



**Warrenton Planning Commission
AGENDA**

October 10, 2019 | 6 PM | City Hall - Commission Chambers

1. Attendance
2. Flag Salute
3. Public Comment Period on *Non-Agenda* Items
4. Approval of minutes of September 12, 2019
 - *Action Item: Motion to Adopt*
5. **Pacific Seafoods Conditional Use Permit (CUP 19-2/SDR 19-3)**
 - Applicant: Pacific Seafoods Group
 - Proposal: Convert an existing office space at 1815 NW Warrenton Drive into 90 bed dormitory consistent with I-2 zoning standards.
 - *Action Item: Recommendation to approve with conditions.*
6. **Legislative Package | Spur 104 Master Plan Implementation | Housing Policy & Code Update**
 - Applicant: Spur 104 & Housing Update | Community Development Director, City of Warrenton
 - Proposal: Comprehensive Plan Amendment, Zoning Overlay, & Development Code Update (CP 19-1/19-2, RZ 19-1, & DCR 19-1, 19-2)
 - *Action Item: Recommendation to approve to City Commission for public hearing in separate motions.*
7. Staff Announcements & Project Updates
8. **Next Meeting: November 14, 2019**
 - Tentative: Presentation from Clatsop County on Comprehensive Plan Update



**Minutes
Warrenton Planning Commission
September 12, 2019**

Spur 104 Master Plan CP 19-1, RZ 19-1, & DCR 19-1
Housing Policy & Code Update CP 19-2 DCR 19-2
Warrenton School District Campus Master Plan DCR 19-3

Planning Commissioners Present: Chair Paul Mitchell; Planning Commissioners Chris Hayward, Mike Moha, Ryan Lampi, Tommy Smith, Christine Bridgens, Ken Yuill

Staff Present: Community Planning Director Kevin Cronin; Building Clerk Janice Weese

Flag Salute

Approval of August 15, 2019 minutes: Ms. Bridgens motioned to accept the August 15, 2019 minutes as presented and amended. Mr. Smith seconded. All in favor.

Public comments on non-agenda items: No one spoke

Public Hearing Open

Any Commissioners have any conflicts on this proposal: Mr. Yuill spoke up and stated that he lives in the Spur 104 area. He recused himself from voting but will participate in the discussions. Mr. Moha spoke up and stated that he works for the Warrenton School District and recused himself from voting but will participate in the discussions.

Mr. Lampi spoke up and stated that his mother lives in the Spur 104 area and but feels he can make unbiased decisions.

Subject of Review: PUD Amendment for Institutional Master Plans (DCR-19-3)

Staff Report: Mr. Cronin proceeded with his staff report.

The school district has a bond measure and they are working hard towards creating a campus master plan for the middle school, high school and grade school. The city is working closely with the school district to try to make that a reality. One of the issues was that they did not have a legislative way to create a master plan, so they are trying to go through the PUD process. This is not a process that is used very often.

Ms. Bridgens asked what is the difference between the Institutional Master Plan and the Spur 104 Master Plan. Mr. Cronin replied that the Spur 104 is focused on a residential neighborhood with some commercial mixed uses and has many different ownerships. Institutional is mostly property that is owned by one single property owner like the school district, Port of Astoria and Providence Memorial Hospital.

It was brought up that once PUD is part of the code, then other people can use it. This will change the Development Code so anyone can come in and use this to do a master plan.

Public Testimony:

Representative for the Warrenton School District
Greg Winterowd from Winterbrook Planning
610 SW Alder Ct. Suite 810
Portland, OR 97205

Author of the draft PUD Amendments. The question he has heard from a couple of people is why they are purposing to amend the City's Planned Unit Development Ordinance. He said that something needed to be in the code that would allow them to apply for a master plan for three schools that would be built over a ten to fifteen year period. The existing code does not provide that. It allows for a Conditional Use, but it does not talk about phased conditional uses. It allows for phasing over time, but only refers to residential planned developments that can have some commercial; but nothing about institutions. Needed to make sure that the draft PUD Amendments was broad enough so it would cover all potential institutions in the future. Have written these kinds of ordinances throughout Oregon. Modeled the draft PUD amendments after Oregon City and the City of Seaside on institutional zones. Made a number of technical amendments that would allow them to apply to the city for an approved master plan.

Mr. Winterowd proceeded to explain what they are recommending in the code to be amended.

Section 16.224.010, to also allow for institutional master plan

Section 16.224.015, explains what an institutional master plan is

One of the most important addition that they are putting in is a specific standard that clarifies what impacts you have to address.

16.224.040M, based on a parking study, because they have three different buildings; elementary, middle, and high school; there will be some ability to have shared parking. This would take the place of having to do a variance for more or less parking if needed.

What is important about a PUD is you can vary from certain development standards. It would give you more flexibility. This is for institutional and not commercial.

16.224.050B, is important for the district but also for anyone applying for a PUD. Want to address all the impacts and improvements all at once even though the project is in phases.

Mr. Yuill brought up that if you are looking ahead on a ten year span, traffic might be different than it is today; would another traffic study have to be done.

Mr. Winterowd replied that the traffic study would include their best estimates in the ten year span using state approved standards and city standards.

Also Mr. Winterowd added a provision that stated if a ten year master plan is approved, then in phase two the applicant has a choice of using the regulations in affect when originally approved or go with new regulations the city has adopted.

Mr. Winterowd also mentioned that design standards and continuity be in place so nothing comes up that is radical in design.

16.224.040H1, Mr. Winterowd wants to include as an amendment that DLC would like to see and Staff agrees with, is the Planning Commission may approve institutional buildings of up to fifty feet in height, provided that any portion of a structure that exceeds the base height of the zone must be set back a proportional distance, one foot in height and in setback for each additional foot above the maximum height allowed in the base zone.

Mr. Nathan Watson
34025 Texas Street SW
Albany, OR 97330

Owner of Tiny Smart House and the American Tiny House Oregon Chapter League. Was here at the meeting to discuss DCR-19-2 regarding cottage clusters and ADU's. He has seen a lot of cottage houses and tiny homes coming up in Oregon. Feels that there is opportunity that these types of homes would be a part of the solution to the house crisis. He highly recommends that the Planning Commission adopt DCR-19-2.

Public Hearing Closed

Discussion Among Commissioners

Was clarified in the discussion that this is not just for the applicant but for the whole city to use in terms of the Development Code. Other institution users can use this new provision. The applicant can but does not have to use this new implementation.

Motion by Commissioners

Based on the findings and conclusions in the September 5th 2019 staff report, Mr. Yuill moved to recommend the changes as described in DCR-19-3 and to forward to the City Commission for their proposed public hearing on October 8th to recommend to adopt. Also, to include the amendment to approve the one to one foot setback. Mr. Lampi seconded. All in favor.

Subject of Review: Housing Code Amendment (CPA-19-2, DCR-19-2)

Staff Report: Mr. Cronin preceded with his staff report.

DLCD provided a grant to hire consultants to do a housing needs assessment that was completed in June of this year. There is a Comprehensive Plan Amendment that has basic policy language that the consultants identified and had recommendations for. Also, the Development Code Amendments that followed the recommendations of the report and the work session that was done on August 15. Some of the major things that were included were the medium density clarification and definitions. Changes of minimum lot sizes, ADU code, and provision for new courtyard and cottage housing. There has been a lot of new bills coming out of the legislature. Did a house keeping grant when he first started with the city and improved the ADU code. Since then they need to look at how it needs to apply to state law. They can no longer require owner occupancy as part of the state law, nor do they have to be relatives to live in the ADU's. Anyone can rent the ADU's. It is not up for debate; it gets taken out of the Development Code. Also, the state law discourages them from setting sizes of ADU's.

Ms. Bridgens spoke up and thinks that the current code regarding this is adequate and serves the community better than if they were to allow rentals; it would change the character of Warrenton. She would not want to look an accessory dwelling rental unit looking out her backyard window. Also thinks property values would go down. Doesn't want to add this just to increase the density. Also does not want to require that they can be rentals. This type of change would not be good for Warrenton. Clarification was made that you can either rent to an open market or you can rent to a family member, or no rent at all. The question was brought up that if the neighbors in your neighborhood got together and created CC&Rs can this be restricted so this is not allowed. Mr. Cronin stated that CC&Rs are not what he enforces. Mr. Mitchell spoke up and replied that CC&Rs and HOA's would take precedence because of the people who live there would vote amongst

themselves whether or not they would differ from the CC&Rs that they created. It was brought up that in Warrenton there are neighborhoods that are on big residential properties where people are expecting a certain quality of life; this would drastically change it. Ms. Bridgens referred to the current language in the code that states accessory dwellings are never suited for rental dwellings and use of an accessory dwelling as a rental for income producing. Feels that there is a good reason for strictly prohibiting the use of ADU's as rentals.

Mr. Cronin reiterated that the new state law has taken that away and must be available for rentals. They cannot have an owner occupy provision anymore. If you are going to build an ADU it has to be to the open market for anyone or you can choose just to rent it to family members or not to rent it at all. If you sell your home with an ADU on it, the next owner can do anything they want with it because they bought that property. Our current standard is not within the state law any longer so it has to be changed to amend it.

Ms. Bridgens made mention of the ADU that was allowed to be placed in Warrenton. Expressed that she felt that it did not meet the current code standard of the ADU regulations on matching color, roof design, texture etc. and was not very attractive. Asked Mr. Cronin if there will be any changes on that. Mr. Cronin replied that he is not proposing any changes on what the current code standard states. For the record he has not received any complaints on the ADU since it has been in place. On a code standpoint the ADU had met the standard and all the conditions of approval.

In the future Mr. Cronin suggested that they need to do more work in the work session and ask questions ahead of time so they can be addressed before it gets to the hearing stage.

Also reiterated that in the House Keeping Amendment, ADU's were made to be an outright use in all residential zones.

Clarified that an Accessory Dwelling Unit is not allowed by itself. It is an accessory to the main dwelling that is tied into the home that is there.

Stated also that on a detached garage the space above it needs to be structurally ready for an ADU. Staff is also proposing to make it a permitted use to have an apartment above a commercial space instead of having to go through a Conditional Use Permit.

It was suggested that in the future that the items that are being changed are in bold so you would not have to cross reference what is current and what is new.

Mentioned that for a room being rented out in your home or long term rentals are not regulated.

Mr. Cronin stated that Warrenton is the community that has all the land for subdivisions and wants to approach the problem of housing needs in a sufficient way. It is his job to purpose policies on behalf of the Planning Commission and City Commission.

A lively discussion was made on affordable housing, having garages ADU ready on subdivisions of 10 lots or more and the cost to do that. A change from a minimum lot size from 5,000sf to 4,500sf in the RH zone was discussed also.

Material that is used on the outside of homes like EIFS, vinyl, and T-111 was suggested not to be used anymore due to breaking down in our climate.

Short term rentals are regulated through public safety now. At some point there should be a policy in place to regulate short term rentals on a land use viewpoint. The City of Warrenton has around twelve now. It was brought up that a set figure of how many short term rentals the city should have before the city starts to regulate them. Mr. Cronin offered to add a note to the recommendation to give to the City Commission to discuss how many.

Discussion Among Commissioners

Mr. Mitchell spoke up and said that he does not necessarily agree that accessory dwellings are an important housing option as stated in recommendation number 16. Understands that this is a new law now. Mr. Cronin chimed in and said that you cannot discriminate between general renters and

relatives. Also said that this is a general policy in support of existing code language as purposed code language.

The language of subdivisions of 10 lots or more shall include ADU ready units brought up concern to the commissioners. Prices on homes right now are very difficult for families to purchase. Feels that the cost of the houses will go up too high.

Mr. Cronin replied that there is significant cash flow on subdivisions. Less than 1% of the total project cost for a house. Will bring the spreadsheet back as evidence in the record to show the commissioners.

Mr. Mitchell stated that it might not be a big expensive to the home builder but to the person who buys the house will be paying more per square footage.

Mr. Hayward stated that the things that he would support is; C. Accessory Dwelling Units, and 16 and 17.

Mr. Lampi agrees on the ADU's and the intent. Feels that it is more complex then it seems.

Mr. Yuill can see that it being an option for the builder but not to be mandatory to have.

Mr. Cronin stated that if you don't require ADU's then it won't happen. If you don't want more ADU's then you can strike it from the proposal.

Mr. Yuill brought up the fact that if the next subdivision came in and after the ADU's were taken out of this proposal, and the builder wants to add ADU's, he would have the approval to do so but it would not be mandatory. Doesn't want to regulate it to the point of where they have to.

Mr. Lampi feels that if you maintain and provide upkeep on the type of different sidings that you put on your home, you can make it last and look nice. Doesn't want to regulate what type of siding is put on. Mentioned that his house has one of the siding materials that the proposal wants to remove.

Mr. Cronin stated that there are a number of derelict structures around town with degrading siding on it. The city does not have a grant program to replace the siding of these buildings. The owners are not doing it and are not maintaining them. Trying to prevent any more cases.

A clause was suggested to be put in regarding repair of siding of existing homes verses new.

Mr. Cronin asked the commissioners if they wanted to bring back a revised proposal to the next meeting since there was a lot of stuff that was talked about. It was also decided amongst themselves that they would close the meeting and deliberate at the next meeting.

Subject of Review: Spur 104 Master Plan

Staff Report: Mr. Cronin proceeded with his staff report.

A three day charette was held downtown to help get as many people involved as possible for feedback. The number one recommendation was to fix the traffic issue and don't create anymore traffic. There are three distinct pieces; The Comprehensive Plan, The Development Code Revision which is a new section to the Development Code, and Zoning Map. All meets the criteria based on his staff report. Met with Mr. Yuill as a property owner. Have not heard on anyone else on record.

Mr. Yuill spoke up and asked if the code for commercial mixed use at the time of the application was deemed complete, was the code for the zone changed also.

Mr. Cronin replied that when the city commission approved the zone change back in March, the CMU zone was approved.

When looking at the concepts of the master plans, Mr. Yuill did not see any commercial space other than the commercial space underneath an apartment. Going back to the code that was in place when the application was deemed complete, there were no restrictions on the amount of commercial compared to residential.

Mr. Cronin replied that under the over-layer which is in the development code revision, staff suggested to limit the amount of commercial space because that was a recommendation. Traffic

was also a concern from the public. General Commercial spaces generate more traffic than residential.

Mr. Yuill stated that the CMU that was in place did not have any restrictions on the amount of commercial. The commercial space had 15.2 acres of usable land. On the concepts there is a maximum of 35,000sf.

Mr. Yuill expressed concern that everything is so general. He also stated that he would like the city attorney to be present on this.

Mr. Cronin said that whatever they come up with tonight, he would run it by Spencer, The City Attorney, and have him provide comments before their next meeting.

Mr. Hayward spoke up and thought that a lot of prime commercial property on Spur 104 is now turning into a neighborhood of housing. There is a need for housing, but commercial property is needed also. Traffic Engineers should be able to address the traffic issue.

Mr. Yuill feels that they are creating an economic hardship for all the property owners in the Spur 104 area. System Development Charges should pay for all the new units going in for the needed improvements which was approved in the TSP.

Stated that they are superseding the code that was in place when the application was deemed complete with the overlay. When applications come in front of them, they have to go by the code that is in place when the application is deemed complete not later when they want to add things. Does not understand this part. He wanted the attorney to explain the legalities of this. He feels that the people in the Spur 104 area are being restricted from doing what they wanted to do in the first place.

Ms. Bridgens asked if there was any calculations done for the 104 master plan since there are many owners and what might be their responsibilities to support the plan since it might be quite expensive to develop.

Mr. Yuill replied that two and half years ago there was a cost estimate produced on what it would cost. The biggest water lines on the streets are two inches. It is not big enough for fire. This is been one of the problems throughout all the years. The sewer is pretty much in place. The paved streets, sidewalks and traffic lights were all requested thru Urban Renewal; but they just wanted to recommend a zone change. The City Commission went further and paid for a charrette.

Mr. Yuill went through the code and did not find a clause in the CMU for a master plan.

Mr. Cronin stated that they are making new policy by purposing a new policy through this to allow master plans in addition to what is allow through PUD's.

Mr. Yuill asked that in regards to this issue right now, and before a new policy is set, should the old policy not cover this zoning.

Mr. Cronin said this is the policy that they are trying to figure out. You can either move forward and let developers follow all of the existing codes or propose ways to implement this through the overlay. The traffic issue is what they are trying to reduce.

The SDC funds were brought up to pay for what was needed.

Mr. Cronin suggested that if they wanted to make a recommendation to the City Commission to attach to this legislative package, he would convey this to The City Commission to create an SDC Shed to apply to planned improvements.

After discussion it was agreed that the conceptual plans were not it stone; things could be moved around.

Mr. Lampi spoke up and asked if someone was to be the first to develop and had to punch in a road to get access, would that person have to bear the cost. Mr. Cronin replied that he would have to create a proportionality of what the impact of his proposal is to what he can require for that street connection. At a minimum it would be half street improvement for the frontage on whatever street he is building on.

Traffic impact was brought up in the discussion. Mr. Lampi suggested that Ensign and 104 by Lum's and Home Depot should be at three way stop or round about. Also, by Ocean Crest should be a

roundabout but prefers a light. Knows there are Traffic Engineers for this but is giving his thoughts and input. Dolphin and the 104 intersection gets backed up but is not because of Wendy's. The infrastructure is there to ease the traffic; it's getting ODOT pro-active to help us.

Mr. Lampi suggested to table and revisit this at the next meeting.

Mr. Yuill spoke up and asked that when this is voted on and if someone would want the SDC charge main units going into the traffic fund, would that be one line item.

Mr. Cronin stated that this is not a land use recommendation, it's more of a general policy recommendation. He could present it to the City Commission.

All agreed to table this discussion and bring it back next month.

Meeting Closed

Staff Announcements: Wants everyone to sign up to the Wire, the city's new newsletter.

Forty-eight nuisance cases have been closed;

Very happy to get Resers Family Foundation Grant which is \$10,000 a year for the next four years for Spruce Up Warrenton.

Meeting Adjourned

Attest and submitted by _____

Approved _____

NOTICE OF PUBLIC HEARING

A public hearing is scheduled before the City of Warrenton Planning Commission at 6:00 p.m. on October 10, 2019 at the Warrenton City Hall, Commission Chambers, regarding a conditional use permit application submitted by Pacific Seafoods Group to reuse an existing office building for employee housing in the Water Dependent Industrial Shorelands (I-2) zoning district. The subject property is identified as Tax Lot 810090002702, 500, 600, 700, & 800 and is located at 1815 NW Warrenton Drive in Hammond.

This application will be reviewed under the procedures, standards and criteria in Warrenton Municipal Code (WMC) 16.208.050, Type III Procedure—Quasi-Judicial; WMC 16.220, Conditional Use Permits; WMC 16.212 Site Design Review, and WMC 16.64 Water Dependent Industrial Shorelands zoning district.

Anyone wishing to participate may testify verbally at the public hearing, or if not able to attend the hearing may submit written testimony, which must be received by the Warrenton Community & Economic Development Department by 5:00 P.M. on the day of the hearing. Written comments may be mailed to Kevin A. Cronin, Community Development Director, P.O. Box 250, Warrenton Oregon, 97146-0250, or hand delivered to City Hall, 225 S Main. Failure to raise an issue on the record in person or by letter before the close of the record at the City's public hearing, or failure to provide statements or evidence sufficient to afford the decision making body an opportunity to respond to the issue, will preclude appeal to the Land Use Board of Appeals based on that issue.

The application and staff report are available for review and/or purchase at the City of Warrenton; or by contacting Kevin A. Cronin, Community Development Director at 503-861-0920 or cityplanner@ci.warrenton.or.us. The staff report will be available for review at no cost at least seven (7) days before the hearing.

Notice to mortgagee, lienholder, vendor, or seller: the Warrenton Development Code requires that if you receive this notice it shall be promptly forwarded to the purchaser.

Kevin A. Cronin, Community Development Director

Date

September 30, 2019

TO: Warrenton Planning Commission
FROM: Kevin A. Cronin, AICP, Assistant City Manager/Community Development Director
RE: Pacific Seafoods Dormitory Conditional Use Permit CUP 19-2 and Site Design Review 19-3

Pacific Seafoods has applied for a conditional use permit and site design review to reuse a vacant office building (27,750 SF) adjacent to Pacific Fabrication at 1815 NW Warrenton Drive (Tax Lot 8109BA02702, 500, 600, 700, & 800). The property owner is listed under Dulcich Realty, Inc. Frank Dulcich is the owner of Pacific Seafoods Group. The applicant worked with the City of Warrenton on a Development Code Revision in 2018 (DCR 18-4) to conditionally permit employee housing under strict requirements. As a result, Ordinance 1223 was adopted by the City Commission in February 2019. A conditional use permit is required per Warrenton Municipal Code 16.64.030: "Dormitory. A dormitory only for employees of one or more industrial water -dependent uses in the I-2 zoning district." The shop is in the Water Dependent Industrial Shorelands (I-2) zoning district.

Application Timeline & Public Process

A pre-application conference was held on June 19, 2019. An application was submitted on July 10, 2019 and deemed complete on August 12, 2019. Notice to affected property owners was mailed on August 12, 2019. One comment has been received to date and is addressed separately. Notice was published in *The Columbia Press* on August 16, 2019 for a public hearing on September 12, 2019. Notice to affected agencies was emailed on August 27, 2019. Comments from Sunset Transit District are included. City staff required a neighborhood meeting prior to the public hearing to allow adjacent neighbors an opportunity to review a draft good neighborhood agreement, which is a common instrument that cities use to develop shared expectations around operations to reduce or mitigate impacts of new uses on established neighborhoods. Staff attended a neighborhood meeting on August 26, 2019 at the Community Center. A summary of the meeting notes is included. Finally, the City Commission approved a Good Neighborhood Agreement (GNA) on September 24. The conditional use permit request is a separate decision but references the requirement of a GNA.

This application will be reviewed under the regulations and standards of WMC 16.220 and as a Type III process under WMC 16.208.050. The site design review application is elevated to a Type III application because of off street parking improvements.

Existing Site Conditions & Previous Application

The subject property includes vacant office space and Pacific Fabrication, which is a separate business. The site is generally flat, includes mature trees and vegetation, storage yards for equipment and parts related to fish processing business, and a narrow driveway from NW Warrenton Drive. Adjacent properties include the Warrenton Waterfront Trail and Columbia River to the north, residents on NW 17th Pl to the east, and Bio Oregon Properties, a subsidiary of Pacific Seafoods, to the west. Residents

on NW 17th Place benefited from a zone change from I-2 Industrial Shorelands to Medium Density Residential in early 2000s. According to the online Clatsop County Property Records, the Pacific Fab facility and office building were constructed between 1945 and 1972 well before the introduction of the adjacent residential uses to a predominant industrial district. There were no other applications found in the address file. A site visit was conducted on September 3, 2019 to photo document any site condition changes from the 2018 application.

WDC 16.64.040 I-2 Development Standards

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

- A. All uses shall satisfy applicable Columbia River Estuary Shoreland and Aquatic Area Development Standards in Chapter 16.160.*
- B. When a proposal includes several uses, they shall be reviewed in aggregate under the more stringent procedure.*
- C. Uses and activities that are not water-dependent shall not preclude or conflict with existing or probable future water-dependent use on the site or in the vicinity.*
- D. Water-dependent recreation shall be located so as not to interfere with water-dependent marine industrial uses of the area.*
- E. All uses must meet applicable State and Federal air quality and noise laws or regulations.*
- F. Storage. All materials, including wastes, shall be stored and maintained in a manner that will not attract or aid the propagation of insects or rodents or other animals or birds, or otherwise create a health hazard or nuisance.*
- G. Fencing. Will be allowed inside a boundary planting screen and where it is necessary to protect property of the use concerned, or to protect the public from a dangerous condition, with the following provisions:*
 - 1. No fence shall be constructed in the required setback from the public road right-of-way, unless otherwise specifically approved by the Planning Commission.*
 - 2. Fences shall be aesthetically compatible with the surrounding property.*
- H. Buffer. No requirement except where adjoining a residential zone in which case there shall be a visual buffer strip at least 10 feet wide to provide a dense evergreen landscape buffer which attains a mature height of at least eight feet.*
- I. Lighting. Exterior lighting shall be directed away from zones other than I-1 or I-2, unless otherwise approved.*
- J. Density. The minimum lot area shall be one acre.*

K. Setback Requirements. No minimum setback required except where adjoining a residential zone. The following minimum setbacks are required when abutting a residential zone:

- 1. 50 feet for buildings and other structures more than 10 feet in height;*
- 2. 30 feet for buildings and structures more than six feet high but not more than 10 feet high; and*
- 3. 10 feet for structures no more than six feet high.*

L. Height. There is no height limitation except:

- 1. Within 100 feet of a zone other than I-1 or I-2, in which case the maximum height shall be the same height as the abutting district; or*
- 2. Within the Airport Hazard Overlay Zone, in which case the maximum height shall be governed by the Airport Hazard Overlay Zone height restrictions.*

M. Vibration. No vibration other than that caused by highway vehicles, trains, and aircraft shall be permitted which is discernible without instruments at the property line of the use concerned.

N. Heat and Glare. Except for exterior lighting, operations producing heat or glare shall be conducted entirely within an enclosed building.

O. Industrial activities may be carried on either outside or inside enclosed structures, but the impact of such activities on surrounding properties shall be minimized by taking into consideration screening and other possibilities for buffering.

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

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

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

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

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

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

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

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

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

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

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

Applicant Response: See Application for all responses.

Staff Finding: Based on a review of the applicant’s findings, the proposal meets the above standards or is not applicable. Storage is an issue. Any new lighting will be verified at building permit stage to ensure compliance. The applicant will be required to establish a recycling and solid waste area and hauling service prior to occupancy. In addition, there are numerous open storage areas that contain manufacturing and equipment materials. A long-term plan for storage of those materials is required to maintain a safe environment. See condition of approval.

CONDITIONAL USE PERMIT

The following are the conditional use review criteria from WMC 16.220.020 followed by the applicant’s response and staff findings. The applicant’s response is paraphrased or condensed. Full responses can be found in the application. For brevity, the staff report focuses on differences in findings of fact from the applicant’s and only those applicable standards. The application is attached together with the site plan showing the footprint of the existing office space and off-street parking.

1. *The Planning Commission shall base its decision of whether the use complies with the applicable policies of the Comprehensive Plan.*

Applicant Response: The Warrenton Comprehensive Plan contains Article III "Land and Water Use Section 3.330, Industrial Land." This plan section contains no Goals or policies applicable to this Application.

Staff finding: Agree. The Comprehensive Plan provides a broad policy framework for the types of residential and industrial uses in the I-2 Zone and the proposed use is consistent with the stated policy objectives as well as the previous Development Code Revision. Standard is met.

Applicant: Section 2-7 are not applicable.

Staff finding: Agree.

WDC 16.220.020.B: Authorization to Grant or Deny Conditional Uses

B. In permitting a conditional use or the modification of an existing conditional use that involves a housing type (e.g. multifamily structure, manufactured dwelling park), the Planning Commission may impose in addition to those standards and requirements expressly specified in the ordinance, conditions which it considers necessary to protect the best interest of the surrounding property or the City as a whole. These additional conditions may include, but are not limited to:

1. *Controlling the location and number of vehicle access points.*
2. *Increasing the required street width.*
3. *Limiting the number, size, location and lighting of signs.*
4. *Requiring diking, fencing, screening, landscaping, berms, or other items to protect adjacent areas.*
5. *Designating sites for open space.*
6. *Specifying the types of materials to be used.*

Applicant's Response: The site has one existing vehicle driveway. The Application does not propose the addition of other vehicle access points. The Application will not require increasing any required street width.

Staff finding: Agreed. However, additional findings are made in review of the TIS below. There is adequate existing open space for employee recreation in addition to immediate access to the Waterfront Trail. A dense evergreen hedge is proposed along the south and east side to meet the

buffer standards. At this time, there is no renovation of the exterior materials of the building. Standard is met.

16.64.050 Conditional Use Standards for Dormitory Use.

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

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

Applicant Response: The property owner will provide bus/shuttle service to the workplace and shopping for dormitory residents. Exhibit 7 is a draft Dormitory Management & Operations Plan. Exhibit 8 is the proposed Good Neighbor Agreement. Appropriate on site physical improvements include off street parking and access to a public street.

Staff Finding: Agree. Additional findings for site improvements are made under Site Design Review criteria.

SITE DESIGN REVIEW

The proposal is also subject to the following Warrenton Development Code site design and zoning standards and requirements.

- Access and Circulation Design Standards (16.120)
- Design Standards for Landscaping, Street Trees, Fences, and Walls (16.124)
- Design Standards for Vehicle and Bicycle Parking (16.128)
- Transit Access and Supportive Improvements (16.201)
- Stormwater and Surface Water Management Standards (16.140)

- Site Design Review Application and Review Procedures (16.212)

Only the applicable standards are addressed below. Portions that do not apply have been omitted. Findings are made based on the applicant's preliminary site plan dated July 24, 2019.

FINDINGS

16.120.020 VEHICULAR ACCESS AND CIRCULATION.

A. Intent and Purpose.

1. *The intent of this section is to manage vehicle access to development through a connected street system, while preserving the flow of traffic in terms of safety, roadway capacity, and efficiency. Access shall be managed to maintain adequate performance standards and to maintain the functional classification of roadways as required by the Warrenton Comprehensive Plan and Transportation System Plan. Major roadways, including highways, arterials, and collectors, serve as the primary system for moving people and goods. Access management is a primary concern on these roads. Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function. This section attempts to balance the right of reasonable access to private property with the right of the citizens of the City and the State of Oregon to safe and efficient travel. It also requires all developments to construct planned streets (arterials and collectors) and to extend local streets.*

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

B. Applicability. *This chapter shall apply to all transportation facilities and improvements (e.g., public and private streets, driveways, multi-use paths, etc.) within the City and to all properties that abut these facilities. Additional standards can be found in Chapter 16.136, Public Facilities Standards.*

D. Traffic Study Requirement. *The City or other agency with access jurisdiction may require a traffic study prepared by a qualified professional to determine access, circulation, and other transportation requirements.*

E. Conditions of Approval. *The City or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control*

devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system. Access to and from off-street parking areas (other than driveways that serve single-family, two-family, or three-family dwellings) shall not permit backing onto a public street.

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

1. Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.
2. Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., "shared driveway"). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.

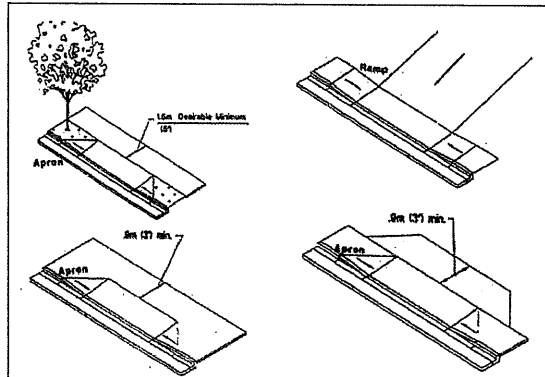
I. Shared Driveways. The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The City shall require shared driveways as a condition of land division, development review, or site design review, as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

1. Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. "Stub" means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent parcel develops. "Developable" means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).
2. Access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval (Chapter 16.216) or as a condition of development review or site development approval (Chapter 16.212).
3. Exception. Shared driveways are not required when existing development patterns or physical constraints (e.g., topography, parcel configuration, and similar conditions) prevent consolidation of access points to public streets.
4. Cross Access. Cross access is encouraged, and may be required, between contiguous sites in commercial (C-1, C- MU, C-2 & R-C) and industrial (I-1 & I-2) districts and for multifamily housing developments in the High Density Residential District in order to provide more direct circulation between sites and uses for pedestrians, bicyclists, and drivers.

Applicant Response: No response.

Staff Finding: The applicant was required to submit a traffic impact study due to the proposal type and expected trips to be generated. Staff agrees with the conclusion that the existing driveway access can handle the increase in traffic. However, there are no improvements proposed on NW Warrenton Drive. The existing access point is proposed for a two-way driveway, which will need to be at least 20 ft wide for emergency response. See conditions of approval.

Figure 16.120.020.K
Examples of Acceptable Driveway Openings Next to Sidewalks/Pathways



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

4. Access widths for all other uses shall be based on 10 feet of width for every travel lane, except that driveways providing direct access to parking spaces shall conform to the parking area standards in Chapter 16.128.

Applicant response: No response

Staff finding: The existing access approach is larger than 20 feet minimum for two way access. A 20 foot width drive aisle for fire truck access is required and shown on the site plan dated July 24, 2019. Standard is met.

8. Loading Area Design. The design of driveways and on-site maneuvering and loading areas for commercial and industrial developments shall consider the anticipated storage length for entering and

exiting vehicles, in order to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation.

Applicant response: No response

Staff Finding: The onsite circulation pattern illustrates the accommodation of passenger vehicles delivery trucks, garbage trucks, and fleet vehicles. Backing movements will be minimized as a result of separated parking area.

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

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

Applicant response: No response

Staff finding: According to Fire Chief Tim Demers, access to all portions of the structure must be available within 150 feet. A fire hydrant is located on NW Warrenton Drive. Parking will not be allowed along the driveway to maintain a free and clear area. See condition of approval. Comments are attached for the record.

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

Applicant response: No response

Staff finding: See response below under off street parking standard discussion.

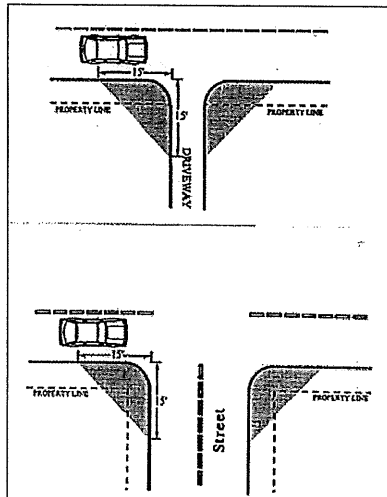
M. Vertical Clearances. *Driveways, private streets, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13 feet 6 inches for their entire length and width.*

Applicant response: No response

Staff finding: Based on a site visit, the access to the site and all aisles, appear to have a minimum vertical clearance of 13.5 feet for their entire length and width. Proposed landscaping will also need to comply with this standard. This criterion is met as the minimum clearance is provided.

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

**Figure 16.120.020.N
Vision Clearance Area**



Applicant response: No response.

Staff finding: Vision clearance appears to be met but needs to be maintained within the site based on the proposed structures and landscaping relative to the vehicle approaches with the intersection with NW Warrenton Drive. The landscaping plan does not propose additional trees at the intersection that could obscure the vision clearance. The proposal satisfies this criterion.

O. Construction. The following development and maintenance standards shall apply to all driveways, parking areas, and private streets in the City of Warrenton:

1. Surface Options. All driveways, parking areas, aisles, and turn-arounds in the City of Warrenton shall be paved with asphalt, concrete, or other comparable surfacing. A durable non-paving material may be used for driveways and private streets that serve three or fewer residential dwelling units and in other instances where the need to reduce surface water runoff and protect water quality can be demonstrated through adequate findings of fact submitted by the applicant and/or property owner as

part of the development proposal. All paving and non-paving surfaces shall meet City construction standards and shall be subject to review and approval by the Community Development Director, City-appointed engineer, and/or Planning Commission.

Applicant response: No response (original application).

Staff finding: According to the site plan, and a follow up email dated August 27, the off street parking area will be paved and striped according to the site plan. The driveway is paved but will need to meet the 20 ft width the entire length. Standard is met.

2. Surface Water Management. *All driveways, parking areas, aisles and turn-a-rounds shall have on-site collection or infiltration of surface waters to eliminate sheet flow of such waters onto public rights-of-way and abutting property. Surface water facility plans shall be prepared by a qualified person and constructed in conformance with City standards. Such plans shall attempt to follow the principle that water falling on a given site should be absorbed or retained on-site to the extent that the quantity and rate of water leaving the site after the development would not be significantly different than if the site had remained undeveloped.*

Applicant response: The application plan will include a stormwater plan demonstrating that it will provide for adequate drainage where required.

Staff finding: The applicant has not prepared engineered drawings for stormwater management. Current design shows surface water discharged to natural drainage. See condition of approval.

16.120.030 Pedestrian Access and Circulation.

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

1. Continuous Pathways. *The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas whenever possible. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of Section 16.120.020, Vehicular Access and Circulation, and Chapter 16.136, Public Facilities Standards.*

2. Safe, Direct, and Convenient Pathways. *Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets, based on the following definitions:*

a. Reasonably Direct. *A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.*

- b. Safe and Convenient. Bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.
- c. For commercial, industrial, mixed use, public, and institutional buildings, the “primary entrance” is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.
- d. For residential buildings the “primary entrance” is the front door (i.e., facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the “primary entrance” may be a lobby, courtyard or breezeway which serves as a common entrance for more than one dwelling.
3. Connections Within Development. For all developments subject to site design review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable.
- B. Design and Construction. Pathways shall conform to all of the standards in paragraphs 1 through 5 of this subsection:
1. Vehicle/Pathway Separation. Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised six inches and curbed, or separated from the driveway/street by a five-foot minimum strip with bollards, a landscape berm, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps.
 3. Crosswalks. Where pathways cross a parking area, driveway, or street (“crosswalk”), they shall be clearly marked with contrasting paving materials, humps/raised crossings, or painted striping. An example of contrasting paving material is the use of a concrete crosswalk through an asphalt driveway. If painted striping is used, it shall consist of thermo-plastic striping or similar type of durable application.
 4. Pathway Surface. Pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least six feet wide, and shall conform to ADA requirements. Multi-use paths (i.e., for bicycles and pedestrians) shall be the same materials, at least six feet wide. (See also Chapter 16.136, Public Facilities Standards, for public multi-use pathway standards.)
 5. Accessible Routes. Pathways shall comply with the Americans with Disabilities Act, which requires accessible routes of travel.

Applicant Response: No response

Staff finding: The site plan does not show a sidewalk around the perimeter of the building or cross hatched area for pedestrian use. There are no crosswalks proposed across the driveway to the main entrance. There are multiple parking areas around the building that necessitate multiple crosswalks to ensure pedestrian safety. All areas where pedestrian pathways cross vehicular areas will be denoted with contrasting materials as required by Code. Given the potential pedestrian activity and location thermoplastic striping is warranted. Standard is not met. See condition of approval.

Chapter 16.124 LANDSCAPING, STREET TREES, FENCES AND WALLS

16.124.060 Landscape Conservation.

A. Applicability. All development sites containing significant vegetation, as defined below, shall comply with the standards of this section. The purpose of this section is to incorporate significant native vegetation into the landscapes of development. The use of mature, native vegetation within developments is a preferred alternative to removal of vegetation and re-planting. Mature landscaping provides summer shade and wind breaks, and allows for water conservation due to larger plants having established root systems.

16.124.070 New Landscaping.

C. Landscape Area Standards. The minimum percentage of required landscaping equals:

1. Residential districts: 20% of the site.
2. Commercial districts: 15% of the site shall be landscaped according to the requirements of this section.
3. General industrial districts: a minimum of 20% of the site shall be landscaped.

The use of mature, native vegetation within developments is a preferred alternative to removal of vegetation and re-planting.

D. Landscape Materials. Landscape materials include trees, shrubs, groundcover plants, turf grasses (e.g. grass sod or seed), and outdoor hardscape features, as described below:

1. Natural Vegetation. Natural vegetation shall be preserved or planted where practicable.
2. Plant Selection. A combination of deciduous and evergreen trees, shrubs, turf grasses, and groundcovers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions. As necessary, soils shall be amended to allow for healthy plant growth.
3. "Non-native, invasive" plants, as per Section 16.124.020, shall be prohibited.
4. Hardscape features (i.e., patios, decks, plazas, etc.) may cover up to 50% of the required landscape area. Swimming pools, sports courts and similar active recreation facilities may not be counted toward fulfilling the landscape requirement.
5. Non-plant Groundcovers. Bark dust, chips, aggregate or other non-plant groundcovers may be used, but shall cover no more than 50% of the area to be landscaped. "Coverage" is measured based on the size of plants at maturity or after five years of growth, whichever comes sooner.
6. Tree Size. Trees shall have a minimum caliper size of one and one-half inches or greater (two inches for required street trees) at time of planting.
7. Shrub Size. Shrubs shall be balled and burlapped and sized to fit in multi-gallon containers.
8. Groundcover Size. Groundcover plants shall be sized and spaced so that they grow together to cover a minimum of 30% of the underlying soil within two years.
9. Significant Vegetation. Significant vegetation preserved in accordance with Section 16.124.020 may be credited toward meeting the minimum landscape area standards. Credit shall be granted on a per square foot basis. The street tree standards of Section 16.124.040 may be waived when trees

preserved within the front yard provide the same or better shading and visual quality as would otherwise be provided by street trees.

10. Stormwater Facilities. Stormwater facilities (e.g., detention/retention ponds and swales) shall be landscaped with water tolerant, native plants.

Applicant response: The Applications will include a landscaping plan that meets the requirements of WDC 16.124.070. B1-9.

Staff Finding: The project parcel size is approximately 340,677 SF, which requires 68,135 SF of landscaping for an industrial district. The landscape plan proposes 40% with new and existing landscaping that will be conserved. The total area of landscaping on site exceeds the 20% requirement. The proposed plant selection, tree size (2" caliper), and coverage standards have been met that also address the buffer standard. Standard is met.

2. Parking Areas. A minimum of eight percent of the combined area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of an evenly distributed mix of shade trees with shrubs and/or groundcover plants. "Evenly distributed" means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial canopy. At a minimum, one tree per five parking spaces total shall be planted to create a partial tree canopy over and around the parking area. All parking areas with more than 20 spaces shall include landscape islands with trees to break up the parking area into rows of not more than 12 contiguous parking spaces. All landscaped areas shall have minimum dimensions of four feet by four feet to ensure adequate soil, water, and space for healthy plant growth.

Applicant response: The Applicant plans to install 33 new parking spaces on the north side of the existing building. The Applicant will satisfy the requirement that 8% of the parking area shall be landscaped.

Staff Finding: The project requires 8% of parking areas. The proposal does not meet this standard. See condition of approval.

3. Buffering and Screening Required. Buffering and screening are required under the following conditions:

a. Parking/Maneuvering Area Adjacent to Streets and Drives. Where a parking or maneuvering area is adjacent and parallel to a street or driveway, a decorative wall (masonry or similar quality material), arcade, trellis, evergreen hedge, or similar screen shall be established parallel to the street or driveway. The required wall or screening shall provide breaks, as necessary, to allow for access to the site and sidewalk by pedestrians via pathways. The design of the wall or screening shall also allow for visual surveillance of the site for security. Evergreen hedges used to comply with this standard shall be a minimum of 36 inches in height at maturity, and shall be of such species, number and spacing to provide

the required screening within one year after planting. Any areas between the wall/hedge and the street/driveway line shall be landscaped with plants or other groundcover. All walls shall be maintained in good condition, or otherwise replaced by the owner.

b. Parking/Maneuvering Area Adjacent to Building. Where a parking or maneuvering area, or driveway, is adjacent to a building (other than a single-family, two-family, or three-family dwelling), the area shall be separated from the building by a raised pathway, plaza, or landscaped buffer not less than four feet in width. Raised curbs, bollards, wheel stops, or other design features shall be used to protect buildings from being damaged by vehicles. When parking areas are located adjacent to residential ground-floor living space (except for a single-family residence, duplex, and triplex), a landscape buffer is required to fulfill this requirement.

c. Screening of Mechanical Equipment, Outdoor Storage, Service and Delivery Areas, and Automobile-Oriented Uses. All mechanical equipment, outdoor storage and manufacturing, and service and delivery areas, shall be screened from view from all public streets and residential districts. Screening shall be provided by one or more the following: decorative wall (i.e., masonry or similar quality material), evergreen hedge, non-see-through fence, or a similar feature that provides a non-see-through barrier. Walls, fences, and hedges shall comply with the vision clearance requirements and provide for pedestrian circulation, in accordance with Chapter 16.120, Access and Circulation. (See Section 16.124.050 for standards related to fences and walls.)

Applicant response: No response

Staff Finding: Wheel stops are not indicated on the site plan for off street parking spaces. A raised curb or wheel stops are required. New mechanical equipment is not indicated. A trash and refuse container location is illustrated, but no enclosure is indicated. Raised curbs were addressed under Pedestrian Access section. Standards are not met. See condition of approval.

F. Maintenance and Irrigation. The use of drought-tolerant plant species is encouraged, and may be required when irrigation is not available. Irrigation shall be provided for plants that are not drought-tolerant. If the plantings fail to survive, the property owner shall replace them with healthy plantings of shrubs, flowering plants and/or trees. All other landscape features required by this Code shall be maintained in good condition, or otherwise replaced by the owner.

Applicant response: No response

Staff finding: See condition of approval.

Chapter 16.128 VEHICLE AND BICYCLE PARKING

16.128.010 Purpose.

The purpose of this chapter is to provide basic and flexible standards for development of vehicle and bicycle parking. The design of parking areas is critically important to the viability of some commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community image and livability. Historically, some communities have required more parking than is necessary for some land uses, paving extensive areas of land that could be put to better use. Because vehicle parking facilities can occupy large amounts of land, they must be planned and designed carefully to use the land efficiently while maintaining the visual character of the community. This chapter recognizes that each development has unique parking needs by providing a flexible approach for determining parking space requirements (i.e., "minimum" and "performance-based" standards). This chapter also provides standards for bicycle parking because many people use bicycles for recreation, commuting, and general transportation. Children as well as adults need safe and adequate spaces to park their bicycles throughout the community.

16.128.020 Applicability.

All developments in the City of Warrenton shall comply with the provisions of this chapter.

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.

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

Applicant Response: No response

Staff finding: The distance between the driveway opening and the buildings is significant and does not pose a public safety threat for backing movements. Standard does not apply.

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

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

Applicant Response: No response.

Staff finding: There is a two-way service drive that connects to NW Warrenton Drive to the proposed development. The service drive does not indicate directional arrows on the pavement. As mentioned above, a crosswalk is not indicated. In addition, the materials are not specified for the markings. Standard is not met. See conditions of approval.

4. *Fractional space requirements shall be counted as a whole space.*

Applicant Response: 90 beds @ 1 space/3 beds = 30 spaces.

Industrial Use (Pac Fab): 1 space/2 employees or 1/700 SF, whichever is less
 5 employees @ 1 space/2 employees = 5 spaces

Parking Summary:

Building Area: 24,760 SF
 Warrenton Parking Requirement: 90 beds @ 1 space per 3 beds + 1 space/2 employees
 Total Parking Spaces Required: 30 spaces + 3 spaces + 0 company vehicles = 33 spaces
 Total Parking Spaces Provided: 38 spaces (36 standard, 2 ADA 1 w/ van aisle)
 Compact Spaces: 15
 Dimensions: 9 feet X 12 feet with 16 feet drive aisle

Staff finding: Staff agrees.

16.128.040 Bicycle Parking Requirements.

<i>Other uses</i>	<i>2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater</i>	<i>50% long term 50% short term</i>
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C. Design and Location.

Applicant response: The applicant will satisfy "Bicycle Parking Requirements" by providing at least one bicycle parking space per 10 vehicle spaces or at least three spaces.

Staff finding: The proposal does indicate short term or long term space usage. The proposed location is adequate for short term use. However, long term spaces shall be identified inside the building. Given the number of employees, and proximity to the trail, workplace, and Hammond, bike use is encouraged and expected to be high. Design and location criteria will be verified at building permit stage. See condition of approval.

16.201.010 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. (Ord. 1225 § 8, 2019)*

Applicant Response: No response

Staff finding: The City received enclosed comments from the Sunset Empire Transit District regarding transit improvements to serve new employees and other nearby riders along Bus Route 15 that serves Hammond and Downtown Warrenton. See conditions of approval.

Chapter 16.140 STORMWATER AND SURFACE WATER MANAGEMENT

16.140.010 Natural Drainage System Maintained to Extent Feasible.

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

Staff finding: See findings above.

16.212 Site Design Review Application and Review Procedures

C. Review Criteria. The Community Development Director shall make written findings with respect to all of the following criteria when approving, approving with conditions, or denying an application:

1. *The application is complete, as determined in accordance with Chapter 16.208 and subsection B of this section.*
2. *The application complies with all of the applicable provisions of the underlying land use district (Division 2), including building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other special standards as may be required for certain land uses.*
3. *The applicant shall be required to upgrade any existing development that does not comply with the applicable land use district standards, in conformance with Chapter 16.276, Nonconforming Uses and Development.*
4. *The application complies with the applicable design standards contained in Division 3. (Ord. 1175-A § 21, 2013)*

Applicant Response: WDC Chapter 16.212 applies to the Application because it proposes new gravel parking, however, no other exterior improvements with the exception of the open space behind the building are proposed.

Staff finding: Findings have been made in the staff report in support of the project with conditions. Standard is met.

Public Comments: Scott Widdicombe, Neighbor

A majority of the comments in the enclosed letter are applicable to the Building Code. The Development Code addresses everything outside the building (site plan) while the State Building Code addresses the interior layout, fire life safety, etc. Most of the issues identified can also be addressed through the Good Neighbor Agreement and Operations Plan.

DISCUSSION, CONCLUSIONS & RECOMMENDATION

Pacific Seafoods has had a local presence in Warrenton since the purchase of the original processing plant in 1983. The newly rebuilt facility on NE Skipanon Drive employs over 200 for various shifts, seasons, and types of processing lines. The severe housing shortage for employers in Clatsop County necessitated a new approach to solving a perplexing housing policy dilemma. Hence, a Development Code Revision was adopted earlier this year to address the possibility of such a proposal. The adaptive reuse of a vacant office building is an innovative and sustainable approach to solving a local problem and is a significant investment in resources for an important industry in the region. However, staff recognizes the potential impact of such a new use on the neighborhood despite the recent arrival of residents to a neighborhood that has been zoned for industrial employment for decades. Nevertheless, staff has proposed a graduated performance standard to meet city standards while addressing neighborhood concerns.

The applicant's narrative responses provide most findings of fact for approval. However, after an exhaustive review, staff has recommended conditions of approval to address deficiencies in how the Development Code can be met. Accordingly, staff recommends the Planning Commission approve the conditional use permit application with the following conditions.

1. A dense evergreen hedge shall be landscaped along the east property line to buffer the NW 17th Ave residential neighborhood. All lighting proposed for security shall not shine into the residential area or make any noticeable noise such as sodium halide type lighting. The buffer shall be completed prior to a Certificate of Occupancy.
2. The driveway shall be paved 20 ft wide to accommodate two-way access and emergency response. A red curb and other signage and/or markings shall indicate no parking to maintain free and clear access. Directional arrows shall be installed with thermoplastic material.
3. A long term plan for outside storage shall be submitted for review. If materials are stored outside then it should be covered or in a warehouse. A site plan modification will not be required to comply with the condition, but a revised site plan is required to indicate storage plans.
4. Fire Department comments and conditions are attached for the record.
5. City Engineer (HHPR) comments and conditions are attached for the record. A full set of stamped engineering plans shall be submitted for all public facilities, including street improvements and stormwater facilities and approved prior to building permits being issued;
6. A crosswalk shall be designed and installed across the drive aisle to the main entrance. Crosswalk and driveway directional markings shall apply thermoplastic to the pavement and verified prior to a Certificate of Occupancy. A curb, raised pathway, or alternative method shall be installed around the perimeter of the building to facilitate safe pedestrian use.
7. An irrigation system or alternative hydration method shall be provided to establish new trees. All invasive or non-native vegetation shall be removed during construction. All landscaping shall be verified and installed according to the July 24, 2019 landscape plan prior to Certificate of Occupancy.
8. Half street improvements along the NW Warrenton Drive right-of-way shall meet TSP standards, including a new transit shelter per Sunset Empire comments.
9. Parking: All surface parking areas shall be paved with asphalt or concrete or engineered pervious pavers, clearly marked with compact and ADA spaces and directional arrows for circulation. Wheel stops shall be installed for all off-street parking spaces facing the building. Landscape islands shall be designed to meet 8% standards and a revised site plan submitted.
10. A trash and refuse container enclosure shall be installed and verified prior to certificate of occupancy. Trash and recycling service shall be operational prior to Certificate of Occupancy.
11. A plan for long term bicycle parking shall be included in the floor plan and reviewed during the building permit phase.
12. An erosion control plan shall be submitted for review and issued prior to any grading permit that exceeds 50 cubic yards of disturbed soil.

13. A revised site plan illustrating required conditions of approval shall be submitted for review prior to building permit review.
14. Good Neighbor Agreement shall be executed prior to issuance of Certificate of Occupancy.
15. A pre-construction and final inspection by all city departments shall be scheduled by the applicant to ensure a smooth and coordinated development and construction schedule.
16. One year from a certificate of occupancy is granted, the City shall review the performance of the new use and its impact on the neighborhood through the Good Neighbor Agreement. If changes are necessary, the applicant shall work directly and cooperatively with neighbors on solutions.
17. Staff recommends allowing 70 beds for the first year and then evaluate the performance. If no significant issues arise, then allow up to 90 beds as a maximum operational capacity based on the Building Code. Under no circumstances can the facility hold more than 100 beds in the future.

Recommended motion: Based on the findings of fact in the record, staff report dated September 30, 2019, application, and public testimony, I move to approve with conditions CUP 19-2 and SDR 19-3.



SUNSET EMPIRE TRANSPORTATION DISTRICT
900 Marine Drive Astoria, Oregon 97103

August 29, 2019

City of Warrenton
Attn: Kevin Cronin
P.O. Box 250
Warrenton, OR 97146

Dear Mr. Cronin:

This letter is in regard to Pacific Seafood Group's conditional use permit application to reuse an existing office building for employee housing at 1815 NW Warrenton Drive in Hammond.

We respectfully request that as a condition of approval for this application, that the applicant build a bus pullout and bus shelter to provide public transportation service to this location. As you know, we will be expanding our Route 15 that circulates through Warrenton including the community of Hammond in the very near future. We currently travel past this location seven times a day and the expansion will be adding seven hours of additional service Monday through Friday and an additional five hours on weekends which will provide multiple opportunities for access to public transit at this site if the transit amenities are included with this project.

It is my understanding that the applicant intends to have a shuttle for the employees to be able to access their worksite. Having this bus stop built at the site will give those employees additional options to access the area for their shopping and other needs such as medical appointments.

Please include this request in the September 12, 2019 packet for the Planning Commission's consideration.

Sincerely,

Jeff Hazen
Executive Director



Warrenton Fire Department

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

MEMORANDUM

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

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

ACCESS:

The drive aisle into the site must be a minimum width of 20 feet, be of an all-weather surface capable of supporting 60,000 lbs and be marked on both sides with No Parking Fire Lane signs and red painted curbs. **This does not appear to be addressed in the current presentation to the Planning Commission.** Additionally a 13 foot 6 inch vertical clearance must be provided and the approach and departure angles must be pre-approved by the Fire Department. **This does not appear to be addressed in the current presentation to the Planning Commission.** The drive aisle through the parking lot shall be designated as a no parking zone. **This does not appear to be addressed in the current presentation to the Planning Commission.** Since the drive into the facility is over 150 feet, an acceptable turnaround must be provided (must be pre-approved by the Fire Department). **This does not appear to be addressed in the current presentation to the Planning Commission.** All corner radii will be 45 feet or greater and approved prior by the Fire Department. **This does not appear to be addressed in the current presentation to the Planning Commission.**

The drive aisles will remain unencumbered at all times. Drive aisles will require No Parking Fire Lane signs on both sides and curbs painted red. Location of the signs shall be pre-approved by the Fire Department. **This does not appear to be addressed in the current presentation to the Planning Commission.** Further the developer will agree to allow local law enforcement to monitor and enforce violations of parking and encumbering these Fire Department drive aisles and turn arounds. This agreement must be acceptable to both the Fire Department and Law Enforcement and be transferable if the property is sold. **This does not appear to be addressed in the current presentation to the Planning Commission.**

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

Four foot wide paths will be required to access all sides of the structures. Paths will need to remain unencumbered at all times. **This does not appear to be addressed in the current presentation to the Planning Commission.**

WATER SUPPLY:

The structure will be required to be within 250 feet of a fire hydrant(s) required to achieve the desired fire flow and location. This is not a radius, but a drive path for the fire apparatus. **This does not appear to be addressed in the current presentation to the Planning Commission.**

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

Fire hydrants shall be yellow Meuller 2500 Centurions with 2 each, 2.5 inch, and one each 4.5 inch discharge ports. A 4.5 inch to 5 inch Storz connection will be provided by the developer for each hydrant. Final fire hydrant location shall be approved by the Fire Department prior to installation. **This does not appear to be addressed in the current presentation to the Planning Commission.** An engineering statement will be required to consider the addition of new hydrants. Once the new hydrants have been installed (prior to construction) the developer will be required to test and confirm those fire flows are present and adequate.

SPRINKLER SYSTEM:

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

Due to the congestion of the site a remote Fire Department Connection (FDC) and an accompanying Post Indicator Valve (PIV) will be required. The FDC and PIV must be within 50 feet of a hydrant. Final location shall be approved by the Fire Department. **This does not appear to be addressed in the current presentation to the Planning Commission.** I would suggest locking caps on the FDC's to prevent tampering. The PIV must be supervised by the Fire Alarm System.

Access to the sprinkler room on each building shall be by an exterior door providing direct access to the equipment. Final location shall be approved by the Fire Department. **This does not appear to be addressed in the current presentation to the Planning Commission.** Each building will have a Fire Department key box for access. Its location must be pre-approved by the Fire Department. **This does not appear to be addressed in the current presentation to the Planning Commission.**

ALARM SYSTEM:

The building will be required to be alarmed and monitored with a fire alarm system that meets the requirements of NFPA 72, most current edition. I would suggest that the alarm panel be co-located with the sprinkler riser in the same room. **This does not appear to be addressed in the current presentation to the Planning Commission.**

A horn strobe must also be placed that is easily visible to the Fire Department access. Final location shall be approved by the Fire Department. **This does not appear to be addressed in the current presentation to the Planning Commission.** Please include a Building Identification Sign (BIS) for the structure.

INFRASTRUCTURE:

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

ADDRESS:

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



Warrenton Fire Department

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

MEMORANDUM

To: Kevin Cronin, Community Development Director
Bob Johnston, Building Official
Date: September 19, 2019
From: Tim Demers, Fire Chief
Re: Pac Coast Dormitory 1800 block NW Warrenton Drive response to Planning Commission proposal revision from 09192019

Based on the information provided 09192019, the Fire Department has the following comments.

ACCESS:

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

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

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

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

ADDRESS:

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



P.O. Box 973
Seaside, Oregon 97138
(503) 468-8600
adam@amengnr.com

5/27/19

Kevin A. Cronin
Community Development Director
City of Warrenton
225 S Main Ave.
Warrenton, OR 97146

Dear Kevin A. Cronin:

Pacific Coast Seafoods Co. is applying for a conditional use permit to use a portion of the existing facility for dormitory housing for seasonal and temporary employees for taxlots 500, 600, 700, 800, and 2702. The situs address for the property is 1815 NW Warrenton Dr.. The current zoning is I2, Water Dependent Industrial. An attached portion of the facility is use for fabrication.

Currently the property is served by public water and sewer through the City of Warrenton. The anticipated peak proposed occupancy is about 125 workers.

An estimated 70 gallons per capita per day (gpcpd) can be used to approximate a domestic water demand of 8,750 gallons per day (gpd). The City of Warrenton Public Works Department records indicated there is an existing 10" AC watermain located in Warrenton Drive. The domestic water meter, located at the corner Warrenton Drive right-of-way and the facility's driveway, appears to be a 1.5" copper with a preliminary estimate of capacity of about 100 gallons per minute (gpm). Given these assumptions, the existing water service is adequate to serve the domestic water demand. The water service line runs adjacent to the existing driveway and enters at the front of the building. The building is not currently sprinklered and the nearest fire hydrant is located on the south side of Warrenton Drive across from the facility's driveway. It is expected the City will require a fire hydrant and sprinkler system for the proposed use and a new water main lateral would be needed to serve those systems.

The City also indicated the property has a private sanitary sewer pump station onsite which connects to the 8" public pressurized system in Warrenton Drive. Current topographic surveys do not include the location of the pump station pressure or gravity lines. The facilities manager, who would have information about the pump station, is no longer employed by Pacific Seafood.



P.O. Box 973
Seaside, Oregon 97138
(503) 468-8600
adam@amengnr.com

Information on the pump station is not currently available to determine the capacity. Pacific Seafood is anticipating replacement of the existing sewer pump station system if further investigation determines the existing system is inadequate. A percentage of water use, 90%, is used to approximate a demand of 63 gpcpd or 7,875 gpd. A replacement pump station is feasible and can be expected to provide adequate sewer service for the conditional use.

Sincerely,

A handwritten signature in cursive script that reads "Adam Dailey".

Adam Dailey, P.E.

SHWEEASH BAMBOO

Rebecca Rubens

September 12, 2019

1768 NW Warrenton Dr.
Warrenton, OR 97146

To: Warrenton City Council

87506 Lewis & Clark Rd
Astoria, OR 97103

I am a property owner at 1768 NW Warrenton Dr. and have recently become aware of Warrenton's specific and targeted revisions to the Development Code to facilitate a new dormitory (bunkhouse) for 100 temporary "water-dependent" employees for Pacific Seafoods.

rebeccarubens72@gmail.com
503.440.3007

I am OPPOSED to this Amendment for a number of reasons:

*Lack of due public process and adequate time for community input about the changes and impact on the community.


*Changes to the existing I-2 Zone regulations to include employees of "water-dependent" corporations. Pacific Seafoods plans to charge the workers rent, which is the definition of a motel/hotel, not allowed in I-2 Zones. Also, opens a possible loop hole for other groups/business/individuals to promote more "water-dependent" living situations.

*Increases the population of the existing residential area by triple without adequate explanation of utilities, water use, recreational use and transportation.

* Possibly decreases the property values of existing residents. Why should our bottom line be less important than Pacific Seafoods?

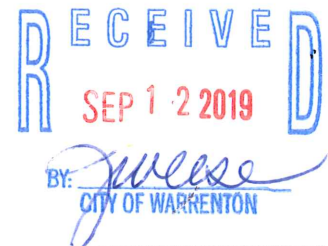
* Pacific Seafood needs to work with Warrenton to create good affordable housing that integrates workers into the community and stop promoting the lie that without housing their business will not be here.

Sincerely yours,

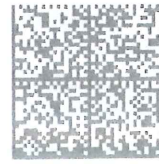


Rebecca Rubens

cc. Kenneth Rubens; Joseph F. Rubens Jr.



*PacSeafood housing -
notice of public hearing
Sent 9/17/19*



U.S. POSTAGE >> PITNEY BOWE



ZIP 97204 \$ 000.50
02 4W
0000346507

BIO-OREGON PROPERTIES LLC
PO BOX 70
WARRENTON OR 97146

BIO-OREGON PROPERTIES LLC
PO BOX 70
WARRENTON OR 97146

BURLINGTON NORTHERN
RAILROAD
PO BOX 961089
FORT WORTH TX 76161


0000346507

DULCICH REALTY LLC
16797 SE 130TH AVE
CLACKAMAS OR 97015

DULCICH REALTY LLC
16797 SE 130TH AVE
CLACKAMAS OR 97015

DULCICH REALTY LLC
16797 SE 130TH AVE
CLACKAMAS OR 97015

BARBARA BAENSIFER
1771 NW WARRENTON DR
WARRENTON OR 97146

 ZIP 97204 \$ 000.50
02 4W
0000346507.....

BETTIE RUBENS
1768 NW WARRENTON DR
WARRENTON OR 97146

JAMES STUTZMAN
PO BOX 1054
EPHRATA WA 98823

JAMES STUTZMAN
PO BOX 1054
EPHRATA WA 98823

JAMES STUTZMAN
PO BOX 1054
EPHRATA WA 98823



02 4W 000.30
0000346507

JANET WHITMORE
17460 NE CALKINS LN
NEWBERG OR 97132

JANET WHITMORE
17460 NE CALKINS LN
NEWBERG OR 97132

ERIC & TIFFANI WILLIAMSON
PO BOX 884
WARRENTON OR 97146

BIO-OREGON PROPERTIES LLC
PO BOX 70
WARRENTON OR 97146

BURLINGTON NORTHERN INC
PO BOX 961089
FORT WORTH TX 76161

DULCICH REALTY LLC
16797 SE 130TH AVE
CLACKAMAS OR 97015

SAND WORKS INC
15 NW 17TH PL
WARRENTON OR 97146

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

SJB INVESTMENTS LLC
PO BOX 189
BORING OR 97009

BIO-OREGON PROPERTIES LLC
PO BOX 70
WARRENTON OR 97146

PACIFIC COAST SEAFOODS CO
PO BOX 70
WARRENTON OR 97146

PACIFIC COAST SEAFOODS CO
PO BOX 70
WARRENTON OR 97146

FRANK HOFFMAN
20161 SE FAIRWAY DR
DAMASCUS OR 97089

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

SJB INVESTMENTS LLC
10486 SE TELFORD RD
BORING OR 97009

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

BETTIE RUBENS
1768 NW WARRENTON DR
WARRENTON OR 97146

LISA HERR
1769 NW WARRENTON DR
WARRENTON OR 97146

BARBARA BALENSIFER
1771 NW WARRENTON DR
WARRENTON OR 97146

CAROL HAHN
18 NW 17TH PL
WARRENTON OR 97146

DULCICH REALTY LLC
16797 SE 130TH AVE
CLACKAMAS OR 97015

PACIFIC SURIMI
PO BOX 70
WARRENTON OR 97146

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

BIO-OREGON PROPERTIES LLC
PO BOX 70
WARRENTON OR 97146

BIO-OREGON PROPERTIES LLC
PO BOX 70
WARRENTON OR 97146

JEAN WEBSTER
7428 N WOODSON AVE
FRESNO CA 93177

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

STEVE MILLS
22 NW 17TH PL
WARRENTON OR 97146

PHILIPPE & PANSON DENIS
20809 IRIS DR
STERLING VA 20165

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

RANDALL MCCLELLAND
25 NW 17TH PL
WARRENTON OR 97146


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

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

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

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

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

 0000346507.....

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

September 5, 2019

Michael C. Robinson

Admitted in Oregon

T: 503-796-3756

C: 503-407-2578

mrobinson@schwabe.com

VIA OVERNIGHT MAIL

Mr. Kevin Cronin, AICP
Community Development Director
City of Warrenton
225 S. Main Avenue
Warrenton OR 97146-0250

RE: Application by Pacific Seafood Group for a Conditional Use Permit and Site Design Review for a 90-bed Employee Dormitory in the Water-Dependent Industrial Shorelands ("I-2") Zoning District for the Property Located at 1815 NW Warrenton Drive; Amended Notice of Public Hearing

Dear Mr. Cronin:

This office represents Pacific Seafood Group (the "Applicant"). Enclosed with this letter are posted envelopes for use in mailing out the amended notice of public hearing.

Very truly yours,



Michael C. Robinson

MCR:jmhi

Enclosures

PDX\113023\241514\MCR\26108009.1

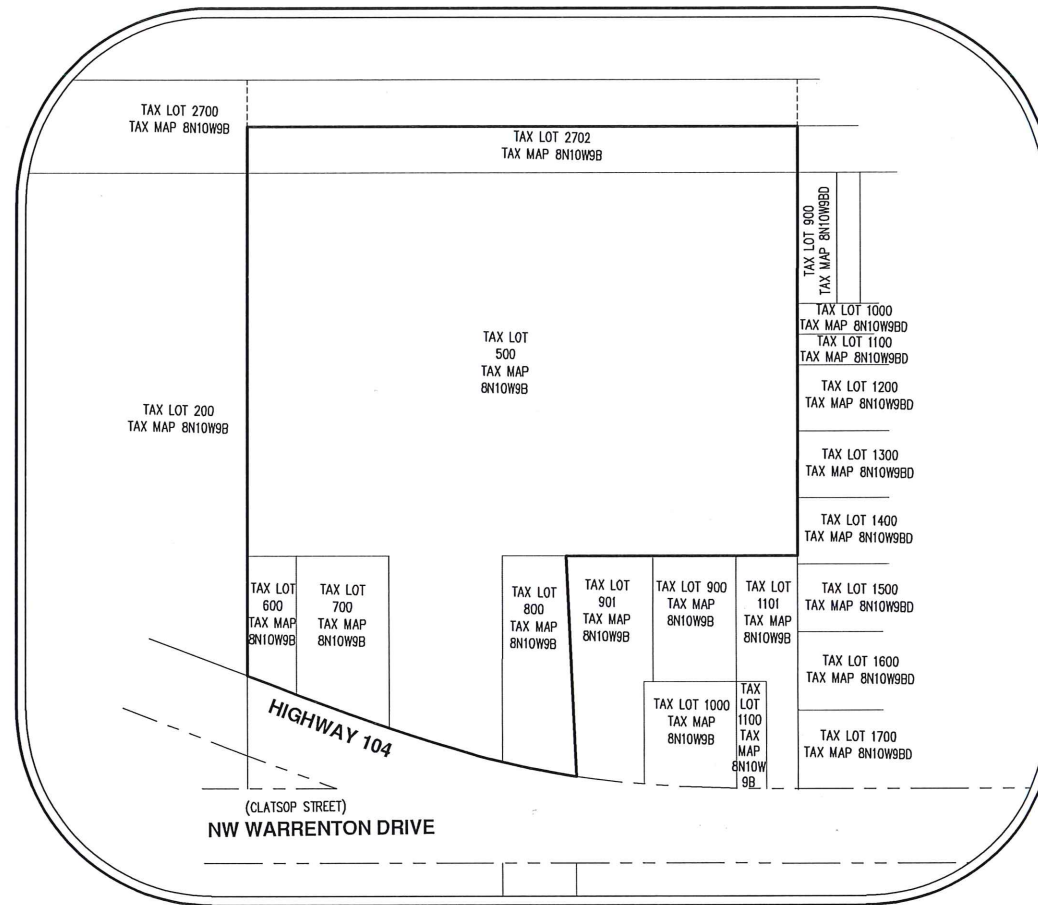
1815 NW WARRENTON DRIVE

INDUSTRIAL SITE DESIGN



VICINITY MAP

NOT TO SCALE



SITE MAP

SCALE: 1" = 100'



APPLICANT:

PACIFIC SEAFOOD GROUP
16797 SE 130TH AVE
CLACKAMAS, OR, 97015

**LAND USE PLANNING /
CIVIL ENGINEERING / SURVEYING /
LANDSCAPE ARCHITECTURE FIRM**

AKS ENGINEERING & FORESTRY, LLC
CONTACT: MONTY HURLEY
12965 SW HERMAN ROAD, SUITE 100
TUALATIN, OR 97062
PH: 503-563-6151
FAX: 503-563-6152

PROJECT LOCATION:

1815 NW WARRENTON DRIVE
WARRENTON, OR, 97146

PROPERTY DESCRIPTION:

TAX LOTS 500, 600, 700, 800, AND 2702; CLATSTOP COUNTY ASSESSOR'S MAP 8N 10W 9B, LOCATED IN THE NORTHWEST ONE-QUARTER OF SECTION 9, TOWNSHIP 8 NORTH, RANGE 10 WEST, WILLAMETTE MERIDIAN, CITY OF WARRENTON, CLATSTOP COUNTY, OREGON.

VERTICAL DATUM:

VERTICAL DATUM: ELEVATIONS ARE BASED ON NGS BENCHMARK NO. AC5401, LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF HIGHWAY 104 AND GRAY STREET, 33 FEET NORTHEAST OF THE CENTERLINE OF HIGHWAY 104. ELEVATION = 12.15 FEET (NAVD 88).

LEGEND

	EXISTING	PROPOSED		EXISTING	PROPOSED
DECIDUOUS TREE			STORM DRAIN CLEAN OUT		
CONIFEROUS TREE			STORM DRAIN CATCH BASIN		
FIRE HYDRANT			STORM DRAIN AREA DRAIN		
WATER BLOWOFF			STORM DRAIN MANHOLE		
WATER METER			GAS METER		
WATER VALVE			GAS VALVE		
DOUBLE CHECK VALVE			GUY WIRE ANCHOR		
AIR RELEASE VALVE			UTILITY POLE		
SANITARY SEWER CLEAN OUT			POWER VAULT		
SANITARY SEWER MANHOLE			POWER JUNCTION BOX		
SIGN			POWER PEDESTAL		
STREET LIGHT			COMMUNICATIONS VAULT		
MAILBOX			COMMUNICATIONS JUNCTION BOX		
			COMMUNICATIONS RISER		
RIGHT-OF-WAY LINE					
BOUNDARY LINE					
PROPERTY LINE					
CENTERLINE					
DITCH					
CURB					
EDGE OF PAVEMENT					
EASEMENT					
FENCE LINE					
GRAVEL EDGE					
POWER LINE					
OVERHEAD WIRE					
COMMUNICATIONS LINE					
FIBER OPTIC LINE					
GAS LINE					
STORM DRAIN LINE					
SANITARY SEWER LINE					
WATER LINE					

SHEET INDEX

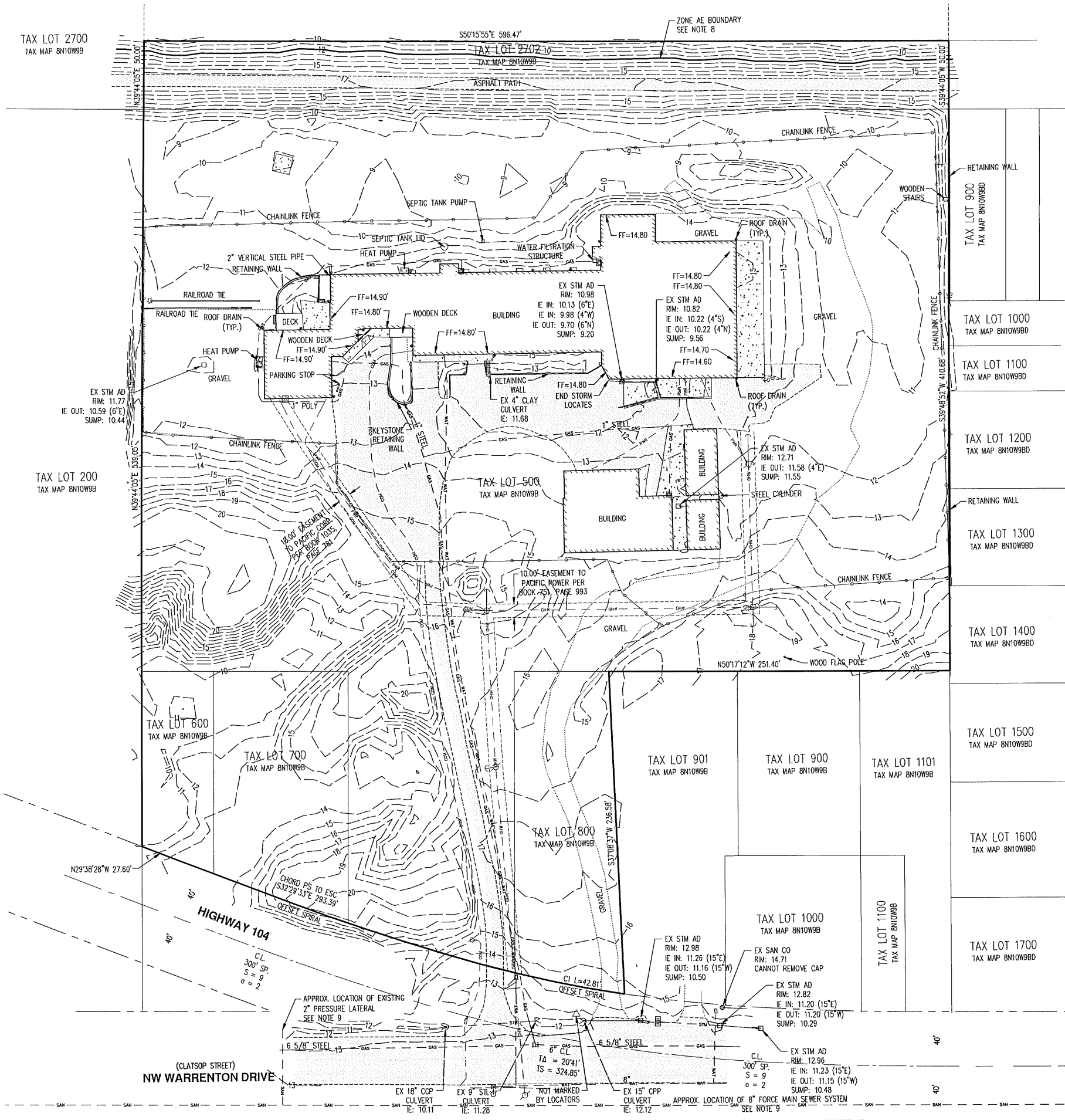
- P-00 COVER SHEET WITH SITE AND VICINITY MAPS
- P-01 PRELIMINARY EXISTING CONDITIONS PLAN
- P-02 PRELIMINARY GRADING AND EROSION & SEDIMENT CONRTOL PLAN
- P-03 PRELIMINARY SITE PLAN
- P-04 PRELIMINARY COMPOSITE UTILITY PLAN
- P-05 PRELIMINARY EMERGENCY VEHICLE ACCESS AND TURNAROUND
- P-06 PRELIMINARY LANDCSAPE PLAN
- P-07 AERIAL PHOTO PLAN

**COVER SHEET WITH SITE
AND VICINITY MAPS
1815 NW WARRENTON DRIVE
WARRENTON, OREGON**



JOB NUMBER: 7426
DATE: 09/23/2019
DESIGNED BY: VN
DRAWN BY: MJS
CHECKED BY: MH

TAX LOT 2700
TAX MAP 8N10W9B

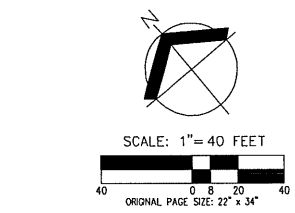


LEGEND

EXISTING	EXISTING
DECIDUOUS TREE	STORM DRAIN CLEAN OUT
CONIFEROUS TREE	STORM DRAIN CATCH BASIN
FIRE HYDRANT	STORM DRAIN AREA DRAIN
WATER BLOWOFF	STORM DRAIN MANHOLE
WATER METER	GAS METER
WATER VALVE	GAS VALVE
DOUBLE CHECK VALVE	GUY WIRE ANCHOR
AIR RELEASE VALVE	UTILITY POLE
SANITARY SEWER CLEAN OUT	POWER VAULT
SANITARY SEWER MANHOLE	POWER JUNCTION BOX
SIGN	POWER PEDESTAL
STREET LIGHT	COMMUNICATIONS VAULT
MAILBOX	COMMUNICATIONS JUNCTION BOX
	COMMUNICATIONS RISER

EXISTING

RIGHT-OF-WAY LINE	---
BOUNDARY LINE	=====
PROPERTY LINE	-----
CENTERLINE	- - - - -
DITCH	- - - - -
CURB	=====
EDGE OF PAVEMENT	- - - - -
EASEMENT	-----
FENCE LINE	---XXX---XXX---XXX---
GRAVEL EDGE
POWER LINE	---PWR---PWR---
OVERHEAD WIRE	---OHV---
COMMUNICATIONS LINE	---COM---COM---
FIBER OPTIC LINE	---CFO---CFO---
GAS LINE	---GAS---GAS---
STORM DRAIN LINE	---STM---STM---
SANITARY SEWER LINE	---SAN---SAN---
WATER LINE	---WAT---WAT---



CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	914.43'	2°40'57"	42.81'	540°04'16"E 42.81'

- #### NOTES:
- UTILITIES SHOWN ARE BASED ON UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBER 19096315, 19096323, 19096328, 19099233 & 19105529. PRIVATE UNDERGROUND LOCATES WERE PROVIDED BY PACIFIC NORTHWEST LOCATING, LLC. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
 - FIELD WORK WAS CONDUCTED APRIL 22-25, 2019.
 - VERTICAL DATUM: ELEVATIONS ARE BASED ON NGS BENCHMARK NO. AC5401, LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF HIGHWAY 104 AND GRAY STREET, 33 FEET NORTHEAST OF THE CENTERLINE OF HIGHWAY 104. ELEVATION = 12.15 FEET (NAVD 88).
 - THIS MAP DOES NOT CONSTITUTE A PROPERTY BOUNDARY SURVEY. BOUNDARIES AS SHOWN ARE PER COUNTY SURVEY 13292. A TITLE REPORT WAS PROVIDED BY TICOR TITLE, ORDER NUMBER 360419001789 EFFECTIVE DATE 4/24/2019. THIS REPORT COVERS TAX LOT 500, AND REPORTS THE 2 EASEMENTS SHOWN. SAID EASEMENTS ARE GRANTED TO PACIFICORP AND ARE INTENDED TO COVER THEIR UTILITIES. EXACT LOCATION OF EASEMENT NOT PROVIDED IN DEED DOCUMENTS.
 - SURVEY IS ONLY VALID WITH SURVEYOR'S STAMP AND SIGNATURE.
 - BUILDING FOOTPRINTS ARE MEASURED TO SIDING UNLESS NOTED OTHERWISE. CONTACT SURVEYOR WITH QUESTIONS REGARDING BUILDING TIES.
 - CONTOUR INTERVAL IS 1 FOOT.
 - ZONE AE BOUNDARY IS SHOWN PER FIRM NUMBER 41007C0208F WITH REVISION DATE OF JUNE 20, 2018. SAID MAP REPORTS A BASE FLOOD ELEVATION OF 12 FEET NAVD 88.
 - THIS PROPERTY IS CONNECTED TO A FORCE MAIN SANITARY SEWER SYSTEM. SANITARY SEWER IS PUMPED FROM THE SEPTIC TANK TO NW WARRENTON DRIVE. LOCATORS WERE UNABLE TO LOCATE THIS LINE AND ENGINEERING DRAWINGS OF THE SITE WERE NOT AVAILABLE. THE FORCE MAIN SYSTEM AS SHOWN IS PER THE ENGINEERING PLAN "TOWN OF HAMMOND SEWER PROJECT", SHEET 9 OF 38, DATED 8-15-79. SAID PLAN SHOWS THE FORCE MAIN BEING 28' SOUTH OF CENTERLINE AND SHOWS A HAND DRAWN LOCATION OF THE 2" PRESSURE LATERAL LOCATION AS SHOWN IS APPROXIMATE.
 - TREES WERE NOT MAPPED ON THIS SURVEY.

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**PRELIMINARY EXISTING
CONDITIONS PLAN
1815 NW WARRENTON DRIVE
WARRENTON, OREGON**



RENEWAL DATE: 6/30/21
JOB NUMBER: 7426
DATE: 09/23/2019
DESIGNED BY: AJ
DRAWN BY:
CHECKED BY: BRH

TAX LOT 2700
TAX MAP 8N10W9B

TAX LOT 2702
TAX MAP 8N10W9B

TAX LOT 200
TAX MAP 8N10W9B

TAX LOT 901
TAX MAP 8N10W9B

TAX LOT 900
TAX MAP 8N10W9B

TAX LOT 1101
TAX MAP 8N10W9B

TAX LOT 1000
TAX MAP 8N10W9B

TAX LOT 1100
TAX MAP 8N10W9B

TAX LOT 900
TAX MAP 8N10W9B

TAX LOT 1000
TAX MAP 8N10W9B

TAX LOT 1100
TAX MAP 8N10W9B

TAX LOT 1200
TAX MAP 8N10W9B

TAX LOT 1300
TAX MAP 8N10W9B

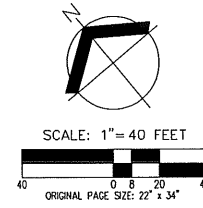
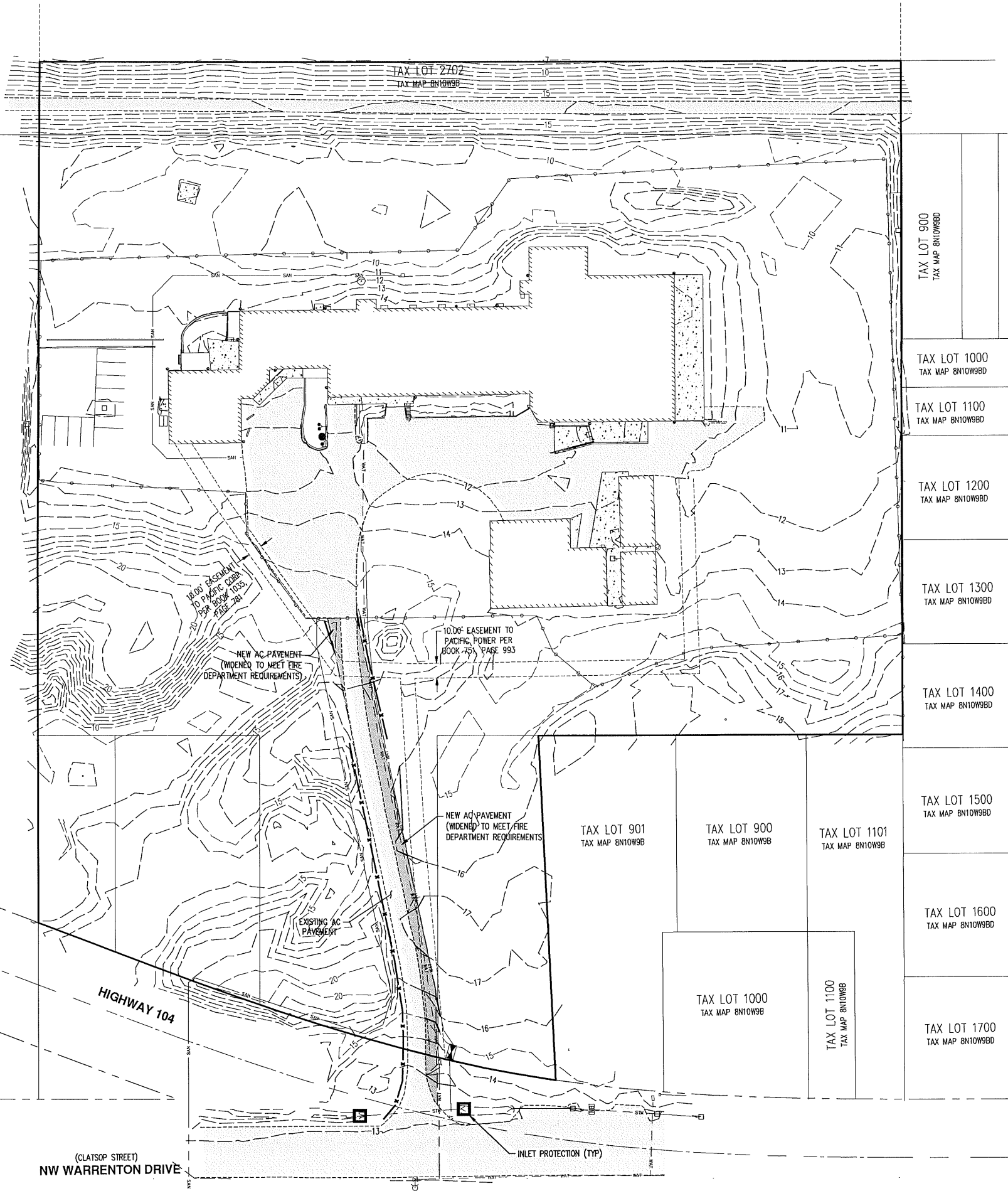
TAX LOT 1400
TAX MAP 8N10W9B

TAX LOT 1500
TAX MAP 8N10W9B

TAX LOT 1600
TAX MAP 8N10W9B

TAX LOT 1700
TAX MAP 8N10W9B

(CLATSOP STREET)
NW WARRENTON DRIVE



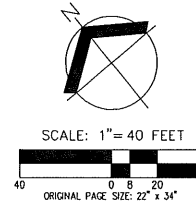
LEGEND

EXISTING GROUND CONTOUR (1 FT)	---
EXISTING GROUND CONTOUR (5 FT)	---
FINISH GROUND CONTOUR (1 FT)	---
FINISH GROUND CONTOUR (5 FT)	---
SEDIMENT FENCE (TO BE INSTALLED PRIOR TO GRADING)	— x — x —
INLET PROTECTION	□

**PRELIMINARY GRADING AND EROSION
& SEDIMENT CONTROL PLAN
1815 NW WARRENTON DRIVE
WARRENTON, OREGON**



RENEWAL DATE:	6/30/21
JOB NUMBER:	7426
DATE:	09/23/2019
DESIGNED BY:	WN
DRAWN BY:	MJS
CHECKED BY:	MH

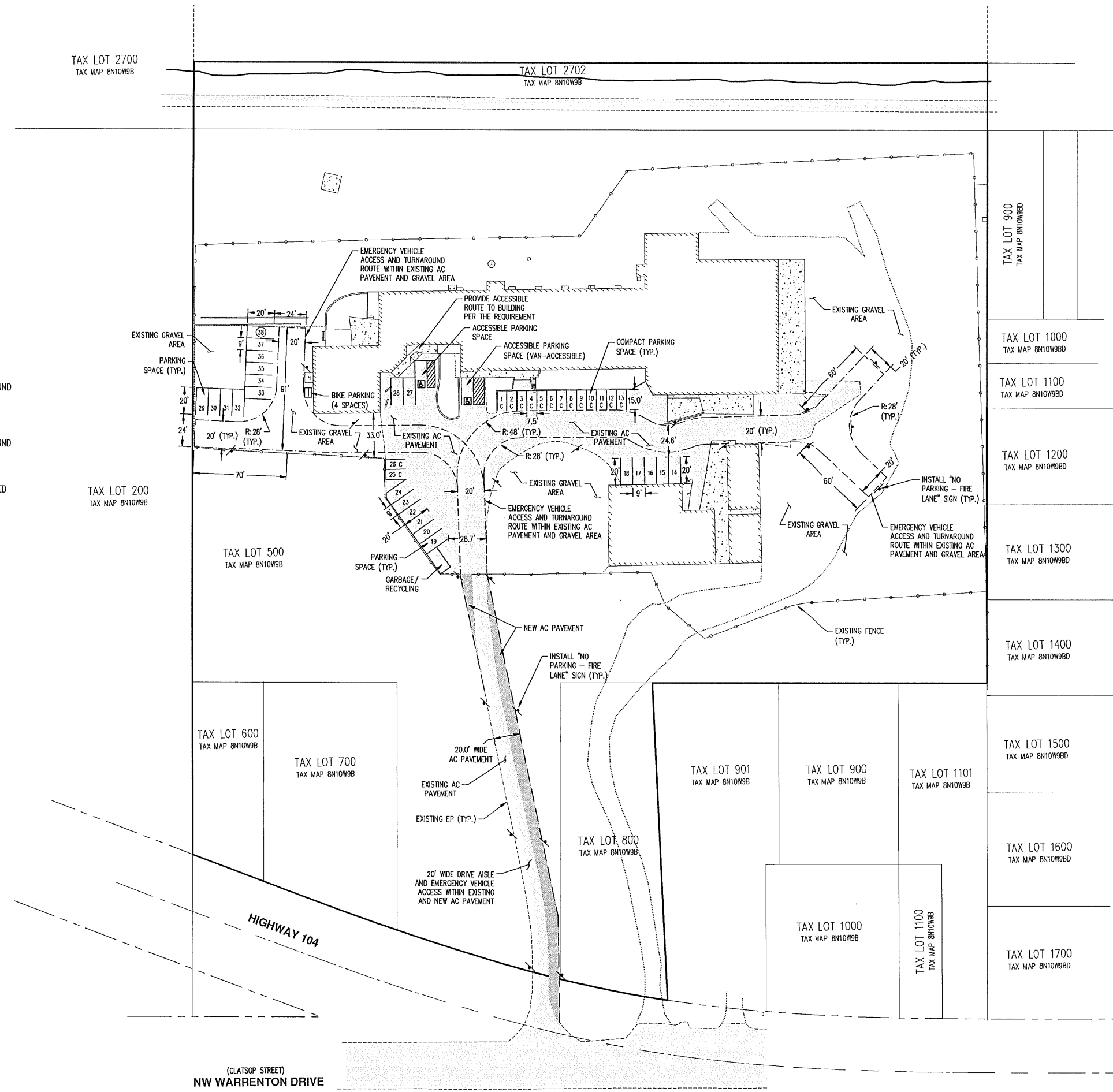


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PARKING SUMMARY

COMPACT SPACES (C)	15
STANDARD SPACES	23
TOTAL	38
ADA ACCESSIBLE SPACES	2
BICYCLE PARKING SPACES	4

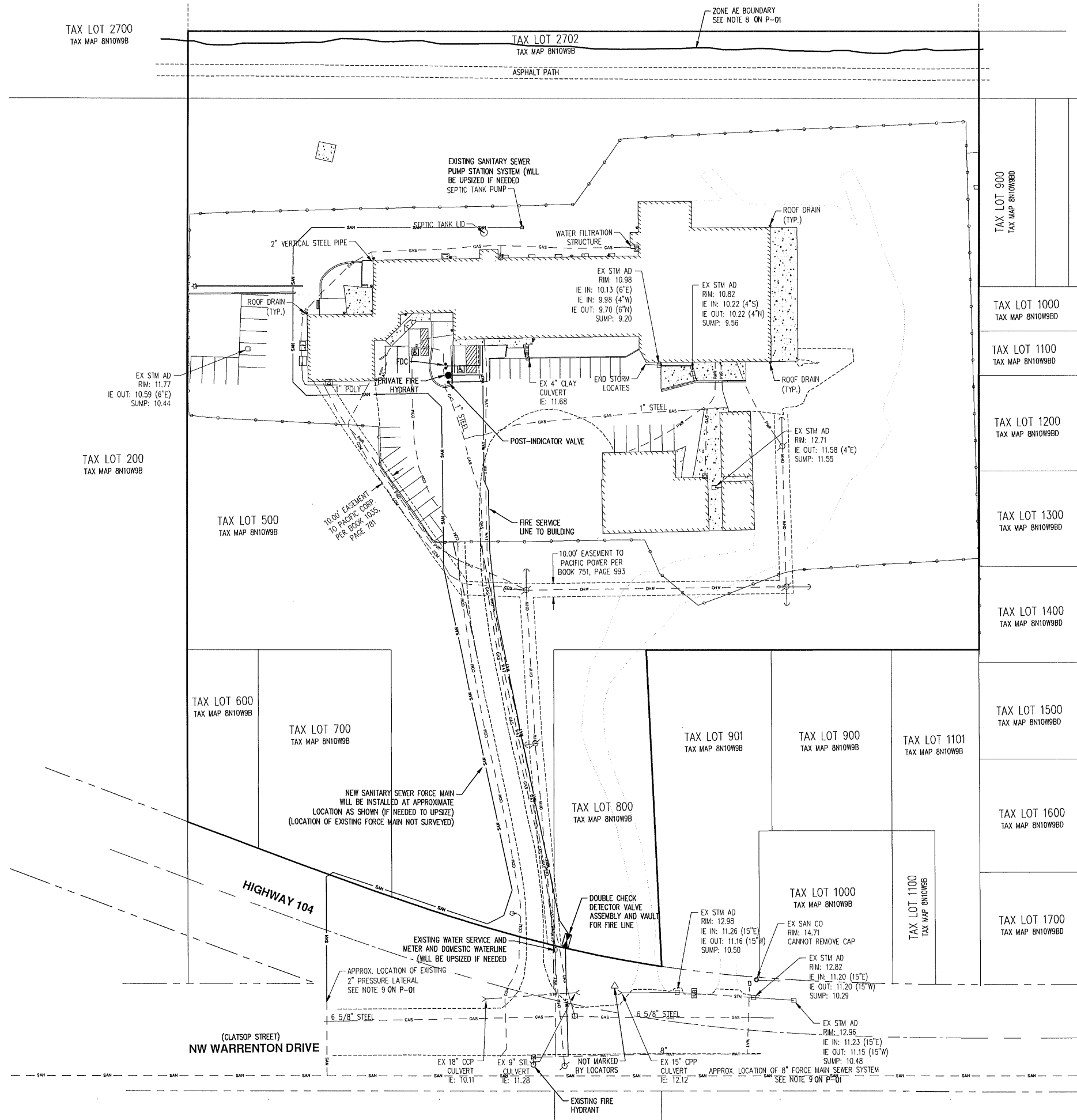
- NOTES:**
- DRIVE AISLES, EMERGENCY VEHICLE ACCESS, AND TURNAROUND ROUTES SHALL HAVE UNOBSTRUCTED DRIVING SURFACES OF NOT LESS THAN 20 FEET AND UNOBSTRUCTED VERTICAL CLEARANCES OF NOT LESS THAN 13 FEET 6 INCHES.
 - DRIVE AISLES, EMERGENCY VEHICLE ACCESS, AND TURNAROUND ROUTES SHALL BE ALL-WEATHER SURFACES CAPABLE OF SUPPORTING 60,000 POUNDS LIVE LOAD.
 - "NO PARKING - FIRE LANE" SIGNS SHALL BE INSTALLED AS SHOWN ON THE SITE PLAN.



PRELIMINARY SITE PLAN
1815 NW WARRENTON DRIVE
WARRENTON, OREGON



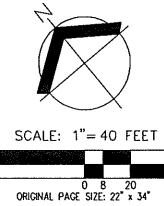
JOB NUMBER:	7426
DATE:	09/23/2019
DESIGNED BY:	VN
DRAWN BY:	MJS
CHECKED BY:	MH



STORMWATER AND SURFACE WATER MANAGEMENT:
 THE TOTAL AREA OF NEW AC PAVEMENT FOR THIS DEVELOPMENT IS APPROXIMATELY 2,700± SQUARE FEET.

PER WARRENTON MUNICIPAL CODE CHAPTER 16.140, DEVELOPMENT THAT HAS LESS THAN 5,000 SQUARE FEET OF IMPERVIOUS SURFACE IS EXEMPT FROM DETENTION REQUIREMENTS.

- NOTES:**
- FIRE HYDRANTS SHALL BE YELLOW MUELLER 250 CENTURION WITH TWO 2.5 INCH, AND ONE 4.5 INCH DISCHARGE PORTS. A 4.5 INCH TO 5 INCH STORZ CONNECTION WILL BE PROVIDED BY THE DEVELOPER FOR EACH HYDRANT.
 - FINAL FIRE HYDRANT, FDC, AND POST-INDICATOR VALVE LOCATION SHALL BE APPROVED BY THE FIRE DEPARTMENT PRIOR TO INSTALLATION.

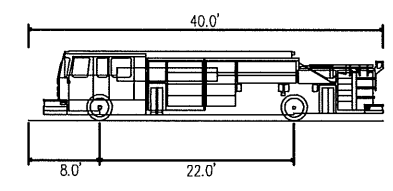
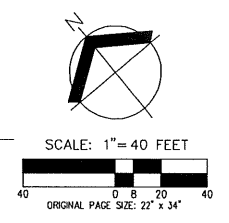
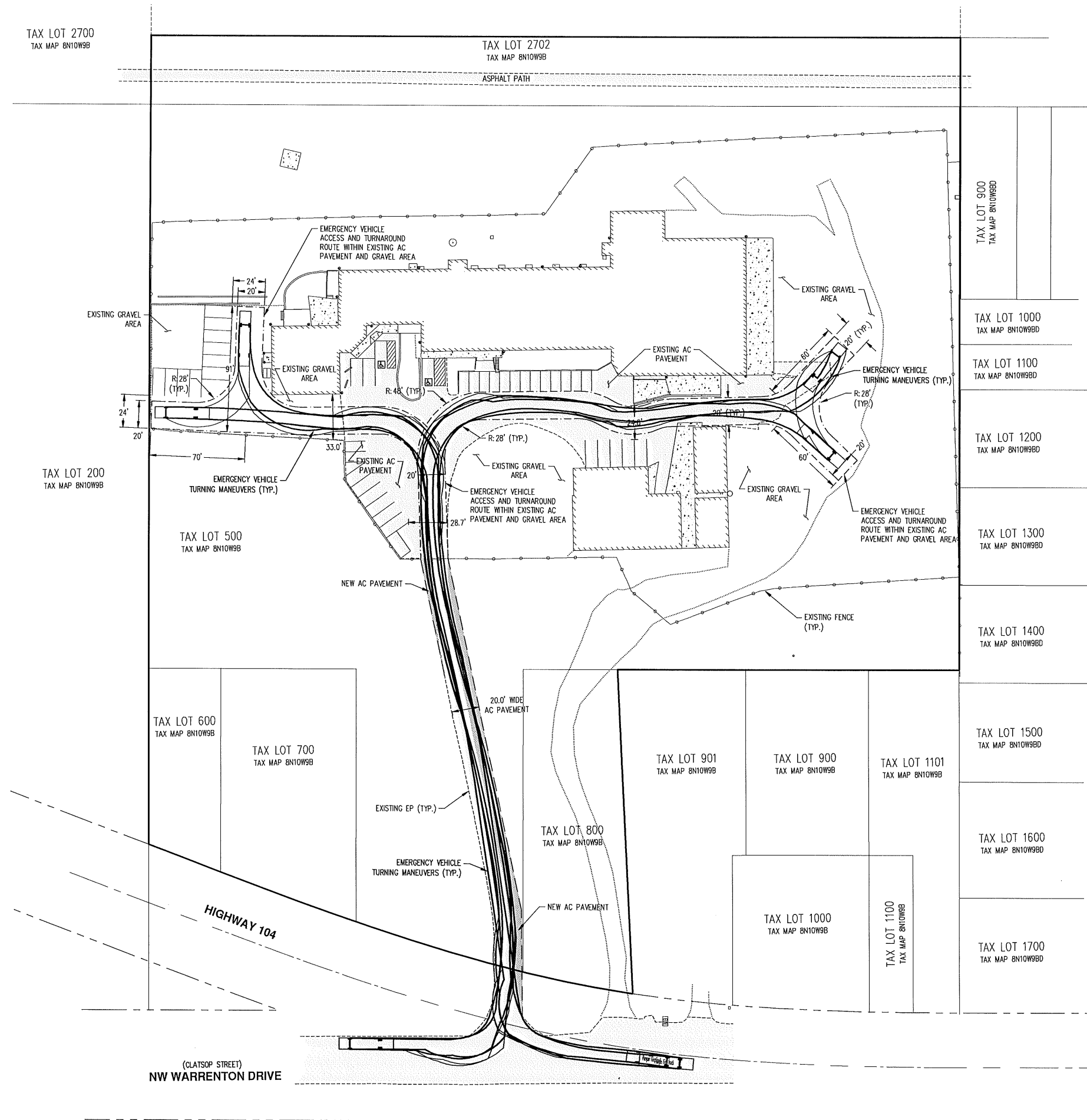


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**PRELIMINARY COMPOSITE
 UTILITY PLAN
 1815 NW WARRENTON DRIVE
 WARRENTON, OREGON**

RENEWAL DATE: 6/30/21

JOB NUMBER:	7426
DATE:	09/23/2019
DESIGNED BY:	VN
DRAWN BY:	MJS
CHECKED BY:	MH



PUMPER FIRE TRUCK	
OVERALL LENGTH	40.000 FT
OVERALL WIDTH	8.167 FT
OVERALL BODY HEIGHT	7.745 FT
MIN BODY GROUND CLEARANCE	0.656 FT
TRACK WIDTH	8.167 FT
LOCK-TO-LOCK TIME	5.00S
MAX WHEEL ANGLE	45.00°





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**PRELIMINARY EMERGENCY VEHICLE
 ACCESS AND TURNAROUND
 1815 NW WARRENTON DRIVE
 WARRENTON, OREGON**



JOB NUMBER:	7426
DATE:	09/23/2019
DESIGNED BY:	VN
DRAWN BY:	MJS
CHECKED BY:	MH

PRELIMINARY PLANT SCHEDULE

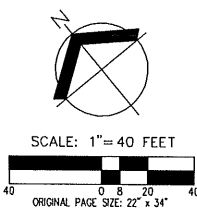
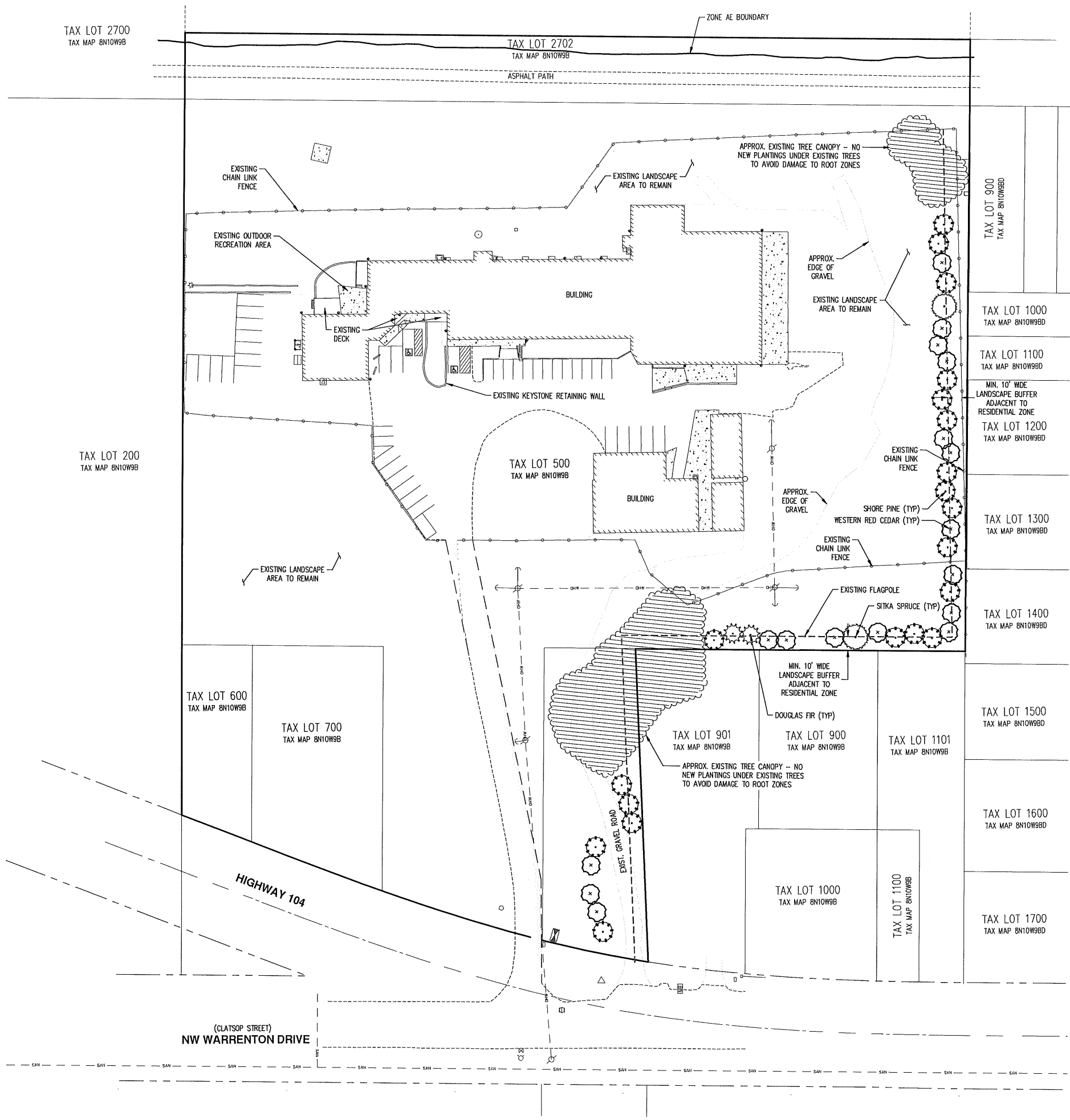
TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER
	2	PICEA SITCHENSIS (ESTIMATED MATURE SIZE: 100' HT. X 20'-40' SPREAD)	SITKA SPRUCE	5'-6' HT. B&B
	20	PINUS CONTORTA (ESTIMATED MATURE SIZE: 45' HT. X 30' SPREAD)	SHORE PINE	6'-7' HT. B&B
	2	PSEUDOTSUGA MENZIESII (ESTIMATED MATURE SIZE: 150' + HT. X 30' SPREAD)	DOUGLAS FIR	5'-6' HT. B&B
	17	THUJA PLICATA (ESTIMATED MATURE SIZE: 70'+ HT X 20'-25' SPREAD)	WESTERN RED CEDAR	6'-7' HT. B&B

EXISTING CANOPY DESCRIPTION
 APPROXIMATE EXISTING TREE CANOPY BASED ON AERIAL IMAGERY

LEGAL DESCRIPTION FOR PROJECT SITE: TAX LOT 500; TAX LOT 600; AND TAX LOT 700
 SITE ZONING: I-2 WATER DEPENDENT INDUSTRIAL SHORELANDS
 SITE AREA = 340,677 SF±
 MIN. LANDSCAPE AREA (GENERAL INDUSTRIAL) = 20% SITE AREA (68,135 SF)
 ON-SITE LANDSCAPE AREA (EXISTING & PROPOSED) = 136,711 SF± (40%)

GENERAL LANDSCAPING NOTES:

- LANDSCAPING PLAN IS PRELIMINARY AND INTENDED TO SHOW DESIGN INTENT ONLY. REVISIONS OR SUBSTITUTIONS MAY BE REQUIRED BASED ON FINAL SITE LAYOUT, PLANT AVAILABILITY, AND OTHER UNFORESEEN CONDITIONS PRIOR TO FINAL SUBMITTAL AND APPROVAL TO THE CITY.
- LANDSCAPING SHALL CONFORM TO APPLICABLE CITY OF WARRENTON DESIGN STANDARDS, INCLUDING BUT NOT LIMITED TO DC 16.124 LANDSCAPING, STREET TREES, FENCES, AND WALLS AND DC 16.64 WATER-DEPENDENT INDUSTRIAL SHORELANDS (I-2) DISTRICT STANDARDS.
- EXISTING VEGETATION SHALL BE PRESERVED AND PROTECTED TO THE GREATEST EXTENT PRACTICABLE. INVASIVE SPECIES, INCLUDING HIMALAYAN BLACKBERRY AND SCOTCH BROOM, SHALL BE REMOVED FROM THE SITE WHERE ENCOUNTERED. RESTORE AND RESEED EXISTING TURF AREA WHERE DISTURBED BY CONSTRUCTION ACTIVITY AND UNDERGROUND UTILITY INSTALLATION.
- PROPOSED LANDSCAPING IS COMPRISED OF NATIVE CONIFER TREES. TEMPORARY IRRIGATION, EITHER BY USE OF HAND WATERING, TREE WATERING BAGS, OR OTHER METHODS, SHALL BE UTILIZED FOR PLANT ESTABLISHMENT AND SURVIVAL. OWNER WILL BE RESPONSIBLE FOR ONGOING MAINTENANCE, INCLUDING REPLACEMENT OF DEAD PLANT MATERIAL.
- EXISTING TREE CANOPY AS SHOWN IS ESTIMATED BASED ON AERIAL IMAGERY AND FROM SITE PHOTOGRAPHS TAKEN BY AKS SURVEY STAFF ON 4/23/2019.

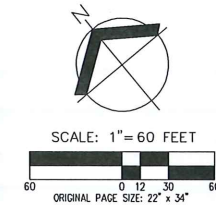


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PRELIMINARY LANDSCAPE PLAN
1815 NW WARRENTON DRIVE
WARRENTON, OREGON

REGISTERED
 LANDSCAPE ARCHITECT
 KIRSTI KRISWALD
 OREGON
 06/15

JOB NUMBER: 7426
 DATE: 09/23/2019
 DESIGNED BY: KAH
 DRAWN BY: KAH
 CHECKED BY: MH



AERIAL PHOTO PLAN

**1815 NW WARRENTON DRIVE
WARRENTON, OREGON**



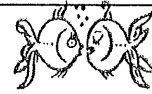
JOB NUMBER:	7426
DATE:	09/23/2019
DESIGNED BY:	VN
DRAWN BY:	MJS
CHECKED BY:	MH

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HOUSING PROGRAM AGREEMENT



PARTICIPATION FEE: \$ _____ PER DAY
REFUND RATE: _____ %

SECURITY DEPOSIT: \$ _____
TERM: _____ through _____

Team Member: _____

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

Telephone: _____ E-mail: _____

THIS AGREEMENT ("Agreement") is made and entered into by and between: 1) the team member identified above as "Team Member" ("Employee"); and 2) _____, and each of its associated parents, divisions, subsidiaries, affiliates (collectively, "Pacific"). EMPLOYEE AND PACIFIC AGREE AS FOLLOWS:

RECITALS

- 1. Pacific coordinates with area hotels and other short-term accommodation providers (each, a "Provider") to make a limited number of spaces available to seasonal team members as temporary housing (the "Housing Program").
2. Pacific maintains the Housing Program in order to recruit qualified workers from other areas and to ensure that team members have access to convenient living environments during their time with Pacific. Pacific developed the Housing Program in response to a lack of affordable, workforce housing.
3. Employee desires to participate in Pacific's Housing Program during the Term specified above (the "Term"). Pacific is willing to allow Employee to participate in the Housing Program on the condition that Employee first execute and deliver this Agreement to Pacific.

AGREEMENT

Recitals. The Recitals set forth above are incorporated here and made a part of this Agreement by this reference.

Reliance. Employee acknowledges and agrees that execution of this Agreement is necessary to induce Pacific to allow Employee to participate in the Housing Program. Pacific is relying on Employee's consent to all terms of this Agreement and, without execution of this Agreement by Employee, would not allow employee to participate in the Housing Program.

Term. This Agreement shall remain in effect for the duration of the Term unless sooner terminated pursuant to the terms of this Agreement. Continued participation in the Housing Program and/or use of the Space (as defined below) beyond the initial Term shall be on the same terms and conditions set forth in this Agreement.

Space. Pacific will coordinate with Providers to reserve or otherwise secure temporary housing space (the "Space") for Employee during the Term of this Agreement (including any extensions). Pacific will use its best efforts to reserve or otherwise secure appropriate Space prior to Employee's start date. Pacific, however, shall not be liable for damages, losses, expenses, or other liabilities of any kind if Pacific fails to reserve or otherwise secure appropriate Space.

Participation Fee. Employee shall pay a fee to Pacific in the amount specified above under "Participation Fee" in order to participate in the Housing Program (the "Participation Fee"). Pacific will deduct any portion of the Participation Fee incurred during a given pay period from Employee's payroll check for that period. If Employee fully and faithfully complies with all of Employee's covenants and obligations under this Agreement for the duration of the Term (including any extensions), then Pacific will refund an amount equal to the percentage specified above under "Refund Rate" of the total Participation Fee paid by Employee to Pacific within THIRTY (30) days after expiration or termination of this Agreement.

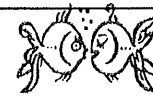
Security Deposit. Pacific will deduct the amount specified above under "Security Deposit" (the "Security Deposit") from Employee's second payroll check as security for the full and faithful performance and observance by Employee of Employee's covenants and obligations under this Agreement. If Employee defaults in the performance of any of Employee's covenants and obligations, then Pacific may use, apply, or retain the whole or any part of the Security Deposit to the extent required for payment of any sums that Pacific may expend or may be required to expend by reason of Employee's default. If Pacific uses, applies, or retains the whole or any part of the Security Deposit during the Term (including any extensions), then Pacific will deduct a sum equal to the amount so used, applied, or retained from Employee's next payroll check as additional security. If Employee fully and faithfully complies with all of Employee's covenants and obligations under this Agreement, then any remaining balance of the Security Deposit will be paid over to Employee within THIRTY (30) days after expiration or termination of this Agreement.

Program Rules. Employee shall at all times comply with and abide by: 1) all Housing Program rules and regulations, listed on the attached EXHIBIT A; 2) any and all Provider rules and regulations associated with use and/or occupation of the Space; and 3) any and all applicable federal, state, regional, and local laws, statutes, ordinances, licenses, and regulations.

Assumption of Liability. Employee accepts all risk and assumes all responsibility and liability arising out of or in any way associated with Employee's participation in the Housing Program and/or use of the Space. Pacific shall not be liable for any damage or injury of or to Employee or Employee's guests, invitees, agents, employees, or any other persons entering into any Space or any other accommodation provided through or in connection with the Housing Program, whether or not caused in whole or in part by Pacific's negligent act or omission.



HOUSING PROGRAM AGREEMENT



Indemnification. Employee shall, at its sole expense, defend, indemnify, and hold harmless Pacific and each of its owners, directors, officers, employees, and agents from and against any and all allegations, demands, claims, damages, penalties, costs, or other liability of any nature whatsoever (including attorneys' fees), actual or alleged, caused by, arising out of, resulting from, or occurring in whole or in part in connection with Employee's participation in the Housing Program and/or use of the Space, whether or not caused in whole or in part by Pacific's negligent act or omission.

No Obligation. Employee assumes and agrees to perform and comply with, for benefit of both Employee and Pacific, all obligations of Pacific in connection with use and/or occupation of the Space during the Term (including any extensions).

Services. Any and all services, maintenance, utilities, and/or other benefits provided in connection with the Space are provided by Provider. Pacific shall have no obligation to provide additional services or benefits of any kind, and shall not be liable to Employee for any loss, direct or consequential damage, cost, expense, claim, or liability or occurring in whole or in part in connection with: 1) installation, use, or interruption of use of any utilities, services, or benefits provided by Provider; 2) failure to furnish or delay in furnishing use of any utilities, services, or benefits provided by Provider; and/or 3) the limitation, curtailment, rationing, or restriction on use of any utilities, services, or benefits provided by Provider.

License. Nothing in this Agreement shall create or be construed to create a tenancy in the Space of any kind whatsoever. Employee use and/or occupation of the Space is instead authorized under a limited, non-transferable, revocable license. Pacific may revoke such license at any time, with or without notice, in its sole discretion.

Surrender of Space. Upon expiration of the Term (including any extensions), or upon any earlier termination of this Agreement, Employee shall immediately vacate and surrender the Space in at least as good a state and condition as existed at the start of the Term, excepting reasonable allowances for normal use. In the event that Employee holds over after expiration or termination of this Agreement, Employee shall be in breach of this Agreement unless Pacific expressly consents to such hold over in writing. Employee shall thereafter be solely responsible for any and all fees, fines, charges, and other amounts incurred or assessed in connection with Employee's continued use of the Space. Employee shall return all keys, towels, bedding, and other Provider-provided materials to Provider in connection with surrender. Notwithstanding any other provision of this Agreement, Pacific shall have no obligation to refund or pay any amounts to Employee under this Agreement until Employee has surrendered the Space.

Default/Remedies. Employee shall be in default of this Agreement if: 1) Employee fails to fully and faithfully perform and observe all covenants and obligations under this Agreement; 2) Employee becomes unwilling or unable to perform Employee's obligations to Pacific; or 3) Employee's employment relationship with Pacific ends for any reason. If Employee is in default of any obligations under this Agreement, then Pacific may, in its sole discretion, avail itself to any of the following remedies: 1) terminate or suspend this Agreement and/or Pacific's performance under this Agreement, in whole or in part; 2) terminate or suspend Employee's employment with Pacific; 3) retain the whole or any part of the Security Deposit; and/or 4) pursue and enforce any and all other rights or remedies available to Pacific at law or equity.

Payroll Authorization. Employee authorizes and directs Pacific to deduct any amounts payable under or other in connection with this Agreement from Employee's pay. Employee further authorizes Pacific to set off any amount owing to or from Employee in connection with this or any other agreement with Employee.

Assignment. Employee may not assign, delegate, or otherwise transfer any of Employee's rights or obligations under this Agreement without prior written consent of Pacific, which Pacific may withhold in Pacific's sole discretion. Any assignment, delegation, or other transfer of this Agreement that does not comply with the requirements of this Agreement shall be void.

Attorney Fees. In the event that a suit, action, arbitration, or other legal proceeding of any nature whatsoever is brought relating to this Agreement, the prevailing party shall be entitled to recover from the losing party its reasonable attorney, paralegal, and other professional fees, as well as any and all other fees, costs, and expenses of any kind actually incurred and reasonably necessary in connection herewith, as determined by the judge or arbitrator at trial or other proceeding.

Severability. If any provision of this Agreement becomes or is found to be illegal, unenforceable, void, or voidable, then such clause or provision shall be modified to the extent necessary to make this Agreement legal and enforceable. If modification of such provision is not possible, then such provision or portion thereof shall be stricken and severed from this note and the remaining provisions and portions thereof shall continue in full force and effect.

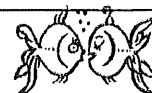
Time is of the Essence. Time is of the essence with respect to any provisions which specify a time for performance.

Complete Agreement. This Agreement constitutes the entire agreement between the parties hereto pertaining to the subject matter hereof, and supersedes any and all prior or contemporaneous agreements, understandings, negotiations and discussions, whether written or oral, of the parties in connection with the subject matter hereof, except as specifically set forth herein. No supplements, modifications, waivers, or terminations of this Agreement shall be binding unless executed in a writing signed by the parties to be bound thereby.

By signing below, Employee accepts this Agreement and consents to all terms.

EMPLOYEE: _____

Date: _____



Pacific Housing Program Rules and Regulations

- **Cleanliness.** Keep the room Space and all personal belongings stored neatly.
- **Drugs and Alcohol.** No drugs, drug paraphernalia, or alcohol are permitted in the Space at any time.
- **Smoking.** No smoking indoors or in any unauthorized smoking areas. No exceptions. While in authorized smoking areas, receptacles for cigarette butts must be used. No cigarettes should be found on porches, sidewalks, or yards.
- **Weapons.** No firearms, crossbows, swords, large knives, or other dangerous weapons are allowed in the Space at any time.
- **Assault or Fighting.** No fighting, pushing/shoving, assault (i.e., physical, sexual, or other), or other conduct that may cause injury to others is permitted at any time. Pacific reserves the right to immediately notify proper law enforcement authorities in the event of any such activity.
- **Noise.** Please be respectful of neighbors. Housing areas should be kept quiet at all times. No loud music, yelling, or other disorderly conduct is permitted at any time. Neighbors should not be able to hear sounds from your unit.
- **Guests.** Housing and overnight accommodations are provided for team members only. Overnight guests are not permitted at any time. Visitors are permitted only if you are not present in the room.
- **Pets.** Pets are not allowed in the Space or on the Property at any time.
- **Keys.** Keys are for individual use and may not be duplicated or lent out. A fee of \$15.00 will be charged for a duplicate key (which will only be issued if you lose your original key) or will be deducted from your final paycheck if you do not return your key to the General Manager at the time of check out.
- **Vacating Premises and Final Inspection.** Each team member is responsible for his/her Space. The General Manager or other appointed representative will evaluate the condition of the Space upon checkout. All keys, towels, bedding, and other similar items must be returned to be eligible for Security Deposit return.
- **Termination of Employment.** Team members who are terminated or quit for any reason must leave the Space immediately. Failure to vacate the Space within 48 HOURS of separation from employment will result in loss of Security Deposit.
- **Theft.** Pacific is not responsible for the loss of personal items due to theft.



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

6. GUEST POLICIES

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

10. ROOM POLICIES.

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

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

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



GENERAL TERMS AND CONDITIONS

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

1. REGISTRATION

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

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

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

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

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

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

2. PAYMENT

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

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

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

4. SITE MANAGEMENT

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

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



September 16, 2019



Dear Neighbors:

RE: Revised Dormitory Rules

I am providing you with a copy of the revised dormitory rules for the proposed dormitory in the I-2, "Industrial Shorelands," zoning district. I would appreciate any and all comments that you may have on the revised dormitory rules. Please them to my attention at:

Mr. Michael Miliucci
Pacific Seafood Group Acquisition Company, Inc.
16797 SE 130th Avenue
PO Box 97
Clackamas, OR 97015
Email: MMiliucci@pacseafood.com

You may also call me at (503) 905-4500 to discuss any comments you have on the revised dormitory rules.

Sincerely,

A handwritten signature in blue ink that reads "Michael Miliucci".

Michael Miliucci

Enclosure

September 3, 2019

Michael C. Robinson
Admitted in Oregon
T: 503-796-3756
C: 503-407-2578
mrobinson@schwabe.com

**VIA E-MAIL AND
VIA OVERNIGHT MAIL**

Mr. Kevin Cronin, AICP
Community Development Director
City of Warrenton
P.O. Box 250
Warrenton OR 97146-0250

RE: Application by Pacific Seafood Group for a Conditional Use Permit and Site Design Review for a 90-bed Employee Dormitory in the Water-Dependent Industrial Shorelands ("I-2") Zoning District for the Property Located at 1815 NW Warrenton Drive

Dear Mr. Cronin:

This office represents Pacific Seafood Group (the "Applicant"). Enclosed with this letter is a thumb drive containing electronic copies of the following documents:

1. 07.08.19 Pacific Seafood Group Conditional Use Application and Type III Site Design Review Application; and
2. 08.19.19 Applicant's Response to Incompleteness Letter with Exhibits.

The thumb drive is password protected. The password is "Warrenton." The password includes the period. Please let me know if you have any questions.

Very truly yours,



Michael C. Robinson

MCR:jmhi
Enclosure

PDX\113023\241514\MCR\26095890.1

July 8, 2019

Michael C. Robinson
Admitted in Oregon
T: 503-796-3756
C: 503-407-2578
mrobinson@schwabe.com

**VIA E-MAIL AND
VIA OVERNIGHT MAIL**

Mr. Kevin Cronin, AICP
Community Development Director
City of Warrenton
P.O. Box 250
Warrenton OR 97146-0250

RE: Application by Pacific Seafood Group for a Conditional Use Permit and Site Design Review for a 90-bed Employee Dormitory in the Water-Dependent Industrial Shorelands ("I-2") Zoning District for the Property Located at 1815 NW Warrenton Drive

Dear Mr. Cronin:

This office represents Pacific Seafood Group (the "Applicant"). Enclosed with this letter are the following documents required by the City of Warrenton June, 2019 "Community & Economic Development Department Permit Checklist:"

1. A completed City of Warrenton, Oregon "Conditional Use Application" form signed by the Applicant and the property owner.
2. A completed City of Warrenton, Oregon Planning and Building Department "Industrial Site Design Application" form signed by the Applicant and property owner.
3. A check made payable to the City of Warrenton, Oregon in the amount of \$1,000.00 as the applicable application fee for the Conditional Use Permit application.
4. A check made payable to the City of Warrenton, Oregon in the amount of \$1,000.00 as the applicable application fee for the Type III Site Design Review application.
5. Three (3) 11"x17" copies of the site plan drawn to scale. An updated site plan with the landscape plan and parking plan will be submitted later.
6. Five (5) copies of the Application narrative addressing applicable approval criteria.

The Applicant will schedule a neighborhood meeting to discuss the Application with the surrounding neighbors to the property.

RECEIVED
JUL 10 2019

[Signature]

Mr. Kevin Cronin, AICP
July 8, 2019
Page 2

Mr. Michael Miliucci and I are the Applicant's representatives. Would you please provide us with a copy of the City's determination of completeness of the Application, copies of comments received by the City following the notice to surrounding property owners, correspondence to or from the City concerning this Application and a copy of the Planning Commission's final decision on the Application?

Thank you in advance for your professional courtesy and assistance. Mr. Miliucci and I look forward to working with you and the Warrenton Planning Commission to an approval of this Application.

Very truly yours,



Michael C. Robinson

MCR:jmhi
Enclosures

Cc Mr. Michael Miliucci (*via email*) (*w/enclosures*)
Mr. Dustin Capri (*via email*) (*w/enclosures*)
Mr. Todd Mobley (*via email*) (*w/enclosures*)
Mr. Daniel Stumpf (*via email*) (*w/enclosures*)
Mr. Monty Hurley (*via email*) (*w/enclosures*)

PDX\113023\241514\MCR\25746548.1

scottwiddicombe94@gmail.com

From: Scott Widdicombe <scottwiddicombe94@gmail.com>
Sent: Saturday, September 28, 2019 8:30 AM
To: Kevin Cronin; Linda Engbretson; Henry A. Balensifer III
Subject: Pacific Seafood Application Info Update from me

Hello Kevin,

I have recently discovered some new information that has caused me to change the information I want to have included in the Pacific Seafood application data packet for the Pac Fab remodel.

Please use this email as justification for you to remove the 10 pages of documents from the Oct. 3rd Pacific Seafood application data package that I hand delivered to you at the Monday, Sept. 23rd for you to include in the data packet which would normally be posted to the Warrenton website on October 3rd for the planning commissioners to be able to review for the Oct. 10th meeting.

I will have a new package of documents ready to deliver to you by no later than Wednesday, Oct. 2nd. If this will not give you enough time to include these documents in the data file to be published the next day, then I will be asking for a continuance of the October 10th meeting because the information I have discovered is brand new and I do not believe you, your department, or even Pacific Seafood is aware of. I obviously have no way to know what anyone knows other than myself. However, based on the information I have seen in the Pacific Seafood application process all the way back to August last year and from listening to public comments made by the people I have talked to or heard at public meetings, it appears to me that I have discovered new information that will have a substantial impact on the application process.

I will not be sending my information to you ahead of the Oct. 10th meeting unless you can guarantee me that all of the planning commissioners will have several days to see the information I have obtained and I am not willing to have them vote on the CONDITIONAL aspect of the application until such time as they have been able to read what I will be submitting. I do not want a continuance. However, I will not submit my information in advance if the planning commissioners do not have enough time to review the new information I have.

Please let me know if there is going to be a problem of getting my new documents into the Oct. 3rd data package if I send you the information as an attachment to an email on Oct. 2nd.

Please respond by email if you see any problem with including my new documents in the Oct. 3rd data package, assuming you do not get them as an email attachment from me until Oct. 2nd.

Scott Widdicombe

DIVISION 4 – SECTION “J” - SEASONAL WORKERS

OREGON OSHA HOUSING REGULATIONS

The Pacific Seafood application to remodel the Pac Fab building located in Hammond has some problems I am concerned with. The proposal is to modify this building for housing seasonal workers in what Pacific Seafood describes as a dormitory. Based on the floor plan that has been included with the application, I feel this building should be described as a barracks rather than a dormitory.

I have lived in barracks type buildings for many years in the past, and I am very familiar with the quality of life people experience when they are required to live in very close proximity to a large number of other people.

I am also very concerned about how cold the temperatures in the Pac Fab building are going to be in the months of December through March because the building has metal walls and a large number of glass windows. These building materials will not insulate the housing area in any meaningful way, and I see no industrial size heating system that can be used to heat the building to a minimum of 68 degrees.

Oregon government regulations administered by Oregon OSHA have been created for the following specific public goal:

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

The Pacific Seafood application for remodeling the Pac Fab building into housing for seasonal workers currently states that they plan to house 90 workers plus one supervisor in this remodeled section of the Pac Fab building.

I have identified specific requirements by Oregon OSHA that specify that each seasonal worker living in this type of housing must have a minimum of 40 sq. ft. for each person living in each room if 2 level bunkbeds are being used for them to sleep in. This means that 10 people living in one room would require a minimum of 400 sq. ft.

Based on the regulations, I do not believe there is sufficient room in the proposed housing area for 90 people based on the floor plan I have reviewed. I also have reviewed the minimum temperature required for this type of housing based on Oregon OSHA requirements, and I do not believe this building is planned to have enough heating capability to support the minimum temperature requirement in the total housing area.

I have visited in Salem with the Jeffrey Carlson, technical specialist at Oregon OSHA (503-947-7407) who informed me that OSHA requirements supersede any other regulations of other government agencies except for regulations that decide safety issues such as fire codes and/or building codes that refer to safety-only issues.

General living conditions are specified by Oregon OSHA only for seasonal workers living in employer provided housing where the seasonal workers pay a fee to live in that housing. Dormitory code regulations are not applicable in this situation. Oregon OSHA covers ALL seasonal workers in all categories of business for the state of Oregon.

Based on my previously stated comments in this document, I believe that the planning commissioners should vote to specify as a CONDITIONAL requirement that Pacific Seafood use only Oregon OSHA regulations except where a safety consideration might exist.

These regulations were created to protect the rights of all Oregon seasonal workers in all industries, and I think the Warrenton Planning Commission should support this goal by making this a CONDITIONAL requirement of the Pacific Seafood remodel application approval process. Low-income people face many challenges in life, and they should not be required to live in very confined areas as part of their contractual agreement with Pacific Seafood.

Additionally, a CONDITIONAL element of the application approval process should be that Pacific Seafood be required to request a CONSULTATION with the consultants responsible for advising Pacific Seafood on the DIVISION 4, SECTION "J" regulations.

If requested by a Pacific Seafood representative at 503-229-6193, these people would come out and perform a full inspection after the remodel is completed and occupied as it would be when in full use.

As a private citizen living immediately next door to the Pac Fab facility, I have the legal right to request Oregon OSHA regulation enforcement representatives to inspect the new housing facility once it has been fully remodeled and is in use with as many people that Pacific Seafood has contracted with who are actually living in the facility at that time.

I will contact Oregon OSHA enforcement department at telephone (503) 229-5910 once the new facility is actually in use as they are going to be responsible to make any corrections required by Oregon OSHA based on their physical inspection.

I will be describing specific areas of these regulations I suspect are not being complied with at the remodeled housing area and I will make multiple requests at different periods of time during the year as I deem necessary.

I have additional areas of concern based on the floor plan included with the remodel application as follows:

- 1. Appear to need 7 additional shower heads as 1 shower head is required for each 10 people and I think I may see 2 shower areas in the plan, but I am not sure.**
- 2. Appear to need 4 more stove burners in the kitchen as only 12 are visible in the drawing and 16 are required for 90 people.**
- 3. There are supposed to be 90 chairs in the dining room area. I only see 56 at this time.**
- 4. There are supposed to be lockable storage containers (normally lockers) for each person living in the facility.**

I have included the following documents with this cover letter to be viewed as proof of the comments I have made in this document:

- 1. A copy of the email I have received from Oregon OSHA technical specialist Jeffery Carlson (503-947-7407) where he has answered specific questions I asked him which shows his responses to me.**
- 2. A page from Oregon OSHA regulations concerning minimum square feet required for various types of seasonal worker housing as required by Oregon OSHA.**
- 3. A page discussing the separation of residents living in seasonal worker housing.**
- 4. 3 pictures showing bunk beds spacing with storage lockers used by seasonal farm workers.**
- 5. A page specifying the minimum temperature that must be maintained in seasonal worker housing.**
- 6. A 10-page check list that Oregon OSHA enforcement personnel use when they inspect seasonal employee housing provided by their employer that these workers pay a fee to live in.**
- 7. Work Environment J regulation which starts at the index and goes through page J-45. This document has all the specific rules that must be complied with for.**

Dear Mr. Widdicombe

I'll add the answers to your questions down in the text below the individual questions. I hope the information I've provided will clear up your questions. Have a good day!

Jeffery Carlson
Technical Specialist
Technical/Safety
Oregon OSHA
503-947-7407



E-mail correspondence to and from this address may be subject to Oregon Public Records Law and may therefore be disclosed to third parties.

From: Scott Widdicombe <scottwiddicombe94@gmail.com>
Sent: Wednesday, September 25, 2019 7:03 PM
To: CARLSON Jeffery T * DCBS <Jeffery.T.Carlson@oregon.gov>
Subject:

Hello again Jeffery,

I completed reading all of the specifications you guided me to and as usual and I have more question about what I read.

1. If there is a conflict between the administrative rules in section "J" and a Oregon building code that is specific to dormitories which would be in the Oregon building codes requirements. Which code would prevail (J-18 specifies bunk beds require 40 sq. ft. per person, dormitory building code being quoted by Warrenton claims only 30 sq. ft. required)?

Oregon OSHA has jurisdiction over workers in the State of Oregon. In this case Oregon OSHA would likely claim jurisdiction because the situation has to do with a condition that affects workers and falls under the ruleset in question. The building code may be applicable to this kind of building and most uses. For instance, if we were talking about a dormitory set up at a detention center the inmates would not be workers living in the building as a condition of employment. In that situation Oregon OSHA would have no jurisdiction and would not enforce our rules. The situation you are describing seems like it would fall under Oregon OSHA rules and we will enforce our rules unless doing so can be proven to create a greater hazard to the employees.

2. The link below you provided me with shows (General Industry), (Construction), and (Forest Activities) as covered the same as Agriculture. I assume you consider FISH PROCESSING is considered (General Industry)? I need to prove to my city government that

FISH PROCESSING is covered even though it is not specifically identified the way (Construction or Forest Activities) are.

<https://osha.oregon.gov/OSHArules/div2/div2j.pdf>

Please see page J-11 for the following

§1910.142 Temporary Labor Camps.

NOTE: In lieu of 1910.142, Temporary Labor Camps, the following Oregon-initiated rules have been adopted. OAR 437, Division 147, Labor Camps, was redesignated as part of Division 2/J, and renumbered as OAR 437-002-0142.

437-002-0142 Labor Camps. For temporary labor camps operated by employers covered under Divisions 2 (General Industry), 3 (Construction) and 7 (Forest Activities), the following rule applies: Division 4/J, 437-004-1120 (Agricultural Labor Housing and Related Facilities) except paragraphs (5), (6)(p) and (24).

The fish processing plant is classified as a Division 2 or General Industry employer since they don't fall under one of the other Divisions. It's a moot point though because in this situation all employers must follow the rules in Division 4 Subdivision J with the exception of those noted in OAR 437-002-0142 which I highlighted in our previous correspondence.

3. How do I make an appeal to OSHA if I feel this regulation is being ignored? There is a 10-page LABOR HOUSING INSPECTION CHECKLIST shown on Oregon OSHA website and I am assuming this is the checklist that would be used in a formal inspection if that is required?

The action that you could take as a member of the public is to file a complaint with your local Oregon OSHA field office. That office is located in Tigard Oregon. The enforcement number is 503-229-5910. Enforcement will take no action on an empty or proposed building. Oregon OSHA is responsible for enforcing rules to abate hazards and keep employees safe. If there are no employees present then Oregon OSHA would have no one under our jurisdiction to protect. The checklist would be used as a guide for the inspection but any applicable health and safety rules would be enforced.

4. I do not understand J19 & J-20? Is it a requirement that there must be a commercial style kitchen required for housing of 90 people or is this an option? I see some comments in other places about seasonal workers preparing their own food in the kitchen provided in this facility. I am not sure what is allowed by section

J. Please explain what the operator of the facility is required to do about food service at this type of facility.

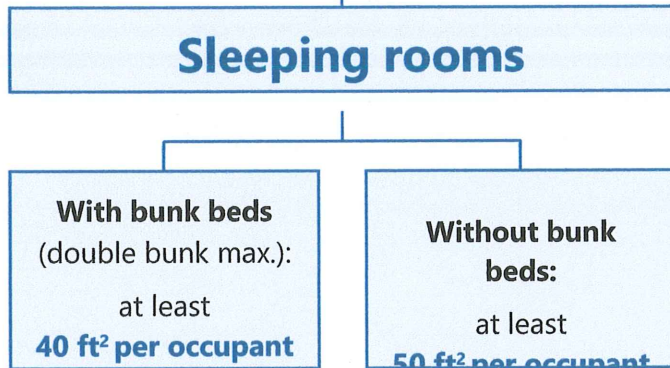
Division 4 Subdivision J is written with guidance for many types of employee housing. There are different cooking area requirements for different configurations. This is to allow employers leeway in what sort of housing they provide while still providing rules to keep employees safe.

Thanks for your help.

Scott Widdicombe
scottwiddicombe94@gmail.com

Required Square Footage Table

How is the living area used?



Required square footage in site-built living areas must have a minimum ceiling height of **seven feet** (84 inches.) Due to variations in wall thickness and construction techniques, interior measurements must be a minimum of 95 percent of the required area per occupant to be counted. Occupants include everyone at least 2 years of age.

Floor Space and windows

Sleeping rooms: <i>Number of occupants/Type of bed</i>	Minimum required floor space (ft²)	Minimum window area (ft²) <i>(10% of req. floor space)</i>	Minimum window area openable to outside (ft²) <i>(1/2 of total widow area)</i>
2/ w-bunks	80 ft ²	8.0 ft ²	4.0 ft ²
4/ w-bunks	160 ft ²	16.0 ft ²	8.0 ft ²
6/ w-bunks	240 ft ²	24.0 ft ²	12.0 ft ²
1/ w-single-level bed	50 ft ²	5.0 ft ²	2.5 ft ²
2/ w-single-level beds	100 ft ²	10.0 ft ²	5.0 ft ²
3/ w-single-level beds	150 ft ²	15.0 ft ²	7.5 ft ²
4/ w-single-level beds	200 ft ²	20.0 ft ²	10.0 ft ²
5/ w-single-level beds	250 ft ²	25.0 ft ²	12.5 ft ²
6/ w-single-level beds	300 ft ²	30.0 ft ²	15.0 ft ²

Cook/live/sleep areas: <i>Number of occupants</i>	Minimum required floor space (ft²)	Minimum window area (ft²) <i>(10% of req. floor space)</i>	Minimum window area openable to outside (ft²) <i>(1/2 of total widow area)</i>
1	100 ft ²	10.0 ft ²	5.0 ft ²
2	200 ft ²	20.0 ft ²	10.0 ft ²
3	300 ft ²	30.0 ft ²	15.0 ft ²
4	400 ft ²	40.0 ft ²	20.0 ft ²
5	500 ft ²	50.0 ft ²	25.0 ft ²

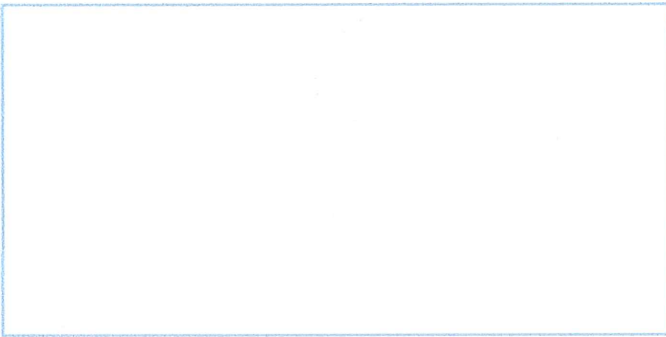
Privacy & Separation

[OAR 437-004-1120(9)(c),(16)(o),&(18)(d)]

32

Generally, separate and private areas have to be completely partitioned (floor to ceiling) and have a solid door that closes. Hanging a curtain or tarp does not separate one room into two rooms. An incomplete partition, like a room-divider, does not create a separate room or privacy.

Various ALH rules require operators to provide privacy or separation for occupants. For instance, at (9)(c), operators must separate common use bathing facilities used for both sexes in the same building by a solid, non-absorbent wall extending from the floor to the ceiling. However, (16)(o) is less specific, requiring separate private sleeping areas for unrelated persons of each sex and for each family unit. The rule at (16)(o) does not specify what type of barrier is required; however, by common definition, a separate, private area requires a wall or some type of solid partition.



FARMWORKER HOUSING

FARMWORKER HOUSING



FARMWORKER HOUSING



FARMWORKER HOUSING



Heaters

[OAR 437-004-1120(8)(d),(16)(c),(18)(f), and (19)(f)] If the living area or common use facility does not have a working permanent heating system, the ALH operator must supply portable heaters that are capable of keeping the temperature at a minimum of 68 degrees F. The rule does not specify where the heaters should be placed, but they must be available in all the required living areas when they are occupied or it defeats the purpose of the rule.

Portable heaters must also meet these requirements:

- Operate by electricity only.
- Have working safety devices installed by the manufacturer for the particular type heater.
- Be in good working order with no defects or alterations that make them unsafe. The rule requires the source of heat to be capable of keeping the room temperature at a minimum of 68 degrees F. It is unlikely that a heat lamp is capable of heating an entire living area, but it might work for a small room like a bathroom. If this type of heating system is used, the operator is responsible for supplying functioning heat lamp bulbs.



LABOR HOUSING INSPECTION CHECKLIST
 Oregon Occupational Safety & Health Division (Oregon OSHA)
 350 Winter St. NE, Salem, Oregon 97301-3882
 503-378-3272 or 800-922-2689 (toll-free)

This checklist is intended as an aid and not as a substitute for full compliance with OAR 437-004-1120.

Labor housing facility name or employer's LOC # _____	Name of owner or operator _____
Site Address _____	City _____
ZIP _____	Phone: _____
	Most current registration _____
Present # of occupants _____	Maximum # of occupants _____
	ALH open date(s) _____
	H2A Flag? <input type="checkbox"/>

REGISTRATION INFORMATION

OAR 437-004-1120	Y	N	“Yes” means rule requirements are met. Relate comments to “No” responses.
Registration certificate is posted/any necessary translation provided for occupants. (5)(b)(D)	<input type="checkbox"/>	<input type="checkbox"/>	

SITE REQUIREMENTS

Grounds are substantially free of wastewater, sewage, refuse, noxious plants. (6)(a)	<input type="checkbox"/>	<input type="checkbox"/>	
Grass, weeds, and brush are cut back at least 30 feet from housing. (6)(b)	<input type="checkbox"/>	<input type="checkbox"/>	
Adequate drainage is provided, no flooding during occupancy. (6)(c)	<input type="checkbox"/>	<input type="checkbox"/>	
All outside water sources have proper drainage or disposal. (6)(d)	<input type="checkbox"/>	<input type="checkbox"/>	
Housing and facilities are responsibly maintained & operated. (6)(e)	<input type="checkbox"/>	<input type="checkbox"/>	
Toxic materials stored in a safe place. (6)(f)	<input type="checkbox"/>	<input type="checkbox"/>	
Empty pesticide containers are removed from area. (6)(g)	<input type="checkbox"/>	<input type="checkbox"/>	
Mosquitoes, flies, and rodents prevented/controlled in immediate area and within 200 ft. of housing facilities under the operator's control. (6)(h)	<input type="checkbox"/>	<input type="checkbox"/>	
Livestock operations not located within 500 feet of housing area (6)(i) (See definition and exceptions.)	<input type="checkbox"/>	<input type="checkbox"/>	
Electricity provided in compliance with Subdivision 4/S. (6)(j) (See checklist of common electrical hazards from Subdivision 4/S at the end of this document.)	<input type="checkbox"/>	<input type="checkbox"/>	
Electrical extension cords, if used, have circuit breaker/fuse protection. (6)(k)	<input type="checkbox"/>	<input type="checkbox"/>	
If built or remodeled on/before Dec. 15, 1989: facility has ceiling or wall light fixture and at least one wall electrical outlet.	<input type="checkbox"/>	<input type="checkbox"/>	
If built or remodeled after Dec. 15, 1989: facility complies with code in effect at that time. (6)(l) [Note the year built or remodeled]	<input type="checkbox"/>	<input type="checkbox"/>	

SITE REQUIREMENTS, CONTINUED

OAR 437-004-1120	Y	N	"Yes" means rule requirements are met. Relate comments to "No" responses.
A wall or ceiling electric light is provided in toilet rooms, lavatories, shower or bathing rooms, laundry rooms, hallways, stairways, common eating area, and other dark areas. (6)(m)	<input type="checkbox"/>	<input type="checkbox"/>	
Privies have inside lights or adequate indirect light from outside. (6)(n)	<input type="checkbox"/>	<input type="checkbox"/>	
Adequate lighting is provided in corridors and walkways for safe walking at night. (6)(o)	<input type="checkbox"/>	<input type="checkbox"/>	
Street numbers easily visible to emergency responders from public road. (6)(p)	<input type="checkbox"/>	<input type="checkbox"/>	
Lowest point of wooden floors structure is at least 12 inches above ground. (6)(q)	<input type="checkbox"/>	<input type="checkbox"/>	
Access to a working telephone at any time for emergency use (within one-tenth of a mile of the housing) BOLI OAR 839-014-0610(1)	<input type="checkbox"/>	<input type="checkbox"/>	

WATER SUPPLY

All water furnished conforms to Public Health Division standards for safe (potable) water. (7)(a)	<input type="checkbox"/>	<input type="checkbox"/>	
Pre-occupancy bacteriological analysis is completed – if required. (7)(b)	<input type="checkbox"/>	<input type="checkbox"/>	
Enough water – at sufficient pressure – is provided for each occupant. (7)(c) and 7(a)(A)	<input type="checkbox"/>	<input type="checkbox"/>	
Water supply is protected from contamination. New plumbing is installed to comply with Oregon building code. (7)(d)	<input type="checkbox"/>	<input type="checkbox"/>	
When potable water is not available in each dwelling unit, a water source is provided within 100 ft. with at least one sanitary drinking fountain for each 100 occupants. (7)(e)	<input type="checkbox"/>	<input type="checkbox"/>	
Any accessible non-potable water sources are posted "Unsafe for Drinking" in the language of occupants or universal symbols. (7)(f)	<input type="checkbox"/>	<input type="checkbox"/>	
Containers for water storage in housing have spigots, tight-fitting lids, and are made of material that protects water from contamination. (7)(g)(A)	<input type="checkbox"/>	<input type="checkbox"/>	
Re-usable, portable containers used for water storage in housing are washed and sanitized at least once every 7 days. (7)(g)(B)	<input type="checkbox"/>	<input type="checkbox"/>	
Water containers used do not require dipping or pouring. (7)(h)	<input type="checkbox"/>	<input type="checkbox"/>	
Cups, dippers, or utensils used to provide water are not common-use. (7)(i)	<input type="checkbox"/>	<input type="checkbox"/>	
Potable and non-potable systems are not cross-connected. (7)(j)	<input type="checkbox"/>	<input type="checkbox"/>	

BATHING, HANDWASHING, LAUNDRY, AND TOILET FACILITIES

Adequate hot and cold water under pressure is provided for all common uses. (8)(a)	<input type="checkbox"/>	<input type="checkbox"/>	
Floor and walls are impervious to moisture and have readily cleanable finish. (8)(b)	<input type="checkbox"/>	<input type="checkbox"/>	
Common-use facilities are maintained in sanitary and operational condition. (8)(c)	<input type="checkbox"/>	<input type="checkbox"/>	
Common-use buildings have heating capable of maintaining at least 68° F during use. (8)(d)	<input type="checkbox"/>	<input type="checkbox"/>	

Shower floors are sloped and nonslip, with drains provided. (9)(a)	<input type="checkbox"/>	<input type="checkbox"/>	
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BATHING, HANDWASHING, LAUNDRY, AND TOILET FACILITIES, CONTINUED

OAR 437-004-1120	Y	N	"Yes" means rule requirements are met. Relate comments to "No" responses.
At least one shower head with hot/cold water under pressure provided per 10 occupants of each gender – or fraction thereof – or locking, private, unisex shower(s) in the same ratio. (9)(b)	<input type="checkbox"/>	<input type="checkbox"/>	
Separate, common-use bathing facilities provided in the same building for both sexes have solid, floor-to-ceiling, non-absorbent privacy walls. (9)(c)	<input type="checkbox"/>	<input type="checkbox"/>	
Separate bathing facilities are marked "Men" and "Women" in English and native language of occupants or easily understood pictures/symbols. (9)(d)	<input type="checkbox"/>	<input type="checkbox"/>	
At least one handwashing basin with hot and cold water provided for every six occupants. (10)(a)	<input type="checkbox"/>	<input type="checkbox"/>	
Only single-use or disposable towels are provided in common-use facilities. Disposal containers are provided if disposable towels used. (10)(b)	<input type="checkbox"/>	<input type="checkbox"/>	
At least one laundry tray, tub, or washing machine is provided – with plumbed hot and cold water – for each 30 occupants or fraction thereof. (11)(a)	<input type="checkbox"/>	<input type="checkbox"/>	
Clothes line/clothes dryer that serves the needs of the occupants is provided. (11)(b)	<input type="checkbox"/>	<input type="checkbox"/>	
Laundry room has drain to remove wastewater. (11)(c)	<input type="checkbox"/>	<input type="checkbox"/>	
Common use laundry rooms have a slop sink. (11)(d)	<input type="checkbox"/>	<input type="checkbox"/>	
Toilet facilities are located within 200 feet of living area served. (12)(a)	<input type="checkbox"/>	<input type="checkbox"/>	
Toilet facilities are located in rooms built for that purpose. (12)(b)	<input type="checkbox"/>	<input type="checkbox"/>	
Usable, unobstructed path or walkway – free of noxious weeds, debris, holes, and standing water – is maintained from living area to common-use toilet facilities. (12)(c)	<input type="checkbox"/>	<input type="checkbox"/>	
One toilet per 15 occupants or fraction thereof provided for each gender. Toilets ensure privacy (12)(d)	<input type="checkbox"/>	<input type="checkbox"/>	
For unisex or non-common use toilet facilities, 1 toilet per 15 occupants provided without regard to gender. (12)(d)(C)	<input type="checkbox"/>	<input type="checkbox"/>	
If three or more toilets are required for men, a maximum of one urinal is allowed to be substituted for each three required toilets. (12)(d)(A)	<input type="checkbox"/>	<input type="checkbox"/>	
Urinals are constructed of nonabsorbent, noncorrosive material with smooth, cleanable finish. (12)(d)(B)	<input type="checkbox"/>	<input type="checkbox"/>	
Common-use toilet facilities are cleaned at least daily – more often if needed to maintain sanitation. (12)(e)	<input type="checkbox"/>	<input type="checkbox"/>	
Toilets for separate genders are marked "Men" and "Women" in English and native language of expected occupants or with easily understood pictures/symbols. (12)(f)	<input type="checkbox"/>	<input type="checkbox"/>	

BATHING, HANDWASHING, LAUNDRY, AND TOILET FACILITIES, CONTINUED

OAR 437-004-1120	Y	N	"Yes" means rule requirements are met. Relate comments to "No" responses.
Toilets ventilated according to Oregon building code. (12)(g) (See links in the ALH Q&A, "Referenced Rules and Statutes" document.)	<input type="checkbox"/>	<input type="checkbox"/>	
Separate, common-use toilet facilities used for both genders in same building have solid, nonabsorbent, floor-to-ceiling privacy walls. (12)(h)	<input type="checkbox"/>	<input type="checkbox"/>	
Tops of toilet partitions are at least 6 feet from floor, bottoms are no more than 1 foot from floor, and the partition extends at least 18 inches beyond the front of toilet seat. (12)(i)(A)	<input type="checkbox"/>	<input type="checkbox"/>	
A door or curtain is provided on the front (entrance to) the toilet compartment for privacy. (12)(i)(B)	<input type="checkbox"/>	<input type="checkbox"/>	
Common-use toilet facilities are provided with toilet paper, holders/dispensers, and disposal container(s) with lids. (12)(j)	<input type="checkbox"/>	<input type="checkbox"/>	
Free access to toilet rooms is maintained. (If access is through another room that room can not be lockable.) (12)(k)	<input type="checkbox"/>	<input type="checkbox"/>	
Location and construction of privies conforms to Oregon DEQ standards. (13)(a) (See links to DEQ's <i>Division 71</i> and <i>Division 73</i> in the ALH Q&A, "Referenced Rules and Statutes" document.)	<input type="checkbox"/>	<input type="checkbox"/>	
Privies located are at least 100 feet from living areas and from where food is prepared and served (13)(b)	<input type="checkbox"/>	<input type="checkbox"/>	
Adequate lighting is provided for portable toilets and privies (13)(c)	<input type="checkbox"/>	<input type="checkbox"/>	
When in use, portable and chemical toilets are serviced often enough to prevent health hazards – at least weekly – and are cleaned at least daily. (13)(d)	<input type="checkbox"/>	<input type="checkbox"/>	

SEWAGE DISPOSAL AND PLUMBING

Sewage line is connected to community sewer system, septic tank, or other sanitary means conforming to DEQ standards. (14)(a)	<input type="checkbox"/>	<input type="checkbox"/>	
Plumbing installation complies with DEQ and Oregon building codes. (14)(b) (See links in the ALH Q&A, "Referenced Rules and Statutes" document.)	<input type="checkbox"/>	<input type="checkbox"/>	

GARBAGE AND REFUSE DISPOSAL

OAR 437-004-1120	Y	N	“Yes” means rule requirements are met. Relate comments to “No” responses.
Containers used are clean and in good repair (15)(a)	<input type="checkbox"/>	<input type="checkbox"/>	
At least one 30-gallon (or larger) container – accessible in site area – is provided per 15 occupants. (15)(b)	<input type="checkbox"/>	<input type="checkbox"/>	
During use, bins and dumpsters are emptied at least weekly – not allowed to become health hazard or to interfere with lid closing fully. (15)(c)	<input type="checkbox"/>	<input type="checkbox"/>	
Common-use cans and portable containers are emptied into dumpsters or bins at least twice weekly or when full. No garbage on the ground. (15)(d)	<input type="checkbox"/>	<input type="checkbox"/>	
Containers are kept covered and garbage storage area is kept clean to control flies and rodents (15)(e)	<input type="checkbox"/>	<input type="checkbox"/>	
Burning of food waste or wet refuse is not allowed. (15)(f)	<input type="checkbox"/>	<input type="checkbox"/>	
Garbage and solid wastes are disposed of according to DEQ standards. (15)(g)	<input type="checkbox"/>	<input type="checkbox"/>	

LIVING AREAS

All areas are safe, in good repair, stable on foundations; and provide protection from the elements, ground and surface water, rodents, and insects (16)(a)	<input type="checkbox"/>	<input type="checkbox"/>	
Walls and roof are tight and solid; floors are rigid and durable with smooth, cleanable finish in good repair. (16)(b)	<input type="checkbox"/>	<input type="checkbox"/>	
For living areas without permanent heating, free portable heaters capable of keeping 68° F are supplied.	<input type="checkbox"/>	<input type="checkbox"/>	
Any supplied portable heaters are electric, without defect, and have functional manufacturer’s safety devices. (16)(c)(A)-(C)	<input type="checkbox"/>	<input type="checkbox"/>	
Permanently installed, solid-fuel or gas-fired heaters installed and vented to prevent fire and gas hazards and meet these requirements: <ul style="list-style-type: none"> • If installed before Dec. 15, 1989, it sits on fire-resistant material that extends at least 18 inches beyond perimeter of stove base. • If installed on or after Dec. 15, 1989, heater meets Oregon building code in effect and manufacturer’s specifications. 	<input type="checkbox"/>	<input type="checkbox"/>	
Wall/ceiling within 18 inches of stovepipe has fire-resistant material installed; vented metal collar installed around any stovepipe that passes through a combustible ceiling/floor/wall/roof.	<input type="checkbox"/>	<input type="checkbox"/>	
Heating system with automatic control cuts off fuel supply if flame/ignition fail or safe temperature/pressure is exceeded.	<input type="checkbox"/>	<input type="checkbox"/>	
Gas appliances and piping installed to comply with Oregon building code in effect and manufacturer’s instructions.	<input type="checkbox"/>	<input type="checkbox"/>	
Stoves and heaters do not block escape from sleeping places. (16)(d)(A)-(E)	<input type="checkbox"/>	<input type="checkbox"/>	

LIVING AREAS, CONTINUED

OAR 437-004-1120	Y N	"Yes" means rule requirements are met. Relate comments to "No" responses.
16-mesh screens in good repair are provided on all openable windows and doors. Screen doors are tight-fitting, and if hinged, are self-closing. (16)(e)	<input type="checkbox"/> <input type="checkbox"/>	
Each occupant is provided with a bed, bunk, or cot; and suitable storage is provided for each occupant or family unit. (16)(f)(A)(i-iv)	<input type="checkbox"/> <input type="checkbox"/>	
Mattress or pad is provided for each bed or bunk	<input type="checkbox"/> <input type="checkbox"/>	
➤ Pads provided are thicker than 2 inches and covered	<input type="checkbox"/> <input type="checkbox"/>	
➤ Mattress or pad is not on the floor	<input type="checkbox"/> <input type="checkbox"/>	
➤ Sleeping surface is at least 12 inches above floor.	<input type="checkbox"/> <input type="checkbox"/>	
Mattresses/pads furnished are clean, in good repair, and free of insects and parasites (16)(g)(A)-(B)	<input type="checkbox"/> <input type="checkbox"/>	
Mattresses/pads are treated or cleaned before each occupancy and stored in clean dry place.	<input type="checkbox"/> <input type="checkbox"/>	
Beds, bunks, or cots are spaced to allow for rapid emergency evacuation (16)(h)	<input type="checkbox"/> <input type="checkbox"/>	
NOTE: As of January 1, 2018, the requirements in (16) (i), (j), and (m) no longer apply. (They are not included in this checklist.)		
Each sleeping rooms with single-level beds provides at least 50 square feet of floor space per occupant. (16)(k)	<input type="checkbox"/> <input type="checkbox"/>	
Sleeping rooms with double bunk beds provide at least 40 square feet per occupant. (No triple bunks)	<input type="checkbox"/> <input type="checkbox"/>	
NOTE: As of January 1, 2018, the requirements in (16) (l), and (n) apply.		
All living areas where workers cook, live, and sleep provide at least 100 sq. ft. per occupant (16)(l) .	<input type="checkbox"/> <input type="checkbox"/>	
Only areas with a 7 foot ceiling height are counted towards the required square footage for sleeping rooms or cook/live/sleep areas. (16)(n)	<input type="checkbox"/> <input type="checkbox"/>	
Separate, private sleeping areas are provided for unrelated persons of each sex and for each family unit. (16)(o)	<input type="checkbox"/> <input type="checkbox"/>	
Windows or skylights equal to at least 10 percent of required floor space are provided. At least half of these are openable to the outside. No more than half of the required window space is met with skylights. (See details and exceptions.) (16)(p)	<input type="checkbox"/> <input type="checkbox"/>	
Before occupancy, all living areas are cleaned and free of rodents, insects, and parasites (16)(q)	<input type="checkbox"/> <input type="checkbox"/>	

FIRE PROTECTION

OAR 437-004-1120	Y	N	“Yes” means rule requirements are met. Relate comments to “No” responses.
Fires only allowed in equipment designed for that use; no open fires within 25 feet of structures. (17)(a)	<input type="checkbox"/>	<input type="checkbox"/>	
Each living area has working, approved smoke detector at time of each season’s initial occupancy. (17)(b)	<input type="checkbox"/>	<input type="checkbox"/>	
Readily-accessible fire-extinguishing equipment provided within 50 feet of each housing unit.* Equipment protection rated equal to 2A:10BC. (17)(c)	<input type="checkbox"/>	<input type="checkbox"/>	
(*NOTE: Immediately available hoses within 50 ft. may substitute for extinguisher only if water supply is constant and reliable.)			
Living areas built before Dec. 15, 1989 – with more than one room but only one exit door have an exit window that can be readily opened directly to outside, and meets the following requirements: The window opening is at least 24-by-24 inches, and The lower edge of the window is less than 48 inches above floor, and The window is labeled “Emergency Exit.” (17)(d)(A)(B)(C) and (D)	<input type="checkbox"/>	<input type="checkbox"/>	
Living areas built on or after Dec. 15, 1989 comply with Oregon Building Codes Division rules. Required exit windows in sleeping rooms have: Clear net openings of at least 5.7 square feet, and A minimum height of 22” and width of 20.” (17)(e)(A)	<input type="checkbox"/>	<input type="checkbox"/>	
Second story rooms with 10 or more occupants have at least two exits and comply with Oregon state building code. (17)(f)	<input type="checkbox"/>	<input type="checkbox"/>	
Rooms on floors above the second-story and in basements provide occupants with access to at least two separate exits and comply with Oregon state building code. (17)(g)	<input type="checkbox"/>	<input type="checkbox"/>	

NOTE: All living areas in labor housing and related facilities must comply with applicable local and state laws and regulations in effect at the time of construction or remodel.

**COMMON USE COOKING FACILITIES, DINING HALLS AND SINGLE UNIT COOKING FACILITIES
(NOTE: SEE DEFINITIONS IN THE RULES)**

When provided, **all common use cooking facilities, dining halls, and single unit cooking facilities** must meet the following standards:

OAR 437-004-1120	Y N	"Yes" means rule requirements are met. Relate comments to "No" responses.
Gas or electric refrigerator can maintain food at or below 41° F. (18)(a)(A), (19)(a)(A), or (20)(a)(A)	<input type="checkbox"/> <input type="checkbox"/>	
At least two cooking burners are provided for each 10 occupants (or part thereof) or two families. (18)(a)(B), (19)(a)(B), or (20)(a)(B) NOTE: Dining halls are considered to have the appropriate number of burners if they are able to satisfactorily furnish meals.	<input type="checkbox"/> <input type="checkbox"/>	
If gas or electric hot plate or wood stove is within 18 inches of a wall, wall is made of smooth, cleanable, nonabsorbent, grease- and fire-resistant material. (Labeled or listed appliances are exempt.) (18)(a)(B)(i), (19)(a)(B)(i), or (20)(a)(B)(i)	<input type="checkbox"/> <input type="checkbox"/>	
There are no LPG (propane) tanks used inside occupied buildings; outside tanks are connected to appliances with approved lines. (18)(a)(C), (19)(a)(C), or (20)(a)(C)	<input type="checkbox"/> <input type="checkbox"/>	
Food storage shelves, food preparation areas, food contact surfaces, and floors in food preparation areas are finished with smooth, cleanable, and nonabsorbent material. (18)(a)(D), (19)(a)(D), or (20)(a)(D)	<input type="checkbox"/> <input type="checkbox"/>	
Table and chairs (or equivalent) are provided to accommodate the number of occupants using sleeping areas. (18)(a)(E), (19)(a)(E), or (20)(a)(E)	<input type="checkbox"/> <input type="checkbox"/>	
Refrigerators and stoves, or hot plates are kept in working order (18)(b), (19)(b), or (20)(a)(F)	<input type="checkbox"/> <input type="checkbox"/>	
Facilities and equipment are cleaned before each occupancy. (18)(c), (19)(c), or (20)(b)	<input type="checkbox"/> <input type="checkbox"/>	

When provided, **common use cooking facilities and dining halls** must meet the following additional standards:

OAR 437-004-1120	Y N	"Yes" means rule requirements are met. Relate comments to "No" responses.
Dining halls and common-use kitchens are separate from sleeping quarters (no direct opening.) (18)(d), (19)(d)	<input type="checkbox"/> <input type="checkbox"/>	
If housing operator becomes aware of anyone with a communicable disease listed in (22), the operator bars them from the dining hall or common-use kitchen until they are no longer contagious. (18)(e), (19)(e)	<input type="checkbox"/> <input type="checkbox"/>	
Buildings for dining halls and common-use kitchens have heating equipment capable of maintaining a temperature of at least 68° F during use. (18)(f), (19)(f)	<input type="checkbox"/> <input type="checkbox"/>	
Dining halls and common-use kitchens are in buildings or shelters. Doors, windows and openings have screens of at least 16 mesh. (18)(g), (19)(h)	<input type="checkbox"/> <input type="checkbox"/>	

**COMMON USE COOKING FACILITIES, DINING HALLS AND SINGLE UNIT COOKING FACILITIES,
CONTINUED**

When provided, **dining halls** must meet the following additional standards:

OAR 437-004-1120	Y	N	“Yes” means rule requirements are met. Relate comments to “No” responses.
At a minimum, dining halls comply with the requirements of the 2005 edition of the FDA Food Code. (19)(g) (NOTE: Links to the Food and Drug Administration’s 2005 Food Code are available in the ALH Q&A, “Referenced Rules and Statutes” document.)	<input type="checkbox"/>	<input type="checkbox"/>	

DISEASE REPORTING

OAR 437-004-1120	Y	N	“Yes” means rule requirements are met. Relate comments to “No” responses.
Housing operators comply with reporting requirements for communicable diseases. (22) <i>NOTE: Diseases listed in OAR 333-018-0015 that must be reported include anthrax, botulism, diphtheria, Severe Acute Respiratory Syndrome (SARS), plague, paralytic shellfish poisoning, measles, pesticide poisoning, poliomyelitis; rabies (human or animal), rubella. and any known or suspected common-source outbreaks; and any “uncommon illness of potential public health significance.”</i>	<input type="checkbox"/>	<input type="checkbox"/>	

FIRST AID/ EMERGENCY PLAN

NOTE: OAR 437-004-1120(21) states that the Division 4 Medical Services and First Aid rules in *OAR 437-004-1305* apply to all labor housing and related facilities. To meet the requirements, housing operators must evaluate reasonably anticipated injuries at the site; provide appropriate first aid supplies and an appropriate emergency medical plan along with any special plans necessary for summoning and providing help for occupants in an emergency. See requirements in *OAR 437-004-1305* Medical Services and First Aid, summarized below.

OAR 437-004-1305	Y	N	“Yes” means rule requirements are met. Relate comments to “No” responses.
Appropriate first aid supplies are provided and available. (2)(a)	<input type="checkbox"/>	<input type="checkbox"/>	
Supplies are protected from contamination; containers are clearly marked. (2)(b)	<input type="checkbox"/>	<input type="checkbox"/>	
Timely emergency medical services are available and are summoned when needed. (3)	<input type="checkbox"/>	<input type="checkbox"/>	
An emergency medical plan – based on an evaluation of site conditions and response capability – has been developed: Potential injuries evaluated Local EMS response determined Qualified first-aid person on site, if required. (4)(a)(A)-(C)	<input type="checkbox"/>	<input type="checkbox"/>	
Employees are trained about the emergency plan and their responsibilities in case of an emergency. (4)(a)(D)	<input type="checkbox"/>	<input type="checkbox"/>	
Emergency plans are posted where employees gather. (4)(b)and(c)	<input type="checkbox"/>	<input type="checkbox"/>	

ELECTRICITY

OAR 437-004-1120(6)(j) states that electricity provided in ALH facilities must comply with the requirements in subdivision 4/S, Electricity

(Only common electrical hazards are noted in this checklist)

OAR 437-004-2810 General Requirements	Y N	“Yes” means rule requirements are met. Relate comments to “No” responses.
<p>(5) Lights that are 7 feet or closer to the floor or work surface have a guard, fixture or holder to protect the bulb or tube from breakage.</p> <p>(14) Electrical equipment is free from recognized hazards that may cause death or serious physical harm. [See criteria in (14)(a)-(d).]</p> <p>(15) In wet or damp locations, only fixtures approved for those locations are used; they are installed so that water cannot enter or accumulate in electrical parts.</p> <p>(18) All wall plugs and switches have approved, unbroken covers or faceplates and no broken parts.</p>	<p><input type="checkbox"/> <input type="checkbox"/></p> <p><input type="checkbox"/> <input type="checkbox"/></p> <p><input type="checkbox"/> <input type="checkbox"/></p> <p><input type="checkbox"/> <input type="checkbox"/></p>	
OAR 437-004-2860 Flexible Cable and Extension Cords.	Y N	“Yes” means rule requirements are met. Relate comments to “No” responses.
<p>(1) Extension cords used with portable electric tools and appliances are the three-wire type (minimum) and have an approved grounding plug and receptacle to provide ground continuity.</p> <p>(7) Flexible cables and extension cords are not allowed to be used as a substitute for fixed structural wiring.</p> <p>(8) Flexible cables and extension cords are not run through holes in walls, ceilings, or floors or through doorways, windows, or similar openings – except during construction.</p> <p>(10) Extension cords are not plugged together to make them longer unless the resultant cord is rated to carry the load.</p>	<p><input type="checkbox"/> <input type="checkbox"/></p> <p><input type="checkbox"/> <input type="checkbox"/></p> <p><input type="checkbox"/> <input type="checkbox"/></p> <p><input type="checkbox"/> <input type="checkbox"/></p>	
OAR 437-004-2870 Attachment Plugs and Receptacles.	Y N	“Yes” means rule requirements are met. Relate comments to “No” responses.
<p>(6)(e) The terminal for the equipment grounding conductor (bare wire) is grounded and is not attached to any terminal or lead that reverses the designated polarity.</p>	<p><input type="checkbox"/> <input type="checkbox"/></p>	
OAR 437-004-2880 Cord and Plug-connected Equipment.	Y N	“Yes” means rule requirements are met. Relate comments to “No” responses.
<p>(3) Exposed, noncurrent-carrying metal parts of fixed electrical equipment are grounded. (Equipment includes motors, electrical machinery, refrigerators, freezers, electric ranges, clothes dryers, etc.)</p>	<p><input type="checkbox"/> <input type="checkbox"/></p>	
OAR 437-004-2900 Grounding and Bonding.	Y N	“Yes” means rule requirements are met. Relate comments to “No” responses.
<p>(1) The “electrical pathway” in the facility from circuits and equipment to ground is permanent and continuous.</p>	<p><input type="checkbox"/> <input type="checkbox"/></p>	

WORK ENVIRONMENT J

TABLE OF CONTENTS

437-004-1105	Sanitation	J-1
(1)	General	J-1
(2)	Disposal of waste materials.....	J-2
(3)	Water supply.....	J-2
(4)	Toilet facilities	J-3
(5)	Washing facilities.....	J-3
(6)	Change rooms	J-3
(7)	Consumption of food and beverages on the premises	J-3
(8)	Vermin control.....	J-4
437-004-1110	Field Sanitation for Hand Labor Work	J-4
(1)	Scope.....	J-4
(2)	Exceptions.	J-4
(3)	Definitions	J-4
(4)	General requirements.....	J-5
(5)	Potable drinking water	J-5
(6)	Toilet and handwashing facilities	J-5
(7)	Maintenance	J-6
(8)	Field sanitation notice.....	J-6
(9)	Reasonable use.....	J-7
437-004-1120	Agricultural Labor Housing and Related Facilities	J-7
(1)	Application	J-7
(2)	J-8
(3)	Charging occupants for required services	J-8
(4)	Definitions	J-8
(5)	Housing registration requirements	J-10
(6)	Site requirements	J-11
(7)	Water supply.....	J-12
(8)	Bathing, hand washing, laundry, and toilet facilities – General	J-13
(9)	Bathing facilities.....	J-14
(10)	Hand washing facilities.....	J-14
(11)	Laundry facilities	J-14
(12)	Toilet facilities	J-15
(13)	Portable toilets, chemical toilets and privies	J-16
(14)	Sewage disposal and plumbing	J-16
(15)	Garbage and refuse disposal outside of buildings.....	J-16
(16)	Living areas	J-17
(17)	Fire protection.....	J-19
(18)	Common use cooking and eating facilities and equipment	J-20

J WORK ENVIRONMENT

Oregon Administrative Rules
Oregon Occupational Safety
and Health Division

(19) Dining halls and equipment	J-21
(20) Single unit cooking facilities	J-22
(21) First aid	J-23
(22) Disease reporting	J-23
(23) Access to ORS and OAR	J-24
(24) Closure and alternative housing.....	J-24
437-004-1140 Lighting	J-26
(1) General lighting.....	J-26
437-004-1150 Safety Colors for Marking Physical Hazards.....	J-26
(1) Color identification	J-26
437-004-1180 Accident Prevention Signs	J-26
(1) Scope.....	J-27
(2) Definitions	J-27
(3) Classification of signs by use	J-27
(4) Sign design	J-27
(5) Sign wordings	J-28
437-004-1250 Confined and Hazardous Spaces	J-29
(1) Definitions	J-29
(2) Fuel bins	J-29
(3) Entering confined spaces.....	J-29
(4) Training.....	J-32
(5) Rescue.....	J-32
437-004-1260 Manure Lagoons, Storage Ponds, Vats, Pits and Separators.....	J-32
(1) Scope.....	J-32
(2) General	J-33
437-004-1275 The Control of Hazardous Energy (Lockout/Tagout).....	J-34
(1) Scope.....	J-34
(2) Application	J-34
(3) Program requirement.....	J-34
(4) Definitions	J-34
(5) General	J-35
(6) Application of control	J-39
(7) Release from lockout or tagout	J-40
(8) Additional requirements.....	J-41
Appendix A.....	J-43

FIELD SANITATION FOR HAND LABOR WORK / AGRICULTURAL LABOR HOUSING & RELATED FACILITIES

J

(9) Reasonable use.

(a) The employer must notify each employee of the location of the sanitation facilities and water, and allow each employee reasonable opportunities during the workday to use them. The employer must inform each employee of the importance of good hygiene practices to minimize exposure to the hazards in the field from heat, communicable diseases, retention of urine and agricultural residues, including, but not limited to the following:

- (A) Using the water and facilities provided for drinking, handwashing, and elimination;
- (B) Drinking water frequently, especially on hot days;
- (C) Urinating as frequently as necessary;
- (D) Washing hands both before and after using the toilet; and
- (E) Washing hands before eating and smoking.

Stat. Auth.: ORS 654.025(2) and 656.726(4).

Stats. Implemented: ORS 654.001 through 654.295.

Hist: OR-OSHA Admin. Order 4-1998, f/8/28/98, ef. 10/1/98.

OR-OSHA Admin. Order 4-2011, f. 12/8/11, ef. 12/8/11.

437-004-1120 Agricultural Labor Housing and Related Facilities.

(1) Application.

(a) These rules apply to any place, or area of land, where there are living areas, manufactured or prefabricated homes or dwellings or other housing provided by a farmer, farm labor contractor, agricultural employer or other person in connection with the recruitment of workers on an agricultural establishment.

(b) These rules apply to any type of labor housing and related facilities together with the tract of land, established, or to be established, operated or maintained for housing workers with or without families whether or not rent is paid or collected.

(c) Manufactured dwellings and homes must comply with specifications for construction of sleeping places, unless they comply with ORS 446.155 to 446.185 and OAR 918-500-0020(2) that have the requirements and specifications for sanitation and safety design for manufactured dwellings.

(d) These rules apply to housing given to, rented, leased to or otherwise provided to employees for use while employed and provided or allowed either by the employer, a representative of the employer or a housing operator.

(e) These rules, unless otherwise stated, apply to all occupants of the labor housing and facilities.

(f) These rules apply to all labor housing sites owned, operated, or allowed to operate on property under the jurisdiction of any state or municipal authority.

(g) Violations relating to the occupants' personal housekeeping practices in facilities that are not common use will not result in citations to the employer.

(h) For the purposes of OAR 437-004-1120, labor contractors as defined in ORS 658.405 are employers.

(2) These rules do not apply to:

(a) hotels or motels that provide similar housing commercially to the public on the same terms as they do to workers.

(b) accommodations subject to licensing as manufactured dwelling parks, organizational camps, traveler's accommodations or recreation vehicle parks and open to the general public on the same terms.

(c) manufactured homes or dwellings being moved regularly from place to place because of the work when at parks or camps meant for parking mobile vehicles and open to the general public on the same terms.

(3) **Charging occupants for required services.** Operators may not charge for services required by this rule (OAR 437-004-1120). This prohibits pay-per-use toilets, pay-per-use bathing facilities or any other method of paying for individual service requirements.

(4) **Definitions.**

Clean means the absence of soil or dirt or removal of soil or dirt by washing, sweeping, clearing away, or any method appropriate to the material at hand.

Common use facilities are those for use by occupants of more than one housing unit or by occupants of dormitory-style housing.

Common use cooking and eating facility is a shared area for occupants to store, prepare, cook, and eat their own food.

Dining hall is an eating place with food furnished by and prepared under the direction of the operator for consumption, with or without charge, of the occupants.

Facility means a living area, drinking water installation, toilet installation, sewage disposal installation, food handling installation, or other installation required for compliance with the labor housing and related facility rules.

Garbage means food wastes, food packaging materials or any refuse that has been in contact with food stuffs.

AGRICULTURAL LABOR HOUSING & RELATED FACILITIES

J

Housing site is a place where there are living areas.

Livestock operation is any place, establishment or facility with pens or other enclosures in which livestock is kept for purposes including, but not limited to, feeding, milking, slaughter, watering, weighing, sorting, receiving, and shipping. Livestock operations include, among other things, dairy farms, corrals, slaughterhouses, feedlots, and stockyards. Operations where livestock can roam on a pasture over a distance are outside this definition.

Living area is any room, structure, shelter, tent, manufactured home or dwelling or prefabricated structure, vehicle or other place housing one or more persons.

Manufactured dwelling is a residential trailer, built before January 1, 1962, for movement on the highway, that has sleeping, cooking and plumbing facilities; or, a mobile home, constructed for movement on the highway, that has sleeping, cooking and plumbing facilities, built between January 1, 1962 and June 15, 1976 and meeting the requirements of Oregon mobile home law in effect at the time of construction.

Manufactured home is a structure built for movement on the highway that has sleeping, cooking and plumbing facilities and is used as a residence. Built on or after June 15, 1976 to comply with federal manufactured housing standards and regulations in effect at the time of construction. More information on these definitions is in ORS 446.003(26).

Operator means any person or company that operates labor housing and/or related facilities.

Potable water is water meeting the bacteriological and other requirements of the Public Health Division of the Oregon Department of Human Services.

Prefabricated structure means a building or subassembly which has been in whole or substantial part manufactured or assembled using closed construction at an off-site location to be wholly or partially assembled on-site; but does not include a manufactured home or dwelling. Prefabricated structures are manufactured in accordance with the Oregon state building code and rules adopted by the Building Codes Division of the Oregon Department of Consumer and Business Services in OAR 918-674.

Privy is the same as outhouse or pit toilet but is not the same as portable toilets.

Recyclable material means containers that are returnable for refund of a deposit or materials gathered as part of a recycling program.

Refuse includes waste materials such as paper, metal, discarded items, as well as debris, litter and trash.

Sanitary means free from agents that may be injurious to health.

Sewage means the water-carried human and animal wastes, including kitchen, bath, and laundry wastes from residences, buildings, industrial establishments, or other places, together with such ground-water infiltration, surface waters, or industrial wastes as may be present.

Toilet room is a room in or on the premises of any labor housing, with toilet facilities for use by employees and occupants of that housing.

(5) Housing registration requirements.

(a) ORS 658.705 requires the operator of Agricultural Labor Housing and Related Facilities to register such housing with Oregon OSHA as in (b) below, except the following:

(A) housing occupied solely by members of the same family,

(B) housing occupied by five or fewer unrelated persons, and

(C) housing on operations that do not produce or harvest farm crops (Oregon OSHA considers "production of crops" to mean production of farm crops for sale").

(b) Each year, before occupancy, the operator or employer must register agricultural labor housing and related facilities with Oregon OSHA as set out below.

(A) The operator must contact Oregon OSHA at least 45 days before the first day of operation or occupancy of the housing and related facilities. Instructions and additional information will come later by mail.

(B) If the housing and related facilities were not registered in the previous year, the operator must call Oregon OSHA to request a consultation visit to the housing. Oregon OSHA will register housing and related facilities not previously registered only after a pre-occupancy consultation that finds the housing or facility to be substantially in compliance with all applicable safety and health rules.

(C) If there were significant changes in the circumstances of the housing or facilities since the last registration, Oregon OSHA may, at its discretion, refer the employer for a consultation prior to re-registering the housing and facilities.

(D) Once registered, the operator must display the registration certificate provided by Oregon OSHA in a place frequented by employees. The operator must also provide and display a translation of the certificate in the language or languages used to communicate with employees.

(c) The Director of the Department of Consumer and Business Services or designee may revoke a labor housing and related facilities registration if Oregon OSHA determines that any of the following apply:

AGRICULTURAL LABOR HOUSING & RELATED FACILITIES

J

- (A) The application had any negligent or willful material misrepresentation, or false statement.
- (B) The conditions under which the registration was accepted no longer exist or have changed.
- (C) The housing and related facilities are not substantially in compliance with the applicable safety and health rules.
- (d) When Oregon OSHA revokes the registration of agricultural labor housing and related facilities, operators or their agents have 30 days to file a written appeal. On receipt of such appeal, the Director of the Department of Consumer and Business Services will hold a contested case hearing on that appeal under ORS 183.413, et seq.
- (e) Any group or individual may protest the proposed registration, continued registration or renewal of any labor housing and related facilities registration under the following conditions:
- (A) The signed and dated protest must be submitted in writing and received by the Director before issuance of the registration or renewal.
- (B) The protest must include the name, address and phone number of the individual or group filing it.
- (C) The protest must clearly identify which housing and related facilities is the subject of the protest, including the exact physical location and name of the applicant.
- (D) The protest must clearly state the facts and reasons for the protest. Such facts and reasons must be based on factors that are within the scope of ORS 654, ORS 658.705 through 658.850 and any relevant regulations.
- (E) When the above provisions are met, such group or individual may participate in the contested case as a party or limited party under OAR 137-003-0005.

(6) Site requirements.

- (a) The grounds of labor housing and related facilities must be substantially free from waste water, sewage, garbage, recyclable material, refuse or noxious plants such as poison oak and poison ivy.
- (b) During housing occupancy, grass, weeds and brush must be cut back at least 30 feet from buildings.
- (c) All housing site land must have adequate drainage. The site must not be subject to flooding when occupied.
- (d) Adequately dispose of the waste water and food waste under outside water hydrants.

J

AGRICULTURAL LABOR HOUSING & RELATED FACILITIES

Oregon Administrative Rules
Oregon Occupational Safety
and Health Division

(e) The operator of labor housing is responsible for the maintenance and operation of the housing and its facilities.

(f) Store all toxic materials such as pesticides, fertilizers, paints and solvents in a safe place.

(g) Do not leave empty pesticide containers such as drums, bags, cans, or bottles in the housing area.

(h) Prevent or control the breeding of mosquitoes, flies, and rodents in the immediate housing area and within 200 feet of any labor housing and related facilities owned or under lawful control or supervision of the operator.

(i) Do not locate labor housing within 500 feet of livestock operations unless the employees in the housing are employed to tend or otherwise work with the animals.

NOTE: This does not apply to animals owned by the housing occupants.

(j) Provide electricity to all housing units and related facilities. Subdivision 4/S, Electricity applies to ALH.

(k) Extension cords or plug strips must have circuit breaker or fuse protection either as part of the set or part of the building wiring.

(l) Facilities built or remodeled before December 15, 1989, must have a ceiling or wall-type electric light fixture in working order and at least one wall-type electrical outlet in every living area. Facilities built or remodeled after that date must comply with the code in effect at the time of construction or remodeling.

(m) Provide a ceiling or wall-type electric light in toilet rooms, lavatories, shower or bathing rooms, laundry rooms, hallways, stairways, the common eating area or other hazardous dark areas.

(n) Light privies either directly or indirectly from an outside light source.

(o) Provide enough light in corridors and walkways to allow safe travel at night.

(p) Each housing site must have its street numbers displayed to be easily visible to responding emergency vehicles on public highways or roads.

(q) The lowest point of wooden floor structures must be at least 12 inches above ground.

(7) Water supply.

(a) All domestic water furnished at labor housing and related facilities must conform to the standards of the Public Health Division of the Oregon Department of Human Services.

(A) The site water system must supply at least 15 psi at the outlet end of all water lines regardless of the number of outlets in use.

AGRICULTURAL LABOR HOUSING & RELATED FACILITIES

J

(b) Have a bacteriological analysis done on the water before occupancy and as often as needed to assure a potable water supply, except when the water comes from a community water system.

(c) Provide enough potable water in the labor housing area for drinking, hand washing, bathing and domestic use. An ample supply is at least 35 gallons of water per day per occupant.

(d) Arrange, construct and if necessary, periodically disinfect the water storage and distribution facilities to satisfactorily protect the water from contamination. Install all new plumbing in labor housing and related facilities to comply with the Oregon state building code.

(e) When potable water is not available in each dwelling unit, there must be a potable water source within 100 feet of each unit and there must be a working, clean drinking fountain for each 100 occupants or fraction thereof.

(f) Post as, "Unsafe for drinking," non-potable water that is accessible to occupants. The posting must be in the language of the camp occupants or with a universal symbol.

(g) Portable water containers with spigots and tight fitting lids are acceptable for providing and storing drinking water in the housing.

(A) These containers must be made of impervious non-toxic materials that protect the water from contamination.

(B) Wash and sanitize them at least every 7 days.

(h) Do not use containers such as barrels, pails or tanks that require dipping or pouring to get the water.

(i) Do not use cups, dippers or other utensils for common drinking purposes.

(j) Do not allow cross connection between a system furnishing water for drinking purposes and a non-potable supply.

(8) Bathing, hand washing, laundry, and toilet facilities – General.

(a) Provide an adequate supply of hot and cold water under pressure for all common use bathing, hand washing, and laundry facilities at all labor housing and related facilities.

(b) In installations with bathing, laundry facilities, or flush toilets, the floor and walls must be of readily cleanable finish and impervious to moisture.

(c) All common use bathing, hand washing, and laundry facilities must be clean, sanitary and operating properly.

J

AGRICULTURAL LABOR HOUSING & RELATED FACILITIES

Oregon Administrative Rules
Oregon Occupational Safety
and Health Division

(d) Buildings for common use bathing, hand washing, laundry, and toilet facilities must have heating capable of keeping the facility at 68 degrees or more during use.

(9) Bathing facilities.

(a) Provide drains in all showers to remove waste water. Slope floors so they drain. Do not use slippery materials for flooring.

(b) Provide at least one shower head with hot and cold water under pressure for every 10 occupants or fraction thereof.

(A) Unisex shower rooms are acceptable in the same ratios. They must have working locks and provide privacy.

(c) Separate common use bathing facilities used for both sexes in the same building by a solid, non-absorbent wall extending from the floor to the ceiling.

(d) Mark separate sex bathing facilities, if provided, with "women" and "men" in English and in the native language of employees expected to occupy the housing or with easily understood pictures or symbols.

(10) Hand washing facilities.

(a) Provide at least one hand washing sink or basin with hot and cold water under pressure for every 6 occupants or fraction thereof. Each 24 linear inches of "trough" type sink with individual faucets counts as one basin. When each living unit does not have hand washing facilities, locate common use facilities either close to the toilet facilities or close to the sleeping places.

(b) In common use facilities, do not use a single common towel. If you provide paper towels, there must be a container for their disposal.

(11) Laundry facilities.

(a) Provide laundry trays, tubs, or machines with plumbed hot and cold water in the combined ratio of 1 for each 30 occupants or each part of 30.

(b) Provide clothes lines or drying facilities to serve the needs of the occupants.

(c) Laundry rooms must have drains to remove waste water.

(d) Each common use laundry room must have a slop sink.

AGRICULTURAL LABOR HOUSING & RELATED FACILITIES

J

(12) Toilet facilities.

- (a) Locate toilet facilities in labor housing and related facilities within 200 feet from the living area that they serve.
- (b) Locate toilets, chemical toilets, or urinals in rooms built for that purpose.
- (c) Maintain a usable, unobstructed path or walkway free of weeds, debris, holes or standing water from each living area to the common use toilet facilities.
- (d) Provide at least one toilet for every 15 occupants or fraction thereof for each gender in the labor housing. Toilets must assure privacy.
 - (A) If urinals are in the toilet facility and where three or more toilets are required for men, one urinal substitutes for one toilet (24 inches of trough-type urinal equals one urinal), to a maximum of one-third of the total required toilets.
 - (B) Existing urinals must be non-absorbent, non-corrosive materials that have a smooth and cleanable finish. Urinals installed after the effective date of this standard must meet Oregon state building code.
 - (C) If there are no common use toilet facilities, calculate the required ratio without regard to gender.
- (e) Clean common use toilet facilities daily or more often when needed to maintain sanitation.
- (f) Mark separate sex toilet facilities, when provided, with "women" and "men" in English and in the native language of employees expected to occupy the housing or with easily understood pictures or symbols.
- (g) Ventilate all labor housing toilet rooms according to the Oregon state building code.
- (h) Separate common use toilet facilities used for both sexes in the same building by a solid, non-absorbent wall extending from the floor to the ceiling.
- (i) Install privacy partitions between each individual toilet or toilet seat in multiple toilet facilities. The partitions may be less than the height of the room walls.
 - (A) The top of the partition must be not less than 6 feet from the floor and the bottom of the partition not more than 1-foot from the floor. The width of the partition must extend at least 1 1/2 feet beyond the front of the toilet seat.
 - (B) Provide a door or curtain so the toilet compartment is private.
- (j) Provide common use toilet facilities with toilet paper and holders or dispensers. Also provide disposal containers with lids.

(k) Do not allow obstruction of the path or access to a toilet room. If access is through another room, that room must not be lockable.

(13) Portable toilets, chemical toilets and privies.

(a) The location and construction of privies must conform to Oregon Department of Environmental Quality standards.

(b) Privies must be at least 100 feet from any living area or any facility where food is prepared or served.

(c) Portable toilets and privies must have adequate lighting.

(d) When in use, service portable and chemical toilets at least weekly or often enough to keep them from becoming a health hazard. Clean portable toilets, chemical toilets and privies at least daily.

(14) Sewage disposal and plumbing.

(a) Connect the sewer lines from the labor housing and related facilities to a community sewer system, a septic tank with subsurface disposal of the effluent, pit type privies or other sanitary means conforming to Department of Environmental Quality standards.

(b) Install all plumbing in labor housing and related facilities to comply with Department of Environmental Quality standards and the Oregon state building code.

(15) Garbage and refuse disposal outside of buildings.

NOTE: Recyclable material is not garbage or refuse referred to in this section (15).

(a) Keep refuse and garbage containers clean and in good repair.

(b) Provide at least one 30-gallon or larger container per 15 occupants. Containers must be inside the housing site area and accessible to all occupants.

(c) Empty garbage bins and dumpsters at least weekly during use, but always before they become a health hazard or full enough to interfere with full closing of the lid.

(d) Empty common use cans and portable containers into a bin or dumpster, when full or twice weekly whichever is more frequent. Do not allow garbage on the ground.

(e) Keep all refuse and garbage containers covered and the garbage storage area clean to control flies and rodents.

(f) Do not burn any food, garbage or wet refuse.

(g) Dispose of garbage and refuse according to Department of Environmental Quality standards that govern the disposal of garbage, refuse and other solid wastes.

AGRICULTURAL LABOR HOUSING & RELATED FACILITIES

J

(16) Living areas.

(a) Keep all living areas, safe and in good repair structurally and stable on their foundations. They must provide shelter for the occupants against the elements and protect the occupants from ground and surface water as well as rodents and insects.

(b) The walls and roof must be tight and solid. Floors must be rigid and durable, with a smooth and cleanable finish in good repair.

(c) For living areas without a working permanent heating system or heaters, the ALH operator must supply portable heaters at no cost to the occupant. These heaters must be capable of keeping the temperature in the living area at a minimum of 68 degrees. Heaters must meet these requirements:

(A) Operate by electricity only.

(B) Have working safety devices installed by the manufacturer for the particular type heater.

(C) Be in good working order with no defects or alterations that make them unsafe.

(d) Permanently installed solid fuel or gas fired heaters must meet the following:

(A) Install and vent any stoves or other sources of heat that use combustible fuel to prevent fire hazards and dangerous concentration of gases.

(i) Solid or liquid fuel heaters or stoves installed on or before December 15, 1989, must sit on a concrete slab, insulated metal sheet or other fire resistant material when used in a room with wood or other combustible flooring. Extend it at least 18 inches beyond the perimeter of the base of the stove.

(ii) Solid or liquid fuel heaters or stoves must meet the manufacturer's specifications and the Oregon state building code in effect at the time of installation.

(B) Install fire resistant material on any wall or ceiling within 18 inches of a solid or liquid fuel stove or a stove pipe. Provide a vented metal collar around the stovepipe, or vent passing through a wall, ceiling, floor or roof or combustible material.

(C) Heating systems with automatic controls must cut off the fuel supply on failure or interruption of the flame or ignition, or when they exceed a pre-determined safe temperature or pressure.

J

AGRICULTURAL LABOR HOUSING & RELATED FACILITIES

Oregon Administrative Rules
Oregon Occupational Safety
and Health Division

(D) All gas appliances and gas piping must comply with the Oregon state building code in effect at time of installation and the manufacturer's instructions.

(E) Do not locate stoves so they block escape from a sleeping place.

(e) Provide screens of at least 16 mesh on the doors and windows of the living area. All screen doors must be tight-fitting, in good repair, and self-closing.

(f) Provide beds, bunks or cots for each occupant and suitable storage facilities, such as wall cabinets or shelves, for each occupant or family unit.

(A) The camp operator must provide a mattress or pad for each bed or bunk.

(i) If you provide foam pads, they must be thicker than 2 inches.

(ii) Do not provide uncovered foam pads.

(iii) Mattresses or pads must not sit on the floor.

(iv) The sleeping surface must be at least 12 inches above the floor.

(g) Mattresses or pads furnished by the camp operator must be clean, in good repair, and free from insects and parasites.

(A) Fumigate mattresses or pads, used uncovered, or treat with an effective insecticide before each season's occupancy. If you provide covers, clean them before each season's occupancy.

(B) Store mattresses or pads in a clean, dry place.

(h) Space the beds, bunks or cots so that there is enough room to allow for rapid and safe exiting during an emergency.

NOTE: Do not count children 2 years old and younger when calculating square footage requirements in paragraphs (i), (j), (k), and (l).

(i) In living areas built after August 1, 1975, where workers cook, live, and sleep, provide at least 100 square feet per occupant.

(j) In living areas built before August 1, 1975, where workers cook, live and sleep, provide at least 60 square feet per occupant.

(k) Each sleeping room without double bunk beds must have at least 50 square feet of floor space per employee. Where there are double bunk beds, provide 40 square feet per occupant. Do not use triple bunks.

(l) Beginning on January 1, 2018 all agricultural labor housing, where workers cook, live and sleep in the same area, must provide 100 square feet per occupant.

AGRICULTURAL LABOR HOUSING & RELATED FACILITIES

J

(m) For units built after April 3, 1980 at least one-half the required floor space in each living area must have a minimum ceiling height of 7 feet. Floor space with a ceiling height less than 5 feet does not count toward the minimum required floor space.

(n) Beginning on January 1, 2018 only areas with a 7 foot ceiling height will count toward the required square footage of any living or sleeping area. Housing built or remodeled between January 26, 2009 and January 1, 2018 must have minimum 7-foot high ceilings for the space to count toward any required square footage.

(o) Provide separate private sleeping areas for unrelated persons of each sex and for each family unit.

(p) Provide windows or skylights with a total area equal to at least 10 percent of the required floor area. At least one-half (nominal) the total required window or skylight area must be openable to the outside. Adequate mechanical ventilation may substitute for openable window space. Not more than one-half the required space can be met with skylights. Openable, screened windows in doors count toward this requirement.

(q) Before occupancy clean all living areas and eliminate any rodents, insects, and animal parasites.

(17) Fire protection.

(a) All fires must be in equipment designed for that use. Do not allow open fires within 25 feet of structures.

(b) Each season, at the time of initial occupancy, each living area must have a working approved smoke detector.

NOTE: The camp operator is not responsible for daily maintenance of the detector or the actions of occupants that defeat its function.

(c) Provide fire extinguishing equipment in a readily accessible place, not more than 50 feet from each housing unit. The equipment must provide protection equal to a 2A:10BC rated extinguisher.

NOTE: Hoses are acceptable substitutes for extinguishers only if the water supply is constant and reliable. Hoses must be immediately available for firefighting use.

(d) All living areas with more than one room, built before December 15, 1989, with one door, must have, in addition to a door, a window in each sleeping room that can be an exit in case of fire.

(A) This window must have an openable space at least 24 inches by 24 inches, nominal.

(B) The lowest portion of the opening must be less than 48 inches above the floor.

(C) This window must open directly to the outdoors and be readily openable by the occupants from inside without breaking the glass.

(D) Label the escape window as an emergency exit.

(e) Living areas built on or after December 15, 1989, must meet the requirements for emergency exits in applicable rules of the Building Codes Division of the Oregon Department of Consumer and Business Services, including the following:

(A) Required emergency exit windows in sleeping rooms must have a clear net opening of at least 5.7 square feet, minimum vertical opening of 22 inches and minimum horizontal opening of 20 inches.

NOTE: Construct and maintain all living areas in labor housing and related facilities to comply with other applicable local and state laws and regulations in effect at the time of construction or remodel.

(f) A second story must have at least two exits when its occupant load is 10 or more. Comply with the Oregon state building code.

(g) Occupants on floors above the second story and in basements must have access to at least two separate exits from the floor or basement as required by the Oregon state building code.

(18) Common use cooking and eating facilities and equipment.

(a) When provided, common use cooking or food preparation facilities or equipment must have the following:

(A) A gas or electric refrigerator, capable of keeping food at or below 41 degrees F.

(B) A minimum equivalent of two cooking burners for every 10 persons or part thereof, or 2 families, whichever requires the most burners.

(i) If a gas or electric hotplate or wood stove is within 18 inches of a wall, that wall must be made of or finished with smooth cleanable, nonabsorbent, grease-resistant and fire-resistant material.

NOTE: Labeled and listed appliances are exempt from the 18-inch requirement when installed according to their listing.

(C) No liquid petroleum gas (LPG like propane) tanks in use inside any occupied building. Outside tanks must connect to appliances with lines approved for that purpose.

(D) Food storage shelves, food preparation areas, food contact surfaces and floors in food preparation and serving areas must be made of or finished with smooth, non-absorbent, cleanable material; and

AGRICULTURAL LABOR HOUSING & RELATED FACILITIES

J

- (E)** A table and chairs or equivalent seating and eating arrangements to accommodate the number of occupants living in the sleeping place.
- (b)** Refrigerators and stoves or hot plates must always be in working condition.
- (c)** Clean the facilities and equipment before each occupancy.
- (d)** Common use kitchen and dining areas must be separate from all sleeping quarters. There can be no direct opening between kitchen or dining areas and any living or sleeping area.
- (e)** If the operator becomes aware of or has reason to suspect that anybody preparing, cooking or serving food has a communicable disease as listed in paragraph (22), the operator must bar them from the cooking facility until the disease is no longer communicable.
- (f)** Buildings must have heating capable of keeping the facility at 68 degrees or more during use.
- (g)** Facilities must be in buildings or shelters. Doors, windows and openings, if any, must have screens of 16 mesh or smaller.

(19) Dining halls and equipment.

- (a)** When provided, dining halls or equipment must have the following:
 - (A)** A gas or electric refrigerator, capable of keeping food at or below 41 degrees F.
 - (B)** A minimum equivalent of two cooking burners for every 10 persons or part thereof, 2 families, whichever requires the most burners.
 - (i)** If a gas or electric hotplate or wood stove is within 18 inches of a wall, that wall must be made of or finished with smooth cleanable, nonabsorbent, grease-resistant and fire resistant material.
 - NOTE:** Labeled and listed appliances are exempt from the 18-inch requirement when installed according to their listing.
 - (C)** No liquid petroleum gas (LPG like propane) tanks in use inside any occupied building. Outside tanks must connect to appliances with lines approved for that purpose.
 - (D)** Food storage shelves, food preparation areas, food contact surfaces and floors in food preparation and serving areas must be made of or finished with smooth, non-absorbent, cleanable material; and
 - (E)** A table and chairs or equivalent seating and eating arrangements to accommodate the number of occupants living in the sleeping place.

- (b) Refrigerators and stoves or hot plates must always be in working condition.
- (c) Clean the facilities and equipment before each occupancy.
- (d) Common use kitchen and dining areas must be separate from all sleeping quarters. There can be no direct opening between kitchen or dining areas and any living or sleeping area.
- (e) If the operator becomes aware of or has reason to suspect that anybody preparing, cooking or serving food has a communicable disease as listed in paragraph (22), the operator must bar them from the cooking facility until the disease is no longer communicable.
- (f) Buildings must have heating capable of keeping the facility at 68 degrees or more during use.
- (g) The facility must comply with the 2005 edition of the FDA Food Code. NOTE: Follow Division 4, Agriculture when it differs from the FDA Food Code. The code is available at: <http://www.cfsan.fda.gov/~dms/foodcode.html> or contact the Oregon OSHA Resource Center at 800-922-2689 or in Salem 503-378-3272.
- (h) Facilities must be in buildings or shelters. Doors, windows and openings, if any, must have screens of 16 mesh or smaller.

(20) Single unit cooking facilities.

- (a) When provided, single unit cooking, eating and dining facilities or equipment must have the following:
- (A) A gas or electric refrigerator, capable of keeping food at or below 41 degrees F.
- (B) A minimum equivalent of two burners for cooking for every 10 persons or part thereof, or 2 families, whichever requires the most burners.
- (i) If a gas or electric hotplate or wood stove is within 18 inches of a wall, that wall must be made of or finished with smooth cleanable, nonabsorbent, grease-resistant and fire resistant material.
- NOTE:** Labeled and listed appliances are exempt from the 18-inch requirement when installed according to their listing.
- (C) No liquid petroleum gas (LPG like propane) tanks in use inside. Outside tanks must connect to appliances with lines approved for that purpose.
- (D) Food storage shelves, food preparation areas, food contact surfaces and floors in food preparation and serving areas made of or finished with smooth, non-absorbent, cleanable material.

AGRICULTURAL LABOR HOUSING & RELATED FACILITIES

J

(E) A table and chairs or equivalent seating and eating arrangements to accommodate the number of occupants living in the sleeping place.

(F) A refrigerator and stove or hot plate in working condition.

(b) Clean the facilities before each occupancy.

(21) First aid. OAR 437-004-1305, Medical and First Aid, applies to all labor housing and related facilities. This rule includes requirements for first aid supplies, an emergency medical plan and a plan of communication.

NOTE: Division 4/K requires all employees know about the first aid requirements and emergency medical plans. If employees' native language is other than English, this must be taken into account in meeting this requirement.

(22) Disease Reporting. The camp operator must comply with OAR 333-018-0000, Who Must Report and OAR 333-018-0015, What To Report And When:

333-018-0000 Who Must Report

(1) Each Health Care Provider knowing of or attending a case or suspected case of any of the diseases, infections, or conditions listed in OAR 333-018-0015 shall report such cases as specified. Where no Health Care Provider is in attendance, *any individual knowing of such a case* shall report in a similar manner.

333-018-0015 What to Report and When

(4) Reportable diseases, infections, microorganisms, and conditions, and the time frames within which they must be reported are as follows:

(a) Immediately, day or night: *Bacillus anthracis* (anthrax); *Clostridium botulinum* (botulism); *Corynebacterium diphtheriae* (diphtheria); Severe Acute Respiratory Syndrome (SARS) and infection by SARS-coronavirus; *Yersinia pestis* (plague); intoxication caused by marine microorganisms or their byproducts (for example, paralytic shellfish poisoning, domoic acid intoxication, ciguatera, scombroid); any known or suspected common-source Outbreaks; any Uncommon Illness of Potential Public Health Significance.

(b) Within 24 hours (including weekends and holidays): *Haemophilus influenzae* (any invasive disease; for laboratories, any isolation or identification from a normally sterile site); measles (rubeola); *Neisseria meningitidis* (any invasive disease; for laboratories, any isolation or identification from a normally sterile site); Pesticide Poisoning; poliomyelitis; rabies (human or animal); rubella; *Vibrio* (all species).

(c) Within one Local Public Health Authority working day: *Bordetella pertussis* (pertussis); *Borrelia* (relapsing fever, Lyme disease); *Brucella* (brucellosis); *Campylobacter* (campylobacteriosis); *Chlamydia* (*Chlamydia*) *psittaci* (psittacosis); *Chlamydia trachomatis* (chlamydiosis; lymphogranuloma venereum); *Clostridium tetani* (tetanus); *Coxiella burnetii* (Q fever); Creutzfeldt-Jakob disease and other transmissible spongiform encephalopathies; *Cryptosporidium* (cryptosporidiosis); *Cyclospora cayetanensis* (cyclosporiasis); *Escherichia coli* (Shiga-toxigenic, including *E. coli* O157 and other serogroups); *Francisella tularensis* (tularemia); *Giardia* (giardiasis); *Haemophilus ducreyi* (chancroid); hantavirus; hepatitis A; hepatitis B (acute or chronic infection); hepatitis C; hepatitis D (delta); HIV infection (does not apply to anonymous testing) and AIDS; *Legionella* (legionellosis); *Leptospira* (leptospirosis); *Listeria monocytogenes* (listeriosis); mumps; *Mycobacterium tuberculosis* and *M. bovis* (tuberculosis); *Neisseria gonorrhoeae* (gonococcal infections); pelvic inflammatory disease (acute, non-gonococcal); *Plasmodium* (malaria); *Rickettsia* (all species: Rocky Mountain spotted fever, typhus, others); *Salmonella* (salmonellosis, including typhoid); *Shigella* (shigellosis); *Taenia solium* (including cysticercosis and undifferentiated *Taenia* infections); *Treponema pallidum* (syphilis); *Trichinella* (trichinosis); *Yersinia* (other than pestis); any infection that is typically arthropod vector-borne (for example: Western equine encephalitis, Eastern equine encephalitis, St. Louis encephalitis, dengue, West Nile fever, yellow fever, California encephalitis, ehrlichiosis, babesiosis, Kyasanur Forest disease, Colorado tick fever, etc.); human bites by any other mammal; CD4 cell count < 200/mm³ or CD4 proportion of total lymphocytes < 14%; hemolytic uremic syndrome.

(d) Within 7 days: Suspected Lead Poisoning (for laboratories; this includes all blood lead tests performed on persons with suspected lead poisoning).

(23) Access to ORS and OAR. Those wishing access to any of the Oregon Revised Statutes (ORS) or Oregon Administrative Rules (OAR) referenced here, may contact the Oregon OSHA Resource Center in Salem or the nearest Oregon OSHA Field Office.

(24) Closure and alternative housing.

(a) The operator of agricultural labor housing must provide replacement lodging without charge to the occupants if a government agency with the authority to enforce building, health or safety standards declares the housing or facilities to be uninhabitable and orders them vacated.

(b) The operator must provide replacement lodging for 7 consecutive days from the time the housing was closed or until the closing agency allows the original housing to reopen, whichever is shorter.

(c) Replacement lodging must meet or exceed the health and safety standards of Oregon OSHA. Oregon OSHA must approve the location of the replacement housing before employees are sent to it.

AGRICULTURAL LABOR HOUSING & RELATED FACILITIES

J

(d) Operators must arrange for replacement lodging not later than the end of the day the original housing closes or another date designated by the closing agency.

(e) Post the address of the replacement housing:

(A) Not later than the end of the day the original housing closes.

(B) In a place convenient to affected workers.

(C) In all languages spoken by the occupants.

(f) The posting in (e) above must state that the replacement housing is free to occupants of the closed housing.

(g) The operator must give Oregon OSHA a list of names of the occupants and the location of the replacement housing, for each.

(h) When the cause of the closure is beyond the control of the agricultural labor housing operator, sections (a), (b), (c), (d), (e) and (g) above do not apply. To determine whether the cause of closure was beyond the control of the operator, Oregon OSHA will consider these circumstances, including but not limited to:

(A) Whether the cause of the closure is a natural disaster;

(B) Whether the circumstances leading to the closure were known or should have been known to the operator;

(C) Whether operator diligence could have avoided the circumstances leading to the closure.

(i) Agricultural labor housing occupants entitled to temporary replacement housing under this rule must accept or reject that housing when the original housing closes. These rules do not obligate operators to reimburse displaced occupants for housing they obtain without the operator's knowledge or consent.

(A) The operator is responsible for replacement lodging only for as many people as occupied the original closed housing. When an occupant rejects the replacement housing, the operator has no obligation to reimburse that occupant for other replacement housing.

(j) Oregon OSHA may issue a citation and assess a monetary penalty for violation of these rules as in ORS 654.071 and 654.086.

Stat. Auth.: ORS 654.025(2) and 656.726(4).

Stats. Implemented: ORS 654.001 through 654.295.

Hist: OR-OSHA Admin. Order 4-1998, f. 8/28/98, ef. 10/1/98.

OR-OSHA Admin. Order 5-2000, f. 5/18/00, ef. 6/1/00.

OR-OSHA Admin. Order 4-2008, f. 3/24/08, ef. 5/1/08.

OR-OSHA Admin. Order 1-2009, f. 1/26/09, ef. 1/26/09.

J

LIGHTING / SAFETY COLORS FOR MARKING PHYSICAL HAZARDS / ACCIDENT PREVENTION SIGNS

Oregon Administrative Rules
Oregon Occupational Safety
and Health Division

437-004-1140 Lighting.

(1) General lighting.

- (a) Provide adequate general and local lighting in rooms, buildings and work areas.
- (b) Methods for determining the adequacy and effectiveness of lighting include:
 - (A) Measure the quantity of light against requirements in the American National Standard ANSI A11.1-1965, "American Standard Practice for Industrial Lighting."
 - (B) The quality of light as to freedom from glare and correct direction, diffusion and distribution.

Stat. Auth.: ORS 654.025(2) and 656.726(4).
Stats. Implemented: ORS 654.001 through 654.295.
Hist: OR-OSHA Admin. Order 4-1998, f/8/28/98, ef. 10/1/98.

437-004-1150 Safety Colors for Marking Physical Hazards.

(1) Color identification.

- (a) **Red.** Use red as the basic color to identify:
 - (A) **Danger.** Safety cans or other portable containers of flammable liquids must be red with highly contrasting markings. Provide red lights at barricades and at temporary obstructions. The main or background color of danger signs must be red.
 - (B) **Stop.** Emergency stop bars on hazardous machines must be red. Use red for emergency stop buttons or emergency electrical switches with contrasting letters or other markings.
- (b) **Yellow.** Yellow is the basic color to signal caution and to mark physical hazards such as: Striking against, stumbling, falling, tripping, and "caught between."

Stat. Auth.: ORS 654.025(2) and 656.726(4).
Stats. Implemented: ORS 654.001 through 654.295.
Hist: OR-OSHA Admin. Order 4-1998, f/8/28/98, ef. 10/1/98.

437-004-1180 Accident Prevention Signs.

(1) **Scope.** This section applies to the design, application and use of signs or symbols (as included in paragraphs (3) through (5) below) to warn of specific hazards. This does not apply to bulletin boards or safety posters.

(2) Definitions.

Sign – A surface marked to warn people of hazards, or to give safety instructions. Excluded are news releases, safety posters and bulletins.

(3) Classification of signs by use.

(a) Danger signs.

(A) Use signs of uniform design to warn of specific dangers and radiation hazards.

(B) Instruct all employees that danger signs warn of immediate danger and that special precautions are necessary.

(b) Caution signs.

(A) Use caution signs only to warn of hazards or to caution against unsafe practices.

(B) Instruct all employees that caution signs warn of a hazard against which they should take precautions.

(c) **Safety instruction signs.** Use safety instruction signs for general instructions and suggestions about safety.

(4) Sign design.

(a) **Design features.** Use signs with rounded or blunt corners and no sharp edges, burrs, splinters or other sharp projections. Place the ends or heads of bolts or other fastening devices so that they are not hazardous.

(b) **Danger signs.** The color of the background must be red.

(c) **Caution signs.** The color of the background must be yellow and the panel, black with yellow letters. Use black letters against the yellow background.

(d) **Safety instruction signs.** Use white for the background and make the panel green with white letters. Any letters used against the white background must be black.

(e) **Slow-moving vehicle emblem.** This emblem (see Figure 7) has a fluorescent yellow-orange triangle with a dark red reflective border. The reflective border defines the shape of the fluorescent color in daylight and creates a hollow red triangle in the path of motor vehicle headlights at night.

J

ACCIDENT PREVENTION SIGNS

Oregon Administrative Rules
Oregon Occupational Safety
and Health Division

(A) Use this emblem only on vehicles that by design move at 25 mph or less on public roads. Do not use it as a clearance marker for wide machinery to replace required lighting or marking of slow-moving vehicles. The material, location, mounting, etc., of the emblem must conform to the American Society of Agricultural Engineers Emblem for Identifying Slow-Moving Vehicles, ASAE R276, 1967, or ASAE S276.2 (ANSI B114.1-1971).

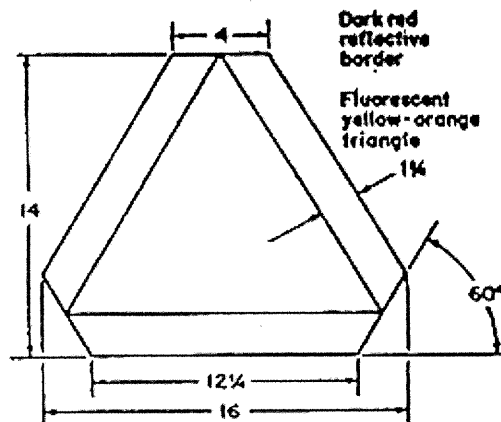


Figure 7. Slow-Moving Vehicle Emblem

(5) Sign wordings.

(a) **Nature of wording.** Use wording on signs that is easily understandable.

(b) **Biological hazard signs.** Use the biological hazard warning sign to warn of the actual or potential presence of a biohazard. Use it to mark equipment, containers, rooms, materials, experimental animals or combinations of them, that contain or are contaminated with viable hazardous agents. For this subparagraph the term "biological hazard," or "biohazard," means only those infectious agents presenting a risk or potential risk to the well-being of humans.

Note: All dimensions are in inches.

Stat. Auth.: ORS 654.025(2) and 656.726(4).

Stats. Implemented: ORS 654.001 through 654.295.

Hist: OR-OSHA Admin. Order 4-1998, 1/8/28/98, ef. 10/1/98.

437-004-1250 Confined and Hazardous Spaces.

(1) Definitions.

Competent person is somebody who can identify existing and predictable hazards and take measures to eliminate them.

Confined space is a space that:

is large enough and so configured that an employee can bodily enter and work; and

has limited or restricted entry or exit (for example, tanks, vessels, silos, storage bins, hoppers, vaults, and pits may have limited entry); and

is not designed for continuous employee occupancy.

Engulfment is the covering of a person by a liquid or finely divided (flowable) solid substance that when inhaled causes death or that can exert enough force on the body to cause death by strangulation, constriction or crushing.

Entry is passing through an opening into a hazardous or confined space. Entry includes work in the space and occurs when any part of the entrant's body breaks the plane of an opening into the space in a way that creates a hazard.

IDLH Atmospheres. Atmospheres immediately dangerous to life or health (IDLH) are those with less than 19.5 percent oxygen by volume, or which because of the high toxicity of the contaminant, would endanger the life of a person breathing them for even a short period of time.

Oxygen deficient is an atmosphere with less than 19.5 percent oxygen by volume.

(2) Fuel bins.

(a) Fuel bins must have adequate exits and all necessary devices to provide safety for employees who enter them.

(b) There may be sentry stations or tunnels near the bottom conveyor for employees to use to stoke down congested fuel through openings. Safely built pneumatic bottoms, mechanical agitators or scrapers and similar devices are acceptable.

(3) Entering confined spaces.

(a) **Test first.** Always test the atmosphere in a confined space before an employee places any part of their body into it. Following the instructions below, test first for oxygen, then flammable atmosphere then toxic atmosphere.

(b) Entry. No person may enter or work in any confined space with an atmosphere immediately dangerous to life or health (IDLH), except under the following conditions:

- (A)** They must wear a supplied air or self-contained air breathing apparatus;
- (B)** They must wear a safety belt with lifeline attached, where practical. Another person, equipped as required in subsection **(3)(b)(A)** above and with safety belt and lifeline attached, must be at the opening with adequate help available to remove the person if necessary (see **(5), Rescue** below);
- (C)** Failure of the person within the enclosure to respond to agreed upon signals requires immediate rescue action by a person or persons equipped as required in subsections **(3)(b)(A)** and **(B)** above;
- (D)** Air supplied to hose masks and positive pressure air helmets must be free from harmful dusts, fumes, mists, vapors, or gases to the extent that breathing it does not constitute harmful exposure. Position the air intake to the blower fan or compressor to prevent contamination of the air by carbon monoxide or other hazardous materials or gases;
- (E)** Supplied air respiratory equipment must have an automatic pressure relief valve, and connect through a pressure reduction valve in the supply line. Maximum allowable pressure, unless otherwise specifically approved, is 25 pounds per square inch;
- (F)** To assure safety when using positive-pressure air respiratory equipment, a minimum volume of air delivered to the user must be at least 4 cubic feet of air per minute for a face mask and 6 cubic feet of air per minute for hoods or helmets.

(c) Oxygen deficient atmospheres. The atmosphere in a sealed or unventilated confined space is considered immediately dangerous to life or health. Nobody may enter such space unless:

- (A)** All requirements for safety equipment and procedures in **(3)(b)** above are met; or
- (B)** A competent person tests the atmosphere with an oxygen indicator or other suitable device immediately before entry to ensure that it contains enough oxygen to sustain life; or
- (C)** Until mechanical ventilation provides at least one complete change of uncontaminated air immediately before entry and continues while anybody is inside the enclosure. A safety watcher meeting the requirements in **(3)(b)** above must be at the entry.

(d) Toxic atmospheres. Nobody may enter any sealed or unventilated tank or other confined space that contains or has contained toxic materials or gases, unless:

- (A)** All requirements for safety equipment and safety procedures in **(3)(b)** above are met, or a competent person tests the atmosphere with an appropriate instrument or method and finds it to have contaminants below the threshold limit values of the particular material or gas.

(B) If the atmosphere has concentrations of hazardous contaminants not immediately dangerous to life or health, but above the threshold limit values for the toxic material, the person entering the space must wear respiratory protective equipment approved by the National Institute of Occupational Safety and Health, or recommended by the U.S. Department of Agriculture for the exposure.

(e) Flammable or explosive atmospheres. The atmosphere in any sealed or unventilated tank or other confined space and that contains or has contained combustible or flammable materials or gases is an atmosphere immediately dangerous to life or health.

(A) Nobody may enter such space unless all requirements for safety equipment and safety procedures in **(3)(b)** above are met or atmosphere tests by a competent person using an appropriate instrument or method shows no flammable or explosive atmosphere is present.

(B) If the atmosphere contains flammable or explosive vapors at or above 20 percent of their lower explosive limit, ventilate the space enough to bring the level below 20 percent of the lower explosive limit. Otherwise only persons meeting the requirements of **(c)** above may enter the enclosure for emergency work, including preparatory work or work to set up equipment to eliminate the gas.

(f) Ventilation. Natural and/or mechanical ventilation must maintain the atmosphere within the limits permissible for explosive or toxic materials and gases while employees are in the space.

(g) Residues and other sources. When there could be a release of explosive or toxic materials from residues or other sources in a confined space, there must be additional testing as necessary to assure the atmosphere has not become immediately dangerous to life or health. If such conditions arise, immediately leave the contaminated space until the atmosphere is safe for persons wearing respiratory protective equipment.

(h) Physical hazards. Do not allow employees to enter confined spaces that contains physical hazards, until you comply with OAR 437-004-1275.

(i) Engulfment. Do not allow employees to enter confined spaces where there is a hazard from engulfment by collapsing material.

(j) Lifeline and attendant. When entering confined spaces that have loose material (such as chips, sand, grain, gravel, sawdust, etc.) you must wear a safety belt with lifeline. There must be an attendant for the lifeline.

(k) Lockout/tagout. Follow the procedures of OAR 437-004-1275, for intake pipelines that convey hazardous substances into confined spaces before workers enter. Blinds, if used, must clearly show whether the line is open or closed. Close, lock and attach warning tags to valves in such lines nearest the containers. Blinding or lockout of cold water and air lines is not necessary if they have positive control valves near the container and you lock, close and tag the valves.

J

CONFINED & HAZARDOUS SPACES / MANURE LAGOONS, STORAGE PONDS, VATS, PITS & SEPARATORS

Oregon Administrative Rules
Oregon Occupational Safety
and Health Division

(4) Training.

- (a) Train all workers before they do anything covered by this section. Retrain workers when there are changes in their duties or the spaces related to this section.
- (b) Training must cover all hazards associated with the employer's confined and hazardous spaces.
- (c) Training must cover this standard and all duties associated with it.
- (d) Keep written documentation of all training until it is superseded by new training.

(5) Rescue.

(a) These requirements apply to employers who have employees enter confined spaces to rescue people.

(A) You must give each rescuer the personal protective equipment and rescue equipment necessary to make rescues from hazardous spaces. You must also provide training on the proper use of that equipment.

(B) Train each rescuer in basic first aid and in cardiopulmonary resuscitation (CPR). At least one rescuer with current certification in first aid and in CPR must be available.

(b) When employers arrange to have persons other than their own employees do confined space rescue, the employer must:

(A) Inform the rescue service of the hazards they may confront during the rescue at the host employer's facility, and

(B) Provide the rescue service with access to all confined spaces from which rescue may be necessary so that the rescue service can develop appropriate rescue plans and practice rescue operations.

(c) To accomplish non-entry rescue, attach the other end of the retrieval line to a mechanical device or fixed point outside the hazardous space in a way that rescue can begin as soon as the rescuer becomes aware that rescue is necessary.

Stat. Auth.: ORS 654.025(2) and 656.726(4).

Stats. Implemented: ORS 654.001 through 654.295.

Hist: OR-OSHA Admin. Order 4-1998, 7/8/28/98, ef. 10/1/98.

437-004-1260 Manure Lagoons, Storage Ponds, Vats, Pits and Separators.

(1) **Scope.** This applies to facilities not covered by confined space rules. (Examples include pole buildings used to store compost material or manure lagoons and separators.)

MANURE LAGOONS, STORAGE PONDS, VATS, PITS & SEPARATORS

J

(2) General.

(a) Do not enter any vat, pit, separator or other hazardous area where the atmosphere may be immediately dangerous to life unless:

(A) Tests by a competent person, immediately before entry, prove it free of toxic gases and with enough oxygen to sustain life; or

(B) Mechanical or natural ventilation provides at least one complete change of uncontaminated air immediately before entry and continues during enclosure occupancy; or,

(C) The person entering the area is using a properly functioning supplied air or self-contained breathing apparatus, and is closely supervised by a safety watcher with similar equipment, at the entrance. They must have adequate help to remove the person if necessary.

(b) Vats and pits that have hazardous materials, manure or that are more than 4 feet deep, must meet one of the following requirements:

(A) A cover or grating must be in place and strong enough to safely support imposed loads; or

(B) The edges must extend at least 42 inches above the adjacent floor level; or,

(C) There is a standard guardrail.

(D) Where vehicles operate near vats or pits the railing must be strong enough to keep them out, or there must be a curb or shear rail that keeps the vehicle out.

(c) Manure lagoons or earthen manure storage ponds must have:

(A) Curbs, shear rails or other barriers where vehicles or equipment operate near enough to drive or roll into the lagoon.

(B) Standard guardrails or other protection where employees work over the contents or near enough to the edge to fall into the lagoon.

(C) Cables or chains that connect a vehicle to an adequate anchorage and are short enough to prevent the vehicle from rolling into the lagoon are acceptable.

Stat. Auth.: ORS 654.025(2) and 656.726(4).

Stats. Implemented: ORS 654.001 through 654.295.

Hist: OR-OSHA Admin. Order 4-1998, 1/8/28/98, ef. 10/1/98.

437-004-1275 The Control of Hazardous Energy (Lockout/Tagout).

(1) Scope. This standard covers work on machines, vehicles and equipment when the unexpected energizing or starting of them, or release of stored energy could injure employees.

(2) Application.

(a) This standard applies to the control of energy during servicing and/or maintenance of machines and equipment.

(b) It does not cover normal production operations. It covers servicing and/or maintenance that takes place during normal production operations only if:

(A) An employee must remove or bypass a guard or other safety device; or

(B) An employee must place any part of the body where they do work on the material being processed (point of operation) or where a danger zone exists.

(c) It does not cover routine, repetitive minor tool changes, adjustments and other minor servicing activities, done during normal operations, if they are necessary to the use of the equipment and if the workers use alternative methods that provide effective protection.

(d) This standard **does not apply** to work on electric powered equipment, when unplugging it would control the hazard and the employee doing the work controls the plug totally. It also does not apply to work on vehicles when the person doing the work has the ignition key under their exclusive control and there are no other sources of hazardous energy that could be released without the key.

(3) Program requirement. Employers must establish an energy control program and use its procedures for putting appropriate lockout or tagout devices on energy isolating devices. They must disable machines or equipment to prevent injury to employees.

(4) Definitions.

Affected employee. One who operates a machine or equipment during service or maintenance under lockout or tagout. Also, those who work near where covered servicing or maintenance is done.

Authorized person. One who locks out or tags out machines or equipment to service or maintain them. An affected employee becomes an authorized person when they do service or maintenance covered here.

Energized. Connected to an energy source or containing residual or stored energy.

THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT)

J

Energy isolating device. A mechanical device that physically prevents the transmission or release of energy. Examples: A manual circuit breaker; a switch; a manual switch that disconnects the conductors of a circuit from all ungrounded supply conductors and where employees can operate no pole independently; a line valve; a block; and any similar device used to block or isolate energy. Push buttons, selector switches and other control circuit type devices are not energy isolating devices.

Energy source. Any source of electrical, mechanical, hydraulic, pneumatic, chemical, thermal, gravity or other energy.

Lockable. An energy isolating device with its own lock or with a hasp or other way to attach a lock. Other energy isolating devices are lockable if they can be locked without being dismantled, rebuilt or replaced or permanently altering their energy control capability.

Lockout. The use of a lockout device on an energy isolating device, according to an established procedure to ensure that the controlled equipment is not operable until an authorized person removes the lockout device.

Lockout device. Something that uses a positive means such as a lock, to hold an energy isolating device in a safe position. Included are blank flanges and bolted slip blinds.

Normal operations. A machine or equipment doing its intended function.

Servicing and/or maintenance. Constructing, installing, setting up, adjusting, inspecting, modifying, and maintaining and/or servicing machines or equipment. This includes removing jams, lubrication or cleaning of machines or equipment and making adjustments or tool changes, where the process may expose the employee to the unexpected energizing or starting of the equipment or release of hazardous energy.

Setting up. Any work done to prepare a machine or equipment for operation.

Tagout. The placement of a tagout device on an energy isolating device, according to an established procedure, warning employees not to operate the energy isolating device and the equipment being controlled until an authorized person removes the tagout device.

Tagout device. A prominent warning device, such as a tag and a secure, sturdy means of attachment to an energy isolating device according an established procedure. The tag must warn employees not to operate the energy isolating device and the equipment being controlled until an authorized person removes the tagout device.

(5) General.

(a) Energy control program. Before doing any servicing or maintenance the employer must have a written energy control program with specific procedures, employee training and periodic reviews. It must ensure isolation of the equipment from the energy source and make it inoperative in a way to prevent injury.

THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT)

(b) Lockout/tagout.

(A) If an energy isolating device is not lockable, the energy control program must use a tagout system that provides as much employee protection as is possible.

(B) If the energy isolating device is lockable, the energy control program must use lockout.

(C) Major repair, renovation or modification of a machine or equipment or installation of new machines or equipment requires new energy isolating device(s) to be lockable.

(c) Employee protection.

(A) When using a tagout device on a lockable energy isolating device, attach the tagout device where you would have put the lockout device.

(B) Full compliance with all parts of this standard related to tagout is necessary to assure the highest safety levels. Additional steps that help provide high employee protection include the removal of an isolating circuit element, blocking of a controlling switch, opening of an extra disconnecting device or the removal of a valve handle.

(d) Energy control procedure.

(A) Develop, document and use procedures for the control of potentially hazardous energy when employees are doing work covered by this section.

Note: Documenting the required procedure for a particular machine or equipment is not necessary when all of the following are true:

The machine or equipment has no potential for stored or residual dangerous energy or accumulation of stored dangerous energy after shut down;

The machine or equipment has an easily identified and isolated single energy source;

The isolation and locking out of that energy source will eliminate all energy-related hazards;

The machine or equipment is isolated from that energy source and locked out during servicing or maintenance;

A single lockout device will achieve a locked-out condition;

The lockout device is under the exclusive control of the authorized person doing the servicing or maintenance;

The servicing or maintenance does not create hazards for other employees; and

No accidents have happened that involved the unexpected activation or energizing of the machine or equipment during servicing or maintenance done under this exception.

THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT)

J

(B) The procedures must specifically outline the scope, purpose, authorization, rules and methods that are mandatory for the control of hazardous energy. They must also include a way to enforce compliance including, but not limited to, the following:

- (i)** A specific statement of the intended use of the procedure;
- (ii)** Specific procedural steps for shutting down, isolating, blocking and securing machines or equipment to control hazardous energy;
- (iii)** Specific procedural steps for the placement, removal and transfer of lockout or tagout devices and the responsibility for them; and
- (iv)** Specific requirements for testing a machine or equipment to verify the effectiveness of lockout devices, tagout devices and other energy control measures.

(e) Protective materials and hardware.

(A) Each employee's lock must have either a key or combination that is **unique** to that device.

(B) The employer must provide the necessary locks and/or hardware to do all required lockout/tagout functions.

(C) Individually identify each lockout and tagout device. They must be the only devices used for controlling energy. Do not use devices meant for the lockout program for other purposes. They must meet the following requirements:

(i) Durable.

(I) Lockout and tagout devices must withstand their environment.

(II) Make tagout devices so that exposure to weather conditions or wet and damp locations will not cause them to deteriorate or the message on them to become illegible.

(III) Tags must not deteriorate in corrosive environments such as where you handle or store acid and alkali chemicals.

(ii) Standardized. Use lockout and tagout devices whose appearance is uniform within the facility and easily recognized.

(iii) Substantial.

(I) Lockout devices. Lockout devices must be sturdy enough to prevent removal without the use of excessive force or unusual methods or tools.

THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT)

(II) Tagout devices. Tagout devices and their means of attachment, must be sturdy enough to prevent inadvertent or accidental removal. The attachment means must be single use and self-locking.

(iv) Identifiable. Lockout and tagout devices must show the identity of the employee who applied them.

(D) On energized machines or equipment, tagout devices must warn against hazardous conditions and must include a phrase like: Do Not Start, Do Not Open, Do Not Close, Do Not Energize, Do Not Operate.

(f) Annual Review.

(A) Do a review of the energy control program at least annually to ensure that it meets the requirements of this standard and employees are following it.

(i) An authorized person must do the review.

(ii) Correct problems found during the review.

(iii) For a lockout program, the review must include a personal review, between the inspector and each authorized person, of that employee's responsibilities under the program.

(iv) For a tagout program, the review must include a personal review, between the inspector and each authorized and affected employee, of that employee's responsibilities under the program.

(B) Document these reviews in writing with the identity of the machine or equipment covered by the program, the date of the review, the employees included in the review, and the person doing it.

(g) Training and communication.

(A) Provide general training that includes the following:

(i) Train authorized persons in the recognition of sources of hazardous energy, the type and amount of energy found in their workplace and the methods of energy isolation and control.

(ii) Instruct affected employees in the purpose and use of the energy control program.

(iii) Instruct other employees who work or may work where there may be energy control procedures, about those procedures and about the prohibition against attempts to restart or energize locked out or tagged out machines or equipment.

THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT)

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(B) For tagout systems, provide the following additional training:

- (i)** Locks are physical restraints while tags are only warning devices that provide less protection than locks.
- (ii)** Do not remove a tag attached to an energy isolating means, without authorization of the authorized person responsible for it. Never bypass, ignore or otherwise defeat a tagout device.
- (iii)** Tags must be legible and understandable by all employees whose work operations are or may be in the area.
- (iv)** Tags may cause a false sense of security. Understanding their meaning must be part of the overall energy control program.
- (v)** Securely attach tags to energy isolating devices so that they cannot be inadvertently or accidentally detached.

(C) Employee retraining.

- (i)** Retrain employees when a change in their job assignment, a change in machines, equipment or processes present a new hazard or when the program changes.
- (ii)** Retrain employees when a review shows or the employer has reason to believe, that there are problems in the employees' knowledge or use of the program.

(D) Document the employee training in writing with each employee's name and date(s) of training.

(h) Energy isolation. Authorized persons doing the servicing or maintenance must do the lockout or tagout.

(i) Notification of employees. Notify affected employees of the application and removal of lockout or tagout devices before applying the controls and after removing them from the machine or equipment.

(6) Application of control. The established procedures for the application of energy control (the lockout or tagout program) must cover the following points in the following sequence:

(a) Preparation for shutdown. Before an authorized or affected employee turns off a machine or equipment, they must know the type and amount of the involved energy, the hazards of the energy and the method to control it.

(b) Machine or equipment shutdown. Turn off the machine or equipment using the procedures established for it. Do an orderly shutdown to avoid new or increased hazards because of the equipment stoppage.

(c) Machine or equipment isolation. All energy isolating devices must be physically placed and used in ways that isolate the machine or equipment from the energy source(s).

(d) Lockout or tagout device application.

(A) Only authorized persons are to connect lockout or tagout devices to each energy isolating device.

(B) Connect lockout devices in a way that will hold the energy isolating devices in a "safe" or "off" position.

(C) Connect tagout devices in a way that will positively prevent operation or movement of energy isolating devices from the "safe" or "off" position.

(i) Directly connect the tag to the energy isolating device, otherwise it must be as close to the device as safely possible and obvious to anyone attempting to operate the device.

(e) Stored energy.

(A) After the application of lockout or tagout devices, relieve or make safe all potentially hazardous stored or residual energy.

(B) If stored energy can again reach a hazardous level, continuously verify its isolation until the servicing or maintenance is done or until the possibility is gone.

(f) Verification of isolation. Before starting work on locked out or tagged out machines or equipment, the authorized person must verify that isolation and de-energizing of the machine or equipment has been done.

(7) Release from lockout or tagout. The authorized person(s) must follow procedures and take actions to guarantee the following before removing lockout or tagout devices and restoring energy to the machine or equipment:

(a) The machine or equipment. Remove non-essential items from the work area and confirm the return of the machine or equipment to pre-lockout or normal running condition.

(b) Employees.

(A) Check the work area to ensure that all employees are safe or removed from the area.

(B) Notify affected employees after removing the lockout or tagout devices but before starting the machine or equipment.

THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT)

J

(c) Lockout or tagout devices removal. Only the employee who applies it can remove a lockout or tagout device. However, when that employee is not available, the employer may direct its removal if specific procedures and training for such removal are a part of the employer's energy control program. The employer must show that the specific procedure is as safe as removal by the authorized person who applied it. The specific procedure must include at least the following:

(A) Verification by the employer that the authorized person who applied the device is not at the facility;

(B) Attempting to contact the authorized person to inform him or her about the removal of their lockout or tagout device; and

(C) Ensuring that the authorized person has this knowledge before he or she resumes work at that facility.

(8) Additional requirements.

(a) Testing or positioning of machines, equipment or components thereof. Follow this sequence of actions when it is necessary to temporarily remove lockout or tagout devices and energize the machine or equipment. This must only be done for testing or positioning the machine, equipment or component of it.

(A) Clear the machine or equipment of tools and materials;

(B) Remove employees from the machine or equipment area;

(C) Remove the lockout or tagout devices;

(D) Energize and go on with testing or positioning;

(E) Remove energy from all systems and reapply original energy control measures to continue the servicing and/or maintenance.

(b) Outside personnel (contractors, etc.).

(A) If outside servicing personnel are doing things covered by this standard, the on-site employer and the outside employer must coordinate their respective lockout or tagout procedures.

(B) The on-site employer must be certain that its employees understand and comply with the provisions of the outside employer's energy control program.

(c) Group lockout or tagout.

(A) When a crew, craft, department or other group does service or maintenance, they must use a procedure that gives employees a level of protection equal to that provided by using a personal lockout or tagout device.

THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT)

(B) Use group lockout or tagout devices according to **OAR 437-004-1275(5)(d)** including, but not limited to, these requirements:

(i) Primary responsibility is with an authorized person for a set number of employees working under the protection of a group lockout or tagout device (such as an operations lock);

(ii) The authorized person must know the exposure status of individual group members with regard to the lockout or tagout of the machine or equipment, and;

(iii) When work involves more than one crew, craft, department, etc., assignment of overall job-associated lockout or tagout control responsibility to an authorized person designated to coordinate affected work forces and ensure continuity of protection, and;

(iv) Each authorized person must put a personal lockout or tagout device on the group lockout device, group lockbox, or comparable mechanism when they begin work, and must remove those devices when they stop working on the machine or equipment.

(d) Shift or personnel changes. Have specific procedures for shift or personnel changes to ensure the continuity of lockout or tagout protection. These must include the orderly transfer of lockout or tagout device protection between leaving and arriving employees. The procedure must minimize exposure to hazards related to the ongoing process.

Note: The following Appendix is a non-mandatory guideline to help employers and employees comply with the requirements.

Stat. Auth.: ORS 654.025(2) and 656.726(4).

Stats. Implemented: ORS 654.001 through 654.295.

Hist: OR-OSHA Admin. Order 4-1998, f/8/28/98, ef. 10/1/98.

TYPICAL MINIMAL LOCKOUT PROCEDURES

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Appendix A – Typical Minimal Lockout Procedure

GENERAL

This simple lockout procedure is to help employers so they meet the requirements of this standard. When the energy isolating devices are not lockable, tagout is OK if the employer complies with the provisions requiring additional training and more rigorous periodic reviews. When using tagout and the energy isolating devices are lockable, the employer must provide full employee protection (see paragraph (5)(c)), additional training and more rigorous periodic inspections. More complex systems may need more comprehensive procedures.

Lockout Procedure

Lockout procedure for

(Name of Company for single procedure or identification of equipment if using multiple procedures.)

PURPOSE

These are the minimum requirements for the lockout of energy isolating devices when maintenance or servicing is done on machines or equipment. Use it to ensure that the machine or equipment stops and is isolated from all potentially hazardous energy sources. Lock it out before employees work where the unexpected energizing or starting or release of stored energy could cause injury.

COMPLIANCE WITH THIS PROGRAM

All employees must comply with the restrictions and limitations imposed upon them during the use of lockout. Require authorized persons to do the lockout following this procedure. When employees see a locked out machine or piece of equipment they must not attempt to start, energize or use it.

Type of compliance enforcement for violation of the above.

SEQUENCE OF LOCKOUT

- (1) Notify all affected employees about required service or maintenance on a machine or equipment and that it must be shut down and locked out to do the work.

Name(s)/Job Title(s) of affected employees and how to notify.

- (2) The authorized person must refer to the procedure to identify the type and amount of the energy that the machine or equipment uses, understand the hazards of the energy and know the methods to control it.

Type(s) and amount(s) of energy, its hazards and the methods to control the energy.

- (3) If the machine or equipment is operating, shut it down by the normal stopping procedure (depress stop button, open switch, close valve, etc.).

Type(s) and location(s) of machine or equipment operating controls.

- (4) Deactivate the energy isolating device(s) so that the machine or equipment is isolated from the energy source(s).

Type(s) and location(s) of energy isolating devices.

- (5) Lock out the energy isolating device(s) with assigned individual lock(s).
- (6) Release or restrain stored or residual energy (such as that in capacitors, springs, elevated machine members, rotating flywheels, hydraulic systems and air, gas, steam, or water pressure, etc.) by methods such as grounding, repositioning, blocking, bleeding down, etc.

Type(s) of stored energy – methods to release or restrain.

- (7) Disconnect the equipment from the energy source(s) by first removing any exposed employees from the area. Then verify the isolation of the equipment by trying the normal operating control(s) or by testing to make certain that the equipment will run.

Caution: Return operating control(s) to neutral or "off" position after verifying the isolation of the equipment.

Method of verifying the isolation of the equipment.

TYPICAL MINIMAL LOCKOUT PROCEDURES

J

- (8) The machine or equipment is now locked out.

RESTORING EQUIPMENT TO SERVICE. When the work is completed and the machine or equipment is ready to return to operation, take the following steps:

- (1) Check the machine or equipment and the immediate area around it and remove any non-essential items. Be sure the machine or equipment is operationally intact.
- (2) Safely position or remove all employees from the area.
- (3) Verify that the controls are in neutral.
- (4) Remove the lockout devices and energize the machine or equipment.

Note: The removal of some forms of blocking may require energizing of the machine beforehand.

- (5) Notify affected employees that the work is complete and the machine or equipment is ready for use.

Stat. Auth.: ORS 654.025(2) and 656.726(4).

Stats. Implemented: ORS 654.001 through 654.295.

Hist: OR-OSHA Admin. Order 4-1998, f/8/28/98, ef. 10/1/98.

– END OF DOCUMENT –

BEFORE THE PLANNING COMMISSION
FOR THE CITY OF WARRENTON, OREGON

In the Matter of a Type III Application (the "Application") to Allow a Dormitory for Employees of an Industrial Water-Dependent Use (the "Application") in an existing building in the Water-Dependent Industrial Shorelands (the "I-2") Zoning District) FINDINGS OF FACT AND CONCLUSIONS OF LAW DEMONSTRATING COMPLIANCE WITH THE APPLICABLE APPROVAL CRITERIA IN WARRENTON DEVELOPMENT CODE ("WDC") 16.64.050 AND WDC CHAPTER 16.212
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I. Request.

This Type III quasi-judicial application (the "Application") requests that the City of Warrenton (the "City") Planning Commission (the "Planning Commission") approve this Conditional Use Permit ("CUP") Application pursuant to WDC 16.64.030.L to allow a dormitory for employees of a water-dependent use in an existing building by finding that the standards in WDC 16.64.050 and WDC Chapter 16.212 are satisfied. WDC 16.12.010 defines dormitory use as: "Hotel. A building in which lodging is provided for guests for compensation. Also includes motel, youth hostel and dormitory."

II. Location and Description of Site, Existing Building on the Site, Surrounding Land Uses and Zoning and Adjacent Public Streets.

1. Site Location.

The Site consists of five tax lots (Tax Lots 500, 600, 700, 800 and 2702) containing 8.23 acres (**Exhibit 1**). The property address is 1815 NW Warrenton Drive. The dormitory site is located on the north side of the existing building on the Site.

2. Site Description.

The Site contains an existing industrial building. The vacant northwest portion of the building will be converted to the dormitory use. The remaining part of the building will continue to be used for uses allowed in the I-2 zoning district. The site is served by a single driveway from NW Warrenton Drive. Oregon Highway 104 intersects NW Warrenton Drive west of the Site.

3. Surrounding Land Uses and Zoning and Adjacent Public Streets.

The surrounding land uses include industrial uses to the north, open space and the Columbia River to the east, single-family and attached single-family dwellings to the south and detached single-family dwellings to the west.



The surrounding zoning includes I-2 to the north, A-1 to the east, and RM to the south and west.

Northwest Warrenton Drive is designated as a Collector Street on the City's Transportation System Plan (the "TSP"). Oregon Highway 104 is designated as a Collector Street on the City's TSP.

III. Ordinance 1223 (2019) Amending the I-2 Zone to Allow the Dormitory Use.

Pursuant to a legislative text amendment submitted by the Applicant and property owner, the Warrenton City Council (the "City Council") adopted Ordinance No. 1223 effective on February 21, 2019. Ordinance No. 1223 amended the I-2 zone to allow the dormitory use as a conditional use (WDC 16.64.030.L) and established specific conditional use standards for a dormitory use (WDC 16.64.050) (**Exhibit 2**).

IV. Pre-application Conference.

The Applicant met with the City of Warrenton staff on June 19, 2019 at Warrenton City Hall to hold the Pre-application conference required by WDC 16.28.070.C. The Pre-application conference notes prepared by the City of Warrenton Community Development Director are attached as **Exhibit 3**.

V. Description of Proposed Use.

The existing building on the Site contains 24,750 square feet. The dormitory use will consist of 7,642 square feet and will contain ninety beds (**Exhibit 4**) in six rooms and an on-site manager's room.

There are several unstriped parking spaces on the site. The dormitory use will require thirty-three parking spaces which will be added to the Site.

VI. Applicable Approval Criteria.

This Application addresses the following approval criteria:

- WDC 16.220, "Conditional Use Permits"
- WDC 16.220.040, "[Conditional Use] Application"
- WDC 16.64, "[I-2 zone] Development Standards"
- WDC 16.64.050, "Conditional Use Standards for Dormitory Use"
- WDC 16.116, "Design Standards"

- WDC 16.124, “Landscaping, Street Trees, Fences and Walls”
 - WDC 16.128, “Vehicle and Bicycle Parking”
 - WDC 16.136, “Public Facilities Standards”
 - WDC 16.140, “Stormwater and Surface Water Management”
 - WDC 16.152, “Grading, Excavating, and Erosion Control Plans”
 - WDC 16.164, “Impact Assessment and Resource Capability Determination”
 - WDC 16.212, “Site Design Review”
1. **WDC 16.220, “Conditional Use Permits”, except WDC Section 16.220.030.**

A. WDC 16.220.020.A.1:

“A new, and larger otherwise altered development listed in this Code as a conditional use shall be approved or denied by the Planning Commission under the procedure in this chapter. The Planning Commission shall base its decision on whether the use complies with applicable policies of the Comprehensive Plan.

FINDING: The Warrenton Comprehensive Plan (the “Plan”) contains Article III, “Land and Water Use” Section 3.330, “Industrial Lands.”

This Plan section contains no Goals or policies applicable to this Application.

B. WDC 16.220.020.A.2:

“Applicable Columbia River Estuary Aquatic and Shoreland Development Standards, Chapter 16.160.”

FINDING: The standards in WDC Chapter 16.160 are not applicable to this Application.

C. WDC 16.220.020.A.3.

FINDING: This section is inapplicable to this Application.

D. WDC 16.220.020.A.4.

FINDING: This section is inapplicable to this Application.

E. WDC 16.220.020.A.5, “Development Standards of the Applicable Zone.”

FINDING: The Site is zoned I-2 zone. The existing building will not be expanded to accommodate the dormitory use. The development standards in the I-2 zone are found in WDC 16.64.040.

F. WDC 16.220.020.A.6, “Basic conditional use standards of this section.”

FINDING: The basic conditional use standards are not applicable to this Application pursuant to WDC 16.64.050, which provides that WDC Section 16.220.030 does not apply to the dormitory use.

G. WDC 16.220.020.A.7, “Appropriate conditional use standards of this section.”

FINDING: This section is inapplicable to this Application.

H. WDC 16.220.020.B, “In permitting a conditional use or the modification of an existing conditional use that involves a housing type (e.g. multifamily structure, manufactured dwelling park), the Planning Commission may impose in addition to those standards and requirements expressly specified in the ordinance, conditions which it considers necessary to protect the best interests of the surrounding property or the City as a whole. These additional conditions may include, but are not limited to:

1. Controlling the location and number vehicle access points.
2. Increasing the required street width.
3. Limiting the number, size, location and lighting of signs.
4. Requiring diking, fencing, screening, landscaping, berms, or other items to project adjacent areas.
5. Designating sites for open space.
6. Specifying the types of materials to be use.”

FINDING: The site has one existing vehicle driveway. The Application does not propose the addition of other vehicle access points.

The Application will not require increasing any required street width. **Exhibit 5** to this Application is a Traffic Impact Study (the “TIS”) prepared by Lancaster Engineering dated May 19, 2019. The TIS demonstrates that the existing street system is capable of handling the expected additional vehicle trips created by this use.

The Application does not propose a sign for the use.

The Application will comply with WDC 16.64.040.H requiring a dense evergreen hedge on the south and east side of the Site adjacent to existing residential development in the RM zone.

While open space is not required for the dormitory use, the Applicant will provide outdoor open space behind the building and away from the RM zone.

Because the dormitory use will be in an existing structure, the Application need not specify the types of materials to be used.

I. WDC 16.220.020.E. “The Planning Commission may require that the applicant for conditional use furnish to the City a performance bond up to, and not to exceed, the value of the cost of the improvements in order to assure that the conditions imposed are completed in accordance with the plans and specifications as approved by the Planning Commission and that the standards established in granting conditional use are observed.”

FINDING: The City can find that a performance bond is not required.

2. WDC 16.220.040. “[Conditional Use] Application”.

FINDING: This section provides that a property owner may initiate a request for a conditional use by filing an application with the Community Development Director. The property owner is Pacific Seafood Group. This Application includes the City of Warrenton application form signed by the property owner’s representative.

3. WDC 16.64. [I-2 Zone], “Development Standards”.

A. WDC 16.64.040.A is inapplicable to this Application.

B. WDC 16.64.040.B is inapplicable to this Application.

C. WDC 16.64.040.C, “Uses and Activities that are not water-dependent shall not preclude or conflict with existing or probable future water-dependent use on the site or in the vicinity.”

FINDING: The proposed dormitory use is in an area not presently used for industrial, water-dependent use. The area to be used as a dormitory was previously used for offices. It is improbable that the existing industrial use in the existing building would be expanded to include the former office use area. Because the existing building is not being expanded, it will not interfere with existing or probable future water-dependent uses on the site or in the vicinity. The City can find that the dormitory use will not preclude or conflict with existing or probable future water-dependent uses on the site, or in the vicinity.

D. WDC 16.64.040.D is inapplicable to this Application.

E. **WDC 16.64.040.E.** “All uses must meet applicable State and Federal air quality and noise laws or regulations.”

FINDING: The proposed dormitory use will not generate external impacts that will be inconsistent with State and Federal air quality and noise laws or regulations.

F. **WDC 16.64.040.F. “Storage.** All materials, including waste, shall be stored and maintained in a manner that will not attract or aid the propagation of insects or rodents or other animals or birds, or otherwise create a health hazard or nuisance.”

FINDING: The Applicant will utilize the City’s franchise waste-hauler to remove solid waste from the site.

G. **WDC 16.64.040.G. “Fencing.** Will be allowed inside a boundary planting screen and where it is necessary to protect property of the use concerned, or to protect the public from a dangerous condition, with the following provisions:

1. No fence shall be constructed in the required setback to the public road right-of-way, unless otherwise specifically approved by the Planning Commission.
2. Fences shall be aesthetically compatible with the surrounding property.”

FINDING: The Site contains an existing fence.

H. **WDC 16.64.040.H. “Buffer.** No requirement 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 obtains a mature height of at least eight feet.”

FINDING: The Applicant will install a dense evergreen landscape buffer which will attain a mature height of at least eight feet where the property adjoins the RM zone to the south and west.

I. **WDC 16.64.040.I. “Lighting.** Exterior lighting shall be directed away from zones other than I-1 or I-2, unless otherwise approved.”

FINDING: Any new exterior lighting shall comply with the standard by being directed away from the RM zone to the south and east.

J. **WDC 16.64.040.J. “Density.** Minimum lot area shall be one acre.”

FINDING: The Site contains more than one acre.

K. WDC 16.64.040.K. “Setback Requirements. No minimum setback is required except where adjoining a residential zone. The following minimum setbacks are required when abutting a residential zone:

1. Fifty feet for buildings and other structures more than 10 feet in height;
2. Thirty feet for buildings and structures more than six feet but not more than 10 feet in height; and
3. 10 feet for structures no more than six feet high.”

FINDING: The existing building will not be expanded. The existing building meets the setback requirements in this section.

L. WDC 16.64.040.L. “Height. There is no height limit except:

1. Within 100 feet of a zone other than I-1 and I-2, in which case the maximum height shall be the same as the abutting district; or
2. Within the Airport Hazard Overlay Zone, in which case the maximum height shall be governed by the Airport Hazard Overlay Zone height restrictions.”

FINDING: The existing building’s height will not be increased.

M. WDC 16.64.040.M is inapplicable to this Application.

N. WDC 16.64.040.N, “Heat and glare. Except for exterior lighting, operations producing heat or glare shall be conducted entirely within an enclosed building.”

FINDING: The dormitory use will not create exterior heat or glare.

P. WDC 16.64.040.P, “Other Standards. All other standards, including those pertaining to signs, off-street parking and loading requirements, shall apply as set forth in Chapters 16.128 and 16.144”.

FINDING: Additional standards are addressed elsewhere in this Application.

Q. WDC 16.164.040.Q is inapplicable to this Application.

R. WDC 16.64.040.R is inapplicable to this Application.

S. WDC 16.64.040.S is inapplicable to this Application.

- T. **WDC 16.64.040.T** is inapplicable to this Application.
- U. **WDC 16.64.040.U** is inapplicable to this Application.
- V. **WDC 16.64.040.V, “Standards for approval of Non-Water-Dependent Uses.”**

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

FINDING: The dormitory use will be constructed after the water-dependent use on the site has been established.

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

FINDING: The dormitory use does not exceed the 1:3 ratio.

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

FINDING: The dormitory use will not interfere with the conduct of the existing water-dependent use.

- W. **WDC 16.64.040.W, “All new sewer and water connections for a proposed development shall comply with all City regulations.”**

FINDING: Exhibit 6 is a May 27, 2019 letter from Mr. Adam Dailey, P.E. of A.M. Engineering. Mr. Dailey, a registered Oregon professional engineer, concludes in his letter that existing sewer and water connections for the proposed development will be adequate. No new water and sewer connections to the existing building are proposed.

4. **WDC 16.64.050, “Conditional Use Standards for Dormitory Use”.**

A. **WDC 16.64.050.A. “The use in the I-2 development standards in Section 16.64.040.”**

FINDING: The above findings demonstrates that the applicable I-2 development standards are satisfied.

B. WDC 16.64.050.B. “The use provides for bus transportation to the work place for residents.”

FINDING: The property owner will provide bus transportation to the work place and shopping for the dormitory residents.

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

FINDING: Exhibit 7 is a draft Dormitory Management and Operations Plan that includes the required provision.

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

FINDING: Exhibit 8 is the proposed Good Neighbor Agreement (the “Agreement”). The Applicant will submit the Good Neighbor Agreement to the City Manager for review and approval by the Warrenton City Council. Following City Council approval of the Agreement, the Applicant will seek to meet with adjacent residential neighbors and enter into the same Agreement with one or more of the residential neighbors.

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

FINDING: Appropriate on-site physical improvements include off-street parking and access to a public street. The use contains a paved parking area adequate for the use. The Applicant will install thirty-three gravel parking spaces pursuant to WDC 16.128.030, Table 16.128.030.A. The Site contains a driveway accessing Warrenton Drive. The Site contains an existing fence around its perimeter and adjacent to the residential neighborhoods on the east and the south.

5. WDC 16.116, “Design Standards”.

A. WDC 16.116.030, “Design Standards”.

FINDING: WDC Chapter 16.116.030.A, C and G are inapplicable to this Application.

B. WDC 16.116.030.B, “Natural Features”.

FINDING: The Applicant shall protect and incorporate the existing landscaping on the site except to the extent that it must be replaced to comply with the requirement for a landscape buffer adjacent to the RM zone.

C. WDC 16.116.030.D, “Community Amenities”.

FINDING: The Applicant will provide a patio and seating area and park benches for the dormitory employees.

D. WDC 16.116.030.E, “Outdoor Lighting”.

FINDING: Any new outdoor lighting shall be shielded and directed down into the site and shall not shine or glare onto adjacent property or streets. Light poles, light fixtures and flagpoles shall not exceed twenty-five feet in height.

E. WDC 16.116.030.H, “Landscaping”.

FINDING: This Application demonstrates how it satisfies WDC Chapter 16.124, “Landscaping, Street Trees, Fences and Walls”.

6. WDC 16.124, “Landscaping, Street Trees, Fences and Walls”.

A. WDC 16.124.030, “New Landscaping.”

FINDING: The Applicant will comply with the requirement for landscaping plans for the site.

B. WDC 16.124.040, “Street Trees”, and WDC 16.124.080 “Street Trees”.

FINDING: Because this Application is subject to Site Design Review, this Application will comply with WDC Chapter 16.136, “Public Facility Standards”. Any street trees planted by the Applicant shall conform to the WDC 16.124.080.

C. WDC 16.124.050, “Fences and Walls”.

FINDING: An existing fence surrounds the Site. The Applicant will not install additional fences or walls.

D. WDC 16.124.060, “Landscape Conservation”.

FINDING: WDC 16.124.060.A provides that only development sites containing significant vegetation as defined in WDC 16.124.060.B are subject to WDC Chapter 16.124. This site contains no significant vegetation and is, therefore, not subject to WDC Chapter 16.124.060.

E. WDC 16.124.070, “New Landscaping”.

FINDING: The Application will include a landscaping plan that meets the requirements of WDC 16.124.070.B.1-9.

F. WDC 16.124.070.C.3, “Landscaped Area Standards”.

FINDING: The site contains more than twenty percent landscaping.

G. WDC 16.124.070.E.2, "Parking Areas".

FINDING: The Applicant plans to install thirty-three new parking spaces on the north side of the existing building. The Applicant will satisfy the requirement that eight percent of the parking area shall be landscaped and shall satisfy the standards found in WDC 16.124.070.E.3.a.-.c.

7. WDC 16.128, "Vehicle and Bicycle Standards".

A. WDC 16.128.030.A, "Vehicle Parking Standards; General Provisions".

FINDING: The Application plan will demonstrate how these standards are satisfied.

B. WDC 16.128.030.10, Table 16.128.030.A, "Off-Street Parking Standards".

FINDING: The proposed dormitory use contains ninety beds. WDC Table 16.128.030.A, "Off-Street Parking Requirements", provides that dormitories shall provide two vehicle parking spaces for every three guest rooms, or one vehicle parking space for every three beds, whichever is greater. The proposed dormitory has six rooms which, at the required ratio, would provide four parking spaces whereas the proposed dormitory has ninety beds which, at the required ratio, would require thirty parking spaces. The Applicant will provide thirty on-street parking spaces to accommodate the ninety bed dormitory use.

The remaining use in the building is a water-dependent industrial use. WDC Table 16.128.030.A requires that for industrial uses except warehousing, to have one vehicle parking space per two employees on the largest shift, or one parking space for each 700 square feet of gross floor area, whichever is less, plus one parking space per company vehicle. The industrial use has no company vehicles. The largest shift for the industrial use is five (5) employees. Therefore, the Applicant will provide three off-street parking spaces for the industrial use. The Applicant will provide a total of thirty-three parking spaces for the proposed dormitory use and the existing industrial use.

C. WDC 16.128.030.B.1-.5, "Parking Location and Shared Parking".

FINDING: The Applicant will satisfy the standards of this section.

D. WDC 16.128.040, "Bicycle Parking Requirements".

FINDING: The Applicant will satisfy WDC 16.128.040, Table 16.128.040.A, "Bicycle Parking Requirements" by providing at least one bicycle parking space per ten vehicle spaces, or at least three bicycle parking spaces.

8. WDC 16.136, “Public Facilities and Standards”.

A. WDC 16.136.020.A, “Transportation Standards; Development Standards”.

FINDING: The Application meets this requirement because the Site abuts a public street for at least twenty-five feet and complies with WDC Chapter 16.120.

Neither the City nor the Oregon Department of Transportation (“ODOT”) has asked for additional right-of-way dedication.

9. WDC 16.120, “Access and Circulation”.

A. WDC 16.120.020.B, “Applicability”.

FINDING: WDC Chapter 16.120 does not apply to this Application because it does not propose transportation facilities and improvements.

10. WDC 16.140, “Stormwater and Surface Water Management”.

A. WDC 16.140.020, “Developments Must Drain Properly”.

FINDING: The Application plan will include a stormwater plan demonstrating that it will provide for adequate drainage where required.

B. WDC 16.140.030, “Surface Water Management”.

FINDING: The Applicant’s plan demonstrates that the site will be maintained so that impacts to natural and man-made drainage ways do not unreasonably burden upstream or downstream properties with surface water flooding. No new improvements other than the gravel parking spaces are proposed for the Site.

C. WDC 16.140.040, “Erosion and Sediment Control”.

FINDING: This Application does not propose to disturb over one acre of land.

D. WDC 16.140.050, “Stormwater System Design”.

FINDING: The Applicant does not propose to establish new storm sewers on the Site.

11. WDC 16.152, “Grading, Excavating and Erosion Control Plans”.

FINDING: Because the Application proposes only new gravel parking, and no excavation is proposed, WDC 16.152 is inapplicable to this Application.

12. WDC 16.212, "Site Design Review".

A. WDC 16.212.020, "Applicability".

FINDING: WDC Chapter 16.212 applies to this Application because it proposes new gravel parking; however, no other exterior improvements with the exception of the open space behind the building are proposed.

B. WDC 16.212.040.A, "Site Design Review; Application Review Procedure".

FINDING: This Application is a residential development with greater than nine units and is required to be reviewed as a Type III application.

C. WDC 16.212.040.B, "Application Submission Requirements".

FINDING: The Application plan will include the requirements of WDC 16.212.040.A.B.1.

D. WDC 16.212.040.B.2, "Architectural Drawings", WDC 16.212.040.B.3, "Preliminary Grading Plan" and WDC 16.212.040.B.4, "Landscape Plan".

FINDING: WDC 16.212.040.B.2, "Architectural Drawings", WDC 16.212.040.B.3, "Preliminary Grading Plan" and WDC 16.212.040.B.4, "Landscape Plan" are inapplicable except to the extent as required by WDC 16.124.

The Application does not propose signs for the use.

There are no existing or proposed restrictions or covenants on the Site.

E. WDC 16.212.040.C, "Review Criteria".

- a. WDC 16.212.040.C.1, "The Application is complete as determined in accordance with Chapter 16.208 and subsection B of this section."**

FINDING: The Planning Commission can find that the Application is complete.

- b. WDC 16.212.040.C.2, "The Application complies with all of the applicable provisions of the underlying land use district (Division 2), including building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other special standards as may be required for certain land uses."**

FINDING: The Planning Commission can find that this Application complies with these requirements.

- c. **WDC 16.212.040.C.3**, “The Applicant shall be required to upgrade any existing development that does not comply with the applicable land use district standard, in conformance with Chapter 16.276, “Nonconforming Uses in Development”.

FINDING: WDC 16.276.020.A, “Continuation”, provides that “a nonconforming use or structure may be continued.” Further WDC 16.276.010.B, “Expansion or Extension”, provides for certain exceptions in the event a nonconforming use or building is expanded or extended.

The Planning Commission can find that the existing structure is a nonconforming structure and that it may be continued. No expansion or extension of the nonconforming structure is proposed.

WDC 16.276.010.C, “Alteration”, provides “a nonconforming structure that conforms with respect to a use may be altered or extended if the alteration or extension does not cause the structure to deviate further from the standards of this Code.” The Planning Commission can find that the nonconforming structure is altered only to the extent of interior tenant improvements and that the tenant interior improvements will not cause the structure to deviate further from the requirements of the Warrenton Development Code.

For these reasons, the Planning Commission can find that the Applicant is not required to upgrade the existing development.

- d. **WDC 16.212.040.C.4**, “The Application complies with the applicable design standards contained in Division 3.

FINDING: The Application complies with the applicable standards of WDC Chapter 16.116

V. CONCLUSION.

For all of the reasons contained in this Application, the Planning Commission can find that the relevant approval standards are satisfied by substantial evidence in the whole record. The Applicant respectfully requests that the Planning Commission approve the Application with reasonable conditions of approval related to the approval criteria.

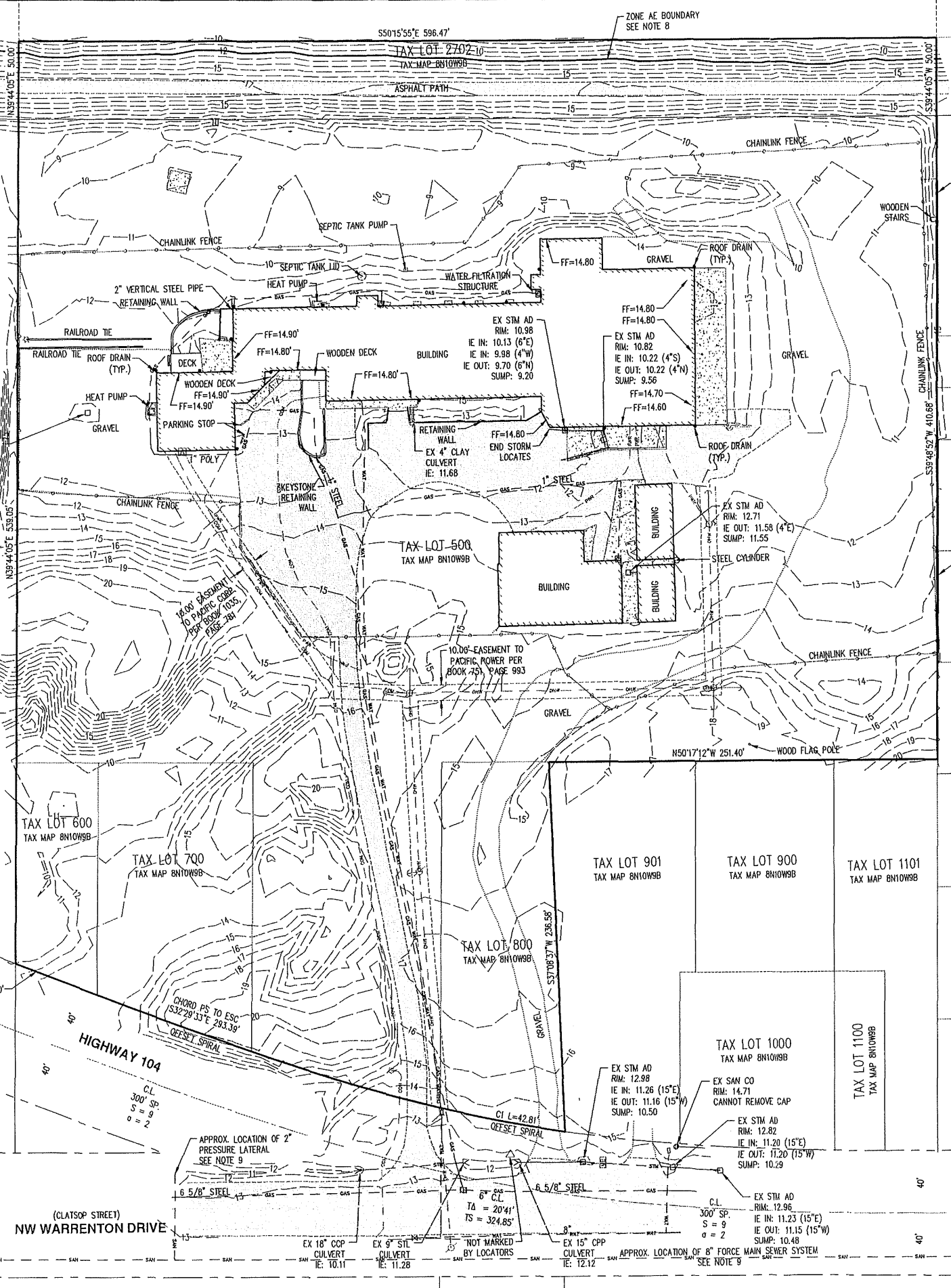
EXHIBITS

- Exhibit 1** Site Map
- Exhibit 2** Ordinance No. 1223 (2019) Amending the I-2 Zone to Allow a Dormitory Use as a Conditional Use
- Exhibit 3** June 19, 2019 Pre-application Meeting Notes
- Exhibit 4** Proposed Site Plan
- Exhibit 5** May 16, 2019 Transportation Impact Study (“TIS”) by Lancaster Engineering
- Exhibit 6** May 27, 2019 Letter from Adam Dailey, P.E.
- Exhibit 7** Draft Operations and Management Plan
- Exhibit 8** Draft Good Neighbor Agreement

TAX LOT 2700
TAX MAP B110W9B

TAX LOT 2702-10
TAX MAP B110W9B

TAX LOT 200
TAX MAP B110W9B



ZONE AE BOUNDARY
SEE NOTE 8

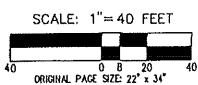
LEGEND

EXISTING	EXISTING
DECIDUOUS TREE	STORM DRAIN CLEAN OUT
CONIFEROUS TREE	STORM DRAIN CATCH BASIN
FIRE HYDRANT	STORM DRAIN AREA DRAIN
WATER BLOWOFF	STORM DRAIN MANHOLE
WATER METER	GAS METER
WATER VALVE	GAS VALVE
DOUBLE CHECK VALVE	GUY WIRE ANCHOR
AIR RELEASE VALVE	UTILITY POLE
SANITARY SEWER CLEAN OUT	POWER VAULT
SANITARY SEWER MANHOLE	POWER JUNCTION BOX
STREET LIGHT	POWER PEDESTAL
MAILBOX	COMMUNICATIONS VAULT
	COMMUNICATIONS JUNCTION BOX
	COMMUNICATIONS RISER

EXISTING
RIGHT-OF-WAY LINE
BOUNDARY LINE
PROPERTY LINE
CENTERLINE
DITCH
CURB
EDGE OF PAVEMENT
EASEMENT
FENCE LINE
GRAVEL EDGE
POWER LINE
OVERHEAD WIRE
COMMUNICATIONS LINE
FIBER OPTIC LINE
GAS LINE
STORM DRAIN LINE
SANITARY SEWER LINE
WATER LINE

NOTES:

- UTILITIES SHOWN ARE BASED ON UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBER 19096315, 19096323, 19096328, 19099233 & 19105529. PRIVATE UNDERGROUND LOCATES WERE PROVIDED BY PACIFIC NORTHWEST LOCATING, LLC. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
- FIELD WORK WAS CONDUCTED APRIL 22-25, 2019.
- VERTICAL DATUM: ELEVATIONS ARE BASED ON NGS BENCHMARK NO. AC5401, LOCATED AT THE NORTHWEST CORNER OF THE INTERSECTION OF HIGHWAY 104 AND GRAY STREET. 33 FEET NORTHEAST OF THE CENTERLINE OF HIGHWAY 104. ELEVATION = 12.15 FEET (NAVD 88).
- THIS MAP DOES NOT CONSTITUTE A PROPERTY BOUNDARY SURVEY. BOUNDARIES AS SHOWN ARE PER COUNTY SURVEY 13282. A TITLE REPORT WAS PROVIDED BY TICOR TITLE, ORDER NUMBER 380419001789 EFFECTIVE DATE 4/24/2019. THIS REPORT COVERS TAX LOT 500, AND REPORTS THE 2 EASEMENTS SHOWN. SAID EASEMENTS ARE GRANTED TO PACIFICORP AND ARE INTENDED TO COVER THEIR UTILITIES. EXACT LOCATION OF EASEMENT NOT PROVIDED IN DEED DOCUMENTS.
- SURVEY IS ONLY VALID WITH SURVEYOR'S STAMP AND SIGNATURE.
- BUILDING FOOTPRINTS ARE MEASURED TO SIDING UNLESS NOTED OTHERWISE. CONTACT SURVEYOR WITH QUESTIONS REGARDING BUILDING TIES.
- CONTOUR INTERVAL IS 1 FOOT.
- ZONE AE BOUNDARY IS SHOWN PER FIRM NUMBER 41007C020BF WITH REVISION DATE OF JUNE 20, 2018. SAID MAP REPORTS A BASE FLOOD ELEVATION OF 12 FEET NAVD 88.
- THIS PROPERTY IS CONNECTED TO A FORCE MAIN SEWER SYSTEM. SEWER IS PUMPED FROM THE SEPTIC TANK TO NW WARRENTON DRIVE. LOCATORS WERE UNABLE TO LOCATE THIS LINE AND ENGINEERING DRAWINGS OF THE SITE WERE NOT AVAILABLE AT THE TIME OF THIS SURVEY. THE FORCE MAIN SYSTEM AS SHOWN IS PER THE ENGINEERING PLAN "TOWN OF HAMMOND SEWER PROJECT", SHEET 9 OF 38, DATED 8-15-79. SAID PLAN SHOWS THE FORCE MAIN BEING 28" SOUTH OF CENTERLINE, AND SHOWS A HAND DRAWN LOCATION OF THE 2" PRESSURE LATERAL LOCATION AS SHOWN IS APPROXIMATE.
- TREES WERE NOT MAPPED DURING THIS SURVEY.



CURVE TABLE			
CURVE	RADIUS	DELTA	CHORD
CI	914.43'	2°40'57"	42.81'
			S40°04'16"E 42.81'

AKS
AKS ENGINEERING & FORESTRY, LLC
12965 SW HERMAN RD., STE 100
TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

1815 NW WARRENTON DRIVE
WARRENTON OREGON
CLATSOP COUNTY TAX MAP B110W9B
TAX LOT 2702, 600, 700, 800

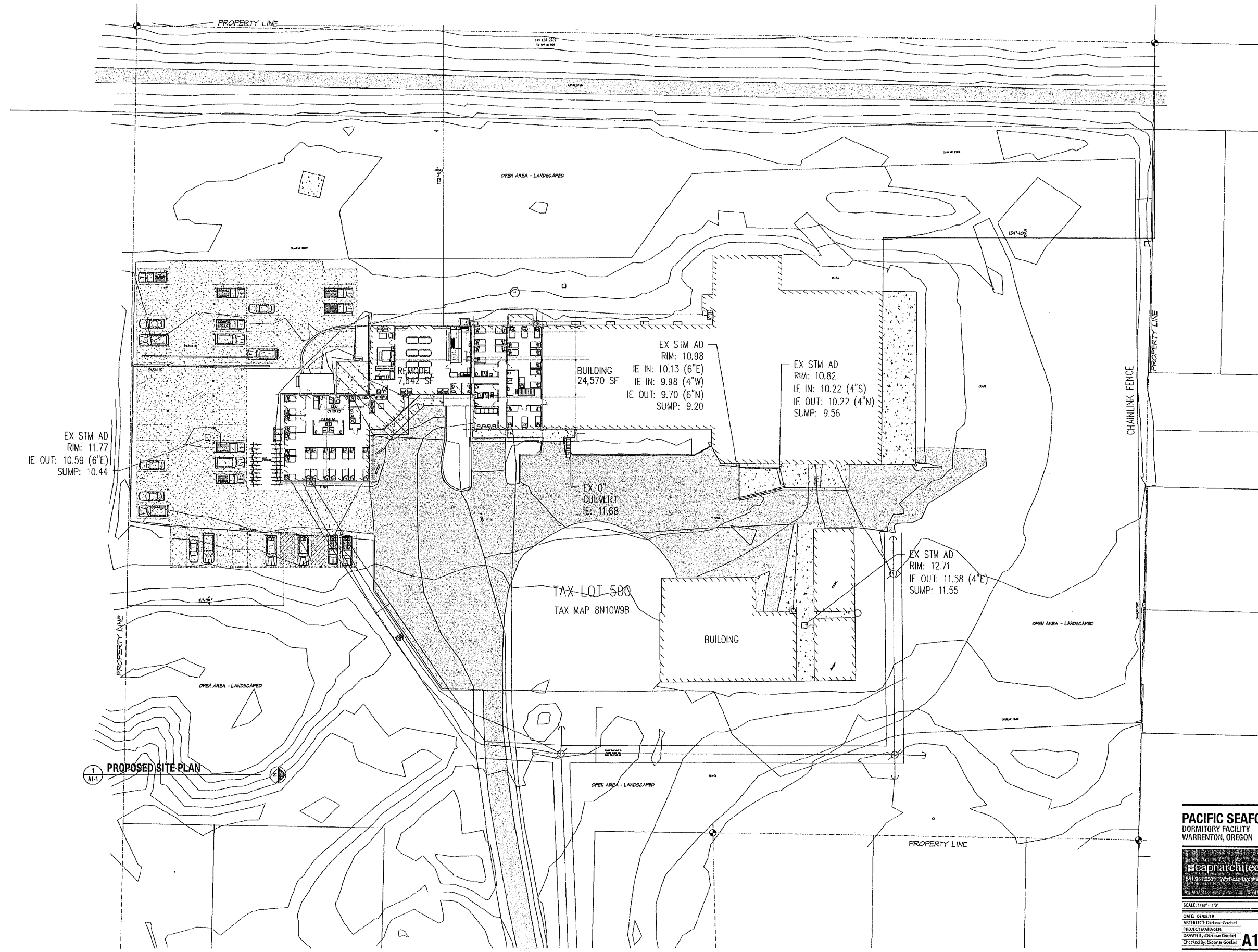
EXISTING CONDITIONS PLAN

DESIGNED BY: _____
DRAWN BY: AJ
MANAGED BY: _____
CHECKED BY: BRH
DATE: 05/07/2019

REGISTERED PROFESSIONAL LAND SURVEYOR
MAY 2017
BENJAMIN R. HUFF
84138PLS
REVISIONS: 6/30/19

JOB NUMBER
7426
SHEET
01

AKS DRAWING FILE: 142RECOND.DWG | LAYOUT: LAYOUT1



PACIFIC SEAFOOD
DORMITORY FACILITY
WARRENTON, OREGON

capnarchitecture
541.861.0503 | info@capnarchitecture.com

SCALE: 1/8" = 1'-0"

DATE: 05/28/19

ARCHITECT: Doreen Guebel

PROJECT MANAGER:

DRAWN BY: Doreen Guebel

CHECKED BY: Doreen Guebel

A1-1A

ORDINANCE No. 1223

Introduced by All Commissioners

An ordinance amending Warrenton Municipal Code Chapter 16.64.020

WHEREAS, Pacific Seafoods has made application to amend the I-2 Industrial Water Dependent Shorelands Zone to allow employee housing;

WHEREAS, the City of Warrenton has supported specific and targeted revisions to the Warrenton Development Code in order to facilitate new housing opportunities.

WHEREAS, the City of Warrenton has provided numerous public involvement opportunities for local residents and stakeholders to provide input and address potential neighborhood impacts;

NOW, THEREFORE, the City of Warrenton ordains as follows: (Key: ~~deleted~~ OR **new**)

Section 1. Warrenton Municipal Code Section 16.64.030 Conditional Uses, is amended as follows:

16.64.030 Conditional Uses.

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

- A. Temporary uses, subject to the standards in Section 16.64.040, involving an existing structure; a removable structure (such as a trailer); or involving minimal capital investment.
- B. Beach nourishment at sites designated in this plan.
- C. Mitigation, restoration, creation and enhancement.
- D. Dredged material disposal.
- E. Water-related uses subject to the standards in Section 16.64.040.
- F. Water-dependent commercial uses.
- G. Passive restoration measures.
- H. Excavation to create new water surface area.
- I. Public access improvement projects, as specified in public access plans.
- J. The following water-dependent industrial or port uses:
 - 1. Marine fuel storage and dispensing.
 - 2. Forest products processing, storage and loading.
- K. Communication facilities subject to the standards of Chapter 16.148.
- L.M. Similar uses as those listed in this section.

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

16.64.050 Conditional Use Standards for Dormitory Use in 16.64.030.M. Subject to the provisions of Chapter 16.220, except 16.220.030, findings shall be made that the use will comply with the following standards:

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

16.64.060 Review of Conditional Use Permit Conditions Granted Under 16.64.050

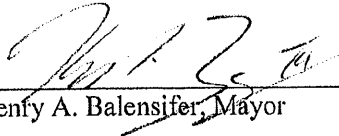
Two (2) years after final approval of the conditional use permit granted under this section, the City Commission may, in its discretion, request a report from the Community Development Director in a public meeting analyzing the permittee's adherence to the conditions of approval in the conditional use permit. If the report demonstrates substantial issues with compliance with the conditions of approval, the City Commission may hold a public hearing subject to the notice provisions in 16.208.050 where it may consider the report and determine remedies including but not limited to additional conditions of approval.

Section 4. This ordinance shall become effective 30 days after second reading


First Reading: January 8, 2019
Second Reading: January 22, 2019

ADOPTED by the City Commission of the City of Warrenton, Oregon this day 22 of 2019.

APPROVED


Henry A. Balensifer, Mayor

Attest:


Dawne Shaw, City Recorder



June 27, 2019

To: Michael Milucci | Pacific Seafoods | Dormitory Project
From: Kevin A. Cronin, AICP | Community Development Director *KAC*
Copy: Michael Robinson, Attorney | Schwabe, Williamson, & Wyatt
Re: Adaptive Reuse of "Pac Fab" Building | Pre-Application Notes

A pre-application conference was held on June 19, 2019 at Warrenton City Hall. The purpose of this memo is to document requirements and concerns raised at the conference. The proposal includes the adaptive reuse of an existing office for employee dormitories. The subject property is located at 1815 NW Warrenton Drive near Hammond.

This project is considered a "change of use" that will require a conditional use permit pursuant to WMC Chapter 16.220 and require site design review for the new parking area. The application will be reviewed via a Type 3 process with a public hearing before the Planning Commission and notice described in WMC 16.208.050. The Community & Economic Development Department performance review time for a Type 3 application from "completeness" to "notice of decision" is 6-8 weeks. Application requirements are listed in WMC 16.220, including self-addressed, stamped, envelopes to affected property owners. A packet of information, including the permit checklist, was furnished at the meeting.

A site plan shall have calculations and illustrations for building area, landscaped area, recreation area, and parking to streamline the review process. Location of future pole buildings shall also be indicated. It is assumed that the project is a tenant improvement and not an exterior renovation.

The subject property is zoned I-2 Water Dependent Industrial Shorelands. Specific development standards were created for this project as part of a Development Code amendment. The required narrative should address these standards.

According to the online FEMA FIRM map, the property is located in Zone X with minimal flood hazard. However, the site plan indicates the site is below flood level. Floodproofing or elevating to one foot above the BFE is recommended along with an elevation certificate. Floodplain review will occur depending on the outcome of the elevation certificate.

"Making a difference through excellence of service"

Applicable site design standards include:

- *WMC 16.120 Vehicular & Pedestrian Access and Circulation.* Address pedestrian circulation with direct access from all private and public roads and access drives. Access, drive aisle, and traffic safety concerns with clearly designated crosswalks using color, contrasting materials, thermoplastic, raised, or a combination thereof to distinguish from asphalt across drive aisles to main entrances.
- *WMC 16.124 Landscaping, Street Trees, Fences and Walls* – For industrial projects, 20% of the site shall be landscaped. Hardscape features open to the public can count towards up to 50% of the required landscaping. Separation between parking and the building is required with the use of wheel stops, bollards, or similar installments. Landscaping standards do not specify species but requires 1 deciduous tree per 5 parking spaces. Native landscaping is required and all invasive species shall be removed. Flowering species of shrubs and other plant materials is strongly encouraged.
- *Vehicle and Bicycle Parking:* Rooming and boarding houses; dormitories 2 spaces per each 3 guest rooms, or 1 space per 3 beds, whichever is greater with no maximum. Up to 40% can be compact spaces. Bicycle parking, 2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater will be required and should be located near the front entrance and preferably under cover. New bike parking standards require short-term and long-term spaces. Creative designs are strongly encouraged. Parking space dimensions are 9-feet by 20-feet. The drive aisle must be 24 feet wide. Lot shall be paved and striped with directional arrows. Reduction of required off street spaces is encouraged using new code standards. Traffic study should identify any traffic safety issues and mitigation measures for all modes of travel.
- Site plan needs to show enclosure for solid waste and recycling facilities. Coordinate with Public Works on design standards for location and backing movements.
- A neighborhood meeting shall be held prior to a public hearing to discuss a required good neighbor agreement. Notes shall be taken and provided to the City to document the concerns and how they will be addressed. The City Commission will review the GNA if and when after the PC approves the project.
- If a construction trailer or “job shack” is placed on the property, a temporary use permit is required. Type 2 Application can be reviewed concurrently.
- Engineering and Public Works issues are identified in a separate memo and herein referenced. An impact study is also required to demonstrate availability of public facilities. In such cases there are deficiencies, the applicant shall recommend solutions to correct the deficiency such as the aforementioned sewer capacity.
- Fire Department comments, if any, are under separate cover.

Permit Fees & SDCs

Grading permits and engineering design are reviewed by a third-party consultant and requires a deposit and direct charge for services.

The City will collect systems development charges when building permits are issued.

Water (based on a 3/4-inch meter)	\$TBD
Sewer	\$TBD
Stormwater (\$131/2,000 SF impervious surface est: 10,000 SF)	\$655
Transportation (1.95 PHPT - \$440 per unit x 90 units ("General Office"))	<u>\$39,600</u>
Estimated Total:	\$40,255

Parks SDCs are not required for commercial development. If existing water and sewer facilities are adequate, then no additional SDCs are assessed. Final SDCs will be calculated per approved plans at building permit issuance.

Land use fees:

Type 3 CUP	\$1000
Type 3 Site Plan Review	\$1000
Temporary Use (if any)	<u>\$300</u>
Total	\$2,300

Please use this letter as a checklist for your land use submittal.

Written responses to each concern are required.

If you have any questions about the requirements or any City related issues, please let me know.



PREAPPLICATION COMMENTS

Pre-application comments are intended to provide general guidance, geared toward compliance with 2014 Oregon Structural Specialty Code, 2017 Oregon Residential Specialty Code, 2014 Oregon Mechanical Specialty Code, 2017 Oregon Plumbing Specialty Code, 2014 Oregon Fire Code, 2014 Oregon Energy Efficiency Specialty Code. Nothing in these comments are intended to give approval or allowances for any part of this project. They are intended to provide some suggestions and/or guidance in an attempt to give the best customer service we can in identifying potential issues that may arise in the building design and plan review process. The Building Plan Review process typically does not start until the Community Development Director, Public Works Director and Fire Chief have reviewed and approved the project with respect to their particular disciplines. The comments below are based on the documentation provided at the Pre-application meeting.

Date: 5/31/19

Owner: Pacific Coast Seafood

Address: 1815 NW Warrenton Drive

Project Name: Pac Seafood Dormitory

Engineer/Contractor: Capri Architecture

Contact Phone Number: 541-961-0503

Contact email: dustin@capriarchitecture.com

- 1- Plumbing fixture clarification-ID fixtures for DFU calc's
- 2- 45 beds- 2 occupants per bed?? Design occupant load is 153 (30 sq. ft. gross /occupant for 7642 sq.ft remodel area)
- 3- Room separations are to be Fire Partitions per OSSC 420.2 (Chapter 708).
- 4- Fire wall separation between dormitory and Fabrication shop area (OSSC Table 508.4).
- 5- Identify room use and provide room id numbers.
- 6- Correct North direction arrow.
- 7- Rooms with boxes (N wall center- S wall W side) Laundry units?? Showers??
- 8- N wall at center- Kitchen area?? Typ 1 Commercial Cooking Hood??
- 9- Sprinklers are required- NFPA 13R allowed.
- 10- Fire alarm system required .
- 11- Per OSSC 1004.2 a potential occupant load increase (under certain circumstances).

Bob Johnston

Building Official

City of Warrenton

(503) 861-0920

bjohnston@ci.warrenton.or.us



Enhancing the flow of information and providing quality services in a cost-effective manner.



FEMA's National Flood Hazard Layer (NFHL) Viewer with Web AppBuilder for ArcGIS

Find address or place

Chatham County 410024

Zone AE (EL. 12 Feet)

Zone AE

City of Warrington 410025

4100700204F eff. 6/20/2018

AREA OF MINIMAL FLOOD HAZARD 2015 21'

4100700208F eff. 6/20/2018

Zone AE (EL. 12 Feet)

Zone AE

Zone AE (EL. 12 Feet)

Zone AE

Zone AE (EL. 12 Feet)

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Zone AE (EL. 12 Feet)

Zone AE

Pacific Seafood Dormitory Facility

Transportation Impact Study
Warrenton, Oregon

Date:

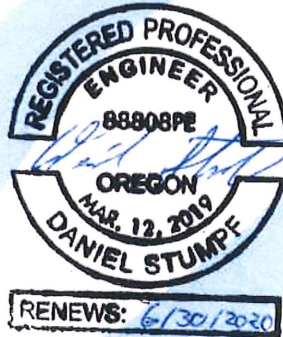
May 16, 2019

Prepared for:

Michael Miliucci
Pacific Seafood Group

Prepared by:

Daniel Stumpf, PE
William Farley, PE



LANCASTER
ENGINEERING

Table of Contents

Executive Summary.....	4
Project Description.....	5
Introduction.....	5
Location Description.....	5
Site Trips	8
Trip Generation.....	8
Trip Distribution.....	9
Traffic Volumes	11
Existing Conditions	11
Background Conditions	11
Buildout Conditions.....	11
Safety Analysis.....	15
Crash Data Analysis.....	15
Sight Distance Analysis.....	16
Warrant Analysis	17
Multi-Modal Access and Safety.....	18
Operational Analysis.....	20
Intersection Capacity Analysis	20
Conclusions.....	22
Appendix.....	23

Table of Figures

Figure 1: Vicinity Map..... 7
Figure 2: Site Trip Assignment 10
Figure 3: Existing Conditions 12
Figure 4: Year 2021 Background Conditions 13
Figure 5: Year 2021 Buildout Conditions 14

Table of Tables

Table 1: Vicinity Roadway Descriptions 6
Table 2: Study Intersection Descriptions..... 6
Table 3: Trip Generation Summary 8
Table 4: Crash Type Summary..... 16
Table 5: Crash Severity and Rate Summary..... 16
Table 6: Intersection Capacity Analysis Summary..... 21

Executive Summary

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

Project Description

Introduction

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

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

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

Location Description

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

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

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

Vicinity Streets

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

Table 1: Vicinity Roadway Descriptions

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

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

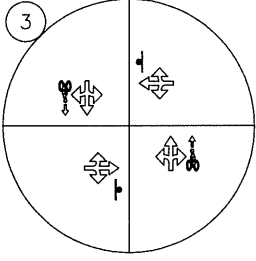
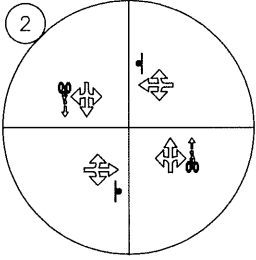
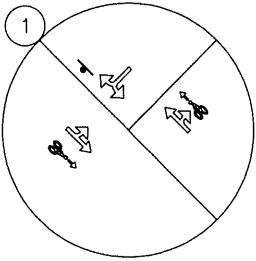
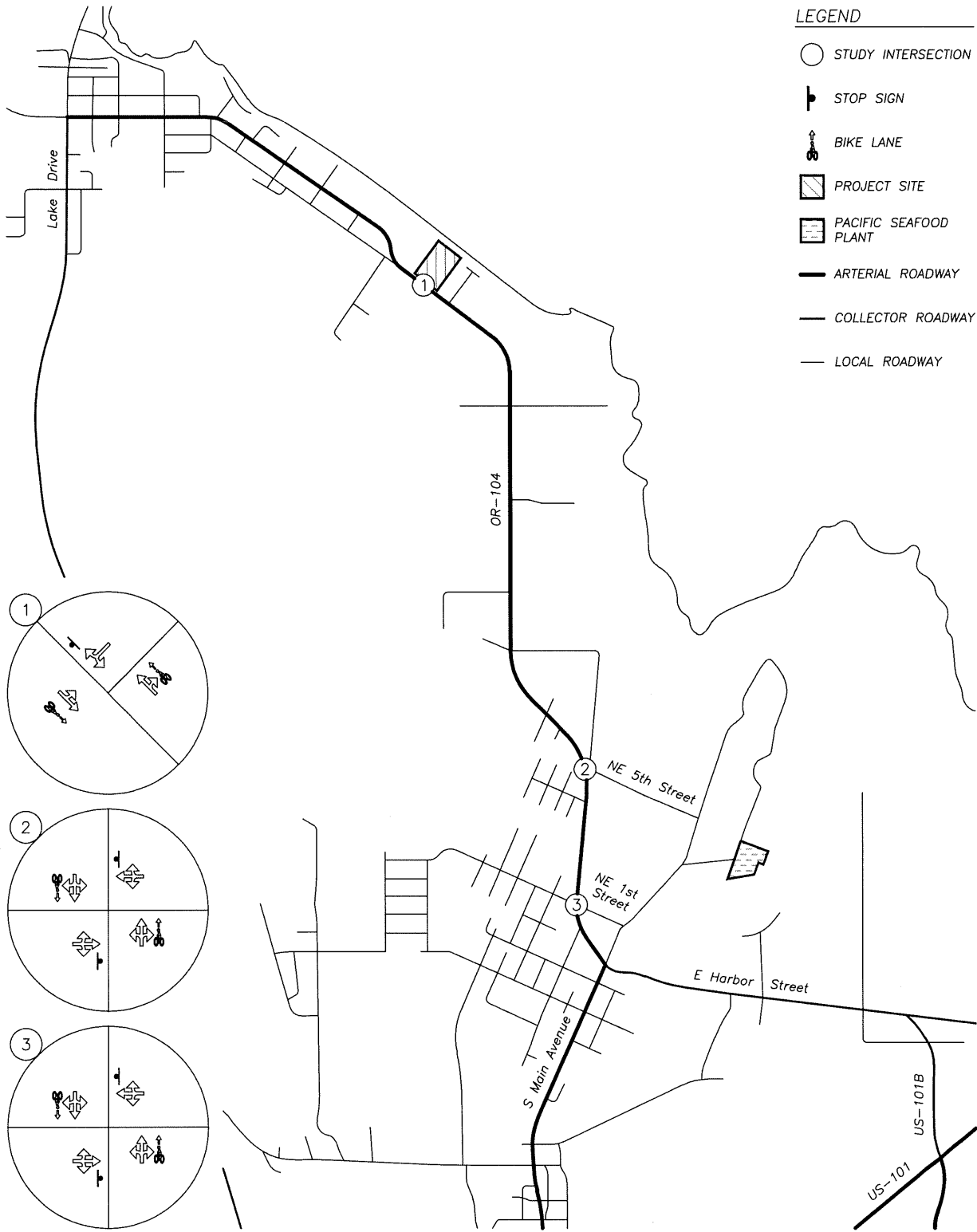
Study Intersections

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

Table 2: Study Intersection Descriptions

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

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



VICINITY MAP



FIGURE 1

PAGE 7

Site Trips

Trip Generation

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

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

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

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

Table 3: Trip Generation Summary

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

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

Trip Distribution

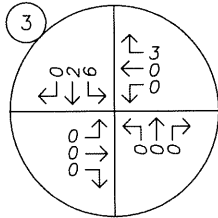
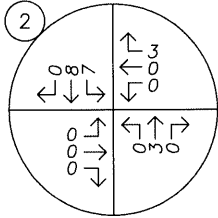
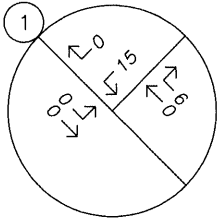
The directional distribution of site trips to/from the project site was estimated based on locations of likely trip destinations, locations of major transportation facilities in the site vicinity, and existing travel patterns at the study intersections.

The following trip distribution was estimated and used for analysis:

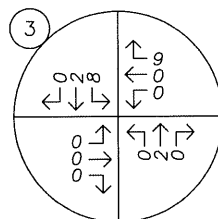
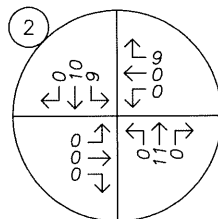
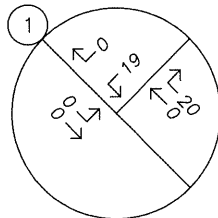
- Approximately 45 percent of site trips will travel to/from the east along NE 5th Street;
- Approximately 45 percent of site trips will travel to/from the east along NE 1st Street; and
- Approximately 10 percent of site trips will travel to/from the south along OR-104.

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

AM PEAK HOUR



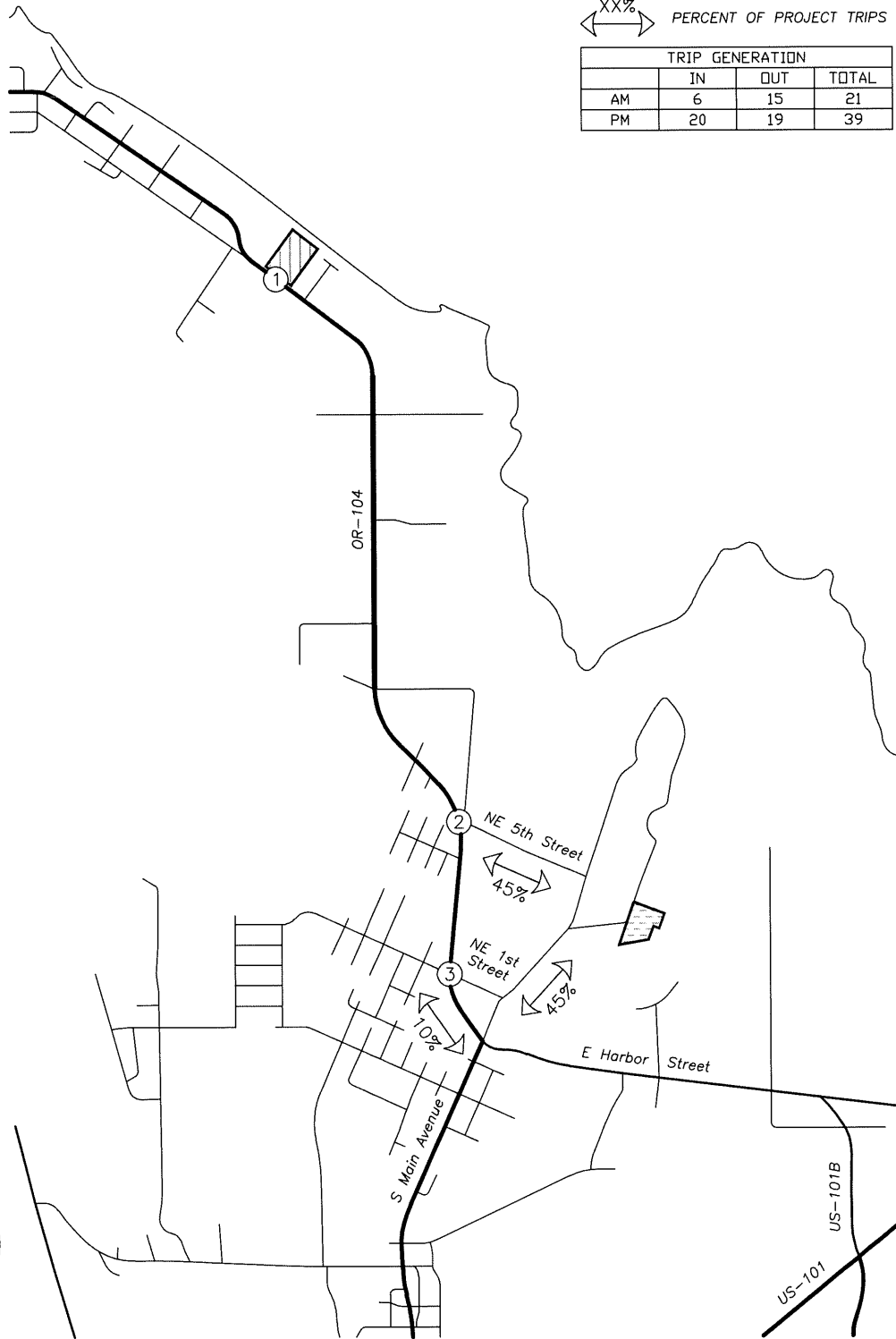
PM PEAK HOUR



LEGEND

XX% PERCENT OF PROJECT TRIPS

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



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

no scale

FIGURE 2

PAGE 10

Traffic Volumes

Existing Conditions

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

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

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

Background Conditions

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

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

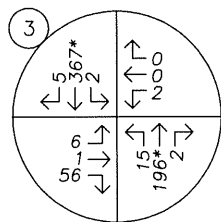
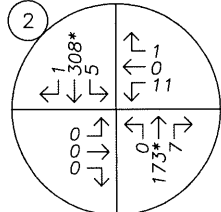
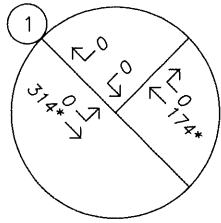
Buildout Conditions

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

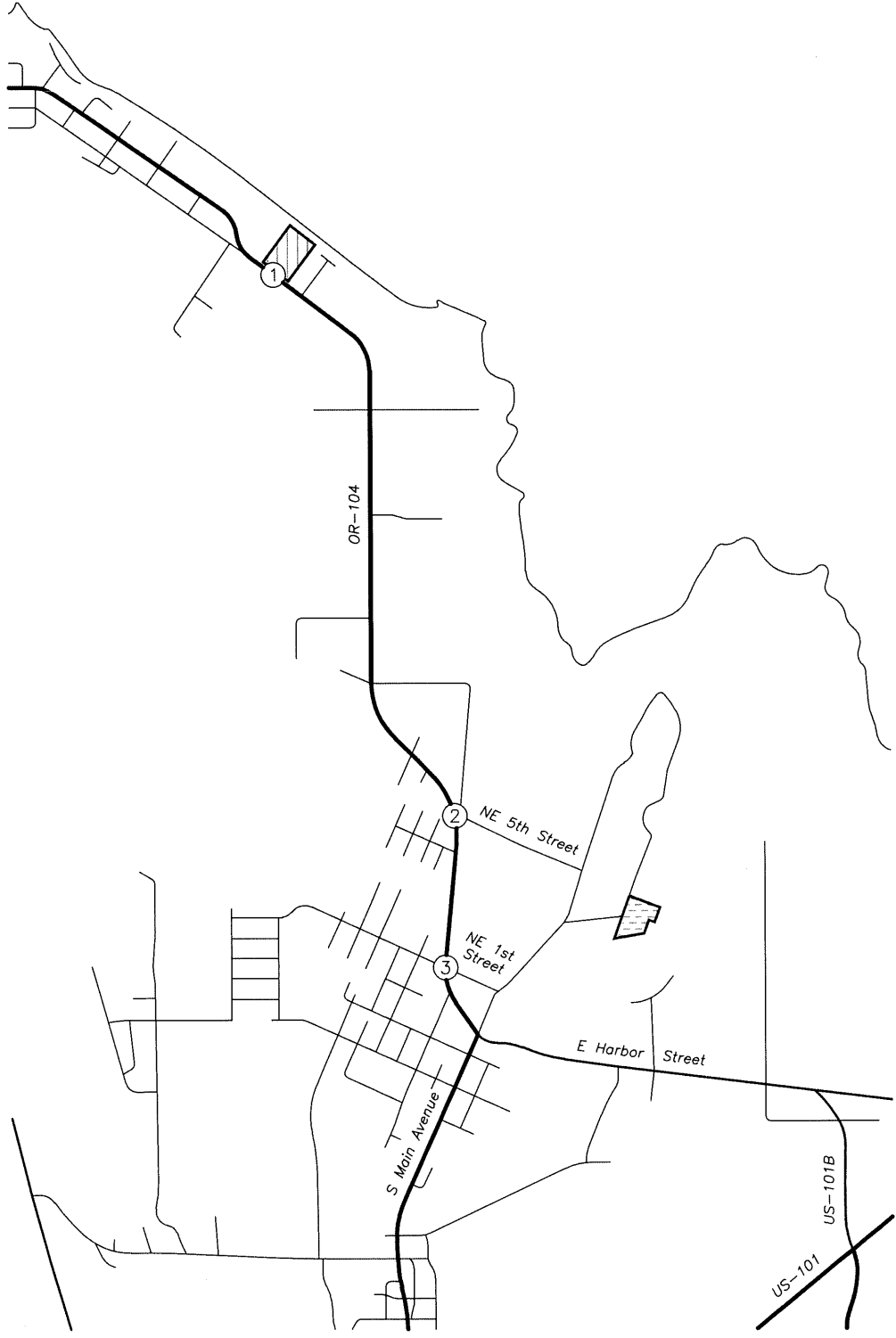
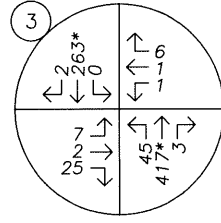
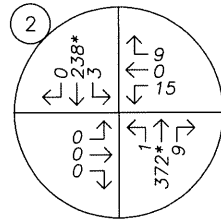
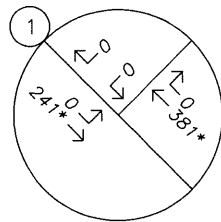
Figure 5 on page 14 shows the projected 2021 site buildout year traffic volumes at the study intersections during the morning and evening peak hours.

AM PEAK HOUR

SEASONAL ADJUSTMENT FACTOR: 1.3069 APPLIED TO * VOLUMES



PM PEAK HOUR



TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hours

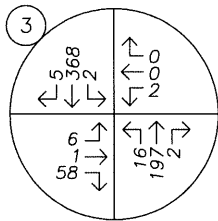
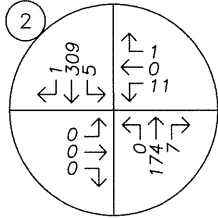
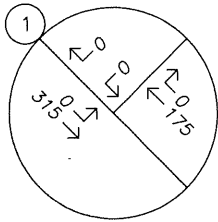


FIGURE 3

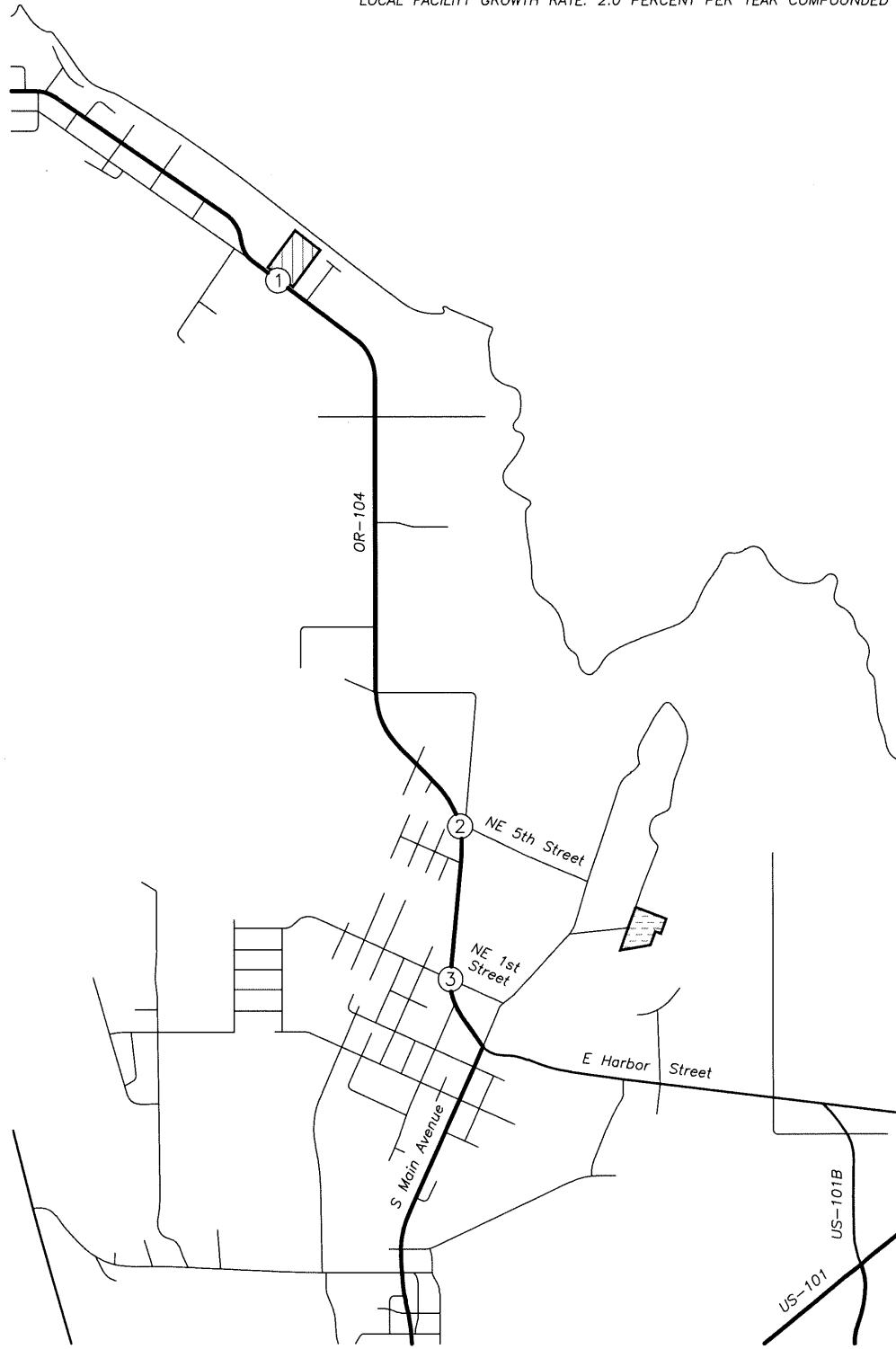
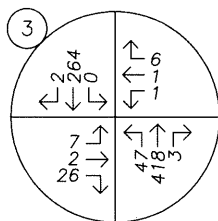
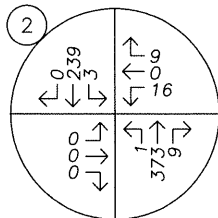
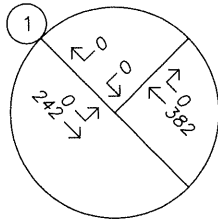
PAGE 12

AM PEAK HOUR

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



PM PEAK HOUR



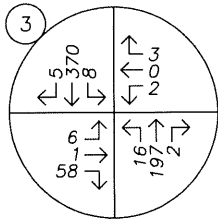
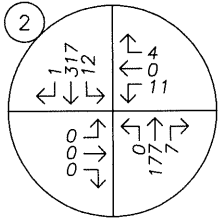
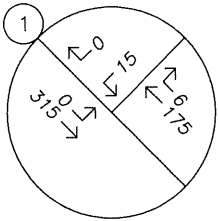
TRAFFIC VOLUMES
 Year 2021 Background Conditions
 AM & PM Peak Hours



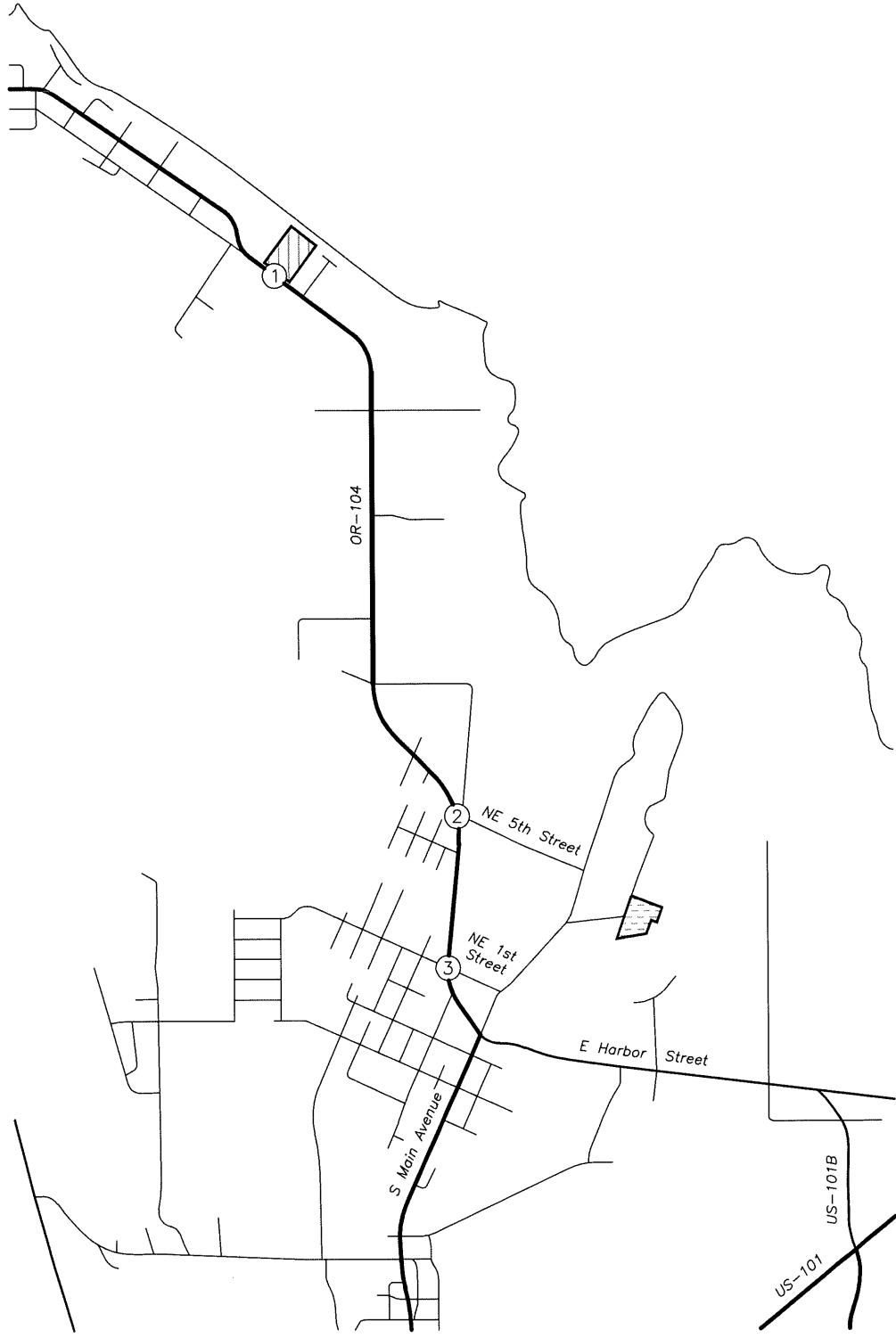
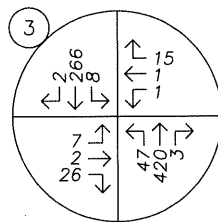
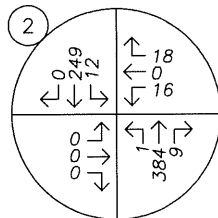
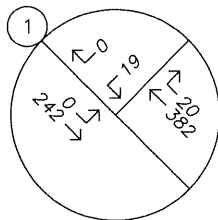
FIGURE 4

PAGE 13

AM PEAK HOUR



PM PEAK HOUR



TRAFFIC VOLUMES
 Year 2021 Buildout Conditions
 AM & PM Peak Hours



FIGURE
 5
 PAGE
 14

Safety Analysis

Crash Data Analysis

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

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

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

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

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

Table 4: Crash Type Summary

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

Table 5: Crash Severity and Rate Summary

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

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

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

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

Sight Distance Analysis

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

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

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

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

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

Warrant Analysis

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

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

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

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

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

Multi-Modal Access and Safety

Motor Vehicles

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

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

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

Pedestrians

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

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

Bicycles

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

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

Transit Users

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

Operational Analysis

Intersection Capacity Analysis

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

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

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

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

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

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

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

Table 6: Intersection Capacity Analysis Summary

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

BOLDED results indicate operation above acceptable jurisdictional standards.

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

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

Conclusions

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

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

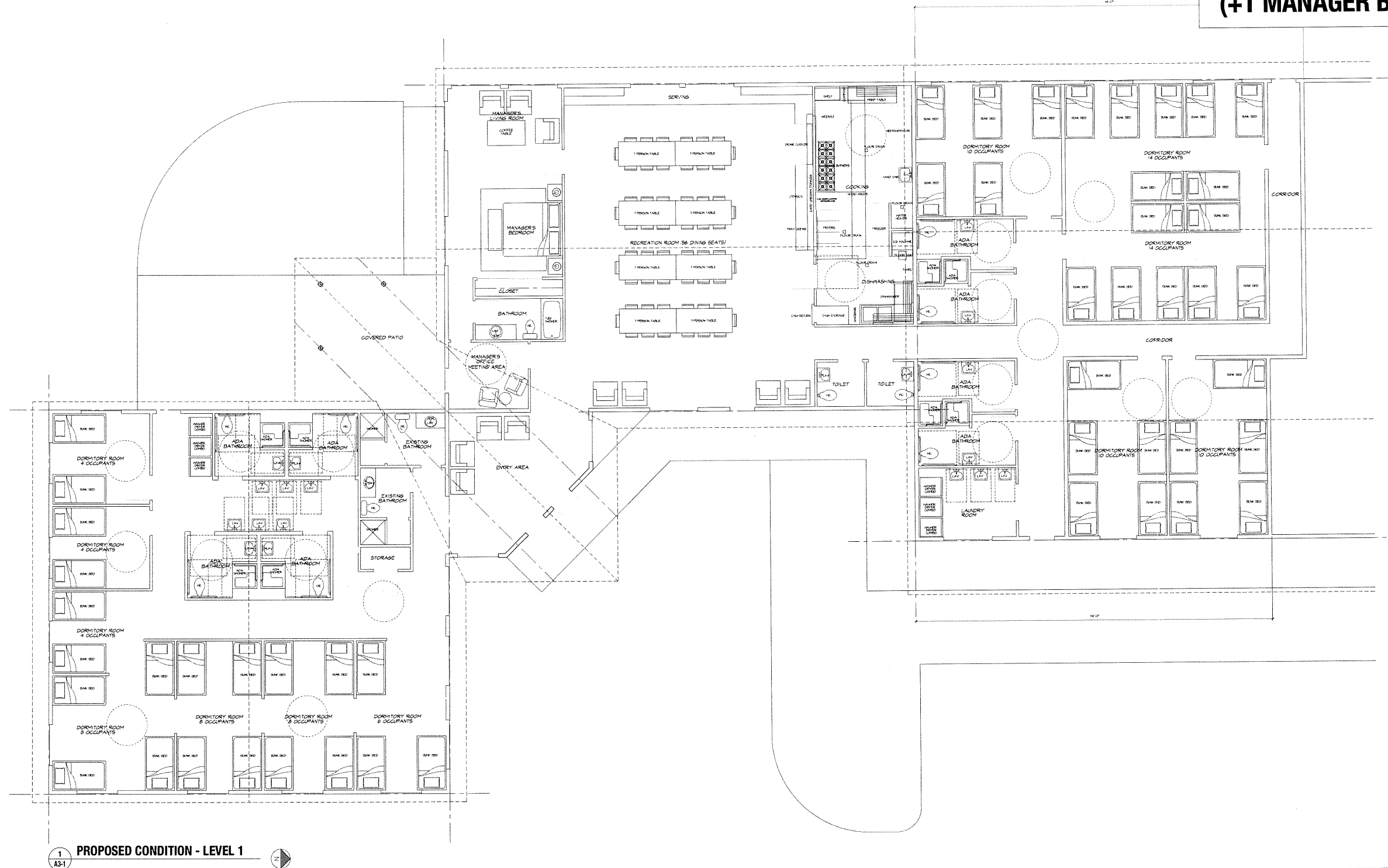
Left-turn lane warrants are projected to be met for both the southbound approach at the intersection of NE 5th Street at OR-104 under 2021 buildout conditions and the northbound approach at the intersection of NE 1st Street at OR-104 under existing conditions; however, based on a safety analysis conducted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

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

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

Appendix

**ALTERNATIVE 2
100 BEDS TOTAL
(+1 MANAGER BED)**



1
A3-1 **PROPOSED CONDITION - LEVEL 1**

PACIFIC SEAFOOD
DORMITORY FACILITY
WARRENTON, OREGON

capriarchitecture
641.961.0503 info@capriarchitecture.com

SCALE: 1/4" = 1'-0"

DATE: 04/01/19
ARCHITECT: Dietmar Goebel
PROJECT MANAGER:
DRAWN BY: Dietmar Goebel
CHECKED BY: Dietmar Goebel

Le

TRIP GENERATION CALCULATIONS

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

AM PEAK HOUR

Trip Rate: 0.17

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

PM PEAK HOUR

Trip Rate: 0.31

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

WEEKDAY

Trip Rate: 4.12

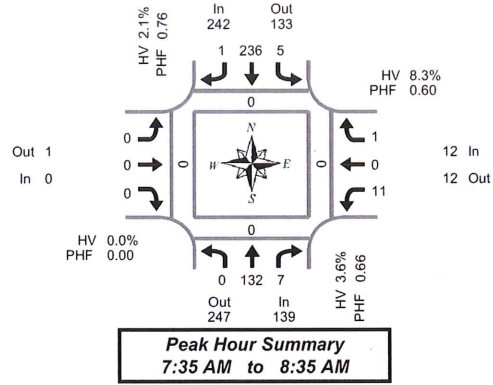
	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	258	258	516

Source: Trip Generation Manual, Tenth Edition

Total Vehicle Summary



Clay Carney
(503) 833-2740



Or-104 & NE 5th St

Wednesday, April 24, 2019

7:00 AM to 9:00 AM

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

5-Minute Interval Summary

7:00 AM to 9:00 AM

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

15-Minute Interval Summary

7:00 AM to 9:00 AM

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

Peak Hour Summary

7:35 AM to 8:35 AM

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

By Movement	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	132	7	139	5	236	1	242	0	0	0	0	11	0	1	12	393
%HV	0.0%	2.3%	28.6%	3.6%	0.0%	2.1%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	8.3%	2.8%
PHF	0.00	0.66	0.58	0.66	0.31	0.76	0.25	0.76	0.00	0.00	0.00	0.00	0.55	0.00	0.25	0.60	0.88

Rolling Hour Summary

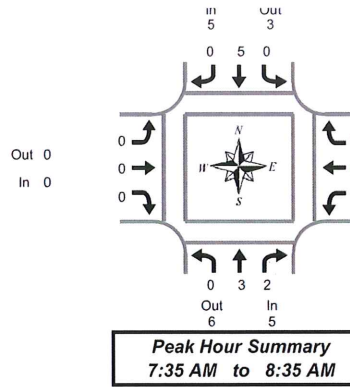
7:00 AM to 9:00 AM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Interval Total	Pedestrians Crosswalk							
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West				
7:00 AM	0	93	5	0	5	233	0	1	0	0	0	0	10	0	3	0	349	0	0	0	0	0	0	0	0
7:15 AM	0	109	6	0	5	238	0	1	0	0	0	0	10	0	3	0	371	0	0	0	0	0	0	0	0
7:30 AM	0	133	7	0	5	231	1	0	0	0	0	0	10	0	1	0	388	0	0	0	0	0	0	0	0
7:45 AM	0	137	7	0	3	230	1	0	0	0	0	0	8	0	1	0	387	0	0	0	0	0	0	0	0
8:00 AM	0	132	6	0	1	227	1	0	0	0	0	0	7	0	2	0	376	0	0	0	0	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



Or-104 & NE 5th St

Wednesday, April 24, 2019

7:00 AM to 9:00 AM

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

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

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

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

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

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

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

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

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

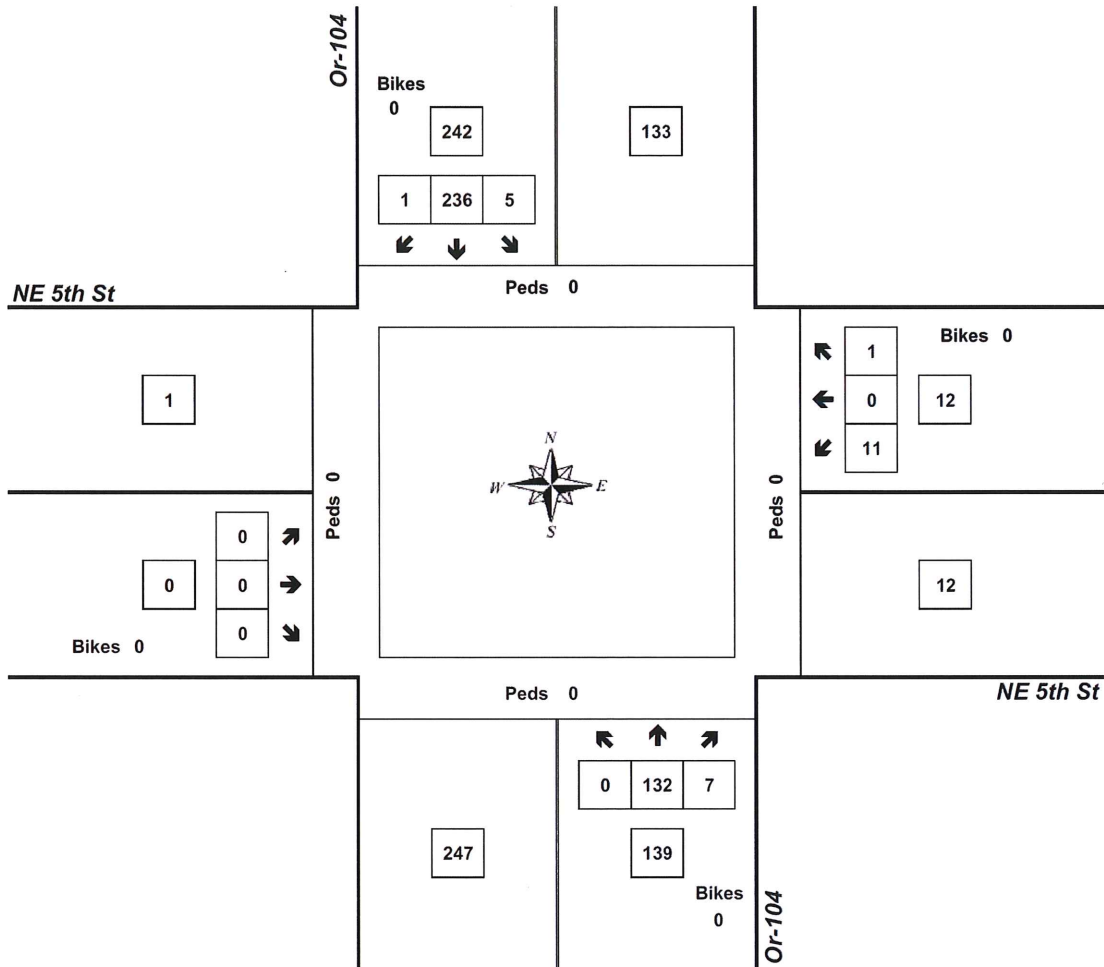
Peak Hour Summary



Clay Carney
(503) 833-2740

Or-104 & NE 5th St

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



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

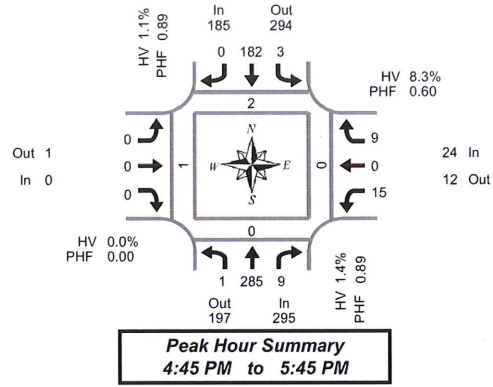
Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740

Or-104 & NE 5th St Wednesday, April 24, 2019 4:00 PM to 6:00 PM



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

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

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 5th St				Westbound NE 5th St				Interval Total	Pedestrians Crosswalk						
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West			
4:00 PM	0	14	1	0	0	13	0	0	0	0	0	0	0	0	0	1	0	0	0	29	0	0	0	0
4:05 PM	0	24	2	0	0	14	0	0	0	0	0	0	0	0	1	0	0	0	0	41	0	0	0	0
4:10 PM	0	10	1	0	1	22	0	0	0	0	0	0	0	0	1	0	0	0	35	0	0	0	0	
4:15 PM	0	24	1	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	49	1	0	0	0	
4:20 PM	0	16	1	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	
4:25 PM	1	21	2	0	1	21	0	0	0	0	0	0	0	0	1	0	0	0	47	0	0	0	0	
4:30 PM	0	11	1	0	1	23	0	0	0	0	0	0	0	1	0	0	0	0	37	2	0	0	0	
4:35 PM	0	16	1	0	1	18	0	0	0	0	0	0	0	0	0	2	0	0	38	0	0	0	0	
4:40 PM	0	15	1	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	
4:45 PM	0	27	0	0	0	12	0	0	0	0	0	0	0	1	0	0	0	1	40	0	0	0	0	
4:50 PM	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	
4:55 PM	0	19	0	0	0	14	0	0	0	0	0	0	0	0	1	0	0	0	34	0	0	0	0	
5:00 PM	0	20	1	0	0	11	0	0	0	0	0	0	2	0	1	0	0	35	0	0	0	0		
5:05 PM	0	23	2	0	0	16	0	0	0	0	0	0	1	0	0	0	0	42	0	0	0	0		
5:10 PM	0	28	0	0	0	13	0	0	0	0	0	0	2	0	0	0	0	43	0	0	0	0		
5:15 PM	0	25	3	0	0	20	0	0	0	0	0	0	2	0	0	0	0	50	0	0	0	0		
5:20 PM	0	22	0	0	2	15	0	0	0	0	0	0	1	0	1	0	0	41	0	0	0	1		
5:25 PM	0	27	0	0	0	13	0	0	0	0	0	0	1	0	5	0	0	46	0	0	0	0		
5:30 PM	0	28	2	0	0	16	0	0	0	0	0	0	2	0	0	0	0	48	2	0	0	0		
5:35 PM	0	25	1	0	1	16	0	0	0	0	0	0	2	0	0	0	0	45	0	0	0	0		
5:40 PM	1	24	0	0	0	19	0	0	0	0	0	0	1	0	1	0	0	46	0	0	0	0		
5:45 PM	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0		
5:50 PM	0	25	1	0	0	12	0	0	0	0	0	0	2	0	0	0	0	40	0	0	0	0		
5:55 PM	0	11	2	0	1	6	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0		
Total Survey	2	487	23	0	8	378	0	0	0	0	0	0	18	0	15	1	931	5	0	0	0	1		

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

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

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

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

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

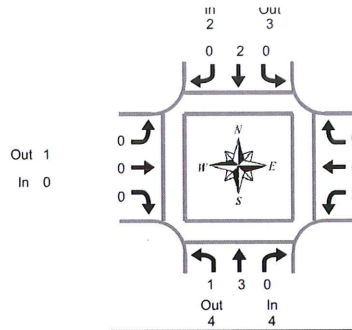
Rolling Hour Summary 4:00 PM to 6:00 PM

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

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



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

Or-104 & NE 5th St Wednesday, April 24, 2019 4:00 PM to 6:00 PM

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

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

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

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

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

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

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

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

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

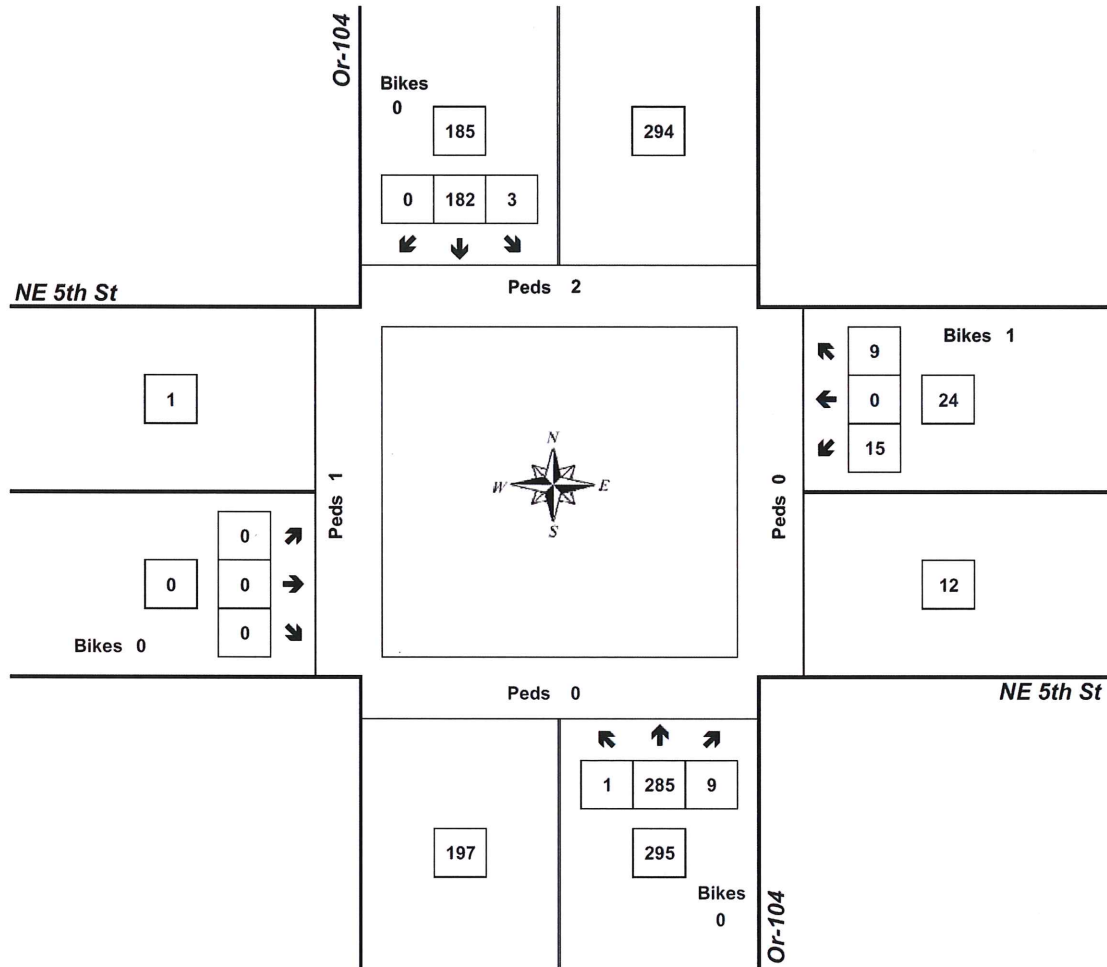
Peak Hour Summary



Clay Carney
(503) 833-2740

Or-104 & NE 5th St

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



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

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

Total Vehicle Summary

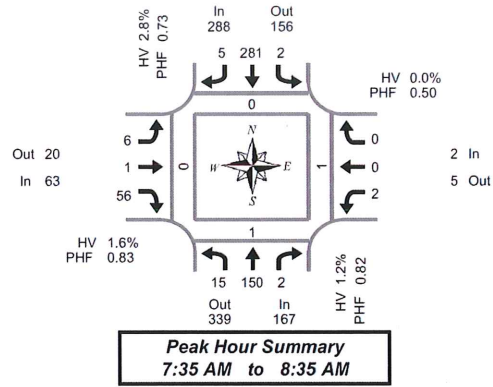


Clay Carney
(503) 833-2740

Or-104 & NE 1st St

Wednesday, April 24, 2019

7:00 AM to 9:00 AM



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

5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound Or-104				Southbound Or-104				Eastbound NE 1st St				Westbound NE 1st St				Interval Total	Pedestrians Crosswalk						
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West			
7:00 AM	0	5	0	0	0	8	0	0	0	0	3	0	0	0	0	0	0	0	0	16	0	0	0	0
7:05 AM	1	4	1	0	1	15	2	0	0	0	5	0	1	0	0	0	0	0	0	30	0	0	0	0
7:10 AM	0	3	0	0	0	27	1	0	0	0	3	0	1	0	0	0	0	0	0	35	0	0	0	0
7:15 AM	1	8	0	0	0	16	1	0	0	0	3	0	0	0	0	0	0	0	0	29	0	0	0	0
7:20 AM	1	10	0	0	0	19	0	1	1	0	6	0	0	1	0	0	0	0	38	0	0	0	0	
7:25 AM	0	10	1	0	1	24	2	0	0	0	7	0	0	0	1	0	0	0	46	0	0	0	0	
7:30 AM	1	8	0	0	0	25	0	0	0	0	0	0	1	0	0	0	0	0	35	0	0	0	0	
7:35 AM	2	10	0	0	2	37	2	0	0	0	8	0	1	0	0	0	0	0	62	0	0	0	0	
7:40 AM	1	10	0	0	0	28	0	0	1	0	7	0	0	0	0	0	0	0	47	0	1	1	0	
7:45 AM	2	15	0	0	0	30	0	0	0	0	3	0	0	0	0	0	0	0	50	0	0	0	0	
7:50 AM	1	13	0	0	0	23	1	0	1	1	0	0	0	0	0	0	0	0	40	0	0	0	0	
7:55 AM	2	12	1	0	0	17	0	0	1	0	8	0	0	0	0	0	0	0	41	0	0	0	0	
8:00 AM	1	14	0	0	0	23	0	0	0	0	3	0	0	0	0	0	0	0	41	0	0	0	0	
8:05 AM	1	14	0	0	0	23	0	0	0	0	7	0	0	0	0	0	0	0	45	0	0	0	0	
8:10 AM	2	9	0	0	0	15	1	0	1	0	5	0	0	0	0	0	0	0	33	0	0	0	0	
8:15 AM	0	14	1	0	0	18	1	0	0	0	2	0	0	0	0	0	0	0	36	0	0	0	0	
8:20 AM	0	19	0	0	0	18	0	0	1	0	5	0	0	0	0	0	0	0	43	0	0	0	0	
8:25 AM	2	15	0	0	0	16	0	0	0	0	4	0	0	0	0	0	0	0	37	0	0	0	0	
8:30 AM	1	5	0	0	0	33	0	1	1	0	4	0	1	0	0	0	1	0	45	0	0	0	0	
8:35 AM	5	14	1	0	0	31	0	0	1	0	4	0	0	0	0	0	0	0	56	0	0	0	0	
8:40 AM	0	9	1	0	0	19	0	0	1	0	5	0	0	0	0	0	0	0	35	0	0	0	0	
8:45 AM	1	12	0	0	1	20	1	0	0	0	3	0	0	0	1	0	0	0	39	0	0	0	0	
8:50 AM	1	16	0	0	0	24	0	0	0	0	1	0	1	0	1	0	1	0	44	0	0	0	0	
8:55 AM	0	6	0	0	1	21	0	0	1	1	2	0	0	1	0	0	0	0	33	0	0	0	0	
Total Survey	26	255	6	0	6	530	12	2	10	2	98	0	6	2	3	1			956	0	1	1	0	

15-Minute Interval Summary

7:00 AM to 9:00 AM

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

Peak Hour Summary

7:35 AM to 8:35 AM

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

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

Rolling Hour Summary

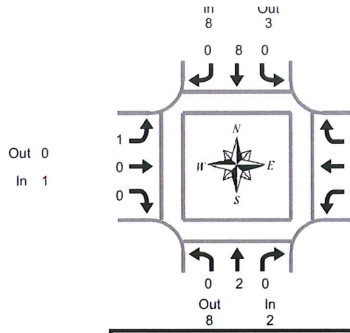
7:00 AM to 9:00 AM

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

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



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

Or-104 & NE 1st St

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

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

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

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

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

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

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

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

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

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

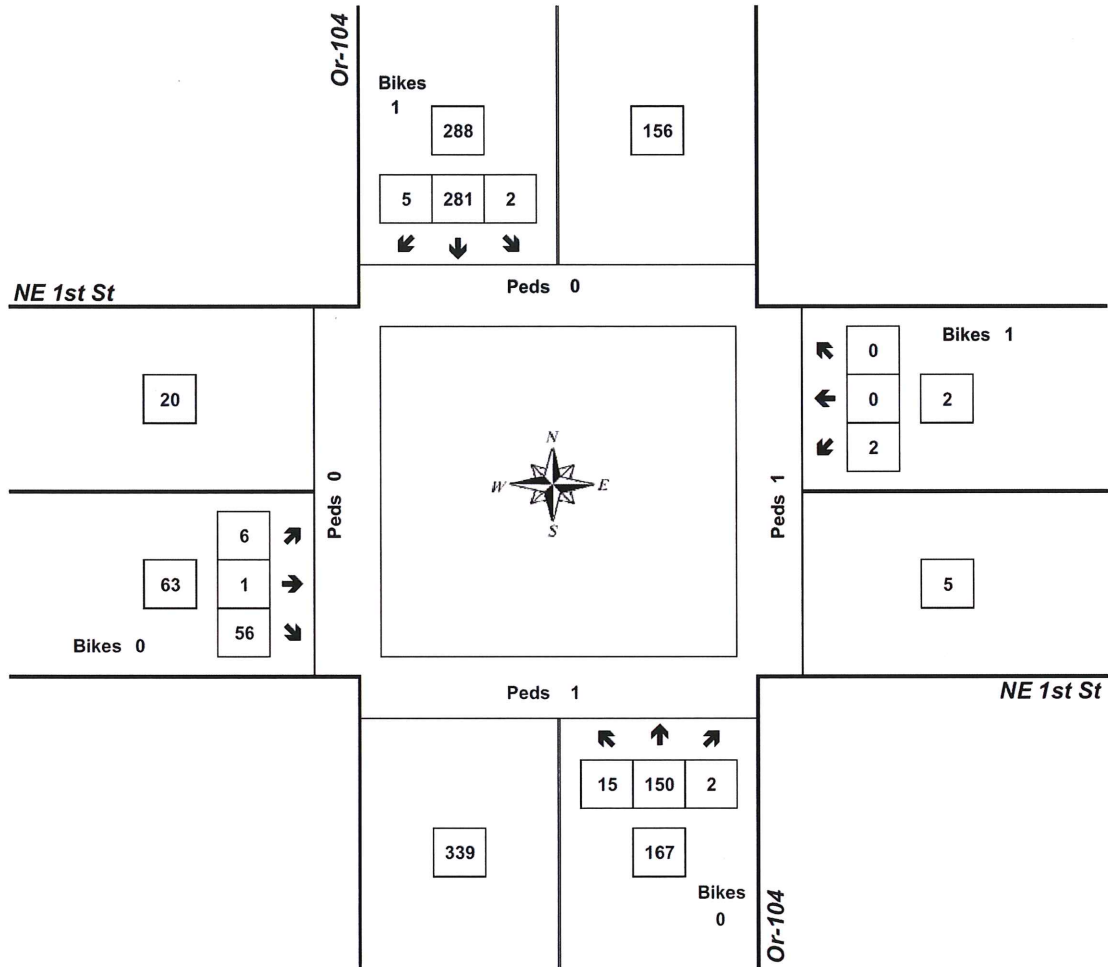
Peak Hour Summary



Clay Carney
(503) 833-2740

Or-104 & NE 1st St

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



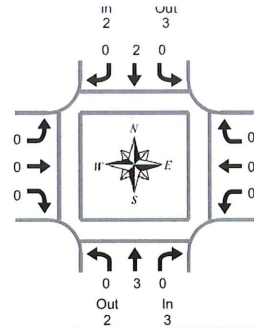
Approach	PHF	HV%	Volume
EB	0.83	1.6%	63
WB	0.50	0.0%	2
NB	0.82	1.2%	167
SB	0.73	2.8%	288
Intersection	0.82	2.1%	520

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

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



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

Or-104 & NE 1st St

Wednesday, April 24, 2019

4:00 PM to 6:00 PM

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

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

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

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

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

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

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

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

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

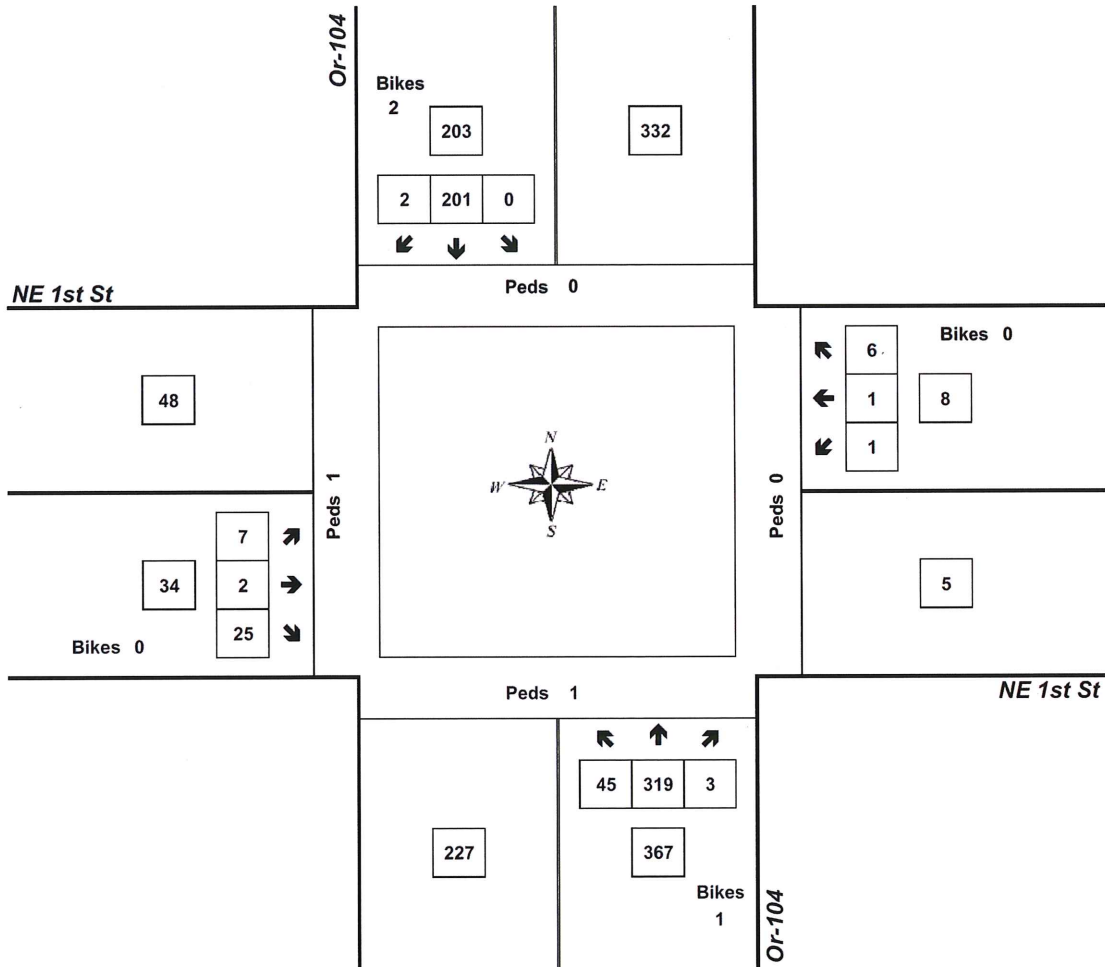
Peak Hour Summary



Clay Carney
(503) 833-2740

Or-104 & NE 1st St

4:50 PM to 5:50 PM
Wednesday, April 24, 2019



Approach	PHF	HV%	Volume
EB	0.71	0.0%	34
WB	0.40	0.0%	8
NB	0.87	0.8%	367
SB	0.85	1.0%	203
Intersection	0.90	0.8%	612

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

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

NE 5TH ST at N MAIN AVE, City of Warrenton, Clatsop County, 01/01/2012 to 12/31/2016

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

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

CDS380
05/08/2019

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

CITY OF WARRENTON, CLATSOP COUNTY
NE 5TH ST at N MAIN AVE, City of Warrenton, Clatsop County, 01/01/2012 to 12/31/2016

1 - 2 of 2 Crash records shown.

SER#	P	S	D	M	INVEST E A U I C O DAY	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SECL USE	TRLR QTY	MOVE	FRTC	INJ	A	S	CAUSE					
UNLOC?	D	C	S	V	L	K	LAT	DIRCT	(#LANES)	CONTL	DRWY	LIGHT	SURTY	# TYPE	TO	FROM	P# TYPE	SHRTY	E	X	RES	LOC	ACT	EVENT	CAUSE	
00705	N	N	N	N	12/12/2016	17	N MAIN AVE	INTER	3-LEG	N	Y	RAIN	FIX OBJ	01 NONE	9	STRGHT	01	DRVR	NONE	00	UNK	UNK	000	000	00	00
N					12A		NE 5TH ST	N	0	UNKNOWN	N	WET	FIX	N/A	N - S							000	000	00	00	
N					46 10 23.94 -123.55 30.35		010400100S00	06			N	DLIT	PDO	PSNGR CAR			01	DRVR	NONE	00	UNK	UNK	000	000	00	00
00217	N	N	N	N	05/03/2016	17	N MAIN AVE	INTER	3-LEG	N	N	CLD	S-STOP	01 NONE	0	STRGHT										07
N					TU		NE 5TH ST	CM	0	NONE	N	DRY	REAR	PRVTE	S - N							000	000	00	00	
N					46 10 23.94 -123.55 30.35		010400100S00	04		Y	DAY	INJ	PSNGR CAR	02 NONE	0	STOP	01	DRVR	NONE	67	M	OR-Y	OR-25	043	000	07
N														PRVTE	S - N							012	000	000	00	00
														PSNGR CAR			01	DRVR	INJC	19	M	OR-Y	OR-25	000	000	00

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 814.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submission of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

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

NE 1ST ST at N MAIN AVE, City of Warrenton, Clatsop County, 01/01/2012 to 12/31/2016

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

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

CDS380 05/08/2019 OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

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

CITY OF WARRENTON, CLATSOP COUNTY

1 - 6 of 16 Crash records shown.

SER#	P R J S W DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	MOVE	TRLR QTY	A S	PRTC	INJ	G E LICNS	PED	F# TYPE	SVRTY	E X RES	LOC	ERROR	ACT_EVENT	CAUSE		
00002	N N N N 01/02/2013	07	PACIFIC DR	STRGHT	N	NONE	Y	CLR	FIX OBJ	01 NONE	STRGHT	0	01 DRVR	NONE	19 F	OR-Y	OR<25	080,081	000	000	035,060,058	10	007	060,058	00	
Y	8P	46 11	-123 56	010400100600	DESDMONA ST	07	07	DRY	FIX	PRVTE	NW-SE	0	01 DRVR	NONE	19 F	OR-Y	OR<25	080,081	000	000	035,060,058	10	007	060,058	00	
N	42.4908959	15.63054																								
00431	N N N N 09/19/2013	07	ENTERPRISE ST	INTER	CROSS	N	N	CLR	S-1TURN	01 NONE	STRGHT	0	01 DRVR	NONE	46 M	OR-Y	OR<25	043,016	038	000	043,016	038	000	000	07,27	
CITY	TH	46 11	-123 56	010400100600	PACIFIC DR	01	01	DAY	PDO	PSNGR CAR	SE-NW	0	01 DRVR	NONE	46 M	OR-Y	OR<25	043,016	038	000	043,016	038	000	000	07,27	
N	47.1095519	25.162008																								
00355	N N N N 07/14/2016	17	PACIFIC DR	ALLEY	N	NONE	N	CLD	S-1STOP	01 NONE	STRGHT	0	01 DRVR	NONE	77 M	OR-Y	OR<25	000	000	000	000	000	000	000	07	
CITY	TH	46 11	-123 56	010400100600	ENTERPRISE ST	04	04	DAY	INJ	PSNGR CAR	SE-NW	0	01 DRVR	INJB	44 M	OR-Y	OR<25	043	000	000	043	000	000	000	07	
N	46 11	48.54	-123 56	010400100600																						
N	28.12																									
00449	N N N N 09/28/2012	07	PACIFIC DR	STRGHT	N	NONE	Y	CLR	FIX OBJ	01 NONE	STRGHT	0	01 DRVR	NONE	17 M	OR-Y	OR<25	000	000	000	000	000	000	000	33,01	
CITY	FR	46 11	-123 56	010400100600	ENTERPRISE ST	07	07	DAY	FIX	PRVTE	NW-SE	0	01 DRVR	INJC	27 M	OR-Y	OR<25	051,047,080	017	001	053	001	053	000	33,01	
Y	7P	46 11	-123 56	010400100600																						
N	45.2568716	21.3484821																								
00324	N N N N 07/23/2012	07	FLEET ST	INTER	CROSS	N	Y	CLR	FIX OBJ	01 NONE	TURN-R	1	01 DRVR	NONE	44 M	OTH-Y	N-RES	002,080	000	000	000	000	000	000	08	
CITY	MO	46 11	-123 56	010400100600	PACIFIC DR	05	05	DAY	PDO	SEMI TOM	SE-NE	0	01 DRVR	NONE	44 M	OTH-Y	N-RES	002,080	000	000	000	000	000	000	08	
N	50.8036244	32.8732769																								
00162	N N N N 04/22/2012	07	HECETA ST	INTER	3-LEG	N	N	CLR	S-1STOP	01 NONE	STRGHT	0	01 DRVR	NONE	16 F	OR-Y	OR<25	016	038	000	000	000	000	000	27	
CITY	SU	46 11	-123 56	010400100600	PACIFIC DR	02	02	DAY	INJ	PSNGR CAR	E-W	0	01 DRVR	INJC	16 F	OR-Y	OR<25	016	038	000	000	000	000	000	27	
N	57.2051887	48.3619133																								
N																										

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CDS380
05/08/2013

OREGON... DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

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

7 - 11 of 16 Crash records shown.

CITY OF WARRENTON, CLATSOP COUNTY

SER#	P	R	J	S	W	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	TRF	CTY	MOVE	FROM	PRIC	INJ	G	E	LIONS	PED	CAUSE			
INVEST	E	A	I	C	O	DAY	DIST	FIRST STREET	DIRECT	LEGS	TRAF-	RANDET	SUBP	COLL	OWNER	A	S	FROM	PRIC	INJ	G	E	LIONS	PED	CAUSE				
RD DPT	E	L	G	N	H	P	TIME	SECOND STREET	LOCNT	(#LANES)	CONFL	DRWY	LIGHT	SVFTY	#H TYPE	E	X	RES	LOC	SVFTY	E	X	RES	LOC	CAUSE				
UNLOC?	D	C	S	V	L	K	LONG	LES	INTER	3-LEG	N	CLD	ANGL	OTH	01	NONE	0	TURN-L	TO	P#	TYPE	SVFTY	E	X	RES	LOC	ACT	EVENT	CAUSE
00558	N	N	N	N	N	11/22/2013	07	HECETA ST	04	0	STOP SIGN	N	DRY	TURN	PRVTE	N	-E	01	DRVR	NONE	38	F	OR-Y	OR<25	00				
						46 11	-123 56	010400100500																					
						56.91721119	45.8891519																						
00510	N	N	N	N	N	11/12/2012	09	PACIFIC DR	STRGHT	N	CLD	ANGL-OTH	01	NONE	0	PARKING									082				
						46 11	-123 56																						
						57.6927207	53.5799574																						
00550	N	N	N	N	N	11/23/2013	07	PACIFIC DR	STRGHT	N	CLD	ANIMAL	01	NONE	0	STRGHT									035				
						46 11	-123 56																						
						57.257124	58.622568																						
00631	N	N	N	N	N	12/11/2015	17	PACIFIC DR	STRGHT	N	CLD	ANIMAL	01	NONE	0	STRGHT									035				
						46 11	-123 57																						
						6.54																							
00632	N	N	N	N	N	11/18/2016	17	LAKE DR	INTER	CROSS	N	CLD	S-1STOP	01	NONE	9	STRGHT								29				
						46 11	57.25	010400100500																					
						18.26																							
00492	N	N	N	N	N	09/15/2016	17	LAKE DR	INTER	CROSS	N	CLD	BIKE	01	NONE	0	TURN-L								001				
						46 11	57.36	010400100500																					
						17.51																							

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CDS380
 05/08/2019

PACIFIC DR and Intersectional Crashes at PACIFIC DR, City of Warrenton, Clatsop County, 01/01/2012 to 12/31/2016
 12 - 16 of 16 Crash records shown.

CITY OF WARRENTON, CLATSOP COUNTY

S D M

SR#	P R J S W DATE	CLASS	CITY STREET	INT-TYPE	RD CHAR	INT-REL	OFFRD WTHR	CRASH	SPCL USE	MOVE	FROM	TO	PRTC	INJ	G E LICNS	PED	P# TYPE	SVRTY	E X RES	LOC	ERRGR	ACT EVENT	CAUSE							
RD DPT	E L G N H R TIME	FROM	FIRST STREET	(MEDIAN)	DIRECT	TRAF-	RNDBT	SUBF	OWNER	TRLR QTY	OWNR	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV							
UNLOC?	D C S V L K LAT	LONG	SECND STREET	(PLANES)	LOCTN	CONFL	DRYV	LIGHT	SVRTY	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV	DRYV							
00140	Y N N N N 01/21/2016	17	PACIFIC DR	N	W	STRGHT	Y	CLD	FIX OBJ	01	NONE	9	STRGHT	E	M	STRGHT	01	BIKE	INJB	39	F	I	INRD	000	000	001	00			
CITY	MO		LAKE DR	(NONE)			N	WET	FIX	N/A		W	-E															053	01,27,05	
Y	11A	46 11 57.33 -123 57	010400100800	(02)	06		N	DAY	PDO	PSNGR CAR		01	DRVR	NONE	00	UNK	UNK	000	000	000								088	00	
N		201.37																										000	00	
00223	N Y N N N 05/26/2015	17	PACIFIC DR	N	SE	STRGHT	N	CLR	ANIMAL	01	NONE	0	STRGHT															035	10	
NONE	TU		WARRENTON DR	(NONE)			N	DRY	OTH	PRVTE		SE	NW															000	035	00
N	8P	46 11 35.55 -123 56	010400100800	(02)	04		N	DUSK	INJ	MTRCYCLE		01	DRVR	INJA	55	M	OR-Y	OR-25	000	088								000	088	10
N		8.07																										000	088	10
00447	N N N N N 08/28/2015	17	PACIFIC DR	N	CURVE	STRGHT	N	CLD	ANIMAL	01	NONE	0	STRGHT															035	12	
CITY	FR		7TH AVE	(NONE)			N	DRY	OTH	PRVTE		S	N															000	035	00
N	6P	46 11 37.04 -123 56	010400100800	(02)	03		N	DAY	PDO	PSNGR CAR		01	DRVR	NONE	68	F	OR-Y	OR-25	000	000								000	000	00
N		10.13																										000	000	00
00461	N N N N N 08/29/2015	17	PACIFIC DR	N	CURVE	STRGHT	Y	UNK	FIX OBJ	01	NONE	0	STRGHT															022,023,053	10	
CITY	SA		7TH AVE	(NONE)			N	WET	FIX	PRVTE		S	N															000	073,023,053	00
Y	12P	46 11 37.53 -123 56	010400100800	(02)	08		N	DAY	PDO	PSNGR CAR		01	DRVR	NONE	72	M	OTH-Y	N-RES	017	000								000	000	10
N		10.43																										000	000	10

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

WARRENTON DR and Intersectional Crashes at WARRENTON DR, City of Warrenton, Clatsop County, 01/01/2012 to 12/31/2016
7 - 12 of 19 Crash records shown.

CDS380
05/08/2019

CITY OF WARRENTON, CLATSOP COUNTY

SER#	P R J S W DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-BEL	OFFED	WTHR	CRASH	SPCL USE	MOVE	TRLR QTY	OWNER	A S	E LICNS	PED	UNLOC?	D C S V L K LAT	LONG	FROM	TO	F# TYPE	SURTY	E X RES	LOC	ERROR	ACT EVENT	CAUSE
			FIRST STREET	DIRECT	(MEDIAN)	LEGS	DRWV	DRY	COLL		FROM										STOP	INJC						
00180	N N N	07	WARRENTON DR	ALLEY	N	NONE	N	CLR	S-1STOP	01 NONE	STRGHT	0	PRVTE	01 DRVR	INJC	86 M	OR-Y	OR-25			0					012	00	
	SU		NW 7TH ST	S	(NONE)	NONE	N	DRY	REAR	PRVTE	S -N															000	00	
N	10A			04	(02)		N	DAY	INJ	PSNGR CAR	S -N			01 DRVR	NONE	21 M	OR-Y	OR-25								000	07	
N	46 10	-123 55	010400100500																									
N	38-6906532	45-5552427																										
00012	N N N	17	WARRENTON DR	STRGHT	N	NONE	N	CLR	ANIMAL	01 NONE	STRGHT	9	PRVTE	01 DRVR	NONE	00	Unk DRK	Unk								000	00	
	WE		NW 9TH ST	N	(NONE)	NONE	N	WET	OTH	N/A	S -N															000	00	
N	9P			04	(02)		N	DLIT	PDO	PSNGR CAR	S -N			01 DRVR	NONE	00	Unk DRK	Unk								000	00	
N	46 10 55.02	-123 55 46	010400100500																									
N	06/18/2016																											
00307	N N N	17	WARRENTON DR	STRGHT	N	NONE	N	CLR	FIX OBJ	01 NONE	STRGHT	9	PRVTE	01 DRVR	NONE	00	Unk DRK	Unk								000	17	
	SA		NW 11TH ST	UN	(NONE)	NONE	N	DRY	FIX	N/A	S -N															000	00	
N	4P			06	(02)		N	DAY	PDO	PSNGR CAR	S -N			01 DRVR	NONE	00	Unk DRK	Unk								000	00	
N	46 11 5.09	-123 55 45.96	010400100500																									
N	11/25/2013																											
00563	N N N	07	WARRENTON DR	STRGHT	N	NONE	N	CLR	ANIMAL	01 NONE	STRGHT	0	PRVTE	01 DRVR	NONE	34 F	OR-Y	OR-25								000	12	
	MO		NW 11TH ST	S	(NONE)	UNKNOWN	N	DRY	OTH	PRVTE	S -N															000	00	
N	8P			04	(02)		N	DARK	PDO	PSNGR CAR	S -N			01 DRVR	NONE	00	OR-Y	OR-25								000	00	
N	46 11	-123 55 45.881472	010400100500																									
N	2-1713279																											
00630	N N N	07	WARRENTON DR	STRGHT	N	NONE	N	CLR	ANIMAL	01 NONE	STRGHT	0	PRVTE	01 DRVR	NONE	21 F	OR-Y	OR-25								000	12	
	TH		NW 13TH ST	UN	(NONE)	NONE	N	DRY	OTH	PRVTE	UN-UN															000	00	
N	11P			00	(02)		N	DARK	PDO	PSNGR CAR	UN-UN			01 DRVR	NONE	00	OR-Y	OR-25								000	00	
N	46 10	-123 54 55.929996	010400100500																									
N	27-3799919																											
00711	N N Y	17	WARRENTON DR	STRGHT	N	NONE	N	CLR	O-STRGHT	01 NONE	STRGHT	0	PRVTE	01 DRVR	NONE	20 M	OR-Y	OR-25								000	33.05	
	TU		NW 13TH ST	N	(NONE)	NONE	N	DRY	SS-M	PRVTE	N -S															000	00	
N	7P			04	(02)		N	DARK	INJ	PSNGR CAR	N -S			01 DRVR	INJC	20 M	OR-Y	OR-25								051,044	33.05	
N	46 11 14.73	-123 55 45.87	010400100500																									

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CDS380
05/08/2019

OREGON... DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
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URBAN NON-SYSTEM CRASH LISTING

WARRENTON DR and Intersectional Crashes at WARRENTON DR, City of Warrenton, Clatsop County, 01/01/2012 to 12/31/2016
13 - 19 of 19 Crash records shown.

CITY OF WARRENTON, CLATSOP COUNTY

SR#	P	S	D	M	INVEST	E	A	U	I	C	O	DATE	CLASS	CITY	STREET	RD	CHAR	INT-TYPE	INT-REL	OFFED	WTHR	CRASH	SPCL USE	TELR	QTY	MOVE	FROM	PRTC	INJ	G	E	L	IONS	PED	LOC	RES	ACT	EVENT	CAUSE			
RD DPT	E	L	G	N	H	R	T	IME	FROM	LONG	LES	SECOND	STREET	DIRECT	LOCIN	DRWY	LIGHT	SURTY	U#	TYPE	TO	U#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE										
UNLOC?	D	C	S	V	L	K	LAT	LONG	FROM	LONG	LES	SECOND	STREET	DIRECT	LOCIN	DRWY	LIGHT	SURTY	U#	TYPE	TO	U#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE										
00050	N	N	N	N	N	N	02/07/2012	07	WARRENTON DR						STRGHT	N	CLD	ANIMAL	01	NONE	0	STRGHT					01	DRVR	NONE	27	F	OR-Y	OR-25	000	000	00						
	CITY								WARRENTON DR						STRGHT	N	CLD	ANIMAL	01	NONE	0	STRGHT					01	DRVR	NONE	27	F	OR-Y	OR-25	000	000	00						
	N								NW 13TH ST						S																											
	N								46 11	-123 55	010400100S00				03																											
	N								15.2500244	45.8759763					03																											
00611	N	N	N	N	N	N	12/16/2014	07	WARRENTON DR						STRGHT	N	CLR	ANIMAL	01	NONE	0	STRGHT																				
	CITY								WARRENTON DR						STRGHT	N	CLR	ANIMAL	01	NONE	0	STRGHT																				
	N								46 11	-123 55	010400100S00				03																											
	N								46 11 7.02	-123 55	010400100S00				03																											
	N								45.94						03																											
00459	N	N	N	N	N	N	10/02/2013	07	WARRENTON DR						CURVE	N	Y	RAIN	FIX	OBJ	01	NONE	0	STRGHT																		
	CITY								WARRENTON DR						CURVE	N	Y	RAIN	FIX	OBJ	01	NONE	0	STRGHT																		
	Y								46 11	-123 55	010400100S00				06																											
	N								23.2540919	46.210692					06																											
00021	Y	Y	N	N	N	N	01/17/2014	07	WARRENTON DR						CURVE	N	Y	CLR	FIX	OBJ	01	NONE	0	STRGHT																		
	CITY								WARRENTON DR						CURVE	N	Y	CLR	FIX	OBJ	01	NONE	0	STRGHT																		
	Y								46 11	-123 55	010400100S00				06																											
	N								25.1077919	48.3313079					06																											
00038	Y	N	N	N	N	N	01/31/2012	07	WARRENTON DR						CURVE	N	Y	RAIN	FIX	OBJ	01	NONE	0	STRGHT																		
	CITY								WARRENTON DR						CURVE	N	Y	RAIN	FIX	OBJ	01	NONE	0	STRGHT																		
	Y								46 11	-123 55	010400100S00				01																											
	N								25.455833	48.9365703					01																											
00306	N	Y	N	N	N	N	07/14/2013	07	WARRENTON DR						CURVE	N	Y	CLR	FIX	OBJ	01	NONE	0	STRGHT																		
	CITY								WARRENTON DR						CURVE	N	Y	CLR	FIX	OBJ	01	NONE	0	STRGHT																		
	Y								46 11	-123 55	010400100S00				SE																											
	N								47.6932919						01																											
00306	N	Y	N	N	N	N	07/14/2013	07	WARRENTON DR						CURVE	N	Y	CLR	FIX	OBJ	01	NONE	0	STRGHT																		
	CITY								WARRENTON DR						CURVE	N	Y	CLR	FIX	OBJ	01	NONE	0	STRGHT																		
	Y								46 11	-123 55	010400100S00				SE																											
	N								47.6932919						01																											

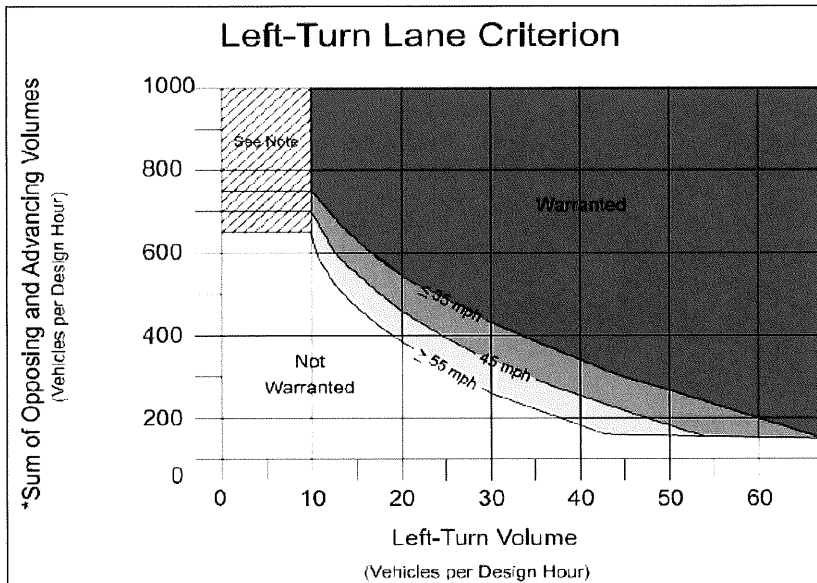
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Project: Pacific Seafood Dormitory Facility
 Intersection: Site Access at OR-104 (SEB)
 Date: 5/16/2019
 Scenario: 2021 Buildout Conditions

Speed? 45 mph

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



Source: Oregon DOT Analysis Procedures Manual 2008

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

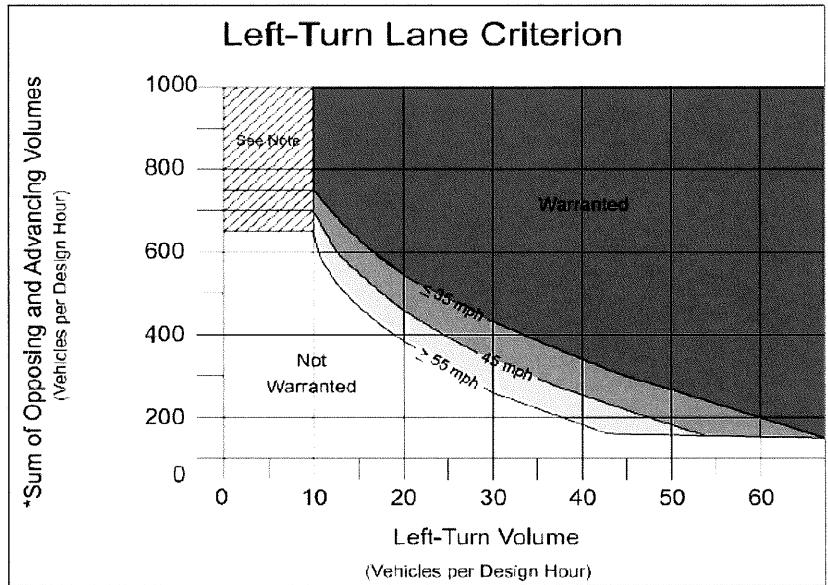
Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require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



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

Speed? 45 mph

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



Source: Oregon DOT Analysis Procedures Manual 2008

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

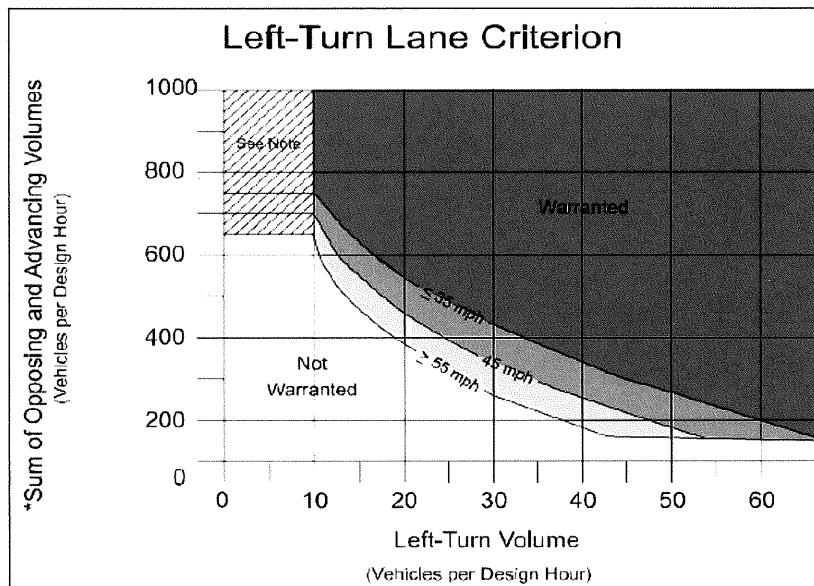
Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require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



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

Speed? 35 mph

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



Source: Oregon DOT Analysis Procedures Manual 2008

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

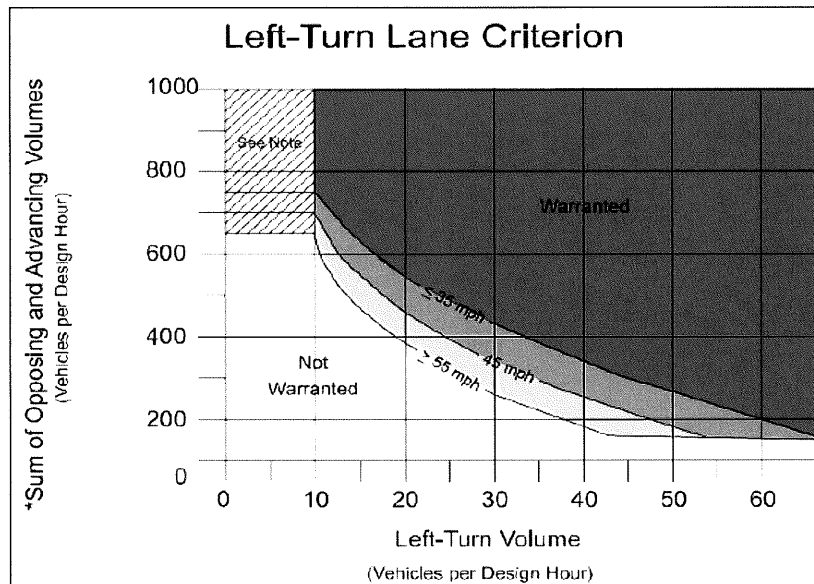
Note: The criterion is not met from zero to ten left turn vehicles per hour, but careful consideration should be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operational impacts may require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



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

Speed? 35 mph

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



Source: Oregon DOT Analysis Procedures Manual 2008

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

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

LEVEL OF SERVICE

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

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

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

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

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

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

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

1e

*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

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

*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

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

Intersection

Int Delay, s/veh 0

Movement SEL SET NWT NWR SWL SWR

Lane Configurations		↕	↗		↘	
Traffic Vol, veh/h	1	314	174	1	1	1
Future Vol, veh/h	1	314	174	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	341	189	1	1	1

Major/Minor Major1 Major2 Minor2

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

Approach SE NW SW

HCM Control Delay, s 0 0 10.7
HCM LOS B

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1

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

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

05/08/2019

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

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

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

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

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

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

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

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

Intersection

Int Delay, s/veh 0

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

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	415	0	0
Stage 1	-	-	415
Stage 2	-	-	264
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1144	-	417
Stage 1	-	-	666
Stage 2	-	-	780
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1144	-	417
Mov Cap-2 Maneuver	-	-	417
Stage 1	-	-	665
Stage 2	-	-	780

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

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	1144	504
HCM Lane V/C Ratio	-	-	0.001	0.004
HCM Control Delay (s)	-	-	8.2	12.2
HCM Lane LOS	-	-	A	B
HCM 95th %tile Q(veh)	-	-	0	0

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

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

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1305	-	-	435	418	1145	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.066	0.003	-	-
HCM Control Delay (s)	7.8	0	-	13.3	14.2	8.2	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

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

05/08/2019

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

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

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

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

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

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

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

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

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

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

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

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

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

05/08/2019

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

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

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

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

Intersection

Int Delay, s/veh 0

Movement SEL SET NWT NWR SWL SWR

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

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	416	0	-	0	681	416
Stage 1	-	-	-	-	416	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1143	-	-	-	416	637
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1143	-	-	-	416	637
Mov Cap-2 Maneuver	-	-	-	-	416	-
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	779	-

Approach SE NW SW

HCM Control Delay, s 0 0 12.2
HCM LOS B

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1

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

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

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

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

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

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

05/08/2019

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

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

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

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

Intersection						
Int Delay, s/veh	0.4					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	315	175	6	15	1
Future Vol, veh/h	1	315	175	6	15	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	342	190	7	16	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	197	0	-	0	538 194
Stage 1	-	-	-	-	194 -
Stage 2	-	-	-	-	344 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1376	-	-	-	504 847
Stage 1	-	-	-	-	839 -
Stage 2	-	-	-	-	718 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1376	-	-	-	503 847
Mov Cap-2 Maneuver	-	-	-	-	503 -
Stage 1	-	-	-	-	838 -
Stage 2	-	-	-	-	718 -

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

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1376	-	516
HCM Lane V/C Ratio	-	-	0.001	-	0.034
HCM Control Delay (s)	-	-	7.6	0	12.2
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.1

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

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

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

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

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

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

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

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

Intersection

Int Delay, s/veh 0.4

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	1	242	382	20	19	1
Future Vol, veh/h	1	242	382	20	19	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	263	415	22	21	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	437	0	0
Stage 1	-	-	426
Stage 2	-	-	265
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1123	-	410
Stage 1	-	-	659
Stage 2	-	-	779
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1123	-	410
Mov Cap-2 Maneuver	-	-	410
Stage 1	-	-	658
Stage 2	-	-	779

Approach	SE	NW	SW
HCM Control Delay, s	0	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1123	-	417
HCM Lane V/C Ratio	-	-	0.001	-	0.052
HCM Control Delay (s)	-	-	8.2	0	14.1
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.2

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

05/16/2019

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

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

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

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

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	2	26	1	1	15	47	420	3	8	266	2
Future Vol, veh/h	7	2	26	1	1	15	47	420	3	8	266	2
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	1	1	1	1	1	1
Mvmt Flow	8	2	29	1	1	17	52	467	3	9	296	2
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	898	890	299	905	890	469	299	0	0	470	0	0
Stage 1	316	316	-	573	573	-	-	-	-	-	-	-
Stage 2	582	574	-	332	317	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	262	284	745	260	284	598	1268	-	-	1097	-	-
Stage 1	699	659	-	508	507	-	-	-	-	-	-	-
Stage 2	502	506	-	686	658	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	241	265	744	236	265	598	1267	-	-	1097	-	-
Mov Cap-2 Maneuver	241	265	-	236	265	-	-	-	-	-	-	-
Stage 1	659	652	-	480	479	-	-	-	-	-	-	-
Stage 2	460	478	-	650	651	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	13		12.3		0.8			0.2				
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1267	-	-	489	514	1097	-	-				
HCM Lane V/C Ratio	0.041	-	-	0.08	0.037	0.008	-	-				
HCM Control Delay (s)	8	0	-	13	12.3	8.3	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-				

Comprehensive Plan Amendment

CP 19-2

Housing Policy Implementation & Code Update

Comprehensive Plan Policy Amendments (Section 3.3.10 Residential Lands)

(14) The City shall support the creation of housing that is affordable to low- and moderate-income households through partnerships, land use policies, and programmatic efforts.

(15) The City shall allow for a mix of residential uses with other compatible uses in appropriate locations.

(16) The City will allow and support the development of Accessory Dwelling Units in all residential zones in accordance with Oregon law. Accessory Dwelling Units are an important housing option that can help meet the need for affordable rental units, reduce housing costs for homeowners, and enable multi-generational living.

(17) As necessary, the City shall regulate short term rentals to reduce their impact on availability and long-term affordability of housing.

09/30/19 Staff Comments: The above policies are directly taken from the Housing Needs Assessment completed in June 2019. These policies fill a policy gap since the Housing Element was last revised. The Comprehensive Plan is aspirational only. The Comprehensive Plan is typically not applied to the Type 3 applications (Ex: CUP, SDR), but is applied in Type 4 Legislative (Ex: Development Code Amendments). With the proposed changes to the ADU section, and zoning districts, the Development Code will be consistent with the above revisions. The City Commission already adopted a successful homestay lodging program in January 2019 that regulates the safety of short term rentals.

Housing Code Amendments 2019

File No: DCR 19-2

V 2.0: September 30, 2019

NOTE: Additions are bold | Deletions are strikethrough

16.12.010 Definitions.

Courtyard Cottages: Four or more cottages that are 1200 SF or less built or placed around a shared open space and shared side yard parking. Cottages can be on fee simple lots or one lot in common ownership.

Density. A measurement of the number of dwelling units in relationship to a specified amount of land.

As used in this Code, density does not include land devoted to street right-of-way. Density is a measurement used generally for residential uses.

-**Minimum:** The amount of dwelling units that are the minimum necessary to develop a 25,000 SF or larger lot.

-**Net:** The amount of density allowed when non-buildable land (wetlands, riparian, floodplain) is subtracted from the gross acres.

-**Maximum:** The maximum amount of dwelling units on a given lot that is larger than 25,000 SF.

Institutional Master Plan: See PUD proposal

Mixed use: Commercial and residential space built on the same lot in vertical or horizontal format.

Single-Family Attached (Duplex, Townhome, Triplex, Rowhouse). Two (duplex, townhome) or more (triplex, rowhouse) single-family dwellings with common end walls. **Townhouses are distinct in architectural features and color. Rowhouses use similar architectural features.**

See Chapter 16.184, Single-Family Attached, Duplex, and Triplex Design Standards.

Transitional Housing: Temporary housing provided as a social service to homeless such as a shelter, warming center, or dormitory.

Zero Lot Line: Living units that can be built up to the property line providing space in the rear for accessory structures and common space.

16.180.040 Accessory Dwelling Standards.

~~C. **Owner Occupied.** The primary residence or accessory dwelling shall be owner occupied. The owner may act as a resident caretaker of the principal house while occupying the accessory dwelling or appoint a family member to perform such duties.~~

Commented [KC1]: Complies with HB 2001.

I. **Off-Street Parking.** No additional off-street parking is required if the lot already contains at least two off-street parking spaces; ~~otherwise, one space is required. A credit for one space is allowed per lot if the adjacent public street is built to city standards.~~

Commented [KC2]: Complies with HB 2001.

Low Density Residential R-10 Zone

16.28.020 Permitted Uses.

Housing Code Update

Page 1

DCR 19-2

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

- A. Single-family detached, **attached, or duplex** dwelling.

Commented [KC3]: Zoning district standard changes per recommendations in HNA June 2019

16.28.040 Development Standards.

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

- A. Density Provisions.
 - 1. Minimum lot area for residences: **8,000 square feet. Minimum density is 5 dwelling units per acre.**

Medium Density Residential - RM Zone

16.32.020 Permitted Uses.

The following uses and their accessory uses are permitted in the R-M Zone if the Community Development Director determines that the uses conform to the standards in Sections 16.32.040 through 16.32.050, and any other applicable Development Code standards, and other City laws:

- A. Single-family detached dwelling.
- B. Modular home.
- C. Manufactured home subject to the standards in Chapter 16.168.
- D. **Duplex, townhome, and triplex** subject to standards of Chapter 16.184.

16.32.040 Development Standards.

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

- A. Density Provisions.
 - 1. Minimum lot area for single-family detached dwelling or duplex: 5,000 square feet.
Minimum density is 8 dwelling units per acre.

High Density Residential - RH Zone

16.36.030 Conditional Uses.

The following uses and their accessory uses may be permitted when approved under Chapter 16.220:

- A. Boarding or rooming houses.

16.36.040 Development Standards.

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

A. Density Provisions.

1. Minimum lot area for a single-family detached dwelling: **4,500** square feet. **Minimum density is 20 units per acre.**
2. A minimum of 20 square feet of glazing must be on the side of the dwelling facing a street.
3. Duplexes, townhomes, rowhouses and triplexes shall comply with the standards of Chapter 16.184.
4. Multifamily housing developments shall comply with the standards of Chapter 16.188.
5. **Exterior materials shall not include T-111, vinyl or EIFS.**

Commented [KC4]: Consistent with derelict building ordinance and prevention of new nuisance properties. Materials do not perform in coastal climate.

16.40.020 Permitted Uses.

The following uses and their accessory uses are permitted in the C-1 zone if the uses conform to the standards in Sections 16.40.040 through 16.40.060, Chapters 16.124, 16.212 and other applicable Development Code standards, and other City laws:

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

1. Personal and business service establishments such as barber or beauty shop, clothes cleaning, or funeral home.
- 20. Commercial uses with 2nd floor residential use(s) [apartment(s)] or on same lot with existing single family detached built prior to April 2, 1997.**
21. Similar uses as those stated above.

Commented [KC5]: Encourages new housing above commercial in downtown and commercial corridors. Legalizes non-conforming uses (live/work); EX: Upholstery shop on S Main Ave

- B. For all other C-1 zoned areas within the City limits of Warrenton, the following uses and their accessory uses are permitted and shall comply with the above noted sections:

1. Personal and business service establishments such as barber or beauty shop, clothes cleaning or funeral home.
- 23. Commercial uses with 2nd floor residential use(s) [apartment(s)] or on same lot with existing single family detached built prior to April 2, 1997.**

16.202 Courtyard Cottage Cluster Housing (NEW CODE SECTION)

A. Purpose. A cottage cluster housing development is a small cluster of dwelling units appropriately sized for smaller households and available as an alternative to the development of typical detached single-family and two-family homes on individual lots. Cottage cluster development is intended to address the changing composition of households, and the need for smaller, more diverse, and often, more affordable housing choices. Providing for a variety of housing types also encourages innovation and diversity in housing design and site development, while ensuring compatibility with surrounding single-family residential development.

Commented [KC6]: New code section to encourage single family detached around shared open space with flexibility for parking location and reuse of existing SFR. Provides ideal housing for singles, retirees, and empty nesters.

B. Ownership and Parcelization. Cottage cluster developments may be sited on one commonly owned parcel with individual cottages owned in a condominium, cooperative, or similar arrangement, or cottages may be on individual lots with shared amenities and facilities owned in common. Applicants must submit proof that a homeowner's association or other long-term management agreement will be established to ensure the maintenance of development elements in common ownership.

C. Review Procedures.

1. Applications for cottage cluster development on a single lot will be reviewed by the Community Development Director - Type 2 application.
2. Applications for cottage cluster development involving creation of multiple lots shall be reviewed in accordance with 16.216. Subdivision.

D. Standards. Cottage cluster developments are subject to the following standards:

1. **Density.** Cottages may be built up to the density established for cottage cluster development in the underlying zone. Cottages are permitted outright in the R-10, RM, and RH zone. Minimum lot size is 10,000 SF.
2. **Number of cottages.** A cottage cluster development is composed of four (4) to twenty (20) dwelling units.
3. **Cottage design.** The cottages in a cottage cluster development are subject to the following standards:
 - a. **Maximum floor area.** The gross floor area of each cottage shall not exceed 1,250 square feet.
 - b. **Maximum footprint:** The footprint of each cottage unit shall not exceed 800 square feet, or 1,200 square feet including a garage. A communal garage or parking structure is permitted, and is not subject to the maximum footprint requirements for cottages.
 - c. **Average size.** The average size of all dwellings combined within a cottage cluster development will be less than 1,200 square feet.
 - d. **Maximum height.** The height of each cottage shall be the same as required by the underlying zoning and applicable overlay zoning.
 - e. **Placement.** If cottages differ in size, smaller cottages shall be located adjacent to or in closer proximity than larger cottages to the adjacent public street or River Trail to which the development is oriented.

- f. **Setbacks.** The setbacks from adjacent property lines along the perimeter of the cottage cluster development shall be the same as required by the underlying zone. The minimum distance between all structures, including accessory structures, shall be in accordance with building code requirements (at least six (6) feet spacing between buildings).
- g. **Private open space.** Each cottage may have private open space for the exclusive use of the cottage residents. Private open space does not count towards the required common open space.
- h. **Orientation of cottages.** Cottages shall be clustered around the common open space. Each cottage shall have a primary entrance and covered porch oriented to the common open space. All cottages shall be within 10 feet from the common open space, measured from the façade of the cottage to the nearest delineation of the common open space. Lots in a cottage cluster development are not required to abut a public right-of-way, except that the parent parcel shall have frontage on a public right-of-way in accordance with 16.120
- i. **Common Open Space.** The design of the common open space shall not use unusable lot area or projections to meet the requirement for common open space. Unusable lot area includes, but is not limited to, foundation landscaping, enlarged or enhanced parking strips or sidewalks, narrow strips of land, wetlands, or small dead zones of the lot.
- j. **Public street facing facades.** Cottages abutting a public right-of-way or Waterfront Trail shall have a secondary entrance or a porch, bay window, or other major architectural feature oriented to the public right-of-way or the River Trail. Garage or carport entrances may not face a public right-of-way unless it is an alley.
- k. **Porches.** Each cottage shall have a covered open porch that shall be oriented toward the common open space and that shall be at least six (6) feet in depth measured perpendicular to the abutting building facade and at least 60 square feet in area.

4. **Community buildings.** Cottage cluster developments may include community buildings that provide space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, or community eating areas. They shall have a footprint of no more than 800 square feet unless there is an existing dwelling that is renovated for community building space.

INSERT GRAPHIC

5. **Common open space.** Cottage cluster developments shall have a common open space in order to provide a sense of openness and community of residents. Common open space is subject to the following standards:
- a. Each cottage cluster development shall contain a minimum 2,000 square feet of common open space regardless of the number of cottages in the cluster, and not less than 200 square feet of common open space per cottage.
 - b. The common open space shall include at least a single, contiguous, useable piece.
 - c. Cottages shall abut the common open space on at least two sides of the open space.

d. Parking areas, required yards, private open space, and driveways do not qualify as common open space.

6. Parking. Parking for a cottage cluster development is subject to the following standards:

- a. Minimum number of parking spaces. Cottage cluster developments shall have at least one parking space for each unit with a gross floor area of 700 feet or less.
- b. Guest parking. Cottage cluster developments shall have at least 0.5 additional guest parking spaces for each cottage in the development, rounded up to the nearest whole number. These spaces shall be clearly identified as being reserved for guests.
- c. Reduction in number of required parking spaces. The required number of guest parking spaces may be reduced by the number of on-street parking spaces on public streets adjacent to and immediately abutting the cottage cluster development.
- d. Clustering and parking structures. Parking areas may be arranged in clusters limited to no more than five contiguous spaces. Clustered parking areas may be covered. Up to two (2) carriage house dwelling units are permitted on the second floor of a parking structure, with a maximum of one (1) carriage house dwelling unit per four (4) cottages (rounded to the nearest whole number). Parking structures may or may not be located on the same lot as the cottage they serve. Parking structures shall not be located within a common open space and are required to be screened from view from common open space areas.
- e. Parking access. Parking areas shall be accessed only by a private driveway or public alley or local street. No parking space may be between a public street and cottages that abut a public street.
- f. Design. The design of garages, carports, and parking structures, including the roof lines, windows, and trim, shall be similar to and compatible with that of the cottages within the cottage cluster development.
- g. Screening. Landscaping or architectural screening at least three feet tall shall separate parking areas and parking structures from the common area and public streets. Solid fencing (e.g., board, cinder block) shall not be allowed as an architectural screen.
- h. Location. Parking can be grouped and located on a separate lot within 100 feet of an edge of the cottage cluster development.

8. Frontage, access, and walkways.

- a. Frontage. The parent parcel shall have frontage on a public street. If individual lots are created within the cluster development, each lot shall abut the common open space, but is not required to have public street frontage.
- b. Access. No part of any structure shall be more than 150 feet, as measured by the shortest clear path on the ground, from fire department vehicle access, unless the building has a fire suppression system.
- c. Walkways. A cottage cluster development shall have sidewalks abutting all public streets. A system of interior walkways shall connect each cottage to the common open space, parking areas, private driveways, any community buildings, the sidewalks abutting any public streets bordering the cottage cluster development, and other pedestrian or shared use facilities such

as the Waterfront Trail. Sidewalks abutting public streets shall meet the width requirements established in the Warrenton Engineering Design Standards, and interior walkways shall be at least four (4) feet in width.

9. Interior fences. Fences on the interior of the cottage cluster development shall not exceed three (3) feet in height and shall not consist of solid (e.g., board, cinder block) fencing.

10. Existing structures. On a lot or parcel to be used for a cottage cluster development, an existing detached single-family dwelling that may be nonconforming with respect to the requirements of this section may remain, but the extent of its non-conformity may not be increased. Such dwellings shall count towards the number of cottages allowed in the cottage cluster development unless converted for community building use.

E. Conflicts. In the event of a conflict between this Section and other Sections of the Warrenton Development Code, this Section shall control.

Chapter 16.216 LAND DIVISIONS AND LOT LINE ADJUSTMENTS

16.216.050 Approval Criteria—Preliminary Plat.

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

1. Partition and Subdivision.

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

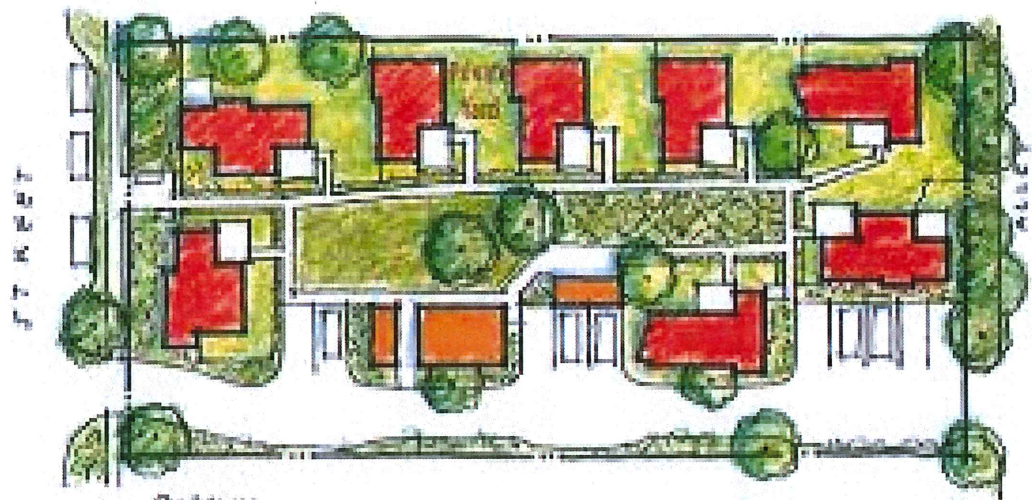
b. Housing Density. The subdivision meets the City's housing density standards of the applicable zoning district (Division 2).

c. Accessory Dwelling Units are not counted against the minimum density requirement per WMC 16.180.040. **Subdivisions of 10 lots or more shall include ADU ready units that are structurally compliant in either detached or attached accessory structures.**

Commented [KC7]: Encourages new homeowners to build out space above garage without having expense of installing structural truss package. Staff checked with 3 local contractors and verified the net increase in cost is minimal. Ten lots is proposed but could be revised.

PUD Amendment - See File: DCR 16-3

Single Cluster 1



Check to see
□ Neighborhood Elements



**GUIDANCE ON IMPLEMENTING
THE ACCESSORY DWELLING UNITS (ADU) REQUIREMENT
UNDER OREGON SENATE BILL 1051**



*M. Klepinger's backyard detached ADU, Richmond neighborhood, Portland, OR.
(Photo courtesy of Ellen Bassett and accessorydwellings.org.)*

OREGON DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT

MARCH 2018



**Oregon Department of
Land Conservation
and Development**

Introduction

As housing prices in Oregon go up, outpacing employment and wage growth, the availability of affordable housing is decreasing in cities throughout the state. While Oregon's population continues to expand, the supply of housing, already impacted by less building during the recession, has not kept up. To address the lack of housing supply, House Speaker Tina Kotek introduced House Bill 2007 during the 2017 legislative session to, as she stated, "remove barriers to development." Through the legislative process, legislators placed much of the content of House Bill 2007 into Senate Bill 1051, which then passed, and was signed into law by Governor Brown on August 15, 2017. In addition, a scrivener's error¹ was corrected through the passage of HB 4031 in 2018.

Among the provisions of SB 1051 and HB 4031 is the requirement that cities and counties of a certain population allow accessory dwelling units (ADUs) as described below:

- a) *A city with a population greater than 2,500 or a county with a population greater than 15,000 shall allow in areas within the urban growth boundary that are zoned for detached single-family dwellings the development of at least one accessory dwelling unit for each detached single-family dwelling, subject to reasonable local regulations relating to siting and design.*
- b) *As used in this subsection, "accessory dwelling unit" means an interior, attached or detached residential structure that is used in connection with or that is accessory to a single-family dwelling.*

This new requirement becomes effective on July 1, 2018 and subject cities and counties must accept applications for ADUs inside urban growth boundaries (UGBs) starting July 1, 2018. Many local governments in Oregon already have ADU regulations that meet the requirements of SB 1051, however, some do not. Still others have regulations that, given the overall legislative direction to encourage the construction of ADUs to meet the housing needs of Oregon's cities, are not "reasonable." The Oregon Department of Land Conservation and Development (DLCD) is issuing this guidance and model code language to help local governments comply with the legislation. The model code language is included on its own page at the end of this document.

¹ *The scrivener's error in SB 1051 removed the words "within the urban growth boundary." HB 4031 added the words into statute and thus limited the siting of ADUs to within UGBs.*

Guidance by Topic

The purpose of the following guidance is to help cities and counties implement the ADU requirement in a manner that meets the letter and spirit of the law: to create more housing in Oregon by removing barriers to development.

Number of Units

The law requires subject cities and counties to allow “at least one accessory dwelling unit for each detached single-family dwelling.” While local governments must allow one ADU where required, DLCD encourages them to consider allowing two units. For example, a city or county could allow one detached ADU and allow another as an attached or interior unit (such as a basement conversion). Because ADUs blend in well with single-family neighborhoods, allowing two units can help increase housing supply while not having a significant visual impact. Vancouver, BC is a successful example of such an approach.

Siting Standards

In order to simplify standards and not create barriers to development of ADUs, DLCD recommends applying the same or less restrictive development standards to ADUs as those for other accessory buildings. Typically that would mean that an ADU could be developed on any legal lot or parcel as long as it met the required setbacks and lot coverage limits; local governments should not mandate a minimum lot size for ADUs. So that lot coverage requirements do not preclude ADUs from being built on smaller lots, local governments should review their lot coverage standards to make sure they don’t create a barrier to development. To address storm water concerns, consider limits to impermeable surfaces rather than simply coverage by structures.

In addition, any legal nonconforming structure (such as a house or outbuilding that doesn’t meet current setback requirements) should be allowed to contain, or be converted to, an ADU as long as the development does not increase the nonconformity.

Design Standards

Any design standards required of ADUs must be clear and objective (ORS 197.307[4]). Clear and objective standards do not contain words like “compatible” or “character.” With the exception of ADUs that are in historic districts and must follow the historic district regulations, DLCD does not recommend any special design standards for ADUs. Requirements that ADUs match the materials, roof pitch, windows, etc. of the primary dwelling can create additional barriers to development and sometimes backfire if the design and materials of the proposed

ADU would have been of superior quality to those of the primary dwelling, had they been allowed.

Parking

Requiring off-street parking is one of the biggest barriers to developing ADUs and it is recommended that jurisdictions not include an off-street parking requirement in their ADU standards. Adding off-street parking on many properties, especially in older centrally-located areas where more housing should be encouraged, is often either very expensive or physically impossible. In addition, when adding an additional off-street parking space requires a new or widened curb cut, it removes existing on-street parking, resulting in no net gain of parking supply. As an alternative to requiring off-street parking for ADUs, local governments can implement a residential parking district if there is an on-street parking supply shortage. For more help on parking issues, visit www.oregon.gov/lcd/tgm/pages/parking.aspx or contact DLCD.

Owner Occupancy

Owner-occupancy requirements, in which the property owner is required to live on the property in either the primary or accessory dwelling unit, are difficult to enforce and not recommended. They may be a barrier to property owners constructing ADUs, but will more likely simply be ignored and constitute an on-going enforcement headache for local governments.

Public Utilities

Development codes that require ADUs to have separate sewer and water connections create barriers to building ADUs. In some cases, a property owner may want to provide separate connections, but in other cases doing so may be prohibitively expensive.

System Development Charges (SDCs)

While SDCs are not part of the development code and SB 1051 does not require them to be updated, local governments should consider revising their SDCs to match the true impact of ADUs in order to remove barriers to their development. ADUs are generally able to house fewer people than average single-family dwellings, so their fiscal impact would be expected to be less than a single-family dwelling. Accordingly, it makes sense that they should be charged lower SDCs than primary detached single-family dwellings.

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Accessory Dwellings (model code)

Note: ORS 197.312 requires that at least one accessory dwelling be allowed per detached single-family dwelling in every zone within an urban growth boundary that allows detached single-family dwellings. Accessory dwellings are an economical way to provide additional housing choices, particularly in communities with high land prices or a lack of investment in affordable housing. They provide an opportunity to increase housing supply in developed neighborhoods and can blend in well with single-family detached dwellings. Accessory dwelling regulations can be difficult to enforce when local codes specify who can own or occupy the homes. Requirements that accessory dwellings have separate connections to and pay system development charges for water and sewer services can pose barriers to development. Concerns about neighborhood compatibility, parking, and other factors should be considered and balanced against the need to address Oregon's housing shortage by removing barriers to development.

The model development code language below provides recommended language for accessory dwellings. The italicized sections in brackets indicate options to be selected or suggested numerical standards that communities can adjust to meet their needs. Local housing providers should be consulted when drafting standards for accessory dwellings, and the following standards should be tailored to fit the needs of your community.

Accessory dwellings, where allowed, are subject to review and approval through a Type I procedure[, pursuant to Section _____,] and shall conform to all of the following standards:

[A. One Unit. *A maximum of one Accessory Dwelling is allowed per legal single-family dwelling. The unit may be a detached building, in a portion of a detached accessory building (e.g., above a garage or workshop), or a unit attached or interior to the primary dwelling (e.g., an addition or the conversion of an existing floor).*

A. Two Units. *A maximum of two Accessory Dwellings are allowed per legal single-family dwelling. One unit must be a detached Accessory Dwelling, or in a portion of a detached accessory building (e.g., above a garage or workshop), and one unit must be attached or interior to the primary dwelling (e.g., an addition or the conversion of an existing floor).]*

B. Floor Area.

1. A detached Accessory Dwelling shall not exceed [800-900] square feet of floor area, or [75] percent of the primary dwelling's floor area, whichever is smaller.
2. An attached or interior Accessory Dwelling shall not exceed [800-900] square feet of floor area, or [75] percent of the primary dwelling's floor area, whichever is smaller. However, Accessory Dwellings that result from the conversion of a level or floor (e.g., basement, attic, or second story) of the primary dwelling may occupy the entire level or floor, even if the floor area of the Accessory Dwelling would be more than [800-900] square feet.

C. Other Development Standards. Accessory Dwellings shall meet all other development standards (e.g., height, setbacks, lot coverage, etc.) for buildings in the zoning district, except that:

1. Conversion of an existing legal non-conforming structure to an Accessory Dwelling is allowed, provided that the conversion does not increase the non-conformity; and

2. No off-street parking is required for an Accessory Dwelling.

Definition (This should be included in the “definitions” section of the zoning ordinance. It matches the definition for Accessory Dwelling found in ORS 197.312)

Accessory Dwelling – An interior, attached, or detached residential structure that is used in connection with, or that is accessory to, a single-family dwelling.

Housing Code Amendments 2019

F16.36.040 Development Standards

R-H zone

C. Design Standards

5. Exterior materials shall not include T-111, vinyl or EIFS.

Please check with the Building Official on the minimum building standards. I believe it shows that the vapor barrier attached over the stud wall with the siding then applied (single wall construction). The tiny home that Chuck Bergerson built was done this way. T-111 would be in the same category as the plywood siding that Chuck used. Cement lap siding would not be strong enough on this type of construction. Look also at manufactured homes; I think this is also the way they are built -- there is a lot of glue used.

EIFS, Exterior Insulation System Finishes, does not work in Clatsop County. The exterior paint is the main barrier to keep water out; however, the companies that produce these products will argue that if installed correctly, there is no problem.

Vinyl siding appearance, sustainability, this is not a green product and recycling most of it will go to a landfill. Warping, if not installed correctly, cracking, melting in cold climates and moisture problems. **Instead of banning these products, could we have a section pointing out problems when using these products?**

Courtyard Cottage Cluster Housing could be permitted in all residential zones and including CMU with the minimum lot size of 10,000 SF. **I don't feel that adding a line item for either tiny homes or cottage clusters in the conditional use area would cause a problem. But again, Spur 104 application was complete beforehand. If someone wanted, could they do this with a variance?**

Section 2.340 Neighborhood Master Planning

g. Address increase traffic issues in conjunction with any new redevelopment.

With any new subdivision is this not one of the issues that is looked at before it comes to the PC? Right now, the only area that could be affected would be the Spur 104 area, but the application was complete so the code is in place for it. Anything coming in front of the PC after the approval would be affected. The real problem of the Spur 104 area is that with 25 individual owners you have no idea of when or even if the property that they own will be developed. The conditions in this area over time can and will change. There needs to be a clause to protect these owners for future development. The first come first serve is a poor concept of planning.

The passage of the proposal of all CP19-01 should not affect the decision pending on Spur 104 area because of the application being complete beforehand. **Once again, we will need the City Attorney for an opinion on this matter.**

Accessory Dwelling Standard

There is the concern from the PC on the matter of ADUs in new subdivisions if CCRs were to address this issue with a restriction in these neighborhoods. **Would this be in violation of a state code? Can the City Attorney give an opinion on this?**

Cluster Parking structures

Parking structures shall not be located within a common open space and are required to be screened from view from common space areas. **I do not understand. Could you give us a drawing on this concept?**

Conflicts.

In the event of a conflict between this section and other sections of the Warrenton Development Code, this section shall control. **Please give examples of the conflicts. I would like the City Attorney to give an opinion on this matter. With this clause are we not rewriting the whole development code for the city?**

Accessory Dwelling Units

Subdivisions of 10 lots or more shall include ADU ready units that are structurally compliant in either detached or attached accessory structures. **This needs to be reviewed by the City Attorney. I am against this as mandatory but a developer could have the option. Again, what if CCRs are in place to prevent this? With making the garage ready for an ADU, there could be problems with building, plumbing and electrical specialty codes. These would need to be reviewed by the inspection officials for clarification.**

NOTE: Additions in bold

WMC 16.116 Neighborhood Master Plan Overlay

16.116.010. Purpose. The purpose of this chapter is to set forth design overlay standards for new neighborhood master plans to ensure the orderly conversion of a large amount of urbanizable land to mixed use, residential and commercial land within the City to higher intensity, urban uses to maximize investment in public facilities. The standards will apply to areas identified through City or developer initiated master planning. The subject areas are largely vacant and currently have a low level of urban services. These areas are projected to develop over time to a density of at least 25 units per acre similar to High Density Residential Zone (RH). This chapter is intended to ensure that public facilities adequate to serve development at this density are provided, either before or concurrent with development.

16.116.020 Boundaries of Neighborhood Master Plan Areas.

The neighborhood master plan standards in this chapter shall apply to areas designated on the Comprehensive Plan/Zone Map with the symbol "NMP-NAME." In addition, a specific master plan will be adopted and referenced herein that illustrates the boundaries and physical layout of new streets, parks, and other land uses.

Commented [KC1]: Revised Zoning Map is attached

16.116.030 Neighborhood Master Plan Development Standards

The following standards shall apply to new development within designated areas:

- A. All development shall provide the following primary urban services: water, sanitary sewer facilities connecting to the City sewer system, local streets, fire protection and drainage. An inability to provide an acceptable level of all primary services shall result in the denial of a land use application.
- B. All development shall be reviewed to ascertain whether an adequate level of the following secondary urban services exists: collector and arterial streets, transit, schools, police protection, and parks. Where the City determines and supports with findings that an unacceptable level of secondary urban services exist, the City may deny the land-use application unless the developer insures the availability of an acceptable level of the services within five years from occupancy.
- C. City specifications shall be the standard used as measurement of acceptability of a service, including traffic engineering and adopted city transportation policies, to disperse new traffic

trips generated by the impact of new development. If street standards are proposed that differ from the TSP, findings and analysis shall be provided to demonstrate compliance and consistency with neighborhood planning principles.

D. Encourage the maximum redevelopment of the area to facilitate the creation of a pedestrian friendly, transit supportive, and people-oriented neighborhood where residents and visitors can walk to services within the neighborhood and adjacent areas.

E. Development proposed within the neighborhood overlay that is consistent with the master plan is streamlined whereas any proposed development that does not support neighborhood planning principles and policies should be discouraged.

Commented [KC2]: Aspirational standards to support specific CMU standards.

16.116.040 Spur 104 Performance Measures & Redevelopment Standards

The following standards shall apply to new development in the Spur 104 Neighborhood Master Plan area.

A. Development shall conform to either the "Mixed Use Concept" (Exhibit A) or "Residential Concept." (Exhibit B) All streets, parks, open space, and trails shall be adhered to and planned for in future development.

B. The total number of housing units for the new neighborhood shall not exceed 350 units. The types of units and minimum density are described in the Commercial Mixed Use (CMU) Zone and High Density Residential Zone (RH) standards. Housing units that existed prior to 2018 shall not be counted towards the cap on the total amount. Adaptive reuse of cultural or historic structures built prior to 1940 is strongly encouraged.

Commented [KC3]: 10 units above highest amount on Residential Concept; Maximum in CMU is 400.

C. The total amount of commercial space shall not exceed 35,000 SF. No building shall be larger than 10,000 SF to encourage a neighborhood scale and pedestrian-oriented design. The types of uses allowed are described in the Commercial Mixed Use (CMU) Zone. Drive thrus shall be prohibited.

Commented [KC4]: To limit traffic impacts the ceiling for commercial is set for 35K and max at 10K to limit "big boxes." Drive thrus are prohibited for same reason and to create a pedestrian friendly, mixed use neighborhood.

D. Architectural design shall be governed by WMC 16.116 Design Standards. In addition, at least three distinct exterior materials shall be used. Glass entries and vestibules shall not be counted towards the required amount of materials. A distinctive entry is required oriented to a public street. New parking for commercial uses should be located to the rear or side portion of the lot, or underneath structure.

E. All new development shall proportionally contribute to planned parks and trails identified on the concept plans.

Commented [KC5]: Implements concept plans for pedestrian friendly, people oriented design.

Commented [KC6]: Encourages land assembly by developers to meet standards for public amenities.

Chapter 16.220 CONDITIONAL USE PERMITS
16.220.030 Review Criteria.

A. Before a conditional use is approved findings will be made that the use will comply with the following standards:

1. The proposed use is in conformance with the Comprehensive Plan.
2. The location, size, design and operating characteristics of the proposed use are such that the development will be compatible with, and have a minimal impact on, surrounding properties.
3. The use will not generate excessive traffic, when compared to traffic generated by uses permitted outright, and adjacent streets have the capacity to accommodate the traffic generated.
4. Public facilities and services are adequate to accommodate the proposed use.
5. The site's physical characteristics, in terms of topography, soils and other pertinent considerations, are appropriate for the use.
6. The site has an adequate area to accommodate the proposed use. The site layout has been designed to provide for appropriate access points, on-site drives, public areas, loading areas, storage facilities, setbacks and buffers, utilities or other facilities which are required by City ordinances or desired by the applicant.
7. **The use is appropriate at the proposed location. Several factors which should be considered in determining whether or not the use is appropriate include: accessibility for users (such as customers and employees); availability of similar existing uses; availability of other appropriately zoned sites; and the desirability of other suitably zoned sites for the intended use.**

Commented [K7]: CUP criteria is weak and needs a siting standard. Allows the PC and CC to weigh different areas of the City can support or not support certain uses such as drive thrus.

Master Plan for Spur 104

The area of Spur 104 is now zoned Commercial Mixed Use (CMU); the previous zoning was R-10 and General Industrial.

The purpose of this plan is to try and reduce restrictions and/or economic hardship to the property owners in the Spur 104 rezone area while at the same time encourage neighborhood development of residential and commercial projects as listed in the Development Code for CMU.

- **There are no building size restrictions or unit count restrictions in the current CMU code. (I believe we need to go by the code that was in place at the time the application was deemed complete.) This is one of the issues for the City Attorney to review. Please remember it is not the size of a building but the use that may be of concern.**

This is not a true subdivision that is being proposed by a single developer as there are currently 25 individual property owners that will be affected by this plan.

- **There is no code listing for a master plan for CMU. Again, this is an area that the City Attorney needs to explain. The CMU that is in place has worked for years and the City Commission's concern regarded traffic. The Commission did not voice any complaint about any other issue that was in the current CMU.**

Since the term "Spur 104" is a general reference to the area, it is recommended that in the future this area be named "Highlands Parkway" or any other name that the Planning Commission thinks appropriate for the area.

The platted rights-of-way (r-o-w) must stay platted with no chance of vacation of said r-o-w, even if the property on both sides of the r-o-w are owned by the same owner. At the end of each r-o-w there will be the need to have a hammerhead for turning around because of the distance of each r-o-w. This will help to make the neighborhood more pedestrian friendly by allowing more access points to a future trail system that could be on the far east side of all the properties which is the far west side of the Oregon Department of Transportation (ODOT) r-o-w. This also encourages the chances of smaller buildings throughout because of tax lot sizes. The streets include SE 14th Place, SE 14th Street, SE Galena Court, SE 13th Place and SE 13th Street but SE. 13th Street has a second entrance so there would be no need for the hammerhead turn around.

With any proposed building, the potential traffic impact will be reviewed and a unit count will be placed by the Community Development Director or person of responsibility who will make a determination as to whether the application will cause an overburden to traffic. As a reminder, ODOT has stated for the record that they did not have an issue with the traffic counts that were presented in the Transportation System Plan and approved for the Spur 104 area. There would be a chance to appeal to the City Commission on this judgment. The determination will be done by using the ODOT traffic charts for the most current year and/or whatever State charts would cover unit trip counts. This would be the clause that could give the unit traffic count for

SDC charges if so inclined. This clause could be removed in the future if there are more options to gain access to Highway 101 from the Alternate Highway 101 area -- Ensign Lane is the main option as of this writing. The City of Warrenton will work with ODOT to find more solutions to help relieve traffic congestion on Ensign Lane.

- **Again, this will be a question for the City Attorney as I cannot find anything in the CMU code on traffic restrictions especially when ODOT said there is no problem.**

System Development Charges (SDC) will be assessed as per the order of the City Commission. With the City Commission looking at adding a traffic charge per each unit of new construction, having those funds used for improvements as listed in the TSP, would address solutions to help with the traffic issues on Spur 104 and Ensign Lane that were approved in 2019. This is a special charge that could be removed by the authority of the City Commission when deemed no longer needed. All of the buildings that are in place at the start of 2019 are grandfathered in and no additional charges will be placed on them. There is an exemption to the SDCs. In 1999 the property owners, while working with the City of Warrenton, created a Local Improvement District (LID) to bring in the city's sewer system to this area. In the agreement, each property owner was able to receive a sewer connection for each tax lot they owned. There are still a number of these connections that have not been utilized and should be grandfathered in without the SDC charge of the sewer; all other charges would apply. Remembering that each connection was for residential use, adjustments would need to be made if the connection would produce more of a demand on the system than the use of a single resident. There is also the issue that some sewer lines were not installed to the far east tax lots but the property owners were still assessed their share of the total cost with the knowledge that when there was a need to connect, the city would install the extra length to these lines.

- **Please remember that this is not a new subdivision. In fact, there are some homes that were built in the 1920s. Because of this, the City Commission could use the remaining SDC charges for parks and trails in this neighborhood. As far as I know, I have not seen a plan showing parks and trails and how they will be funded, other than seeing something on the concept drawings. This is another question for the City Attorney.**

Along with all the permitted uses and conditional uses in the CMU code, the city recognizes that park models, aka tiny homes along with courtyard cottages, would be a permitted use by a variance because these units were thought of after the application was deemed complete. The CMU concept that was developed during the charette will be a suggestion but not a requirement.

- **This needs to be stated so it is not confusing. Once this concept is approved, will this be how the whole area can only be developed? Make no mistake, you must tell the Planning Commission if the drawings depict how the area will look and that the Commission is restricting the property owners' options to develop on their own property. There is nothing in the CMU code to make this a mandatory use or to restrict the number of units that could be built in this area. The City Attorney will need to give an opinion.**

Each property owner will need to do the improvements to their own r-o-w that are directly in front of their tax lot. This would be to the center line when the property owner has built and before the issuance of a certificate to occupy. As of now, the city standard width is 36 feet. Sidewalks and curbs would also be required. With this policy, you could end up with a patchwork of paving instead of a complete paved street. This was the reason for wanting to use Urban Renewal funds for this application. City standards will need to be followed. There should also be a policy that deals with property owners that may have built on or beyond said r-o-w. Another issue concerns the grandfathered houses that are already built; should they be made to do the improvements in front of their property?

A policy will need to be developed for the upgrade to the water lines going up each r-o-w. If someone would petition to build a large multifamily unit at the end of any r-o-w, there would be the need to install a larger water line. The largest water line in the area is two inches with no fire hydrants.

- **Will a property owner be permitted to build a multi-family unit in this area? I do not see anything on the drawings. Would every tax lot owner who has property on either side of the street be required to pay a percentage or would the developer need to cover the whole cost? Would this not make the project a LID without the 2/3 vote in favor of?**

I am concerned that the recommendations placed in the Spur 104 area will cause undue restrictions and economic hardship to each of the property owners. Because of this reason, it is suggested that the City Attorney review all of the proposals and provide the Planning Commission with a complete opinion and recommendation as to how we can deal with these issues.

16.116.040 Spur 104

Performance Measures & Redevelopment Standards

- A. Development shall conform to either the Mixed-Use Concept or Residential Concept. All streets, parks, open space and trails shall be adhered to and planned for future development.
If I understand this, if we pick the mixed-use concept this is the way the whole area will need to be developed. I would like an answer on this. What happens to the property owner if the drawing shows something they do not want to do? There is an area showing a Plaza. Is this the only thing that can go in there? Where will the financing come from to buy this property from the owner?
- B. The total number of housing units shall not exceed 350 units.
What does a housing unit mean? How does this figure into commercial buildings?
- C. The total amount of commercial space shall not exceed 35,000 SF. No building shall be larger than 10,000 SF.
**The size limit is not justifiable; the size of a building does not relate to the traffic use. Please explain.
In the Mixed-use Concept of your drawing, where does it show commercial buildings? Is this the only area where commercial building will be permitted? I need a direct answer to this.**
- D. Design Standards. In addition, at least three distinct exterior materials shall be used. Glass shall not be counted towards the requirement.
Is this for everything? Houses and commercial as well? We have had this discussion in meetings before; the PC feels that glass should be recognized as one material. Please explain
- E. All new development shall proportionally contribute to planned parks and trails identified on the concept plans.
How will this be calculated? What will be the total cost to the property owners? Are you wanting the PC to vote for an approval for a cost to this neighborhood without knowing just how much it will cost totally? This needs to be answered before the PC can vote on it. This is not what the request to CMU was about; the property owners had thought this would make the transition area between commercial and residential and give them more opportunities to develop. But instead it looks like they will be greatly restricted.

I am concerned that all of these issues will cause an appeal to LUBA. We will be restricting property owners' rights and placing an unknown amount of potential liability on each property owner without even an estimated cost. All of these issues need to be address by the City Attorney and the PC needs to see these answers before they are able to make a decision.