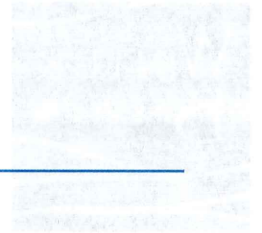


# Appendix A:

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## Required City Documents

### Winterbrook (2020)

- **Pre-Application Notes December 19, 2019**
  - **Pre-application Notes Response**
  - **Site Design Application Form**
- **Consulting Services Reimbursement Form**
- **City of Warrenton Permit Checklist**



## MEMORANDUM

To: Kevin Cronin, AICP – Community Development Director, City of Warrenton  
From: Winterbrook Planning  
Date: January 7, 2020  
Re: Response to Pre-application Conference Notes

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Comments from the December 19, 2019 Pre-application conference notes are included below in *Italics*. The District's response is included after each comment, following the word "Response."

*Architectural design standards (WMC 16.116.030) are required for PUD proposals. The pre-application materials did not include a basic elevation and exterior materials. To complete the review we need sufficient detail to ascertain compliance. The use of natural wood elements should be explored at the main entry to promote and accent historic and cultural use of timber and wood products in the community.*

**Response:** An Architectural thematic plan is included in Appendix G of the application narrative that discusses the propose design standards. The site is not located in a design overlay zone and is not subject to architectural design standards of the Warrenton Development Code.

*A site plan shall have calculations for building area, landscaped area, and parking to streamline the review process. The notes section should be expanded on the site plan. Please include a vicinity map and aerial showing adjacent properties and land uses.*

**Response:** Please refer to sheet L3.0 for requested area calculations.

*The subject property is adjacent to the approved Roosevelt Subdivision. Please illustrate how this project connects and dovetails with the other project from an access, trails, recreation, infrastructure, and transportation network perspective.*

**Response:** Please refer to sheets L2.4 & L3.0 for the requested illustration.

*The subject property is zoned R-H High Density Residential. There are two sets of development standards contained in the RH High Density Zone District. A 10-foot landscaped buffer will be required on the existing residential side of the property.*

**Response:** The District believes the code reference this comment is referring to is WDC 16.36.050.G which states, "For any common boundary between an R-H zone and any other residential zone 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." The adjacent residential land is zoned R-H, the same as the school district site and therefore no common boundary between residential zones exists. Please refer to the site plan on Sheet L3.0 for proposed landscaping.



*WMC 16.120 Access & Circulation: Half street improvements, plus a curb will be required for SE Warrior Way. Applicant shall provide findings to support new street name according to WMC 16.24.040. Please refer to the TSP for "local street" standards. All other access and circulation internal to the site appears adequate subject to review by the Warrenton Fire and Police Chief.*

**Response:** Half street improvements with a curb will be constructed, as shown on Sheets L2.1 through L2.3.

*WMC 16.124 Landscaping, Street Trees, Fences and Walls – For "residential districts" 20% of the site shall be landscaped and a landscape plan submitted. Hardscape features open to the public can count towards up to 50% of the required landscaping. Parking overhang is not prohibited. 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. A noxious weeds list was provided in a handout. Flowering species of shrubs and other perennial plant materials is strongly encouraged. Conservation of existing landscaping can count towards the required 20%. Coverage shall not include crushed rock. River rock can be used for accents, but shall not be used as a primary coverage.*

**Response:** Landscaping area calculations are included on the site plan on Sheet L3.0. The Landscape Plan on Sheets L3.0 and L2.2 show the landscape standards for parking areas is met. The plants proposed for landscaping area all native species. No crushed rock or river rock is proposed as primary coverage.

*WMC 16.128 Vehicle & Bicycle Parking: 1.5 spaces per classroom, or 1 space per 4 seats, or 8 feet of bench in auditorium, or assembly room, whichever is greater spaces. Preliminary site plan shows an excess of parking to serve future phases. Up to 40% can be compact spaces. Off street parking should be reduced using the new parking standards to encourage students, staff and visitors to walk, bike, bus, or transit. Bicycle parking shall be required for short term use and should be located near the main entrances for students, staff, and visitors. Creative designs are strongly encouraged. Parking space dimensions are 9-feet by 20-feet. Pedestrian scale lighting is required for public safety purposes. The drive aisle must be 24 feet wide.*

**Response:** Parking for vehicles and bicycles is shown on Sheet L3.0.

*Pedestrian Access: Thermoplastic crosswalks shall be designed and installed between buildings, across driveway entrances, and on Warrior Way for pedestrians coming from both directions (SE Willow/Bugle & SE Dolphin). A trail system internal to the campus is strongly encouraged and could tie into other planned improvements and neighborhood connections. A sidewalk shall be built on SE Dolphin to access new school campus.*

**District Response:** Thermoplastic crosswalks will be installed as shown on sheets L3.0, L2.1, and L2.2. A trail system throughout the campus was considered by the District, however out of concerns for safety and security one is not proposed with this application. It is important that the District be able to control access to the campus while school is in session. If a public trail

system is developed throughout the campus, the District loses the control that will otherwise be necessary to keep students safe. Likewise, in the interest of both safety and fairness with respect to off-site improvements, the District objects to any condition that would require it to build a sidewalk along SE Dolphin Avenue. Specifically:

- ❖ There are currently no sidewalks on US-101 and encouraging pedestrian travel to that area will increase safety issues, as identified in the Transportation Impact Study (TIS) conducted by Lancaster Mobley.
- ❖ The TIS analyzed the intersection at US-101 and Dolphin Avenue and did not identify any issues that require mitigation.
- ❖ No students are required to cross at the US-101/Dolphin Avenue intersection since every student is included in the District's school bus network. Further, the District does not want to do anything to encourage students to walk to, from or along US-101 since there is not safe pedestrian infrastructure to accommodate pedestrians on US-101. To the extent that students desire to walk from the campus to commercial areas north of campus, there is safe pedestrian infrastructure along Warrior Way to Bugle Road and Willow Drive for them to do so.
- ❖ The frontage along Dolphin Avenue is owned by ODOT, as ODOT has a maintenance facility on that property. This frontage is the responsibility of ODOT, the property owner, to improve, just as the District is improving the road frontage along its property, i.e., Warrior Way.

For these reasons, the District respectfully disagrees with the City's requirement for sidewalk improvements along SE Dolphin Avenue, however the District is willing to work with the City to improve safety for students through ODOT's Safe Routes to School program.

*WMC 16.192 Large Scale Development: Applicant shall make findings to support the proposed impacts.*

**Response:** Proposed impacts are addressed in Appendix H, Impact Analysis.

*Wetlands & Riparian Corridor: City received an email of concurrence from DSL. Please provide a hard copy in application packet.*

**Response:** Please see Appendix D for the letter of concurrence from DSL.

*Site plan needs to show enclosure for solid waste and recycling facilities. Coordinate with Public Works on design standards for location and backing movements.*

**Response:** The solid waste and recycling facilities are shown on sheet L3.0.

*If a sign is requested, a permit is required and issued separately.*

**Response:** Signage is discussed in Part 2 of the application narrative. Permits will be obtained separately, as necessary.

*Construction trailers are a “temporary use” and can be reviewed concurrently with site design review.*

**Response:** A temporary construction trailer is not proposed with this application. If needed, a separate permit will be obtained.

*Engineering and Public Works issues are identified in a separate memo and herein referenced. An impact study is required to demonstrate the availability of public facilities. In such cases there are deficiencies, the applicant shall recommend solutions to correct the deficiency.*

**Response:** Public utility facilities and impacts are address in Appendix B and Appendix H included with the narrative.

*WMC 16.256: A traffic impact study is required. TIS shall comply with city standards and traffic engineer shall coordinate with City’s consultant DKS. The intersection of SE Dolphin and US 101 shall be studied and findings shared with ODOT. Potential mitigation measures shall be identified.*

**Response:** A TIS is included in Appendix E. The intersection of Dolphin and US-101 is included in the TIS.

*Fire Department comments are not available at this time.*

**Response:** The District anticipates Fire Department review during the City review process.

December 19, 2019

To: Jesse Winterowd & Alex Pichacz | Winterbrook Planning  
From: Kevin A. Cronin, AICP | Assistant City Manager/Community Development Director  
Cc: Tom Rogonowski | Superintendent | Warrenton-Hammond School District  
Scott Rose | Construction Manager | R&C Management Group, LLC  
Re: Warrenton Middle School Pre-Application Notes (Campus Master Plan)

A pre-application conference was held on December 11, 2019 at Warrenton City Hall. The purpose of the memo is to document requirements and concerns raised at the conference. The proposal is to create a campus master plan by using the recently adopted Planned Unit Development IMP mechanism for future development of three schools (elementary, middle, and high school) for the school district. The pre-app notes are focused on the first building: Warrenton Middle School.

### **Type 3 Review Process: Public Hearing**

This project is considered a “school” that is typically a conditional use. However, the applicant is interested in applying a new institutional master plan provision in the Planned Unit Development section, which would create an outright permitted use for all three buildings in a High Density Residential R-H Zone (WMC 16.36.020.L) but still requires site design review. Both applications 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. A flow chart of the review process was provided in the packet. However, as a result of a large volume of applications submitted in Winter 2019, the performance time is compromised and may take longer depending on workload. Application requirements are listed in WMC 16.220, including architectural elevations, and colorboard, as well as a **checklist** on the application forms which were provided to you at the meeting.

### **General Comments**

Architectural design standards (WMC 16.116.030) are required for PUD proposals. **The pre-application materials did not include a basic elevation and exterior materials. To complete the review we need sufficient detail to ascertain compliance.** The use of natural wood elements should be explored at the main entry to promote and accent historic and cultural use of timber and wood products in the community.

- A site plan shall have calculations for building area, landscaped area, and parking to streamline the review process. The notes section should be expanded on the site plan. Please include a vicinity map and aerial showing adjacent properties and land uses.
- The subject property is adjacent to the approved Roosevelt Subdivision. Please illustrate how this project connects and dovetails with the other project from an access, trails, recreation, infrastructure, and transportation network perspective.
- The subject property is zoned R-H High Density Residential. There are two sets of development standards contained in the RH High Density Zone District. A 10-foot landscaped buffer will be required on the existing residential side of the property.

**Applicable site design standards include:**

- *WMC 16.120 Access & Circulation:* Half street improvements, plus a curb will be required for SE Warrior Way. Applicant shall provide findings to support new street name according to WMC 16.24.040. Please refer to the TSP for “local street” standards. All other access and circulation internal to the site appears adequate subject to review by the Warrenton Fire and Police Chief.
- *WMC 16.124 Landscaping, Street Trees, Fences and Walls –* For “residential districts” 20% of the site shall be landscaped and a landscape plan submitted. Hardscape features open to the public can count towards up to 50% of the required landscaping. Parking overhang is not prohibited. 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. A noxious weeds list was provided in a handout. Flowering species of shrubs and other perennial plant materials is strongly encouraged. Conservation of existing landscaping can count towards the required 20%. Coverage shall not include crushed rock. River rock can be used for accents, but shall not be used as a primary coverage.
- *WMC 16.128 Vehicle & Bicycle Parking: 1.5 spaces per classroom, or 1 space per 4 seats, or 8 feet of bench in auditorium, or assembly room, whichever is greater spaces.* Preliminary site plan shows an excess of parking to serve future phases. Up to 40% can be compact spaces. Off street parking should be reduced using the new parking standards to encourage students, staff and visitors to walk, bike, bus, or transit. Bicycle

parking shall be required for short term use and should be located near the main entrances for students, staff, and visitors. Creative designs are strongly encouraged. Parking space dimensions are 9-feet by 20-feet. Pedestrian scale lighting is required for public safety purposes. The drive aisle must be 24 feet wide.

- *Pedestrian Access:* Thermoplastic crosswalks shall be designed and installed between buildings, across driveway entrances, and on Warrior Way for pedestrians coming from both directions (SE Willow/Bugle & SE Dolphin). A trail system internal to the campus is strongly encouraged and could tie into other planned improvements and neighborhood connections. A sidewalk shall be built on SE Dolphin to access new school campus.
- *WMC 16.192 Large Scale Development:* Applicant shall make findings to support the proposed impacts.
- *Wetlands & Riparian Corridor:* City received an email of concurrence from DSL. Please provide a hard copy in application packet.
- Site plan needs to show enclosure for solid waste and recycling facilities. Coordinate with Public Works on design standards for location and backing movements.
- If a sign is requested, a permit is required and issued separately.
- Construction trailers are a “temporary use” and can be reviewed concurrently with site design review.
- Engineering and Public Works issues are identified in a separate memo and herein referenced. *An impact study is required to demonstrate the availability of public facilities.* In such cases there are deficiencies, the applicant shall recommend solutions to correct the deficiency.
- *WMC 16.256:* A traffic impact study is required. TIS shall comply with city standards and traffic engineer shall coordinate with City’s consultant DKS. The intersection of SE Dolphin and US 101 shall be studied and findings shared with ODOT. Potential mitigation measures shall be identified.
- Fire Department comments are not available at this time.

### **Land Use Permit Fees & SDC Estimate**

Below is an estimated permit fee schedule for the various applications.

Planned Unit Development    \$1,500

Site Design Review	\$2,500
Construction Trailer	<u>\$ 350</u>
<b>TOTAL</b>	<b>\$4,350</b>

Grading permits and engineering design are reviewed by a third-party consultant and requires a **\$3,000 deposit** and direct charge for services. A form was provided in the packet.

The City will collect systems development charges when building permits are issued.

Below is a *basic estimate* based on the submitted concept plan.

Water: (based on a 1.5-inch meter)	\$6,528
Sewer:	\$6,523
Stormwater: (\$155/2,000 SF impervious surface est: 155,170 SF)	\$12,025
Transportation: (\$380.46 X 325 students)	<u>\$123,650</u>
<b>Estimated Total:</b>	<b>\$148,726</b>

Parks SDCs do not apply to commercial projects. Final SDCs will be calculated per approved plans at building permit issuance.

**Please use this letter as a checklist for your land use submittal.**

**Written responses to each concern noted above are required.**

**CITY OF WARRENTON  
PLANNING AND BUILDING DEPARTMENT**

**COMMERCIAL SITE DESIGN  
APPLICATION**

OFFICE USE ONLY	
FILE # _____	FEE \$ _____
ZONING DISTRICT _____	
RECEIPT # _____	
DATE RECEIVED _____	

To be accompanied by a Site Plan Map, copy of property deed and if applicable, a Letter of Authorization.

The site plan review process is a method for assuring compliance with the City of Warrenton Comprehensive Plan and Development Code, and to ensure wise utilization of natural resources, and the proper integration of land uses utilizing appropriate landscaping or screening measures. A commercial enterprise must also consider traffic circulation patterns, off-street parking, refuse containers, safe exit and entrance to the business, building height, dust control, future widening of major thoroughfares, and signs. Please answer the questions as completely as possible.

.....

Legal Description of the Subject Property: Township 8, Range 10, Section(s) 34, Tax Lot(s) 103 & 105

Property street address: Unassigned, SE Dolphin Ave.

**I/WE, THE UNDERSIGNED APPLICANT(S) OR AUTHORIZED AGENT, AFFIRM BY MY/OUR SIGNATURE(S) THAT THE INFORMATION CONTAINED IN THE FOREGOING APPLICATION AND ASSOCIATED SUBMISSIONS IS TRUE AND CORRECT.**

**APPLICANT:**

Printed Name: Winterbrook Planning (Contact: Alex Pichacz / Greg Winterowd)

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Address: 610 SW Alder Street, Suite 810

Phone: 503-827-4422

City/State/Zip: Portland, Oregon 97205

Fax: \_\_\_\_\_

**PROPERTY OWNER (if different from Applicant):**

Printed Name: Warrenton-Hammond School District (Contact: Mike Moha, Business Manager)

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Address: 820 SW Cedar Ave

Phone: 503-861-2281

E-mail Address: moham@warrentonk12.org

City/State/Zip: Warrenton, OR 97146

Fax: \_\_\_\_\_



1. In detail, please describe your proposal:

**An Institutional Master Plan (IMP) to allow the phased development of a new school campus outside the tsunami inundation zone, and Phase 1 Final Development Plan (FDP) approval for the proposed middle school and related facilities.**

2. Describe what type of business, commodity sold or manufactured, or service you are proposing.

**A School District campus including an elementary, middle, and high school. Please refer to the Transportation Impact Analysis included in Appendix E for information pertaining to the number of trips requested below.**

Current number of employees: \_\_\_\_\_

Projected number of customers per day \_\_\_\_\_

Days of operation \_\_\_\_\_ Hours of operation \_\_\_\_\_

Number of shipments/deliveries per day \_\_\_\_\_ per week \_\_\_\_\_

By what method will these be arriving/sent? \_\_\_\_\_

3. Does this property have an existing business or businesses? **No**

If yes, please list the business names and their addresses, and note these businesses on your site plan map.

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4. Is there a residence or residences on this property? **No**

If yes, please list the number of residences and please show these structures on your site plan map.

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5. Availability of services: City water: **Yes**, City sewer: **Yes**

6. If you are an existing business, are materials or merchandise currently being stored on site? **No**

Where and how do you propose to store materials or merchandise for sale or processing? **N/A**

7. What percentage of the property is currently landscaped? **The lot is currently vacant and contains existing natural vegetation.**

What percentage of the property do you propose to landscape as part of this project? **50%**

8. How do you intend to irrigate the existing and proposed landscaping?

**Irrigation system as necessary.**

9. Signs require the submittal of a separate application, which may be submitted in conjunction with this site plan application.

**Sign permits will be obtained separate from this application.**

9. Please explain how you propose to provide for the drainage of this property, or explain why no additional drainage consideration is necessary.

**Onsite treatment and discharge into existing drainages. See stormwater report included in Appendix F.**

11. Please provide the type of development on the neighboring properties.

**East:** A residential subdivision with no houses built yet.

**South:** Old Skipanon Creek floodplain and land outside of city limits and the UGB

**West:** Vacant land. Businesses along Dolphin Ave.

**North:** Clatsop County Sheriff and ODOT warehouse facilities.

12. Provide samples of the building materials for the exterior of the building with detail description of where each type and color will be used in the construction and finishing of the building.

**See architectural thematic plan in Appendix G of this application.**

13. Will all parking for your business be provided on the property? **Yes** All parking must be shown on your site plan map. If off-street parking is to be provided on another property, please attach a copy of the parking easement or agreement from the property owner; or will off-street parking be provided along the abutting street.

14. How does this request comply with the Warrenton Development Code Chapter 16, Section 16.40 (General Commercial)?

**N/A. The site is zoned high density residential and not located in a commercial district.**

15. Orientation of proposed building(s) (see Section 16.116.030 in the Warrenton Development Code)

**N/A. The site is not in a commercial district.**

16. Please address (on separate sheet of paper) all applicable sections of Design Standards (copy attached) out of the Warrenton Development Code.

**Please refer to the Land Use Narrative included with this application.**

\*\*\*\*\*

**PLEASE UNDERSTAND THAT THIS APPLICATION WILL NOT BE OFFICIALLY ACCEPTED UNTIL DEPARTMENT STAFF HAS DETERMINED THAT THE APPLICATION IS COMPLETELY FILLED OUT AND THE SITE PLAN MAP REQUIREMENTS HAVE BEEN COMPLETED.**

**Return Application To:**

**City of Warrenton  
Planning and Building Department  
PO Box 250  
225 S. Main Street  
Warrenton, Oregon 97146**

**Phone: 503-861-0920  
Fax: 503-861-2351**

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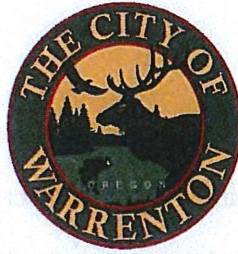
**MAP INSTRUCTIONS AND CHECKLIST**

\*\*\*\*\*

A Site Plan Map, which shows all existing and proposed structures and parking areas, must accompany this application. The following checklist identifies the specific information which should be included on this map.

commercial site design application  
October 2018

- \_\_\_ Title the map "Commercial Site Design".
- \_\_\_ The map may be drawn on 8 ½ x 11 or 8 ½ x 14 inch white paper.
- \_\_\_ Township, Range, Section and Tax Lot number of the subject property(ies) shall be included.
- \_\_\_ North arrow, date, and map scale in one inch intervals (1" = 20') shall be noted.
- \_\_\_ Shape, dimensions, and square footage of the parcel shall be shown. Draw the property line with a solid black line and label adjacent street(s), if any.
- \_\_\_ Identify existing and proposed easements with a dotted line.
- \_\_\_ Identify the location and direction of all water courses and drainage ways, as well as the location of the 100-year floodplain, if applicable.
- \_\_\_ Illustrate all existing buildings and their sizes.
- \_\_\_ Illustrate all proposed new construction with dashed lines (include dimensions).
- \_\_\_ Illustrate parking area with number of spaces and access drive areas. If off-street parking is to be provided, even in part, on another property, please show its location on your site plan map, and attach a copy of the parking easement or agreement from the adjoining property owner.
- \_\_\_ Illustrate the entrance and exit points to the property, pattern of traffic flow, loading and unloading area, sidewalks and bike paths.
- \_\_\_ Illustrate the existing or proposed location, height, and material of all fences and walls.
- \_\_\_ Illustrate existing or proposed trash and garbage container locations, including type of screening.
- \_\_\_ Name of the person who prepared the map.
- \_\_\_ Location, type and height of outdoor lighting.
- \_\_\_ Location of mailboxes if known.
- \_\_\_ Locations, sizes, and types of signs (shall comply with Chapter 16.144 of the Warrenton Development Code).
- \_\_\_ Map shall show entire tax lot plus surrounding properties.
- \_\_\_ Identification of slopes greater than 10%.
- \_\_\_ location, condition and width of all public and private streets, drives, sidewalks, pathways, right-of-ways, and easements on the site and adjoining the site.
- \_\_\_ Identify designated flood hazard area(s).
- \_\_\_ Show wetland and riparian areas, streams and/or wildlife areas.
- \_\_\_ Any designated historic and cultural resources areas on the site and/or adjacent parcels or lots.
- \_\_\_ Location, size and type of trees and other vegetation on the property.



**AGREEMENT TO REIMBURSE PROFESSIONAL CONSULTING SERVICES EXPENSES RELATED TO DEVELOPMENT APPLICATION**

The undersigned (Applicant) recognizes that the City of Warrenton may need to retain one or more professional consultants to assist City in review and evaluation of Applicant's land development application for compliance with state and City standards. Applicant acknowledges that such review benefits Applicant by making the land use review process quicker, more complete and more accurate.

City Resolution No. 2505 authorizes the Community Development Director to determine when professional services are appropriate and requires that Applicant reimburse City for such fees and related expenses in addition to the normal permit and plan review fees.

Resolution No. 2505 authorizes the Director to require at any time a deposit in an amount no greater than the estimated cost of the professional services. If the Director determines during the application completeness review that consulting services may be needed, submittal of the deposit shall be a component of a complete application. If the Director later determines that consulting services, or additional services are needed, the deposit shall be made within 5 days of notice from the Director. City will pay consultant from the deposit and refund any unused portion of the deposit, without interest, within 30 days of issuance of the final land use decision or withdrawal of the application.

Applicant hereby agrees and promises to pay to City the actual cost to City of professional consulting services retained by City in conjunction with review of Applicant's land development application. The full amount (beyond any deposit) shall be due and payable no later than the date of the final land use decision on the application or on withdrawal of the application by applicant. City, after 10 days' notice and opportunity to cure, shall be entitled to any and all remedies available under Oregon law to collect the full amount due, together with interest at 9% per annum from the date of such notice. The prevailing party in an action to enforce this Agreement shall be entitled to its reasonable attorney fees and costs, including on appeal.

Amount: \$3,000 (GL # 001-000-220005) Initial Deposit  or Additional Deposit

Project Name: WHSD Campus Master Plan

Applicant: \_\_\_\_\_ Date: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

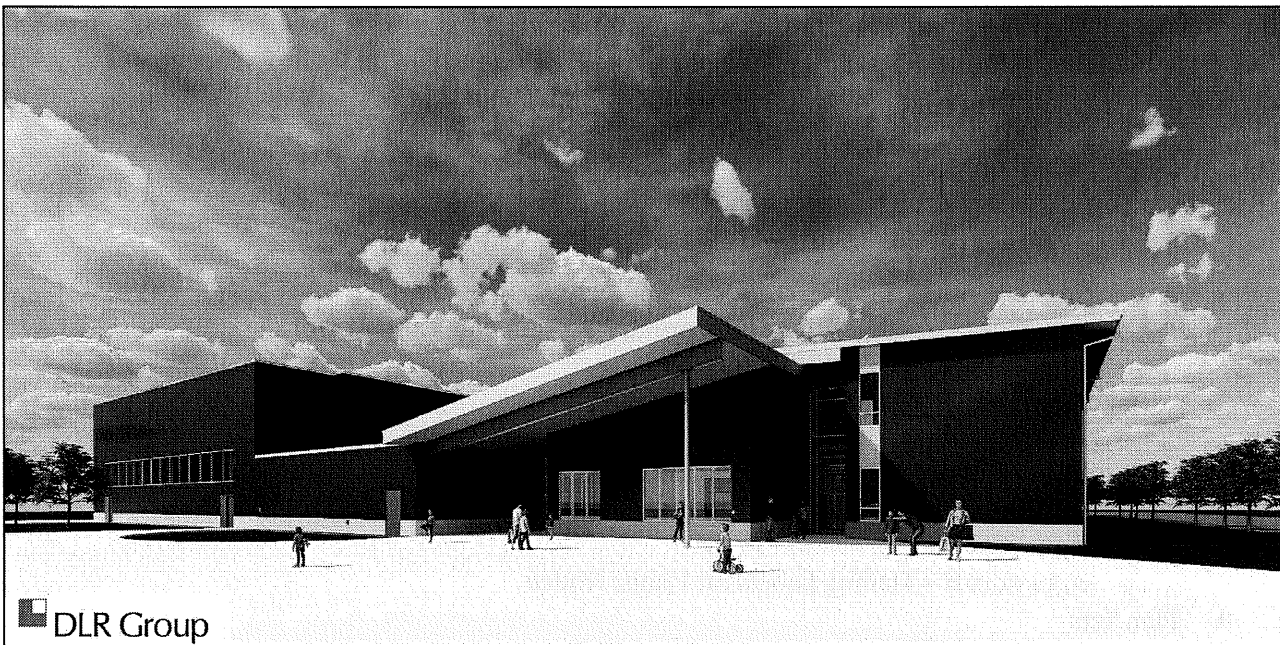
Title of person authorized to obligate Applicant: \_\_\_\_\_

Signature of person authorized to obligate Applicant: \_\_\_\_\_



# WARRENTON-HAMMOND SCHOOL DISTRICT MASTER PLAN

A Planned Unit Development

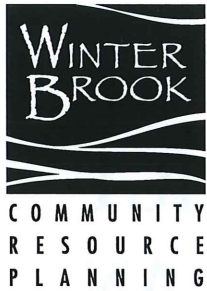


## Summary

The Warrenton-Hammond School District (the District) requests Planning Commission approval of an Institutional Master Plan (IMP) for a new school campus and a Phase 1 Final Development Plan (FDP) to construct a new middle school and related improvements. The remainder of the campus will be developed in the additional phases over a 10 to 15-year period, including a new high school in Phase 2, a new elementary school in Phase 3, and additions to existing facilities in Phase 4. Phases 2-4 will require Planning Commission approval of separate FDPs and transportation impacts studies – consistent with the approved IMP.

Prepared by  
Winterbrook Planning  
January 2020





## MEMORANDUM

To: City of Warrenton Planning & Bu  
 From: Winterbrook Planning; Alex Pich  
 Date: January 24, 2020  
 Re: **WHSD Campus Master Plan La Documents**

- PERMIT CHECKLIST
- ENVELOPES
- LANDSCAPE PLAN SHEET INDEX
- 

This memorandum outlines the information included in the concurrent review of an Institutional Master Plan and Fin

In order to reduce the volume of printed material, only the primary reports included as appendices to the Land Use Narrative have been printed. Full reports with their respective appendices are included in the digital version of the application package.

The printed application package includes the following documents:

- Land Use Narrative
- Appendices A through H:
  - Appendix A – Application form, pre-application notes and response
  - Appendix B – Public Utility Report
  - Appendix C – Geotechnical Report
  - Appendix D – Wetlands Report
  - Appendix E – Transportation Impact Study & Parking Analysis
  - Appendix F – Architectural Thematic Plan / Design Standards
  - Appendix G – Stormwater Report
  - Appendix H – Mailing Labels for Public Notice
- Plan Sets
  - Architectural Plans – Sheets A1 through A3
  - Engineering Plan – Sheets C1.00 through C11.5
  - Landscape Plan – Sheets L1.00 through L3.0

A digital copy of the documents listed above, including all appendices has also been provided to the City for review.

## General Information

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Owner:	Warrenton – Hammond School District 820 SW Cedar Warrenton, OR 97146 (Contact: Mike Moha, Business Manager, 503-861-2281)
Owner's Representative:	R& C Management Group (Contact: Scott Rose, Project Manager, 503-312-5404)
Land Use Representative:	Winterbrook Planning 610 SW Alder Street, Suite 810 Portland, Oregon 97205 (Contact: Alex Pichacz or Greg Winterowd, 503-827-4422)
Site Location:	The 58-acre site is located southeast of the intersection of Highway 101 and SE Dolphin Avenue in Warrenton. The campus will take access from an extension of Bugle Road (Warrior Way) which will be constructed by the District in Phase 1.
Map & Tax Lot:	Township 8, Range 10, Section 34, Tax Lots 103 & 105
Zoning:	High Density Residential (R-H)
Case Types:	Planned Unit Development/Large Scale Development/Design Review
Procedure:	Type III
Pre-Application Mtgs:	July 24, 2019 & December 11, 2019
Proposal:	The District requests Planning Commission approval of: <ul style="list-style-type: none"><li>• An Institutional Master Plan (IMP) to allow the phased development of a new school campus outside the tsunami inundation zone, <u>and</u></li><li>• Phase 1 Final Development Plan (FDP) approval for the proposed middle school and related facilities.</li></ul>

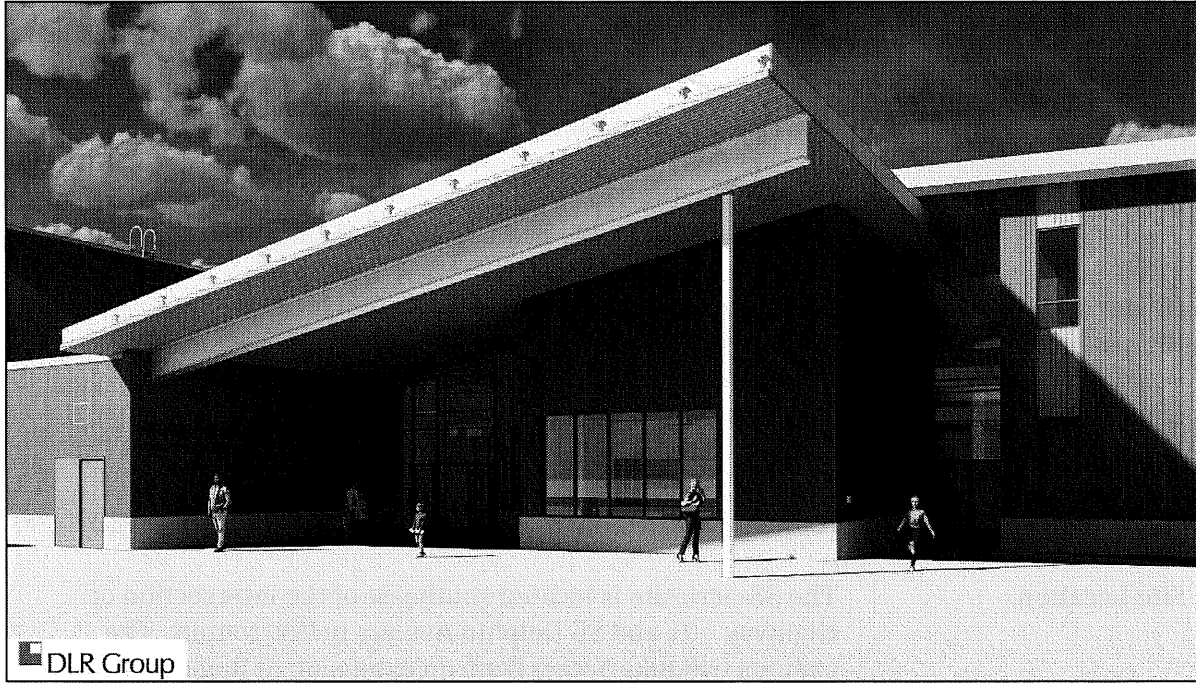


Figure 1. Main Entrance.

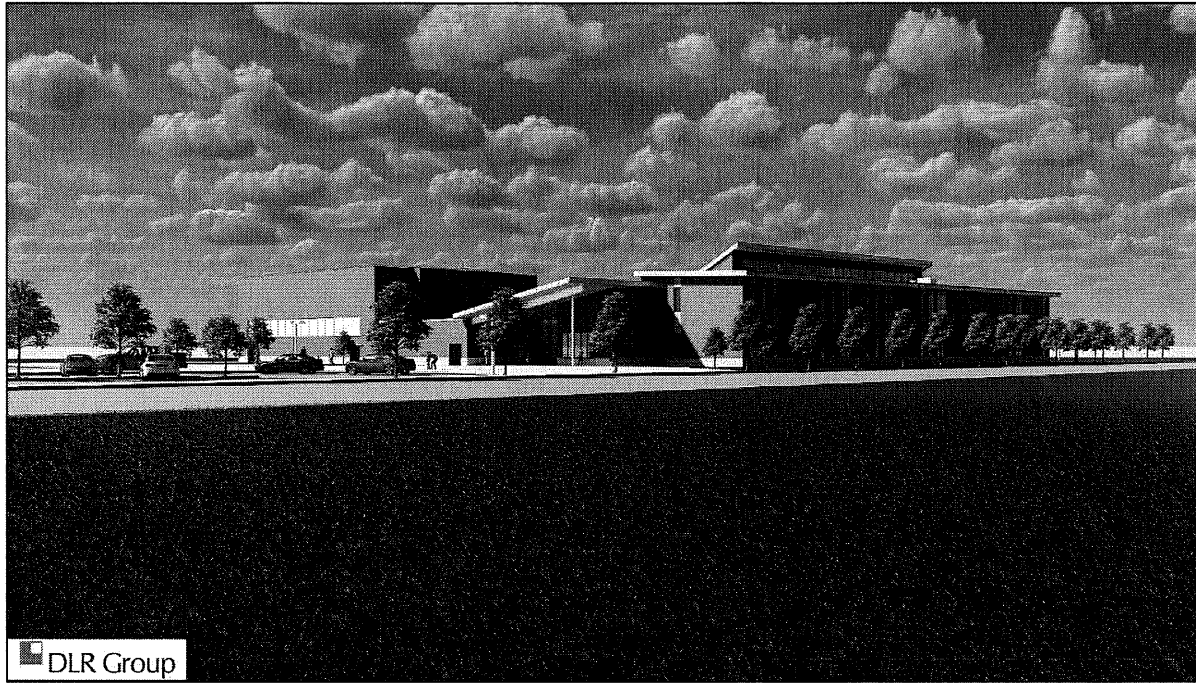


Figure 2. Northeast View.





Figure 3. Northwest View. (note: this image is contextual only and does not include all of the proposed street & landscaping elements)

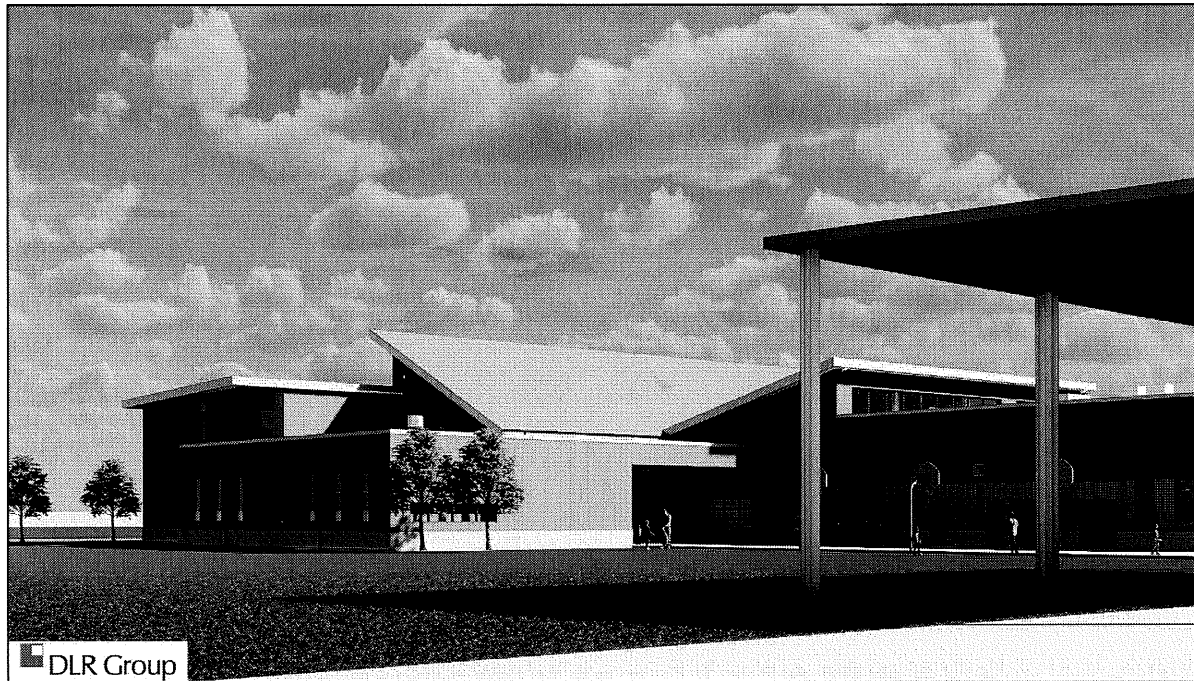
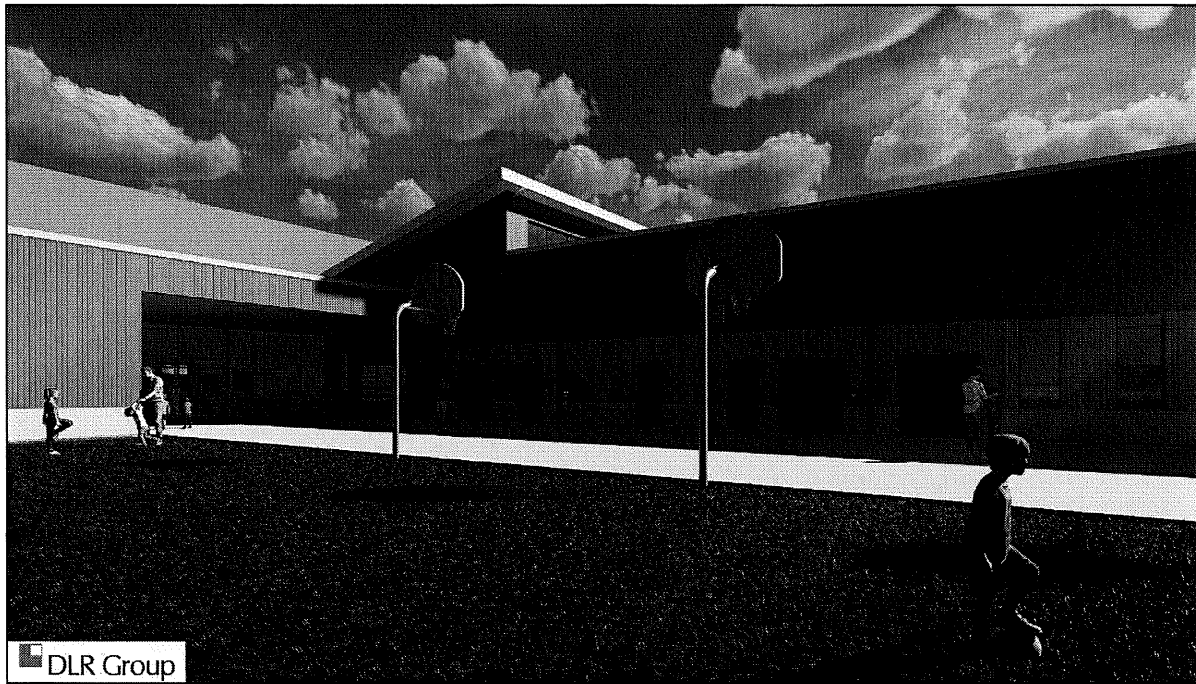


Figure 4. Covered Outdoor Play Area.



*Figure 5. Outdoor Play Area.*

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### Acronyms

City	City of Warrenton
District	Warrenton-Hammond School District
Comp Plan	Warrenton Comprehensive Plan
Corps	United States Army Corps of Engineers
DLCD	Oregon Department of Land Conservation & Development
DSL	Oregon Department of State Lands
FDP	Final Development Plan
ITE	Institute of Traffic Engineers
IMP	Institutional Master Plan
LSW	Locally Significant Wetland
ODOT	Oregon Department of Transportation
PUD	Planned Unit Development
TIS	Transportation Impact Study
TSP	Warrenton Transportation System Plan
WDC	Warrenton Development Code

### Organization of this Narrative

This narrative is organized into an Introduction with three parts.

- The **Introduction** describes the site, the IMP school campus proposal and phasing plan and the District’s site selection process.
- **Part 1: Impact Area Analysis** summarizes the results of District studies found in Appendices B-H with respect to transportation and parking, natural hazards, stream corridors and wetlands, and public facility impacts and mitigation measures.
- **Part 2: WDC Review**, explains why this application meets or exceeds the WDC requires found in Chapter 16.20 Chapter 16.36 High Density Residential (R-H) Base Zone, Chapter 16.224 Planned Unit Development (PUD), Chapter 16.192 Large-Scale Developments, and Chapter 16.156 Wetland and Riparian Corridor Development Standards.
- **Part 3: Design Review**, demonstrates compliance with applicable development standards, such as landscaping, parking and circulation, grading and erosion control, public facilities, stormwater management, clear vision area, and transit.

Full size versions of all maps and images used throughout this narrative are found at the end of the document.

## Introduction

In 2018, Warrenton-Hammond School District (District) voters approved a bond measure to address overcrowding, modernized safety and security, and critical tsunami preparedness measures for the children in the community. The \$38.5 million bond measure provides funding for school campus planning and site acquisition, middle school construction, critical investments in needed repairs, and career and technical education for future jobs.

### Proposal

In this application, the District requests Planning Commission approval of a Planned Unit Development (PUD) for (a) an Institutional Master Plan (IMP) for the proposed school campus in four phases, and (b) Final Development Plan (FDP) approval for Phase 1 – middle school construction, on-site parking and circulation and street frontage improvements.



Figure 6 Project site outlined in yellow. Source: Clatsop County Webmaps

### Site Location

As shown on Figure 6, the site is located southeast of the intersection of Oregon Highway 101 and Dolphin Avenue with access from an extension of Bugle Road.

### Site Selection Process

Figure 6 shows the 58-acre site located southeast of the intersection of Highway 101 and Dolphin.

Prior to selection of the site the District applied several criteria. The proposed site was chosen because it:

1. Has sufficient buildable land (50 or more buildable acres) to accommodate planned middle, high and elementary schools and related parking and athletic fields.

2. Is located outside the tsunami inundation zone and within the Warrenton Urban Growth Boundary.
3. Has relatively few wetlands when compared with other potential sites.
4. Has good street access and can be readily provided with City sanitary sewer and water services. Potential sites meeting the buildable area criteria are shown in Figure 7.

The District identified two other sites of 50 acres or more in the North Coast Business Park; however, as shown in Figure 7, Sites 1 and 2 are severely constrained by wetlands and would require filling several large wetlands. Site 2 is also located outside the Warrenton UGB and would be more difficult to serve with public facilities. These alternative sites also had other constraints including a powerline easement, deed restrictions, location within the 100 floodplain, and utility constraints which rendered these sites unfeasible for the proposed development. Ultimately, Site 3 was chosen as it has the fewest constraints to development and impacts to wetlands.

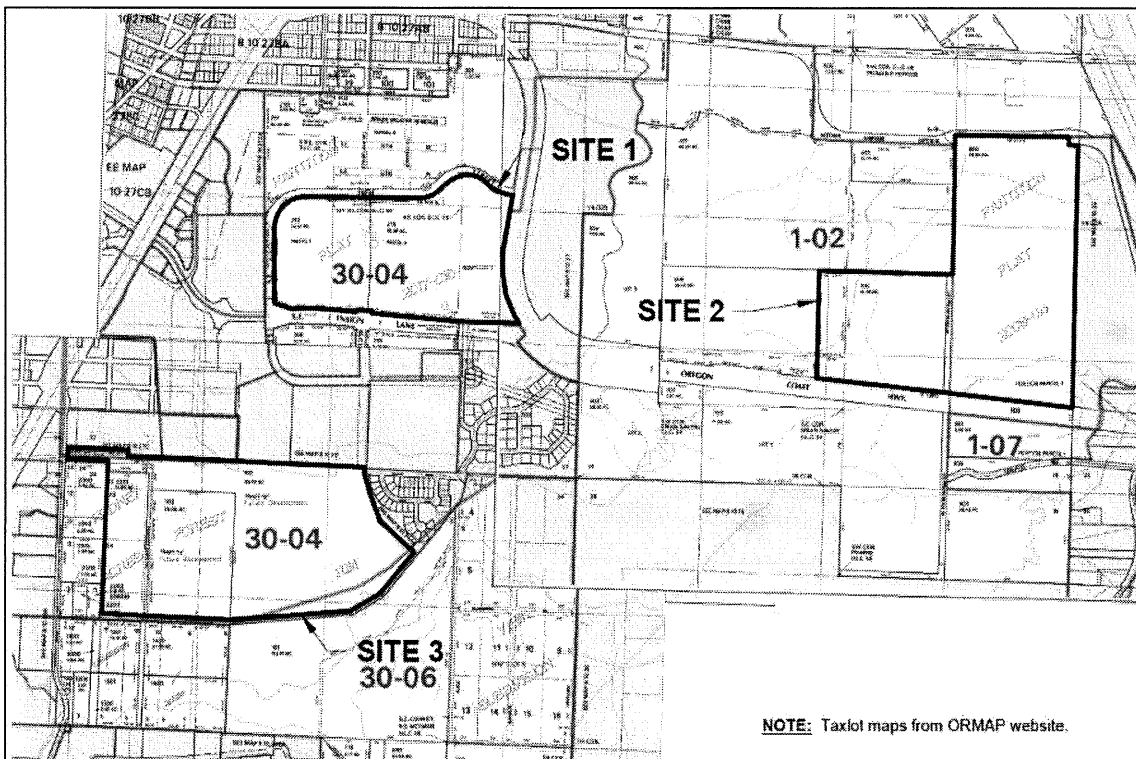


Figure 7. Tax map showing alternative site locations. Site 3 is proposed for the WHSD campus.

### School Campus Phasing

The school campus IMP is proposed in four phases over a 10 to 15-year period (depending on future bond funding), as shown on Figure 8 and the **Master Plan (Sheet L3.0)**. Phase 1 construction (the middle school and related improvements) is planned this spring and summer. Subsequent phases depend on future bond funding and will require separate approval by the Planning Commission of a Type III Final Development Plan and a revised TIS prior to construction. The proposed phases are listed and shown on the plan below.

- **Phase 1:** Middle School and Street Frontage Improvements (part of this application)

- **Phase 2:** High School, Sports Fields, Expanded Circulation and Parking
- **Phase 3:** Elementary School, Playground, Finish Loop Road, and Middle School Expansion
- **Phase 4:** High School additions including a new auditorium

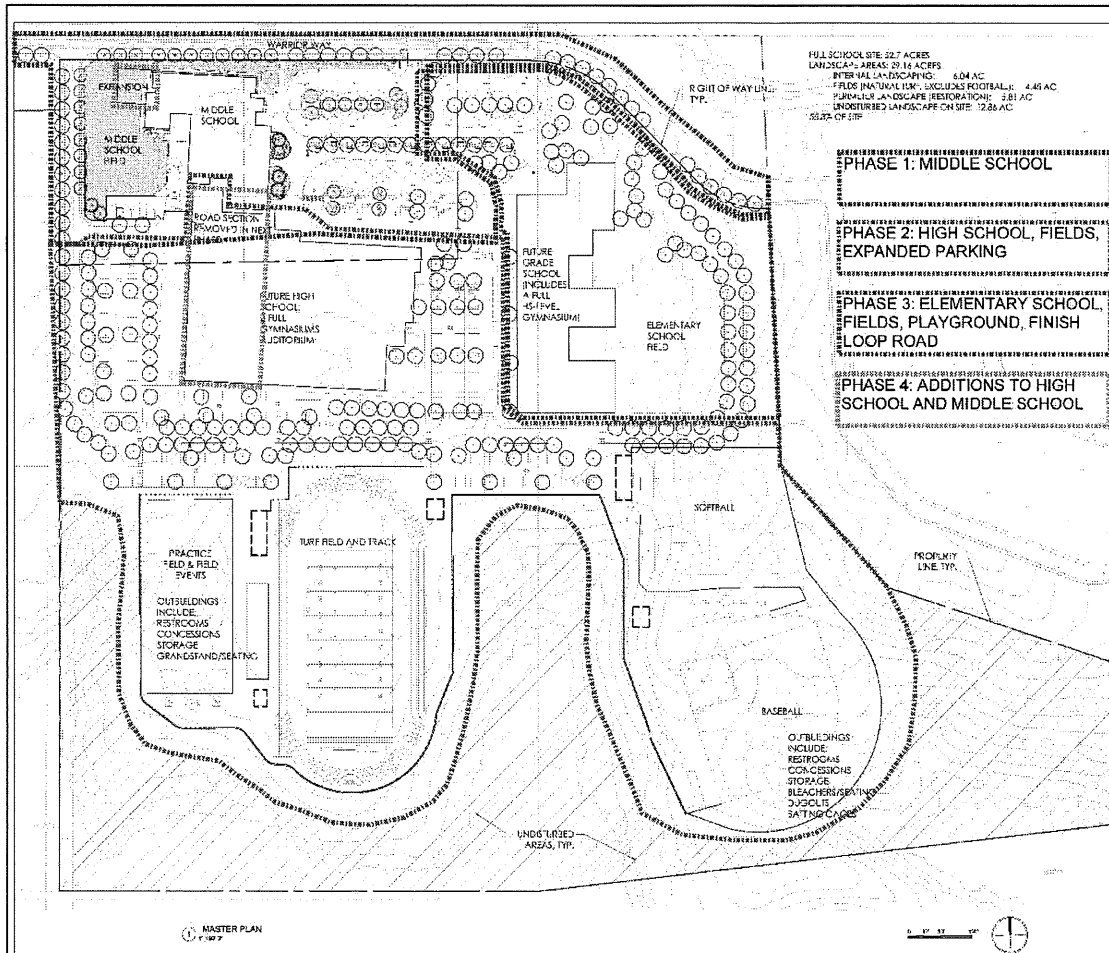


Figure 8. WHSD Phasing Plan.

## Part 1: Impact Area Analysis

### Background and References

The school campus site is located in a developing area of City that includes a several public and institutional facilities (ODOT warehouse, Oregon State Police, Clatsop County Sheriff, Medix Ambulance, Clatsop Memory Care, Pacific Power, Clatsop County Animal Shelter, Oregon Liquor Control Commission) as well as new or developing service and retail commercial, light industrial and residential development.

Figure 9 shows properties within 500 feet of the proposed school campus – as required by the City’s recently amended PUD Chapter of the Warrenton Development Code (WDC).

Land uses within the 500-foot impact area include:



- **East:** a residential subdivision with no houses, the Old Skipanon Creek floodplain and land outside the UGB
- **South:** Old Skipanon Creek floodplain and land outside the UGB
- **West (along Dolphin Avenue):** Safekeeping and Out of Site Storage, Clatsop Memory Care, Medix Ambulance, Oregon State Police, Pacific Power, Plat Electric Supply, A-1 Ready Mix, Oregon Computer Recycling, Skipanon River
- **North:** Clatsop County Sheriff and ODOT warehouse facilities

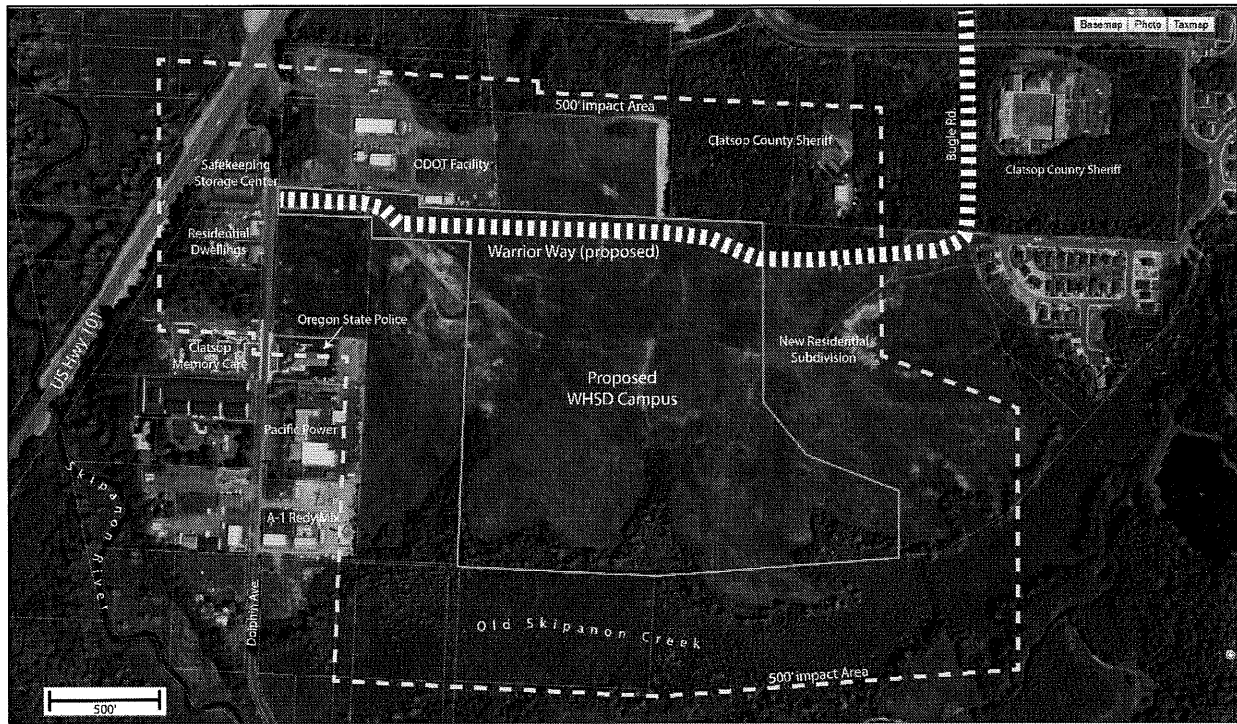


Figure 9. 500-foot impact area. Source: Clatsop Webmaps 2019.

As noted below, the WDC requires an impact analysis for all “large-scale” developments and the PUD Chapter specifically requires that transportation, public facilities, environmental and lighting impacts be identified and mitigated prior to development approval. Part 1 of this narrative comprehensively identifies potential impacts from proposed development within the 500-foot impact area and recommends effective mitigation measures for each potential impact. The District is required to identify, analyze and provide mitigation for impacts within 500 feet of the new school campus. The impact analysis must consider both (a) the 10 to 15-year Institution Master Plan (IMP) for the entire school campus and (b) the Final Development Plan for the Phase 1 Middle School.

#### Study References (Appendices and Drawings)

The following information is summarized from (a) the application narrative and (b) the following appendices:

- **Appendix B: Public Utility Report (KPF, 2019)**
  - Sanitary Sewer
  - Water

- **Appendix C: Geotechnical Report** (GeoDesign, 2018)
- **Appendix D: Wetlands Reports** (Ecological Land Services, 2019)
  - Wetland Delineation Report (ELS, 2019)
  - Joint Permit Application to the US Army Corps of Engineers and the Oregon Department of State Lands (ELS, 2019)
- **Appendix E: Transportation Impact Study and Parking Memorandum** (Lancaster Mobley Engineering, 2019)
- **Appendix F: Architectural Thematic Plan** (Scott Rose, AIA, 2019)
- **Appendix G: Stormwater Report** (KPFF, 2019)

#### WDC References

The Warrenton Development Code (WDC) requires impact analyses for: (a) proposals subject to quasi-judicial Type III procedure; (b) “large-scale development” and (c) planned unit developments (PUDs) as follows:

- **WDC 16.208.050 Type III Procedure (Quasi-Judicial)**

- 16.208.050.B Application Requirements

*“Include an impact study for all Type III applications. The impact study shall quantify/assess the effect of the development on public facilities and services. The study shall address, at a minimum, the transportation system, including pedestrian ways and bikeways, the drainage system, the parks system, the water system, the sewer system, and the noise impacts of the development. For each public facility system and type of impact, the study shall propose improvements necessary to meet City standards and to minimize the impact of the development on the public at large, public facilities systems, and affected private property users.”*

- **WDC 16.192 Large-Scale Developments**

- 16.192.030 Soil Suitability
- 16.192.040 Stormwater Management
- 16.192.050 Utilities
- 16.192.060 Schools
- 16.192.070 Landscape Suitability
- 16.192.080 Signs

- **WDC 16.224 Planned Unit Development (PUD)**

- 16.224.015 Definitions  
*“An IMP focuses on impacts that would likely result from institutional development during the life of the plan ... and must identify effective mitigation measures.”*
- 16.224.050 Procedure – Preliminary Development Plan  
*“Proposed institutional development shall demonstrate that impacts related to transportation, natural hazards, significant streams and wetlands, coastal resources,*

*public facilities (sanitary sewer, domestic water and stormwater drainage) and lighting have been adequately identified and mitigated. If phasing is proposed, mitigation of impacts may be limited to those impacts associated with an individual phase at the time the phase is approved.”*

### Transportation and Parking Impacts and Proposed Mitigation Measures

The District will be improving Warrior Way from Bugle Road to Dolphin Avenue to City standards, as shown on **Sheets C9.0 - C9.60**, as part of Phase 1.

**Appendix E (TIS and Parking Analysis)**, prepared by Lancaster Mobley Engineering, identifies transportation and parking impacts and recommend effective mitigation measures.

- The TIS meets WDC Chapter 16.256 Traffic Impact Study requirements.
- The Parking Analysis addresses WDC 16.224.040.E Off-Street Parking requirements.

### Transportation

The impacts identified in the Lancaster Mobley TIS are summarized as follows:

1. *This study analyzes the transportation and parking impacts related to the proposed Warrenton-Hammond School Institutional Master Plan. The analyses of transportation safety, intersection operation, and parking impacts are detailed on pages 16, 24, and 38, respectively.*
2. *The proposed Warrenton-Hammond School District Master Plan project will include the construction and relocation of the school district's K-12 schools in Warrenton, Oregon, outside of the tsunami inundation zone. The proposed relocation project will occur in four phases over a span of approximately 10 to 20 years, where the phased development will begin with the Middle School, then the High School, and finally the Elementary School.*
3. *The trip generation calculations show that after full buildout and occupancy, the proposed project is projected to generate an additional 454 morning peak hour trips, 262 mid-day peak hour trips, 122 evening peak hour trips, and 1,554 weekday site trips.*
4. *No significant trends or crash patterns were identified at any of the study intersections that were indicative of safety concerns. In addition, none of the study intersections exhibit crash rates near or above the 1.00 CMEV threshold nor do any of the ODOT study intersections exhibit a crash rate exceeding ODOT's 90<sup>th</sup> percentile rate.*
5. *There are six study intersections that are either currently or projected to operate in excess of acceptable jurisdictional performance standards throughout the study period. These intersections and potential mitigation are included in the following table:*

No.	Intersection Name	Phase Mitigation is Required	City TSP Project #	Potential Mitigation
2	Main Avenue at OR-104S	Phase 2 (Year 2021 without High School)	N/A	Install a traffic signal with dedicated WB left-turn and right-turn lanes OR reconstruct the intersection as a roundabout.
4	Harbor Street at Marlin Avenue	Phase 3 (Year 2026 with Elementary School)	R16	Install a traffic signal OR reconstruct the intersection as a roundabout.
5	US-101 at Marlin Avenue	Phase 3 (Year 2026 with Elementary School)	R6 and R19	Modify signal timing & optimize traffic operations AND install dedicated NB & SB right-turn lanes.
7	US-101 at Ensign Lane	Phase 3 (Year 2026 with Elementary School)	N/A	Install an additional SB left-turn lane; reconstruct the EB approach with dedicated left-turn, through, and right-turn lanes; widen eastern intersection leg to accommodate two receiving lanes.
9	Ensign Lane at 19th Street	Phase 3 (Year 2026 with Elementary School)	N/A	Convert the intersection to all-way stop-control.
12	Bugle Road at Ensign Lane (Future Intersection)	Phase 3 (Year 2026 with Elementary School)	N/A	Install all-way stop-controls when Bugle Road is constructed.

All other study intersections are currently operating acceptably per City of Warrenton, Clatsop County, and ODOT standards and are projected to continue operating acceptably through the 2036 buildout year of the entire project. No operational mitigation is necessary or recommended at these intersections.

**Phase 1 Impacts** – The completion of the middle school in year 2021 will result in a slight increase in vehicle traffic at the twelve intersections that were studied but will not change the level of service and each intersection will continue to operate acceptably per jurisdictional standards with the completion of the middle school. **No mitigation measures were found to be necessary for this phase.**

**Note:** The District will be improving Warrior Way (Bugle Road) including two travel lanes and parking, curbs, gutters and sidewalks along the full length of the property (approximately 2,100 lineal feet) in Phase 1.

All other study intersections are currently operating acceptably per City of Warrenton, Clatsop County, and ODOT standards and are projected to continue operating acceptably through the 2036 buildout year of the entire project. No operational mitigation is necessary or recommended at these intersections.

## Parking Impacts

*With full buildout of the proposed school project, the proposed development should provide enough parking spaces to accommodate between 303 to 408 vehicles, based on the ITE Parking Generation Manual. Per the City of Warrenton's Municipal Code, the finished campus will require 427 parking; however, this standard as well as the higher range of vehicles per the ITE manual may not take into consideration efficiencies associated with a shared campus that result with staff/volunteers who work at more than one school or parents who have children attending different schools at the same time. As a result, it is expected that parking generation will be substantially lower than what is required per City code. If necessary, overflow on-street parking along the south side of Warrior Way is available to accommodate large influxes of parking demand during the morning and afternoon school bell times.*

**Note:** The District is committed to implementing two parking mitigation measures to reduce peak parking demand impacts: (a) more than one major event (i.e., events that require 150 or more parking spaces) generally will not be scheduled at the same time; and (b) in cases where overlap in major events is unavoidable, the District will provide shuttle service to the school campus from parking lots on other District properties. The District will also improve Warrior Way along the campus' north property line for a distance of approximately 1,600 feet – which (after accounting for school campus driveways and not including the west “panhandle”) is sufficient to provide 68 on-street parking spaces (assuming 22 feet per parallel parking space) directly in front of the school campus property.

## Natural Hazard Impacts and Proposed Mitigation Measures

**Appendix C: Geotechnical Report** (GeoDesign, 2018) addresses potential flooding, soil and geological impacts and recommends effective mitigation measures.

### Flooding Impacts

As noted in Appendix C (Geotechnical Report, p. 2):

*“Geologic hazard mapping by Schlicker et al. (1972) indicates that the lower elevations on the site, primarily in the drainages, are flood hazard areas. We reviewed available flood hazard maps (Flood Insurance Rate Maps) for the site vicinity (FEMA, 2018). The proposed site is located in Zone X, which is described as an area of minimal flood hazard.”*

Because no grading or construction is proposed in the lower elevations of the site associated with the Old Skipanon Creek drainage area, the proposed school campus will not adversely affect or be adversely affected by flooding. Note that the 500-year flood map generally corresponds with mapped significant wetlands and the Tsunami Inundation Zone. By avoiding these lower elevation areas, the proposed IMP avoids impacts on locally significant wetlands, Zone X flood hazard areas and the tsunami inundation zone.

### Soil and Geological Impacts

GeoDesign summarized its key findings and recommendations on p. 5 of the Geotech Report.

*“Based on our explorations, laboratory testing, and a review of information for the site, it is our opinion that the site is acceptable for development and the anticipated foundation loads can be supported on shallow spread footings bearing on minimum 6-inch-thick granular pads. The*

following are expected to be the primary geotechnical considerations impacting the proposed development of the site.

- *The lower elevations of the site are in the mapped tsunami inundation area as shown on Figure 2. Although not shown on Figure 2, much of the tsunami inundation area is also mapped as wetlands. We understand the proposed development would need to be located above the mapped tsunami inundation area.*
- *Undocumented fill and a buried topsoil zone was encountered in the west portion of the site in the area indicated on Figure 2. Foundations should not be supported on undocumented fill or buried topsoil. The undocumented fill and buried topsoil zone should be removed in structural areas and replaced with structural fill if it is not removed for required site grading. Alternately, it may be possible to leave some of the undocumented fill in place in pavement areas with limited risk by only improving the surface of the exposed subgrade.*
- *Clay was encountered at shallow depths at the site and one Atterberg limits test indicates the clay exhibits high plasticity. We recommend evaluating the shrink-swell potential of the onsite soil with further laboratory testing. Depending on the tested expansion potential, design measures such as deeper granular pads for footings and foundation drains extending to the base of the granular pads could be needed to limit the shrink-swell potential for the proposed buildings.*
- *The majority of the site has a tilled zone from prior agricultural use. The tilled zone is soft when wet and has poor engineering properties from repeated disturbance. In areas where proposed site cuts will not remove the tilled zone, we recommend the tilled zone be removed and replaced with structural fill, scarified and re-compacted as structural fill, or stabilized using cement and/or lime amendment within all building and pavement areas.*
- *The on-site soil can be used for structural fill. Given the fine-grained nature of the soil at the site, the use of the on-site soil for structural fill can be sensitive to small changes in moisture content and difficult, if not impossible, to adequately compact during wet weather or when the moisture content of the soil is more than a couple of percent above the optimum required for compaction. We anticipate that the moisture content of the soil currently will be above optimum and drying will be required for use as structural fill. Drying the soil will require an extended period of dry weather, typically experienced from early July to mid-October. Alternately, on-site soil can be amended for placement as structural fill without drying to the optimum moisture content for compaction.*
- *SOSSC requires a seismic hazard evaluation for special occupancy structures. Special occupancy structures include 'buildings for every public, private or parochial school through secondary level or day care centers with a capacity greater than 250 individuals.' Accordingly, a seismic hazard report will be required as part of the final geotechnical report for the site."*

**Conclusion:** Because no grading or construction is proposed in the lower elevations of the site associated with the Old Skipanon Creek drainage area, the proposed school campus will not adversely affect or be adversely affected by flooding. Note that the 500-year flood map generally corresponds with mapped significant wetlands and the Tsunami Inundation Zone. By avoiding

these lower elevation areas, the proposed IMP avoids impacts on locally significant wetlands, Zone X flood hazard areas and the tsunami inundation zone.

### Significant Streams and Wetland Impacts and Proposed Mitigation Measures

**Appendix D** includes two documents prepared by Ecological Land Services (ELS):

- Wetland Delineation Report (ELS, 2019)
- Joint Permit Application to the US Army Corps of Engineers and the Department of State Lands (ELS, 2019)

#### Coastal Resources

The site has no mapped coastal resources.

#### Locally Significant Wetlands (LSW)

As noted in the Wetland Delineation Report (p. 2):

*“There are 13 wetlands totaling 7.90 acres within the study area. The project will involve filling portions of 12 emergent, pasture wetlands and other water bodies totaling 3.48 acres in order to level the site and construct project elements. Filling and grading activities will eliminate two ditches and two intermittent drainages. Wetland A, the large, high-quality wetland system spanning the southern portion of the site will be avoided.”*

These reports document the presence of both significant and non-significant wetlands on the site. The Warrenton Comprehensive Plan (Comp Plan) includes the Warrenton Local Wetland Inventory (LWI). Consistent with Statewide Planning Goal 5 (Natural and Cultural Resources), the LWI differentiates between locally significant wetlands and other wetlands that are not “significant”.

Only significant wetlands are protected by WDC Chapter 16.156.040. Wetland A is the only significant wetland on the school campus site. Wetland A covers approximately 4.15 acres of the campus site and will be completely avoided. Therefore, there will be no adverse impacts on Wetland A and WDC Chapter 16.156.040 does not apply.

Note that the PUD Chapter and WDC Chapter 16.156.040 requires an assessment of impacts on significant wetlands – but does not require (again, consistent with Goal 5) an assessment of impacts on non-significant wetlands. However, WDC Section 16.156.030 does require DSL notification and delineation for known wetlands located on a proposed development site.

#### Other Wetlands

However, under state and federal law, the District is required to identify and mitigation for impacts on non-significant wetlands. The JPA application (p. 9) discusses impacts on non-significant wetlands as follows:

*“A total of 3.48 acres of freshwater, emergent, slope, and depressional wetlands and other jurisdictional waters will be permanently impacted from filling and grading activities associated with construction of the school campus. No temporary impacts are anticipated. No indirect wetland impacts are anticipated to occur to wetlands that will be partially filled.”*

Mitigation for the loss of 3.48 acres of non-significant wetlands will occur primarily through mitigation banking.

The Stormwater Drainage Plan (**Appendix G**) explains how stormwater will be managed on-site to ensure that drainage from site development will not adversely impact retained wetlands. Therefore, the District will mitigate for filling 3.28 acres of non-significant wetlands through a combination of off-site wetland banking and on-site stormwater quality facilities.

## Public Facility (Utility) Impacts and Proposed Mitigation Measures **Appendices B and G**

### Sanitary Sewer

*"Sanitary sewer from the middle school will be collected and conveyed to a lift station southwest of the middle school along the west side of the access road via gravity lines. From here, the lift station will pump the sewage north to Warrior Way and then west along Warrior Way to a proposed 8" gravity sanitary system in Dolphin Road. The proposed gravity sanitary system will discharge into the existing pump station on Dolphin Road. The new lift station will be a private lift station sized only for phase 1. The lift station will contain a duplex pump station with the ability for each pump to handle approximately 30 gpm.*

*The high school and elementary school will have a gravity system separate from the phase 1 sanitary system. The gravity system will convey sewage to the western edge to a future lift station. The future lift station will pump the sewage north in the landscape strip along the west side of the proposed access drive and west in the landscape strip along the south side of Warrior Way. The future force main will connect to the 8" gravity sanitary sewer in Dolphin. This forcemain and lift station will be installed in Phase II.*

*A grease interceptor will be installed in Phase I for the middle school and will be located near the southwest corner of the school in the outdoor play/fire lane area. Grease interceptors will be installed for each of the additional buildings with the future construction phases."*

### Domestic Water

*"There is an 18" waterline located on the north side of the site in the right-of-way for Warrior Way. This waterline has been installed and will be the primary water source for the various phases of construction. A new 12" tap will be installed and the 12" line will be stubbed to the south side of Warrior Way. From this 12" water line stub across Warrior Way, an 8" fire protection service, 6" domestic water service stub and onsite 8" fire hydrant loop connection will be made. A 6" public fire hydrant service will also connect to the 12" water line stub. This will minimize the number of water line connections to the existing 18" mainline and minimize the number of utilities crossing Warrior Way.*

*Fire service for the middle school will also come from the 12" water stub northeast of the middle school on Warrior Way. The new fire protection main will have a double check detector assembly installed near the ROW and an 8" service line to feed all three buildings. A 4" service lateral will feed the middle school while 6" service laterals are extended from the 8" service line to the high school and elementary school. The fire department connection (FDC) for the middle school will be located at the backflow preventer near Warrior Way. The FDCs for the other buildings will be located near each building and installed in future phases.*

*The flowrate for the 18" main is approximately 76 psi static and 62 psi residual based on a hydrant test done near the project site. Per Table 1 in the City of Warrenton Engineering*



*standards, for a Type IIB building with sprinklers, 2 hydrants with a maximum spacing of 375 feet are required to serve each building. However, due to the site orientation, 4 hydrants are being provided for the middle school in Phase I and additional hydrants are being provided for the other buildings in future phases. This is to ensure that the hose length of 150 feet from each hydrant is not exceeded on the site."*

#### Natural Gas

*"There is a natural gas line located north of Warrior Way in the right-of-way that will be used to serve the school site. For Phase I, a connection is shown near the access road and a meter will be placed near this area. Based on coordination with NW Natural, either each building will be individually metered, or a master meter will be used for the campus. In the current layout, the meter shown will be a master meter. The size of the gas line and layout will be coordinated with NW Natural as the design progresses."*

#### Stormwater Drainage

*"Storm drainage for the site has been master planned to be treated and conveyed to the existing wetlands near the site through a system of rain gardens, flow-through planter, bioswales and grassy swales. Per the City of Warrenton, detention is not required, and only water quality treatment needs to be done. The water quality facilities have been designed using the City of Portland standards, which is an approved City of Warrenton method. After treatment, stormwater facilities will discharge in a manner that mimics existing natural drainage patterns. The site topography and steep slopes to the south require several smaller stormwater facilities to be located throughout the site, rather than one large one. All proposed on-site stormwater facilities will discharge to the south, except for Warrior Way, the elementary school parking lot, and a portion of the middle school building discharging to the north.*

*A stormwater treatment basin and a green street style planter (Portland BES Stormwater Management Manual) will be installed along the portion of Warrior Way that is to be public right-of-way. These public stormwater facilities are designed to treat and convey stormwater from a 100-year storm event as described in the Utility Report in Appendix G. All other onsite conveyance system piping and stormwater facilities have been sized to convey the peak runoff from a 100-year design storm."*

For complete information please see **Appendix G, Stormwater Report** (KPF, 2020).

#### Schools and Parks

Proposed development of a school campus and related athletic fields will have positive impacts on schools (by providing safer and more up-to-date school facilities) and parks (because use of school athletic facilities may be used by the public).

#### Lighting and Noise Impacts and Proposed Mitigation Measures

Potential noise impacts and light trespass are addressed in Appendix F: Architectural Thematic Plan.

## Noise

All development must comply with Oregon Department of Environmental Quality (DEQ) state rules, as set forth in OAR Chapter 340, Division 35 Noise Control Regulations. Schools and residences (where people sleep) are defined as a “noise-sensitive property” (OAR 340-035-0015(38)). Schools must meet DEQ standards when located near residential areas.

In the second and third phases of the campus development three sports fields and a track will be constructed. Outdoor athletic events, especially football and to a lesser extent baseball and softball, may have noise limited impacts on future residential development in the vicinity. There are typically six home football games and 11 home baseball and softball games annually. Additional games are planned to be held off site at the existing high school.

To mitigate for potential noise impacts, the football stadium is located over 650 feet from the nearest residentially zoned land – meaning that home football events (which occur approximately four times each year) will have a minimal impact on the nearest residential area.

Two ballfields are located closer to planned residential development (from 90’ to 150’). However, the baseball and softball fields will be substantially lower, approximately 30 to 35 feet below nearby residential development, which will reduce residential noise impacts.

## Lighting

All outdoor lighting on the campus will be shielded and directed downward to avoid glare on adjacent properties. Light poles and fixtures will not exceed 35 feet in height, except for sports field lights which will not exceed 50 feet in height.

The football, baseball, and softball fields will have outdoor lighting. Lighting will be directed towards the athletic fields and designed to minimize light trespass in residential areas. See **Appendix H: Architectural Thematic Plan**. International Dark-Sky Association -Criteria for Community-Friendly Outdoor Sports Lighting standards will be implemented in order to minimize light spill and glare into the surrounding neighborhood and to reduce sky glow to the greatest extent possible. Innovations in LED technology now allow for lighting systems to be designed with smaller lighting arrays and the ability to better direct the light. The design of lighting systems in Phase 2 will implement these best practice standards and the district lighting system will:

- Utilize the minimum average target illumination standards for sports and recreation area lighting.
- Ensure spill light complies with the City of Warrenton and 2018 International Dark-Sky Association (IDA) requirements.
- Provide an automatic control system that allows for direct control to turn lights on or off at will to ensure only active sports fields are lit.
- Provide readily accessible controls to allow for adaptive dimming across the range of 25% to 100% illumination depending on needs of the field, i.e. sports competition, band practice, field maintenance, etc.

The elevation of the sports fields will be approximately 30-35 feet lower than the closest residential development to the east, further reducing any glare from the sports field lights.

## Summary and Conclusion

Based on the professional conclusions in Appendices B-H, potential transportation, parking, public facilities, significant wetland, noise and lighting impacts from the proposed school campus have been identified and effectively mitigated:

- The District will pay for approximately 2,000 linear feet of Warrior Way (Bugle Road) improvements along the north campus frontage.
- The District will participate in six area intersection improvements during the life of the IMP. Per PUD standards, a revised TIS will be prepared for each phase of development.
- The District has provided enough parking to meet both average and peak parking demand, based on a Parking Analysis prepared by Lancaster Mobley Engineering. The District will implement effective demand management measures and will monitor actual parking demand during each phase of development.
- No development is proposed within the 100-year floodplain.
- The District will follow the construction recommendations of the geotechnical study.
- Locally significant wetlands (Wetland A associated with Old Skipanon Creek) are completely avoided.
- Impacts to non-significant wetlands and proposed mitigation measures are being reviewed through a Joint Permit Application (JPA) to the U.S. Army Corps of Engineers and the Oregon Department of State Lands.
- The District will provide sanitary sewer, water and storm drainage improvements consistent with City engineering standards.
- The football stadium is located in the southwest portion of the property – far from existing and planned residential development to the northeast – to minimize potential noise impacts from the four home games scheduled annually.
- Outdoor lighting will direct downward and be designed to minimize impacts on residential areas.

## Part 2: Warrenton Development Code (WDC) Review

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The following sections review the relevant code criteria, listed in *italics*, with ellipses [...] used for brevity to condense code sections. The School District's response to the code criteria following the word "**Response.**"

### Chapter 16.36 High Density Residential (R-H) - Base Zone

#### 16.36.020 Permitted Uses

*The following uses and their accessory uses are permitted in the R-H zone if the Community Development Director determines that the uses conform to the standards in Sections 16.36.040 through 16.36.050, applicable Development Code standards, and other City laws:*

[...]

- L. *Master planned development with a minimum lot size of three contiguous acres, subject to the provisions in Chapter 16.224.*

**Response:** The proposed “master planned development” is a permitted use in the R-H zone. The 58-acre site is large enough to accommodate the proposed school campus. The IMP is subject to the provisions of Chapter 16.224, which are reviewed as follows.

#### 16.36. 040 Development Standards

D. *Government Building. The following development standards are applicable:*

1. *Density provisions:*
  - a. *Minimum lot size, government building/uses: none.*
  - b. *Minimum lot width, government building/uses: none.*
  - c. *Minimum lot depth, government building/uses: none.*
  - d. *Maximum building height: 45 feet. e. Maximum lot coverage, government building/uses: none.*
2. *Setback requirements:*
  - a. *Minimum front yard setback, government building: 15 feet.*
  - b. *Minimum side yard setbacks, government building: 10 feet.*
3. *Landscaping requirements shall comply with Chapter 16.124 of the Development Code.*
4. *Any government building shall comply with Chapter 16.116 of the Development Code.*  
(Ord. 1175-A § 10, 2013)

**Response:** All school campus buildings *except* the proposed auditorium will meet the 45-foot height standard. However, the PUD Chapter allows institutional buildings of 50 feet when the buildings are located 20 feet or more from the property line. As discussed below, the District requests Planning Commission approval of a 50-foot auditorium (to be built in Phase 2) that will be setback greater than 400 feet from the front property line. Setbacks are discussed in the development standards of the following section.

#### Chapter 16.224 Planned Unit Development (PUD)

##### 16.224.010 Planned Unit Developments (PUD)

*This is intended to provide for developments incorporating a single type or variety of housing types and related uses, or institutional master plans (IMPs) which are planned and developed as a unit. Such developments may consist of individual lots or of common buildings sites. Commonly owned land which is an essential and major element of the plan should be related to and preserve the long-term value of the homes and other developments. This chapter also is intended to foster the establishment and growth of schools, colleges, hospitals and other major public or semi-public institutions through long-term institutional master planning where such uses are allowed in the applicable bas zone.*

**Response:** The District proposes an IMP (school campus master plan) in four-phases that will include new elementary, middle and high schools and related improvements. The IMP will foster the planned growth of a consolidated school campus.

##### 16.224.015 Definitions

*Institutional master plan (IMP): a conceptual development plan that applies to all land under the control of an institution. An IMP identifies proposed uses, the general location and height of proposed structures, and the general location of areas devoted to open space, landscaping, parking and circulation, and public infrastructure. An IMP focuses on impacts that would likely result from*

*institutional development during the life of the plan (up to 10 years) and must identify effective mitigation measures.*

**Response:** The District purchased the 58-acre site specifically to allow construction of a new school campus outside the tsunami inundation zone for the proposed school campus. Uses allowed under this IMP are limited to schools and supporting uses. However, approximately five acres of the site will be preserved as open space to protect significant wetlands – meaning that the remainder of the site must be used efficiently to accommodate the school, athletic and play field, and parking and circulation needs of the school campus efficiently.

This narrative and drawing set show the general location of areas devoted to open space (significant wetlands along Old Skipanon Creek, landscaped areas and athletic and playfields), the location and height of proposed structures, parking and circulation areas, and public sanitary sewer, water and storm drainage facilities. The District may request a five-year extension of the IMP depending on the timing of voter approval of future bond measures.

#### 16.224.020 Purpose

*The purpose is to provide a more desirable environment through the application of flexible and diversified land development standards following an overall comprehensive site development plan.*

#### 16.224.030 Permitted Building and Uses

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

*E. Buildings or uses listed as permitted outright or conditionally in the zone on which the planned development is located.*

**Response:** School buildings are permitted as a conditional use in the R-H zone and therefore are permitted through the PUD process. The PUD Chapter allows for multi-phased institutional development through the IMP review process. It is important to review the school campus masterplan in its entirety to systematically assess development and environmental impacts to the surrounding area.

#### 16.224.040 Development Standards

*A. Minimum Site Size. Planned unit developments shall be established only on parcels of land which are suitable for the proposed development and are no smaller than the minimum lot size established in the zoning district. The minimum lot size for RV parks and campgrounds shall be five acres. The minimum lot size for IMPs shall be 10 acres.*

**Response:** The proposed PUD contains no residential development, nor is an RV park or campground proposed. The site is approximately 58-acres in size. No subdivision of lots is proposed with this PUD.

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

1. *For institutional development, open space may include natural areas, outdoor athletic fields, planter areas and hardscapes such as plazas and playgrounds.*

**Response:** The open space proposed in this plan consists of sports and playfields, common areas, protected significant wetlands, and landscaped areas. The total open space areas are as follows:

- Internal Landscaping 6.04 acres (263,000 sq. ft.)
- Fields (natural turf, excludes football field) 4.45 acres (194,000 sq. ft.)
- Perimeter Landscaping (restoration) 5.8 acres (253,000 sq. ft.)
- Undisturbed Landscape (natural vegetation) 12.86 acres (560,000 sq. ft.)

The total area devoted to open space is approximately 29 acres which is 50 percent of the total site. The Phasing Plan shown in Figure 8, above, shows the development phases in which each open space amenity will be improved. The entire property will remain in District ownership and common open space must be retained unless the approved IMP is changed by the City.

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

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

**Response:** This proposed PUD has no residential development. The residential density standards pertaining to the R-H zone do not apply, as determined by the Community Development Director during the preapplication conference held on July 24, 2019. No subdivision lots are proposed.

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

1. *Pursuant to section 16.224.040.m, the planning commission may adjust minimum parking requirements for institutional development based on a parking impact study provided by the applicant.*

**Response:** The vehicle and bicycle parking standards of Chapter 16.128 are addressed in **Part 3** of this narrative, and the **Parking Analysis (Appendix E)**. Off-street parking will be provided for visitors, staff, and students and will accommodate average daily demand plus one major school event (defined as requiring 150 or more spaces). The parking areas are located towards the center of the campus providing direct access to the main entrance of each building, and to the north of the sports fields to allow for convenient access for visitors and spectators.

If the three schools were constructed on separate sites then 427 parking spaces will be required under Chapter 16.286, Parking. However, as explained in the **Parking Analysis**, this number of spaces is higher than both the average and 85<sup>th</sup> percentile rates referenced in the Institute of

Transportation Engineers (ITE) Parking Generation Manual. According to the Parking Analysis, the 85<sup>th</sup> percentile rate is a conservative “worst case” scenario rate that represents demands unlikely to occur at typical suburban schools; moreover, this code number and does not account for parking efficiency that will result from shared parking facilities among the three campus schools.

The ITE average would require 303 total parking spaces for all three schools, and 85<sup>th</sup> percentile parking rate would require 408 spaces. Figure 10, on the following page, shows parking rates based on City code, ITE average and ITE 85<sup>th</sup> percentile rates.

In total, 323 parking spaces are proposed for the entire campus master plan. This number is greater than the anticipated average found in the parking analysis, yet less than the conservative 85<sup>th</sup> percentile rate, and city code.

The District recognizes that if multiple large events could occur at the same time, there could be demand for more parking spaces. To ensure parking capacity issues do not arise, the District is committed to implementing two effective parking demand measures:

1. No more than one major event will be held at the campus at the same time; and
2. If more than one major event must be scheduled simultaneously, the District will provide shuttle service for visitors from offsite parking areas located on other District properties.

As noted above, the District will be paying for the construction of Warrior Way along the entire east property line of the campus site – about 2,000 feet. In the rare situation when the District’s two parking mitigation measures are inadequate, an estimated 68 on-street parking spaces are available on the campus side of Warrior Way.

The combination of effective peak parking mitigation measures and the availability of on-street parking make it extremely unlikely that school parking will occur on public streets in front of existing or planned commercial, public, industrial or residential uses within the 500-foot impact area.

	Classrooms	Student Capacity	Gym Seating (ft)	City Code Total	ITE Parking Generation	
					Average	85th Percentile
<b>Phase 1</b>						
Middle School	11	264	750	94	24	32
<b>Phase 2</b>						
High School	21	504	1,800	257	131	161
<b>Phase 3</b>						
Elementary School	34	816	544	68	106	163
Middle School Addition	5	120	0	0	11	14
<b>Phase 4</b>						
High School Addition	5	120	0	8	31	38
<b>Campus Total</b>				<b>427</b>	<b>303</b>	<b>408</b>

Figure 10. Appendix E – Parking Analysis Summary.

In Phase 1, 52 parking spaces are proposed for the new middle school (24 parking spaces in the parent drop-off / visitor parking lot, and 28 spaces in the staff parking lot), along with 5 school bus parking spaces. This total amount is below what is required by City Code, but well above the 85<sup>th</sup> percentile and more than double the average recommended by the ITE Manual. The District is committed to (a) implementing proposed mitigation measures and (b) monitoring parking demand on a regular basis over the next four years, so that the Planning Commission has solid information to evaluate future parking demand when the District applies for an FDP for the proposed high school.

In Phase 2, the District will install 271 additional spaces to meet the needs of the high school and elementary school in Phases 2 and 3. A total of 323 parking spaces are proposed for the entire campus. Following Phase 2 high school construction, the District will continue to monitor actual parking demand to ensure that the Planning Commission has adequate information to evaluate parking demand for the Phase 1 elementary school.

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

**Response:** Signs for the school will be constructed on the school property. The district proposes a total of 5 signs, one sign for each of the three school buildings, and an entry sign for each parking area entrance. As shown on the **Master Plan (Sheet L3.0)** the sign proposed in Phase 1 will be located 13-feet 9-inches feet from the driveway to avoid potential encroachment into vehicle



sightlines. The entry sign will be placed in front of the visitor/ parent drop off parking lot identifying the location of the main entrance to the school campus.

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

**Response:** WDC 16.224.060 requires a 20-foot street setback for planned developments. However, the R-H Zone requires 15-foot front yard setback and 10-foot side and rear setbacks for government buildings in the R-H zone. The **Master Plan (Sheet L3.0)** shows that all proposed buildings are set back substantially more than 20 feet – except for the middle school planned in Phase 1.

The District requests Planning Commission authorization to rely on base zone standards for government buildings to meet front yard setback requirements along Warrior Way (Bugle Road) for the following reasons:

- Placing the structure closer to the street will create more of a street presence for the middle school as one enters from the west side.
- Keeping site development close to the northern property line will help preserve significant wetland areas located on the property to the south.
- The Phase 1 middle school is proposed in the northwest portion of the property. As shown in the **Middle School Site Plan (Sheet L2.1)**, the building will be angled slightly, placing the northwest corner of the building 22-feet 9-inches from the street. Most of the building will meet the 20-foot setback standard.
- Additional classrooms for future middle school expansion may be constructed in Phase 3 and are proposed to extend 15-feet 5-inches from the street, consistent with the 15-foot minimum setback for government buildings in the R-H zone.

Setbacks, as required by the Planning Commission, will be recorded as part of the protective covenants required per section 16.224.060 of the Warrenton Development Code.

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

1. *The planning commission may approve institutional buildings of up to 50 feet in height, provided that any portion of the structure that exceeds the base height of the zone must be set back a proportional distance one foot increase in setback for each additional foot above the maximum height allowed in the base zone.*

**Response:** The maximum height limit for the R-H zone is 45-feet for government buildings. The school buildings proposed will have classrooms on two stories, as well as gymnasiums. The proposed maximum building height for the middle school in Phase 1 is 40 feet 8 inches.

In Phase 4, the proposed auditorium/gymnasium will be about 50 feet tall and setback from Warrior Way more than 400 feet. A 50-foot structure is allowed under the PUD process provided that the auditorium is set back at least 20 feet from the property line.

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

1. Pursuant to section 16.224.040.m, the planning commission may adjust chapter 16.120 and 16.136 standards through the PUD process.

**Response:** Compliance with Chapters 16.120 Access and Circulation and 16.136 Public Facilities Standards is addressed in Part 3 of this narrative. The District requests an adjustment to the maximum driveway widths set forth in Chapter 16.120 to allow adequate room for school buses and relatively large volumes of traffic to enter and leave the site.

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

1. Recreation Facilities. The Planning Commission or City Commission, as the case may be, may require that suitable area for parks or playgrounds be set aside, improved or permanently reserved for the owners, residents, employees or patrons of the development.
2. Common Areas. Whenever a common area is provided, the Planning or City Commission may require that an association of owners or tenants be created into a non-profit corporation under the laws of the State of Oregon, which shall adopt such articles of incorporation and by-laws and impose such declaration of covenants and restrictions on such common areas that are acceptable to the Planning Commission. Said association shall be formed and continued for the purpose of maintaining such common area. Such an association, if required, may undertake other functions. It shall be created in such a manner that owners of property shall automatically be members and shall be subject to assessment levied to maintain said common area for the purposes intended. The period of existence of such association shall be not less than 20 years and it shall continue thereafter and until a majority vote of the members shall terminate it. This provision does not apply to IMPs.
3. Easements. Easements necessary to the orderly extension of public utilities may be required as a condition of approval.

**Response:** The Master Plan (Sheet L3.0) shows substantial open space (sports fields, a playground, play fields, common areas and preserved wetlands). Subsection 2 applies to residential PUDs and condominium projects and is not applicable to institutional IMPs. The project team will work with the City Engineer to determine the location of needed utility easements.

K. Approvals. Prior to Planning Commission (or City Commission approval upon appeal), written consent for the development shall be received from the City-appointed Engineer, Fire Chief, and any other department or agency (i.e., County Sanitarian, DEQ, ODOT, Division of Health,

*ODF&W, DSL, DLCD, etc.) that can demonstrate that they have legal authority or jurisdiction over the proposal [or part(s) of the proposal].*

**Response:** This criterion is procedural in nature, requiring written consent of the development from relevant agencies with jurisdiction over the development proposal. At the preapplication conference held on July 24, 2019, the City-appointed Engineer, Fire Chief, Building Official, and a representative from ODOT were present and provided feedback. On November 19, 2019, DSL approved the **Wetland Delineation** found in **Appendix D**.

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

**Response:** The District recognizes that the Planning Commission has the authority to require conditions of approval where necessary to reduce identified development impacts. Potential additional requirements will be addressed throughout the public hearing process.

M. *Adjustments. When consistent with section 16.224.040.k, and when the planning commission determines that identified impacts from IMP development have been adequately mitigated pursuant to section 16.224.050.b.3, the planning commission may approve adjustments to code standards through the PUD review process set forth in section 16.224.050.B.1. In such cases, the applicant need not address variance procedures that apply to non-PUD development proposals.*

**Response:** The following adjustments are proposed through the PUD process and are addressed elsewhere in the narrative:

- An adjustment to the driveway width standard found in Chapter 16.120 Access and Circulation.
- An adjustment to the 20-foot street setback standard found in Chapter 16.224.060.
- An adjustment to parking standards based on a Parking Analysis as authorized by Chapter 16.224.040.E.1.

N. *Architectural design standards. Commercial development shall adhere to the design standards found in section 16.116.030. For an institutional master plan, the applicant shall develop a thematic plan for the design of structures to be adhered to in all future final development plans.*

**Response:** The required **Architectural Thematic Plan (Appendix F)** includes design guidelines that apply to the middle school and future high and elementary schools.

16.224.050 Procedure – Preliminary Development Plan.

- A. *The applicant shall submit four copies of a preliminary development plan to the Planning Commission prior to formal application for approval. This plan and any written statements shall contain at least the following information:*
1. *Proposed land uses and densities.*
  2. *Location, dimensions and heights of structures.*

3. *Plan of open or common spaces.*
4. *Map showing existing features of site and topography.*
5. *Proposed method of utilities service and drainage.*
6. *Road and circulation plan, including off-street parking areas.*
7. *Relation of the proposed development to the surrounding area and the Comprehensive Plan.*
8. *Lot layout.*
9. *A schedule, if it is proposed that the final development plan will be executed in stages.*
10. *Information deemed necessary by the Community Development Director.*
11. *Required application fee.*
12. *An IMP application shall identify potential impacts of future institutional development within 500 feet of the institutional site and recommend effective mitigation measures. The IMP application shall address impacts related to transportation, natural hazards, significant streams and wetlands, coastal resources, public facilities (sanitary sewer, domestic water and stormwater drainage) and lighting.*

**Response:** The District has submitted four copies of the drawing and information listed above. See **Appendices A-H, Engineering Plan Set Sheets C1.0 – C11.5, and Landscape Plan Set on Sheet L1.0 – L3.0.** This narrative references these exhibits to demonstrate WDC compliance and concerns identified in two pre-application conferences. **Part 1** of this narrative identifies potential impacts from the school development (including transportation, natural hazards, significant wetlands, public facilities and lighting) and recommends effective mitigation measures.

*B. Applications for planned unit development preliminary approval shall be reviewed by the Planning Commission using a Type III procedure as specified in Section 16.208.050. An applicant may apply concurrently for an institutional master plan and one or more final development plans. The Planning Commission shall determine whether the proposal conforms to Section 16.224.040. In addition, in considering the plan, the Planning Commission shall seek to determine that:*

1. *There are special physical conditions or objectives of development which the proposal will satisfy to warrant a departure (if any) from the standard Code requirements.*
2. *Resulting development will not be inconsistent with the Comprehensive Plan provisions or zoning objectives of the area.*

**Response:** This application is for both (a) preliminary development plan (IMP) approval for the entire school campus (including the proposed elementary, middle and high schools and related facilities); and (b) a final development plan (FDP) for the proposed middle school.

Two provisions of the PUD Chapter allow departure from WDC standards: (a) adjustment to parking requirements based on a parking study, and (b) increasing the maximum height for institutional buildings from 45 feet to 50 feet so long as the building is setback at least 20 feet from the property line. These two “departures” from WDC standards are discussed elsewhere in this section.

Schools are allowed as conditional uses in the R-H Zone. As confirmed in the pre-application conference, there are no Comp Plan policies specifically relating to the development of schools, nor are there any special Comp Plan or zoning overlays specific to the subject property or surrounding

area. As such, the resulting development is consistent with applicable Comp Plan provisions and zoning objectives of the area.

- 3. The proposed development will be in substantial harmony with the surrounding area. Proposed institutional development shall demonstrate that impacts related to transportation, natural hazards, significant streams and wetlands, coastal resources, public facilities (sanitary sewer, domestic water and stormwater drainage) and lighting have been adequately identified and mitigated. If phasing is proposed, mitigation of impacts may be limited to those impacts associated with an individual phase at the time the phase is approved.*

**Response: Part 1** of this narrative describes the surrounding area. The surrounding area includes several public and semi-public facilities (ODOT warehouse, Oregon State Police, Clatsop County Sheriff, Medix Ambulance, Clatsop Memory Care, Pacific Power, Clatsop County Animal Shelter, Oregon Liquor Control Commission) as well as new or developing service and retail commercial, light industrial and residential development. The proposed school campus is an institutional use is consistent with the public/semi-public character of the area. Moreover, the schools will serve children and parents within nearby, developing residential areas. For these reasons, the proposed IMP is in substantial harmony with the character of the area.

**Part 1** summarizes reports found in Appendices B-H that identify potential impacts from school campus development; Part 1 also includes recommendations for effective mitigation measures. Rather than repeat the information found in Part 1, we ask that the reader review this section and more detailed Appendices.

- 4. The plan can be completed within a reasonable period of time. An IMP may be approved for a period of up to 10 years and may include one or more phases. The community development director may allow an extension of up to 5 additional years for good cause.*

**Response:** As discussed in the Introduction to this narrative, the IMP proposed has four phases that will be implemented over a 10 to 15-year period. An FDP for the middle school has been submitted concurrently with this IMP application. The timing of Phases 2-4 depends on voter approval of future bond measures. The District may request an extension of the 10-year life of this IMP to implement Phases 3 and 4.

- 5. Any proposed commercial development can be justified economically.*

**Response:** No commercial development is proposed. Funding for Phase 1 middle school development has been approved by the voters. Funding for future phases depends on voter approval of future bond measures.

- 6. The streets are adequate to support the anticipated traffic and the development will not overload the streets outside the planned area based on a traffic impact study consistent with chapter 16.256; however, the transportation planning rule (oar 660-012-060) does not apply to PUD application that involve uses permitted outright or conditionally in the base zone. If phasing is proposed, mitigation of impacts may be limited to those impacts associated with an individual phase at the time the phase is approved.*

**Response:** Please see Part 1 of this narrative for a summary of the TIS found in **Appendix E**. The District will dedicate and construct Warrior Way (the Bugle Road extension) for a length of approximately 2,100 feet in Phase 1. The TIS recommends that the District participate in the improvement of six intersection improvements in Phases 2-4. The District understands that the TIS must be updated for each future phase of development.

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

**Response:** Please see **Part 1** of this narrative and **Appendices B and G**, which discuss public facilities and stormwater facilities necessary to support the IMP.

- C. *The Planning Commission shall notify the applicant whether the foregoing provisions have been satisfied and, if not, whether they can be satisfied with further plan revision(s).*

**Response:** This provision is procedural, describing the communication process between the Planning Commission and the applicant.

#### 16.224.060 Procedure – Final Development Plan Approval.

- A. *Within one year after preliminary approval or modified approval of a preliminary development plan or an IMP, the applicant shall, at the next regularly scheduled meeting, file with the Planning Commission a final plan for the entire development or, when submission in stages has been authorized, for the first unit of the development. The final plan shall conform in all major respects with the approved preliminary development plan or an IMP. The final plan shall include all information included in the preliminary plan, plus the following:*
  1. *Contour map of the site showing at least two-foot contour intervals.*
  2. *Grading plan for the site showing future contours if existing grade is to be changed more than two feet.*
  3. *Existing and proposed utility lines (storm and sanitary sewer, gas, etc.)*
  4. *Preliminary subdivision plat meeting the requirements of Section 16.216.040 if property is to be subdivided.*
  5. *Location and dimensions of pedestrian ways, roads, malls, common open spaces, recreation areas and parks.*
  6. *Location, dimensions and arrangement of automobile off-street parking spaces including width of aisles, spaces, and other design criteria.*
  7. *Preliminary architectural plans and elevations of typical structures.*
  8. *Preliminary planting and landscaping plan for the site.*
  9. *The applicant shall also submit drafts of appropriate deed restrictions or protective covenants to provide for the maintenance of common areas and to assure that the objectives of the planned unit development shall be followed.*

**Response:** As discussed above, this application includes the Phase 1 FDP for the middle school. The application includes the informational requirements listed above as follows:

- The one-foot contour map is shown on the **Existing Conditions Plan (Sheet C1.2)**.
- Grading for the entire campus site is proposed in Phase 1 as shown on the **Grading Plan and Erosion and Sediment Control Plan (Sheets C3.0 and C8.3)**.

- Existing and proposed utilities are described in the **Utility Report (Appendix B and Sheet C6.0.)**
- No subdivision is proposed; therefore, no subdivision plat is necessary for this application.
- The location and dimensions of pedestrian ways, roads, common open spaces, and recreation areas for the middle school are shown on the **Site Plan and Landscaping Plan (LP-4 and Sheet C2.0).**
- Parking and circulation for the middle school are shown on **Sheets C2.0, C2.5, C2.6, and C2.7.**
- The **Architectural Thematic Plan (Appendix F)** includes design guidelines and drawings consistent with these guidelines are shown on **Sheets A5.1 and A5.2.**
- The **Landscaping Plan** is shown on **Sheets L1.0 and L3.0.**
- No deed restrictions or covenants are required for the maintenance of open spaces or common areas because the District will be responsible for these functions.

Additional review of the required design standards for a final development plan are included in the following pages of this narrative.

- B. Upon receipt of the final development plan, the Planning Commission shall examine such plan and determine whether it conforms to all applicable criteria and standards, and whether it conforms in all substantial respects to the previously-approved preliminary development plan or an IMP; or the Commission shall require such changes in the proposed development or impose such conditions of approval as are in its judgment necessary to insure conformity to the applicable criteria and standards. In so doing, the Planning Commission may permit the applicant to revise the plan and resubmit it as a final development plan within 60 days.*
- C. After final development plan approval by the Planning Commission, the planned development application will be sent to the City Commission for consideration and final approval. A Type III review procedure shall be used. If the PUD is a residential subdivision or institutional use allowed in the base zone, with no commercial, RV, or campground amenities, review by the City Commission is not required; however, final subdivision plat approval in accordance with Section 16.216.070 is required.*

**Response:** As noted above, the District requests contemporaneous approval of the IMP for the school campus and the FDP for the middle school. The FDP is now consistent with the IMP. If the Planning Commission makes changes to the IMP these changes will be reflected in a revised FDP. Because no commercial development is proposed, City Commission review of the FDP is not required.

16.224.070 Adherence to Approved Plan and Modification Thereof.

- A. Grading permits and building permits in a planned unit development shall be issued only on the basis of the approved final development plan/ Any changes in the approved plan shall be submitted to the Planning Commission for processing in accordance with Chapter 16.228. However, the community development director may approve a grading and utility plan for the entire institutional site consistent with an approved institutional master plan.*

**Response:** The District has submitted the **Grading Plan (Sheet C8.3)** for the entire site with this IMP application and has requested Community Development Director approval. The Corps and DSL



require that grading and stormwater plans for the entire site be submitted to determine wetlands impacts in advance of issuing wetland fill and removal permits.

- B. *A performance bond may be required, in an amount to be determined by the Planning Commission, to insure that a development proposal is completed as approved within the agreed-upon time limits.*

**Response:** Warrior Way street construction and extension of utilities will occur prior to occupancy of the middle school; therefore, the District doesn't believe that a performance bond is necessary.

- C. *An applicant is entitled to rely on land use regulations in effect on the date its preliminary development plan or imp was initially submitted, pursuant to ORS 227.178(3), when seeking approval of a final development plan so long as the applicable preliminary development plan or imp is in effect when the final development plan is submitted. At its option, an applicant may request that a final development plan be subject to the land use regulations in effect on the date its final development plan is initially submitted.*

**Response:** This provision explains that code standards required for review of future FDPs are the same as the code standards that applied when the application for the IMP was submitted. However, the statute allows the applicant to choose whether to apply updated code standards when future FDPs are submitted.

## Chapter 16.192 Large-Scale Developments

### 16.192.010 Approval Process.

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

**Response:** The proposed IMP is a type of PUD; therefore, this application qualifies as a large-scale development and is subject to a Type III review procedure.

### 16.192.020 General Provisions

- A. *No permit shall be issued or conditional use application approved for a use defined as a large-scale development until the Community Development Director or hearings body (as applicable) determines that all applicable sections of this Code have been satisfied.*

- B. *The degree of protection from problems caused by hazardous soils or stormwater runoff which is required by this chapter is considered reasonable for regulatory purposes. This chapter shall not create liability on the part of the City of Warrenton or by any officer, employee or official thereof for any damages due to hazardous soils or stormwater runoff that results from reliance on this chapter or any administrative decision lawfully made thereunder.*

**Response:** No development is proposed prior to the approval of the IMP. The applicant has been working closely with the Community Development Director to ensure the applicable code criteria are met. Criterion B of this subsection is informational pertaining to the liability of the City of Warrenton as it applies to the regulations regarding hazardous soils or stormwater runoff.

#### 16.192.030 Soil Suitability

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

**Response: Part 1** of this narrative summarizes the results and recommendations found in the **Geotechnical Study (Appendix C)**. Shawn Dimke, P.E, G.E., prepared the study and is a registered geotechnical engineer licensed in the State of Oregon. The study determined that the site is suitable for the proposed development and makes recommendations for ensuring structural stability.

- C. *If the detailed soil survey indicates that significant amounts of hazardous soils are in locations desired for development, the developer or owner shall submit a report to the City of Warrenton prepared by a licensed geotechnical engineer which indicates suitable techniques to minimize potential soil hazards to facilities on the parcel or to nearby property.*
- D. *The proposed use will only be approved if:*
- 1. The detailed soil survey indicates that there is not a significant amount of hazardous soils on the portion of the site proposed for development; or*
  - 2. A method of eliminating hazards which could result from soils on the site prepared by a licensed geotechnical engineer and submitted to the City of Warrenton Planning and Building Department for review by a City-appointed engineer who will be paid by the developer and/or property owner.*
- E. *If a detailed soil survey indicates that corrosive resistant materials are appropriate for pipes or foundations associated with the development, the City-appointed engineer may require that suitable materials be used for the pipes or foundations.*

**Response:** The **Geotechnical Study** (pp. 5-6) determined that “the site is acceptable for development and the anticipated foundation loads can be supported on shallow spread footings bearing on minimum 6-inch-thick granular pads.” The study recommends suitable techniques to minimize identified soil hazards. All structures proposed with this development will be constructed to the standards recommended in this study.

#### 16.192.040 Stormwater Management

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

**Response:** The findings and recommendations of the **Stormwater Management Plan (Sheet C4.0)** and **Stormwater Report (Appendix G)** are summarized in **Part 1** of this narrative. Nalini Chandran (KPF), a registered engineer licensed in the State of Oregon, prepared these exhibits.

#### 16.192.050 Utilities

- A. *The applicant shall provide detailed information and analyses, as necessary, to the City of Warrenton to allow the City to assess the expected impacts of the development on the capacity of Warrenton's water, sewer, and transportation. The development will only be allowed if sufficient capacity exists or suitable evidence indicates it will exist prior to completion of the development construction. In deciding the sufficiency of capacity, consideration will be given to possible increases in flows resulting from activities of existing system users and from facilities which are likely to be built due to the proposed use, but are not part of the development.*
- B. *On-site water supply, sewage disposal, access and circulation, shall be approved by the Warrenton Public Works Director. The development will not be allowed unless satisfactory provisions are made for these facilities. Satisfactory provisions, in part, mean that the size of any water lines, sewer lines, access roads, and drainage-ways will be sufficient to meet the needs of the development and, where desirable, accommodate growth in other areas. Suitable arrangement, including dedication of land or use of easements, shall be made so that the City will be able to maintain appropriate water, sewer, street, and drainage facilities. The construction of lengthy pressure-forced sewer lines to the site which by-pass undeveloped properties will be discouraged.  
Utility lines in the development (including electricity, communications, street lighting and cable television) shall be placed underground. Appurtenances and associated equipment such as surface mounted terminal boxes and meter cabinets may be placed above ground.*
- C. *All utilities shall be installed in conformance with this Code and City construction standards.*

**Response:** **Part 1** of this narrative summarizes the findings and recommendations of the **Utility Report (Appendix B)** and the **TIS (Appendix E)**. With proposed improvements, the site will have adequate water, sewer, and transportation capacity. The **Utility Report** also includes information on other utilities on site and used by the school, such as natural gas and electric.

The Phase 1 FDP is supported by the **Water and Fire Protection Plan (Sheet C6.1)**, a **Sanitary Sewer Plan (Sheet C6.5)**, the **Drainage Plan (Sheet C4.0)**, the **Utility Plan (Sheet C6.0)** and the **Utility Report (Appendix B)**. These exhibits demonstrate that these facilities will be adequate to serve the proposed middle school. Vehicle circulation for fire trucks, school busses, and delivery vehicles is shown on **Sheets C2.5, C2.6, and C2.7**. All utilities serving the site will be installed underground. These plans and drawings are intended to meet City code and construction standards.

16.192.060 Schools

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

**Response:** The proposed school campus use will increase school capacity and quality for the community. No residential development proposed in this IMP/PUD. This criterion is not applicable.

16.192.070 Landscape Suitability

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

**Response:** The IMP **Preliminary Landscape Plan (Sheet L3.0)** covers the entire campus site. The FDP for the Phase 1 middle school is supported by the detailed **Landscape Site Plan (Sheets L2.1 - L2.4)**.

16.192.080 Signs

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

**Response:** Proposed Phase 1 middle school signage includes a building façade sign facing Warrior Way and an entry sign located at the parent/student drop-off parking area. **Part 3** of this narrative demonstrates compliance with Chapter 16.144. Sign permits will be applied for separate from this application.

16.192.090 Additional Provisions

- A. *The City of Warrenton may charge the applicant additional fees, as necessary, to cover the cost of reviewing surveys, reports, plans, or construction methods required to comply with the provisions of this Code.*
- B. *The City of Warrenton may require the owner or developer to post a performance bond to assure that improvements required to comply with the provisions of this section are completed in accordance with the plans and specifications as approved by the Community Development Director, and/or hearings body.*

**Response:** The District will construct Warrior Way (the street connecting SE Dolphin Avenue to SE Bugle Road) and public facility connections to serve the Phase 1 middle school prior to occupancy of the school. Therefore, it does not appear that performance bonds will be necessary.

- C. *Proposals for large-scale developments shall be reviewed for consistency with all applicable sections of this Code prior to issuance of a development permit, including grading, filling, or building permits.*
- D. *The standards of this section are required in addition to development review (Type I and II) and site design review (Type III) standards of Chapter 16.212.*

**Response:** As explained in the **Introduction** to this narrative, the District has requested approval of both the IMP for the school campus and a Phase 1 FDP for the middle school. **Parts 2 and 3** of this narrative include findings demonstrating compliance with the PUD, Large-Scale Development,

Significant Wetland and Design Review Chapters of the WDC. The District agrees that all WDC standards must be demonstrated before building and grading permits can be issued.

### Chapter 16.156 Wetland and Riparian Corridor Development Standards

#### 16.156.030 Wetland Area Development Standards

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

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

**Response: Part 1** of this narrative summarizes wetland impacts and proposed mitigation measures recommend in **Wetland Reports (Appendix D)**. Ecological Land Services prepared the wetland delineation for the entire property including the wetlands identified on the Warrenton Local Wetland Inventory (LWI), as shown in Figure 11 on the following page. The wetland delineation report, along with a DSL letter of concurrence is included in **Appendix D**.

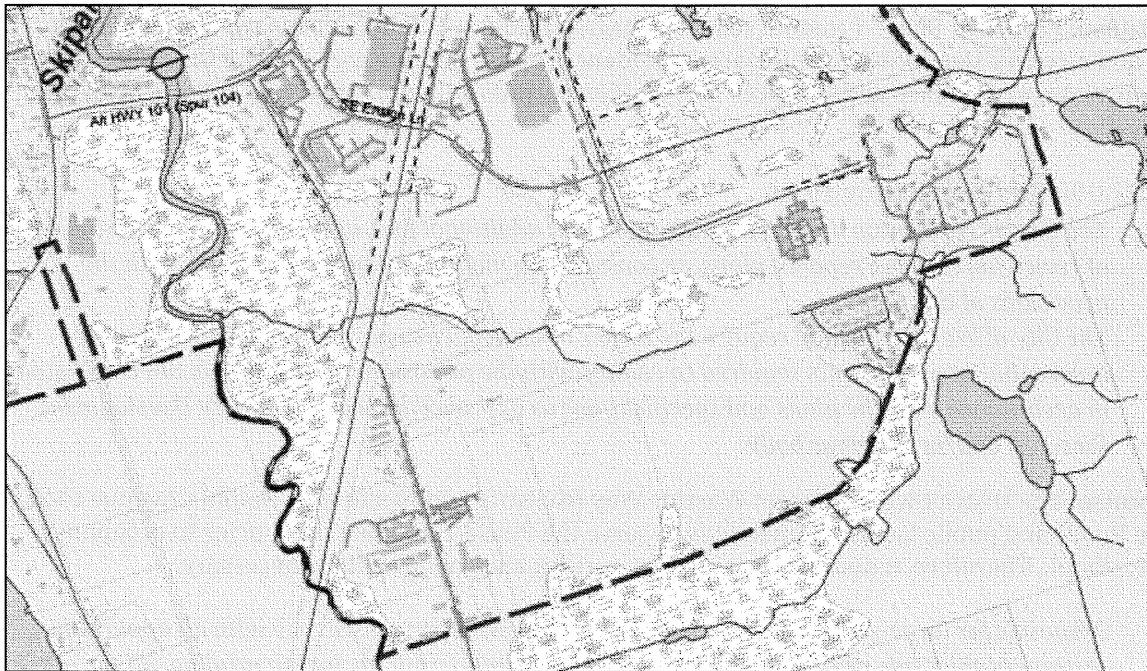


Figure 11. City of Warrenton Locally Significant Wetland Map.

- B. *Applications to the City of Warrenton for grading or building permits that would authorize development within a jurisdictional wetland boundary approved by the Oregon Department of State Lands shall contain the following:*
- 1. A State of Oregon Wetland Removal-Fill Authorization.*
  - 2. Written verification from the Warrenton Community Development Director, or designee, that the affected wetland area is classified as "non-significant" per the City of Warrenton*

*Locally Significant Wetland Map dated October 17, 1997. Alternatively, for development in a “significant” wetland, a City of Warrenton Hardship Variance (see Section 16.156.080) must be obtained instead of the Community Development Director’s written verification.*

**Response:** The site has both significant and non-significant wetlands as classified per the City of Warrenton Locally Significant Wetland Map dated October 17, 1997. Ecological Land Services submitted the following:

- DSL issued wetland delineation concurrence on November 19, 2019 (WD-2019-0446); this document is included in **Appendix D**.
  - Written verification from the Community Development Director indicating the presence and location of non-significant wetlands was requested at the December 11, 2019 pre-application conference.
  - The Joint Permit Application (JPA) to the Corps and DSL was submitted on October 8, 2019 (NWP-2019-386); the JPA was deemed complete by DSL on October 17, 2019 (62301-FP).
  - JPA approval is expected February 14, 2020 (by the end of DSL 120-day review period).
- C. *Applications to the City of Warrenton for subdivision, partition, planned unit development, conditional use, site design review, variance, or temporary building permits that include designs of altering land within 25 feet of a mapped wetland, or grading permits or building permits that would alter land within 25 feet of a mapped wetland boundary, but not within a mapped wetland area itself, shall contain the following:*
1. *A delineation of the wetland boundary, approved by the Oregon Division of State Lands.*
  2. *A to-scale drawing that clearly delineates the wetland boundary, the proposed setback to the wetland area (if any), and existing trees and vegetation in the mapped wetland area.*

**Response:** Ecological Land Services completed the wetland delineation for the site in August 2019; the delineation shows the boundaries and locations of significant and non-significant wetlands. A site visit by DSL was conducted on November 7, 2019. Wetlands concurrence was received by the DSL on November 19, 2019. An official **Wetland Delineation Map** is included with the concurrence letter in **Appendix D**. No development is proposed within 25-feet of significant wetlands as shown on the site plan on **Sheet L3.0**.

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

**Response: Wetland Reports (Appendix D)** includes the required **Wetland Delineation Report**. As noted in **Part 1** of this narrative, no development is proposed within 25-feet of Wetland A, the only locally significant wetland on the site.

- E. *The City of Warrenton will notify the Oregon Department of State Lands of applications for preliminary plat, partition, planned unit development, conditional use, site design review, variance, or temporary building permits, and grading and building permits that appear to affect a wetland on the City of Warrenton Wetland Conservation Plan Inventory (Local Wetland Inventory) dated October 17, 1997 or other waters.*

**Response:** This provision is required by state law. As noted above, Ecological Land Services has submitted a Wetland Delineation Report and JPA for significant and non-significant wetlands on the site.

#### 16.156.040 Significant Wetland Area Development Standards

- A. *The following additional development standards shall apply to all development in significant wetlands as designated on the City of Warrenton Locally Significant Wetland Map dated January 21, 2004.*
- B. *Alteration of a significant wetland or portion of a significant wetland by grading, excavating, placement of fill including structures, and removal of vegetation, shall be prohibited, except for the following uses, upon demonstration that the uses are designed and constructed to minimize intrusion into the wetland area:*
1. *Agricultural (farming and ranching) activities other than construction of buildings, structures, or paved roads conducted in accordance with federal, state, and local laws; or*
  2. *Replacement of existing structures, streets, driveways, and utilities in the same location that do not disturb additional wetland surface area; or*
  3. *Perimeter mowing and other cutting necessary for hazard prevention; or*
  4. *Removal of non-native vegetation or nuisance plants and replacement with native plant species. All work conducted under this subsection (A)(4) must occur by hand (i.e., hand-pulling, machete, chain saw, or other similar means) unless approval from the Oregon Division of State Lands or the US Army Corp of Engineers for mechanized work has been granted. Submission of a landscape plan (including a revegetation plan) in accordance with Chapter 16.124 of this Code is required; or*
  5. *Maintenance of existing ditches (not streams) to same configuration as previously constructed; or*
  6. *A forest operation subject to the requirements of the Oregon Forest Practices Act and associated administrative rules; or*
  7. *Uses authorized by an approved City of Warrenton hardship variance in conjunction with a valid State of Oregon Wetland Removal-Fill Authorization.*

**Response:** No development is proposed within 25-feet of Wetland A, the only locally significant wetland on the site. Thus, no alteration of significant wetlands is proposed in this application and the provision of this section do not apply.

#### 16.156.080 Hardship Variance Procedure and Criteria

- A. *For any lands demonstrated to have been rendered not buildable by application of this chapter, the property owner may apply for a hardship variance for relief from the restrictions of this chapter.*
- B. *Hardship variance applications are subject to review in accordance with the standards of Section 16.208.050, Type III Procedure (Quasi-Judicial). Granting of a hardship variance requires that:*



1. *The proposed development represents a reasonable and legal use of the lot or parcel, considering the zoning.*
2. *Strict adherence to this chapter and other applicable standards would effectively preclude a use of the parcel that could be reasonably expected to occur in similarly zoned parcels.*
3. *The property owner would be precluded a substantial property right enjoyed by the majority of landowners in the vicinity.*
4. *The variance is the minimum necessary to retain use of the property.*
5. *Granting of the variance will not be materially detrimental to the public welfare or be injurious to property or improvements in the neighborhood of the premises.*
6. *The variance will be in general harmony with the intent and purpose of this chapter, and will not adversely affect any officially adopted Comprehensive Plan policy.*

**Response:** Because significant wetlands will not be impacted by the proposed IMP, this section is not applicable.

#### 16.156.090 Wetland Area Boundary Adjustment Procedure

- A. *The 1" = 400' feet maps entitled City of Warrenton Wetland Conservation Plan Inventory dated October 17, 1997 show approximate wetland boundaries for wetland areas within the Warrenton Urban Growth Boundary. (These maps are also referred to as the City of Warrenton Local Wetland Inventory (LWI) maps.)*
- B. *To amend the City's LWI maps, a property owner, or its agent, must submit a jurisdictional delineation of the appropriate wetland boundary to the City of Warrenton. Upon receipt of the wetland delineation by the City, the Community Development Director shall use a Type I Ministerial Procedure to confirm that the Oregon Division of State Lands has concurred with the wetland delineation in writing.*
- C. *Written concurrence by the DSL of the wetland delineation shall compel the City to amend the LWI maps and produce a written record of the decision to the property owner.*
- D. *The City's decision may be appealed in accordance with Section 16.208.030.*

**Response:** The District does not request a wetland area boundary adjustment; therefore, this section is not applicable.

#### 16.156.100 Wetland Significance Determination Amendment Procedure

*To amend the significance determination of a mapped wetland area, an affected property owner or its agent must abide by the following procedure:*

- A. *A proposed change to the significance determination of a wetland that is depicted on the City of Warrenton Locally Significant Wetland Map (LSW Map) shall follow the Type IV Procedure (Legislative and Map Amendments) procedure of Sections 16.208.060 and 16.232.030.*
- B. *The LSW Map is adopted as part of the Warrenton Comprehensive Plan. Thus, amendments to the Map are subject to review by the Warrenton Planning Commission and City Commission. The Planning Commission shall make a recommendation to the City Commission and the City Commission shall decide such applications.*
- C. *Approval of a quasi-judicial amendment to the LSW Map shall be based on the following criteria:*
  1. *Determination by the City that a functional assessment for a particular wetland inventory unit supports revision of that unit's significance determination.*
    - a. *The assessment must be completed by a qualified wetland scientist; and*
    - b. *The assessment must include the entire wetland inventory unit; and*

- c. *The assessment must follow the principles of OFWAM (Oregon Freshwater Wetland Assessment Methodology); and*
- d. *The assessment must include analyses of those specific criteria in question (i.e., hydrologic control, intact water quality, distance to a Water Quality Limited (WQL) stream [WQL stream determinations are made by the Oregon Department of Environmental Quality (DEQ)], wildlife habitat, etc.).*
- 2. *In addition to the notice requirements of Section 16.208.050, the City shall provide notice of the initial evidentiary hearing to DLCD pursuant to ORS 197.610. The City shall provide notice of the initial evidentiary hearing to DSL at the same time.*
- 3. *The City shall mail a copy of the official staff report, together with the entire application packet, to DLCD and DSL not less than seven days in advance of the initial evidentiary hearing date for the matter.*
- D. *The City Commission's decision may be appealed to the Oregon Land Use Board of Appeals.*

**Response:** The District does not request an amendment to the LSW map; therefore, this section is not applicable.

## Part 3: Design Review

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### Chapter 16.120 Access and Circulation

#### 16.120.020 Vehicular Access and Circulation

- 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.*

**Response:** The District agrees that Chapter 16.120.020 applies to the consolidated PUD/Large-Scale Development/Design Review application.

- C. *Access Permit Required. Access to a street requires an access permit in accordance with the following procedures:*
  - 1. *Permits for access to state highways shall be subject to review and approval by Oregon Department of Transportation (ODOT), except when ODOT has delegated this responsibility to the City or Clatsop County. In that case, the City or County shall determine whether access is granted based on its adopted standards.*
  - 2. *Permits for access to county highways shall be subject to review and approval by Clatsop County, except where the County has delegated this responsibility to the City, in which case the City shall determine whether access is granted based on adopted City standards.*

**Response:** As shown on the **Master Plan (Sheet L3.0)**, the school campus will take access from four locations on Warrior Way, which is classified in the TSP as a local street. No permits for access to State or County roadways are required for this project.

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

transportation requirements. (See also Chapter 16.136, Public Facilities Standards, and Chapter 16.256, Traffic Impact Study.)

**Response:** Lancaster Mobley Engineering (a qualified transportation engineering firm) prepared the TIS (**Appendix E**). **Part 1** of this application summarizes the results and recommendations of the TIS.

*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.

**Response:** Proposed Warrior Way access points are consistent with its local street classification function. All access drives and parking areas are designed such that backing on to public streets or internal accessways will not be necessary.

- E. *Access Options.* When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (a minimum of 10 feet per lane is required). These methods are “options” to the developer/subdivider, unless one method is specifically required under Division 2, or through conditions required by the hearings body.
1. *Option 1.* Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.
  2. *Option 2.* Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., “shared driveway”). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.
  3. *Option 3.* Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in subsection G of this section, and require an access permit in accordance with subsection C of this section.

**Response:** The proposed access points for the campus aligns with Option 3 of the above code standard. Access to the school campus will be taken directly from Warrior Way in four locations, as shown on the **Site Plan (Sheet L3.0)**. Two entry/exit points on the east and west ends will provide access to an internal circulation loop, while two additional entry/exit points will provide access to a separate visitor parking and student pick-up/drop-off location at the main entrance to the campus.

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

- block lanes). Land divisions fronting onto state highways are expected to meet state access management and mobility standards.
5. Double-Frontage Lots. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. Except for corner lots, the creation of new double-frontage lots shall be prohibited in all residential districts, unless topographic or physical constraints require the formation of such lots. When double-frontage lots are permitted in a residential district, a landscape buffer with trees and/or shrubs and groundcover not less than 10 feet wide shall be provided between the back yard fence/wall and the sidewalk or street; maintenance shall be assured by the owner (i.e., through homeowner's association, etc.).
  6. Important Cross-References to Other Code Sections. Divisions 2 and 3 may require buildings placed at or near the front property line and driveways and parking areas oriented to the side or rear yard. The City may require the dedication of public right-of-way and construction of a street (e.g., frontage road, alley or other street) when the development impact is proportionate to the need for such a street, and the street is identified by the Comprehensive Plan or Transportation System Plan. (Please refer to Chapter 16.136, Public Facilities Standards.)

**Response:** The District proposes to construct the middle school near the front property line along Warrior Way. The District also proposes to dedicate right-of-way and construct Warrior Way (two travel lanes, and parking, curb, gutter and sidewalk on the south side of the street) the entire length of the north property line – approximately 2,100 feet. There is no need for a frontage road on a local street or for alleys to serve a school campus. No new lots or property line adjustments are proposed as part of this application.

- F. Access Spacing. Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:
1. Local Streets. A minimum of 25 feet separation (as measured from the sides of the driveway/street) shall be required on local streets (i.e., streets not designated as collectors or arterials) for all single-family detached dwellings, except as provided in paragraph 3 of this subsection. A minimum of 20 feet separation shall be required on local streets for all single-family attached dwellings, duplexes, and triplexes, except as provided in paragraph 3 of this subsection.
  2. Arterial and Collector Streets. Unless directed otherwise by this Development Code or by the Warrenton Comprehensive Plan/TSP, access spacing on City collector and arterial streets and at controlled intersections (i.e., with four-way stop sign or traffic signal) in the City of Warrenton shall be determined based on the policies and standards contained in the Warrenton Transportation System Plan, Manual for Uniform Traffic Control Devices, or other applicable documents adopted by the City.
  3. Special Provisions for All Streets. Direct street access may be restricted for some land uses, in conformance with the provisions of Division 2, Land Use Districts. For example, access consolidation, shared access, and/or access separation greater than that specified by paragraphs 1 and 2 of this subsection, may be required by the City, County or ODOT for the purpose of protecting the function, safety and operation of the street for all users. (See subsection I of this section.) Where no other alternatives exist, the permitting agency may

- allow construction of an access connection along the property line farthest from an intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.*
4. ***Corner Clearance.*** *The distance from a street intersection to a driveway or other street access shall meet or exceed the minimum spacing requirements for the street classification in the Warrenton TSP.*

**Response:** Access to the proposed school facilities will be taken from Warrior Way – a local street. The four access points will be limited to those necessary for parking and circulation to serve three schools on the campus. No new lots are being created as part of this proposal. All roadway and access improvements will meet City standards as shown on the **Warrior Way Improvements Plan** set starting on **Sheet C9.0**.

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

**Response:** The **Master Plan (Sheet L3.0)** shows four access points to Warrior Way. Two access points allow for a loop though the campus with student and faculty parking, and two additional access points lead to the parent drop-off /visitor parking areas. These are the minimum necessary for the District needs, keeping the function, safety, and operation of streets and sidewalks to a maximum for all users.

- H. ***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.

**Response:** The proposed development is not for single family residential use. The four access points lead to school drop off points and public parking areas. These criteria do not apply.

- I. Street Connectivity and Formation of Blocks Required. In order to promote efficient vehicular and pedestrian circulation throughout the City, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:
  1. Block Length and Perimeter. The maximum block length shall not exceed 600 feet between street corner lines in Residential and C-1 zones, 400 feet in the C-MU zone, and 1,000 feet in other zones unless it is adjacent to an arterial street or unless the topography or the location of adjoining streets justifies an exception. The minimum length of blocks along an arterial in zones other than Residential, C-1, and C-MU is 1,800 feet. A block shall have sufficient width to provide for two tiers of building sites unless topography or location of adjoining streets justifies an exception.
  2. Street Standards. Public and private streets shall conform to the standards of Chapter 16.136, Public Facilities Standards; Section 16.120.030, Pedestrian Circulation; applicable Americans With Disabilities Act (ADA) design standards; City construction standards for streets; and other applicable Development Code sections.
  3. Exception. Exceptions to the above standards may be granted when blocks are divided by one or more pathway(s), in conformance with the provisions of Section 16.120.030. Pathways shall be located to minimize out-of-direction travel by pedestrians and may be designed to accommodate bicycles.

**Response:** Warrior Way will be dedicated and improved to City standards and will significantly improve street connectivity. Internal circulation to buildings, athletic fields and parking areas will be by an access loop through campus. No blocks are proposed or appropriate for this development. The internal area of the campus will have a main entrance area adjacent to visitor parking and a student drop-off/pick-up area. Pathways to provide for pedestrian travel throughout the campus in accordance with the pedestrian access and circulation requirements of Section 16.120.030 are also provide for throughout the campus. The existence of these pathways meets the exception requirements of criterion 3, listed above. Therefore, the block length and perimeter standards do not apply to this project.

- J. 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.*
5. *Setback Required. A minimum five-foot setback from the edge of driveway to any property line is required. The setback area shall be kept free of impervious surfaces at all times and shall be vegetated to minimize surface water runoff to adjoining properties. These requirements may be increased if the Community Development Director, building official, City-appointed engineer, or Planning Commission determines that topography, soil conditions, or other circumstances dictate the need for additional protection measures.*
6. *Driveway Aprons. Driveway aprons shall meet City construction standards and be installed between the street right-of-way and the private drive, as shown in Figure 16.120.020.K. Driveway aprons shall conform to ADA standards for sidewalks and pathways, which require a continuous route of travel that is a minimum of three feet in width, with a cross slope not exceeding two percent.*
7. *Driveway Approaches. Driveway approaches should be designed and located to provide an existing vehicle with an unobstructed view. Construction of driveways along acceleration or deceleration lanes or tapers should be avoided due to potential for vehicle conflicts.*
8. *Loading Area Design. The design of driveways and on-site maneuvering and loading areas for commercial and industrial developments shall consider the anticipated storage length for entering and exiting vehicles, in order to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation.*

**Response:** The proposed access ways are 26-foot wide, with the exception of the access way to the east which will be 38.5' wide to accommodate large volumes of traffic in the morning and afternoon peak hours, and to accommodate school buses and emergency vehicles. The 20-foot width is appropriate for single-family residences, but not for large-scale developments such as a school campus. Therefore, the District requests an adjustment to Section 16.120.020.K.4, above, which is allowed through the PUD process.

All driveway approaches are setback more than 5 feet from any adjacent property line, as shown on **Sheet C11.1**. Driveway aprons will conform to ADA standards for sidewalks and pathways, as shown on **Warrior Way Improvements Plan Set** beginning on **Sheet C9.0**, and driveway approaches will have clear, unobstructed sight lines as shown on the **Landscape Plan L3.0**. Loading areas will be located away from public streets to prevent backing into the flow of traffic and causing unsafe conflicts with onsite circulation, as shown on the **Vehicle Movement Plan (Sheet C2.6)**.

- K. *Fire Access and Circulation. The City of Warrenton adopts the Uniform Fire Code, as amended, including administrative sections and all appendices and all the State of Oregon revisions. All development in the City of Warrenton is required to meet these minimum adopted standards.*
  1. *Required Access. A fire equipment access drive that meets City construction standards shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an improved public street or approved fire equipment access*



drive. Plans for fire apparatus access roads shall be submitted to the Warrenton Fire Department and Warrenton City-appointed engineer for review and approval prior to issuance of building permits, grading permits, or start of construction. When fire apparatus access road(s) are required, the road(s) shall be installed and made serviceable prior to and during time of construction. Fire department access roads shall be provided and maintained in accordance with the fire department access requirements of the Uniform Fire Code, as amended.

2. Dimensions. Fire apparatus roads shall have an unobstructed width of not less than 20 feet and unobstructed vertical clearance of not less than 13 feet 6 inches. Fire apparatus roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a surface so as to provide all-weather driving capabilities.
3. Turnaround Required. Dead-end fire apparatus roads in excess of 150 feet shall be provided with approved provisions for the turning around of fire apparatus. See Table 16.136.010 for minimum standards.
4. Grade. The gradient for a fire apparatus access road shall not exceed 12% except that isolated segments no longer than 250 feet may have grades up to 15% upon approval by the Warrenton Fire Chief. Non-fire apparatus access roads (driveways and private streets) shall maintain a maximum grade of 15% unless otherwise approved by the Warrenton City-appointed engineer. See Table 16.136.010 for other applicable standards.
5. Parking Areas. Parking areas shall provide adequate aisles or turn-around areas for service and delivery vehicles so that all vehicles may enter the street in a forward manner. See also Chapter 16.136, Public Facilities Standards.

**Response:** The proposed parking areas are designed to allow for traffic to circulate in a loop through the campus, with a parent drop-off / visitor parking area as shown on the site plan included on **Sheet L3.0**. A vehicle movement plan for fire trucks is shown on **Sheet C2.5**.

- L. 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.
- M. 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.

**Response:** As shown on the **Middle School Site Plan (Sheet C2.0)** and **Landscape Plan (Sheet L3.0)**, no signs, structures, or vegetation will be placed in vision clearance areas. Additionally, no structures or vegetation less than 13 feet 6 inches will be constructed or planted over roadways, aisles, or turn around areas and ramps.

- N. 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-a-rounds in the City of Warrenton shall be paved with asphalt, concrete, or other comparable surfacing. A

- durable non-paving material may be used for driveways and private streets that serve three or fewer residential dwelling units and in other instances where the need to reduce surface water runoff and protect water quality can be demonstrated through adequate findings of fact submitted by the applicant and/or property owner as part of the development proposal. All paving and non-paving surfaces shall meet City construction standards and shall be subject to review and approval by the Community Development Director, City-appointed engineer, and/or Planning Commission.*
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.*
  3. *Driveway Aprons. When driveway approaches or “aprons” are required to connect driveways to the public right-of-way, they shall be paved with concrete surfacing and meet City construction standards.*

**Response:** All proposed driveways will be paved and include driveway aprons that meet City construction standards. Stormwater will be managed on site as detailed in the included **Stormwater Report (Appendix G)** and as shown on **Sheet C11.3**.

#### 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.*

**Response:** As shown on the **Campus Site Plan (Sheet L3.0)**, there will be a community plaza between buildings allowing for direct access to buildings throughout the campus. Pathways are shown connecting the residential subdivision to the east. A trail system throughout the campus was considered by the District; however, out of concerns for safety and security one is not proposed with this application. It is important that the District be able to control access to the campus while school is in session. If a public trail system is developed throughout the campus, the District loses the control that will otherwise be necessary to keep students safe.

2. Safe, Direct, and Convenient Pathways. Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets and existing or planned transit stops, based on the following definitions:
  - a. Reasonably Direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
  - b. Safe and Convenient. Bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.
  - c. For commercial, industrial, mixed use, public, and institutional buildings, the “primary entrance” is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.
  - d. For residential buildings the “primary entrance” is the front door (i.e., facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the “primary entrance” may be a lobby, courtyard or breezeway which serves as a common entrance for more than one dwelling.

**Response:** The pedestrian network shown on the site plan allows for direct access from parking and drop-off areas to the main entrances of campus buildings. Parking areas for athletic fields will also allow for reasonable direct routes for pedestrians to get to parking lots and athletic fields.

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.

**Response:** Pedestrian connectivity is shown on the **Site Plan**. Direct routes for school children, parents, and visitors utilizing the school buildings are provided through the community plaza located between the buildings. Pathways from school buildings to sports fields are reasonable direct given the size, layout, and topography of the campus property.

4. Street Connectivity. Pathways (for pedestrians and bicycles) shall be provided at or near mid-block where the block length exceeds the length required by Section 16.120.020. Pathways shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments, as applicable. Pathways used to comply with these standards shall conform to all of the following criteria:
  - a. Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than six feet wide.
  - b. If the streets within the subdivision or neighborhood are lighted, the pathways shall also be lighted.
  - c. Stairs or switchback paths using a narrower right-of-way/easement may be required in lieu of a multi-use pathway where grades are steep.
  - d. The City may require landscaping within the pathway easement/right-of-way for screening and the privacy of adjoining properties.

- e. *The Planning Commission or Community Development Director may determine, based upon facts in the record, that a pathway is impracticable due to: physical or topographic conditions (e.g., freeways, railroads, extremely steep slopes, sensitive lands, and similar physical constraints); buildings or other existing development on adjacent properties that physically prevent a connection now or in the future, considering the potential for redevelopment; and sites where the provisions of recorded leases, easements, covenants, restrictions, or other agreements recorded as of the effective date of the ordinance codified in this chapter prohibit the pathway connection.*

**Response:** Pathways for pedestrian and bicycles are proposed to connect to adjacent residential developments to the east of the school campus. Warrior Way (an extension of Bugle Road) will have 6-foot wide curb and sidewalk allowing pedestrian access to the east of the campus. Bugle Road will continue north to 19<sup>th</sup> street where Clatsop County has recently installed a multi-use path for pedestrian access, as shown on Figure 12. As described in further detail in the following paragraph, this is the preferred pedestrian route for a number of reasons, all having to do with safety.

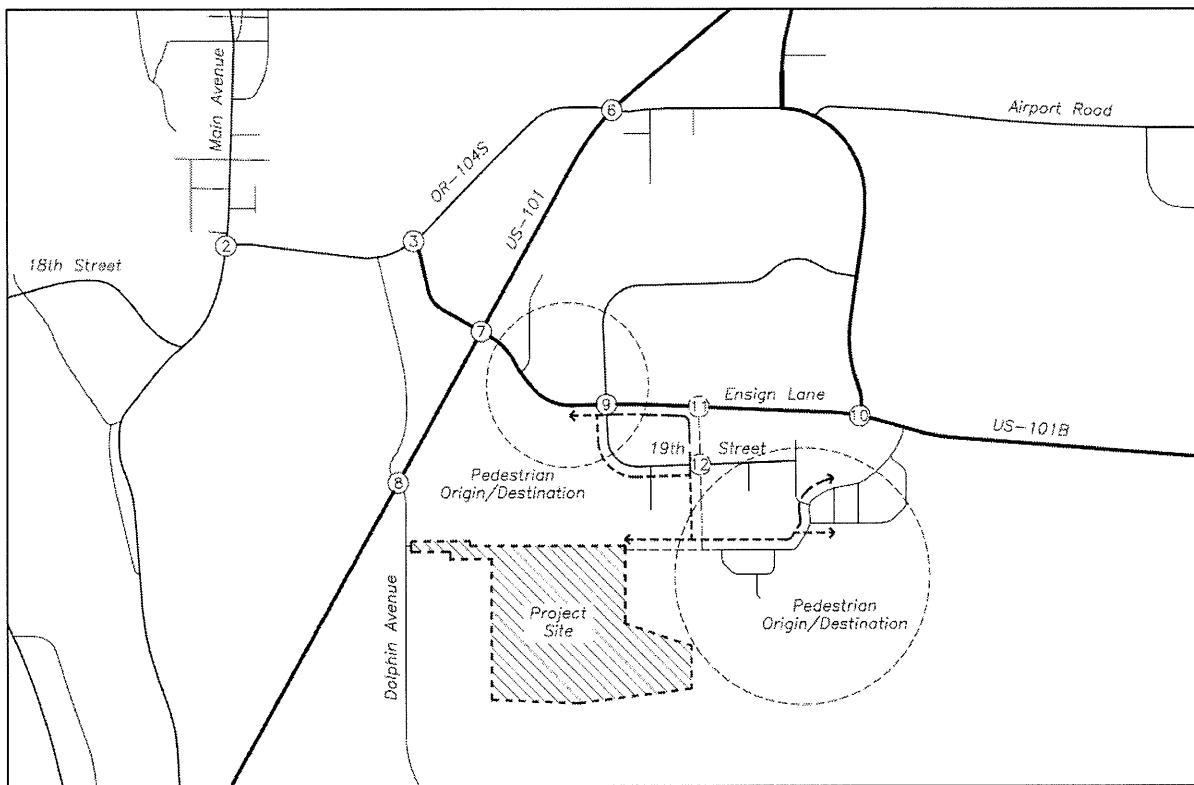


Figure 12. Vicinity map from TIS (Appendix E) showing pedestrian circulation routes along 19<sup>th</sup> Street and Ensign Lane.

As discussed in the pre-application conference notes, the City has requested a sidewalk be constructed along SE Dolphin Avenue to US-101. In the interest of both safety and fairness with respect to off-site improvements, the District objects to any condition that would require it to build a sidewalk along SE Dolphin Avenue. Specifically:

- There are currently no sidewalks on US-101 and encouraging pedestrian travel to that area will increase safety issues, as identified in the Transportation Impact Study (TIS) conducted by Lancaster Mobley.
- The TIS analyzed the intersection at US-101 and Dolphin Avenue and did not identify any issues that require mitigation.
- No students are required to cross at the US-101/Dolphin Avenue intersection since every student is included in the District's school bus network. Further, the District does not want to do anything to encourage students to walk to, from or along US-101 since there is not safe pedestrian infrastructure to accommodate pedestrians on US-101. To the extent that students desire to walk from the campus to commercial areas north of campus, there is safe pedestrian infrastructure along Warrior Way to Bugle Road and Willow Drive for them to do so.
- The frontage along Dolphin Avenue is owned by ODOT, as ODOT has a maintenance facility on that property. This frontage is the responsibility of ODOT, the property owner, to improve, just as the District is improving the road frontage along its property, i.e., Warrior Way.

For these reasons, the District respectfully disagrees with the City's requirement for sidewalk improvements along SE Dolphin Avenue; however, the District is willing to work with the City to improve safety for students through ODOT's Safe Routes to School program.

*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.*

**Response:** All streets and sidewalks will be built to City standards with a raised curb separating the pedestrian pathway from vehicle lanes as shown on the **Warrior Way Improvement Plans (Sheet C9.0)**. Curb ramps will be installed as necessary to comply with all ADA standards.

- 2. Housing/Pathway Separation. Pedestrian pathways shall be separated a minimum of five feet from all residential living areas on the ground floor, except at building entrances. Separation is measured as measured from the pathway edge to the closest dwelling unit. The separation area shall be landscaped in conformance with the provisions of Chapter 16.128. No pathway/building separation is required for commercial, industrial, public, or institutional uses.*

**Response:** There are no residential living areas proposed in this campus master plan. This standard is not applicable.

- 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.*

**Response:** Crosswalks are shown in various locations on the site plan. All crosswalks will be clearly marked and constructed of either raised concrete or thermo-plastic striping at grade, as shown on the **Landscape Plan (Sheet L3.0)**.

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.)*

**Response:** All proposed pathways will be paved with durable materials and be at least six feet wide and located as shown on the **Site Plan and Landscape Plan (Sheet L3.0)**.

5. Accessible Routes. *Pathways shall comply with the Americans with Disabilities Act, which requires accessible routes of travel.*

**Response:** All pathways will comply with the ADA standards to provide equitable pedestrian access to the school campus.

## 16.124 Landscaping, Street Trees, Fences and Walls

### 16.124.050 Fences and Walls

*Sets standards for new fences and walls, including maximum allowable height and materials, to promote security, personal safety, privacy, and aesthetics. The following standards shall apply to all fences and walls:*

- A. General Requirements. *All fences and walls shall comply with the standards of this section. The City may require installation of walls and/or fences as a condition of development approval, in accordance with Chapter 16.220, Conditional Use Permits, or Chapter 16.212, Development Review and Site Design Review. Walls built for required landscape buffers shall comply with Section 16.124.030.*
- B. Dimensions.
  1. *The maximum allowable height for fences and walls in the City of Warrenton is six feet, as measured from the lowest grade at the base of the wall or fence, except that retaining walls and terraced walls may exceed six feet when permitted as part of a site development approval, or as necessary to construct streets and sidewalks. Refer to paragraph 4 of this subsection for additional fence standards for residential uses.*
  2. *Fences in the General Industrial (I-1) Zone may exceed six feet if necessary to protect the welfare of the general public (i.e., airport runway safety, military, coast guard, or homeland security defense facilities, etc.) but not for protection of private property (i.e., auto repair lots, equipment yards, woodworking shops, etc.). Barbed and razor wire fencing is prohibited in all zones except as necessary to enclose livestock or to protect the welfare of the general public (not private property).*
  3. *A building permit is required for walls exceeding four feet in height and fences exceeding six feet in height, in conformance with the Uniform Building Code.*
  4. *The height of fences and walls within a required front yard setback area for residential uses shall not exceed four feet (except decorative arbors, gates, etc.), as measured from the*

- grade closest to the street right-of-way. Walls may exceed this height in accordance with paragraph 1 of this subsection. Chain-link fences and other open-style fences with at least 50% transparency or open space are allowed a maximum height of six feet within a required front yard setback area.*
5. *Walls and fences to be built for required buffers shall comply with Section 16.124.030.*
  6. *Fences and walls shall comply with the vision clearance standards of Section 16.120.020.*

**Response:** A 6-foot high chain link fence is proposed around the outdoor play areas as shown on the **Landscape Plan (Sheet L1.0)**. No additional walls are proposed in this application.

- C. *Maintenance. For safety and for compliance with the purpose of this chapter, walls and fences required as a condition of development approval shall be maintained in good condition, or otherwise replaced by the owner.*

**Response:** This standard is informational regarding a condition of approval requiring maintenance of fences and walls. The District is committed to maintaining all fences in good condition.

#### 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.*
- B. *Significant Vegetation. "Significant vegetation" means:*
1. *Significant Trees and Shrubs. Individual trees located within a mapped wetland area as depicted on the 1" = 400' maps entitled City of Warrenton Wetland Conservation Plan Inventory dated October 17, 1997 with a trunk diameter of 18 inches or greater, as measured four feet above the ground (DBH), and all plants within the drip line of such trees and shrubs, shall be protected. Other trees may be deemed significant, when nominated by the property owner and designated by the City Commission as "Heritage Trees" (i.e., by virtue of site, rarity, historical significance, etc.).*
  2. *Exceptions. Protection shall not be required for (a) plants listed as non-native, invasive plants by the Oregon State University Extension Service in the applicable OSU bulletins for Clatsop County, or (b) as otherwise excepted by Chapter 16.156, Wetland and Riparian Corridor Development Standards.*

**Response:** This proposal will not impact any significant wetlands and therefore preserve all existing significant vegetation.

- C. *Mapping and Protection Required. All mapped wetland and riparian areas shall be protected in accordance with Chapter 16.156 and other applicable sections of this Code.*
- D. *Protection Standards. All of the following protection standards shall apply to significant vegetation areas:*
1. *Protection of Significant Trees. Significant trees identified as meeting the criteria in subsection (B)(1) of this section shall be retained whenever practicable. Preservation may*

*become impracticable when it would prevent reasonable development of public streets, utilities, or land uses permitted by the applicable land use district.*

2. Conservation Easements and Dedications. *When necessary to implement the Comprehensive Plan, the City may require dedication of land or recordation of a conservation easement to protect sensitive lands, including groves of significant trees and mapped wetland and/or riparian areas.*

**Response:** Significant vegetation, including significant trees, is associated with forested and significant wetlands (Wetland A) on the site. By avoiding Wetland A, this vegetation will be preserved.

- E. Construction. *All areas of significant vegetation and mapped wetland and riparian areas shall be protected prior to, during, and after construction. Grading and operation of vehicles and heavy equipment is prohibited within significant vegetation areas, wetlands, and riparian areas, except as approved by the City for installation of utilities or streets, or in accordance with other approved plans.*
- F. Exemptions. *The protection standards in this section shall not apply in the following situations:*
  1. Dead, Diseased, and/or Hazardous Vegetation. *Vegetation that is dead or diseased, or poses a hazard to personal safety, property or the health of other trees, may be removed. Prior to tree removal, the applicant shall provide a report from a certified arborist or other qualified professional (i.e., a certified member of the Oregon Loggers Association) to determine whether the subject tree is diseased or poses a hazard, and any possible treatment to avoid removal, except as provided by paragraph 2 of this section.*
  2. Emergencies. *Significant vegetation may be removed in the event of an emergency when the vegetation poses an immediate threat to life or safety.*
  3. Licensed Timber Operations. *Logging operations that have been permitted by the Oregon Department of Forestry as being consistent with the Oregon Forest Practices Rules and Statutes.*

**Response:** The **Erosion and Sediment Control Plans (Sheet C8.0)** show the construction management techniques proposed to protect sensitive wetlands and vegetation. If dead, diseased, or hazardous vegetation is encountered the District will provide a report from a certified arborist or other qualified professional to the City regarding the removal. No licensed timber operations are anticipated to occur on site.

#### 16.124.070 New Landscaping

- A. Applicability. *This section shall apply to all developments within the City of Warrenton.*
- B. Landscaping Plan Required. *For every new development in the City of Warrenton requiring a City permit, a landscape plan is required. All landscape plans shall include the following minimum required details (see Section 16.212.040 for additional landscape plan requirements for projects requiring site design review):*
  1. *Legal description (e.g., assessor parcel number, copy of warranty deed, etc.) for the subject property;*
  2. *Property lines with the location and general description (height and type of material) of existing and proposed fences and other buffering or screening materials;*
  3. *The location of existing and proposed terraces or retaining walls;*
  4. *The location of existing and proposed plant materials;*



5. *Wetland and/or riparian area boundaries on the property, if any;*
6. *Existing and proposed structures;*
7. *Driveway and adjoining roadway widths, descriptions, and locations; and*
8. *Prevailing drainage patterns for the property.*
9. *Other information as deemed appropriate by the Community Development Director. An arborist's report may be required for sites with mature trees that are protected under this chapter and/or Chapter 16.156 of this Code.*

**Response:** The **Landscape Plan (Sheet L1.0)** and subsequent sheets provide the information required above for both the IMP school campus and the FDP for the middle school. Additional information regarding prevailing drainage patterns can be found on the **Grading Plan (Sheet C8.3)**.

- 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.*

**Response:** The site is located within a R-H district; therefore, 20% of the site is required to be landscaped. The **Master Plan (Sheet L3.0)** shows that approximately 12.5 acres of natural vegetation will be preserved, including 5 acres of significant wetlands. Additionally, 16.5-acres of open space in the form of athletic fields, playfields and internal landscaping is proposed. The site is approximately 58-acres which requires 11.6-acres to be landscaped. Native vegetation will be preserved within protected significant wetlands. As such, approximately 50% of the site will be either landscaped or natural vegetation.

- 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.

**Response:** As shown on the **Landscape Plan Set (Sheet L3.0)**, landscape materials include a mix of native vegetation, deciduous and evergreen trees, shrubs and evergreen hedges, groundcover, and preserved significant vegetation.

E. Landscape Design Standards. All yards, parking lots and required street tree planter strips shall be landscaped in accordance with the provisions of Sections 16.124.010 through 16.124.050. Landscaping shall be installed with development to provide erosion control, visual interest, buffering, privacy, open space and pathway identification, shading and wind buffering, and to help control surface water drainage and improvement of water quality, based on the following standards:

1. Yard Setback Landscaping. Landscaping shall satisfy the following criteria:
  - a. Provide visual screening and privacy within side and rear yards while leaving front yards and building entrances mostly visible for security purposes.
  - b. Use shrubs and trees as wind breaks, as appropriate.
  - c. Retain natural vegetation, as practicable.
  - d. Define pedestrian pathways and open space areas with landscape materials.
  - e. Provide focal points within a development, such as signature trees (i.e., large or unique trees), hedges and flowering plants.
  - f. Use trees to provide summer shading within common open space areas, and within front yards when street trees cannot be provided.
  - g. Use a combination of plants for year-long color and interest.
  - h. Use landscaping to screen outdoor storage and mechanical equipment areas, and to enhance graded areas such as berms, swales and detention/retention ponds.

**Response:** The **Landscape Plan** utilizes landscaping materials to ensure yard setback landscaping will provide visual screening and wind breaks, retains natural vegetation, defines pedestrian pathways and open space areas, and provides focal points throughout the campus with features such as grass mounds with trees. Additionally, it will provide shade and year-long color and interest based on the plants chosen and listed on the **Landscape Plan Set (Sheet L1.0)**.

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.*

**Response:** Parking areas are shown on the **Landscape Plan (Sheet L3.0)** and include trees evenly distributed throughout with landscape islands in areas with more than 20 spaces. Tree planting areas are at least four feet by four feet to allow room for tree and plant growth.

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.)*

**Response:** As shown on **Sheet L2.1**, a 3-foot high evergreen hedge is proposed to buffer the parking area from Warrior Way. Additionally, a curb and walkway will buffer the parking/maneuvering area from the adjacent building. All mechanical equipment, outdoor storage,

service and delivery areas are located on the south side of the buildings, away from the public street and screened from view by landscaping.

- 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.*
- G. Additional Requirements. *Additional buffering and screening may be required for specific land uses, as identified by Division 2, and the City may require additional landscaping through the conditional use permit process (Chapter 16.220).*

**Response:** The **Landscape Site Plan (Sheet L2.1)** describes how the District will maintain landscaping; the District is committed to maintaining landscaping in good condition and will replace any landscaping that fails to survive.

#### 16.124.080 Street Trees

*Street trees shall be planted for all developments that are subject to land division or site design review. Requirements for street tree planting strips are provided in Chapter 16.136, Public Facilities Standards. Planting of unimproved streets shall be deferred until the construction of curbs and sidewalks. Street trees shall conform to the following standards and guidelines: [...]*

**Response:** Street trees are shown on the **Landscape Plan (Sheets L2.1 - L2.3)**. The standards of Chapter 16.136 are reviewed under that chapter headings in below.

### 16.128 Vehicle and Bicycle Parking

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

5. *All parking lots shall be designed and constructed to meet the City standards of Section 16.120.020, this chapter, Chapter 16.136, and this Code.*
6. *Uses not specifically listed above shall furnish parking as required by the Community Development Director, who shall consider uses similar to those listed in Table 16.128.030.A and the Institute of Traffic Engineers Parking Generation as guides for determining requirements for other uses.*

**Response: Part 1** of this narrative summarizes the results of the **Parking Analysis (Appendix E)** conducted by Lancaster Mobley Engineering, which projects parking demand by development phase based on the ITE Parking Manual and parking demand reduction measures proposed by the District. Parking areas are shown on the **Master Plan (Sheet L3.0)**.

A total of 323 parking spaces are proposed for the master plan at full build out. Parking spaces are designed to meet the construction standards of Section 16.120.020, this chapter, and Chapter 16.136 of the WDC, as reviewed in the applicable section so this narrative.

Parking areas are located off-street and served by drive aisles to avoid backing onto a street right-of-way. The drive aisles are designed to facilitate the flow of traffic and provide maximum safety for pedestrian, bicycles, and vehicle traffic, by maintaining the separate areas for visitor parking, parent drop-off/ pick-up, bus loading and unloading, student parking and faculty parking.

7. *Parking spaces and parking areas may be used for transit related uses such as transit stops and park-and-ride/rideshare areas, provided minimum parking space requirements can still be met.*
8. *Parking areas that have designated employee parking and more than 20 automobile parking spaces shall provide at least 10% of the employee parking spaces (minimum two spaces) as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.*

**Response:** The proposed parking areas are not intended to be used as transit stops or park-and-ride/ride share facilities. The Phase 1 parking areas shown on **Sheet L1.0** includes more than 20 automobile parking spaces for employees and visitors. Therefore, 10% of the employee spaces are required to be preferential carpool and vanpool parking spaces; two carpool spaces are shown on **Sheet L1.0**.

9. *Sites that are adjacent to existing or planned transit stops or are in the General Commercial (C-1) and Commercial Mixed Use (C-MU) districts are subject to maximum off-street vehicle parking requirements. The maximum number of off-street vehicle parking spaces allowed per site shall be equal to the minimum number of required spaces, pursuant to Table 16.128.030.A, multiplied by a factor of: [...]*

**Response:** The site is not adjacent to an existing or planned transit stop, nor it the site in the C-1 or C-MU district. Therefore, the site is not subject to maximum off-street vehicle parking requirements.

10. *The applicant may propose a parking space standard that is different than the standard in Table 16.128.030.A, for review and action by the Community Development Director*

*through a variance procedure, pursuant to Chapter 16.272. The applicant's proposal shall consist of a written request and a parking analysis prepared by a qualified professional/registered engineer. The parking analysis, at a minimum, shall assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent transit service, carpools, or private shuttles; and other relevant factors.*

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

**Response:** A variance to the parking standards in Table 16.128.030.A is not proposed or required in this application. The parking standards are being adjusted through the PUD section of the Code, as allowed by that section.

**B. Parking Location and Shared Parking.**

- 1. Location. Vehicle parking is allowed only on approved parking shoulders (streets), within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this Code. Parking and loading areas shall not be located in required yards adjacent to a street unless otherwise specifically permitted in this ordinance. Side and rear yards that are not adjacent to a street may be used for such areas when developed and maintained as required in this chapter. See also Chapter 16.120, Access and Circulation.*
- 2. Off-Site Parking. Except for single-family, two-family, and three-family dwellings, the vehicle parking spaces required by this chapter may be located on another parcel of land, provided the parcel is within 200 feet or a reasonable walking distance of the use it serves. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.*
- 3. Mixed Uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (i.e., the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly.*
- 4. Shared Parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use.*
- 5. Availability of Facilities. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers and/or employees, as applicable. Signs shall conform to the standards of Chapter 16.144.*

**Response:** The proposed parking is for the school use only and not proposed to be shared with another use or property. Informational signs will be located as needed throughout the parking areas.

- C. *Parking Stall Standard Dimensions and Compact Car Parking. All off-street parking stalls shall be improved to conform to City standards for surfacing, stormwater management, and striping. See Section 16.120.020 for parking lot construction standards. Up to 40% of the required spaces may be sized to accommodate compact cars. Standard parking spaces shall conform to the dimensions in Figure 16.128.030.C. Disabled person parking spaces shall conform to the standards (and dimensions) in this section.*

*Important Cross-References. See also Division 2, Land Use District standards; Chapter 16.120, Access and Circulation; Chapter 16.124, Landscaping, Street Trees, Fences, and Walls; and Chapter 16.140, Stormwater and Surface Water Management.*

- D. *Disabled Person Parking Spaces. The following parking shall be provided for disabled persons, in conformance with the Americans With Disabilities Act. Disabled parking is included in the minimum number of required parking spaces in this subsection.*
- E. **Response:** Parking areas, included spaces for disabled persons, for the entire campus are shown on shown on the **Master Plan (Sheet L3.0)**. A detailed parking lot layout for the Phase 1 middle school is included on the **Site Plan (Sheets L2.1- L2.2)**. Compliance with the standards of Sections 16.120.020 and 16.128.030 are shown on the referenced plans and applicable sections of **Part 3** of this narrative.

#### 16.128.040 Bicycle Parking Requirements

- A. *All uses shall provide bicycle parking in conformance with the following standards which are evaluated during development review or site design review.*

- B. *Number of Bicycle Parking Spaces. The minimum number of bicycle parking spaces required for uses is provided in Table 16.128.040.A.*

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

- C. *Design and Location.*

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

5. *Direct access from the bicycle parking area to the public right-of-way shall be provided at-grade or by ramp access, and pedestrian access shall be provided from the bicycle parking area to the building entrance.*
6. *Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall not conflict with the vision clearance standards of Chapter 16.132.*
7. *All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.*
8. *Short-term bicycle parking.*
  - a. *Short-term bicycle parking shall consist of a stationary rack or other approved structure to which the bicycle can be locked securely.*
  - b. *If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.*
  - c. *Short-term bicycle parking shall be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automobile parking space.*
9. *Long-term bicycle parking. Long-term bicycle parking shall consist of a lockable enclosure, a secure room in a building onsite, monitored parking, or another form of sheltered and secure parking.*

**Response:** A bicycle parking area for the Phase 1 middle school is shown on the **Site Plan on Sheet L1.0** and **L2.2**. Short-term bicycle parking for students and visitors is provided outside of the main entrance of the middle school, underneath a covered overhang. Ten bicycle racks will allow for securely parking up to 20 bicycles. Long-term bicycle parking for District employees will be provided in a storage room inside of the middle school.

- D. *Exemptions. This section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The City may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.*
- E. *Hazards. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall be located so as to not conflict with the vision clearance standards of Chapter 16.132.*

**Response:** No exceptions to the bicycle parking standards in this section are requested. The bicycle parking shown on **Sheet L1.0** is not located in an area that will create a hazard to pedestrian or vehicles, nor is it located in the vision clearance areas along driveways or intersections.

### 16.132 Clear Vision Areas

#### 16.132.010 Clear Vision Areas

*See also Section 16.120.020 and Figure 16.120.020.N.*

- A. *A clear vision area shall be maintained on the corner of property adjacent to the intersection of two streets, or adjacent to the intersection of a street and a railroad.*
- B. *A clear-vision area shall consist of a triangular area. Two sides of the triangle are lot lines measured from the corner intersection of the street lot lines for a distance specified in this*



section or, where the lot lines have rounded corners, the lot lines extended in a straight line to a point of intersection and so measured. The triangle's third side is a line across the corner of the lot joining the non-intersecting ends of the other two sides.

- C. A clear-vision area shall contain no planting, fence, wall, structure, or temporary or permanent obstruction exceeding 36 inches in height measured from the top of the curb or, where no curb exists, from the established street centerline grade, except:
1. Trees exceeding this height may be located in this area provided all branches and foliage are removed to a height of eight feet above the grade;
  2. Open-wire fencing that does not obscure sight more than 10% may be a maximum of 48 inches high.
- D. The following dimensional requirements govern clear vision areas:
1. The minimum length of street sides of the clear vision triangle shall be 15 feet. See Figure 16.132.010.
  2. 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.).

**Response:** Adequate clear vision areas are provided at all intersections as demonstrated on the landscaping plan included with this application. **Sheet L1.0** shows that landscaping will be kept below 36 inches high and that the 15-foot vision clearance areas will be maintained at every intersection.

## Chapter 16.136 Public Facilities Standards

### 16.136.020 Transportation Standards

- A. Development Standards. No development shall occur unless the lot or parcel abuts a public or private street, other than an alley, for at least 25 feet and is in conformance with the provisions of Chapter 16.120, Access and Circulation, and the following standards are met:
1. Streets within or adjacent to a development shall be improved in accordance with the Comprehensive Plan, Transportation System Plan, and the provisions of this chapter;

**Response:** As part of this proposed development, Warrior Way will be dedicated and constructed in accordance with Comp Plan and TSP standards in **Phase 1**. As shown in the plan set beginning on **Sheet C9.0**, the new street will connect SE Dolphin Avenue to Bugle Road.

2. Development of new streets (public or private), and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this section, and public streets shall be dedicated to the applicable City, County or State jurisdiction;
3. New streets and drives connected to a City collector or arterial street shall be paved; and
4. The City may accept a future improvement guarantee [e.g., owner agrees not to remonstrate (object) against the formation of a local improvement district in the future] in lieu of street improvements if one or more of the following conditions exist:
  - a. A partial improvement may create a potential safety hazard to motorists or pedestrians,
  - b. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement

*associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation,*

- c. The improvement would be in conflict with an adopted capital improvement plan, or*
- d. The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets.*

**Response:** Warrior Way will be constructed to City standards with two travel lanes, parking, curb, gutter and sidewalk on the south side of the street. The local street will extend approximately 2,100 feet from Dolphin Avenue and connect into the Roosevelt subdivision allowing access through to Bugle Road and 19<sup>th</sup> Street. The proposed improvements are not in conflict with an adopted capital improvement plan or associated with a land partition on property zoned residential.

- B. Variances. Variances to the transportation design standards in this section may be granted by means of a Class 2 variance, as governed by Chapter 16.272, Variances. A variance may be granted under this provision only if a required improvement is not feasible due to topographic constraints or constraints posed by sensitive lands (see Chapter 16.156).*

**Response:** A variance to the transportation design standards in this section is not requested as part of this application.

- C. Creation of Rights-of-Way for Streets and Related Purposes. Streets shall be created through the approval and recording of a final subdivision or partition plat; except the City may approve the creation of a street by acceptance of a deed, provided that the street is deemed essential by the City Commission for the purpose of implementing the Transportation System Plan, and the deeded right-of-way conforms to the standards of this Code. All deeds of dedication shall be in a form prescribed by the City Attorney and shall name "the public," as grantee.*

**Response:** No subdivision or partition plat is proposed in this application. The right-of-way proposed will be built to the standards in this code and will be deeded to the city.

- D. Creation of Access Easements. The City may approve an access easement established by deed when the easement is necessary to provide for access and circulation in conformance with Chapter 16.120, Access and Circulation. Access easements shall be created and maintained in accordance with the Uniform Fire Code, as amended.*

**Response:** No access easements are necessary for access and circulation on the property. Access to the school campus will be taken directly from a roadway constructed to City standards and deeded to the City.

- E. Street Location, Width and Grade. Except as noted below, the location, width and grade of all streets shall conform to the Transportation System Plan and Comprehensive Plan, as applicable; and an approved street plan or subdivision plat. Street location, width and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets:*
  - 1. Street grades shall be approved by the City-appointed engineer in accordance with the design standards in subsection N of this section; and*

2. Where the location of a street is not shown in an existing street plan (see subsection H of this section), the location of streets in a development shall either:
  - a. Provide for the continuation and connection of existing streets in the surrounding areas, conforming to the street standards of this chapter, or
  - b. Conform to a street plan adopted by the City, if it is impractical to connect with existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety.

**Response:** The **Warrior Way Plan and Profile (Sheet C9.7)** shows the maximum proposed street grade will be 7.48 percent in order to connect to existing City streets. The street will complete the extension of the Roosevelt Subdivision to Dolphin Avenue.

- F. Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall conform to the design standards in Table 16.136.010. A variance shall be required in accordance with Chapter 16.272 of this Code to vary the standards in Table 16.136.010. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:
1. Street classification in the Transportation System Plan or Comprehensive Plan;
  2. Anticipated traffic generation;
  3. On-street parking needs;
  4. Sidewalk and bikeway requirements based on anticipated level of use;
  5. Requirements for placement of utilities;
  6. Street lighting;
  7. Street tree location, as provided for in Chapter 16.124;
  8. Protection of significant vegetation and wetland and riparian areas, as provided for in Chapters 16.124 and 16.156;
  9. Safety and comfort for motorists, bicyclists, and pedestrians;
  10. Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided;
  11. Access needs for emergency vehicles; and
  12. Transition between different street widths (i.e., existing streets and new streets), as applicable.

**Response:** The proposed street will be classified as a local street with a right-of-way width of 60 feet. There is adequate space on the property to construct the street along the northern boundary of the property without the need for a variance. No variance is requested in this application.

- G. Traffic Signals. Traffic signals shall be required with development when traffic signal warrants are met, in conformance with the Highway Capacity Manual, and Manual of Uniform Traffic Control Devices. The location of traffic signals shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal, a signal meeting approved specifications shall be installed. The developer's cost and the timing of improvements shall be included as a condition of development approval. Traffic signals on roads under state jurisdiction shall be determined by the Oregon Department of Transportation.

**Response: Part 1** of this narrative summarizes proposed intersection improvements that are explained in more detailed in the **TIS (Appendix E)**. Six intersections will require improvements to

meet jurisdictional performance standards. Two of these intersections will require traffic signals: Main Avenue / Highway 104-S in Phase 2 (with or without the high school) and at Harbor Street / Marlin Avenue in Phase 3.

*H. Future Street Plan and Extension of Streets.*

- 1. A future street plan shall be filed by the applicant in conjunction with an application for a subdivision in order to facilitate orderly development of the street system. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other parcels within 500 feet surrounding and adjacent to the proposed land division. The street plan is not binding; rather it is intended to show potential future street extensions with future development.*

**Response:** The District is not proposing to subdivide the property; Warrior Way will span the entire property from east to west and will implement the future street plan of the adjacent residential subdivision by connecting Bugle Road to Dolphin Road. The southern portion of the property borders the Warrenton City Limit and contains relatively steep slopes leading to wetlands and Old Skipanon Creek. A road heading south from the school campus is not practical nor needed for connectivity. The District has no need to connect a road through private property to the north of the campus since Dolphin Road and Bugle Road will accommodate traffic in those directions. As such, a future street plan is not applicable for this application since all street development on site will be fully connected to the existing transportation network.

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

**Response:** The proposed street will have full through connection and no temporary endings requiring stubs, barricades, or temporary turnarounds. This criterion is not applicable.

*I. Street Alignment and Connections.*

- 1. Staggering of streets making "T" intersections at collectors and arterials shall not be designed so that jogs of less than 300 feet on such streets are created, as measured from the centerline of the street.*

2. *Spacing between local street intersections shall have a minimum separation of 125 feet, except where more closely spaced intersections are designed to provide an open space, pocket park, common area or similar neighborhood amenity. This standard applies to four-way and three-way (off-set) intersections.*
3. *All local and collector streets which abut a development site shall be extended within the site to provide through circulation unless prevented by environmental or topographical constraints, existing development patterns or compliance with other standards in this Code. This exception applies when it is not possible to redesign or reconfigure the street pattern to provide required extensions. Land is considered topographically constrained if the slope is greater than 15% for a distance of 250 feet or more. In the case of environmental or topographical constraints, the mere presence of a constraint is not sufficient to show that a street connection is not possible. The applicant must show why the environmental or topographic constraint precludes some reasonable street connection.*
4. *Proposed streets or street extensions shall be located to provide direct access to existing or planned commercial services and other neighborhood facilities, such as schools, shopping areas and parks.*
5. *In order to promote efficient vehicular and pedestrian circulation throughout the City, the design of subdivisions and alignment of new streets shall conform to the following standards in Chapter 16.120, Access and Circulation: The maximum block length shall not exceed 1,000 feet between street corner lines unless it is adjacent to an arterial street or unless the topography or the location of adjoining streets justifies an exception. The maximum length of blocks along an arterial is 1,800 feet. A block shall have sufficient width to provide for two tiers of building sites unless topography or location of adjoining streets justifies an exception.*

*Exceptions to the above standards may be granted when an accessway is provided at or near mid block, in conformance with the provisions of Section 16.120.030.*

**Response:** Warrior Way will provide a direct connection from Bugle Road to Dolphin Avenue. There are no cross streets or intersections proposed in this application, as it is not a residential subdivision. The internal roadways proposed throughout the school campus are for internal circulation are not public rights-of-way. The street extension will provide direct access to the planned neighborhood to the east and allow reciprocal access for the residential neighborhood access directly to the school campus and on to Dolphin Avenue and US-101, ultimately promoting more efficient vehicular and pedestrian traffic throughout this area of the City.

- J. *Sidewalks, Planter Strips, Bicycle Lanes. Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with the standards in Table 16.136.010, applicable provisions of the Transportation System Plan, the Comprehensive Plan, and adopted street plans. Maintenance of sidewalks, curbs, and planter strips is the continuing obligation of the adjacent property owner.*

**Response:** The standards of 16.136.010 pertaining to sidewalks, planter strips, and bicycle lanes will be met as shown on the plans (**Sheet C9.0**) included with this application. The school district will maintain all sidewalks, curbs, and planer strips as required by this criterion.

- K. Intersection Angles. Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle or where a reduced angle is necessary to provide an open space, pocket park, common area or similar neighborhood amenity. In addition, the following standards shall apply:
1. Streets shall have at least 25 feet of tangent adjacent to the right-of-way intersection unless topography requires a lesser distance;
  2. Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle; and
  3. Right-of-way lines at intersection with arterial streets shall have a corner radius of not less than 20 feet.

**Response:** The only intersection proposed in this development will be at the west end of Warrior Way (the Bugle Road extension), where it meets Dolphin Avenue. The topography at that location will allow for the road to intersect at a right angle. The east end of Warrior Way will extend an existing section roadway and will not require the construction of an intersection.

- L. Existing Rights-of-Way. Whenever existing rights-of-way adjacent to or within a tract are of less than standard width, additional rights-of-way shall be provided at the time of subdivision or development, subject to the provisions of this chapter.

**Response:** There are no existing rights-of-way adjacent to or within the tract that required additional dedication. This criterion is not applicable.

- M. Cul-de-Sacs. A dead-end street shall be no more than 200 feet long, shall not provide access to greater than 18 dwelling units, and shall only be used when environmental or topographical constraints, existing development patterns, or compliance with other standards in this Code preclude street extension and through circulation.
1. All cul-de-sacs shall terminate with a circular turnaround. Circular turnarounds shall have a radius of no less than 40 feet from center to edge of pavement except that turnarounds that contain a landscaped island or parking bay in their center shall have a minimum radius of 45 feet. When an island or parking bay is provided, there shall be a fire apparatus lane of at least 20 feet in width; and
  2. The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.

**Response:** No cul-de-sacs are proposed in the Institutional Master Plan.

- N. See Section 16.120.020 for fire access and parking area turnaround requirements based on Uniform Fire Code standards, as amended.

**Response:** The fire access and parking area turnaround requirements are met, as demonstrated on the **Access and Circulation Plan (Sheet C2.5)**.

- O. Grades and Curves. Grades shall not exceed 10% on arterials, 12% on collector streets, or 12% on any other street (except that local or residential access streets may have segments with grades up to 15% for distances of no greater than 250 feet), and:

1. Centerline curve radii shall not be less than 700 feet on arterials, 500 feet on major collectors, 350 feet on minor collectors, or 100 feet on other streets; and
2. Streets intersecting with a minor collector or greater functional classification street, or streets intended to be posted with a stop sign or signalization, shall provide a landing averaging five percent or less. Landings are that portion of the street within 20 feet of the edge of the intersecting street at full improvement.

**Response:** The **Warrior Way Plan and Profile (Sheets C9.3 – C9.7)** shows the maximum proposed grade for the roadway is 7.48 percent at the east end of the roadway. As a local street, the maximum allowed grade is 12 percent. The centerline radii are not less than 150 feet, meeting the standard of 100 feet for local streets. The slope of the landing for the Bugle Road extension where it intersects Dolphin Avenue is 2.75 percent, meeting the standard of averaging five percent or less.

*P. Curbs, Curb Cuts, Ramps, and Driveway Approaches. Concrete curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in accordance with standards specified in Chapter 16.120, Access and Circulation, and City construction standards.*

**Response:** As shown on **Sheet C7.0**, curb cuts, ramps, and driveway approaches are all designed to be ADA accessible and constructed in accordance with the standards specified in Chapter 16.120.

*Q. Streets Adjacent to Railroad Right-of-Way. Wherever the proposed development contains or is adjacent to a railroad right-of-way, a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land shall be created. New railroad crossings and modifications to existing crossings are subject to review and approval by Oregon Department of Transportation.*

- R. Development Adjoining Arterial Streets. Where a development adjoins or is crossed by an existing or proposed arterial street, the development design shall separate residential access and through traffic, and shall minimize traffic conflicts. The design shall include one or more of the following:*
1. A parallel access street along the arterial with a landscape buffer separating the two streets;
  2. Deep lots abutting the arterial or major collector to provide adequate buffering with frontage along another street. Double-frontage lots shall conform to the buffering standards in Chapter 16.164;
  3. Screen planting at the rear or side property line to be contained in a non-access reservation (e.g., public easement or tract) along the arterial; or
  4. Other treatment suitable to meet the objectives of this subsection;
  5. If a lot has access to two streets with different classifications, primary access shall be from the lower classification street, in conformance with Section 16.120.020.
- S. Alleys, Public or Private. Alleys shall conform to the standards in Table 16.136.010. While alley intersections and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have a radius of not less than 12 feet.*

**Response:** There is no railroad right-of-way on or adjacent to the subject property, nor are there any adjoining arterial streets, existing or proposed. Likewise, alleys, public or private, are not proposed in this application. These standards are not applicable to this application.

T. Private Streets. Private streets shall not be used to avoid connections with public streets. Gated communities (i.e., where a gate limits access to a development from a public street) are prohibited. Design standards for private streets are the same as design standards for public streets and shall conform to the provisions of Table 16.136.010.

**Response:** No private streets are proposed. This standard does not apply.

U. Street Names. Street naming and numbering in the City of Warrenton (and Hammond) shall follow the uniform system of the City's addressing ordinance (Ord. No. 359-A). Street names, signs and numbers shall conform to the City's addressing ordinance.

**Response:** Warrior Way will connect Dolphin Avenue to Bugle Road. The District requests that this extension be named "Warrior Way," after the District Mascot.

V. Survey Monuments. Upon completion of a street improvement and prior to acceptance by the City, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments shall be reestablished and protected.

**Response:** Westlake Consultants is responsible for the surveying of Warrior Way. As such, certification from Westlake Consultants will be provided to the City demonstrating that all boundary and interior monuments are reestablished and protected as necessary.

W. Street Signs. The City, county or state with jurisdiction shall install all signs for traffic control and street names. The cost of signs required for new development shall be the responsibility of the developer. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.

**Response:** The only required street sign will be at the intersection of Bugle Road and Dolphin Avenue. The cost of necessary signs will be covered by the District and installation will be handled by the City.

X. Mail Boxes. Plans for mail boxes to be used shall be approved by the United States Postal Service.

**Response:** No mailboxes are proposed with this development. The District will coordinate with the United States Postal Service for the delivery of mail.

Y. Street Light Standards. Street lights shall be installed in accordance with City standards.

**Response:** As shown on the **Master Plan (Sheet L3.0)**, streetlights are proposed along the proposed street and throughout the campus as needed for parking, circulation, and safety. These streetlights will be installed in accordance with city standards.

Z. Street Cross-Sections. The final lift of asphalt or concrete pavement shall be placed on all new constructed public roadways prior to final City acceptance of the roadway and within one year of the conditional acceptance of the roadway unless otherwise approved by the City appointed engineer.

1. Sub-base and leveling course shall be of select crushed rock;
2. Surface material shall be of Class C or B asphaltic concrete;



3. *The final lift shall be Class C asphaltic concrete as defined by O.D.O.T/A.P.W.A. standard specifications;*
4. *No lift shall be less than one and one-half inches in thickness; and*
5. *All streets shall be developed in accordance with City of Warrenton construction standards.*

**Response: Warrior Way** (the Bugle Road extension) will be constructed to City construction standards and completed prior to dedication to the City.

#### 16.136.030 Public Use Areas

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

**Response:** The school campus master plan is not a residential subdivision and a final plat is not proposed in this application. However, the school campus will include athletic fields and playground for students. The school district intends to allow public access to these amenities during non-school hours. As such, a dedication of parks, playgrounds, or other public use is not applicable to this application.

- C. *Acquisition by Public Agency.* *If the developer is required to reserve land area for a park, playground, or other public use, the land shall be acquired by the appropriate public agency within 12 months following final plat approval, at a price agreed upon prior to approval of the plat, or the reservation shall be released to the property owner.*
- D. *System Development Charge Credit.* *Dedication of land to the City for public use areas shall be eligible as a credit toward any required system development charge for parks.*

**Response:** The recreational amenities proposed in the IMP will be retained by the District which is the appropriate public agency to manage and maintain these facilities. Since this is not a private residential development, this criterion is not applicable.

#### 16.136.040 Sanitary Sewer and Water Service Improvements

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

*identified on the official Warrenton Zoning Map, shall comply with the growth management zone standards of Chapter 16.112.*

**Response: Part 1** of this narrative summarizes information found in the **Public Utility Report (Appendix B)**.

Sanitary sewer service will be provided from the site and will be collected and conveyed to northwest of the access road via gravity lines. From there, a lift station will be installed to pump the sewage along Warrior Way to the existing pump station on Dolphin Avenue. The new lift station will be a private lift station installed in Phase 1. A grease interceptor will also be installed in Phase I for the middle school and will be located west of the school in the outdoor play/fire lane area. Grease interceptors will be installed for each of the additional buildings with the future construction phases. The site is not within a growth management zone.

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

**Response:** This criterion is informational regarding the City's process for issuing utility permits.

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

**Response:** The proposed sewer and water improvements will be sized accordingly to accommodate all future phases of development for the school campus. Details of the proposed water and sewer improvements can be found in the **Utility Report (Appendix B)**.

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

**Response:** This criterion is informational regarding the denial of a permit in a case where there is a deficiency in the ability to serve a development with water or sewer. No such deficiency exists at subject site as demonstrated by the **Utility Report (Appendix B)** and the **Utility Plan (Sheet C6.0)**.

#### 16.136.050 Storm Drainage Improvements

*A. General Provisions. The City shall issue a development permit only where adequate provisions for stormwater and floodwater runoff have been made in conformance with Chapter 16.140, Stormwater and Surface Water Management.*

**Response:** Compliance with the standards of chapter 16.140 is described on the following pages.

*B. Accommodation of Upstream Drainage. Culverts and other drainage facilities shall be large enough to accommodate potential runoff from the entire upstream drainage area, whether*

*inside or outside the development. Such facilities shall be subject to review and approval by the City-appointed engineer.*

**Response:** Upstream drainage is limited primarily to the onsite development area since the property sits on the crest of a hill. A drainage swale from the adjacent residential development to the east will divert storm water onto the site and will be accommodated for in the proposed drainage system as shown on the **Drainage Plan (Sheet C4.0)** and **Warrior Way Drainage Plan and Profile (Sheets C9.10 – C9.20)** and detailed in the **Stormwater Report (Appendix G)**.

C. *Effect on Downstream Drainage. Where it is anticipated by the City-appointed engineer that the additional runoff resulting from the development will overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with City standards.*

**Response:** The **Drainage and Water Quality Facility Plans (Sheets C4.0 – C5.1)** show that stormwater will follow the existing natural drainage patterns and be filtered through rain gardens before draining into wetlands to the south of the property. Some of the stormwater will drain into wetlands to the north of the property purposefully, as to not dry out the wetland. The wetlands are capable of handling the drainage and the District has been working closely with the Corps and DSL on this plan.

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

**Response:** A stormwater easement is not necessary or proposed for this project.

#### 16.136.060 Utilities

- D. *Underground Utilities. All utility lines including, but not limited to, those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above. The following additional standards apply to all new land divisions, in order to facilitate underground placement of utilities:*
3. *The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that all above ground equipment does not obstruct circulation and access aisles or impede vision clearance areas for vehicular traffic (Chapters 16.120 and 16.132);*
  2. *The City reserves the right to approve the location of all surface mounted facilities;*
  3. *All underground utilities, including sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets; and*
  4. *Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.*
- E. *Easements. Easements shall be provided for all underground utility facilities.*

- F. Exception to Undergrounding Requirement. *The standard applies only to proposed land divisions and large-scale developments. An exception to the undergrounding requirement may be granted due to physical constraints, such as steep topography or existing development conditions.*

**Response:** As shown on the **Combined Utility Plan (Sheet C6.0)**, all utilities will be constructed underground in conformance with applicable City construction standards. Easements are provided for all underground utility lines. No exception to the undergrounding requirements is proposed as there are no physical constraints limiting the ability to construct underground utilities.

#### 16.136.070 Easements

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

**Response:** There is no final plat associated with this development. Easements will be recorded in the deed records for the property, as necessary.

#### 16.136.080 Construction Plan Approval and Assurances

*No public improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting, parks, or other requirements shall be undertaken except after the plans have been approved by the City, permit fee paid, and permit issued. The permit fee is required to defray the cost and expenses incurred by the City for construction and other services in connection with the improvement. The permit fee shall be set by resolution of the City Commission. The City may require the developer or land divider to provide bonding or other performance guarantees to ensure completion of required public improvements. See also Section 16.212.040, Site Design Review, and Chapter 16.216, Land Divisions and Lot Line Adjustments.*

**Response:** This criterion is informational. No work will be conducted on site without proper permit approvals.

#### 16.136.090 Installation

- A. Conformance Required. *Improvements installed by the developer either as a requirement of these regulations or at his/her own option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the City.*
- B. Adopted Installation Standards. *The Oregon Standard Specifications for Construction (combined APWA/ODOT standards) shall be a part of the City's adopted installation standard(s); other standards may also be required upon recommendation of the City-appointed engineer.*
- C. Commencement. *Work shall not begin until the City has been notified in advance and all required permits have been issued.*

- D. Resumption. If work is discontinued for more than one month, it shall not be resumed until the City is notified.
- E. City Inspection. Improvements shall be constructed under the inspection and to the satisfaction of the City. The City may require minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest. Modifications requested by the developer shall be subject to land use review under Chapter 16.228, Modifications to Approved Plans and Conditions of Approval. Any monuments that are disturbed before all improvements are completed by the subdivider shall be replaced prior to final acceptance of the improvements.
- F. Engineer's Certification and As-Built Plans. A registered civil engineer shall provide written certification in a form required by the City that all improvements, workmanship and materials are in accord with current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to City acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide four set(s) of "as-built" plans, in conformance with the City-appointed engineer's specifications, for permanent filing with the City.

**Response:** These criteria are informational regarding the procedural requirements for work taking place within the City.

### 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.

**Response:** The applicant has worked with the Corps and DSL to obtain approval for site grading necessary to meet the minimum requirements for the school campus. Natural drainage is maintained to the extent feasible as demonstrated on the **Grading Plan, Stormwater Plan, and Stormwater Report (Appendix G)**.

#### 16.140.020 Developments Must Drain Properly

- A. All developments must provide an adequate drainage system to prevent the undue detention or retention of stormwater or surface water on the development site. Stormwater or surface water will not be regarded as unduly detained or retained if:
  1. The detention or retention results from a technique, practice or device deliberately installed as part of an approved sedimentation or stormwater runoff control plan prepared by an engineer; or
  2. The detention or retention is not substantially different in location or degree than that experienced by the development site in its predevelopment state, unless such detention or retention presents a danger to health or safety.
- B. No stormwater may be channeled and directed into a sewer line.
- C. Whenever practicable, the drainage system of a development must coordinate with and connect to the drainage systems or drainage ways on surrounding properties or streets.

- D. *All developments must be constructed and maintained so that adjacent properties are not unreasonably burdened with stormwater runoff as a result of the developments.*

**Response:** The **Drainage Plan (Sheet C4.0)** and **Stormwater Report (Appendix G)** demonstrate compliance with these requirements. The site drains in two directions, with most of the stormwater collected onsite and directed through water quality treatment facilities before being released into the wetlands on the south portion of the property. A portion of the property drains to the north where it will be directed into a pipe where it will drain into a wetland to the north of Warrior Way. No stormwater is directed into a sewer line or in a manner that unreasonably burdens adjacent properties.

#### 16.140.030 Surface Water Management

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

- A. *No development may be constructed or maintained so that the development unreasonably impedes the natural flow of water from higher adjacent properties across the development, resulting in substantial damage to the higher adjacent properties; and*
- B. *No development may be constructed or maintained so that stormwater from the development is collected and channeled into natural or man-made drainage ways, such that the volume and/or rate of flow is substantially greater than the pre-development volume and/or rate.*
- C. *No development may be constructed such that the flow of water through natural or existing man-made drainage ways is obstructed. Bridges and culverts constructed to allow the flow of water through a development must be designed to pass flow during a 100-year storm event.*

**Response:** As shown on the **Drainage Plan (Sheet 4.0)** and in the **Stormwater Report (Appendix G)**, the proposed method of conveyance is adequate at handling stormwater flows without impeding the natural flow of water upland, nor channeling it into an existing drainageway that is substantially greater than pre-development flows.

#### 16.140.040 Erosion and Sediment Control

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

**Response:** A NPDES 1200C permit from Oregon DEQ will be obtained prior to grading activity.

- B. *Erosion and sediment control plans are required by the City as a component of the site plan for all plats and all projects which require site plan review. Erosion control plans must be designed to the specifications as outlined in this chapter.*

**Response:** The **Erosion and Sediment Control Plan** is included on **Sheet C8.0**.

- C. *Development of the land may not begin (and no building permits may be issued) until the City-appointed engineer approves the erosion control plan.*

**Response:** No development activity will take place prior to the City-appointed engineer's approval of the erosion control plan.

- D. *For purposes of this section, “disturb” means any use of the land by any person in any development, and/or road construction and maintenance that results in a change in the natural cover or topography that may cause or contribute to sedimentation. Sedimentation occurs whenever solid particulate matter, mineral or organic, is transported by water, air, gravity or ice from the site of its origin.*

**Response:** This criterion is informational regarding the City’s definition of “disturb” regarding erosion and sediment control.

#### 16.140.050 Stormwater System Design

- A. *Storm sewers constructed within the street will be sized by the developer’s engineer and will consider all potential runoff requirements within the site and upstream of the site.*
1. *The storm sewer will be sized for a 100-year design recurrence criteria for storm drainage facilities.*
  2. *The minimum size of storm sewers is eight inches in diameter.*
  3. *Spacing of catch basins along the street must conform to published engineering recommendations, which consider profile of the street and street width.*

**Response:** The **Stormwater Report (Appendix G)** addresses the size of the storm sewers and spacing of catch basins.

- B. *On-site detention shall be required for new development where downstream deficiencies exist or are anticipated to exist. The square footage considers the total development of the property including the future potential impervious surface. Required design recurrence criteria for a commercial or residential storm drainage detention facility is a 10-year interval. Development that has less than 5,000 square feet of impervious surface is exempt from detention requirements.*
- C. *Pervious pavement, and pavement and roofs that drain to an infiltration facility will not be counted when sizing a detention facility to handle the stormwater design.*

**Response:** The **Drainage Plan (Sheet C4.0)** shows the on-site stormwater system. Stormwater will be filtered onsite through drainage swales before being discharged into surrounding wetlands. There are no downstream deficiencies requiring onsite detention as outlined in the **Stormwater Report (Appendix G)**. As such, no onsite stormwater detention facilities are proposed.

#### 16.140.060 Illegal Discharge of Materials into the Stormwater System

*The discharge of any material other than stormwater into the stormwater system is prohibited. The placement of materials in a location where they are likely to be carried into the stormwater system by any means is also prohibited.*

**Response:** No materials other than stormwater are proposed to be discharged into the stormwater system.

### Chapter 16.144 Signs

#### 16.152.020 General Requirements

*The following general provisions shall govern all signs:*

- A. Signs shall not extend into, over or upon any public street or right-of-way. A sign may extend over a public sidewalk provided the bottom of the sign structure shall be at least eight feet above the grade of the sidewalk and the sign does not project more than three feet into the public right-of-way. A highway directional or informational sign maintained and owned by the Oregon Department of Transportation may extend over a street right-of-way.
- B. Signs or sign supporting structures shall not be located so as to detract from a motorist's view of vehicular or pedestrian traffic or a traffic sign.
- C. All signs shall be designed and located so as to prevent the casting of glare or direct light from artificial illumination upon adjacent publicly dedicated streets, surrounding public or private streets, or surrounding public or private property.
- D. Sign area does not include foundation supports and other essential structures serving as a backdrop or border to the sign. Only one side of a double faced sign is counted in measuring the area of a sign.
- E. Signs shall not contain flashing, moving, rotating or otherwise animated parts.
- F. All signs together with their supporting structure shall be kept in good repair and maintenance.
- G. It is the responsibility of the property owner to remove any abandoned sign within 30 days of the cessation of its use.
- H. Murals painted directly upon exterior walls are not signs (not windows) and are exempt from this section. Murals must be professional-grade and maintained in accordance with the accepted practices of the International Union of Painters and Allied Trades.
- I. Off-site signs shall be prohibited.

**Response:** Sign locations are shown on the master plan and are discussed in the PUD section of **Part 2**. In total, five signs are proposed on the campus master plan. One sign on each school building, and one sign at either end of Warrior Way on the East and West sides of the campus. Compliance with these requirements will be reviewed individually for each sign upon submission of a separate sign permit for each sign.

### Chapter 16.152 Grading, Excavating, and Erosion Control Plans

#### 16.152.060 Grading Permit Requirements

- A. Permits Required. Except as exempted in Section 16.152.040, no person shall do any grading without first obtaining a grading permit from the building official. A separate permit shall be obtained for each site, and may cover both excavations and fills.

**Response:** No grading activity will take place prior to the issuance of a grading permit by the building official.

- B. Application. To obtain a grading permit, the applicant shall file an application in writing to the City of Warrenton on a form furnished by the building official. Every such application shall contain:
  1. Identification and description of work to be covered by the permit for which the application is made, including estimated quantities of work involved.
  2. Description of the land on which the proposed work is to be done by legal description, street address, assessor parcel number, or similar description that will readily identify and definitely locate the proposed building or work.



3. *Indication of the use or occupancy for which the proposed work is intended.*
4. *Plans, diagrams, computations, and specifications, and other data as required by this chapter. Plans and specifications shall be drawn to scale and shall be of sufficient clarity to indicate the location, nature, and extent of the work proposed, and show in detail that it will conform to all provisions of this Code and relevant laws, ordinances, rules, and regulations of the City.*
5. *Applicant's signature.*
6. *Other data as required by the building official.*

**Response:** The District will submit a grading permit application that addresses the standards above prior to any construction activity on site.

- C. *Grading Designation.* *Grading in excess of 5,000 cubic yards shall be permitted in accordance with the approved grading plan prepared by a civil engineer, and shall be designated as "engineered grading." Grading involving less than 5,000 cubic yards shall be designated as "regular grading" unless the permittee chooses to have the grading performed as engineered grading, or the building official determines that special conditions or unusual hazards exist, in which case grading shall conform to the requirements of engineered grading.*

**Response:** KPFF Consulting Engineers prepared the **Grading Plan (Sheet C8.3)**.

- D. *Engineered Grading Requirements.* *As required by 2010 Oregon Structural Specialty Code Appendix J, as may be amended.*
- E. *Regular Grading Requirements.* *Each application for a grading permit shall be accompanied by a plan in sufficient clarity to indicate the nature and extent of the work. The plans shall give the location of the work, the name of the owner, and the name of the person who prepared the plan. The plan shall include the following information:*
1. *General vicinity of the proposed site.*
  2. *Limiting dimensions and depth of cut and fill.*
  3. *Location of any buildings or structures where work is to be performed, and the location of any buildings or structures within 15 feet of the proposed grading.*

**Response:** The **Grading Plan (Sheet C8.3)** shows that all grading activity will take place in Phase 1 of the IMP. A grading permit will be obtained prior to any grading activity.

- F. *Issuance.*
1. *The application, plans, specifications, computations, and other data filed by an applicant for a grading permit shall be reviewed by the building official. Such plans may be reviewed by other City departments to verify compliance with any applicable laws of the City. The building official may require that grading operations and project designs be modified if delays occur which incur weather generated problems not considered at the time the permit was issued. The provisions of UBC Section 106.4 are applicable to grading permits.*
  2. *The building official may require professional inspection and testing by the soils engineer. When the building official has cause to believe that geologic factors may be involved, the grading will be required to conform to engineered grading.*

**Response:** This criterion is informational regarding the City's procedures for reviewing and issuing grading permits.

## Chapter 16.201 Transit Access and Supportive Improvements

### 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.*

**Response:** The site is not located adjacent to an existing or proposed transit stop. Nearby transit stops are available within walking / biking distance at the intersections of US-101 at Ensign Lane, Discovery Lane at Ensign Lane, Chokeberry Avenue at 19th Street, and Huckleberry Avenue at Willow Drive. It is anticipated that most students will either take a school bus or be driven in a vehicle to the site. As such, no public bus stop is proposed along Warrior Way and there are no improvements identified in any plans adopted by the City.

## 16.208 Types of Applications and Review Procedures

### 16.208.050 Type III Procedure (Quasi-Judicial)

- A. *Pre-application Conference. A pre-application conference is required for all Type III applications. The requirements and procedures for a pre-application conference are described in Section 16.208.070.*
- B. Application Requirements.
  - 1. Application Forms. *Type III applications shall be made on forms provided by the City of Warrenton.*
  - 2. Content. *Type III applications shall:*
    - a. *Include the information requested on the application form.*
    - b. *Be filed with three copies of a narrative statement that explains how the application satisfies each and all of the relevant criteria in sufficient detail for review and action.*
    - c. *Be accompanied by the required fee.*
    - d. *Include one set of pre-stamped and pre-addressed envelopes for all property owners of record as specified in subsection C of this section. The records of the Clatsop County Department of Assessment and Taxation are the official records for determining ownership. The applicant shall demonstrate that the most current assessment records have been used to produce the notice list. Alternatively, the applicant may pay a fee for the City to prepare the public notice mailing.*

- e. *Include an impact study for all Type III applications. The impact study shall quantify/assess the effect of the development on public facilities and services. The study shall address, at a minimum, the transportation system, including pedestrian ways and bikeways, the drainage system, the parks system, the water system, the sewer system, and the noise impacts of the development. For each public facility system and type of impact, the study shall propose improvements necessary to meet City standards and to minimize the impact of the development on the public at large, public facilities systems, and affected private property users. In situations where this Code requires the dedication of real property to the City, the applicant shall either specifically agree to the dedication requirement, or provide evidence that shows that the real property dedication requirement is not roughly proportional to the projected impacts of the development. [...]*

**Response:** This application has been structured to meet the content requirements outlined above. Specifically, three copies of a land use narrative have been submitted along with the appropriate fees. **Part 1** of this narrative includes the required impact study, which summarizes professional studies found in **Appendices B-H**.

The remainder of the above section outlines the process for noticing and conducting public hearings, noticing of decisions and the appeal process. **Appendix I (Application Forms | Pre-App Notes)** includes a list of property owners within 200 feet, and pre-addressed and stamped envelopes have been included with the document.

### 16.212 Site Design Review

#### 16.212.040 Site Design Review

##### A. *Application Review Procedure.*

1. *Site Design Review—Determination of Type II and Type III Applications. Applications for site design review shall be subject to Type II or Type III review, based on the following criteria:*
  - a. *Residential developments with between five and nine dwelling units shall be reviewed as a Type II application, except when development review is allowed under Section 16.212.020. Residential developments with greater than nine units shall be reviewed as a Type III application.*
  - b. *Commercial, industrial, public/semi-public, and institutional buildings (including building additions) with:*
    - i. *Up to 10,000 square feet of gross floor area and developing less than two acres of land shall be reviewed as a Type II application.*
    - ii. *More than 10,000 square feet of gross floor area or developing two or more acres of land shall be reviewed as a Type III application.*
  - c. *Developments involving the clearing and/or grading of two acres or more shall be reviewed as Type III applications.*

**Response:** The proposed FDP for the middle school development is for an institutional use with greater than 10,000 square feet of gross floor area with development taking place on greater than two acres of land. Additionally, the development will involve grading of more than two acres of land. Therefore, site design review shall be reviewed as a Type III application.

- B. *Application Submission Requirements. All of the following information (subsections (B)(1) through (7) of this section) is required for site design review application submittal:*
1. *Proposed Site Plan. The site plan shall contain the following information:*
    - a. *The proposed development site, including boundaries, dimensions, and gross area.*
    - b. *Natural land features identified which are proposed to be removed or modified by the development, including modifications to existing drainage patterns.*
    - c. *The location and dimensions of all proposed public and private streets, drives, rights-of-way, and easements.*
    - d. *The location and dimensions of all existing and proposed structures, utilities, pavement and other improvements on the site. Setback dimensions for all existing and proposed buildings shall be provided on the site plan.*
    - e. *The location and dimensions of entrances and exits to the site for vehicular, pedestrian, and bicycle access.*
    - f. *The location and dimensions of all parking and vehicle circulation areas (show striping for parking stalls and wheel stops, as applicable), and proposed paving materials.*
    - g. *Pedestrian and bicycle circulation areas, including sidewalks, internal pathways, pathway connections to adjacent properties, and any bicycle lanes or trails.*
    - h. *Loading and service areas for waste disposal, loading and delivery.*
    - i. *Outdoor recreation spaces, common areas, plazas, outdoor seating, street furniture, and similar improvements.*
    - j. *Location, type, and height of outdoor lighting.*
    - k. *Location of mail boxes, if known.*
    - l. *Locations, sizes, and types of signs (shall comply with Chapter 16.144).*
    - m. *The Community Development Director may require studies or exhibits prepared by qualified professionals to address specific site features (e.g., traffic, noise, environmental features, site drainage, natural hazards, etc.).*
    - n. *The applicant's entire tax lot and the surrounding property to a distance sufficient to determine the location of the development in the City, and the relationship between the proposed development site and adjacent property and development. The property boundaries, dimensions and gross area shall be identified.*
    - o. *Identification of slopes greater than 10%.*
    - p. *The location, condition (paved, gravel unimproved, etc.) and width of all public and private streets, drives, sidewalks, pathways, rights-of-way, and easements on the site and adjoining the site.*
    - q. *Any areas identified as located in a designated floodplain and/or floodway.*
    - r. *Depict any wetland and riparian areas, streams and/or wildlife habitat areas.*
    - s. *Site features such as pavement, areas having unique views, and drainage ways, canals and ditches.*
    - t. *Any designated historic and cultural resources areas on the site and/or adjacent parcels or lots.*
    - u. *The location, size and type of trees and other vegetation on the property.*
    - v. *North arrow, scale, names and addresses of all property owners.*
    - w. *Name and address of applicant, project designer, engineer, architect, surveyor, and/or planner, if applicable.*

**Response:** The information required by this section is shown on the Site Plan and Drawing Sets and addressed in applicable sections of this narrative.

2. *Architectural Drawings.* Architectural drawings shall be submitted showing the following information from subparagraphs a through c of this paragraph 2, and shall comply with Division 3:
  - a. Building elevations with building height and width dimensions.
  - b. Building materials, color and type.
  - c. The name of the architect or designer.

**Response: Architectural Drawings (Sheets A1.1 through A1.3)** prepared by DLR Group are provided for the Phase 1 FDP for the middle school. An **Architectural Thematic Plan (Appendix F)** provides design guidelines that will apply to future development phases, as required by PUD Section 16.224.050.

3. *Preliminary Grading Plan.* A preliminary grading plan prepared by a registered engineer shall be required for developments which would result in the grading (cut or fill) of 1,000 cubic yards or greater. The preliminary grading plan shall show the location and extent to which grading will take place, indicating general changes to contour lines, slope ratios, slope stabilization proposals, and location and height of retaining walls, if proposed. Surface water detention and treatment plans may also be required, in accordance with Chapter 16.140.

**Response:** The **Preliminary Grading Plan (Sheet C8.3)** provides the information required by this section.

4. *Landscape Plan.* A landscape plan is required and shall comply with Chapter 16.124.
5. Proposed sign(s) shall be required in conformance with the City's Sign Code (Chapter 16.144).
6. Copies of all existing and proposed restrictions or covenants.
7. Letter or narrative report documenting compliance with the applicable approval criteria contained in subsection C of this section. [...]

**Response:** The **Landscape Plan (Sheet L1.0 – L3.0)** provides the information required by this section. Proposed signs are reviewed under the PUD Chapter review in **Part 2** of this narrative. The applicant is not aware of any existing restrictions or covenants, nor are any proposed. This narrative demonstrates compliance with the applicable approval criteria contained in subsection C, reviewed below.

- 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.*

**Response:** Criterion 1 is informational regarding the completeness review conducted by City staff. Compliance with the applicable provisions of the underlying land use district is addressed in **Part 2** of this narrative. Criterion 3 does not apply since there is no existing development on the property. The design standards contained in WDC Division 3 are reviewed in **Part 3** of this narrative.

16.212.050 Bonding and Assurances.

- A. *Performance Bonds for Public Improvements. On all projects where public improvements are required, the City shall require a bond in an amount not greater than 100% or other adequate assurances as a condition of site development approval in order to guarantee the public improvements.*
- B. *Release of Performance Bonds. The bond or assurance shall be released when the City engineer finds the completed project conforms to the site development approval, including all conditions of approval.*
- C. *Completion of Landscape Installation. Landscaping shall be installed prior to final building inspections and issuance of occupancy permits, unless security equal to the cost of the landscaping as determined by the Community Development Director, City Engineer, Planning Commission, or a qualified landscape architect is filed with the City Recorder assuring such installation within six months after occupancy. If the installation of the landscaping is not completed within the six-month period, the security may be used by the City to complete the installation.*
- D. *Business License Filing. The applicant shall ensure that all contractors and sub-contractors, and business occupants of the completed project, whether permanent or temporary, apply for and receive a City business license prior to initiating work on the site or conducting business from the site.*

**Response:** These provisions are informational. Performance bonds will be obtained as necessary to ensure public improvements are developed. Landscaping for phase one of this application will be completed prior to the issuance of an occupancy certificate. As a school campus, there are no private contractors, sub-contractors, or business occupants requiring a business license.

16.212.060 Development in Accordance with Permit Approval.

*Development shall not commence until the applicant has received all of the appropriate land use and development approvals (i.e., site design review approval) and building permits. Construction of public improvements shall not commence until the City has approved all required public improvement plans (e.g., utilities, streets, public land dedication, etc.). The City may require the applicant to enter into a development agreement (e.g., for phased developments and developments with required off-site public improvements), and may require bonding or other assurances for improvements, in accordance with Section 16.212.050. Site design review approvals shall be subject to all of the following standards and limitations:*

- A. *Modifications to Approved Plans and Developments. Minor modifications of an approved plan or existing development, as defined in Chapter 16.228, shall be processed as a Type I*

procedure. Major modifications, as defined in Chapter 16.228, shall be processed as a Type II or Type III procedure and shall require site design review. For information on Type I, Type II and Type III procedures, please refer to Chapter 16.208. For modifications approval criteria, please refer to Chapter 16.228.

- B. Approval Period. Site design review approvals shall be effective for a period of one year from the date of approval, unless otherwise specified in the City's site plan approval decision. The approval shall lapse if:
1. A grading permit or building permit has not been issued within the applicable approval period, as defined above; or
  2. Construction on the site is in violation of the approved plan.
- C. Extension. The Community Development Director shall, upon written request by the applicant, grant an extension of the approval period, provided that:
1. No changes are made on the original approved site design review plan;
  2. The applicant can show intent of initiating construction on the site within the extension period;
  3. There have been no material changes to the applicable Code provisions on which the approval was based. If there have been material changes to the applicable Code provisions and the expired plan does not comply with those changes, then the extension shall not be granted; in this case, a new site design review shall be required; and
  4. The applicant demonstrates that failure to obtain grading permits and/or building permits and substantially begin construction within the applicable approval period was beyond the applicant's control.

The Community Development Director may grant subsequent extensions after the initial extension upon written request of the applicant provided that the application continues to meet the criteria in paragraphs (C)(1) through (4) of this section.

**Response:** These criteria are informational only, pertaining to approval period, modification and extension of an approved land use permit. The District is likely to request a five-year extension to the approved IMP to request Phase 4 FDP approval. Any future extensions or modification will adhere to these standards.

- D. Phased Development. Phasing of development may be approved with the site design review application, subject to the following standards and procedures:
1. A phasing plan shall be submitted with the site design review application.
  2. The Planning Commission shall approve a time schedule for developing a site in phases, but in no case shall the total time period for all phases be greater than two years without reapplying for site design review.
  3. Approval of a phased site design review proposal requires satisfaction of all of the following criteria:
    - a. The public facilities required to serve each phase are constructed in conjunction with or prior to each phase;
    - b. The development and occupancy of any phase dependent on the use of temporary public facilities shall require City Commission approval. Temporary facilities shall be approved only upon City receipt of bonding or other assurances to cover the cost of required public improvements, in accordance with Chapter 16.212. A temporary public

*facility is any facility not constructed to the applicable City or district standard, subject to review by the City Engineer;*

- c. The phased development shall not result in requiring the City or other property owners to construct public facilities that were required as part of the approved development proposal; and*
- d. An application for phasing may be approved after site design review approval as a modification to the approved plan, in accordance with the procedures for minor modifications (Chapter 16.228).*

**Response:** As an IMP, this project is subject to WDC 16.224 which allows approval for a period of up to 10 years and may include one or more phases. The **Phasing Plan (Figure 8)** shows four phases of development over a 10 to 15-year period. The Phase 1 FDP for the middle school is part of this IMP application. FDPs for Phases 2-4 will be submitted sequentially and individually. No temporary public facilities are proposed with this application, nor does the phasing result in the City or other property owners constructing public facilities required as part of this proposal.

### 16.256 Traffic Impact Study

#### 16.256.020 Typical Average Daily Trips

*Average daily vehicle trips shall be calculated using the rates and methodology in the most recent addition of the Institute of Transportation Engineers Trip Generation Manual.*

**Response:** Lancaster Mobley Engineering prepared the **TIS (Appendix E)** using the most recent addition of the ITE Trip Generation Manual.

#### 16.256.030 When Required

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

- A. The development application involves a change in zoning or a plan amendment designation; or,*
- B. The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation Manual; and information and studies provided by the local reviewing jurisdiction and/or ODOT:
  - 1. An increase in site traffic volume generation by 300 average daily trips (ADT) or more; or*
  - 2. An increase in ADT hour volume of a particular movement to and from the state highway by 20% or more; or*
  - 3. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or**
- C. The location of the access driveway does not meet minimum sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the state highway, creating a safety hazard; or*
- D. A change in internal traffic patterns that may cause safety problems, such as back up onto the highway or traffic crashes in the approach area.*

**Response:** The **TIS (Appendix E)** is summarized in **Part 1** of this narrative.



#### 16.256.040 Traffic Impact Study Requirements

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

**Response:** The scope of the **TIS and Parking Study (Appendix E)** were determined in coordination with City Staff. Since a PUD/IMP is an allowed use in the R-H zone, the Transportation Planning Rule is not applicable per WDC Section 16.224.050.6.

#### 16.256.050 Approval Criteria

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

- A. *The study complies with the content requirements set forth by the City and/or other road authorities as appropriate;*
- B. *The study demonstrates that adequate transportation facilities exist to serve the proposed land use action or identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the road authority;*

**Response:** The **TIS** identifies potential mitigation measures required per each phase of development.

- C. *For affected City facilities, the study demonstrates that the project meets mobility and other applicable performance standards established in the adopted transportation system plan, and includes identification of multi-modal solutions used to meet these standards, as needed; and*
- D. *Proposed design and construction of transportation improvements are in accordance with the design standards and the access spacing standards specified in the transportation system plan.*

**Response:** A discussion of multi-modal transportation access and recommendations is included in the **TIS (Appendix E)**. The **TIS** addresses access and safety concerns pertaining to pedestrian, bicycle, and transit uses. Overall, the **TIS** finds that the existing facilities in the surrounding area are adequate to provide safe opportunities for bicyclists and pedestrians. Proposed transportation facilities are anticipated to have low traffic volumes traveling at low speeds allowing for safe and comfortable pedestrian and bicycle use. Sidewalks are not recommended to be constructed west of the site or along Dolphin Avenue, so as to not encourage pedestrian traffic along US-101. Rather, pedestrian traffic is encouraged to the east, and along Warrior Way (the Bugle Road extension) to access the commercial/retail uses located north of the site, as shown on the Vicinity Map included in **Appendix E** and **Figure 12** of this document.

#### 16.256.060 Conditions of Approval

- A. *The City may deny, approve, or approve a proposal with conditions necessary to meet operational and safety standards; provide the necessary right-of-way for planned improvements; and require construction of improvements to ensure consistency with the future planned transportation system.*

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

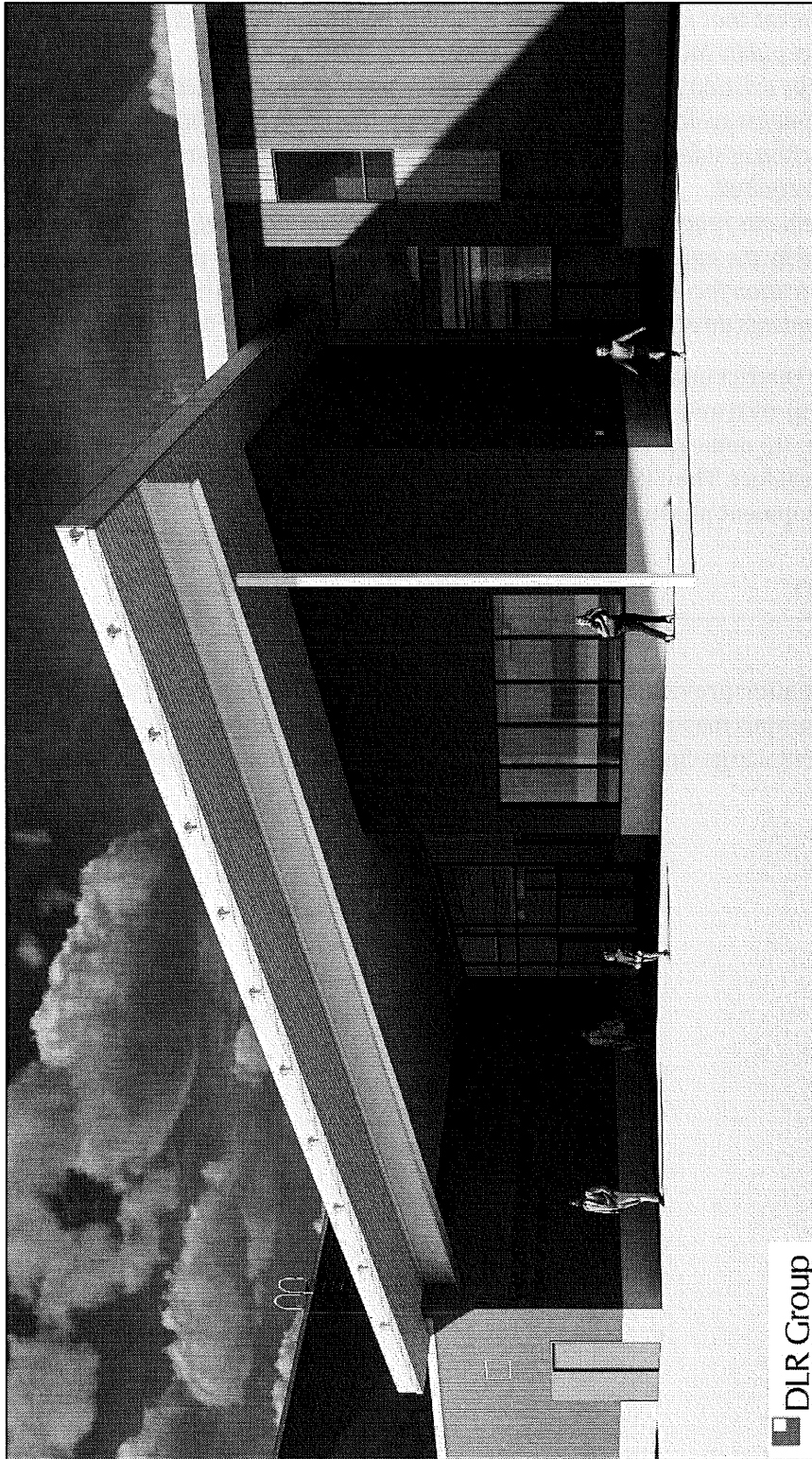
**Response:** The District understands that the Planning Commission may impose reasonable conditions of approval and the District is willing to pay its fair share of off-site improvements. The District proposes to dedicate right-of-way and construct Warrior Way at the north boundary for about 2,000 lineal feet. The TIS identifies off-site intersection improvements that should be made for future development phase.

## Conclusion

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Based on information provided in this narrative and supporting appendices and drawings, the IMP for the school campus master plan and the FDP for the middle school meet applicable WDC Planned Unit Development, Large-Scale Development, Wetland Protection and Design Review requirements.

**Figure 1**



**Main Entrance**

**Figure 2**



**Northeast View**

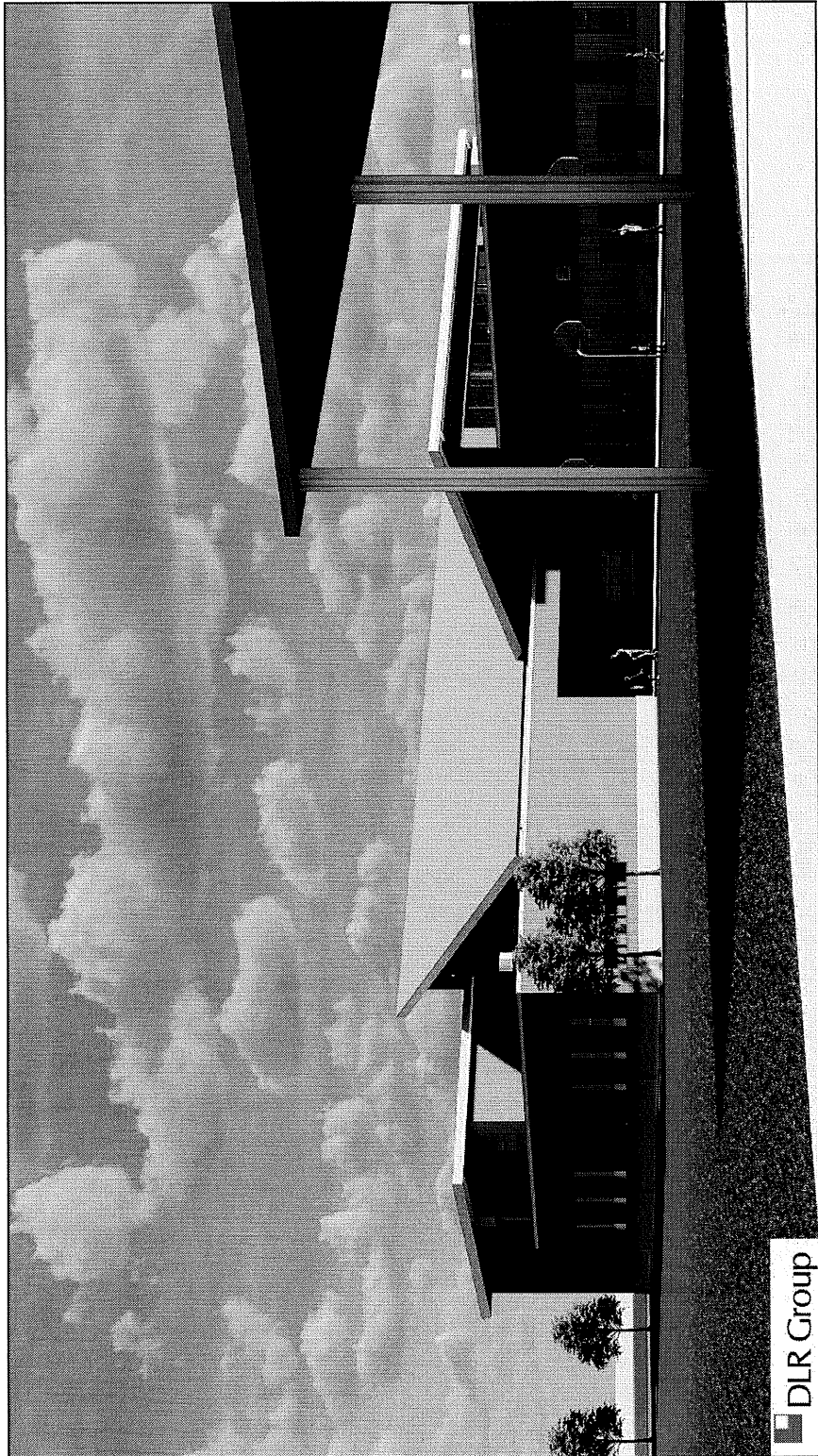
**Figure 3**



**Northwest View**



**Figure 4**



**Covered Outdoor Play Area**

Figure 5



DLR Group

Outdoor Play Area

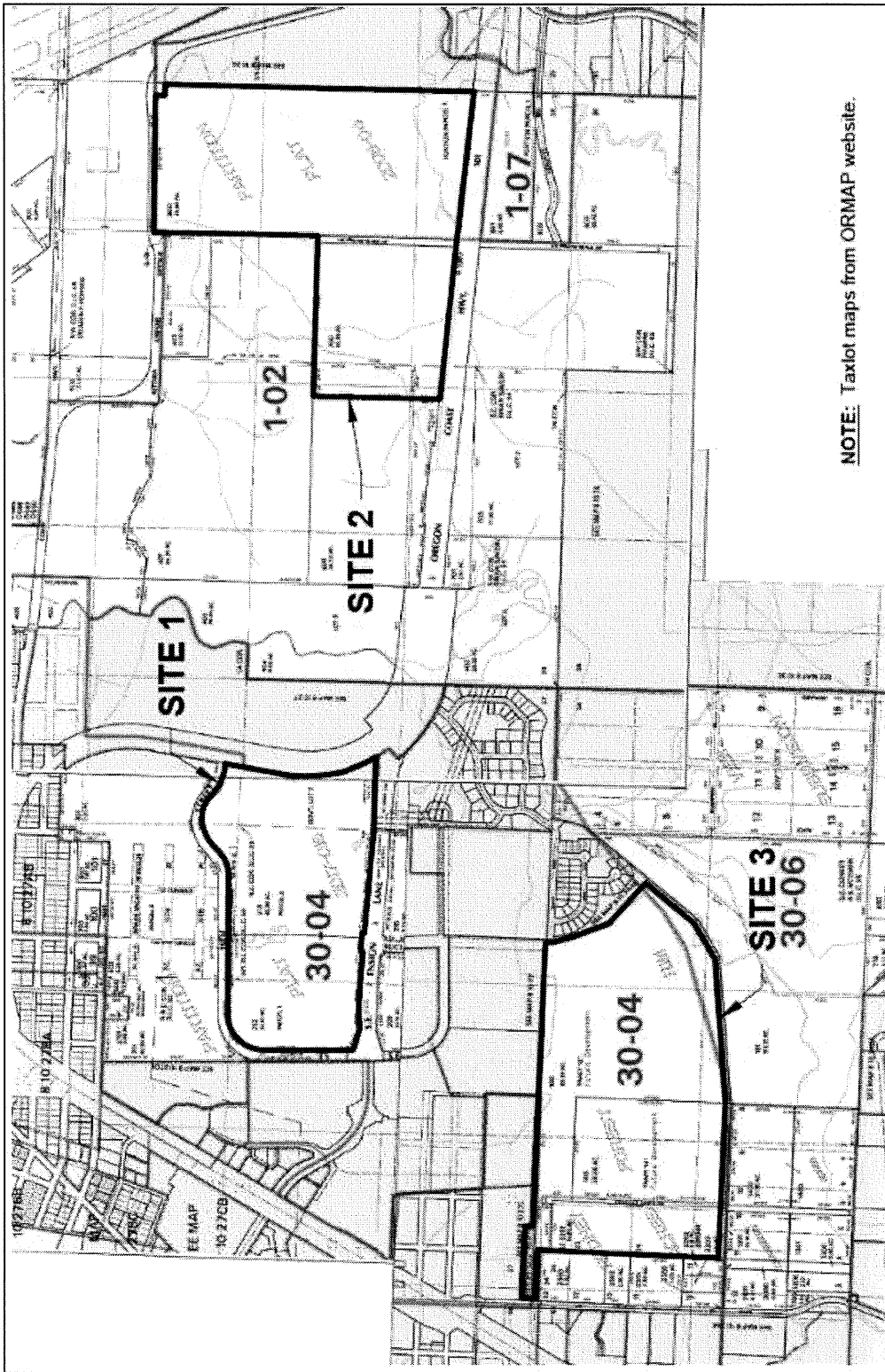
**Figure 6**



**Project Site**



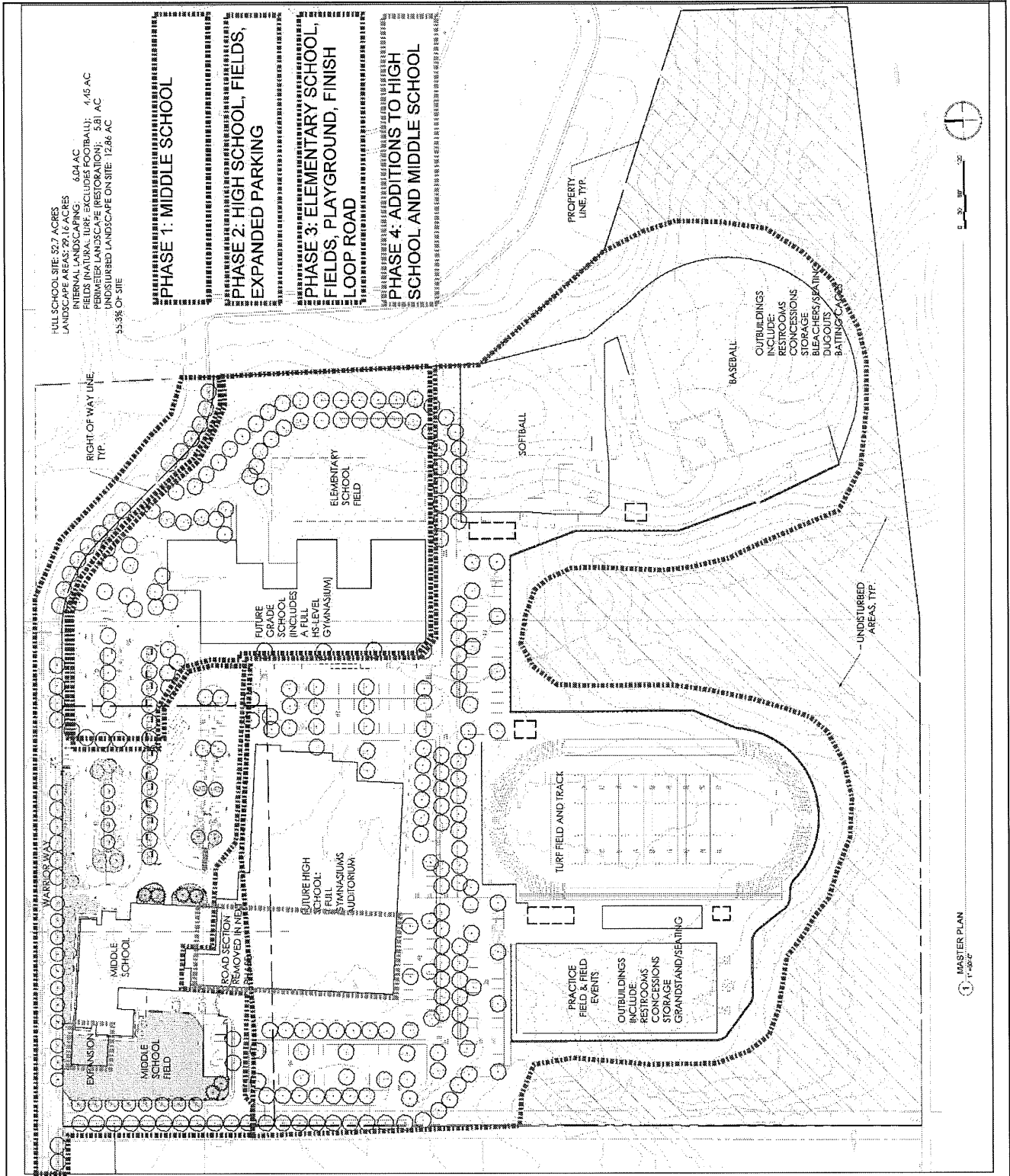
Figure 7



NOTE: Taxlot maps from ORMAPP website.

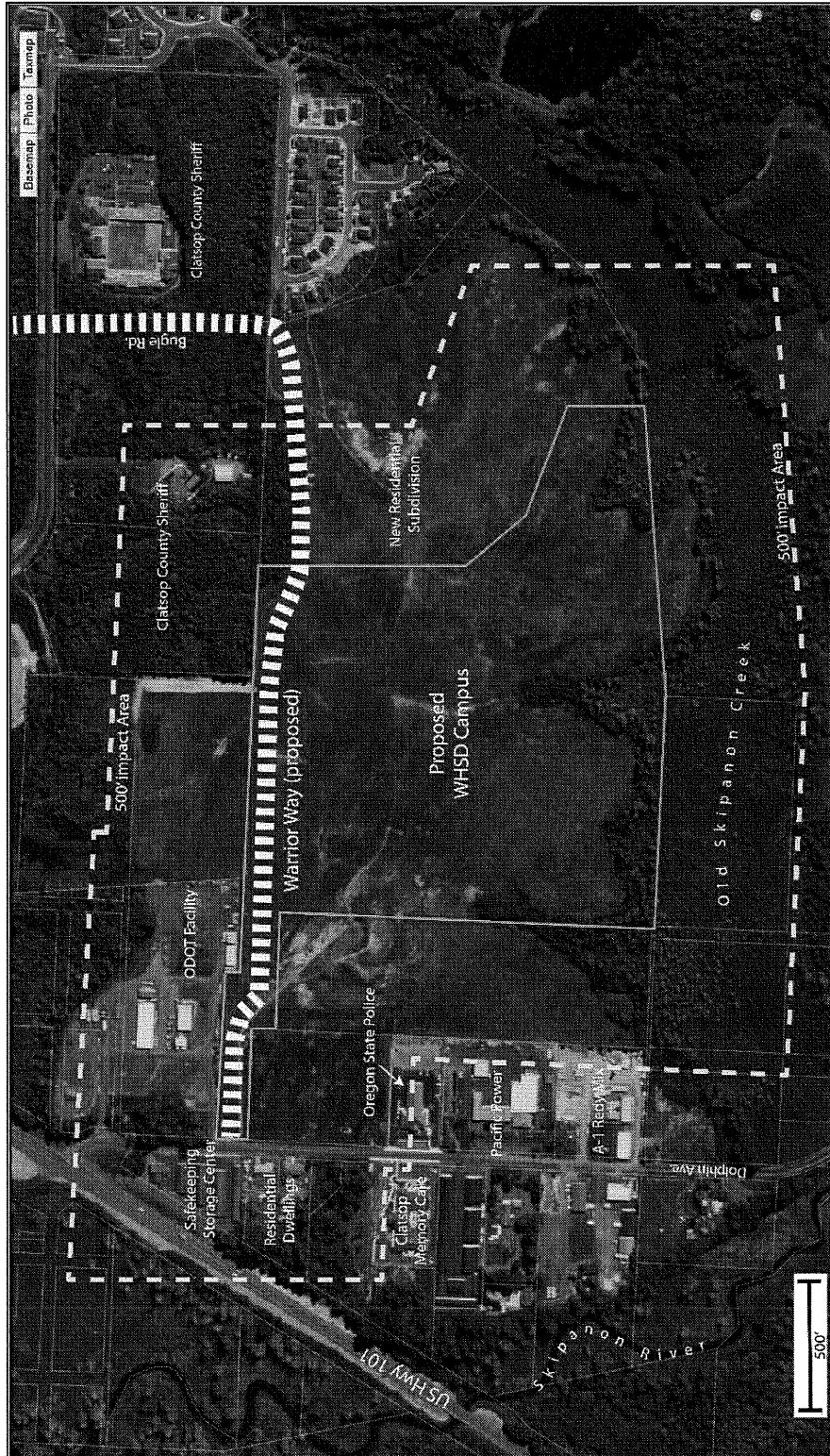
Site Selection Options

Figure 8



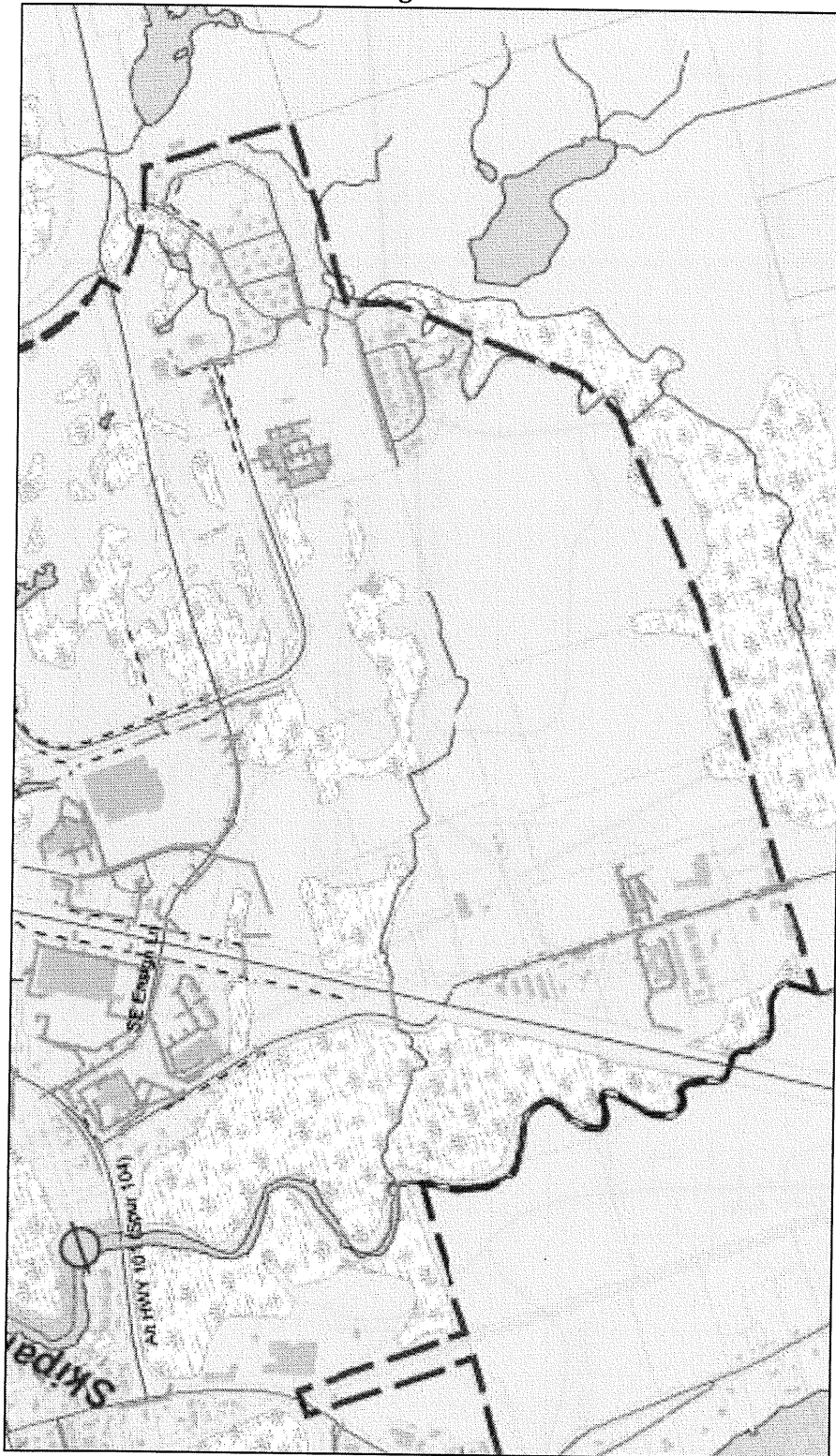
Campus Phasing Plan

Figure 9



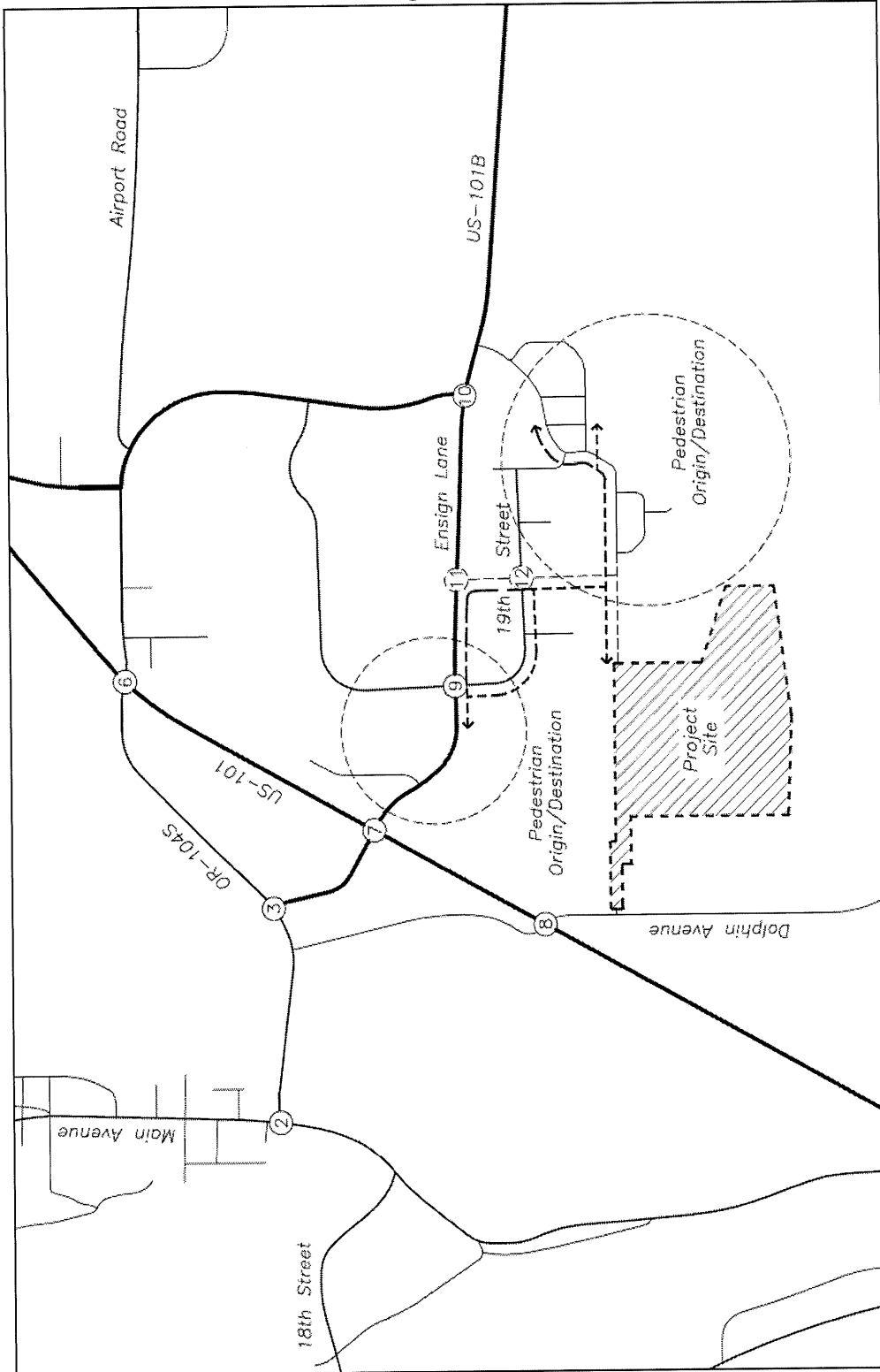
500' Impact Area Buffer

Figure 11



Clip of Official City of Warrenton LWI Map. (North is left)

Figure 12



Clip of TIS Vicinity Map showing preferred pedestrian routes (page 8 of Appendix E).

# Appendix A:

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## Required City Documents

Winterbrook (2020)

- **Pre-Application Notes December 19, 2019**
  - **Pre-application Notes Response**
    - **Site Design Application Form**
- **Consulting Services Reimbursement Form**
  - **City of Warrenton Permit Checklist**



## MEMORANDUM

To: Kevin Cronin, AICP – Community Development Director, City of Warrenton  
From: Winterbrook Planning  
Date: January 7, 2020  
Re: Response to Pre-application Conference Notes

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Comments from the December 19, 2019 Pre-application conference notes are included below in Italics. The District's response is included after each comment, following the word "Response."

*Architectural design standards (WMC 16.116.030) are required for PUD proposals. **The pre-application materials did not include a basic elevation and exterior materials. To complete the review we need sufficient detail to ascertain compliance.** The use of natural wood elements should be explored at the main entry to promote and accent historic and cultural use of timber and wood products in the community.*

**Response:** An Architectural thematic plan is included in Appendix G of the application narrative that discusses the propose design standards. The site is not located in a design overlay zone and is not subject to architectural design standards of the Warrenton Development Code.

*A site plan shall have calculations for building area, landscaped area, and parking to streamline the review process. The notes section should be expanded on the site plan. Please include a vicinity map and aerial showing adjacent properties and land uses.*

**Response:** Please refer to sheet L3.0 for requested area calculations.

*The subject property is adjacent to the approved Roosevelt Subdivision. Please illustrate how this project connects and dovetails with the other project from an access, trails, recreation, infrastructure, and transportation network perspective.*

**Response:** Please refer to sheets L2.4 & L3.0 for the requested illustration.

*The subject property is zoned R-H High Density Residential. There are two sets of development standards contained in the RH High Density Zone District. A 10-foot landscaped buffer will be required on the existing residential side of the property.*

**Response:** The District believes the code reference this comment is referring to is WDC 16.36.050.G which states, "For any common boundary between an R-H zone and any other residential zone 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." The adjacent residential land is zoned R-H, the same as the school district site and therefore no common boundary between residential zones exists. Please refer to the site plan on Sheet L3.0 for proposed landscaping.

*WMC 16.120 Access & Circulation: Half street improvements, plus a curb will be required for SE Warrior Way. Applicant shall provide findings to support new street name according to WMC 16.24.040. Please refer to the TSP for "local street" standards. All other access and circulation internal to the site appears adequate subject to review by the Warrenton Fire and Police Chief.*

**Response:** Half street improvements with a curb will be constructed, as shown on Sheets L2.1 through L2.3.

*WMC 16.124 Landscaping, Street Trees, Fences and Walls – For "residential districts" 20% of the site shall be landscaped and a landscape plan submitted. Hardscape features open to the public can count towards up to 50% of the required landscaping. Parking overhang is not prohibited. 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. A noxious weeds list was provided in a handout. Flowering species of shrubs and other perennial plant materials is strongly encouraged. Conservation of existing landscaping can count towards the required 20%. Coverage shall not include crushed rock. River rock can be used for accents, but shall not be used as a primary coverage.*

**Response:** Landscaping area calculations are included on the site plan on Sheet L3.0. The Landscape Plan on Sheets L3.0 and L2.2 show the landscape standards for parking areas is met. The plants proposed for landscaping area all native species. No crushed rock or river rock is proposed as primary coverage.

*WMC 16.128 Vehicle & Bicycle Parking: 1.5 spaces per classroom, or 1 space per 4 seats, or 8 feet of bench in auditorium, or assembly room, whichever is greater spaces. Preliminary site plan shows an excess of parking to serve future phases. Up to 40% can be compact spaces. Off street parking should be reduced using the new parking standards to encourage students, staff and visitors to walk, bike, bus, or transit. Bicycle parking shall be required for short term use and should be located near the main entrances for students, staff, and visitors. Creative designs are strongly encouraged. Parking space dimensions are 9-feet by 20-feet. Pedestrian scale lighting is required for public safety purposes. The drive aisle must be 24 feet wide.*

**Response:** Parking for vehicles and bicycles is shown on Sheet L3.0.

*Pedestrian Access: Thermoplastic crosswalks shall be designed and installed between buildings, across driveway entrances, and on Warrior Way for pedestrians coming from both directions (SE Willow/Bugle & SE Dolphin). A trail system internal to the campus is strongly encouraged and could tie into other planned improvements and neighborhood connections. A sidewalk shall be built on SE Dolphin to access new school campus.*

**District Response:** Thermoplastic crosswalks will be installed as shown on sheets L3.0, L2.1, and L2.2. A trail system throughout the campus was considered by the District, however out of concerns for safety and security one is not proposed with this application. It is important that the District be able to control access to the campus while school is in session. If a public trail



system is developed throughout the campus, the District loses the control that will otherwise be necessary to keep students safe. Likewise, in the interest of both safety and fairness with respect to off-site improvements, the District objects to any condition that would require it to build a sidewalk along SE Dolphin Avenue. Specifically:

- ❖ There are currently no sidewalks on US-101 and encouraging pedestrian travel to that area will increase safety issues, as identified in the Transportation Impact Study (TIS) conducted by Lancaster Mobley.
- ❖ The TIS analyzed the intersection at US-101 and Dolphin Avenue and did not identify any issues that require mitigation.
- ❖ No students are required to cross at the US-101/Dolphin Avenue intersection since every student is included in the District's school bus network. Further, the District does not want to do anything to encourage students to walk to, from or along US-101 since there is not safe pedestrian infrastructure to accommodate pedestrians on US-101. To the extent that students desire to walk from the campus to commercial areas north of campus, there is safe pedestrian infrastructure along Warrior Way to Bugle Road and Willow Drive for them to do so.
- ❖ The frontage along Dolphin Avenue is owned by ODOT, as ODOT has a maintenance facility on that property. This frontage is the responsibility of ODOT, the property owner, to improve, just as the District is improving the road frontage along its property, i.e., Warrior Way.

For these reasons, the District respectfully disagrees with the City's requirement for sidewalk improvements along SE Dolphin Avenue, however the District is willing to work with the City to improve safety for students through ODOT's Safe Routes to School program.

*WMC 16.192 Large Scale Development: Applicant shall make findings to support the proposed impacts.*

**Response:** Proposed impacts are addressed in Appendix H, Impact Analysis.

*Wetlands & Riparian Corridor: City received an email of concurrence from DSL. Please provide a hard copy in application packet.*

**Response:** Please see Appendix D for the letter of concurrence from DSL.

*Site plan needs to show enclosure for solid waste and recycling facilities. Coordinate with Public Works on design standards for location and backing movements.*

**Response:** The solid waste and recycling facilities are shown on sheet L3.0.

*If a sign is requested, a permit is required and issued separately.*

**Response:** Signage is discussed in Part 2 of the application narrative. Permits will be obtained separately, as necessary.

*Construction trailers are a “temporary use” and can be reviewed concurrently with site design review.*

**Response:** A temporary construction trailer is not proposed with this application. If needed, a separate permit will be obtained.

*Engineering and Public Works issues are identified in a separate memo and herein referenced. An impact study is required to demonstrate the availability of public facilities. In such cases there are deficiencies, the applicant shall recommend solutions to correct the deficiency.*

**Response:** Public utility facilities and impacts are address in Appendix B and Appendix H included with the narrative.

*WMC 16.256: A traffic impact study is required. TIS shall comply with city standards and traffic engineer shall coordinate with City’s consultant DKS. The intersection of SE Dolphin and US 101 shall be studied and findings shared with ODOT. Potential mitigation measures shall be identified.*

**Response:** A TIS is included in Appendix E. The intersection of Dolphin and US-101 is included in the TIS.

*Fire Department comments are not available at this time.*

**Response:** The District anticipates Fire Department review during the City review process.

December 19, 2019

To: Jesse Winterowd & Alex Pichacz | Winterbrook Planning  
From: Kevin A. Cronin, AICP | Assistant City Manager/Community Development Director  
Cc: Tom Rogonowski | Superintendent | Warrenton-Hammond School District  
Scott Rose | Construction Manager | R&C Management Group, LLC  
Re: Warrenton Middle School Pre-Application Notes (Campus Master Plan)

A pre-application conference was held on December 11, 2019 at Warrenton City Hall. The purpose of the memo is to document requirements and concerns raised at the conference. The proposal is to create a campus master plan by using the recently adopted Planned Unit Development IMP mechanism for future development of three schools (elementary, middle, and high school) for the school district. The pre-app notes are focused on the first building: Warrenton Middle School.

### **Type 3 Review Process: Public Hearing**

This project is considered a "school" that is typically a conditional use. However, the applicant is interested in applying a new institutional master plan provision in the Planned Unit Development section, which would create an outright permitted use for all three buildings in a High Density Residential R-H Zone (WMC 16.36.020.L) but still requires site design review. Both applications 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. A flow chart of the review process was provided in the packet. However, as a result of a large volume of applications submitted in Winter 2019, the performance time is compromised and may take longer depending on workload. Application requirements are listed in WMC 16.220, including architectural elevations, and colorboard, as well as a **checklist** on the application forms which were provided to you at the meeting.

### **General Comments**

Architectural design standards (WMC 16.116.030) are required for PUD proposals. **The pre-application materials did not include a basic elevation and exterior materials. To complete the review we need sufficient detail to ascertain compliance.** The use of natural wood elements should be explored at the main entry to promote and accent historic and cultural use of timber and wood products in the community.

- A site plan shall have calculations for building area, landscaped area, and parking to streamline the review process. The notes section should be expanded on the site plan. Please include a vicinity map and aerial showing adjacent properties and land uses.
- The subject property is adjacent to the approved Roosevelt Subdivision. Please illustrate how this project connects and dovetails with the other project from an access, trails, recreation, infrastructure, and transportation network perspective.
- The subject property is zoned R-H High Density Residential. There are two sets of development standards contained in the RH High Density Zone District. A 10-foot landscaped buffer will be required on the existing residential side of the property.

**Applicable site design standards include:**

- *WMC 16.120 Access & Circulation:* Half street improvements, plus a curb will be required for SE Warrior Way. Applicant shall provide findings to support new street name according to WMC 16.24.040. Please refer to the TSP for “local street” standards. All other access and circulation internal to the site appears adequate subject to review by the Warrenton Fire and Police Chief.
- *WMC 16.124 Landscaping, Street Trees, Fences and Walls –* For “residential districts” 20% of the site shall be landscaped and a landscape plan submitted. Hardscape features open to the public can count towards up to 50% of the required landscaping. Parking overhang is not prohibited. 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. A noxious weeds list was provided in a handout. Flowering species of shrubs and other perennial plant materials is strongly encouraged. Conservation of existing landscaping can count towards the required 20%. Coverage shall not include crushed rock. River rock can be used for accents, but shall not be used as a primary coverage.
- *WMC 16.128 Vehicle & Bicycle Parking: 1.5 spaces per classroom, or 1 space per 4 seats, or 8 feet of bench in auditorium, or assembly room, whichever is greater spaces.* Preliminary site plan shows an excess of parking to serve future phases. Up to 40% can be compact spaces. Off street parking should be reduced using the new parking standards to encourage students, staff and visitors to walk, bike, bus, or transit. Bicycle

parking shall be required for short term use and should be located near the main entrances for students, staff, and visitors. Creative designs are strongly encouraged. Parking space dimensions are 9-feet by 20-feet. Pedestrian scale lighting is required for public safety purposes. The drive aisle must be 24 feet wide.

- *Pedestrian Access:* Thermoplastic crosswalks shall be designed and installed between buildings, across driveway entrances, and on Warrior Way for pedestrians coming from both directions (SE Willow/Bugle & SE Dolphin). A trail system internal to the campus is strongly encouraged and could tie into other planned improvements and neighborhood connections. A sidewalk shall be built on SE Dolphin to access new school campus.
- *WMC 16.192 Large Scale Development:* Applicant shall make findings to support the proposed impacts.
- *Wetlands & Riparian Corridor:* City received an email of concurrence from DSL. Please provide a hard copy in application packet.
- Site plan needs to show enclosure for solid waste and recycling facilities. Coordinate with Public Works on design standards for location and backing movements.
- If a sign is requested, a permit is required and issued separately.
- Construction trailers are a “temporary use” and can be reviewed concurrently with site design review.
- Engineering and Public Works issues are identified in a separate memo and herein referenced. *An impact study is required to demonstrate the availability of public facilities.* In such cases there are deficiencies, the applicant shall recommend solutions to correct the deficiency.
- *WMC 16.256:* A traffic impact study is required. TIS shall comply with city standards and traffic engineer shall coordinate with City’s consultant DKS. The intersection of SE Dolphin and US 101 shall be studied and findings shared with ODOT. Potential mitigation measures shall be identified.
- Fire Department comments are not available at this time.

#### **Land Use Permit Fees & SDC Estimate**

Below is an estimated permit fee schedule for the various applications.

Planned Unit Development    \$1,500

Site Design Review	\$2,500
Construction Trailer	<u>\$ 350</u>
<b>TOTAL</b>	<b>\$4,350</b>

Grading permits and engineering design are reviewed by a third-party consultant and requires a **\$3,000 deposit** and direct charge for services. A form was provided in the packet.

The City will collect systems development charges when building permits are issued.

Below is a *basic estimate* based on the submitted concept plan.

Water: (based on a 1.5-inch meter)	\$6,528
Sewer:	\$6,523
Stormwater: (\$155/2,000 SF impervious surface est: 155,170 SF)	\$12,025
Transportation: (\$380.46 X 325 students)	<u>\$123,650</u>
<b>Estimated Total:</b>	<b>\$148,726</b>

Parks SDCs do not apply to commercial projects. Final SDCs will be calculated per approved plans at building permit issuance.

**Please use this letter as a checklist for your land use submittal.**

**Written responses to each concern noted above are required.**

**CITY OF WARRENTON  
PLANNING AND BUILDING DEPARTMENT**

**COMMERCIAL SITE DESIGN  
APPLICATION**

To be accompanied by a Site Plan Map, copy of property deed and if applicable, a Letter of Authorization.

OFFICE USE ONLY	
FILE # _____	FEE \$ _____
ZONING DISTRICT _____	
RECEIPT # _____	
DATE RECEIVED _____	

The site plan review process is a method for assuring compliance with the City of Warrenton Comprehensive Plan and Development Code, and to ensure wise utilization of natural resources, and the proper integration of land uses utilizing appropriate landscaping or screening measures. A commercial enterprise must also consider traffic circulation patterns, off-street parking, refuse containers, safe exit and entrance to the business, building height, dust control, future widening of major thoroughfares, and signs. Please answer the questions as completely as possible.

.....

Legal Description of the Subject Property: Township 8, Range 10, Section(s) 34, Tax Lot(s) 103 & 105

Property street address: Unassigned, SE Dolphin Ave.

**I/WE, THE UNDERSIGNED APPLICANT(S) OR AUTHORIZED AGENT, AFFIRM BY MY/OUR SIGNATURE(S) THAT THE INFORMATION CONTAINED IN THE FOREGOING APPLICATION AND ASSOCIATED SUBMISSIONS IS TRUE AND CORRECT.**

**APPLICANT:**

Printed Name: Winterbrook Planning (Contact: Alex Pichacz / Greg Winterowd)

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Address: 610 SW Alder Street, Suite 810

Phone: 503-827-4422

City/State/Zip: Portland, Oregon 97205

Fax: \_\_\_\_\_

**PROPERTY OWNER (if different from Applicant):**

Printed Name: Warrenton-Hammond School District (Contact: Mike Moha, Business Manager)

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Address: 820 SW Cedar Ave

Phone: 503-861-2281

E-mail Address: moham@warrentonk12.org

City/State/Zip: Warrenton, OR 97146

Fax: \_\_\_\_\_

1. In detail, please describe your proposal:

**An Institutional Master Plan (IMP) to allow the phased development of a new school campus outside the tsunami inundation zone, and Phase 1 Final Development Plan (FDP) approval for the proposed middle school and related facilities.**

2. Describe what type of business, commodity sold or manufactured, or service you are proposing.

**A School District campus including an elementary, middle, and high school. Please refer to the Transportation Impact Analysis included in Appendix E for information pertaining to the number of trips requested below.**

Current number of employees: \_\_\_\_\_  
Projected number of customers per day \_\_\_\_\_  
Days of operation \_\_\_\_\_ Hours of operation \_\_\_\_\_  
Number of shipments/deliveries per day \_\_\_\_\_ per week \_\_\_\_\_  
By what method will these be arriving/sent? \_\_\_\_\_

3. Does this property have an existing business or businesses? **No**

If yes, please list the business names and their addresses, and note these businesses on your site plan map.

\_\_\_\_\_  
\_\_\_\_\_

4. Is there a residence or residences on this property? **No**

If yes, please list the number of residences and please show these structures on your site plan map.

\_\_\_\_\_  
\_\_\_\_\_

5. Availability of services: City water: **Yes**, City sewer: **Yes**

6. If you are an existing business, are materials or merchandise currently being stored on site? **No**

Where and how do you propose to store materials or merchandise for sale or processing? **N/A**

7. What percentage of the property is currently landscaped? **The lot is currently vacant and contains existing natural vegetation.**

What percentage of the property do you propose to landscape as part of this project? **50%**

8. How do you intend to irrigate the existing and proposed landscaping?

**Irrigation system as necessary.**

9. Signs require the submittal of a separate application, which may be submitted in conjunction with this site plan application.

**Sign permits will be obtained separate from this application.**

9. Please explain how you propose to provide for the drainage of this property, or explain why no additional drainage consideration is necessary.



**Onsite treatment and discharge into existing drainages. See stormwater report included in Appendix F.**

11. Please provide the type of development on the neighboring properties.

**East:** A residential subdivision with no houses built yet.

**South:** Old Skipanon Creek floodplain and land outside of city limits and the UGB

**West:** Vacant land. Businesses along Dolphin Ave.

**North:** Clatsop County Sheriff and ODOT warehouse facilities.

12. Provide samples of the building materials for the exterior of the building with detail description of where each type and color will be used in the construction and finishing of the building.

**See architectural thematic plan in Appendix G of this application.**

13. Will all parking for your business be provided on the property? **Yes** All parking must be shown on your site plan map. If off-street parking is to be provided on another property, please attach a copy of the parking easement or agreement from the property owner; or will off-street parking be provided along the abutting street.

14. How does this request comply with the Warrenton Development Code Chapter 16, Section 16.40 (General Commercial)?

**N/A. The site is zoned high density residential and not located in a commercial district.**

15. Orientation of proposed building(s) (see Section 16.116.030 in the Warrenton Development Code)

**N/A. The site is not in a commercial district.**

16. Please address (on separate sheet of paper) all applicable sections of Design Standards (copy attached) out of the Warrenton Development Code.

**Please refer to the Land Use Narrative included with this application.**

\*\*\*\*\*

**PLEASE UNDERSTAND THAT THIS APPLICATION WILL NOT BE OFFICIALLY ACCEPTED UNTIL DEPARTMENT STAFF HAS DETERMINED THAT THE APPLICATION IS COMPLETELY FILLED OUT AND THE SITE PLAN MAP REQUIREMENTS HAVE BEEN COMPLETED.**

**Return Application To:**

**City of Warrenton  
Planning and Building Department  
PO Box 250  
225 S. Main Street  
Warrenton, Oregon 97146**

**Phone: 503-861-0920  
Fax: 503-861-2351**

\*\*\*\*\*

**MAP INSTRUCTIONS AND CHECKLIST**

\*\*\*\*\*

A Site Plan Map, which shows all existing and proposed structures and parking areas, must accompany this application. The following checklist identifies the specific information which should be included on this map.

- \_\_\_ Title the map "Commercial Site Design".
- \_\_\_ The map may be drawn on 8 ½ x 11 or 8 ½ x 14 inch white paper.
- \_\_\_ Township, Range, Section and Tax Lot number of the subject property(ies) shall be included.
- \_\_\_ North arrow, date, and map scale in one inch intervals (1" = 20') shall be noted.
- \_\_\_ Shape, dimensions, and square footage of the parcel shall be shown. Draw the property line with a solid black line and label adjacent street(s), if any.
- \_\_\_ Identify existing and proposed easements with a dotted line.
- \_\_\_ Identify the location and direction of all water courses and drainage ways, as well as the location of the 100-year floodplain, if applicable.
- \_\_\_ Illustrate all existing buildings and their sizes.
- \_\_\_ Illustrate all proposed new construction with dashed lines (include dimensions).
- \_\_\_ Illustrate parking area with number of spaces and access drive areas. If off-street parking is to be provided, even in part, on another property, please show its location on your site plan map, and attach a copy of the parking easement or agreement from the adjoining property owner.
- \_\_\_ Illustrate the entrance and exit points to the property, pattern of traffic flow, loading and unloading area, sidewalks and bike paths.
- \_\_\_ Illustrate the existing or proposed location, height, and material of all fences and walls.
- \_\_\_ Illustrate existing or proposed trash and garbage container locations, including type of screening.
- \_\_\_ Name of the person who prepared the map.
- \_\_\_ Location, type and height of outdoor lighting.
- \_\_\_ Location of mailboxes if known.
- \_\_\_ Locations, sizes, and types of signs (shall comply with Chapter 16.144 of the Warrenton Development Code).
- \_\_\_ Map shall show entire tax lot plus surrounding properties.
- \_\_\_ Identification of slopes greater than 10%.
- \_\_\_ location, condition and width of all public and private streets, drives, sidewalks, pathways, right-of-ways, and easements on the site and adjoining the site.
- \_\_\_ Identify designated flood hazard area(s).
- \_\_\_ Show wetland and riparian areas, streams and/or wildlife areas.
- \_\_\_ Any designated historic and cultural resources areas on the site and/or adjacent parcels or lots.
- \_\_\_ Location, size and type of trees and other vegetation on the property.



**AGREEMENT TO REIMBURSE PROFESSIONAL CONSULTING SERVICES EXPENSES RELATED TO DEVELOPMENT APPLICATION**

The undersigned (Applicant) recognizes that the City of Warrenton may need to retain one or more professional consultants to assist City in review and evaluation of Applicant's land development application for compliance with state and City standards. Applicant acknowledges that such review benefits Applicant by making the land use review process quicker, more complete and more accurate.

City Resolution No. 2505 authorizes the Community Development Director to determine when professional services are appropriate and requires that Applicant reimburse City for such fees and related expenses in addition to the normal permit and plan review fees.

Resolution No. 2505 authorizes the Director to require at any time a deposit in an amount no greater than the estimated cost of the professional services. If the Director determines during the application completeness review that consulting services may be needed, submittal of the deposit shall be a component of a complete application. If the Director later determines that consulting services, or additional services are needed, the deposit shall be made within 5 days of notice from the Director. City will pay consultant from the deposit and refund any unused portion of the deposit, without interest, within 30 days of issuance of the final land use decision or withdrawal of the application.

Applicant hereby agrees and promises to pay to City the actual cost to City of professional consulting services retained by City in conjunction with review of Applicant's land development application. The full amount (beyond any deposit) shall be due and payable no later than the date of the final land use decision on the application or on withdrawal of the application by applicant. City, after 10 days' notice and opportunity to cure, shall be entitled to any and all remedies available under Oregon law to collect the full amount due, together with interest at 9% per annum from the date of such notice. The prevailing party in an action to enforce this Agreement shall be entitled to its reasonable attorney fees and costs, including on appeal.

Amount: \$3,000 (GL # 001-000-220005) Initial Deposit X or Additional Deposit \_\_\_\_\_

Project Name: WHSD Campus Master Plan

Applicant: \_\_\_\_\_ Date: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Title of person authorized to obligate Applicant: \_\_\_\_\_

Signature of person authorized to obligate Applicant: \_\_\_\_\_



## Community & Economic Development Department

### Permit Checklist

June 2019

The following is a general checklist that applies to all Community & Economic Development Department submittals. The checklist is intended to assist prospective applicants with navigating the permit process. In each case, there may be additional submittal requirements that are identified in the pre-application notes.

The burden of proof rests with the applicant to demonstrate compliance with applicable portions of the Development Code.

- Signed Application & Fee (Site Design Review, Conditional Use, Variance, etc)
- Site Plan (3 copies | 11 x 17 or larger to scale)
- Landscape & Parking Plan (if not indicated on site plan)
- Engineering Review Form & Deposit
- Self-addressed, stamped envelopes for public notice (Type 2 & Type 3)
- Impact Study (Type 2 & Type 3)
- Pre-application Notes Response Letter
- Narrative of findings that addresses applicable criteria
- Preliminary utility and stormwater plan

After all materials have been verified, a completeness letter will be issued with a basic timeline for review. After completion, public notice will be published and mailed to the affected property owners and agencies.

**The checklist itself is a requirement and must be submitted and date stamped by city staff.**

# Appendix B:

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## Public Utility Report

**KPFF (2020)**

- **Sanitary Sewer**
- **Domestic Water**
- **Natural Gas**

# Memorandum

Page 1 of 3



**DATE:** January 17, 2020

**PROJECT:** 1900183 -Warrenton Middle School      **SUBJECT:** Public Utility Report

Below is a summary of the utility design for the Warrenton School District PUD Application.

## Water:

There is an 18-inch waterline located on the north side of the site in the right-of-way for Warrior Way. This waterline has been installed and will be the primary water source for the various phases of construction. A new 12-inch tap will be installed and the 12-inch line will be stubbed to the south side of Warrior Way. From this 12-inch water line stub across Warrior Way, an 8-inch fire protection service, 6-inch domestic water service stub and an on-site 8-inch fire hydrant loop connection will be made. A 6-inch public fire hydrant service will also connect to the 12-inch water line stub. This will minimize the number of water line connections to the existing 18-inch mainline and minimize the number of utilities crossing Warrior Way.

The 6-inch domestic water service will be stubbed to the project site. From this stub, a 3-inch water line service connection will be made that feeds a 1.5-inch water meter and a 3-inch double check valve assembly located northeast of the middle school. This meter and double check valve assembly have been sized to serve the middle school only. Phase 2 and 3 will require a larger meter and double check valve assembly. The 6-inch water service stub will allow for a future 6-inch water service connection for these phases. Upon completion of the future water service, the middle school water service will be connected to the new 6-inch water service. The 3-inch, Phase 1 water service will be capped and abandoned, and the 1.5-inch water meter and 3-inch double check valve assembly will be removed. The 6-inch water service for the high school and elementary school will run east within the landscape areas, parallel with Warrior Way, and then south through the Phase 2 and 3 areas to the future buildings and sports fields. This will result in minimal impact on the middle school hardscape surfaces during future water line installation.

Table 1: Water Demand

Water Demand Source	Phase 1 Demand <sup>1</sup> (gpm)	Phase 2 & 3 Demand <sup>1</sup> (gpm)
Elementary School	-	225
Middle School	150	
High School	-	190
Stadium/Sports Fields	-	100
Total	150	515

1. Values provided by Plumbing Engineer.

Fire service for the middle school will also come from the 12-inch water stub northeast of the middle school on Warrior Way. The new fire protection main will have a double check detector assembly installed near the right-of-way and an 8-inch service line to feed all three buildings. A 4-inch service lateral will feed

# Memorandum

January 17, 2020

Page 2 of 3



the middle school while 6-inch service laterals are extended from the 8-inch service line to the high school and elementary school. The fire department connection (FDC) for the middle school will be located at the backflow preventer near Warrior Way. The FDCs for the other buildings will be located near each building and installed in future phases.

An 8-inch fire hydrant line will loop through the site connecting to the existing 18-inch water main at the access road at the northwest corner of the project site and will connect to the 12-inch water stub across Warrior Way, northeast of the middle school. The fire hydrant line will be centered in a 20-foot public utility easement. From the 8-inch fire hydrant line looped through the project site, three fire hydrants will be installed northwest, southwest and southeast of the middle school. They will provide building coverage to the middle school and future high school. The fire hydrant line will run under the temporary bus parking access road south of the middle school in Phase 1, but will be relocated to south of the high school in Phase 2 when this temporary road is removed. A 4th fire hydrant will be installed from the 12-inch water stubbed across Warrior Way, located northeast of the middle school.

The flowrate for the 18-inch main is approximately 76 psi static and 62 psi residual based on a hydrant test done near the project site. Per Table 1 in the City of Warrenton Engineering Standards for a Type 2B building with sprinklers, two hydrants with a maximum spacing of 375 feet are required to serve each building. However, due to the site orientation, four hydrants are being provided for the middle school in Phase 1 and additional hydrants are being provided for the other buildings in future phases. This is to ensure that the hose length of 150 feet from each hydrant is not exceeded on the site.

## Sanitary Sewer:

Sanitary sewer from the middle school will be collected and conveyed to a lift station southwest of the middle school along the west side of the access road via gravity lines. From here, the lift station will pump the sewage north to Warrior Way and then west along Warrior Way to a proposed 8-inch gravity sanitary system in Dolphin Road. The proposed gravity sanitary system will discharge into the existing pump station on Dolphin Road. The new lift station will be a private lift station sized only for Phase 1. The lift station will contain a duplex pump station with the ability for each pump to handle approximately 30 gpm.

The high school and elementary school will have a gravity system separate from the Phase 1 sanitary system. The gravity system will convey sewage west to a future lift station. The future lift station will pump the sewage north in the landscape strip along the west side of the proposed access drive and west in the landscape strip along the south side of Warrior Way. The future force main will connect to the 8-inch gravity sanitary sewer in Dolphin Road. This force main and lift station will be installed in Phase 2.

Table 2: Sanitary Discharge Flows

Sanitary Discharge Source	DFU Count <sup>1</sup>	Hunter's Curve Flow Equivalent <sup>2</sup> (gpm)
Middle School	325	30
Elementary, High School and Stadium/Sports Fields	1450	70
Total	1775	100

1. Values provided by Plumbing Engineer.

2. Values obtained using the Hunter's Curve graph for schools. See Figures 1 and 2.

# Memorandum

January 17, 2020

Page 3 of 3



Figure 1: Hunter's Curve Graph for Phase 1.

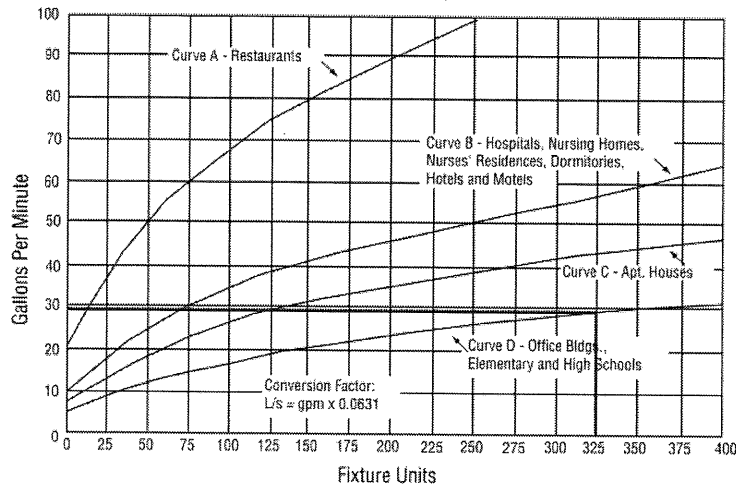
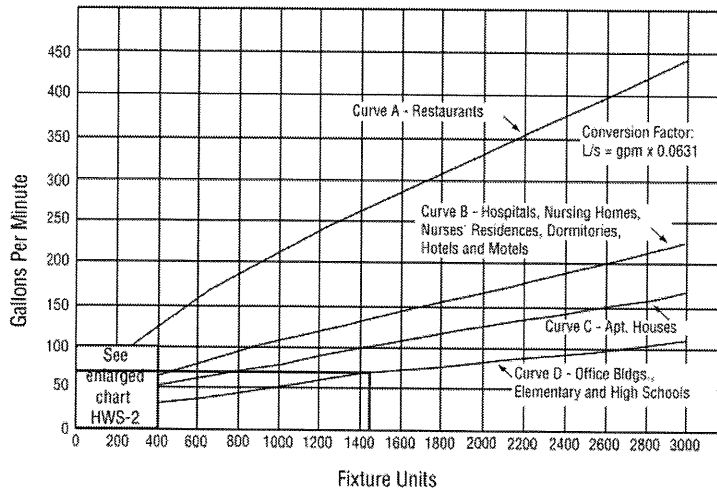


Figure 2: Hunter's Curve Graph for Phases 2 and 3.



A grease interceptor will be installed in Phase 1 for the middle school and will be located near the southwest corner of the school in the outdoor play/fire lane area. Grease interceptors will be installed for each of the additional buildings with the future construction phases.

### Natural Gas:

There is an existing natural gas line located along the north side of Warrior Way in the right-of-way that will be used to serve the school site. For Phase 1, a connection is shown near the access road and a meter will be placed near this area. Based on coordination with NW Natural, each building will be individually metered, or a master meter will be used for the campus. In the current layout, the meter shown will be a master meter. The size of the gas line and layout will be coordinated with NW Natural as the design progresses.



# Appendix C:

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## **Geotechnical Report**

**GeoDesign, Inc. (2018)**