetlands.

Mr. Barrett brought up that there were old plans in the county that showed that 11th Street was proposed to be a county road. There were some old structures and bridges at one time then ditches made in the 11th Street right of way. 11th Street was platted over approximately 1200 feet from where the last RV camp spots are in KOA. The county never formalized that road. When they sold to KOA in the early 1980's they sold the whole thing and never reserved the right of way, so KOA is the owner.

Commissioner Lampi spoke up and mentioned that the lot sizes are large and if they could be made smaller to allow increasing the width of the road. Mr. Barrett replied that building envelope that would be affected more than the lot sizes because of the steepness of some of the slopes on the lots.

Adam Dailey – OTAK Inc.
4253 A Hwy 101 A
Seaside, OR 97138

Agreed that the street width verses the lot sizes are a big issue and agreed with Mr. Barrett. If they can leave the vegetated buffer alone along Cattail and Ridge Road they will. The road width between curbs is 27 feet. There is a 12 foot travel lane with a 2 foot section that is curb and gutter. Of that two feet, only half a foot of that is the curb so there is still a foot and half, which makes that a 13 and a half foot wide travel lane.

The Fire Chiefs request for a 45 foot radius on the inside of the turning of the truck is extremely large. The outside radius on a standard cul de sac is 45 feet which is an approved cul de sac that the Fire Chief will use. All the entrances show that the fire truck will be able to navigate a 25 foot radius. Have coordinated with the Fire Chief with past projects and is confident that he would agree that the 25 foot corner radius would work.

Testimony in Opposition

Scott Andros – Tagg Farm
695 NW 9th Avenue
Warrenton, Or 97146

Feels that the ditch on 11th Street that runs east and west will flood back into Tansy Creek which has been bulldozed in; the wetlands are being destroyed. Expressed concern that studies have not been done on the impact of the wildlife and habitat. Feels the Tagg farm will be flooded.

Public Hearing Closed

Applicant Rebuttal

Adam Dailey – OTAK Inc.

There are a couple hundred acres between the development and the Tagg farm. The majority of that property will most likely go into a conservancy. Have been very careful not to affect the wetlands.

Public Testimony Closed

Commissioner Lampi asked our City Engineer, Colin Stelzig, to speak on the concerns regarding the drainage issues. They have been dealing with this issue for some time

because the Smith Lake issues that this may be connected with. This is basically a sand dune with lots of infiltration. When this is done there will be impervious areas so there will be runoff. There are processes that can be put in place that will slow it down. OTAK are experts in hydrology and drainages and feels certain when their report is complete and if there are any issues, they will take care of it.

Discussion Among Commissioners

Planning Director Urling added a few comments to the recommendations. For condition number 13, he stated that the easement is put on the plat.

Adding the words, "to the satisfaction of the Fire Chief" to condition numbers 23 and 24 so they can negotiate with him and he is ok with it.

Commissioner Lampi asked if condition number 25 could be discussed at a later date or if it's contingent on this going through right now. Skip replied that he was not sure what the difference was between the street exit postings and the Fire Chief's. They addressed both width and turning radius and parking availability. In other cul de sac's in town where there are no , no parking signs, people park in them. Should there be a fire in one of the houses served with access like that cul de sac, it is going to create a lot of confusion plus people parking on the street legally but within the turning radius of the fire truck. Commissioner Lampi stated that the width could be adequate but wanted to make sure by approving this that they are not locked into it. Skip answered that they should address the road width on Pennyroyal Lane with the Fire Chief. Mr. Lampi suggested that the City Engineer be involved also.

Would like the commission to require the development or the owners to set up a CCR or HOA to maintain the neighborhood parks. It was suggested that the builder put them in and the residences take care of the equipment and lawns mowed. The Planning Director replied that it is already built into the code. The HOA would maintain the park unless it is dedicated to the city.

Commissioner Williams thought that the Fort Pointe Partners will do a good job and was impressed that they are dedicating the rest of the wetlands to a conservancy.

Commissioner Yuell expressed his concern for another exit in the development.

Chair Bridgens expressed her concern for the traffic on SW 9th Street. There are school children walking home on 9th which is very narrow and dangerous. Thinks that a sidewalk is needed due to the increase of traffic there. It's a safety issue that needs to be addressed.

Motion by Commissioners:

Commissioner Williams motioned to approve the preliminary plan of the Fort Pointe Planned Unit Development, SUB-17-1, subject to the 29 conditions of approval with the inclusions of numbers 23, 24 and 25 to provide an option of the satisfaction of the Fire Chief and City Engineer on road widths and also to revise number 28 as suggested by the County Public Works Director. Commissioner Yuell seconded. The motioned passed unanimously.

Other Business

Commissioner Williams suggested that will all the new developments that are coming in Warrenton extra help might be needed for staff in the office.

Discussed that a request from the mayor to have a joint work session with the City and Planning Commission on road standards, changing or enhancing the park requirements in the subdivision ordinance and a few things that the City Manager might bring up. Dates were suggested and agreed upon for Tuesday August 29th.

Meeting Adjourned

Attest and submitted by

Janice Weese, Building Clerk

Approved

Chris Bridges, Planning Commission Chair

"Making a difference through excellence of service"



CITY OF WARRENTON

**Minutes
Warrenton Planning Commission
Regular Meeting November 9, 2017**

**Dick Hellberg Carport Expansion MISC-17-1
Port of Astoria Wetland Hardship V-17-2
Code Amendment Regarding Local Street Widths and Standards for Neighborhood
Standards for Local Street Widths and Neighborhood Parks Development in New
Subdivisions DCR-17-3**

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

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

Subject of Review: Hellberg Miscellaneous Land Use Permit

Public Hearing Open

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

Staff Report: Wants to add a carport to an existing garage and shop that is in the riparian zone of the Skipanon River which extends 50 feet of the protective buffer. He meets the requirements of Chapter 16.276 because he is smaller than the 25% that is allowed. Recommends to approve.

Motion by Commissioners: Commissioner Mike Moya motioned to approve the carport expansion by 500 feet to his existing garage and shop. Vice-Chair Paul Mitchell seconded. The motion passed unanimously.

Subject of Review: Port of Astoria Wetland Hardship Variance

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

Staff Report: There are 6 criteria and the port meets all of them. Recommends to grant the variance.

Questions by the Commissioners: Commissioner Yuell spoke up and asked if there was going to be any mitigations. Planning Director Urling stated that they are working with the Federal Aviation Administration and will be working with the Department of State Lands and maybe the Core of Engineers.

Someone from the audience spoke up and said that the Core and DSL has issued their permits and construction is contingent on the mitigation status.

Applicant or Representative Testimony:

Gary Kobes – Airport Manager
10 Pier 1 Bldg, Ste 308
Astoria, OR 97103

Stated that the project is on the west end at runway 8. The existing taxiway intersects runway 826 at about a 32 degree angle. By current FAA standards that is not acceptable. It presents a runway hazard that would be potential for aircraft to taxi out into the path of another aircraft that they don't see coming. There is also a requirement that there be 300 feet of separation between the taxiway and the center line of the runway. Went through minutes of the Port meetings and they were talking about doing this 30 years ago. Just about complete with the permitting process. This area impacts the slough and the water discharges into the river of the bay and it is considered critical salmon habitat. Has prepared a biological assessment and has been reviewed by the National League of Fisheries. They agree with their consultant that there is no impact on the salmon habitat. Is in the process of doing an environmental assessment. The Department of State Lands is in the process of issuing the fill permit. This wetland hardship is one of the last steps that they have to take. The grand funding won't be until next August or September. Since there is a lot of grading to do, they may wait until after winter when the weather is good, so probably in 2019. The FAA is giving them a grant of approximately \$3,500,000 for this project and they will match it with \$350,000. The next project is the ramp, (apron) , rehabilitation project in front of the terminal building. The ramp project is taking place in this current permitting process which is scheduled for 2019 and finished in 2020.

Motion by Commissioners: Commissioner Mitchell motioned to approve the Port of Astoria Wetland Hardship Variance. Commissioner Yuill seconded. The motion passed unanimously.

Subject of Review: Development Code Amendment DCR-17-3

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

Staff Report: At the last joint meeting the City and Planning Commissioners had a discussion on development standards for parking in new subdivisions and streets that are 28 feet wide resulting in parking on the sidewalks and making it hazardous for pedestrians. Currently the standards in the TSP shows the local road pavement width is a range from 28 to 36 feet wide. Would like to increase the street width standard to the full 36 feet from

curb to curb to allow parking on the street and to avoid parking up on the sidewalk. Also discussed standards for residential neighborhood parks for proposed subdivisions of 20 lots or more, instead of 50, to provide an active open space for recreational use.

Chair Bridgens expressed that the open space in subdivisions is a good thing but has some concerns. Taking away one lot from the property owner to achieve this open space is a big expense. Feels that it would up the cost to the buyers of the other lots to make up for losing the cost of that lot. This would make it less affordable for buyers. Thinks that the 20 lot baseline is too small. If the lots are big enough then the kids would be playing on their own play equipment in their own yards or their friends.

Commissioner Yuell spoke up and stated that in the joint meeting they were first looking at 40 lots and then went down to 20 lots and they would do them in sections. Without having a park there, the kids would have to play in their own yard, and there would no community place to have basketball hoops so the kids could go out and play in a group area. Would also be safer because they would not be in the driveways around all the cars.

Both Commissioner Williams and Mitchell spoke up and said that the cost to do this would be spread out among the homeowners and it is the cost of doing business. If the developer has to put in the extra cost for the park to the homeowners, then it is up to that person to decide if they want to purchase that lot or not.

Kids in neighborhoods ride their bicycles on the sidewalks and up and down the streets because there is no place to play in their front yards. Homes are not being built with big enough yards anymore because they are maximizing the use of the land that they have.

Commissioner Mitchell voiced his thought that a family with children moving into an area that has a park would make it more desirable to purchase that house because there would be a place where the children can play than in an area that had not prepared for a park.

Commissioner Yuell also stated that by doing it this way, the burden would not be on the city to maintain them.

Commissioner Mitchell brought up the desire to have a park in apartment complexes also. There was conversation as to who would be buying all the equipment for the open space (parks).

Planning Director Urling explained that with the application for the subdivision they would have to describe what facilities would be going into to the park and the Planning Commission would have to approve them. He also stated that if there were any desending votes then the Commissioners have the right to attach their opinion to a message that would get to the City Commission.

Motion by Commissioners: Commissioner Yuill motioned to approve Ordinance No. 1216 to the City Commission for recommendation to adopt. Commissioner Williams seconded. Vice-chair Williams Aye, Commissioner Moha Aye, Chair Bridgens Nay.

Attest and submitted by

Janice Weese, Building Clerk

Approved

Chris Bridgens, Planning Commission Chair