

"Making a difference through excellence of service"



CITY OF WARRENTON

Warrenton Planning Commission

AGENDA

November 8, 2018 | 6 PM | City Hall - Commission Chambers

1. Attendance
2. Flag Salute
3. Public Comment Period on *Non-Agenda* Items
4. Approval of minutes of October 11, 2018
 - *Action Item*
5. Work Session: Comprehensive Plan & Development Code Amendment (DCA 18-5)
 - Applicant: City of Warrenton, Community Development Director
 - Proposal: Adopt Transportation System Plan Update, Amend Comprehensive Plan Article 8, & Development Code
 - *Action Item*
6. Type 3 Public Hearing: Site Design Review (SDR 18-4) | "Tractor Supply"
 - Applicant: Keith Corp
 - Property Owner: Trondheim Acres, LLC
 - Proposal: Build a 19,000 SF farm and garden supply store off SE Marlin at the corner of Alt Hwy 101 and SE King St
 - *Action Item: Continuance of Public Hearing to December 13, 2018*
7. Staff Announcements & Project Updates
8. Next Meeting: December 13, 2018

Planning Commission will hold a joint work session with the City Commission beginning at 4:30 pm. Work sessions are open to the public. However, there is no public comment period.



CITY OF WARRENTON

Minutes Warrenton Planning Commission Regular Meeting October 11, 2018

Commissioners present: Chair Paul Mitchell; Commissioners Christine Bridgens; Ken Yuill and Mike Moha. Excused absences; Ryan Lampi; Chris Hayward. Absent; Vince Williams

Staff present: Community Planning Development Director Kevin Cronin; Building Clerk Janice Weese.

Approval of minutes: Commissioner Yuill moved to approve the August 9th minutes. Commissioner Bridgens seconded. The motion passed.

Public Comment on Non-Agenda Items

Steve Fulton
3598 Grand Ave.
Astoria, OR 97103

Wants to make a comment to the Planning Commission of what he has become aware of. He is not representing Warrenton Fiber. There is a purposed mitigation by preservation in 40 acres of R40 property between 9th street and 2nd street behind the grade school on the right towards Ridge Road. In the code, R40 does not allow mitigation. The city code does have language in it that describes what mitigation is. It is allowed as a preservation type of mitigation as an outright use in the A5 zone and if there is activate mitigation where you are moving the dirt around and improving the drainage and putting plants in; that is a Conditional Use in the A5 zone. What he read in the newspaper, the county is going to put this mitigation overlay on that property. That has a potential to impact the neighboring properties. Wants to make the Planning Commission aware of this issue. Wants to recommend to the Planning Commission that they should consider requiring a permit for all the mitigation activities in the city.

Public Hearing Open

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

Staff Report: Proposal to amend the Water Dependant Industrial (I-2) zone. Only certain uses that you can do in the water dependant districts.

Three to four months ago Mike Miliucci from Pacific Coast Seafood's approached him about an urgent need to find housing for their employees and to look at some of their existing properties and other facilities closer down to Hammond. They would like to be able to adapt existing warehouses to allow housing. They have a building that they are using for office space right now and they would like to include a dorm style housing for employees to live there. That cannot happen in today's zoning code. The proposal is to allow a way that to happen and to meet the state law. There

has been lengthy conversation with the state and also with the Department of Administration and Development on that. We do not expect a challenge for this not to happen.

Staff is recommending approval based on findings and facts.

Commissioner Bridgens asked why the city was not required to notify the surrounding property owners of this proposal by mail. Planning Director Cronin stated that because this is a text amendment and not a zone change to some other zone. If this proposal was for a zone change, then that would precipitate mailing out notices the property owners.

Representative for the Applicant

Michael Robinson – Land Use Attorney
Schwabe, Williamson & Wyatt, P.C.
1911 SW Fifth Avenue Suite 1900
Portland, OR 97204

Here on behalf of the applicant and Michael Miliucci who is the manager for special projects and corporate council for Pacific Coast Seafood's. Worked extensively with Kevin in a lengthy process to arrive at the text amendment that the Department of Land Conservation is comfortable with.

Just to clarify, the city did publish this text amendment in the local newspaper.

This is just a brief introduction. Mr. Miliucci will talk about the text amendment and he will come back to talk about the approval criteria.

Representative for the Applicant

Michael Miliucci
Pacific Coast Seafood's
12628 SE Jennifer Street
Clackamas, OR 97015

About 6 months ago he was requested to explore the ports housing because the Warrenton plant was to become operational very soon. There was a need because the market was changing compared to 3 or 4 years ago. This was driven by the housing crisis throughout the state. He really searched extensively to determine if they could solve the housing problem without having to request what is before us tonight. During the last 3 to 5 years they have had a tremendous time trying to find housing for their seasonal workers. They had to put people up in hotels and motels which became problematic for the summer season. Looked in Astoria, but most of the buildings were Commercial. Looked more seriously in Warrenton in terms of apartments with the thoughts of purchasing them for housing for their employees. If they were to purchase them, then there was the concern of evicting the people who were already living in them. That is not the way Pacific Seafood's operates. There is a piece of property that they own called The Pacific Fab Building between Bio Oregon and the Bio Oregon plant. It is about one half to a quarter of a mile from Pacific Seafood's newly rebuilt plant which is busing or walking distance way. They hired Mr. Robinson because they needed a zoning expert to repurpose that piece of property to make use of their needs. Is working with the city and the state to create a text amendment that would narrow the use and be approved. The dorm will have a manager, cook and will run in a level that will be positive for the community and workers. Going throughout their facilities from Westport to South Bend. The same process that is being done here will be done in Newport also. The housing crisis along the coast is far larger that what the state perceives.

Mr. Yuill spoke up and asked if this is designed and geared like the bunkhouse's in Alaska.

Mr. Miliucci stated that this is a evolving process. The standard of living is going to be clean and safe. Their team members will sign an agreement on how they are going to live in this community. Thoughts of turning it over at some point to a non-profit to run. During the down times when the

seasonal workers are not there, the non-profit could bring in other people to live in the dorms to get back on their feet. Up for any ideas.

Mr. Robinson spoke again stating that this is a legislative amendment to our land use regulations purposing a new permitted use in the I-2 zone called dormitory use. Is subject to the same standards of the past other permitted uses in the I-2 zone. It is intended to serve the employees of water dependent uses in the I-2 zone. With a text amendment like this there are certain approval standards like Statewide Planning Goals, Administrative Rules that implement the goals and our Comprehensive Plan. The most important goal is 17, Coastal Shore lands; that is what the I-2 zone implements. With the facts and findings in their report they meet all the approval criteria of the text amendment and recommend approval to the City Commission.

Chair Mitchell spoke up and said as of this morning there were three hundred and fifty one pieces of property including land and commercial buildings in the whole county. The dorms are going to be on a very desirable piece of property. There is water front walks and is by Caruthers Park. The atmosphere of the location with short term housing and transient people who live there was brought up.

Mike replied that depending on the fishing season, eight months is usually the amount of time they will be staying in the dorms. Some people might stay longer. The expectations of the workers is that they will abide by the house rules and if they don't they will be terminated. The facility is large and has been under utilized for years. Part of the building is the fab plant that they use now and the other half is not used at all. They want to run a good facility that the City of Warrenton would be proud of. Not sure of how many bunks will be in each room yet. This is one of many steps that have to be approved before all this can happen. Will have to be in compliance with the Fire and Building Codes. They have a need of about 125 people to house. This building will not hold all of them. Will be looking for other properties also.

Testimony in support

Steve Fulton
2598 Grand Avenue
Astoria, OR 97146

The canneries in Astoria had bunkhouses at one time just like in Alaska. Knew people that lived in the bunkhouse when he was a kid. Is surprised that a company like this that has a seasonal need for workers has to go through this zoning process to allow to build a facility to house its workers in the peak of the season. Is in favor of this.

No one spoke in opposition

Public Hearing Closed

Mr. Yuill's asked staff if this request could be a conditional use to see how it goes. Staff's response was that the applicant had approached the city with a permitted use and agrees this should be a permitted use because they are using an existing building. If a brand new building was being constructed then a conditional use could be used.

Discussion Among Commissioners

Commissioner Bridgens thinks it's a wonderful idea for housing and reiterated that when the season is over they cannot stay there unless they are employed and working for that business.

Likes the idea that it is encouraging other businesses to maybe do the same to provide housing for their employees.

Commissioner Moha likes the way that it is written and should not change it. Appreciates Pacific Seafood's strict rules that employees have to follow.

Commissioner Yuill also appreciates the language in the proposal but has a concern with someone abusing it once it's in place.

Mr. Cronin stated that if the building is used for anything other than what it is permitted for then it would turn into an enforcement issue.

Chair Mitchell likes the fact that there is a manager on site all the time and rules that they have to live by because he has concerns about security with people in a limited amount of space. Is very much in favor of this. We are at a place in our community where things like this have to happen or we will not be able to continue to employ the people for the work that needs to be done.

A policy has not been set yet whether the employees have to pay anything for this. Most places have a financial arrangement for this type of living arrangement.

This would also be exempt for transient room tax because transient room tax is for anything thirty days or less.

Motion by Commissioners:

Commissioner Moha motioned based on the findings and conclusions on the October 4th 2018 staff report and findings contained in the application; recommends changes to the Development Code as described in DCR-18-4 drafted ordinance and forward to the City Commission for a purposed public hearing on November 13th with the recommendation to adopt. Commissioner Bridgens seconded. The motion passed unanimously.

Staff Announcements & Project Updates:

Over the last six months have opened and closed seventeen nuisance complaints and another fifteen that has been opened and four that was passed on the City Commission.

Had the Economic Vitality Roadmap meeting last night and eight people showed up. Will reschedule to October 22nd.

The City Commission approved a new fee schedule for the land use fees and will become effective on October 1st.

Have had nine pre-applications so far in 2018.

The Mayor, City Manager and Kevin attended the League of Oregon City's conference in Eugene last month and it was a great conference.

The City Commission is considering updating our SDC's since they have not been updated since 2012.

The City Commission is also looking into regulating the Home State Lodging Program.

Wendy's was approved around three months ago; pretty much ready for building permits to be issued after a few hiccups are worked through.

Meeting Adjourned

Attest and submitted by

Janice Weese, Building Clerk

Approved

Paul Mitchll, Planning Comission Chair

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CITY OF WARRENTON

November 1, 2018

To: Warrenton Planning Commission
From: Kevin A. Cronin, AICP, Community Development Director
Re: Comprehensive Plan Amendment - Section 8 Transportation, Adoption of Transportation System Plan, Development Code Amendments to Warrenton Municipal Code (WMC) 16.12 Definitions, 16.40 C-1 Commercial Uses, 16.44 Development Standards, 16.120 Vehicular Access & Circulation, 16.128.030 Vehicle Parking Standards, 16.128.040 Bicycle Parking Standards, 16.136.020 Transportation Standards, 16.208 Procedures, 16.216 General Requirements, 16.220 Conditional Use Review Criteria, 16.232 Transportation Planning Rule Compliance, & 16.256 Traffic Impact Study (File: DCR 18-5)

The purpose of this memo is to outline a proposed amendment to the Warrenton Comprehensive Plan Section 8 Transportation, Adopt the new Transportation System Plan (TSP) as a reference to the Comprehensive Plan, and Development Code amendments that implement the new TSP policies and Oregon Statutes and Administrative Rules. The Development Code amendments include housekeeping, clarification of street, parking, and bike standards as well as adding "drive thru/up" as a new category for land use review as a conditional use. A summary of the changes is described below along with required findings for a text amendment to the Development Code (DCR 18-5).

First, the City of Warrenton like all cities in Oregon has a Comprehensive Plan to guide land use and growth management decisions and address Statewide Land Use Planning Goals. Section 8 of the Comprehensive Plan addresses "Goal 12: Transportation." The proposal is to replace Section 8 with the new TSP which has new goals, policies, and standards. The original Section 8 has policies from 2003 that are in conflict with the new TSP.

Second, the City of Warrenton adopted its original TSP in 2003 but became outdated after the amount of growth that occurred in the 2000s and the projected growth rate that was expected made the original TSP obsolete. The Oregon Department of Transportation (ODOT) funded the development of a new TSP in 2015 and hired DKS a Portland based consulting firm to conduct the technical analysis. A Project Advisory Committee (PAC) was formed to provide technical advice to the City, consultant team, and policymakers. Multiple, periodic PAC meetings were held to gather feedback on major element of the TSP, including new capital projects, street classifications, mobility standards, and amended codes.

A three-year process was not expected and was a result of skewed traffic numbers that were taken during the summer of 2015 from two bridge closures, construction projects, and heavy summer traffic.

In addition to the PAC meetings, two community open houses were held to gather input. The level of analysis for the TSP has been exhaustive and thorough and provides among other things a list of capital projects that are needed to maintain a working transportation system for all modes, including vehicles, bikes, pedestrians, transit, airport, and freight. However, it does not specify how the improvements will be funded over and above existing sources.

Finally, in order to implement the TSP, Development Code amendments are proposed to bring land use regulations into compliance with the State Transportation Planning Rule (TPR).

The following changes, include:

- Street standards for new development
- Refinements to vehicle parking and bike parking standards
- A drive thru category for land use review to better manage new traffic impacts of new development proposals
- Clarifications on land use procedures
- Clarifications on traffic impact study requirements; and
- Improvements for coordinated transit improvements

Procedures, Public Notice, & Public Involvement

The Community Development Director has the authority to initiate a text amendment according to WMC 16.208.070(D) General Provisions. This proposal is being reviewed pursuant to Warrenton Municipal Code Sections 16.208.060 (Type IV Procedure - Legislative and Map Amendments), 16.232 (Land Use District Map and Text Amendments), Comprehensive Plan (CP), Statewide Planning Goals, Oregon Revised Statutes and the Oregon Administrative Rules. The City will publish notice of the Planning Commission public hearing in *The Columbia Press* before the December 13 meeting. The City, Project Advisory Committee, and consultants hosted a community open house on October 10, 2018 at the Warrenton Community Center. About 24 people signed in. One public comment was received after the community open house.

FINDINGS

Comprehensive Plan

Comprehensive Plan Section 8 is being replaced by the proposal.

Compliance with Oregon's Statewide Planning Goals and Related Rules and Statutes

Goal 1, Citizen Involvement

Goal 1 outlines policies and procedures to be used by local governments to ensure that citizens will be involved "in all phases of the planning process."

This proposal for a development code amendment is being reviewed in accordance with the acknowledged provisions for citizen involvement in the municipal code. It does not propose any changes to those provisions. This application therefore complies with Goal 1.

Goal 2, Land Use Planning

Goal 2 requires local governments to "establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions."

The proposal and applicable comprehensive land use plan policy is being reviewed by the Planning Commission who will forward a recommendation to the City Commission who will ultimately make a decision on it, which satisfies Goal 2.

Goal 3, Agricultural Lands

Goal 3 deals with conservation of "agricultural lands" as defined in that goal. The goal's provisions are directed toward counties, not cities (such as Warrenton). The goal states, "Agricultural land does not include land within acknowledged urban growth boundaries...." This goal does not apply.

Goal 4, Forest Lands

Goal 4 deals with conservation of "forest lands" as defined in that goal. Details about such conservation are set forth in related administrative rules: OAR Chapter 660, Division 006. OAR 660-006-0020 states: "Goal 4 does not apply within urban growth boundaries...." This goal does not apply.

Goal 5, Natural Resources, Scenic and Historic Areas, and Open Spaces

The basic aim of Goal 5 is “To protect natural resources and conserve scenic and historic areas and open spaces.” Because no such natural resources, scenic and historic areas and open spaces will be affected, this goal does not apply.

Goal 6, Air, Water and Land Resources

Statewide Planning Goal 6 is “to maintain and improve the quality of the air, water and land resources of the state.” It deals mainly with control of “waste and process discharges from future development.” Because no development is proposed, this goal does not apply.

Goal 7, Areas Subject to Natural Hazards

Statewide Planning Goal 7 is to “to protect people and property from natural hazards.” This proposed code amendment does not address natural hazards and therefore is not applicable.

Goal 8, Recreational Needs

Goal 8 is “to satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.” This goal does not apply to the proposal.

Goal 9, Economic Development

Goal 9 is to strengthen the ensure there is adequate land for commercial and industrial development and policies to support the type of industries that a local government wants to attract and grow. A community that consistently invests in quality infrastructure is an economically diverse, resilient, and stronger community. Standard is met.

Goal 10, Housing

Statewide Planning Goal 10 is “to provide for the housing needs of citizens of the state.” The goal requires cities to assess future need for various housing types and to plan and zone sufficient buildable land to meet those projected needs. The TSP does not directly address housing therefore this goal does not apply.

Goal 11, Public Facilities and Services

Goal 11 is “to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.” The TSP does not directly address public facilities such as city owned utilities. However, an efficient transportation network is a conduit for utility location and maintenance. Standard is met.

Goal 12, Transportation

Goal 12 is “to provide and encourage a safe, convenient and economic transportation system.” The purpose of the amendment is to comply with Goal 12 and the Transportation Planning Rule. The new TSP coupled with the Development Code amendments are intended to bring the City into compliance with applicable Oregon Revised Statutes and Oregon Administrative Rules. Standard is met.

Goal 13, Energy

Goal 13 is simply “to conserve energy” and does not apply.

Goal 14, Urbanization

Goal 14 is “to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.” An efficient transportation system supports the efficient use of urban land within the UGB. Standard is met.

Goal 15, Willamette River Greenway

Goal 15 deals with lands adjoining the Willamette River and does not apply to this proposal.

Goal 16, Estuarine Resources

Goal 16 is “to recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and

where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries." Because the code amendment would not affect any natural estuarine characteristics, this goal does not apply.

Goal 17, Coastal Shorelands

Goal 17 aims "to conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources and recreation and aesthetics." This goal does not apply.

Goal 18, Beaches and Dunes

Goal 18 says that "coastal areas subject to this goal shall include beaches, active dune forms, recently stabilized dune forms, older stabilized dune forms and interdune forms." This goal does not apply.

Goal 19, Ocean Resources

Goal 19 deals with management of resources in Oregon's territorial sea (the waters bordering the state's coastline). Goal 19 does not apply to this application.

CONCLUSIONS AND RECOMMENDATION

Adoption of the amendment would fulfill the comprehensive plan policy regarding housing, airport development, and economic development. The action would also meet the applicable statewide planning goals. Most importantly, incorporating these changes to the Development Code would facilitate more investment in our transportation system in the future.

Based on these findings and conclusions, staff recommends that the Planning Commission hold a public hearing on December 13 to take public testimony.

Attachments:

- Transportation System Plan, Final Draft – October 31, 2018
- Comprehensive Plan Amendment, Section 8 – Transportation

- Attachment B: Development Code Amendments
- Technical Memorandum: Proposed Development Code Amendments, September 27, 2018

Attachment A: Comprehensive Plan (Article 8 Transportation) Amendments

Comprehensive Plan (Article 8 Transportation) contain transportation policies, with the standards in the TSP prevailing where conflicts between adopted policies exist. The City's updated TSP includes goals and objectives to guide future transportation system planning. As explained in Technical Memorandum #4, Goals, Objectives, and Evaluation Criteria, each new capital improvement project, land use application, or implementation measure must be consistent with the objectives. The TSP update anticipated that, once adopted, the goals and objectives will become part of Warrenton's Comprehensive Plan. The City is proposing to replace Comprehensive Plan Article 8 in its entirety with the following text referencing the 2018 TSP:

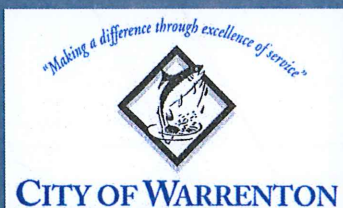
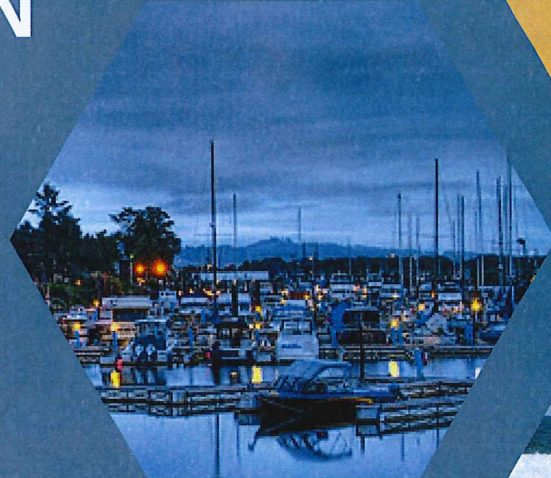
In 2015 the City of Warrenton began a planning project to replace the City's 2004 Transportation System Plan and to prepare associated land use ordinances. The primary objective of the project was to describe and document a new baseline condition for the City's multi-modal transportation system and to identify transportation improvements based on a 2035 planning horizon. This project was informed by several studies and plans that had been conducted and completed since the 2004 TSP was adopted, including the Warrenton Downtown and Marina Master Plans (2010), Warrenton Parks Master Plan (2010), and Warrenton Trails Master Plan (2008). The TSP update was needed to ensure consistency and further the outcomes of these and other adopted plans, as well as to plan for the community's future transportation system needs. In addition to roadway needs, the project also focused on a full evaluation of the bicycle and pedestrian systems, with special attention on identifying new and enhanced local routes and connections to the regional trail system. The resulting multi-modal plan includes project lists with recommended and prioritized system improvements based on reasonable funding forecasts for the next 20 years. The City will rely on the TSP's update street-functional classifications and cross-section standards to ensure that future investments meet community needs.

The 2018 Transportation System Plan serves as the Transportation element of the City's Comprehensive Plan; additional information, including forecasted future transportation needs, roadway functional classifications, and transportation facility standards can be found in the TSP document.



DRAFT TRANSPORTATION SYSTEM PLAN

Warrenton, Oregon
October 2018



ACKNOWLEDGMENTS

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TSP ROADMAP

Context

The Context chapter describes the city of Warrenton and its existing transportation system. Current and potential issues are outlined and funding constraints are described.

Vision

The Vision chapter establishes the community's vision, goals, and objectives for the city's transportation system.

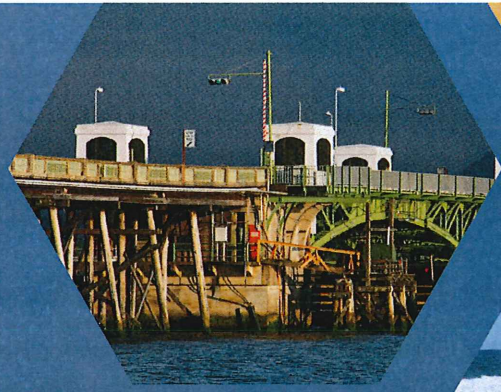
Plan

The Plan chapter outlines the lists of financially constrained and aspirational projects identified to be achieve the community's vision for the transportation system.

Standards

The Standards chapter outlines the requirements that the system must meet in order to fulfill the goals and objectives identified by the community.

CONTEXT



CONTEXT

What is a Transportation System Plan?

A TSP is a long-range plan that sets the vision for a community's transportation system for the next 20 years. This vision is developed through community and stakeholder input and is based on the system's existing needs, opportunities, and anticipated available funding.

In compliance with State requirements, the City of Warrenton updated the City's TSP, replacing the previous TSP was adopted in 2004. This Warrenton TSP update establishes a new 2016 baseline condition and identifies transportation improvements needed through the year 2040. The TSP addresses compliance with new or amended federal, state, and local plans, policies, and regulations including the Oregon Transportation Plan, the State's Transportation Planning Rule, and the Oregon Highway Plan.

How was this TSP developed?

The best way to build a community-supported TSP is through an open, inclusive process. The decision-making structure for this TSP was developed to establish clear roles and responsibilities throughout the project.

Warrenton City Commission was responsible for all final decisions for this TSP project.

Project Advisory Committee (PAC) was approved by the Warrenton City Commission to provide community-based recommendations. The PAC was the primary recommendation body for the project team.

Project Management Team (PMT) made recommendations to the Warrenton City Commission based on technical analysis and stakeholder input.

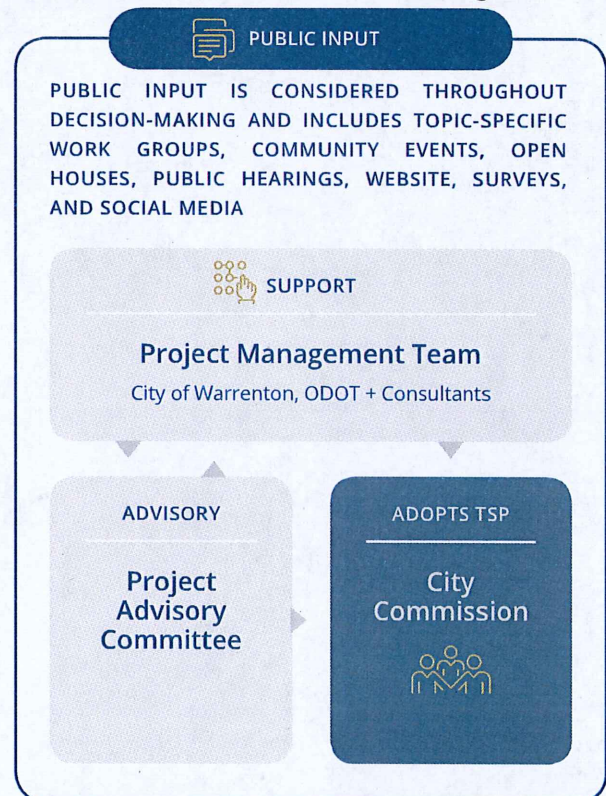
Public Engagement

The strategy used to guide stakeholder and public involvement throughout the TSP update reflects the commitments of the City of Warrenton and the Oregon Department of Transportation (ODOT) to carry out public outreach that provided community members with the opportunity to weigh in on local transportation concerns and to provide input on the future of transportation within their city.

The City of Warrenton involved the public and stakeholders through a series of committee meetings, public open houses, and work sessions with elected officials and by providing project materials through the project's website www.warrentontsp.com. Engaging community members and organizations in the TSP process included engaging with the PAC, which included members representing:

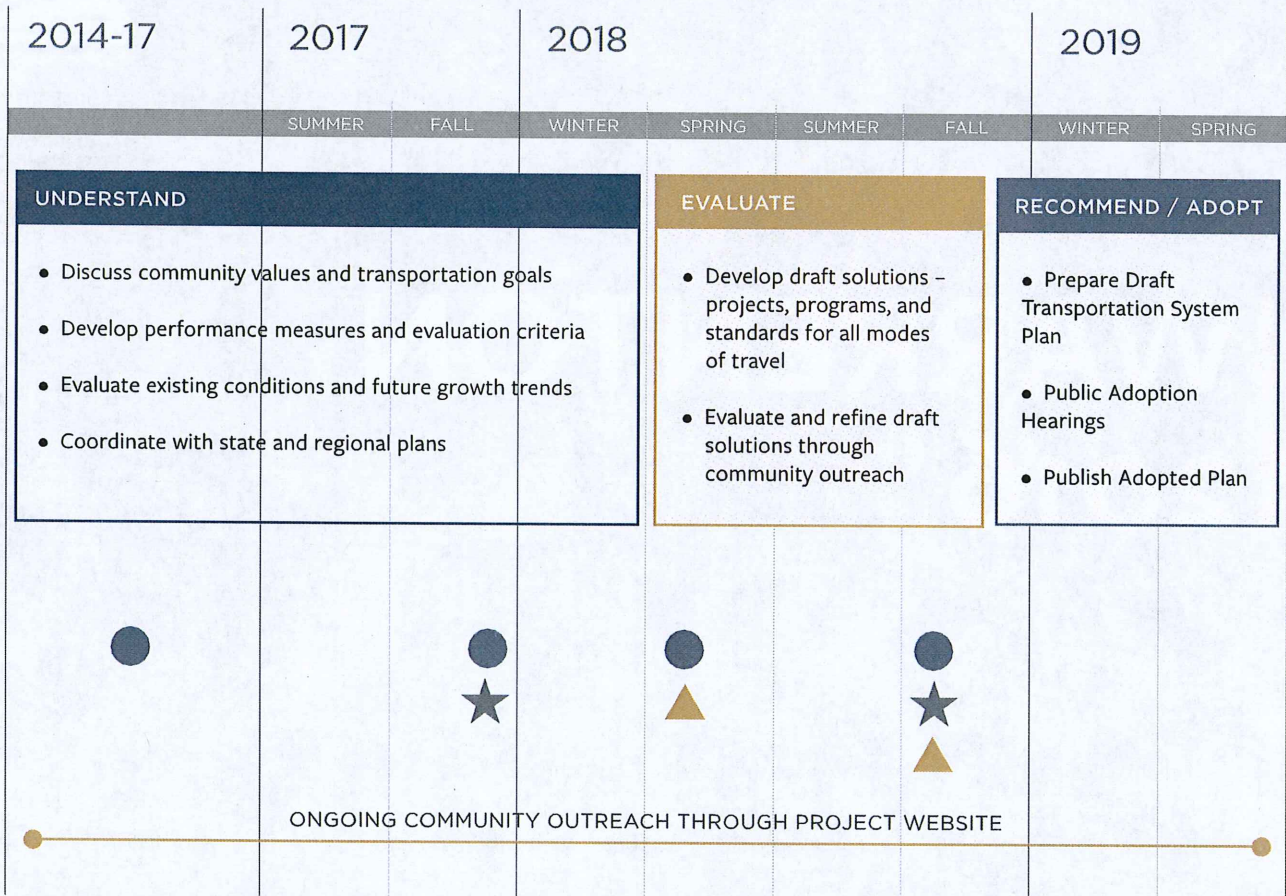
- Oregon Department of Transportation (ODOT)
- City of Warrenton
- Clatsop County

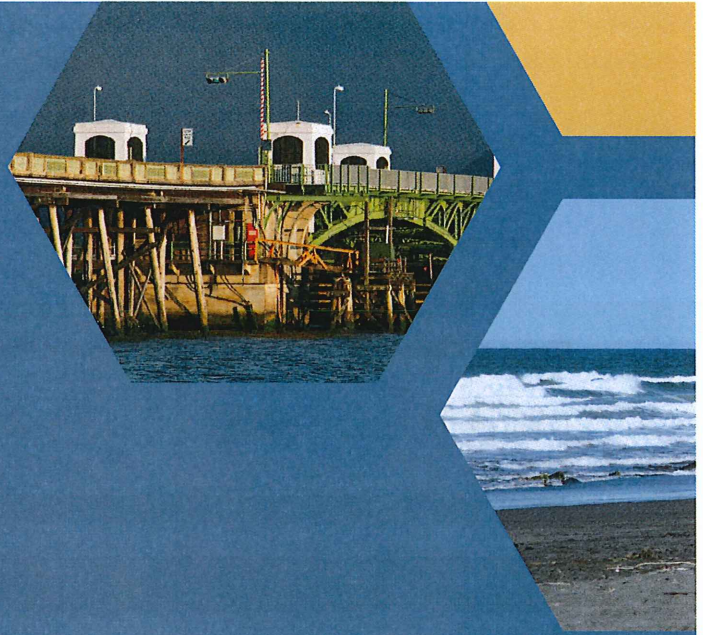
Figure 1. Warrenton TSP Decision-Making Structure



- Warrenton-Hammond School District
- Emergency service providers
- Warrenton Business Association
- Sunset Empire Transportation District
- Other key community groups and stakeholders
- General public

Figure 2. City of Warrenton TSP Development Process





WARRENTON 2016

WARRENTON 2016

Warrenton is situated on the most northwestern point of Oregon, adjacent to the Pacific Ocean, Fort Stevens State Park and the mouth of the Columbia River. Although Warrenton has a shared history and ongoing connection with the City of Astoria, its neighbor to the northeast, Warrenton has its own unique character. Warrenton residents and visitors alike have access to significant amounts of open space, city parks and water features, as well as important historical sites, within the City's boundaries.

Key Destinations

An important aspect of evaluating and planning an effective transportation system is knowing where the people want to go. Warrenton has several destinations that attract a variety of visitors. Generally, these community features can be grouped into the following:

- Schools (e.g. Warrenton Grade School, Warrenton High School)
- Places of employment (e.g. business areas, industrial areas, offices, airport)
- Shopping (e.g. Downtown Warrenton and Downtown Hammond, grocery stores, shopping centers, restaurants)
- Recreational (e.g., Fort Stevens State Park, beach, Warrenton Waterfront Trail)
- Cultural (e.g. Maddox Dance Studio, library, Wreck of the *Peter Iredale*)
- Public Transportation (e.g. Bus stops)

Wreck of the *Peter Iredale*



Warrenton Fiber-Nygaard Logging



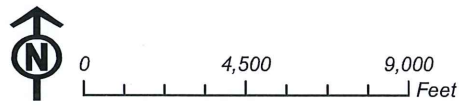
Warrenton Waterfront Trail



Figure 3. Warrenton TSP Study Area



Data Sources:
 ESRI, ArcGIS Online, World Topography Map. 2015.
 City of Warrenton, Oregon. 2015. Clatsop County, Oregon. 2015.



Document Path: C:\Users\emily.guise\Documents\ArcGIS\Packages\Fig_7-01_WarrentonTSP_CommunityFeatures_70D03253-7ED5-4AD0-A895-DCB23063A6B7\10\Fig_01_WarrentonTSP_CommunityFeature.

Current and Anticipated Issues

Warrenton's existing transportation system poses issues for all users, including the following:

PEDESTRIANS & BICYCLISTS

On Warrenton-Astoria Highway, there is no sidewalk present on the south side of Harbor Drive/Marlin Avenue from 160 feet east of SE Anchor Avenue to SE Galena Avenue.

Sidewalks do not exist from SE/NE King Avenue to SE 2nd Street, or on the east side of the roadway approximately 160 feet north of SE 11th Place to the City limits.

Bicycle and pedestrian safety on the Old Youngs Bay and New Youngs Bay Bridges.

Sidewalks do exist on the north side of Warrenton-Astoria Highway between NE Heron Avenue and Ensign Road.

Most pedestrian facilities can be rated "poor" when considering what type of system is currently in place in Warrenton. This means that facilities either are not in place or a pedestrian is required to travel along a roadway shoulder against vehicles at higher speeds.

It is apparent that the current network service system is only partially connected.

TRANSIT USERS

Warrenton has 8 identified bus stops. It also utilizes flag stops where it is safe for a bus to stop. Improved access to transit may make this a more desirable travel option for some community members. Of the bus stops, six offer shelters and benches to the surrounding neighborhoods and businesses.

DRIVERS

Warrenton is expected to experience more tourism traffic, as well as increased congestion in neighboring communities such as Astoria.

The New Youngs Bay Bridge (US 101) and the Old Youngs Bay Bridge (US 101 Business) are existing bottlenecks in the traffic that travels to and from Astoria that are expected to increase by 2040.

US 101 between mile point 6.48 and 6.58 (by SE Neptune Drive) and US 101 between mile point 7.96 and 8.09 (by SE Ensign Lane) were identified as a high collision roadway segments.

Funding Constraints

The City's current revenue sources are expected to provide about \$21 million through 2040. This estimate is based on the assumption that the average amounts received over the previous five years will continue to be received at that per capita rate through 2040. Warrenton is expected to generate \$384,000 in Local Motor Vehicle Fuel Tax and \$378,000 in State Highway Fund shared revenue. House Bill 2017 is expected to contribute an additional \$121,000 annually. Forecast estimated System Development Charges (SDC) revenue was based, instead, on the current SDC rates that was used in the City's SDC methodology (for residential developments \$669 per single-family dwelling and for non-residential developments \$436 per hour per trip) and the forecasted yearly population and employment growth through 2040. This calculation yields an estimate of \$1,784,400 over the planning horizon.

The current funding sources summarized below and potential additional funding sources are detailed in Volume 2 in Technical Memorandum #9.

ODOT Statewide Transportation Improvement Program (STIP) Enhance Funding

ODOT has modified the process for selecting projects that receive STIP funding to allow local agencies to receive funding for projects off the state system. Projects that enhance system connectivity and improve multi-modal travel options are the focus. The updated TSP prepares the City to apply for STIP funding. It is expected that ODOT will allocate about \$5 million for improvements in Warrenton over the planning horizon.

Transportation Utility Fee

A transportation utility fee is a recurring monthly charge that is paid by all residences and businesses within the City. The fee can be based on the number of trips a particular land use generates or as a flat fee per unit. It can be collected through the City's regular utility billing. Assuming a flat fee of \$5.00 per month per water meter for both residential and \$ 0.5 per month per square foot for non-residential uses in the City, the City could collect approximately an additional \$19 million (\$1.6 million average annually) for transportation related expenses through 2040.

ODOT All Road Transportation Safety (ARTS) Funding

ODOT All Roads Transportation Safety Program is a competitive data-driven funding program that is used to address safety challenges on all public roads, including the local and state system. It is focused on reducing fatal and serious crashes. Safety funding will be distributed to each ODOT region, which will collaborate with local governments to select projects that can reduce fatalities and serious injuries, regardless of whether they lie on a local road or a state highway.

Safe Routes to School

The Oregon Safe Routes to School (SRTS) Program has money allocated for projects that improve connectivity for children to walk, bike and roll to and from school. Potential grant funds are distributed as a reimbursement program through an open and competitive process. Funding is available through this program for pedestrian and bicycle infrastructure projects within two miles of schools. These funds should be pursued to implement key pedestrian and bicycle projects identified through the SRTS process. The Warrenton Grade School is an excellent candidate in its current location due to its proximity to downtown Warrenton and S Main Avenue. School route priorities, however, will depend on potential new capital funding and timing of potential school relocations.

General Fund Revenues

At the discretion of the City Council, the City can allocate General Fund revenues to pay for its transportation program (General Fund revenues primarily include property taxes, use taxes, and any other miscellaneous taxes and fees imposed by the City). This allocation is completed as a part of the City's annual budget process, but the funding potential of this approach is constrained by competing community priorities set by the City Council. General Fund resources can fund any aspect of the program, from capital improvements to operations, maintenance, and administration. Additional revenues available from this source are only available to the extent that either General Fund revenues are increased or City Council directs and diverts funding from other City programs.

Urban Renewal District

An Urban Renewal District (URD) would be a tax-funded district within the City. The URD would be funded with the incremental increases in property taxes that result from construction of applicable improvements. This type of tax increment financing has been used in Oregon since 1960. Use of the funding includes, but is not limited to, transportation. Improvements are funded by the incremental taxes, rather than fees. The City has an existing URA serving the downtown core area.

Local Improvement Districts

Local Improvement Districts (LIDs) can be formed to fund capital transportation projects. LIDs provide a means for funding specific improvements that benefit a specific group of property owners. LIDs require owner/voter approval and a specific project definition. Assessments are placed against benefiting properties to pay for improvements. LIDs can be matched against other funds where a project has system wide benefit beyond benefiting the adjacent properties. LIDs are often used for sidewalks and pedestrian amenities that provide local benefit to residents along the subject street. The City has no active LIDs.

Debt Financing

While not a direct funding source, debt financing can be used to mitigate the immediate impacts of significant capital improvement projects and spread costs over the useful life of a project. This has been successful recently in Oregon communities such as Bend and McMinnville, where general obligation (GO) bond measures were passed. Key to the measures' success was that the increased property taxes were earmarked toward a defined set of projects with strong public support.

Though interest costs are incurred, the use of debt financing can serve not only as a practical means of funding major improvements, but is also viewed as an equitable funding strategy, spreading the burden of repayment over existing and future customers who will benefit from the projects. The obvious caution in relying on debt service is that a funding source must still be identified to fulfill annual repayment obligations.

In addition, a “value capture” district is another financing tool to consider similar to urban renewal but uses a payment in lieu of taxes (PILOT) from large institutions and employers to finance the repayment of bonds.





THE VISION

THE VISION

The Vision

The process of identifying a vision, goals, and objectives uncovers the transportation system that best fits Warrenton's values and sets the guide for development and implementation of the TSP.

The goals and objectives will guide the development of the transportation system plan, while the evaluation criteria will be used to evaluate and prioritize future transportation programs and improvements against the goals and objectives. Once adopted, the goals and objectives, as well as the project list, will become part of Warrenton's Comprehensive Plan. The goals and objectives outlined below were largely developed from previous local plans, including: 2004 Warrenton Transportation System Plan, 2009 Revised Warrenton Transportation System Plan, 2007 Warrenton Urban Renewal District Plan, Warrenton Comprehensive Plan, 2010 Warrenton Downtown and Marina Master Plans, 2005 Hammond Marina Master Plan, 2010 Warrenton Parks Master Plan, and 2008 Warrenton Trails Master Plan.

Towards the end of the process, once solutions were identified, policy statements to guide future decisions were developed to help the City implement plan recommendations.

Goals & Objectives

Goal 1: Health

Develop a transportation system that maintains and improves individual health by maximizing active transportation options.

Objectives

1. Maximize active transportation options.
2. Provide recreational opportunities outlined in the 2008 Warrenton Trails Master Plan.

Goal 2: Safety

Develop a transportation system that maintains and improves public safety and effectively manages evacuations and emergency response preceding and following natural disasters.

Objectives

1. Improve safety and provide safe connections for all modes.
2. Meet applicable City and Americans with Disabilities (ADA) standards.
3. Increase public safety.
4. Improve signage for streets, pedestrian and bike ways, and trails as well as directional signs to points of interest.
5. Create safe routes and connections for vehicles, bicycles, and pedestrians, especially across US 101.
6. Limit access points on highways and major arterials, and use techniques such as alternative access points when possible.
7. Increase the city's resilience to natural hazards.

Goal 3: Travel Choices

Develop and maintain a well-connected transportation system that offers travel choices, reduces travel distance, improves reliability, and manages congestion for all modes.

Objectives

1. Reduce travel distance for all modes.
2. Improve travel reliability for all modes.
3. Manage congestion for all modes.
4. Encourage ride sharing.
5. Work with the Sunset Empire Transportation District to expand transit service, improve amenities, and develop bus stops in appropriate locations that efficiently serve resident and employee needs.
6. Provide a network of arterials, collectors, and paths that are interconnected, appropriately spaced, and reasonably direct.
7. Develop unused rights-of-way for pedestrian and bike ways or trails where appropriate.
8. Increase access to the transportation system for all modes regardless of age, ability, income, and geographic location.
9. Encourage development patterns that offer connectivity and mobility options for all members of the community.
10. Balance the desires of community members with public agency requirements.

Goal 4: Economic Vitality

Support the development and revitalization efforts of the City, Region, and State economies and create a climate that encourages growth of existing and new businesses.

Objectives

1. Balance needs for freight system efficiency, access, and capacity with needs for local circulation, safety, and access.
2. Manage parking efficiently and ensure that it supports downtown business needs and promotes new development.
3. Balance the simultaneous needs to accommodate local traffic and through-travel on state highways.
4. Provide transportation facilities that support existing and planned land uses.
5. Enhance the vitality of the Warrenton and Hammond downtown areas area by incorporating design elements for all modes in roadway design standards.
6. Ensure that all new development contributes a fair share toward on-site and off-site transportation system improvements.
7. Support expansion of local boating and shipping activities, including the development of waterfront activities along the Skipanon River, Youngs Bay, and Alder Cove.
8. Enhance the connection of the Warrenton Mooring Basin and Hammond Mooring Basin to the surrounding community.
9. Enhance tourism opportunities and access to tourist attractions.

Goal 5: Livability

Customize transportation solutions to suit the local context while providing a system that supports active transportation, promotes public health, facilitates access to daily needs and services, and enhances the livability of Warrenton neighborhoods and business community.

Objectives

1. Minimize adverse social and economic impacts created by the transportation system, including balancing the need for street connectivity and the need to minimize neighborhood cut-through traffic.
2. Develop safe, connected pedestrian and bicycle facilities near schools, high-density residential districts, commercial districts, and waterfront areas.
3. Balance downtown livability with the need to accommodate freight access to industrial and waterfront areas.
4. Design streets to serve the widest range of users, support adjacent land uses, and increase livability.
5. Enhance the quality of life in commercial areas and in neighborhoods.
6. Improve public access to the waterfront and trails along the waterfront.
7. Develop transportation facilities that will allow development without major disruption of existing neighborhoods or the downtown area.

Goal 6: Sustainability

Provide a sustainable transportation system that meets the needs of present and future generations and is environmentally, fiscally and socially sustainable.

Objectives

1. Support travel options that allow individuals to reduce single-occupant vehicle trips.
2. Minimize damage to the environment.
3. Support the reduction of greenhouse gas emissions from transportation sources.
4. Support and encourage transportation system management (TSM) and transportation demand management (TDM) solutions to congestion.
5. Preserve and protect the City's historic sites.

Goal 7: Fiscal Responsibility

Plan for and implement an economically viable transportation system that protects and improves existing transportation assets while cost-effectively enhancing the total system.

Objectives

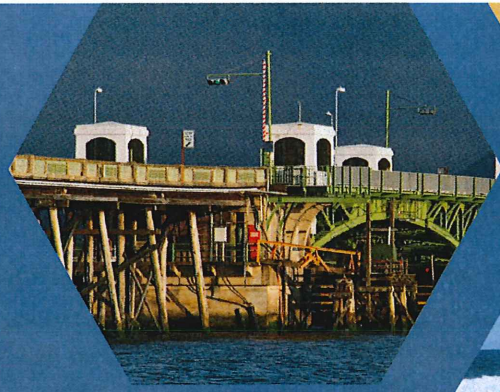
1. Plan for an economically viable and cost-effective transportation system.
2. Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion and ensure sustained funding for transportation projects and maintenance.
3. Make maintenance and safety of the transportation system a priority.
4. Maximize the cost effectiveness of transportation improvements by prioritizing operational enhancements and improvements that address key safety and congestion issues.
5. Identify local street improvement projects that can be funded through grant programs.
6. Provide funding for the local share (i.e. match) of capital projects jointly funded with other public partners.
7. Prioritize funding of projects that are most effective at meeting the goals and policies of the Transportation System Plan.

Goal 8: Compatibility

Develop a transportation system that is consistent with the City's Comprehensive Plan and that is coordinated with County, State, and Regional plans.

Objectives

1. Coordinate, support, and cooperate with adjacent jurisdictions and other transportation agencies to develop transportation projects that benefit the City, Region, and State as a whole (e.g. evacuation routes, county-wide transit, and jurisdictional transfer of roadways).
2. Work collaboratively with other jurisdictions and agencies to ensure the transportation system functions seamlessly.
3. Coordinate land use and transportation decisions to efficiently use public infrastructure investments to meet goals and objectives.
4. Maintain and implement functional classification standards and criteria.
5. Coordinate with other jurisdictions and community organizations to develop and distribute transportation-related information.
6. Review City transportation standards periodically to ensure consistency with Regional, State, and Federal standards.
7. Coordinate with the County and State agencies to ensure that improvements to County and State highways within the city benefit all modes of transportation.
8. Participate with ODOT, Clatsop County, and Astoria in the revision of their transportation system plans, and coordinate with Sunset Empire Transportation District and neighboring jurisdictions regarding land development outside of the Warrenton urban growth boundary to ensure provision of a transportation system that serves the needs of all users.
9. Participate in updates of the ODOT State Transportation Improvement Program (STIP) and Clatsop County Capital Improvement Program (CIP) to promote the inclusion of projects identified in the Warrenton TSP.
10. Coordinate with the U.S. Army Corps of Engineers and the Oregon Division of State Lands to maintain appropriate operating depths at marina facilities, and identify beneficial uses of dredged material resulting from maintenance dredging.
11. Work to protect airspace corridors and airport approaches.
12. Coordinate planning for lifeline and evacuation routes with local, State, and private entities.



WARRENTON IN 2040

WARRENTON IN 2040

Future land use changes and growth in population, housing, and employment within Warrenton’s urban growth boundary (UGB) will have a significant impact on the existing transportation system and will create new travel demands. These growth projections and how they translate to new trips on the transportation network are key elements of the future conditions and performance analysis.

Forecasted Population and Employment Growth

Understanding the influence of area land uses on the transportation system is a key factor in transportation system planning. The amount of land that is to be developed, the types of land uses, and their proximity to each other have a direct relationship to expected demands on the transportation system.

The process for developing future 2040 traffic volume forecasts for Warrenton involved three key components:

The Astoria-Warrenton regional travel demand model was utilized as the primary tool to estimate future travel demand in Warrenton, using a base model year of 2015 and a future model year of 2035.

Refined travel demand forecasts were developed by adding local circulation characteristics in the travel demand model as needed (using a focus area approach).

The 20-year growth increment between the base and future year models was extrapolated to a 25-year increment and then added to the base year 2015 count data (referred to as post-processing) to develop final year 2040 traffic volume forecasts for Warrenton.

As shown in Table 1, the 2015 model included approximately 2,179 households (representing 5,175 people) and 3,410 employees within the Warrenton UGB. With expected growth to the horizon year 2035, 579 households (or about 27 percent growth) are projected to be added, while the total employment is projected to grow by approximately 1,370 employees (40 percent growth). These future totals within the UGB were established in coordination with City using new population forecasts for Clatsop County and its cities.

Warrenton is currently experiencing a steep growth trajectory with several housing subdivision and employment-related land use applications being filed. The control totals shown in Table 1 represent our best estimate of 20-year growth given the available data and studies, and we understand that growth will not be linear over the 20 years.

Table 1. Warrenton UGB Land Use Summary

LAND USE	2015	2035	PERCENT INCREASE
Population	5,175	7,410	43%
Households	2,179	3,153	45%
Total Employment	3,410	4,934	45%

Note: Land use summary based on travel demand model and zones that approximate the Warrenton UGB

Future Conditions without Improvements

The population, housing, and employment growth projected to occur through 2040 will result in increased travel demands within and through the city. An evaluation of Warrenton's transportation system under these conditions was performed to understand how transportation needs might change if no further investments to improve the system were made. This resulted in the following findings:

The forecast generated by analysis of the future 2040 roadway system identifies the following findings:

- The US 101 signalized intersections at E Harbor Drive, Marlin Drive and SE Ensign Lane are all expected to operate at levels above their corresponding mobility targets.
 - Future (2040) Summer PM Peak Hour
- Driving needs: The future summer and average weekday conditions each have separate needs:
 - Future (2040) Average Weekday PM Peak Hour
- Alternative Mobility Targets: Through the alternatives evaluation there may be a need to discuss acceptable levels of congestion and mobility targets (specifically along US 101 and S Main Avenue)..
- Including the three intersections operating worse than mobility targets under the average weekday conditions, four additional intersections worsen to exceed mobility targets: US 101 at SE Neptune Drive, OR 104/Ft Stevens Highway at NE Skipanon Drive/S Main Avenue, E Harbor Drive at Marlin Drive and OR 104/S Main Avenue at SW 2nd Street.
- Safety Needs: High collision locations were identified at 4 signalized intersections along US 101. Warrenton has two SPIS locations. Both are on US 101 and each include a signalized intersection, at East Harbor Street and Ensign Lane.¹
- Walking and Biking Needs: Warrenton lacks existing bike and pedestrian facility networks to adequately connect neighborhoods with commercial, institutional, recreational areas, and transit stops. Future improvements could improve safety and accessibility of using active modes of transportation to get around the City.
- Transit Needs: There are a limited number of transit stops and there are gaps in service and frequency. Some neighborhoods to the south and west of downtown are not within comfortable walking distance to a transit stop. An expansion in the number of stops and buses on routes would be required to fully serve all areas of the City.
- Freight Needs: Warrenton's only Federal Truck Route is US 101. It is important that future improvements maintain the geometry required to accommodate large freight vehicles along US 101.



1 ODOT SPIS Report 2015(2012-2014 Data): Top ten percent SPIS sites

Preparing for Smart Mobility

Emerging vehicle technology and design approaches will shape our roads, communities, and daily lives. As vehicles become more connected, automated, shared, and electric, the way we plan, design, build, and use our transportation system will change.

When discussing these vehicles as a whole, they can be referred to as connected, automated, shared, and electric (CASE) vehicles. Many of these vehicles will not be exclusive of the others and it is important to think of the host of implications that arise from the combination of these technologies.



Connected Vehicles (CVs) will enable communications between vehicles, infrastructure, and other road users. This means that our vehicles will be able to assist human drivers and prevent crashes while making our system operate more smoothly.



Automated Vehicles (AVs) will, to varying degrees, take over driving functions and allow travelers to focus their attention on other matters. Today, we already have vehicles with combined automated functions such as lane keeping and adaptive cruise control. However, these still require constant driver oversight. In the future, more sophisticated sensing and programming technology will allow vehicles to operate with little to no operator oversight.

Planning for Change

The impacts of CASE vehicles on road capacity are uncertain. After CASE vehicles are widely adopted, there is a high likelihood that increases in road capacity will correspond with increasing traffic demand. We can expect that congestion will continue to persist.

The expected congestion can be used to encourage use of transit, shared vehicles, and bike share. These modes could all be encouraged through pricing mechanisms that are vastly less expensive to implement than building more road capacity. A variety of pricing mechanisms are enabled with CASE technology because these vehicles will be tracked geographically, and by time of day. With time/location data, transportation system operators will be able to develop pricing mechanisms that reduce congestion at a lower cost than other roadway improvements. Larger cities will be the first to implement these strategies and smaller cities should follow these developments closely.

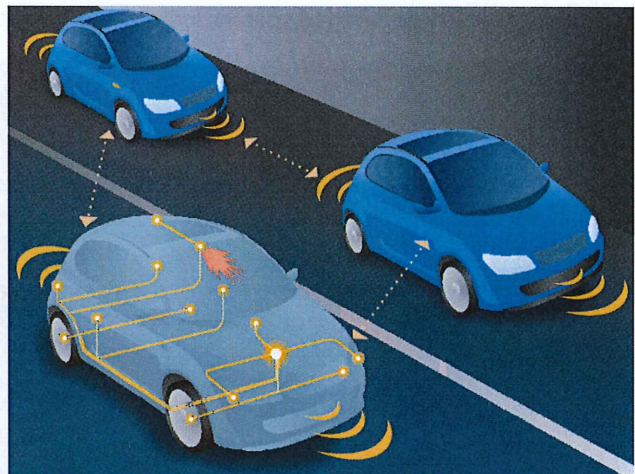


Shared Vehicles (SVs) are already on the road today that allow ride-hailing companies to offer customers access to vehicles through smart phone applications. Ride-hailing applications allow for on-demand transportation with comparable convenience to car ownership without the hassle of maintenance and parking. Ride-hailing applications can enable customers to choose whether share a trip with another person along their route, or travel alone.



Electric Vehicles (EVs) have been on the road for decades and are becoming more economically feasible as the production costs of batteries decline.

Figure 4. Vehicle-to-Vehicle Communication



Potential Impacts, Questions and Policy Considerations

CONGESTION AND ROAD CAPACITY

Anticipated Impacts

- AVs may provide a more relaxing or productive experience and people may have less resistance to longer commutes.
- Shared AVs will likely cost significantly less on a per mile basis, increasing demand for travel.
- CVs will allow vehicles to operate safely at closer following distances. In the long run, this will increase road capacity in the long run as CVs and AVs comprise increasing portions of the public and private fleet of vehicles.
- In the near term, as AVs still make up a fraction of the fleet of vehicles, road capacity could decrease as AVs operate more slowly and cautiously than regular vehicles.
- A new class of traffic — zero-occupant vehicles — may increase traffic congestion
- Roadways may need to be redesigned or better maintained to accommodate the needs of automated driving systems.

Questions

- How much will AVs cost for people to own them personally?
- How much will AVs cost if they are used as a shared fleet?
- How does cost and the improved ride experience of AVs influence travel behavior?
- How much more efficiently will AVs operate compared to regular human driven vehicles once they dominate the vehicle fleet?
- How will AVs impact road capacity in the near term as they are deployed in mixed traffic with human driven vehicles?
- What portion of traffic will be zero-occupant vehicles and what areas will likely generate the highest portion of zero-occupant vehicles looking for parking or waiting for their next passenger?

PARKING

Because AVs and Shared AVs will be able to park themselves, travelers will elect to get dropped off at their destination while the vehicle goes to find parking or its next passenger. With parking next to their destination no longer a priority for the traveling public, parking may be over-supplied in many areas and new opportunities to reconfigure land use will emerge.

Questions

- How does vehicle ownership impact parking behavior?
- What portion of the AV fleet will be shared?
- How far out of the downtown area will AVs be able to park while remaining convenient and readily available?

Considerations

- Consider building new parking garages that can be converted (with flat instead of ramped floors) to other uses in case AVs make them underutilized in their lifetime. If that isn't financially feasible, consider alternative transportation demand management strategies.
- Consider revising minimum parking requirements for new developments, especially in areas that are within one mile of transit.
- Consider system development charges that fund the installation of charging stations in new developments.

CURB SPACE

The ability to be dropped off at your destination will also create more potential for conflicts in the right-of-way between vehicles dropping off passengers, vehicles moving through traffic, and vehicles parked on the street. In urban areas with ride-hailing companies, popular destinations are already experiencing significant double-parking issues. Curb-space management is a growing consideration. Jurisdictions should inventory parking utilization and identify areas that could be converted from parking to curbside pick-up and drop-off zones.

PACKAGE DELIVERY

With the use of AVs to deliver packages, food, and expanded services, these vehicles will need to be accommodated in the right-of-way. For instance, if the AV parks at the curb in a neighborhood and smaller robots are used to deliver packages to the door, new conflicts will arise between vehicles, pedestrians, and bicyclists.

TRANSIT

AVs could become cost competitive with transit and undermine transit ridership as riders prefer a more convenient alternative. However, transit will remain the most efficient way to move high volumes of people through constricted urban environments. AVs will not eliminate congestion and as discussed above, could exacerbate it — especially in the early phases of AV adoption. In addition, shared AVs may not serve all areas of a community and underserved communities still require access to transit to meet daily needs.

To avoid potential equity and congestion issues, transit agencies need to work together to integrate the use of automated vehicles and transit. Transit needs to adapt to new competition in the transportation marketplace as well as consider adopting CASE technologies to support transit operations.

Considerations

- Partnering with ride-hailing companies to provide first and last-mile solutions.
- Working with ride-hailing companies and bike share to integrate payment platforms and enable one button purchase of a suite of transportation options for multimodal trips.
- Creating fixed route autonomous shuttles to provide first and last-mile solutions.
- Creating on-demand autonomous shuttles to provide first and last-mile solutions.

ELECTRIC VEHICLE CHARGING

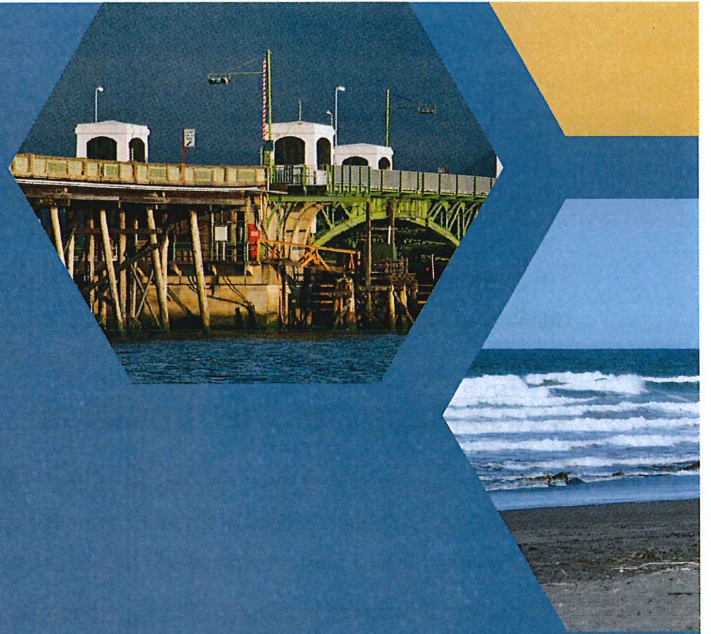
To accommodate a future where electric vehicles will come to dominate our vehicle fleet, charging station capacity will need to be increased. Cities, electric utilities, regions, and states will need to work together to meet the significant increase in demand.

MOBILITY HUBS

A mobility hub is a central location that serves as a multimodal connection point for transit, car share, bike share, and ride share stations, see Figure 21. This system can serve as a tool to encourage travelers to take seamless multimodal trips that are well timed and convenient. Mobility hubs make the most sense to put in transit centers that are located near urbanized areas with multimodal supportive infrastructure (e.g., protected bike lanes) to maximize connectivity for first and last-mile solutions.

Figure 5. Mobility Hub





THE PLAN

THE PLAN

The purpose of the Warrenton TSP Update is to determine how best to serve the future transportation needs of Warrenton residents, businesses, and visitors. The existing and future conditions analysis suggest that the TSP will incorporate multi-modal options with the vision of the community to define draft transportation system solutions that address local needs.

Evaluating the Possibilities

Recommended solutions were developed to be consistent with the project vision and goals and to focus on creating a balanced system able to provide travel options for a wide variety of needs and users. The list of recommended projects was prioritized using guidance provided by the project goals and objectives and with input from three main sources:

- Review of projects in 2004 TSP Update and other Local and Regional Plans, including:
 - 2015 Clatsop County Transportation System Plan
 - 2010 City of Warrenton Downtown and Marina Master Plans
 - 2018-2023 Warrenton Streets Capital Improvement Program
 - 2010-2030 Warrenton Parks Capital Improvements Plan
 - Warrenton Trails Plan
 - 2018-2021 Oregon (Final as Amended) Statewide Transportation Improvement Program (STIP)
- New Projects based on identified deficiencies and feedback from public and advisory committees
- System and Demand Management strategies

While the recommended projects include all identified projects for improving Warrenton's transportation system, regardless of their priority or their likelihood to be funded, the TSP planning process eliminated projects that may not be feasible for reasons other than financial limitations (such as environmental or existing development limitations). The recommended project list is composed of the following three lists, created based on each project's priority and likelihood to be funded.

- Aspirational Projects list includes all projects identified in the TSP.
- Likely Funded Projects list identifies the high priority projects from the Aspirational Projects list that could be constructed with funding anticipated through 2040.
- Possibly Funded Projects list identifies projects from the Aspirational Project list that are highly supported but that, due to cost or jurisdiction, were unable to be included in the Likely Funded list. Should additional funding become available, these are projects the City may want to consider.

The City is free to implement projects identified on the Likely Funded list first. Priorities may change over time and unexpected opportunities may arise to fund particular projects. The City is free pursue any of these opportunities at any time. The purpose of the Likely Funded project list is to establish reasonable expectations for the level of improvements that will occur and give the City initial direction on where funds should be allocated. The project design elements depicted are identified for the purpose of creating a reasonable cost estimate for planning purposes. The actual design elements for any project are subject to change and will ultimately be determined through a preliminary and final design process, and are subject to City, County and/or ODOT approval.

Likely Funded Project List

The projects are listed in order of funding priority. Each project is identified by a project ID that consists of a mode acronym and number. Numbers do not imply priority. BP stands for Bicycle and Pedestrian, meaning it is a project primarily benefiting biking and walking; R is for Roadways, meaning it is primarily benefiting driving; T is for transit and benefits transit users, and O is for other, which stands for air or waterway travel improvements.

Table 2. Likely Funded Projects

PROJ. ID	DESCRIPTION	JURISDICTION	LOCATION	COST
BP1	Improve wayfinding signage and visibility of Warrenton Waterfront Trail. Provide a bicycle wayfinding signage network to help guide bicyclists to and from local destinations via bike routes and trails.	Warrenton	Warrenton Waterfront Trail	\$50,000
BP2	Provide a path connection and wayfinding for the Airport Dike Trail to cross US 101 at Harbor Drive.	Warrenton / ODOT	Airport Dike Trail: US 101 at Harbor Dr	\$34,000-\$133,000*
BP3	Install bicycle parking at points of interest, such as downtown Warrenton, the City Park and the Warrenton Soccer Complex.	Warrenton	Parks, downtown, soccer complex	\$5,000
BP4	Improve pedestrian crossing at Fort Stevens Hwy 104, Warrenton-Astoria Hwy 105 (E Harbor Dr) and Skipanon Dr/Main Ave	ODOT	Fort Stevens Hwy 104, Warrenton-Astoria Hwy 105 (E Harbor Dr) and Skipanon Dr/Main Ave	\$100,000
BP5	Construct a 10-foot wide multi-use path on the east side of Ridge Road from SW 9th Street to the north edge of the Warrenton Soccer Complex.	County/ Warrenton	Ridge Rd: SW 9th St north along soccer fields	\$250,000
BP6	Construct an at-grade pedestrian crossing of Ridge Road at the Warrenton Soccer Complex with high visibility paint and advanced signage and potential flashing beacon treatment.	County	Soccer fields and across/along Ridge Rd	\$30,000
BP7	Enhance bicycle connectivity in Hammond. <i>Option A:</i> Install wayfinding and sharrows on parallel routes (6th and 7th) through Hammond and provide high visibility crosswalk across Pacific Drive. <i>Option B:</i> Construct curb, gutter and sidewalks on Pacific Drive through Hammond	ODOT/ Warrenton	Pacific Dr (Hammond)	<i>Option A:</i> \$50,000 <i>Option B:</i> \$3,300,000*
BP8	Add bicycle route designation signage for length of Warrenton-Astoria Hwy 105 within Warrenton city limits.	ODOT/ Warrenton	Warrenton-Astoria Hwy 105	\$25,000
BP9	Install high visibility crosswalk at the intersection of Fort Stevens Hwy 104 (Main Avenue) at SW 9th Street to enhance visibility of crossing near elementary school.	ODOT/ Warrenton	Fort Stevens Hwy 104 (Main Ave) at SW 9th St	\$2,000

PROJ. ID	DESCRIPTION	JURISDICTION	LOCATION	COST
BP10	Upgrade curb and crosswalks to be ADA-compliant at Warrenton Elementary School.	Warrenton	SW Cedar Ave at SW 7th St	\$40,000
BP11	New marked crosswalks near community center/park. The crossings at SW 4th Street would also require installation of new curb.	Warrenton	SW Alder Ave at SW 3rd St and SW 4th St	\$30,000
BP12	Enhance bicycle visibility on New Youngs Bay Bridge. <i>Option A:</i> Install signage indicating bicyclists in outer lane. <i>Option B:</i> Install additional bike detection for cyclists traveling along the bridge	ODOT	New Youngs Bay Bridge	<i>Option A:</i> TBD <i>Option B:</i> \$500,000* (Clatsop County TSP estimate)
BP25	Construct bicycle lanes, curb, gutter and sidewalks on both sides of SE Neptune Avenue between Harbor Drive and US 101.	Warrenton	SE Neptune Ave: E Harbor Dr to US 101	\$1,400,000
BP27	Construct curb, gutter and sidewalks on both sides of Warrenton-Astoria Hwy 105 (E Harbor Drive) from Marlin Avenue to US 101.	ODOT	Warrenton-Astoria Hwy 105 (E Harbor Dr): Marlin Ave to US 101	\$1,600,000
BP32	Bike and pedestrian access from SW Dolphin Rd south to US 101. Consider an overpass to facilitate multi-modal crossing to employment and education center on SE Dolphin Rd south of US 101.	Warrenton / ODOT	SW Dolphin Rd at US 101	\$50,000
T1	Extend hours, decrease headway, review scheduling, improve efficiency of restore circulator within Warrenton, meet the needs of future demands, improve connections, and advertise and promote services.	Sunset Empire Transportation District / NorthWest POINT	City wide	TBD
T2	Modernize transit stops to accommodate mobility devices	Warrenton	City wide	TBD
R1	Modify intersection to accommodate WB-62 trucks with a minimum turning radius of 45 degrees. This project rebuilds the intersection and includes water quality facilities, a new drainage system, concrete walks and curb.	ODOT	Fort Stevens Hwy 104 (Main Ave/ Skipanon Dr) at Warrenton-Astoria Hwy 105	\$3,000,000
R7	Construct shoulder widening of three feet on both sides (conservative estimate) of Fort Stevens Hwy 104 (Main Avenue) between 14th Street to just south of the spur to provide additional paved width. The estimate includes a new drainage system and two water quality facilities.	ODOT	Fort Stevens Hwy 104 (Main Ave) - 14th St to South of Spur	\$1,100,000
R9	Improve SW 4th Street between S Main Avenue and SW Alder Court and add sidewalk. Also includes drainage and power line improvements.	Warrenton	SW 4th St: S Main Ave to SW Alder Ct	\$296,000

* Cost were not considered for likely funded projects

Possibly Funded Projects

The Possibly Funded Plan identifies additional transportation solutions that could be funded if the City develops new revenue sources. If the new funding sources do not become viable options, these projects would not be funded. The assumed possible new sources are summarized in the table below.

Table 3. Potential New Funding Source

DESCRIPTION	ESTIMATED AMOUNT THROUGH 2040
Transportation Utility Fee	\$19,000,000
Total New Revenue	\$19,000,000

Using these potential new funding sources, the additional projects in Possibly Funded table could be funded. More projects could be funded through other sources, such as development, state or federal funding, urban renewal districts, local improvement districts, and reallocating general fund and lodging tax revenues to transportation projects. The Possibly Funded Transportation System includes about \$18.7 million in transportation investments.

Table 4. Possibly Funded Projects

PROJ. ID	DESCRIPTION	JURISDICTION	LOCATION	COST OPINION (2018 DOLLARS)
BP13	Construct a new trail connection from the KOA access east to NW Warrenton Drive following the NW 11th Street alignment. Includes excavation and embankment.	Private/ Warrenton	KOA access/NW 11th alignment	\$2,700,000
BP14	Install bicycle facilities along Fort Stevens Hwy 104 (Main Avenue): <i>Option A:</i> Install sharrows and “share the road” signage <i>Option B:</i> Remove parking on one side of the road and widening where needed to provide striped bicycle facilities	ODOT	Fort Stevens Hwy 104: Harbor Dr to 9th St	<i>Option A:</i> \$30,000 <i>Option B:</i> \$695,000*
BP15	Construct sidewalks on both sides of SE 19th Street south of Ensign Lane. Project includes new sidewalk, curb and gutter on the north/east side of the road and extends the sidewalk on the south/west side of the road.	Warrenton/ County	SE 19th: Ensign Ln to Chokeberry Ave	\$1,600,000
BP16	Construct a 10-foot wide multi-use path on one side of Pacific Drive from Lake Drive to Fort Stevens State Park entrance.	State Parks/ County/ Warrenton	Hammond to Fort Stevens State Park	\$600,000
BP17	Provide enhanced bicycle and pedestrian connectivity along SW 9th Street. <i>Option A:</i> Widen sidewalk to 10 feet on north side <i>Option B:</i> Multiuse path (Cedar Dr to Ridge Rd)	Warrenton	SW 9th St: SW 9th St to Ridge Rd	\$1,160,000
BP18	Stripe bicycle lane stencil on both sides of the road for length of Fort Stevens Hwy 104 Spur to indicate bicyclists are present.	ODOT	Fort Stevens Hwy 104 Spur	\$10,000

PROJ. ID	DESCRIPTION	JURISDICTION	LOCATION	COST OPINION (2018 DOLLARS)
BP19	Construct curb, gutter and sidewalks on the east side of Fort Stevens Hwy 104 between SW 3rd Street and SW 9th Street.	ODOT	Fort Stevens Hwy 104: SW 3rd St to SE 9th St	\$1,400,000
BP20	Construct bicycle lanes, curb, gutter and sidewalks on both sides of SE Marlin Avenue between Harbor Drive and SE 6th Street.	ODOT	Warrenton-Astoria Hwy 105 (SE Marlin Ave): Harbor Dr to SE 6th St	\$1,500,000
BP23	Provide bicycle and pedestrian improvements at the OR 104S bridge over the Skipanon River <i>Option A:</i> Advanced signing and striping to share the road with pedestrian and bicyclists <i>Option B:</i> Cantilever multi-use path on one side of bridge	ODOT	Skipanon River Br. No. 1400	<i>Option A:</i> \$25,000 <i>Option B:</i> \$2,100,000*
BP24	Construct multi-use path from north end of Burman Road to connect to Fort Stevens State Park trail system.	State Parks / County / Warrenton	Along Burma Rd to Delaura Beach Rd	\$300,000
BP28	Provide sidewalks on S Main Ave	Warrenton / ODOT	S Main Ave and SW 14th Pl (Orchard Subdivision)	\$24,000
BP29	Provide multi-use trail along NW 13th St between Warrenton Dr and River Front Trail.	Warrenton	NW 13th St and Warrenton Dr Trail	\$113,000
R2	Rebuild N Main Avenue and NW 7th Place between NW Warrenton Dr and NE 5th Street to improve rideability. (Would also include water system upgrades of \$500,000)	Warrenton	N Main Ave and NW 7th Pl (NW Warrenton Dr to NE 5th St)	\$367,000
R3	This project would allocate the SDC funds for street improvements throughout the city.	Warrenton	City of Warrenton	\$742,400
R4	Construct new section of SW 2nd Street to improve connectivity. Design will involve determining if any wetland mitigation needs to be done. Potential wetland mitigation not included in estimate.	Warrenton	SW 2nd St (Elm - Gardenia)	\$315,000
R5	Rebuild SW Alder Avenue with curbs from 1st Street to 2nd Street, grind, and overlay from 2nd Street to 3rd Street.	Warrenton	SW Alder Ave Reconstruction Project (SW 1st - SW 3rd)	\$185,000
R6	Modify signal timing to optimize traffic operations (e.g. Flashing yellow arrows, cycle length, optimize signal splits, protecting/permitted phasing)	ODOT	US 101 at Harbor, Marlin and Neptune	\$30,000

PROJ. ID	DESCRIPTION	JURISDICTION	LOCATION	COST OPINION (2018 DOLLARS)
R8	Rebuild SE Anchor Avenue and add sidewalk between Harbor Street and SE 3rd Street. Also includes drainage and power line improvements.	Warrenton	SE Anchor Ave: Harbor St to SE 3rd St	\$1,323,000
R11	Install intersection capacity improvement such as traffic signal (if warranted), turn lanes or roundabout and then cite the ODOT approval criteria.	Warrenton/ County	19th to Jetty or King	\$1,700,000
R12	Install intersection capacity improvement such as traffic signal (if warranted), turn lanes or roundabout and then cite the ODOT approval criteria.	Warrenton	NW/SW Juniper Ave: SW 9th St to Ridge Rd	\$3,800,000
R13	Provide access management control measures to improve safety and traffic flow at the Premarq Center accesses.	Private/ODOT	Premarq Center accesses	\$10,000
R14	Install intersection capacity improvement such as traffic signal (if warranted), turn lanes or roundabout and then cite the ODOT approval criteria.	ODOT	Fort Stevens Hwy 104 (Main Ave/ Skipanon Dr) at Warrenton- Astoria Hwy 105	Option A: \$1,000,000* Option B: \$500,000
R15	Install intersection capacity improvement such as traffic signal (if warranted), turn lanes or roundabout and then cite the ODOT approval criteria.	ODOT	E Harbor Dr at SE Neptune Ave	Option A: \$1,000,000* Option B: \$500,000
R16	Install intersection capacity improvement such as traffic signal (if warranted), turn lanes or roundabout and then cite the ODOT approval criteria.	ODOT	East Harbor Dr at SE Marlin Ave (Warrenton- Astoria Hwy 105)	Option A: \$1,200,000* Option B: \$750,000
R17	Realign Delaura Beach Lane to intersect with Ridge Road at a T-intersection.	Warrenton	Delaura Beach Ln at Ridge Rd	\$470,000
R25	Rebuild SE Main Court between SE 9th Street and SE 11th Street.	Warrenton	SE Main Ct (9th - 11th)	\$107,000

* Cost were not considered for possibly funded projects

Aspirational Project List

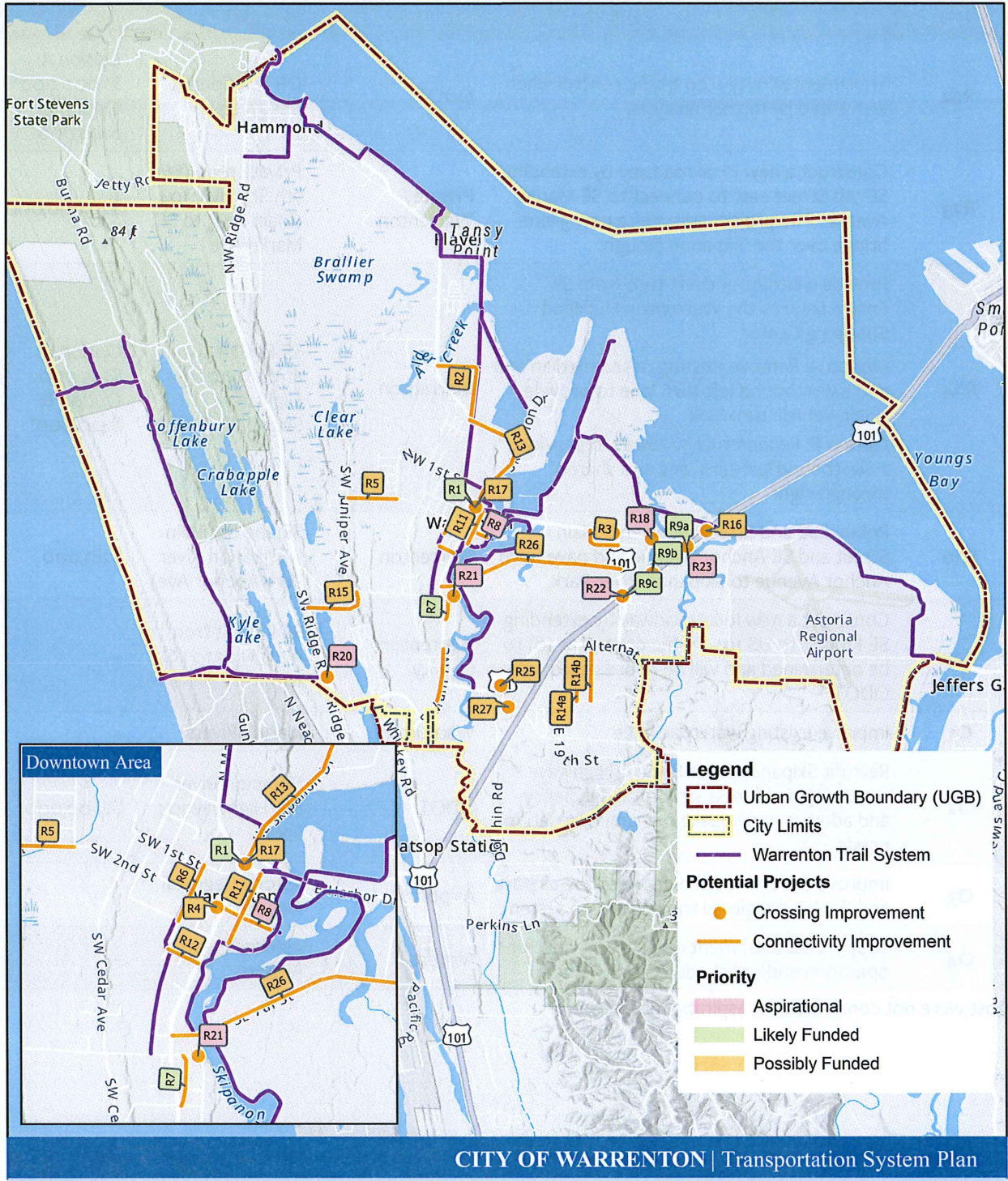
Table 5. Aspirational Project List

PROJ. ID	DESCRIPTION	JURISDICTION	LOCATION	COST OPINION (2018 DOLLARS)
BP21	Construct curb, gutter and sidewalks on both sides of Fort Stevens Hwy 104 Spur: Phase 1: Hwy 104 (Main Ave) to Ensign Ln Phase 2: Ensign Ln to US 101	ODOT	Fort Stevens Hwy 104 Spur	\$3,300,000
BP22	Improve pedestrian amenities along the Warrenton Waterfront Trail including restrooms, lighting, trash receptacles	Warrenton	Warrenton Waterfront Trail	-
BP26	Construct curb, gutter and sidewalks on both sides of Warrenton-Astoria Hwy 105 (E Harbor Drive) from Fort Stevens Hwy 104 (Main Avenue) to Marlin Avenue.	ODOT	Warrenton-Astoria Hwy 105 (E Harbor Dr): Fort Stevens Hwy 104 (Main Ave) to Marlin Ave	\$3,200,000
BP30	Construct sidewalk on south side of Ensign Ln	Warrenton	Fort Stevens Hwy 104 Spur to US 101	\$472,000
BP31	Pave top of Airport Dike Trail from Hwy 105 by Lewis and Clark bridge to US 101.	Warrenton/Port of Astoria	Airport Dike Trail	\$3,300,000
T4	Increase transit amenities throughout the city (covered shelters, signage, and bus pullouts).	Warrenton/SETD/Private	City wide	-
R10	Rebuild and widen roadway to accommodate WB 62 trucks. This improvement supports a truck route by rebuilding the intersection of Hwy 104 (Warrenton Drive) at 5th Street and roadway improvements along Skipanon Drive and 5th Street. Project assumes new water quality facilities, drainage system, curb, gutter and sidewalks.	Private/ODOT	5th St: Hwy 104 (Warrenton Dr) to Skipanon Dr	\$9,000,000
R18	Add STOP-control at the intersection of SE 9th Street at SE Anchor Avenue.	Warrenton	SE 9th St at Anchor Ave	\$28,000
R19	Install intersection capacity improvement such as right-turn lanes on SE Marlin Ave (Warrenton-Astoria Hwy 105)	ODOT	SE Marlin Ave (Warrenton-Astoria Hwy 105) at US 101	\$1,100,000
R20	Add second eastbound left-turn lane on E Harbor Drive, second northbound through lane, and second southbound through lane.	ODOT	E Harbor Dr at US 101	\$1,200,000
R21	Add westbound left-turn lane on East Harbor Drive. This improvement would decrease traffic delays for westbound through traffic on East Harbor Drive, but further improvements would be necessary to resolve the delays on the south leg.	ODOT	East Harbor Dr at SE Marlin Ave (Warrenton-Astoria Hwy 105)	Option A: \$1,200,000* Option B: \$400,000

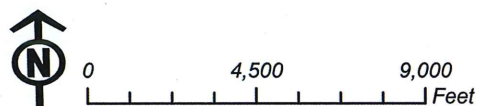
PROJ. ID	DESCRIPTION	JURISDICTION	LOCATION	COST OPINION (2018 DOLLARS)
R22	Implement all-way stop traffic control when warranted by further analysis.	ODOT	OR 104 Spur at Ensign Ln	Option A: \$1,000,000* Option B: \$140,000
R23	Construct a new local roadway by extending SE 7th Street east to connect to SE Marlin Avenue. The project assumes a new 3-lane bridge over the Skipanon Slough.	Private / Warrenton	Private road (SE 7th St): Hwy 104 (Main Ave) to SE Marlin Ave	\$20,000,000
R24	Provide a westbound left-turn from SE Ensign Lane to the Warrenton Highland Shopping Center Option A: Remove existing raised median and add a westbound left-turn lane to provide single-vehicle turn lane Option B: Reconstruct roadway to provide a westbound left-turn lane and shared through-right	Warrenton	SE Ensign Ln at Warrenton Highland Shopping Center	Option A: \$105,000 Option B: \$420,000*
R26	Rebuild SE 2nd Street between S Main Street and SE Anchor Avenue and pave from Anchor Avenue to Skipanon River Park.	Warrenton	SE 2nd St (Main - Skipanon River Park/Anchor Ave)	\$281,000
R27	Construct a new local roadway by extending SE King St to US 101. Traffic control at 101 to be determined and will be coordinated with ODOT.	Warrenton/ County	SE King St from Alt US 101 to US 101	-
O1	Improve existing water facilities	Warrenton	Marina/Rivers	-
O2	Retrofit Skipanon River Bridge (Highway 104 Spur) to address structural deficiency and address earthquake/tsunami evacuation needs.	ODOT	Skipanon River Br. (Highway 104 Spur)	\$2,100,000
O3	Improve the connection between the airport and the local/regional transportation system.	Airport	Astoria Regional Airport	-
O4	Support establishment of a Part 135 charter operation and/or scheduled air service	Airport	Astoria Regional Airport	-

* Cost were not considered for aspirational projects

Figure 6. Proposed Roadway Projects



Data Sources:
 ESRI, ArcGIS Online, World Topography Map. 2015.
 City of Warrenton, Oregon. 2015. Clatsop County, Oregon. 2015.

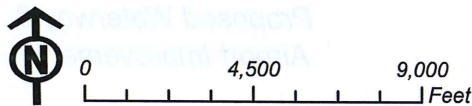


*Proposed Roadway
 Improvements*

Figure 7. Proposed Bicycle and Pedestrian Projects

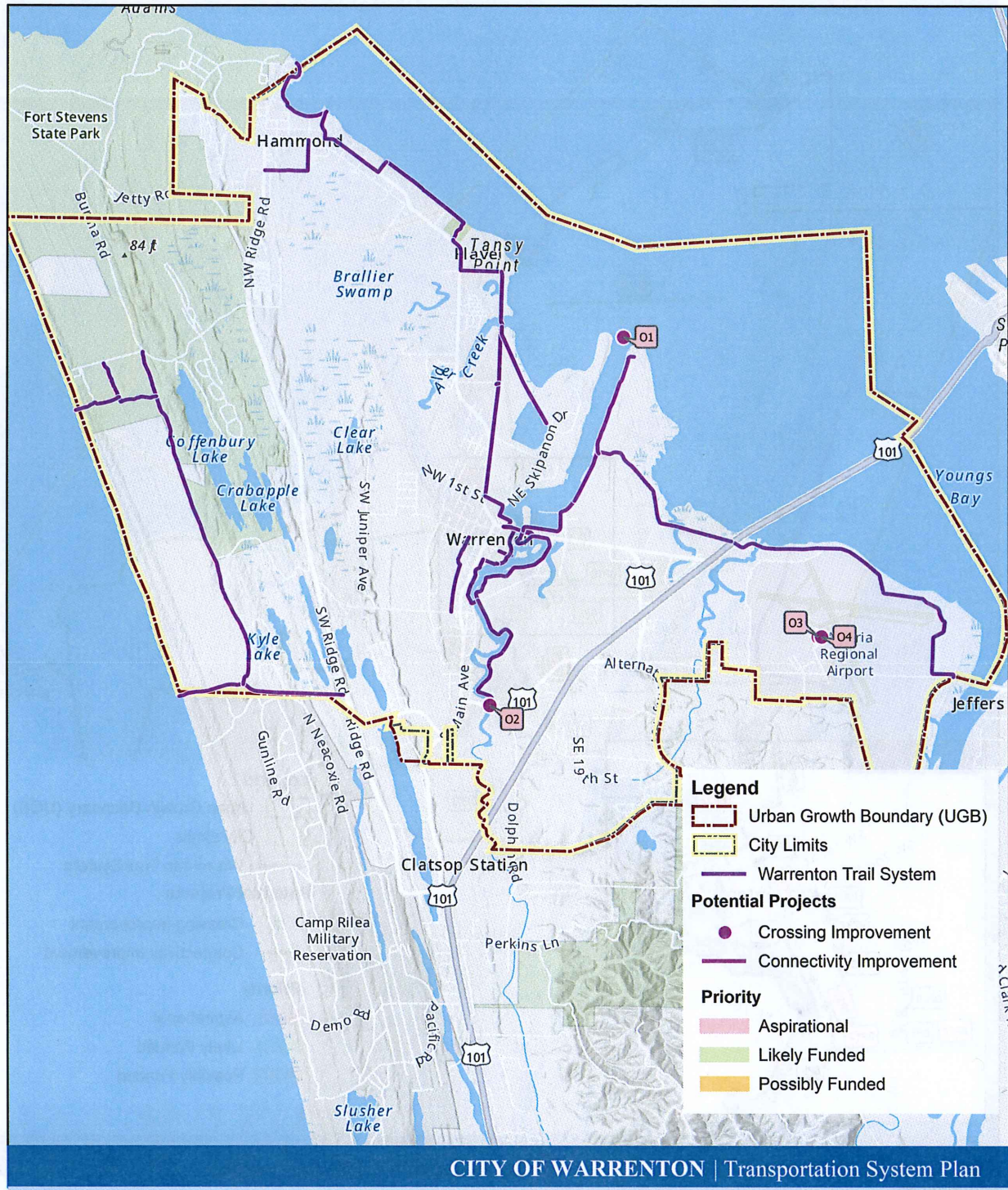


Data Sources:
 ESRI, ArcGIS Online, World Topography Map. 2015.
 City of Warrenton, Oregon. 2015. Clatsop County, Oregon. 2015.



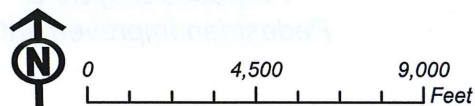
Proposed Bicycle & Pedestrian Improvements

Figure 8. Proposed Waterway and Airport Improvements



CITY OF WARRENTON | Transportation System Plan

Data Sources:
 ESRI, ArcGIS Online, World Topography Map. 2015.
 City of Warrenton, Oregon. 2015. Clatsop County, Oregon. 2015.



Proposed Waterway & Airport Improvements



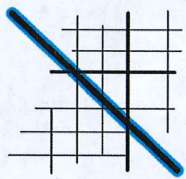
THE STANDARDS

THE STANDARDS

Warrenton applies transportation standards and regulations to the construction of new transportation facilities and to the operation of all facilities to ensure that the system functions as intended and investments are not wasted. These standards reflect the goals of the City for a safe and efficient transportation system and enable consistent future actions.

Street Functional Classification

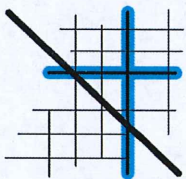
Street functional classification is an important tool for managing the roadway network. The street functional classification system recognizes that individual streets do not act independently of one another but instead form a network that works together to serve travel needs on a local and regional level. By designating the management and design requirements for each roadway classification, this hierarchal system supports a network of streets that perform as desired.



Principal and Minor Arterials

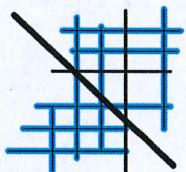
Principal Arterials provide a high degree of mobility and can serve both major metropolitan centers and rural areas. They serve high volumes of traffic over long distances, typically maintain higher posted speeds, and minimize direct access to adjacent land to support the safe and efficient movement of people and goods. Inside urban growth boundaries, speeds may be reduced to reflect the roadside environment and surrounding land uses.

Minor Arterials serve trips of moderate length and smaller geographic areas than Principal Arterials and are often used as a transition between Principal Arterials and Collectors. Minor Arterials typically serve higher volumes of traffic at moderate to high speeds, with posted speeds generally no lower than 30 mph.



Major and Minor Collectors

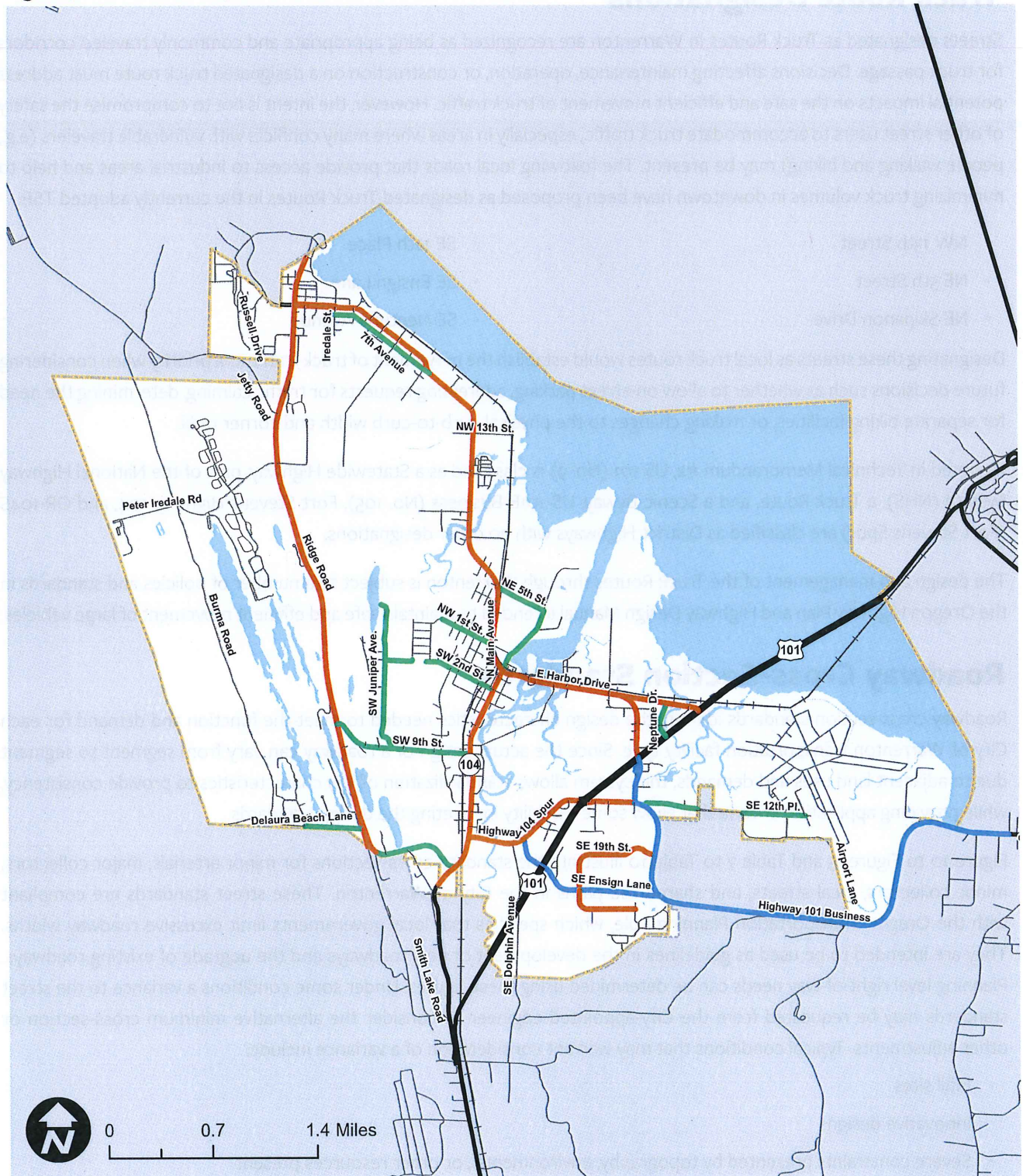
Collectors serve a critical role in the roadway network by connecting traffic from Local Streets with the Arterial network. Major Collector routes are generally distinguished from Minor Collector routes by longer length; lower connecting driveway densities; higher speed limits; greater spacing intervals; and higher traffic volumes. While access and mobility are more balanced than on Arterials, new driveways serving residential units should not be permitted where traffic volume forecasts exceed 5,000 vehicles per day.



Local Streets

Local streets prioritize provision of immediate access to adjacent land. These streets should be designed to enhance the livability of neighborhoods and should generally accommodate less than 2,000 vehicles per day. When traffic volumes reach 1,000 to 1,200 vehicles per day through residential areas, safety and livability can be degraded. A well-connected grid system of relatively short blocks can minimize excessive volumes of motor vehicles and encourage more use by pedestrians and bicyclists. Local streets are not intended to support long distance travel and are often designed to discourage through traffic.

Figure 9. Warrenton Proposed Street Functional Classification



Functional Classification

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

- Street
- Railroad
- City Limit
- UGB
- Water Bodies



Truck Route Designations

Streets designated as Truck Routes in Warrenton are recognized as being appropriate and commonly traveled corridors for truck passage. Decisions affecting maintenance, operation, or construction on a designated truck route must address potential impacts on the safe and efficient movement of truck traffic. However, the intent is not to compromise the safety of other street users to accommodate truck traffic, especially in areas where many conflicts with vulnerable travelers (e.g., people walking and biking) may be present. The following local roads that provide access to industrial areas and help to minimizing truck volumes in downtown have been proposed as designated Truck Routes in the currently adopted TSP:

- NW 13th Street
- NE 5th Street
- NE Skipanon Drive
- SE 12th Place
- SE Ensign Lane
- SE Neptune Avenue

Designating these streets as local truck routes would establish the movement of truck traffic as a priority when considering future decisions such as whether to allow on-street parking, addressing requests for traffic calming, determining the need for separate biking facilities, or making changes to the physical curb-to-curb width and corner radii.

As noted in Technical Memorandum #2, US 101 (No. 9) is classified as a Statewide Highway, part of the National Highway System (NHS), a Truck Route, and a Scenic Byway. US 101B Business (No. 105), Fort Stevens Highway 104, and OR-104S (Fort Stevens Spur) are classified as District Highways with no other designations.

The design and management of the Truck Routes through Warrenton is subject to a number of policies and standards in the Oregon Highway Plan and Highway Design Manual intended to maintain safe and efficient movement of large vehicles.

Roadway Cross-Section Standards

Roadway cross-section standards identify the design characteristics needed to meet the function and demand for each City of Warrenton transportation facility type. Since the actual design of a roadway can vary from segment to segment due to adjacent land uses and demands, this system allows standardization of key characteristics to provide consistency, while providing application criteria that allow some flexibility in meeting the design standards.

Figure 10 to Figure 15 and Table 7 to Table 10 illustrate the standard cross-sections for minor arterials, major collectors, minor collectors, local streets, and shared-use paths in the City of Warrenton. These street standards are compliant with the Oregon Transportation Planning Rule, which specifies that local governments limit excessive roadway widths. They are intended to be used as guidelines in the development of new roadways and the upgrade of existing roadways. Planning level right-of-way needs can be determined using these figures. Under some conditions a variance to the street standards may be requested from the City-appointed engineer to consider the alternative minimum cross-section or other adjustments. Typical conditions that may warrant consideration of a variance include:

- Infill sites
- Innovative designs
- Severe constraints presented by topography, environmental, or other resources present
- Existing developments and/or buildings that make it extremely difficult or impossible to meet the standards

Roadways under ODOT jurisdiction are subject to design standards in ODOT's Highway Design Manual. Roadways under Clatsop County jurisdiction are subject to design standards in the Clatsop County TSP.

Figure 10. Proposed 4-Lane and 2-Lane Minor Arterial Typical Cross-Section Standards

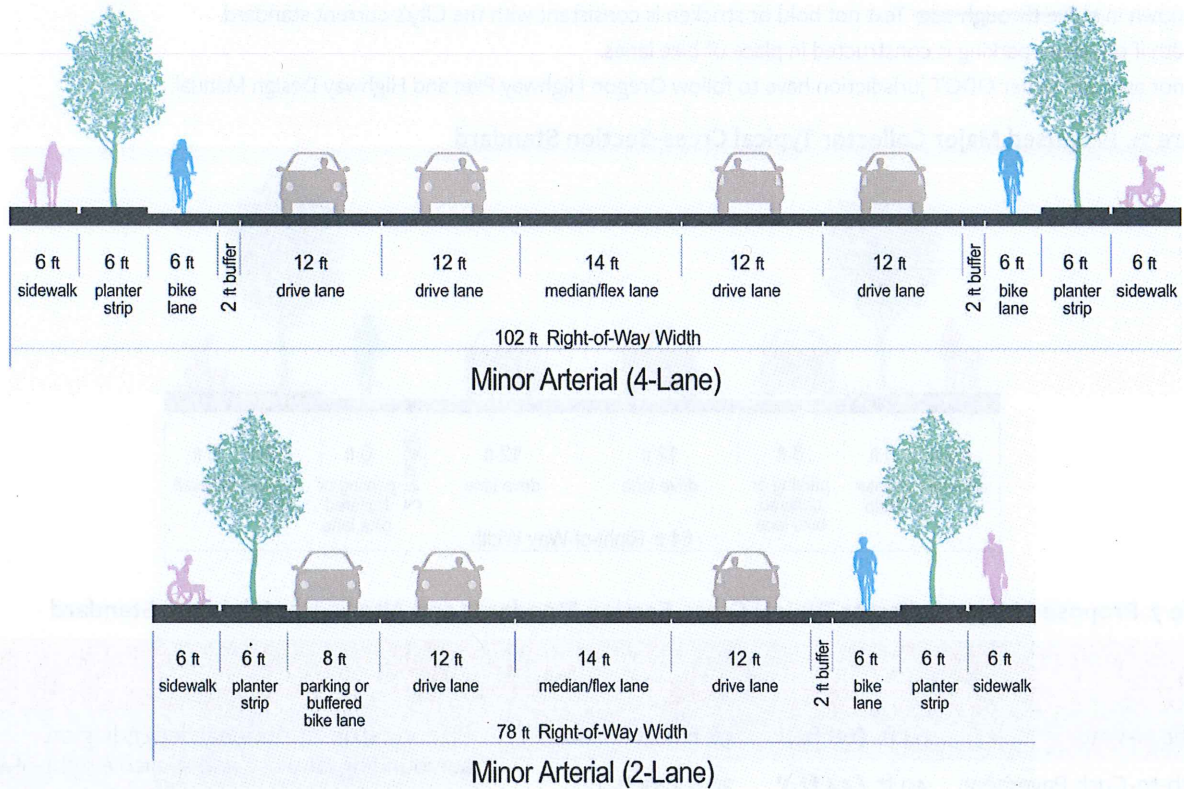


Table 6. Proposed Minor Arterial Typical Cross-Section Standards and Alternative Minimum Standards

WIDTH	4-LANE STANDARD	4-LANE ALTERNATIVE MINIMUM	2-LANE STANDARD	2-LANE ALTERNATIVE MINIMUM	CONSIDERATIONS
Right-of-Way	102 ft.	80 ft.	78 ft. 80 ft. (82 ft.)'	58 ft. (66 ft.)'	Median/flex lane and planting strips is optional depending on surrounding land use and available right-of-way.
Curb-to-Curb Pavement	78 ft.	64 ft.	54 ft. (58 ft.)	34 ft. 40 ft. (42 ft.)'	
Travel Lanes	12 ft.	11 ft.	12 ft. (14 ft.)'	11 ft. 12 ft. (14 ft.)'	The standard design should be provided where feasible. In constrained areas where providing the standard widths are not practical, alternative minimum design requirements may be applied with approval of the City Engineer.
Median/Flex Lane	14 ft.	None	14 ft.	None	
Bike Lanes	8 ft.	6 ft.	8 ft.	6 ft. 8 ft.	
On-Street Parking	None	None	8 ft.	7 ft. 8 ft.	On-street parking is not permitted on 4-lane minor arterial streets. On-street parking is permitted in place of bike lanes on 2-lane minor arterial streets. However, where parking is constructed next to a travel lane, the travel lane width shall be increased to 14 feet to function as a shared roadway and accommodate bikes.
Curb	Yes	Yes	Yes	Yes	
Planting Strip	6 ft.	6 ft.	6 ft.	6 ft.	
Sidewalks	6 ft.	6 ft.	6 ft.	6 ft.	

*Changes from the Municipal Code Section 16.136.020 are shown in **bold text** and existing standards where changes are proposed are shown in ~~strike through text~~. Text not bold or stricken is consistent with the City's current standard.

1. Width if on-street parking is constructed in place of bike lanes.
2. Minor arterials under ODOT jurisdiction have to follow Oregon Highway Plan and Highway Design Manual.

Figure 11. Proposed Major Collector Typical Cross-Section Standard

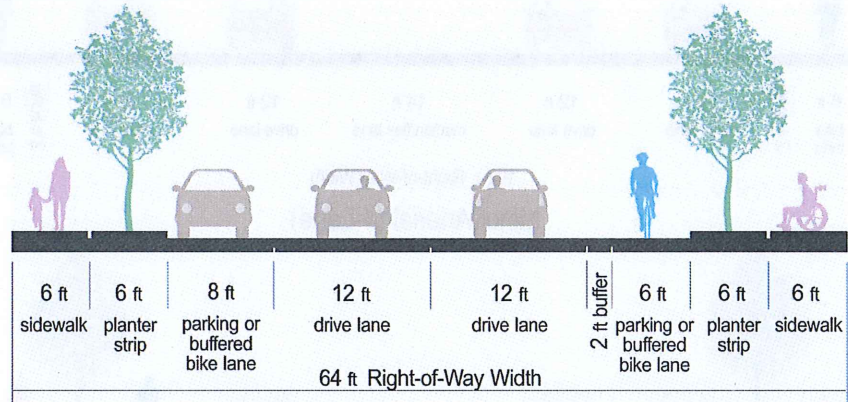


Table 7. Proposed Major Collector Typical Cross-Section Standards and Alternative Minimum Standard

WIDTH	STANDARD	ALTERNATIVE MINIMUM	CONSIDERATIONS
Right-of-Way	64 ft. (68 ft.)'	58 ft. 60 ft. (66 ft.)'	Planting strips is optional depending on surrounding land use and available right-of-way.
Curb-to-Curb Pavement	40 ft. (44 ft.)'	36 ft (42 ft.)'	
Travel Lanes	12 ft. (14 ft.)'	11 ft. 12 ft. (14 ft.)'	The standard design should be provided where feasible. In constrained areas where providing the standard widths are not practical, alternative minimum design requirements may be applied with approval of the City Engineer.
Median/Flex Lane	None	None	
Bike Lanes	8 ft	6 ft.	
On-Street Parking	8 ft.	7 ft.	On-street parking is permitted in place of bike lanes on major collector streets. However, where parking is constructed next to a travel lane, the travel lane width shall be increased to 14 feet to function as a shared roadway and accommodate bikes. On-street parking is discouraged where posted speeds are greater than 35 mph.
Curb	Yes	Yes	
Planting Strip	6 ft.	6 ft.	
Sidewalks	6 ft.	6 ft.	

*Changes from the Municipal Code Section 16.136.020 are shown in **bold text** and existing standards where changes are proposed are shown in ~~strike through text~~. Text not bold or stricken is consistent with the City's current standard.

1. Width if on-street parking is constructed in place of bike lanes.

Figure 12. Proposed Minor Collector Typical Cross-Section Standard

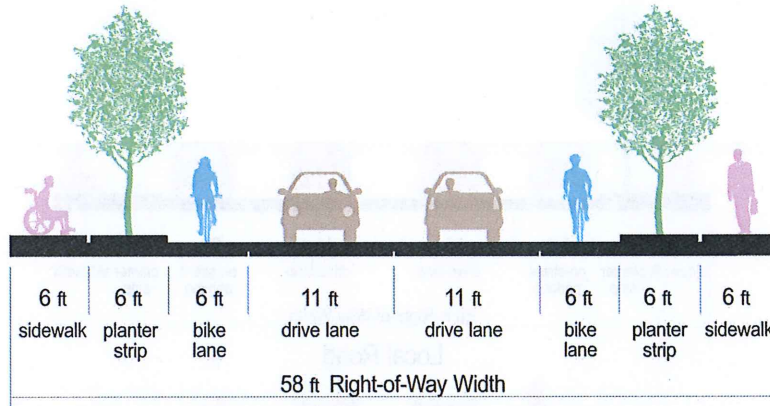


Table 8. Proposed Minor Collector Typical Cross-Section Standards and Alternative Minimum Standard

WIDTH	STANDARD	ALTERNATIVE MINIMUM	CONSIDERATIONS
Right-of-Way	58 ft. 64 ft. (68 ft.)'	50 ft. 60 ft. (62 ft.)'	Planting strips is optional depending on surrounding land use and available right-of-way.
Curb-to-Curb Pavement	40 ft. (44 ft.)'	36 ft. (42 ft.)'	
Travel Lanes	11 ft. 12 ft. (14 ft.)'	10 ft. 12 ft. (14 ft.)'	The standard design should be provided where feasible. In constrained areas where providing the standard widths are not practical, alternative minimum design requirements may be applied with approval of the City Engineer.
Median/Flex Lane	None	None	
Bike Lanes	6 ft. 8 ft.	5 ft. 6 ft.	
On-Street Parking	8 ft.	7 ft.	On-street parking is permitted in place of bike lanes on minor collector streets. However, where parking is constructed next to a travel lane, the travel lane width shall be increased to 14 feet to function as a shared roadway and accommodate bikes. On-street parking is discouraged where posted speeds are greater than 35 mph.
Curb	Yes	Yes	
Planting Strip	6 ft.	5 ft. 6 ft.	
Sidewalks	6 ft.	5 ft. 6 ft.	

*Changes from the Municipal Code Section 16.136.020 are shown in **bold text** and existing standards where changes are proposed are shown in ~~struckthrough text~~. Text not bold or stricken is consistent with the City's current standard.

1. Width if on-street parking is constructed in place of bike lanes.

Figure 13. Proposed Local Street Typical Cross-Section Standard

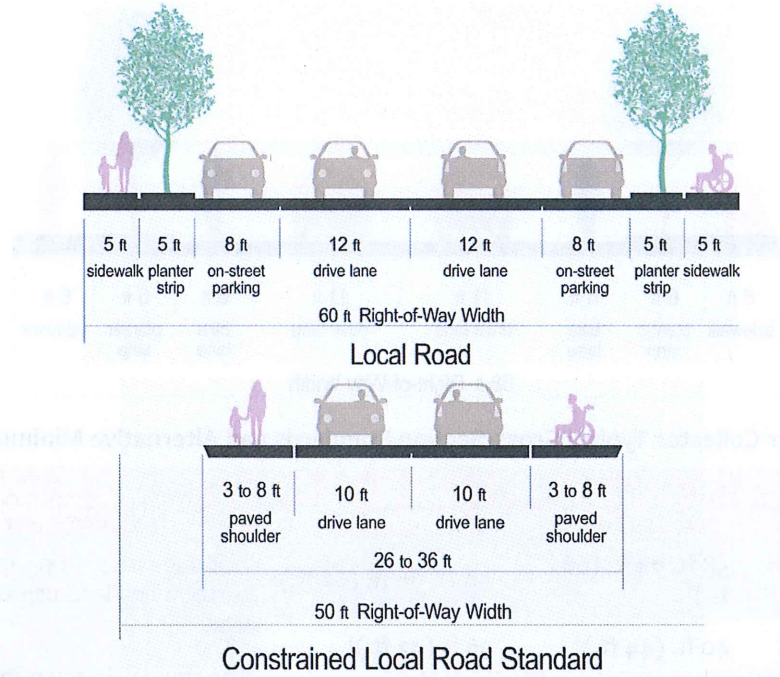


Table 9. Proposed Local Street Typical Cross-Section Standards and Alternative Minimum Standard

WIDTH	STANDARD	ALTERNATIVE MINIMUM	CONSIDERATIONS
Right-of-Way	60 ft.	50 ft.	Planting strips is optional depending on surrounding land use and available right-of-way.
Curb-to-Curb Pavement	36 ft.	28 ft.	Parking on residential neighborhood streets is allowed and may be allowed on one side only in constrained areas or where approved by the City Engineer, resulting in a curb-to-curb width of 28 feet and overall right-of-way width of 48 feet.
Travel Lanes	12 ft.	10 ft	The constrained local road standard may be used when approved by the City of Warrenton. The standard is intended to apply under one of the following circumstances: 1. The local road will serve 18 or fewer dwelling units upon build out of adjacent property. 2. The ADT volume of the road is less than 250 vehicle/day. 3. Significant topographical or environmental constraints are present. Providing the following conditions will be met: 4. Use of the alternative local road standard will not create gaps in connectivity or roadway standards with adjacent roadway sections (i.e., sidewalk, parking, travel lane widths). 5. The City Engineer and emergency service providers have reviewed and accepted usage of the alternative local roadway standard.
Median/Flex Lane	None	None	
Bike Lanes	None	None	
On-Street Parking	8 ft	8 ft	
Curb	Yes	Yes	
Planting Strip	5 ft.	5 ft.	
Sidewalks	5 ft.	5 ft.	

*Changes from the Municipal Code Section 16.136.020 are shown in **bold text** and existing standards where changes are proposed are shown in ~~strike through text~~. Text not bold or stricken is consistent with the City's current standard.

1. Width if on-street parking is constructed in place of bike lanes.

Figure 14. Proposed Alley Typical Cross-Section Standard

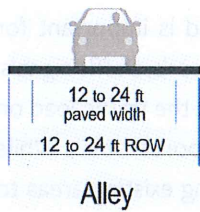
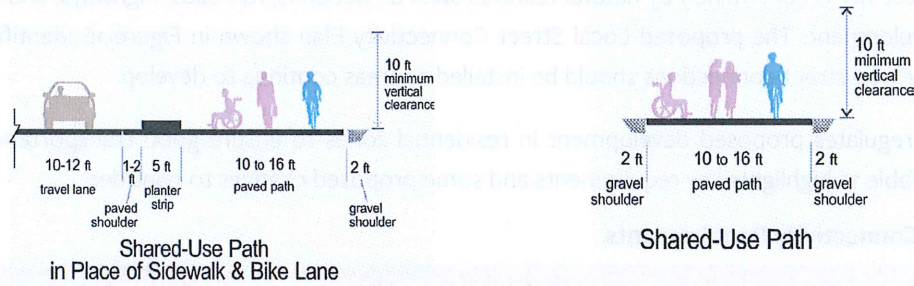


Figure 15. Proposed Shared-Use Path Typical Cross-Section Standards and Alternative Minimum Standards



Access Management

The number and spacing of access points, such as driveways and street intersections, along a roadway affects its function and capacity. Access management is the control of these access points to match the functionality and capacity intended by the roadway’s functional classification.

Access management is especially important on arterial and collector facilities to reduce congestion and crash rates and to provide for safe and efficient travel. Since each access point is an additional conflict point, reducing or consolidating driveways on these facilities can decrease collisions and preserve capacity on high volume roads, maintaining traffic flow and mobility within the city. Balancing access and good mobility can be achieved through various access management strategies, including establishing access management spacing standards for driveways and intersections.

Table 11 below contains recommended access spacing standards under the City of Warrenton’s jurisdiction. New access points shall meet or exceed these minimum spacing requirements. However, where no reasonable alternatives exist or where strict application of the standards would create a safety hazard, the City may allow a variance.

Both Clatsop County and ODOT maintain access regulations for roadways under their jurisdiction. Clatsop County’s access regulations are documented in the Clatsop County TSP in Volume 1. Access Management regulations for the state highways are provided through the 1999 Oregon Highway Plan and OAR 734-051.

Table 10. Existing and Recommended Access Spacing Standards

FUNCTIONAL CLASSIFICATION	CURRENT MINIMUM ACCESS SPACING	RECOMMENDED MINIMUM ACCESS SPACING
Minor Arterial		300 ft
Major Arterial		150 ft
Minor Collector		100 ft
Local Street	25 ft	15 ft

Local Street Connectivity

Local street connectivity is required by the state Transportation Planning Rule (OAR 660-012) and is important for Warrenton’s continued development. Providing adequate connectivity can reduce the need for wider roads, traffic signals, and turn lanes. Increased connectivity can reduce a city’s overall vehicle miles traveled (VMT), balance the traffic load on major facilities, encourage citizens to seek out other travel modes, and reduce emergency vehicle response times. While improvement to local street connectivity is easier to implement in newly developed areas, retrofitting existing areas to provide greater connectivity should also be attempted.

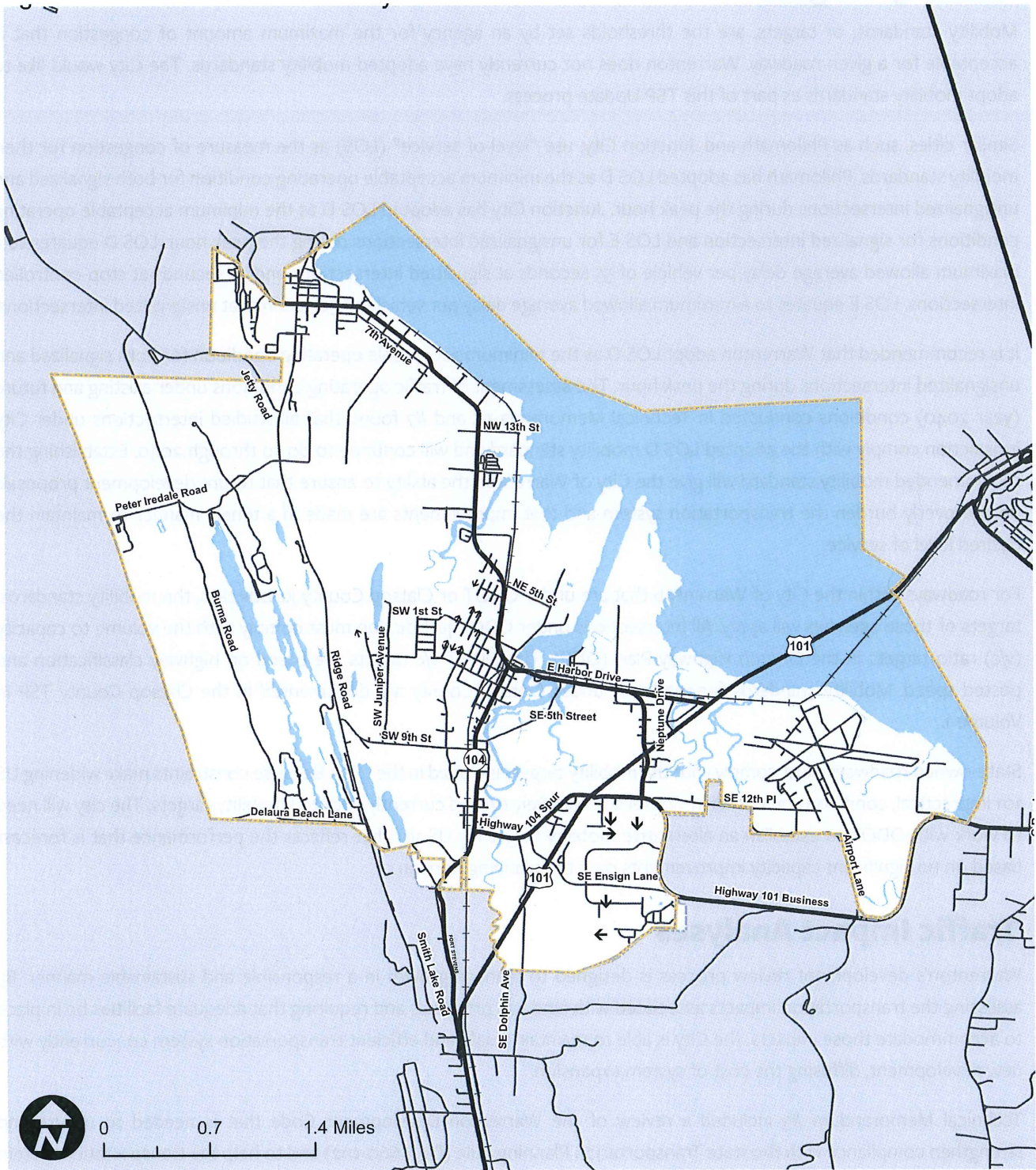
Warrenton’s existing street connectivity is constrained by natural features such as wetlands, railroads, highways, and by undeveloped areas of future development. The proposed Local Street Connectivity Plan shown in Figure 16 identifies approximate locations where new local street connections should be installed as areas continue to develop.

The Warrenton Municipal Code regulates proposed development in residential zones to ensure good transportation system connectivity is provided. Table 12 highlights key requirements and some proposed changes to consider.

Table 11. Proposed Changes to Connectivity Requirements

EXISTING REQUIREMENT	PROPOSED CHANGE
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.	
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.	
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.	
Cul-de-Sacs. 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.	
Pedestrian Access and Circulation	Pedestrian and Bicycle Access and Circulation
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.	Continuous Pathways. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks, transit stops and open space areas whenever possible.
Street Connectivity: Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than six feet wide.	Street Connectivity: Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than 10 feet wide.

Figure 16. Local Street Connectivity Plan



- ↑ New Connection Direction
- Existing Taxlots

- Street
- +— Railroad
- City Limit
- UGB



Mobility Targets

Mobility standards, or targets, are the thresholds set by an agency for the maximum amount of congestion that is acceptable for a given roadway. Warrenton does not currently have adopted mobility standards. The City would like to adopt mobility standards as part of this TSP Update process.

Similar cities, such as Philomath and Junction City, use “level of service” (LOS) as the measure of congestion for their mobility standards. Philomath has adopted LOS D as the minimum acceptable operating condition for both signalized and unsignalized intersections during the peak hour. Junction City has adopted LOS D as the minimum acceptable operating conditions for signalized intersection and LOS E for unsignalized intersections during the peak hour. LOS D equates to a maximum allowed average delay per vehicle of 55 seconds at signalized intersections and 35 seconds at stop-controlled intersections. LOS E equates to a maximum allowed average delay per vehicle of 50 seconds at unsignalized intersections.

It is recommended that Warrenton adopt LOS D as the minimum acceptable operating condition for both signalized and unsignalized intersections during the peak hour. The assessment of traffic operating conditions under existing and future (year 2040) conditions conducted in Technical Memoranda #5 and #7 found that all studied intersections under City jurisdiction comply with the adopted LOS D mobility standard and will continue to do so through 2040. Establishing the recommended mobility standard will give the City of Warrenton the ability to ensure that future development proposals do not overly burden the transportation system and that improvements are made in a timely manner to maintain the desired level of service.

For roadways within the City of Warrenton that are under ODOT or Clatsop County jurisdiction, the mobility standards/targets of those agencies will apply. All intersections under ODOT jurisdiction must comply with the volume to capacity (v/c) ratio targets in the Oregon Highway Plan (OHP). The ODOT v/c targets are based on highway classification and posted speed. Mobility standards for roadways under Clatsop County are documented in the Clatsop County TSP in Volume 1.

State-owned roadways must comply with the mobility targets included in the OHP. Because constraints make widening US 101 impractical, conditions on US 101 in Warrenton will likely exceed currently adopted mobility targets. The city will need to work with ODOT to establish an alternative mobility target for US 101 that reflects the performance that is forecast based on no significant capacity improvements over the planning horizon.

Traffic Impact Analyses

Warrenton’s development review process is designed to manage growth in a responsible and sustainable manner. By assessing the transportation impacts associated with land use proposals and requiring that adequate facilities be in place to accommodate those impacts, the City is able to maintain a safe and efficient transportation system concurrently with new development, diffusing the cost of system expansion.

Technical Memorandum #3 included a review of the Warrenton Development Code that is needed to ensure and strengthen compliance with the state Transportation Planning Rule (OAR 660-012) and to help the transportation system serve planned growth. That review found that the existing development code already includes requirements for traffic impact analyses (TIAs) as part of development proposals. There are some recommended changes to consider.

A TIA will be required with a land use application where the following conditions apply:

- The development application involves a change in zoning or a plan amendment designation; or,
- 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:
 - An increase in site traffic volume generation by 300 average daily trips (ADT) or more; or
 - An increase in peak hour volume of a particular movement to and from the state highway by 20% or more; or
 - 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
 - The location of the access driveway does not meet minimum sight 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
 - 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.

The Warrenton Development Code currently does not establish minimum content required in a TIA. It is recommended that the development code be amended to specify that the scope and content of the TIA be determined in consultation with the City Engineer and the roadway authority.

It is recommended that Warrenton add approval criteria to existing TIA requirements, as well as an acknowledgment of transportation mitigation measures that may be required as conditions of approval in order to meet adopted mobility and safety standards. Mitigation measure provisions can address multi-modal transportation improvements that may be required to mitigate impacts of the proposed development and protect the function and operation of the planned transportation system.

Intelligent Transportation Systems

Two pieces of Intelligent Transportation System (ITS) equipment exist along US 101: a Highway Advisory Radio (HAR) Beacon Sign and a Variable Message Sign (VMS). The HAR Beacon is located just north of Dolphin Avenue and alerts northbound traffic to upcoming congestion with flashing lights. The VMS is just over a mile south of Warrenton. Although it is outside city limits, it provides alerts to northbound travelers on US 101.

Warrenton does not own or operate any ITS systems, or even traffic signals at this time. It is unlikely that the City of Warrenton will invest in ITS systems on its own, but there may be opportunities to work with regional partners on larger scale efforts that would benefit Warrenton residents. Such cooperation could range from agreements to share information and data or allow use of City right-of-way for regional ITS infrastructure.

For example, US 101 is a regional roadway facility that could benefit from transportation system management (TSM) infrastructure. Before future investments are made along this roadway designs should be reviewed with City and ODOT staff to determine if communications or other ITS infrastructure should be addressed as part of the street design/construction. The City should follow the Oregon Statewide ITS Plan for any projects that affect operations on state roadways.

Neighborhood Traffic Management Tools

Neighborhood Traffic Management (NTM) describes strategies that can be deployed to slow traffic, and potentially reduce volumes, creating a more inviting environment for pedestrians and bicyclists. NTM strategies are primarily traffic calming techniques for improving neighborhood livability on local streets, though a limited set of strategies can also be applied to collectors and arterials. Mitigation measures for neighborhood traffic impacts must balance the need to manage vehicle speeds and volumes with the need to maintain mobility, circulation, and function for service providers, such as emergency responders. Figure 17 includes a visual summary of common neighborhood traffic management strategies.

Figure 17. Neighborhood Traffic Management Strategies

CHICANES



www.pedbikeimages.org/Dan Burden

CHOKERS



www.pedbikeimages.org/Dan Burden

CURB EXTENSIONS



www.pedbikeimages.org/Carl Sundstrom

DIVERTERS



www.pedbikeimages.org/Adam Fukushima

MEDIAN ISLANDS



www.pedbikeimages.org/Dan Burden

RAISED CROSSWALKS



www.pedbikeimages.org/Tom Harned

SPEED CUSHIONS



NACTO Urban Street Design Guide

SPEED HUMP



www.pedbikeimages.org/Dan Burden

TRAFFIC CIRCLES



www.pedbikeimages.org/Carl Sundstrom

Table 13 lists common NTM applications. Any NTM project should include coordination with emergency response staff to ensure that public safety is not compromised. NTM strategies implemented on a state freight route will require input from ODOT regarding freight mobility considerations.

Table 12. Application of Neighborhood Traffic Management Strategies

NTM APPLICATION	USE BY FUNCTION CLASSIFICATION			IMPACT	
	Arterials	Collectors	Local Streets	Speed Reduction	Traffic Diversion
Chicanes			■	■	■
Chokers			■	■	■
Curb Extensions	■	■	■	■	■
Diverter (with emergency vehicle pass-through)		■	■		■
Median Islands	■	■	■	■	■
Raised Crosswalks			■	■	■
Speed Cushions (with emergency vehicle pass-through)			■	■	■
Speed Hump			■	■	■
Traffic Circles			■	■	■

The City of Warrenton currently does not have a formal neighborhood traffic management program. If such a program were desired to help respond to future issues, suggested elements include:

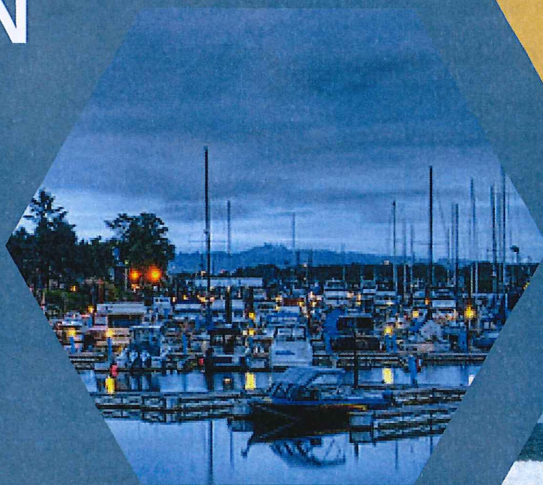
- Provide a formalized process for citizens who are concerned about the traffic on their neighborhood street. The process could include filing a citizen request with petition signatures and a preliminary evaluation. If the evaluation finds cause for concern, a neighborhood meeting would be held and formal data would be collected and evaluated. If a problem is found to exist, solutions would be identified and the process continued with neighborhood meetings, feedback from service and maintenance providers, cost evaluation, and traffic calming device implementation. Six months after implementation the device would be evaluated for effectiveness.
- For land use proposals, in addition to assessing impacts to the entire transportation network, traffic studies for new developments must also assess impacts to residential streets. A recommended threshold to determine if this additional analysis is needed is if the proposed project at ultimate build out increases through traffic on any one residential street by 200 or more vehicles per day. Once the analysis is performed, the threshold used to determine if residential streets are impacted would be if their daily traffic volume exceeds 1,200 vehicles.



DRAFT TRANSPORTATION SYSTEM PLAN

VOL. 2: APPENDIX

Warrenton, Oregon
September 2018



VOLUME 2 APPENDIX

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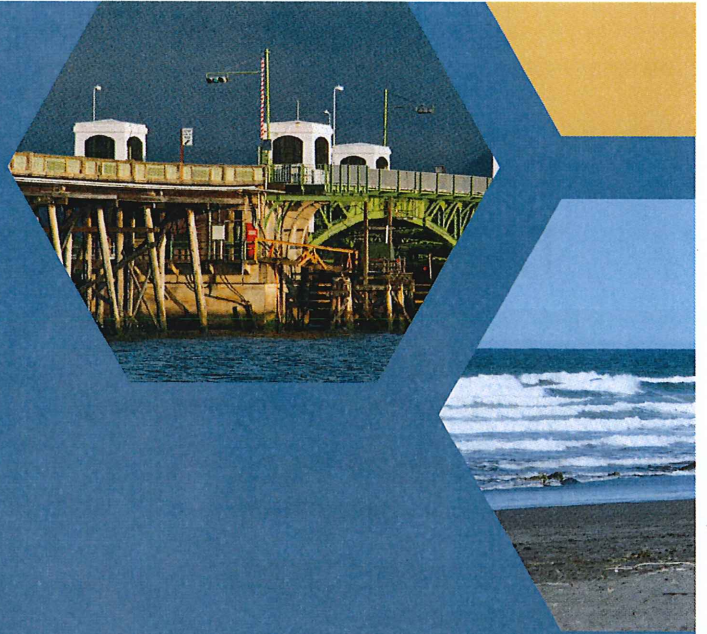
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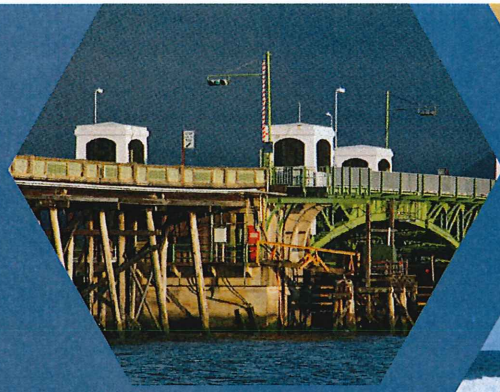
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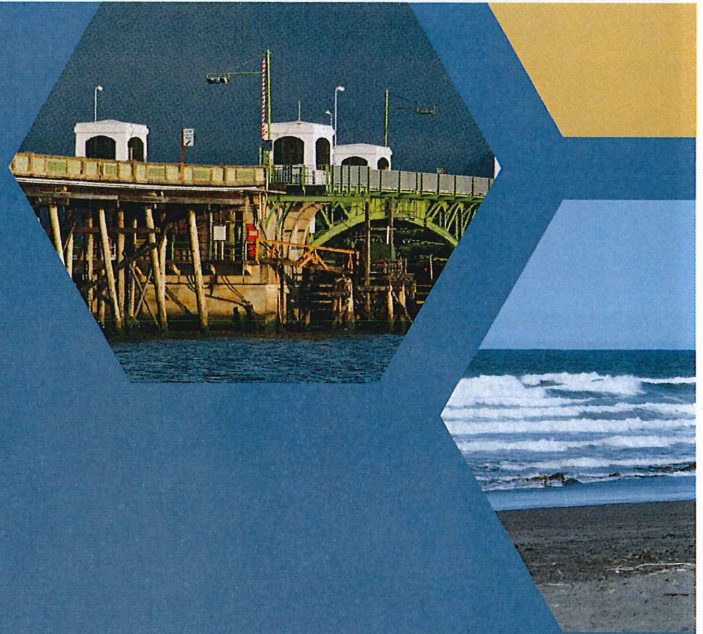
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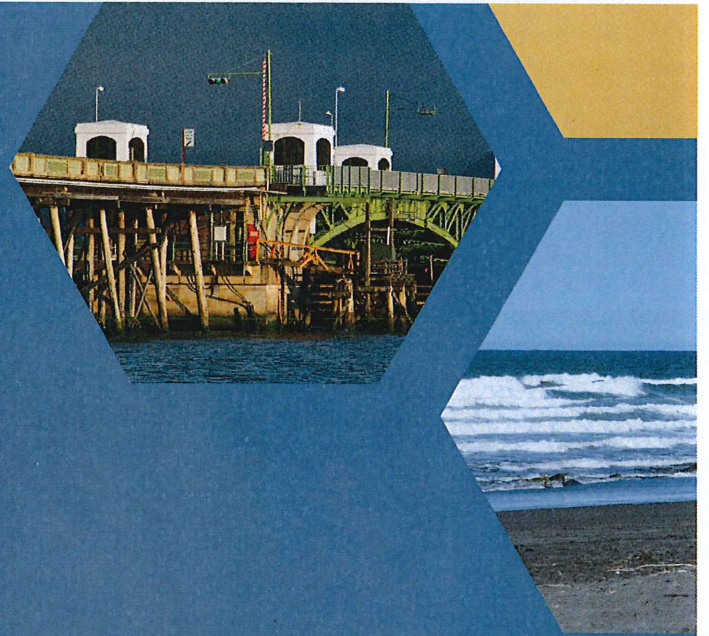
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IMPLEMENTING ORDINANCES

Attachment B: Development Code (Title 16 of the Warrenton Municipal Code) Amendments

Provided in this attachment are the recommended changes to the City's development requirements, based on an audit and analysis of the Development Code (Title 16 of the Warrenton Municipal Code) and input from the Project Advisory Committee and Planning Commission. Proposed amendments to development requirements are intended to both implement the goals and policies of the draft TSP and to ensure consistency with the Transportation Planning Rule (TPR).

Underlined bolded text is new, ~~strikeout~~ is current text to be removed from adopted development code language.

16.12.010 Definitions.

Drive-Through/Drive-Up Facility. **A facility or structure that is designed to allow drivers to remain in their vehicles before and during an activity on the site. Drive-through facilities may serve the primary use of the site or may serve accessory uses. Examples are drive-up windows; automatic teller machines; coffee kiosks and similar vendors; menu boards; order boards or boxes; gas pump islands; car wash facilities; auto service facilities, such as air compressor, water, and windshield washing stations; quick-lube or quick-oil change facilities; and drive-in theaters. All driveways queuing and waiting areas associated with a drive-through/drive-up facility are similarly regulated as part of such facility.**

[...]

16.40.030 Conditional Uses.

The following uses and their accessory use may be permitted in the C-1 zone when approved under Chapter 16.220 and shall comply with Sections 16.40.040 through 16.40.060 and Chapters 16.124 (Landscaping) and 16.212 (Site Design Review):

- A. Only the following uses and their accessory uses are permitted along Highway 101, SE Marlin and SW Dolphin Avenues, and shall comply with the above noted sections and Chapter 16.132:

[...]

- 5. RV Park.

6. Drive-Through/Drive-Up Facility

- ~~6-7.~~ Similar uses as those stated in this section.

[...]

16.40.040 Development Standards.

[...]

B. Setback Requirements.

- 1. Minimum front yard setback, commercial uses: none except where adjoining a residential zone, in which case it shall be 15 feet. See Section 16.40.050 for maximum front yard setback for commercial uses.

[...]

16.40.050 Design Standards.

The following design standards are applicable in the C-1 zone:

- A. Any commercial development shall comply with Chapter 16.116 of the Development Code.
- B. Lots fronting onto U.S. Highway 101 shall have a setback of at least 50 feet between any part of the proposed building and the nearest right-of-way line of U.S. Highway 101.
- C. Signs in General Commercial Districts along Fort Stevens Highway/State Highway 104 (i.e., S. Main Avenue, N. Main Avenue, NW Warrenton Drive, and Pacific Drive) shall comply with the special sign standards of Section 16.144.040.
- D. Maximum front yard setback for commercial buildings in the C-1 zone along Fort Stevens Highway/State Highway 104 shall be 10 feet.

E. Maximum front yard setback for commercial buildings in the C- 1 zone adjacent to existing or planned transit stops shall be 10 feet.

- 1. The Community Development Director may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to Site Design approval.**

16.44.030 Conditional Uses.

The uses listed under Section 16.44.020 and their accessory uses may be permitted in the C-MU district when approved under Chapter 16.220, Conditional Use Permits:

[...]

- C. Research and development establishments.
- D. **Drive-Through/Drive-Up Facility**
- ~~D.~~ **E.** Multiple (or mixed) uses on the same lot or parcel.
- ~~E.~~ **F.** Multiple (or mixed) uses on adjoining lots or parcels.
- ~~F.~~ **G.** Accessory dwelling subject to standards of Section 16.180.040.
- ~~G.~~ **H.** Similar uses as those listed in this section.

[...]

16.44.040 Development Standards.

The following development standards are applicable in the C-MU district:

[...]

B. Setback Requirements (Residential and Multiple Uses).

1. Minimum front yard setback: 15 feet **(Residential); none (Multiple Uses)**.
2. Minimum side yard setback: 8 feet.
3. Minimum corner lot street side yard setback: 8 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. **Maximum front yard setback: 10 feet for Multiple Uses adjacent to existing or planned transit stops.**
 - a. **The Community Development Director may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to Site Design approval.**

C. Setback Requirements (Commercial Uses).

1. Minimum front yard setback: none.
2. Minimum side yard setback: None except where adjoining a residential zone in which case there shall be a visual buffer strip of at least 10 feet wide to provide a dense evergreen landscape buffer which attains a mature height of at least eight feet. Such buffers must conform to the standards in Chapter 16.124, Landscaping, Street Trees, Fences and Walls.
3. Minimum rear yard setback: None except where adjoining a residential zone in which case there shall be a visual buffer strip of at least 10 feet wide to provide a dense evergreen landscape buffer which attains a mature height of at least eight feet. Such buffers must conform to the standards in Chapter 16.124, Landscaping, Street Trees, Fences and Walls.
4. **Maximum front yard setback: 10 feet for Commercial Uses adjacent to existing or planned transit stops.**
 - a. **The Community Development Director may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to Site Design approval.**

16.120.020 Vehicular Access and Circulation.

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

[...]

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.

[...]

- 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 **600 feet** ~~1,000 feet~~ between street corner lines **in Residential and C-1 zones, 400 feet in the C-MU zone, and 1,000 feet in other zones** 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 **in zones other than Residential, C-1, and C-MU** 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.

16.120.030 Pedestrian Access and Circulation.

A. Pedestrian Access and Circulation.

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 **and existing or planned transit stops**, 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.

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.

A. General Provisions.

[...]

- 7. Parking spaces and parking areas may be used for transit related uses such as transit stops and park-and-ride/rideshare areas, provided minimum parking space requirements can still be met.**
- 8. Parking areas that have designated employee parking and more than 20 automobile parking spaces shall provide at least 10% of the employee parking spaces (minimum two spaces) as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.**
- 9. Sites that are adjacent to existing or planned transit stops or are in the General Commercial (C-1) and Commercial Mixed Use (C-MU) districts are subject to maximum off-street vehicle parking requirements. The maximum number of off-street vehicle parking spaces allowed per site shall be equal the minimum number of required spaces, pursuant to Table 16.128.030.A, multiplied by a factor of:**
 - a. 1.2 spaces for uses fronting a street with adjacent on-street parking spaces; or**
 - b. 1.5 spaces, for uses not fronting a street with adjacent on-street parking; or**
 - c. A factor determined according to a parking analysis prepared by a qualified professional/registered engineer and submitted by the applicant.**
- 10. The applicant may propose a parking space standard that is different than the standard in Table 16.128.030.A, for review and action by the Community Development Director through a variance procedure, pursuant to Chapter 16.272. The applicant's proposal shall consist of a written request and a parking analysis prepared by a qualified professional/registered engineer. The parking analysis, at a minimum, shall assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent transit service, carpools, or private shuttles; and other relevant factors.**

The Community Development Director may reduce the off-street parking standards for sites with one or more of the following features:

 - a. Site has a transit stop with existing or planned frequent transit service (30-minute headway or less) located adjacent to it, and the site's frontage is improved with a transit stop shelter, consistent with the standards of the applicable transit service**

provider: Allow up to a 20 percent reduction to the standard number of automobile parking spaces;

b. Site has dedicated parking spaces for carpool/vanpool vehicles: Allow up to a 10 percent reduction to the standard number of automobile parking spaces;

c. Site has dedicated parking spaces for motorcycle and/or scooter or electric carts: Allow reductions to the standard dimensions for parking spaces and the ratio of standard to compact parking spaces;

d. Available on-street parking spaces adjacent to the subject site in amounts equal to the proposed reductions to the standard number of parking spaces.

e. Site has more than the minimum number of required bicycle parking spaces: Allow up to 10 percent reduction to the number of automobile parking spaces.

B. Parking Location and Shared Parking.

1. Location. Vehicle parking is allowed only on approved parking shoulders (streets), within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this Code. **Parking and loading areas shall not be located in required yards adjacent to a street unless otherwise specifically permitted in this ordinance. Side and rear yards that are not adjacent to a street may be used for such areas when developed and maintained as required in this ordinance.** Specific locations for parking are indicated in Division 2 for some land uses (e.g., the requirement that parking be located to side or rear of buildings, with access from alleys, for some uses). See also Chapter 16.120, Access and Circulation.
2. Off-Site Parking. Except for single-family, two-family, and three-family dwellings, the vehicle parking spaces required by this chapter may be located on another parcel of land, provided the parcel is within 200 feet or a reasonable walking distance of the use it serves. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.

Bicycle Parking

16.128.040 Bicycle Parking Requirements.

- A. All uses shall provide bicycle parking in conformance with the following standards which are evaluated during development review or site design review.
- B. Number of Bicycle Parking Spaces. **The minimum number of bicycle parking spaces required for uses is provided in Table 16.128.040.A.** A minimum of two bicycle parking spaces per use is required for all uses with more than 10 vehicle parking spaces. The following additional standards apply to specific types of development:
 1. Multifamily Residences. Every residential use of four or more dwelling units provides at least one sheltered bicycle parking space for each dwelling unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible

storage unit, the bicycle parking spaces may be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.

2. **Parking Lots.** All public and commercial parking lots and parking structures provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces, with a maximum of 28 bicycle parking spaces per commercial lot.
3. **Schools.** Elementary and middle schools, both private and public, provide one bicycle parking space for every 10 students and employees. High schools provide one bicycle parking space for every five students and employees. All spaces should be sheltered under an eave, overhang, or bicycle shelter.

Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to the vehicle parking standard, pursuant to 16.128.030(A)(10), the City may require bicycle parking spaces in addition to those in Table 16.128.040.A.

Use	Minimum	Maximum
Residential Single-Family	1	1
Residential Medium-Density	1	1
Residential High-Density	1	1
Office	1	1
Retail	1	1
Food Service	1	1
Public	1	1
Commercial	1	1
Industrial	1	1
Transportation	1	1
Community Center	1	1
Other	1	1

Table 16.128.040.A
Bicycle Parking Requirements

<u>Minimum Required Bicycle Parking Spaces</u>		<u>Long and Short Term Bicycle Parking</u>
<u>Use</u>	<u>Minimum Number of Spaces</u>	<u>(As % of Minimum Required Bicycle Parking Spaces)</u>
<u>Multifamily Residential</u> (required for 4 or more dwelling units)	1 space per 4 dwelling units	75% long term 25% short term
<u>Commercial</u>	2 spaces per primary use or 1 per 5 vehicle spaces, whichever is greater. Maximum of 28 spaces per commercial lot.	25% long term 75% short term
<u>Schools</u> (all types)	2 spaces per classroom	100% long term
<u>Parks</u> (active recreation areas only)	4 spaces	100% short term
<u>Transit Stops</u>	2 spaces	100% short term
<u>Transit Centers</u>	4 spaces or 1 per 10 vehicle spaces, whichever is greater	50% long term 50% short term
<u>Other Uses</u>	2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	50% long term 50% short term

C. Design and Location.

- 1. All bicycle parking shall be securely anchored to the ground or to a structure.**
- 2. All bicycle parking shall be lighted for theft protection, personal security and accident prevention.**
- 3. All bicycle parking shall be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle. Bicycle parking spaces shall be at least six (6) feet long and two-and-one-half (2 ½) feet wide, and overhead clearance in covered spaces should be a minimum of seven (7) feet. A five (5) foot aisle for bicycle maneuvering should be provided and maintained beside or between each row/rack of bicycle parking.**
- 4. Bicycle parking racks shall accommodate locking the frame and both wheels using either a cable or U-shaped lock.**
- 5. Direct access from the bicycle parking area to the public right-of-way shall be provided at-grade or by ramp access, and pedestrian access shall be provided from the bicycle parking area to the building entrance.**
- 6. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall not conflict with the vision clearance standards of Chapter 16.132.**
- 7. All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.**
- 8. Short-term bicycle parking.**
 - a. Short-term bicycle parking shall consist of a stationary rack or other approved structure to which the bicycle can be locked securely.**
 - b. If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.**
 - c. Short-term bicycle parking shall be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automobile parking space.**
- 9. Long-term bicycle parking. Long-term bicycle parking shall consist of a lockable enclosure, a secure room in a building onsite, monitored parking, or another form of sheltered and secure parking.**

D. Exemptions. This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The City may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.

E. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall be located so as to not conflict with the vision clearance standards of Chapter 16.132.

16.136.020 Transportation Standards.

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:

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;
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.

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.	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 ⁴	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

Notes:

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

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:

— 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.

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.

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.

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.

— REFER TO FIGURES 5-3, 5-4, and 5-5 OF THE TSP FOR CROSS SECTION VIEWS OF LOCAL, COLLECTOR, AND ARTERIAL ROADS.

¹ Width if on-street parking is constructed in place of bike lanes. The travel lane width shall function

<u>Type of Street</u>	<u>Standard Requirements or Alternative Minimum</u>	<u>Right-of-Way Width</u>	<u>Curb-to-Curb Pavement Width</u>	<u>Motor Vehicle Travel Lanes⁴</u>	<u>Median /Flex Lane³</u>	<u>Bike Lanes (both sides)</u>	<u>On-Street Parking (both sides)</u>	<u>Curb</u>	<u>Planting Strip³</u>	<u>Sidewalks</u>
<i>Arterial Roads</i>										
<u>4 – Lane Arterial</u>	<u>Standard Requirements</u>	<u>102 ft.</u>	<u>78 ft.</u>	<u>12 ft.</u>	<u>14 ft.</u>	<u>8 ft.</u>	<u>None</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
	<u>Alternative Minimum²</u>	<u>80 ft.</u>	<u>64 ft.</u>	<u>11 ft.</u>	<u>None</u>	<u>6 ft.</u>	<u>None</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
<u>2- Lane Arterial</u>	<u>Standard Requirements</u>	<u>78 ft. (82 ft.)¹</u>	<u>54 ft. (58 ft.)¹</u>	<u>12 ft. (14 ft.)¹</u>	<u>14 ft.</u>	<u>8 ft.</u>	<u>8 ft.</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
	<u>Alternative Minimum²</u>	<u>58 ft. (66 ft.)¹</u>	<u>34 ft. (42 ft.)¹</u>	<u>11 ft. (14 ft.)¹</u>	<u>None</u>	<u>6 ft.</u>	<u>7 ft.</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
<i>Collector Roads</i>										
<u>Major Collector Road</u>	<u>Standard Requirements</u>	<u>64 ft. (68 ft.)¹</u>	<u>40 ft. (44 ft.)¹</u>	<u>12 ft. (14 ft.)¹</u>	<u>None</u>	<u>8 ft.</u>	<u>8 ft.</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
	<u>Alternative Minimum²</u>	<u>58 ft. (66 ft.)¹</u>	<u>36 ft. (42 ft.)¹</u>	<u>11 ft. (14 ft.)¹</u>	<u>None</u>	<u>8 ft.</u>	<u>7 ft.</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
<u>Minor Collector Road</u>	<u>Standard Requirements</u>	<u>58 ft. (68 ft.)¹</u>	<u>40 ft. (44 ft.)¹</u>	<u>11 ft. (14 ft.)¹</u>	<u>None</u>	<u>6 ft.</u>	<u>8 ft.</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
	<u>Alternative Minimum²</u>	<u>50 ft. (62 ft.)¹</u>	<u>36 ft. (42 ft.)¹</u>	<u>10 ft. (14 ft.)¹</u>	<u>None</u>	<u>5 ft.</u>	<u>7 ft.</u>	<u>Yes</u>	<u>5 ft.</u>	<u>5 ft.</u>
<i>Local Roads</i>										
<u>Local Road</u>	<u>Standard Requirements</u>	<u>60 ft.</u>	<u>32 ft.</u>	<u>12 ft.</u>	<u>None</u>	<u>None</u>	<u>8 ft</u>	<u>Yes</u>	<u>5 ft.</u>	<u>5 ft.</u>
	<u>Alternative Minimum²</u>	<u>50 ft. (48 ft.)⁴</u>	<u>28 ft.</u>	<u>10 ft.</u>	<u>None</u>	<u>None</u>	<u>8 ft⁴</u>	<u>Yes</u>	<u>5 ft.</u>	<u>5 ft.</u>
<u>Alleys</u>	<u>N/A</u>	<u>12 ft. - 24 ft.</u>	<u>12 - 24 ft.</u>	<u>N/A</u>	<u>N/A</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Shared-Use Path⁵</u>	<u>N/A</u>	<u>10 ft. - 16 ft.</u>	<u>10 - 16 ft.</u>	<u>N/A</u>	<u>N/A</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>

as a shared roadway and accommodate bikes. On-street parking is not permitted where posted speeds are greater than 35 mph.

² The standard design should be provided where feasible. In constrained areas where providing the standard widths are not practical, alternative minimum design requirements may be applied with approval of the City Engineer.

³ Median/flex lane and planting strips are optional depending on surrounding land use and available right-of-way.

⁴ Parking on residential neighborhood streets is allowed and may be allowed on one side only in constrained areas or where approved by the City Engineer, resulting in a curb-to-curb width of 28 feet and overall right-of-way width of 48 feet.

⁵ Shared-use path requires 2 ft. gravel shoulder and 10 ft. minimum vertical clearance. If a shared-use path is put in place of a sidewalk and bike lane a 1 ft. to 2 ft. paved shoulder and a 5 ft. planter strip is required between the path and the travel lane.

REFER TO FIGURES 9 - 14 OF THE TSP FOR CROSS SECTION VIEWS OF ALL STREET TYPES.

[New Chapter] 16.201 Transit Access and Supportive Improvements

Development that is proposed adjacent to an existing or planned transit stop, as designated in an adopted transportation or transit plan, shall provide the following transit access and supportive improvements in coordination with the transit service provider:

- A. Reasonably direct pedestrian connections between the transit stop and primary entrances of the buildings on site. For the purpose of this Section, "reasonably direct" means 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 users.
- B. The primary entrance of the building closest to the street where the transit stop is located that is oriented to that street.
- C. A transit passenger landing pad that is ADA accessible.
- D. An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted plan.
- E. Lighting at the transit stop.
- F. Other improvements identified in an adopted plan.

16.208.040 Type II Procedure (Administrative).

[...]

C. Notice of Application for Type II Administrative Decision.

1. Before making a Type II administrative decision, the Community Development Director shall mail notice to:

- a. All owners of record of real property within 100 feet of the subject area not less than 20 days prior to the decision date;

[...]

- d. Any person who submits a written request to receive a notice; and

- e. Any governmental agency which is entitled to notice under an intergovernmental agreement entered into with the City. The City may shall notify other affected agencies, as appropriate, for review of the application. **Affected agencies include but are not limited to other City and corresponding County departments; Warrenton-Hammond School District; utility companies; and Sunset Empire Transportation District and other transportation facility and service providers.** 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.

16.208.050 Type III Procedure (Quasi-Judicial).

[...]

C. Notice of Hearing.

1. Mailed Notice. Notice of a Type III application hearing (or appeal) or Type I or II appeal hearing shall be given by the Community Development Director in the following manner:
 - a. At least 20 days before the hearing date, notice shall be mailed to:
 - i. The applicant and all owners or contract purchasers of record of the property which is the subject of the application;
 - ii. All property owners of record within 200 feet of the site (N/A for Type I appeal);
 - iii. Any governmental agency which has entered into an intergovernmental agreement with the City, which includes 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. **Transit and other transportation facility and service providers shall be notified of Type III application hearings.** [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;

[...]

16.208.070 General Provisions.

[...]

C. Pre-Application Conferences.

1. Participants. When a pre-application conference is required, the applicant shall meet with the Community Development Director or his/her designee(s). **The Community Development Director shall invite City staff from other departments to provide technical expertise applicable to the proposal, as necessary, as well as other public agency staff such as transportation and transit agency staff.**

[...]

D. Applications.

3. Check for Acceptance and Completeness.

b. Completeness.

[...]

iv. Coordinated Review. When required by this Code, or at the direction of the Community Development Director, the City shall submit the application for review and comment to ODOT and other applicable City, county, state, and federal review agencies. **Potential applicable agencies include but are not limited to City Building, Public Works, Fire, Police, and Parks departments; Clatsop County Building, Planning, Parks, Public Health, Public Safety, and Public Works departments; Warrenton-Hammond School District; utility companies; and Sunset Empire Transportation District and other transportation facility and service providers.**

16.216.020 General Requirements.

[...]

k. Flag lots and lots accessed by midblock lanes.

Infill lots may be developed as flag lots or mid-block developments as defined in this section.

A. Flag Lots. Flag lots may be created only when a through street cannot be extended to serve future development. A flag lot must have at least 16 feet of frontage on a public way and may serve no more than two dwelling units, including accessory dwellings and dwellings on individual lots or other commercial or industrial uses. A minimum width of 12 feet of frontage for each lot shall be required when three or more flag lots are using a shared access. In no instance may more than four parcels utilize a joint access; in such instances the properties shall be served by a public or private street as the case may dictate. The layout of flag lots, the placement of buildings on such lots, and the alignment of shared drives shall be designed so that future street connections can be made as adjacent properties develop, to the extent practicable, and in accordance with the transportation connectivity and block length standards of Section 16.120.020.

B. Mid-Block Lanes. Where consecutive flag lot developments or other infill development could have the effect of precluding local street extensions through a long block, the Planning Director may require the improvement of mid-block lanes through the block. Lots may be developed without frontage onto a public street when access is provided by mid-block lanes. Mid-block lanes are private drives serving more than two dwelling units with reciprocal access easements; such lanes are an

alternative to requiring public right-of-way street improvements where physical site constraints preclude the development of a standard street. Mid-block lanes, at a minimum, shall be paved, have adequate storm drainage (surface retention, where feasible, is preferred), meet the construction standards for alleys, and conform to the standards of subsections C through E.

- C. Dedication of Shared Drive Lane. A drive serving more than one lot shall have a reciprocal access and maintenance easement recorded for all lots. No fence, structure or other obstacle shall be placed within the drive area. The owner shall record an easement from each property sharing a drive for vehicle access similar to an alley. Dedication or recording, as applicable, shall be so indicated on the face of the subdivision or partition plat.
- D. Maximum Drive Lane Length. The maximum drive lane length is subject to requirements of the Uniform Fire Code, but shall not exceed 150 feet for a shared drive, and 400 feet for a shared rear lane.
- E. Future Street Plans. Building placement and alignment of shared drives shall be designated so that future street connections can be made as surrounding properties develop.

16.220.030 Review Criteria.

[...]

C. Drive-Up/ Drive-Through Facility

- A. Purpose. Where drive-up or drive-through uses and facilities are allowed, they shall conform to all of the following standards, which are intended to calm traffic, provide for adequate vehicle queuing space, prevent automobile turning movement conflicts, and provide for pedestrian comfort and safety.
- B. Standards. Drive-up and drive-through facilities (i.e., driveway queuing areas, customer service windows, teller machines, kiosks, drop-boxes, or similar facilities) shall meet all of the following standards:

 - 1. The drive-up or drive-through facility shall orient to and receive access from a driveway that is internal to the development and not a street, as generally illustrated.
 - 2. The drive-up or drive-through facility shall not be oriented to street corner.
 - 3. The drive-up or drive-through facility shall not be located within 20 feet of a street right-of-way.
 - 4. Drive-up and drive-through queuing areas shall be designed so that vehicles will

not obstruct any street, fire lane, walkway, bike lane, or sidewalk.

- 5. Along Highway 101, between SE Marlin and SE Dolphin Avenues, no new drive-up or drive-through facility is allowed within 400 linear feet of another drive-up or drive-through facility, where the existing drive-up or drive-through facility lawfully existed as of the date of an application for a new drive-up or drive-through facility.**

16.232.060 Transportation Planning Rule Compliance.

A. When a development application includes a proposed Comprehensive Plan amendment, or rezone, or **land use regulation change**, the proposal **shall demonstrate it is consistent with the adopted transportation system plan and the planned function, capacity, and performance standards of the impacted facility or facilities. The proposal shall** be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060. See also Chapter 16.256, Traffic Impact Study. **Where it is found that a proposed amendment would have a significant effect on a transportation facility, the City will work with the applicant and, where applicable, with the roadway authority to modify the request or mitigate the impacts in accordance with the TPR and applicable law.** Significant means the proposal would:

1. Change the functional classification of an existing or planned transportation facility. This would occur, for example, when a proposal causes future traffic to exceed the capacity of a “collector” street classification, requiring a change in the classification to an “arterial” street, as identified by the Transportation System Plan; or
2. Change the standards implementing a functional classification system; or
3. Allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or
4. Reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.

B. Amendments to the Comprehensive Plan and land use standards which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

1. Limiting allowed land uses to be consistent with the planned function of the transportation facility; or
2. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the transportation planning rule; or
3. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.

16.256.010 Purpose.

The purpose of this chapter of the Warrenton Development Code is to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities (see Section 16.256.060). This chapter establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a traffic impact study must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a traffic impact study; and who is qualified to prepare the study.

16.256.020 Typical Average Daily Trips.

Standards by which to gauge average daily vehicle trips include: 10 trips per day per single-family household; five trips per day per apartment; and 30 trips per day per 1,000 square feet of gross floor area such as a new supermarket or other retail development **shall be calculated using the rates and methodology in the most recent addition of the Institute of Transportation Engineers Trip Generation Manual.**

16.256.030 When Required.

A traffic impact study ~~may~~ **will** 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 ~~m~~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~~sight 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.

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~~ **registered in the State of Oregon. The study scope and content shall be determined in coordination with the City Public Works Director or designee. Traffic impact analyses required by Clatsop County or ODOT shall be prepared in**

accordance with the requirements of those road authorities. Preparation of the study report is the responsibility of the land owner or applicant.

B. Transportation planning rule compliance, Section 16.232.060.

16.256.050 Approval Criteria.

The traffic impact study report shall be reviewed according to the following criteria:

- A. The study complies with the content requirements set forth by the City and/or other road authorities as appropriate;
- B. The study demonstrates that adequate transportation facilities exist to serve the proposed land use action or identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the road authority;
- C. For affected City facilities, the study demonstrates that the project meets mobility and other applicable performance standards established in the adopted transportation system plan, and includes identification of multi-modal solutions used to meet these standards, as needed; and
- D. Proposed design and construction of transportation improvements are in accordance with the design standards and the access spacing standards specified in the transportation system plan.

16.256.060 Conditions of Approval.

- A. The City may deny, approve, or approve a proposal with conditions necessary to meet operational and safety standards; provide the necessary right-of-way for planned improvements; and require construction of improvements to ensure consistency with the future planned transportation system.
- B. Construction of off-site improvements may be required to mitigate impacts resulting from development that relate to capacity deficiencies and public safety; and/or to upgrade or construct public facilities to City standards.
- C. Where the existing transportation system is shown to be impacted by the proposed use, improvements such as paving; curbing; installation of or contribution to traffic signals; and/or construction of sidewalks, bikeways, access ways, paths, or streets that serve the proposed use may be required.
- D. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.

DRAFT TECHNICAL MEMORANDUM #12

DATE: September 27, 2018

TO: Warrenton TSP Project Management Team

FROM: Darci Rudzinski, Angelo Planning Group

**SUBJECT: Warrenton Transportation System Plan
Task 6.4, Technical Memorandum #12, Implementing Ordinances**

Purpose and Organization

Pursuant to Task 6.4, the purpose of this memorandum is to propose amendments to the City of Warrenton Comprehensive Plan and to the Development Code. The proposed amendments are intended to implement the goals and strategies of the draft Warrenton Transportation System Plan (TSP) and ensure compliance with the Transportation Planning Rule (TPR). More broadly, the intent of the amendments is to ensure that the City's policies and development requirements provide sufficient guidance to ensure that future decisions and land use actions are consistent with the planned transportation system.

The first section of the memorandum explains the City's approach to updating transportation policies in the Warrenton Comprehensive Plan. The second section of the memorandum provides recommended Development Code amendments (Table 1).

Policy Amendments

Currently, both the City's adopted TSP and Comprehensive Plan (Article 8 Transportation) contain transportation policies, with the standards in the TSP prevailing where conflicts between adopted policies exist. The City's updated TSP includes goals and objectives to guide future transportation system planning. As explained in Technical Memorandum #4, Goals, Objectives, and Evaluation Criteria, each new capital improvement project, land use application, or implementation measure must be consistent with the objectives. The TSP update anticipated that, once adopted, the goals and objectives will become part of Warrenton's Comprehensive Plan. The City is proposing to replace Comprehensive Plan Article 8 in its entirety with the following text referencing the 2018 TSP:

In 2015 the City of Warrenton began a planning project to replace the City's 2004 Transportation System Plan and to prepare associated land use ordinances. The primary objective of the project was to describe and document a new baseline condition for the City's multi-modal transportation system and to identify transportation improvements based on a 2035 planning horizon. This project was

informed by several studies and plans that had been conducted and completed since the 2004 TSP was adopted, including the Warrenton Downtown and Marina Master Plans (2010), Warrenton Parks Master Plan (2010), and Warrenton Trails Master Plan (2008). The TSP update was needed to ensure consistency and further the outcomes of these and other adopted plans, as well as to plan for the community's future transportation system needs. In addition to roadway needs, the project also focused on a full evaluation of the bicycle and pedestrian systems, with special attention on identifying new and enhanced local routes and connections to the regional trail system. The resulting multi-modal plan includes project lists with recommended and prioritized system improvements based on reasonable funding forecasts for the next 20 years. The City will rely on the TSP's update street-functional classifications and cross-section standards to ensure that future investments meet community needs.

The 2018 Transportation System Plan serves as the Transportation element of the City's Comprehensive Plan; additional information, including forecasted future transportation needs, roadway functional classifications, and transportation facility standards can be found in the TSP document.

Development Code Amendments

This section of the memorandum provides recommended changes to the City's development requirements, based on an audit and analysis of the Development Code (Title 16 of the Warrenton Municipal Code).¹ Proposed amendments to development requirements are intended to both implement the goals and policies of the draft TSP and to ensure consistency with the Transportation Planning Rule (TPR). Table 1 presents each recommendation, a reference to the relevant code section(s), and a reference to the relevant TPR section(s).

Proposed changes to the Development Code are found in the following:

Division 2 Land Use Districts

- Chapter 16.40 General Commercial (C-1) District
- Chapter 16.44 Commercial Mixed Use (C-MU) District

Division 3 Design Standards

- Chapter 16.120 Access and Circulation
- Chapter 16.128 Vehicle and Bicycle Parking
- Chapter 16.136 Public Facilities Standards

¹ See Technical Memorandum #3, Regulatory Review, October 14, 2015.

Division 4, Applications and Review Procedures

- Chapter 16.208 Types of Applications and Review Procedures
- Chapter 16.216 Land Divisions and Lot Line Adjustments
- Chapter 16.220 Conditional Use Permits
- Chapter 16.232 Amendments to Comprehensive Plan Text and Map, Rezone, and Development Code
- Chapter 16.256 Traffic Impact Study

Attachment A provides the implementing code language related to each numbered recommendation in Table 1.

Table 1: Recommended Development Code Amendments

Recommendation	Development Code Reference	Draft TSP Goal and TPR References
<p>1. Establish new transit-related building setback standards. As recommended in Sunset Empire Transit District Long Range Comprehensive Transportation Plan, modified code language establishes maximum setbacks for buildings in commercial districts, adjacent to transit stops.</p>	<p>Section 16.40.050 Design Standards Section 16.44.040 Development Standards</p>	<p>OAR 660-012-0045(4)</p>
<p>2. Revise access management standards for consistency with the updated TSP. Currently, the Development Code refers to access spacing standards in the TSP. The draft TSP is recommending adding “major” and “minor” arterials and collectors to the street classification system. Classifications are mapped on Figure X of the TSP; the plan does not have a list of City streets with their classifications, as suggested by current Development Code.</p> <p>Block length standards are also in the Vehicular Access and Circulation section of the Development Code. Recommended modifications reduce maximum block length standards in zoning districts that may be more urban in nature and where transit corridors are currently located or may be located in the future.</p>	<p>Section 16.120.020 Vehicular Access and Circulation</p>	<p>OAR 660-012-0045(2)(a)</p>
<p>3. Add requirements to connect to transit stops. While pedestrian access and circulation standards require that proposed development provides for non-motorized connections on site, current requirements do not include transit stops. Proposed language will allow for enhanced connections to transit as part of proposed developments near planned or existing stop.</p>	<p>Section 16.120.030 Pedestrian Access and Circulation</p>	<p>OAR 660-012-0045(3)(b)</p>
<p>4. Allow parking area redevelopment for transit-related improvements; add requirements for carpool and vanpool parking; and establish maximum parking standards in specified situations. Proposed changes would allow existing parking areas to be redeveloped for transit-oriented uses, provided that minimum parking requirements can still be met. In addition, proposed text amendments would require larger off-street parking lots to include preferential parking for carpools and vanpools in designated employee parking areas and would cap parking in commercial districts and adjacent to transit</p>	<p>Section 16.128.030 Vehicle Parking Standards</p>	<p>OAR 660-012-0045(4)(e) OAR 660-012-0045(4)(d)</p>

Table 1: Recommended Development Code Amendments

Recommendation	Development Code Reference	Draft TSP Goal and TPR References
<p>stops. Proposed code language was developed as part of the Sunset Empire Transit District Long Range Comprehensive Transportation Plan.</p>		
<p>5. Allow parking reductions through a variance procedure. Proposed code modifications will allow the Planning Director to approve a modification in required vehicular parking spaces for development that is well served by transit or provides infrastructure for modes other than the single-occupancy vehicle. Amendments include minor changes to the City's existing restrictions regarding parking in the required setbacks. Proposed code language was developed as part of the Sunset Empire Transit District Long Range Comprehensive Transportation Plan.</p>	<p>Section 16.128.030 Vehicle Parking Standards</p>	<p>OAR 660-012-0045(4)</p>
<p>6. Update bicycle parking standards. Currently, the code requires bicycle parking for multi-family housing, schools and public or private parking lots. Proposed amendments would expand bicycle parking requirements to commercial, school, and transit uses. The proposed new table specifies the short- and long-term bicycle requirements for various land uses. Proposed code language was developed as part of the Sunset Empire Transit District Long Range Comprehensive Transportation Plan.</p>	<p>Section 16.128.040 Bicycle Parking Requirements</p>	<p>OAR 660-012-0045(3)(a)</p>
<p>7. Update street design standards. Street design standards based on street classifications have been revised in the updated TSP; Table 16.136.010 City of Warrenton Street Design Standards has been updated to reflect the TSP standards. The list of factors on which to grant deviations from minimum standards can be eliminated from the code, as the draft TSP includes proposed "considerations" for granting "Alternative Minimum Standards" for each roadway classification.</p>	<p>Section 16.136.020 Transportation Standards Table 16.136.010 City of Warrenton Street Design Standards</p>	<p>OAR 660-012-0045(7)</p>
<p>8. Establish new transit stop improvement requirements. Proposed Chapter 16.204, Transit Access and Supportive Facilities includes access and improvement requirements for development that is proposed adjacent to an existing or planned transit stop. Proposed code language was developed as part of the Sunset Empire Transit District Long Range Comprehensive Transportation Plan.</p>	<p>[New] Chapter 16.204</p>	<p>OAR 660-012-0045(3)(b), OAR 660-012-0045(4)(a), (b), (f)</p>
<p>9. Expand notice requirements to transportation agencies. Recommended changes ensure that</p>	<p>Section 16.208.040</p>	<p>OAR 660-012-0045(1)(d) OAR 660-012-0045(2)(f)</p>

Table I: Recommended Development Code Amendments

Recommendation	Development Code Reference	Draft TSP Goal and TPR References
<p>transportation agencies are provided noticed of proposals that may have a significant impact on a facility (or service) under their jurisdiction are to involve these agencies in pre-application conferences and application review. Proposed code language was developed as part of the Sunset Empire Transit District Long Range Comprehensive Transportation Plan.</p>	<p>Type II Procedure (Administrative)</p> <p>Section 16.208.050 Type III Procedure (Quasi-Judicial).</p> <p>Section 16.208.070 General Provisions</p>	
<p>10. Update TPR “significant effect” citation. TPR Section -0060 was updated in 2012. Current Development Code language reflects the outdated State language and needs to be updated. The proposed amendment references the TPR, rather than including language from the Rule.</p>	<p>Section 16.232.060</p>	<p>OAR 660-012-0060</p>
<p>11. Update Traffic Impact Study (TIS) requirements. Recommendations include replacing the Division 51 reference (which applies to state highway approach applications) with local preparation requirements. Additions include approval criteria (new Section 16.256.050) and a section that codifies the City’s ability to condition approval to provide for needed transportation improvements.</p>	<p>16.256.010 Purpose</p> <p>16.256.030 When Required</p> <p>16.256.040 Traffic Impact Study Requirements.</p> <p>[New] Section 16.256.050 Approval Criteria</p> <p>[New] Section 16.256.060 Conditions of Approval</p>	<p>OAR 660-012-0045(2)(b)</p> <p>OAR 660-012-0045(2)(g)</p> <p>OAR 660-012-0045(3)(c)</p>
<p>12. Establish Drive-Through/Drive-Up Facility as a Permitted Conditional Use in C-1 and C-MU Districts. Proposed addition of drive-through/drive-up facilities definition and as an approved condition use will help mitigate potential traffic impacts and will contribute to a mixed-use, pedestrian-friendly center.</p>	<p>16.12.010 Definitions</p> <p>16.40.030 Conditional Uses. (C-1 District)</p> <p>16.44.030 Conditional Uses. (C-MU District)</p> <p>16.220.030 Review Criteria</p>	<p>OAR 660-12-0060</p>
<p>13. Add Flag Lot Requirements Proposed new requirements identify standards for flag lots and mid-block lanes and require reciprocal access and maintenance easement agreements for shared drives.</p>	<p>16.216.020 General Requirements</p>	<p>OAR 660-12-0045(3)</p>

APPENDIX A: PROPOSED CODE AMENDMENTS

Underlined bolded text is new, ~~struck out~~ is current text to be removed from adopted development code language.

Recommendation 1: Establish new transit-related building setback standards.

16.40.040 Development Standards.

[...]

B. Setback Requirements.

1. Minimum front yard setback, commercial uses: none except where adjoining a residential zone, in which case it shall be 15 feet. See Section 16.40.050 for maximum front yard setback for commercial uses.

[...]

16.40.050 Design Standards.

The following design standards are applicable in the C-1 zone:

- A. Any commercial development shall comply with Chapter 16.116 of the Development Code.
- B. Lots fronting onto U.S. Highway 101 shall have a setback of at least 50 feet between any part of the proposed building and the nearest right-of-way line of U.S. Highway 101.
- C. Signs in General Commercial Districts along Fort Stevens Highway/State Highway 104 (i.e., S. Main Avenue, N. Main Avenue, NW Warrenton Drive, and Pacific Drive) shall comply with the special sign standards of Section 16.144.040.
- D. Maximum front yard setback for commercial buildings in the C-1 zone along Fort Stevens Highway/State Highway 104 shall be 10 feet.

E. Maximum front yard setback for commercial buildings in the C- 1 zone adjacent to existing or planned transit stops shall be 10 feet.

- 1. The Community Development Director may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to Site Design approval.**

16.44.040 Development Standards.

The following development standards are applicable in the C-MU district:

[...]

B. Setback Requirements (Residential and Multiple Uses).

1. Minimum front yard setback: 15 feet **(Residential); none (Multiple Uses)**.
2. Minimum side yard setback: 8 feet.
3. Minimum corner lot street side yard setback: 8 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. Maximum front yard setback: 10 feet for Multiple Uses adjacent to existing or planned transit stops.

- a. The Community Development Director may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to Site Design approval.**

C. Setback Requirements (Commercial Uses).

1. Minimum front yard setback: none.
2. Minimum side yard setback: None except where adjoining a residential zone in which case there shall be a visual buffer strip of at least 10 feet wide to provide a dense evergreen landscape buffer which attains a mature height of at least eight feet. Such buffers must conform to the standards in Chapter 16.124, Landscaping, Street Trees, Fences and Walls.
3. Minimum rear yard setback: None except where adjoining a residential zone in which case there shall be a visual buffer strip of at least 10 feet wide to provide a dense evergreen landscape buffer which attains a mature height of at least eight feet. Such buffers must conform to the standards in Chapter 16.124, Landscaping, Street Trees, Fences and Walls.

4. Maximum front yard setback: 10 feet for Commercial Uses adjacent to existing or planned transit stops.

- a. The Community Development Director may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to Site Design approval.**

Recommendation 2: Revise access management standards.**16.120.020 Vehicular Access and Circulation.**

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

[...]

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.

[...]

- 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 **600 feet** ~~1,000 feet~~ between street corner lines **in Residential and C-1 zones, 400 feet in the C-MU zone, and 1,000 feet in other zones** 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 **in zones other than Residential, C-1, and C-MU** 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.

Recommendation 3: Add Requirements to connect to transit stops.

16.120.030 Pedestrian Access and Circulation.

- A. Pedestrian Access and Circulation.
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 **and existing or planned transit stops**, 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.

Recommendation 4: Allow parking area redevelopment for transit-related improvements; add requirements for carpool and vanpool parking; and establish maximum parking requirements in specified situations.

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.

A. General Provisions.

[...]

- 7. Parking spaces and parking areas may be used for transit related uses such as transit stops and park-and-ride/rideshare areas, provided minimum parking space requirements can still be met.**
- 8. Parking areas that have designated employee parking and more than 20 automobile parking spaces shall provide at least 10% of the employee parking spaces (minimum two spaces) as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.**
- 9. Sites that are adjacent to existing or planned transit stops or are in the General Commercial (C-1) and Commercial Mixed Use (C-MU) districts are subject to maximum off-street vehicle parking requirements. The maximum number of off-street vehicle parking spaces allowed per site shall be equal the minimum number of required spaces, pursuant to Table 16.128.030.A, multiplied by a factor of:**
 - a. 1.2 spaces for uses fronting a street with adjacent on-street parking spaces; or**
 - b. 1.5 spaces, for uses not fronting a street with adjacent on-street parking; or**
 - c. A factor determined according to a parking analysis prepared by a qualified professional/registered engineer and submitted by the applicant.**

Recommendation 5: Allow parking reductions through a variance procedure.

- 10. The applicant may propose a parking space standard that is different than the standard in Table 16.128.030.A, for review and action by the Community Development Director through a variance procedure, pursuant to Chapter 16.272. The applicant's proposal shall consist of a written request and a parking analysis prepared by a qualified professional/registered engineer. The parking analysis, at a minimum, shall assess the average parking demand and available supply for existing**

and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent transit service, carpools, or private shuttles; and other relevant factors.

The Community Development Director may reduce the off-street parking standards for sites with one or more of the following features:

- a. Site has a transit stop with existing or planned frequent transit service (30-minute headway or less) located adjacent to it, and the site's frontage is improved with a transit stop shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20 percent reduction to the standard number of automobile parking spaces;**
- b. Site has dedicated parking spaces for carpool/vanpool vehicles: Allow up to a 10 percent reduction to the standard number of automobile parking spaces;**
- c. Site has dedicated parking spaces for motorcycle and/or scooter or electric carts: Allow reductions to the standard dimensions for parking spaces and the ratio of standard to compact parking spaces;**
- d. Available on-street parking spaces adjacent to the subject site in amounts equal to the proposed reductions to the standard number of parking spaces.**
- e. Site has more than the minimum number of required bicycle parking spaces: Allow up to 10 percent reduction to the number of automobile parking spaces.**

B. Parking Location and Shared Parking.

1. Location. Vehicle parking is allowed only on approved parking shoulders (streets), within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this Code. **Parking and loading areas shall not be located in required yards adjacent to a street unless otherwise specifically permitted in this ordinance. Side and rear yards that are not adjacent to a street may be used for such areas when developed and maintained as required in this ordinance.** Specific locations for parking are indicated in Division 2 for some land uses (e.g., the requirement that parking be located to side or rear of buildings, with access from alleys, for some uses). See also Chapter 16.120, Access and Circulation.
2. Off-Site Parking. Except for single-family, two-family, and three-family dwellings, the vehicle parking spaces required by this chapter may be located on another parcel of land, provided the parcel is within 200 feet or a reasonable walking distance of the use it serves. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.

Recommendation 6: Update bicycle parking standards.

Bicycle Parking

16.128.040 Bicycle Parking Requirements.

- A. All uses shall provide bicycle parking in conformance with the following standards which are evaluated during development review or site design review.
- B. Number of Bicycle Parking Spaces. **The minimum number of bicycle parking spaces required for uses is provided in Table 16.128.040.A.** A minimum of two bicycle parking spaces per use is required for all uses with more than 10 vehicle parking spaces. The following additional standards apply to specific types of development:
1. Multifamily Residences. Every residential use of four or more dwelling units provides at least one sheltered bicycle parking space for each dwelling unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the bicycle parking spaces may be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.
 2. Parking Lots. All public and commercial parking lots and parking structures provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces, with a maximum of 28 bicycle parking spaces per commercial lot.
 3. Schools. Elementary and middle schools, both private and public, provide one bicycle parking space for every 10 students and employees. High schools provide one bicycle parking space for every five students and employees. All spaces should be sheltered under an eave, overhang, or bicycle shelter.

Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to the vehicle parking standard, pursuant to 16.128.030(A)(10), the City may require bicycle parking spaces in addition to those in Table 16.128.040.A.

Table 16.128.040.A

Bicycle Parking Requirements

Table 16.128.040.A
Bicycle Parking Requirements

Minimum Required Bicycle Parking Spaces		Long and Short Term Bicycle Parking
Use	Minimum Number of Spaces	(As % of Minimum Required Bicycle Parking Spaces)
Multifamily Residential (required for 4 or more dwelling units)	2 spaces per 4 dwelling units	75% long term 25% short term
Commercial	2 spaces per primary use or 1 per 5 vehicle spaces, whichever is greater	25% long term 75% short term
Schools (all types)	2 spaces per classroom	100% long term
Parks (active recreation areas only)	4 spaces	100% short term
Transit Stops	2 spaces	100% short term
Transit Centers	4 spaces or 1 per 10 vehicle spaces, whichever is greater	50% long term 50% short term
Other Uses	2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	50% long term 50% short term

C. Design and Location.

- 1. All bicycle parking shall be securely anchored to the ground or to a structure.**
- 2. All bicycle parking shall be lighted for theft protection, personal security and accident prevention.**
- 3. All bicycle parking shall be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle. Bicycle parking spaces shall be at least six (6) feet long and two-and-one-half (2 ½) feet wide, and overhead clearance in covered spaces should be a minimum of seven (7) feet. A five (5) foot aisle for bicycle maneuvering should be provided and maintained beside or between each row/rack of bicycle parking.**
- 4. Bicycle parking racks shall accommodate locking the frame and both wheels using either a cable or U-shaped lock.**

5. Direct access from the bicycle parking area to the public right-of-way shall be provided at-grade or by ramp access, and pedestrian access shall be provided from the bicycle parking area to the building entrance.
 6. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall not conflict with the vision clearance standards of Chapter 16.132.
 7. All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.
 8. Short-term bicycle parking.
 - a. Short-term bicycle parking shall consist of a stationary rack or other approved structure to which the bicycle can be locked securely.
 - b. If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.
 - c. Short-term bicycle parking shall be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automobile parking space.
 9. Long-term bicycle parking. Long-term bicycle parking shall consist of a lockable enclosure, a secure room in a building onsite, monitored parking, or another form of sheltered and secure parking.
- D. Exemptions.** This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The City may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.
- E. Hazards.** Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall be located so as to not conflict with the vision clearance standards of Chapter 16.132.

Recommendation 7: Update street design standards.

16.136.020 Transportation Standards.

- 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:
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;
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.

**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.	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
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Notes:

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

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:

— 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.

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.

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.

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.

— REFER TO FIGURES 5-3, 5-4, and 5-5 OF THE TSP FOR CROSS SECTION VIEWS OF LOCAL, COLLECTOR, AND ARTERIAL ROADS.

<u>Type of Street</u>	<u>Standard Requirements or Alternative Minimum</u>	<u>Right-of-Way Width</u>	<u>Curb-to-Curb Pavement Width</u>	<u>Motor Vehicle Travel Lanes⁴</u>	<u>Median /Flex Lane³</u>	<u>Bike Lanes (both sides)</u>	<u>On-Street Parking (both sides)</u>	<u>Curb</u>	<u>Planting Strip³</u>	<u>Side-walks</u>
<i>Arterial Roads</i>										
<u>4 – Lane Arterial</u>	<u>Standard Requirements</u>	<u>102 ft.</u>	<u>78 ft.</u>	<u>12 ft.</u>	<u>14 ft.</u>	<u>8 ft.</u>	<u>None</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
	<u>Alternative Minimum²</u>	<u>80 ft.</u>	<u>64 ft.</u>	<u>11 ft.</u>	<u>None</u>	<u>6 ft.</u>	<u>None</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
<u>2- Lane Arterial</u>	<u>Standard Requirements</u>	<u>78 ft. (82 ft.)¹</u>	<u>54 ft. (58 ft.)¹</u>	<u>12 ft. (14 ft.)¹</u>	<u>14 ft.</u>	<u>8 ft.</u>	<u>8 ft.</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
	<u>Alternative Minimum²</u>	<u>58 ft. (66 ft.)¹</u>	<u>34 ft. (42 ft.)¹</u>	<u>11 ft. (14 ft.)¹</u>	<u>None</u>	<u>6 ft.</u>	<u>7 ft.</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
<i>Collector Roads</i>										
<u>Major Collector Road</u>	<u>Standard Requirements</u>	<u>64 ft. (68 ft.)¹</u>	<u>40 ft. (44 ft.)¹</u>	<u>12 ft. (14 ft.)¹</u>	<u>None</u>	<u>8 ft.</u>	<u>8 ft.</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
	<u>Alternative Minimum²</u>	<u>58 ft. (66 ft.)¹</u>	<u>36 ft. (42 ft.)¹</u>	<u>11 ft. (14 ft.)¹</u>	<u>None</u>	<u>8 ft.</u>	<u>7 ft.</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
<u>Minor Collector Road</u>	<u>Standard Requirements</u>	<u>58 ft. (68 ft.)¹</u>	<u>40 ft. (44 ft.)¹</u>	<u>11 ft. (14 ft.)¹</u>	<u>None</u>	<u>6 ft.</u>	<u>8 ft.</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
	<u>Alternative Minimum²</u>	<u>50 ft. (62 ft.)¹</u>	<u>36 ft. (42 ft.)¹</u>	<u>10 ft. (14 ft.)¹</u>	<u>None</u>	<u>5 ft.</u>	<u>7 ft.</u>	<u>Yes</u>	<u>5 ft.</u>	<u>5 ft.</u>
<i>Local Roads</i>										
<u>Local Road</u>	<u>Standard Requirements</u>	<u>60 ft.</u>	<u>36 ft.</u>	<u>12 ft.</u>	<u>None</u>	<u>None</u>	<u>8 ft</u>	<u>Yes</u>	<u>5 ft.</u>	<u>5 ft.</u>
	<u>Alternative Minimum²</u>	<u>50 ft. (48 ft.)⁴</u>	<u>28 ft.</u>	<u>10 ft.</u>	<u>None</u>	<u>None</u>	<u>8 ft⁴</u>	<u>Yes</u>	<u>5 ft.</u>	<u>5 ft.</u>
<u>Alleys</u>	<u>N/A</u>	<u>12 ft. - 24 ft.</u>	<u>12 - 24 ft.</u>	<u>N/A</u>	<u>N/A</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Shared-Use Path⁵</u>	<u>N/A</u>	<u>10 ft. - 16 ft.</u>	<u>10 - 16 ft.</u>	<u>N/A</u>	<u>N/A</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>

¹ Width if on-street parking is constructed in place of bike lanes. The travel lane width shall function as a shared roadway and accommodate bikes. On-street parking is discouraged where posted speeds are greater than 35 mph.

² The standard design should be provided where feasible. In constrained areas where providing the standard widths are not practical, alternative minimum design requirements may be applied with approval of the City Engineer.

³ Median/flex lane and planting strips are optional depending on surrounding land use and available right-of-way.

⁴Parking on residential neighborhood streets is allowed and may be allowed on one side only in constrained areas or where approved by the City Engineer, resulting in a curb-to-curb width of 28 feet and overall right-of-way width of 48 feet.

⁵Shared-use path requires 2 ft. gravel shoulder and 10 ft. minimum vertical clearance. If a shared-used path is put in place of a sidewalk and bike lane a 1 ft. to 2 ft. paved shoulder and a 5 ft. planter strip is required between the path and the travel lane.

REFER TO FIGURES 9 - 14 OF THE TSP FOR CROSS SECTION VIEWS OF ALL STREET TYPES.

Recommendation 8: Establish new transit stop improvement requirements.

[New Chapter] 16.204 Transit Access and Supportive Improvements

Development that is proposed adjacent to an existing or planned transit stop, as designated in an adopted transportation or transit plan, shall provide the following transit access and supportive improvements in coordination with the transit service provider:

- A. Reasonably direct pedestrian connections between the transit stop and primary entrances of the buildings on site. For the purpose of this Section, "reasonably direct" means 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 users.
- B. The primary entrance of the building closest to the street where the transit stop is located that is oriented to that street.
- C. A transit passenger landing pad that is ADA accessible.
- D. An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted plan.
- E. Lighting at the transit stop.
- F. Other improvements identified in an adopted plan.

Recommendation 9: Expand notice requirements to transportation agencies.

16.208.040 Type II Procedure (Administrative).

C. Notice of Application for Type II Administrative Decision.

1. Before making a Type II administrative decision, the Community Development Director shall mail notice to:
 - a. All owners of record of real property within 100 feet of the subject area not less than 20 days prior to the decision date;

[...]

- d. Any person who submits a written request to receive a notice; and
- e. Any governmental agency which is entitled to notice under an intergovernmental agreement entered into with the City. The City may shall notify other affected agencies, as appropriate, for review of the application. **Affected agencies include but are not limited to other City and corresponding County departments; Warrenton-Hammond School District; utility companies; and Sunset Empire Transportation District and other transportation facility and service providers.** 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.

16.208.050 Type III Procedure (Quasi-Judicial).

C. Notice of Hearing.

1. Mailed Notice. Notice of a Type III application hearing (or appeal) or Type I or II appeal hearing shall be given by the Community Development Director in the following manner:
 - a. At least 20 days before the hearing date, notice shall be mailed to:
 - i. The applicant and all owners or contract purchasers of record of the property which is the subject of the application;
 - ii. All property owners of record within 200 feet of the site (N/A for Type I appeal);
 - iii. Any governmental agency which has entered into an intergovernmental agreement with the City, which includes 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. **Transit and other transportation facility and service providers shall be notified of Type III application hearings when the application potentially affects their facility or service.** [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;
- [...]

16.208.070 General Provisions.

[...]

C. Pre-Application Conferences.

1. Participants. When a pre-application conference is required, the applicant shall meet with the Community Development Director or his/her designee(s). **The Community Development Director shall invite City staff from other departments to provide**

technical expertise applicable to the proposal, as necessary, as well as other public agency staff such as transportation and transit agency staff.

[...]

D. Applications.

3. Check for Acceptance and Completeness.

b. Completeness.

[...]

iv. Coordinated Review. When required by this Code, or at the direction of the Community Development Director, the City shall submit the application for review and comment to ODOT and other applicable City, county, state, and federal review agencies. **Potential applicable agencies include but are not limited to City Building, Public Works, Fire, Police, and Parks departments; Clatsop County Building, Planning, Parks, Public Health, Public Safety, and Public Works departments; Warrenton-Hammond School District; utility companies; and Sunset Empire Transportation District and other transportation facility and service providers.**

Recommendation 10: Update TPR “significant effect” citation.

16.232.060 Transportation Planning Rule Compliance.

A. When a development application includes a proposed Comprehensive Plan amendment, or rezone, **or land use regulation change**, the proposal **shall demonstrate it is consistent with the adopted transportation system plan and the planned function, capacity, and performance standards of the impacted facility or facilities. The proposal shall** be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060. See also Chapter 16.256, Traffic Impact Study. **Where it is found that a proposed amendment would have a significant effect on a transportation facility, the City will work with the applicant and, where applicable, with the roadway authority to modify the request or mitigate the impacts in accordance with the TPR and applicable law.** Significant means the proposal would:

1. Change the functional classification of an existing or planned transportation facility. This would occur, for example, when a proposal causes future traffic to exceed the capacity of a “collector” street classification, requiring a change in the classification to an “arterial” street, as identified by the Transportation System Plan; or
2. Change the standards implementing a functional classification system; or
3. Allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or
4. Reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.

- ~~B. Amendments to the Comprehensive Plan and land use standards which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:~~
- ~~1. Limiting allowed land uses to be consistent with the planned function of the transportation facility; or~~
 - ~~2. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the transportation planning rule; or~~
 - ~~3. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.~~

Recommendation 11: Update Traffic Impact Study (TIS) requirements.

16.256.010 Purpose.

The purpose of this chapter of the Warrenton Development Code is to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities (**see Section 16.256.060**). This chapter establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a traffic impact study must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a traffic impact study; and who is qualified to prepare the study.

16.256.020 Typical Average Daily Trips.

Standards by which to gauge a ~~an~~ average daily vehicle trips include: 10 trips per day per single-family household; five trips per day per apartment; and 30 trips per day per 1,000 square feet of gross floor area such as a new supermarket or other retail development **shall be calculated using the rates and mythology in the most recent addition of the Institute of Transportation Engineers Trip Generation Manual.**

16.256.030 When Required.

A traffic impact study ~~may~~ **will** 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 ~~m~~**M**anual; 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 sight 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.

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~~ **registered in the State of Oregon. The study scope and content shall be determined in coordination with the City Public Works Director or designee. Traffic impact analyses required by Clatsop County or ODOT shall be prepared in accordance with the requirements of those road authorities. Preparation of the study report is the responsibility of the land owner or applicant.**
- B. Transportation ~~p~~lanning ~~r~~ule compliance, Section 16.232.060.

16.256.050 Approval Criteria.

The traffic impact study report shall be reviewed according to the following criteria:

- A. **The study complies with the content requirements set forth by the City and/or other road authorities as appropriate;**
- B. **The study demonstrates that adequate transportation facilities exist to serve the proposed land use action or identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the road authority;**
- C. **For affected City facilities, the study demonstrates that the project meets mobility and other applicable performance standards established in the adopted transportation system plan, and includes identification of multi-modal solutions used to meet these standards, as needed; and**
- D. **Proposed design and construction of transportation improvements are in accordance with the design standards and the access spacing standards specified in the transportation system plan.**

16.256.060 Conditions of Approval.

- A. **The City may deny, approve, or approve a proposal with conditions necessary to meet operational and safety standards; provide the necessary right-of-way for planned**

improvements; and require construction of improvements to ensure consistency with the future planned transportation system.

- B. Construction of off-site improvements may be required to mitigate impacts resulting from development that relate to capacity deficiencies and public safety; and/or to upgrade or construct public facilities to City standards.**
- C. Where the existing transportation system is shown to be impacted by the proposed use, improvements such as paving; curbing; installation of or contribution to traffic signals; and/or construction of sidewalks, bikeways, access ways, paths, or streets that serve the proposed use may be required.**
- D. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.**

Recommendation 12: Establish Drive-Through/Drive-Up Facility as a Conditional Use in C-1 and C-MU Districts.

16.12.010 Definitions.

Drive-Through/Drive-Up Facility. A facility or structure that is designed to allow drivers to remain in their vehicles before and during an activity on the site. **Drive-through facilities may serve the primary use of the site or may serve accessory uses. Examples are drive-up windows; automatic teller machines; coffee kiosks and similar vendors; menu boards; order boards or boxes; gas pump islands; car wash facilities; auto service facilities, such as air compressor, water, and windshield washing stations; quick-lube or quick-oil change facilities; and drive-in theaters. All driveways queuing and waiting areas associated with a drive-through/drive-up facility are similarly regulated as part of such facility.**

[...]

16.40.030 Conditional Uses.

The following uses and their accessory use may be permitted in the C-1 zone when approved under Chapter 16.220 and shall comply with Sections 16.40.040 through 16.40.060 and Chapters 16.124 (Landscaping) and 16.212 (Site Design Review):

- A. Only the following uses and their accessory uses are permitted along Highway 101, SE Marlin and SW Dolphin Avenues, and shall comply with the above noted sections and Chapter 16.132:

[...]

5. RV Park.

6. Drive-Through/Drive-Up Facility

6.7. Similar uses as those stated in this section.

[...]

16.44.030 Conditional Uses.

The uses listed under Section 16.44.020 and their accessory uses may be permitted in the C-MU district when approved under Chapter 16.220, Conditional Use Permits:

[...]

C. Research and development establishments.

D. Drive-Through/Drive-Up Facility

D. **E.** Multiple (or mixed) uses on the same lot or parcel.

E. **F.** Multiple (or mixed) uses on adjoining lots or parcels.

F. **G.** Accessory dwelling subject to standards of Section 16.180.040.

G. **H.** Similar uses as those listed in this section.

[...]

16.220.030 Review Criteria.

[...]

C. Drive-Up/ Drive-Through Facility

A. Purpose. Where drive-up or drive-through uses and facilities are allowed, they shall conform to all of the following standards, which are intended to calm traffic, provide for adequate vehicle queuing space, prevent automobile turning movement conflicts, and provide for pedestrian comfort and safety.

B. Standards. Drive-up and drive-through facilities (i.e., driveway queuing areas, customer service windows, teller machines, kiosks, drop-boxes, or similar facilities) shall meet all of the following standards:

- 1. The drive-up or drive-through facility shall orient to and receive access from a driveway that is internal to the development and not a street, as generally illustrated.**
- 2. The drive-up or drive-through facility shall not be oriented to street corner.**
- 3. The drive-up or drive-through facility shall not be located within 20 feet of a street right-of-way.**
- 4. Drive-up and drive-through queuing areas shall be designed so that vehicles will not obstruct any street, fire lane, walkway, bike lane, or sidewalk.**
- 5. Along Highway 101, SE Marlin and SW Dolphin Avenues, no new drive-up or drive-through facility is allowed within 400 linear feet of another drive-up or**

drive-through facility, where the existing drive-up or drive-through facility lawfully existed as of the date of an application for a new drive-up or drive-through facility.

Recommendation 13: Add Flag Lot Requirements

16.216.020 General Requirements.

[...]

k. Flag lots and lots accessed by midblock lanes.

Infill lots may be developed as flag lots or mid-block developments as defined in this section.

- A. Flag Lots. Flag lots may be created only when a through street cannot be extended to serve future development. A flag lot must have at least 16 feet of frontage on a public way and may serve no more than two dwelling units, including accessory dwellings and dwellings on individual lots or other commercial or industrial uses. A minimum width of 12 feet of frontage for each lot shall be required when three or more flag lots are using a shared access. In no instance may more than four parcels utilize a joint access; in such instances the properties shall be served by a public or private street as the case may dictate. The layout of flag lots, the placement of buildings on such lots, and the alignment of shared drives shall be designed so that future street connections can be made as adjacent properties develop, to the extent practicable, and in accordance with the transportation connectivity and block length standards of Section 16.120.020.
- B. Mid-Block Lanes. Where consecutive flag lot developments or other infill development could have the effect of precluding local street extensions through a long block, the Planning Director may require the improvement of mid-block lanes through the block. Lots may be developed without frontage onto a public street when access is provided by mid-block lanes. Mid-block lanes are private drives serving more than two dwelling units with reciprocal access easements; such lanes are an alternative to requiring public right-of-way street improvements where physical site constraints preclude the development of a standard street. Mid-block lanes, at a minimum, shall be paved, have adequate storm drainage (surface retention, where feasible, is preferred), meet the construction standards for alleys, and conform to the standards of subsections C through E.
- C. Dedication of Shared Drive Lane. A drive serving more than one lot shall have a reciprocal access and maintenance easement recorded for all lots. No fence, structure or other obstacle shall be placed within the drive area. The owner shall record an easement from each property sharing a drive for vehicle access similar to an alley.

Dedication or recording, as applicable, shall be so indicated on the face of the subdivision or partition plat.

D. Maximum Drive Lane Length. The maximum drive lane length is subject to requirements of the Uniform Fire Code, but shall not exceed 150 feet for a shared drive, and 400 feet for a shared rear lane.

E. Future Street Plans. Building placement and alignment of shared drives shall be designated so that future street connections can be made as surrounding properties develop.