



AGENDA

WARRENTON PLANNING COMMISSION
Regular Meeting | September 14, 2023 | 6:00pm
Warrenton City Hall Commission Chambers | 225 S Main Avenue, Warrenton, OR 97146

*****The meeting will be broadcast via Zoom at the following link*****

<https://us02web.zoom.us/j/89594092173?pwd=VG5sMFFTVExqTWI1dXVXSTBFbWw2UT09>

Meeting ID: 851 4280 5492 | Passcode: 12345 | Dial in number: 253-215-8782

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE

2. ATTENDANCE

3. APPROVAL OF MINUTES

- A. Planning Commission Regular Minutes – 8.10.23

4. PUBLIC COMMENT

At this time, anyone wishing to address the Planning Commission concerning items of interest may do so. The person addressing the Planning Commission must complete a Public Comment Card and submit it to the Secretary prior to the meeting. All comments will be addressed to the whole Planning Commission and limited to 3 minutes per person. Public Comments may also be submitted by email to the Secretary, rsprengeler@ci.warrenton.or.us, no later than 4:00 p.m. the day of the meeting. The Planning Commission reserves the right to delay any action, if required, until such time as they are fully informed on a matter.

5. PUBLIC HEARING

- A. Continuation: Fort Pointe Planned Unit Development - Modification to Approved Plans and Conditions
MC-23-3

6. BUSINESS ITEMS – None

7. DISCUSSION ITEMS – None

8. GOOD OF THE ORDER

9. ADJOURNMENT

Next Regular Meeting: October 12, 2023

Warrenton City Hall is accessible to the disabled. An interpreter for the hearing impaired may be requested under the terms of ORS 192.630 by contacting Dawne Shaw, City Recorder, at 503-861-0823 at least 48 hours in advance of the meeting so appropriate assistance can be provided.

MINUTES
 Warrenton Planning Commission
 August 10, 2023
 6:00 p.m.
 Warrenton City Hall - Commission Chambers
 225 S. Main
 Warrenton, OR 97146

Chair Hayward called the meeting to order at 6:01 p.m. and led the public in the Pledge of Allegiance.

Commissioners Present: Kevin Swanson, Christine Bridgens, Chris Hayward, Jessica Sollaccio, Karin Hopper, and Lylla Gaebel

Commissioners Absent: Mike Moha

Staff Present: Planning Director Jay Blake and Planning Technician Rebecca Sprengeler

3. APPROVAL OF MINUTES

- A. Planning Commission Meeting Minutes – 7.13.23
- B. Planning Commission Special Meeting Minutes – 7.27.23

Commissioner Bridgens made a motion to approve the Planning Commission minutes from July 13. Motion was seconded and passed unanimously.

Swanson–aye; Bridgens–aye; Hayward–abstain; Sollaccio–aye; Hopper–aye; Gaebel–aye

Commissioner Gaebel made a motion to approve the special meeting minutes as written. Motion was seconded and passed unanimously.

Swanson–aye; Bridgens–aye; Hayward–aye; Sollaccio–aye; Hopper–aye; Gaebel–aye

4. PUBLIC COMMENT ON NON-AGENDA ITEMS – None

5. PUBLIC HEARINGS – None

6. BUSINESS ITEMS – None

7. DISCUSSION ITEMS

A. Fowl Regulations

Mr. Blake presented a staff memo about the keeping of chickens. He suggested changing the livestock code to address the increased popularity of keeping chickens on property that does not meet the current code. Complaints come primarily from roosters and free-range chickens. Staff

are not seeking out chickens but are responding to complaints. The City Commission has discussed chickens in the past and has divided opinions. Other cities regulate chickens differently. Mr. Blake asked if the Commission would like to open the discussion and if a change should be made sooner than the code audit. Commissioner Gaebel would like chickens to be regulated by lot size and number of chickens adding it is an opportunity for kids to do 4-H. She felt the change should be sooner than the code audit. Commissioner Bridgens would like to prohibit chickens noting concern about an off-leash dog killing chickens in the past. It was noted that the current code came from a state model. The definition of livestock is vague and should be updated. Commissioner Hayward does not want free-range chickens; dogs should not be free-range either. He agreed raising chickens is a great learning opportunity for kids but needs to be well-kept to not attract rodents. Mr. Blake noted this could be ensured through an annual inspection. Commissioner Swanson was concerned about attracting predators. Commissioner Hopper would like to see criteria addressing the amount of space, sanitation, and roosters. Commissioner Gaebel would like to see regulations for the sale of eggs. Commissioner Bridgens asked what birds would be included. Mr. Blake noted it should be addressed by the size of the animal due to the amount of feces produced. Sample regulations will come back for discussion.

B. Shipping Container Regulations

Planning Technician Rebecca Sprengeler presented a revised shipping container ordinance for discussion. Shipping containers for storage would be allowed in commercial and industrial zones and only temporarily allowed in residential zones. Some changes included expansion of the definition, maintenance and appearance language, specific screening methods, a conditional use process to request multiple containers, and a timeframe for removal when associated with a building permit. Commissioner Gaebel requested “tractor-trailers” be removed from the definition. Mr. Blake added that the City Commission requested parking of semi-tractor trailers be addressed in the code audit. Commissioner Swanson would like criteria about size limits. Commissioner Bridgens feels 6 months is plenty of time in residential zones and does not want them to be permanent. She added painting them to match the house does not address the matter. Commissioner Hopper feels that there is too much leeway around painting the structure to match the primary structure. There was a question about placement in the Commercial-Mixed Use zone. One container would be allowed in all zones except residential as storage. It is temporary in residential zones. The ordinance would still allow them to be placed permanently in residential zones for ADUs or other permanent uses provided it could meet the building code. A CMU property in Hammond was noted as an issue with multiple containers. Mr. Blake would like to see this addressed before the code audit. There was a container noted on N Main and NW Warrenton Dr being used for commercial use in a residential zone. Addressing existing containers needs to be discussed further. Chair Hayward feels they should be painting. Commissioner Bridgens noted concerns about containers in residential zones not being painted acceptably. Commissioner Hopper would like to see a differentiation between commercial and residential uses in the CMU zone. The general consensus was to move forward with a legal review and bring it back as a public hearing in a month or two.

C. Draft RFP for Warrenton Development and Nuisance Code Audit, Discussion

Mr. Blake presented a staff report and draft request for proposals for a code audit. He requested feedback from the Planning Commission. The goal is to make reviews more efficient, especially with only two staff. He reviewed areas of concern in the code: short-term rental definitions and regulations, dirt-moving clarification, commercial versus downtown commercial zoning, home occupation definitions, and discrepancies between minimum lot size and minimum density. The City Commission reviewed the draft RFP at their August 8th meeting and would like to see an airport industrial zone, downtown zones separate from general commercial, a unified nuisance process, and clarification on short-term rentals. Mr. Blake asked for the Planning Commission's feedback on code issues that should be addressed. He also suggested starting over with a new model code. The state is about to start creating a new model code for cities and he suggested the state use Warrenton as a test. Warrenton has 16 zoning districts; this may be too many. The code audit would amend where issues exist while a model code would ensure compliance with current state policies. There will be a task force made up of Planning Commissioners, community members, and developers with approximately 24 meetings over two years. Zone changes would require substantial public notices. There is \$60,000 budgeted this year. Additional funding may be needed next year. Commissioner Gaebel would like to start with a new code so nothing is missing. Commissioner Hopper noted population growth will add more requirements from the state and it would be good to be prepared sooner. Mr. Blake discussed the pros and cons of a new code. The current code does not meet current needs and amending it may not meet the needs of a higher population in the future. Mr. Blake reviewed current code conflicts. Chair Hayward was concerned about state involvement because they do not always understand the needs of small towns. Commissioner Sollaccio noted the value of including stakeholders in the process. Commissioner Gaebel would like parking on front lawns and campers/trailers to be addressed. Mr. Blake noted updates to the camping ordinance. Enforcement is challenging due to housing shortages for seasonal employees. The code audit RFP will be advertised soon. Once a consultant is hired, they can decide which direction to go. The state has not responded yet about using Warrenton to study a new model code. Commissioner Hopper would like a standardized code.

8. GOOD OF THE ORDER

Mr. Blake gave an update on Fort Pointe. The wastewater treatment plant capacity is being discussed; timing for improvements and new development is critical. The mountain bike trail may be moved towards housing to reduce wetland impacts. The wetland concurrence should be available this month. There are discussions about vacating the old rights-of-way in the plat. A build-to-rent management example will be presented. They are discussing significant vegetation protection; staff have requested a tree master plan, but they may be exempt. Discussion followed about if the property sells again. The approvals and conditions would remain. This could also be discussed in the development agreement. There are potential buyers for the wetlands. Chair Hayward was concerned about the applicant only developing part of the project. This would need more discussion with legal staff about conditions of approval and the development agreement for timeframes or penalties. Roby's revised landscaping plan was approved. The state authorized the construction of 5 accessory dwelling units across Oregon to study construction materials and rentals with income restrictions. Warrenton will get one of the free ADUs. A family has been selected. It will be rented for 10 years, and the family will get to keep the rental income. Renter(s) must make 80% AMI or lower. Hacienda Development will build and maintain the ADU for 10 years then it will go to the family. Some fees will be waived for the development.

Commissioner Hopper noted current ADU limit is 600sf while other cities increased to 800sf.

There being no further business, Chair Hayward adjourned the meeting at 7:09 p.m.

APPROVED:

ATTEST:

Chris Hayward, Chair

Rebecca Sprengeler, Secretary

DRAFT



City of Warrenton

Planning Department

225 S Main Avenue ■ P.O. Box 250 ■ Warrenton, OR 97146
 Phone: 503.861.0920 Fax: 503.861.2351

TO: Warrenton Planning Commission
 FROM: Jay Blake, Planning Director *Jay Blake*
 DATE: *September 14, 2023*
 SUBJ: Modifications to Conditions of Approval MC 23-03
 Fort Pointe Planned Unit Development
 Tax Lot – 810170001300

Owner/Applicant: Fort Pointe Partners, LLC. Mission Development Group

Updated Staff Memo

The Planning Commission continued the application at the July 27, 2023 special meeting. The delay was requested to allow for the receipt and review of the Traffic Impact Analysis (TIA).

Green Text – Additional Information for September 14, 2023 Meeting

The Planning Commission is asked to consider the application for a Modification to Conditions of Approval for the Fort Pointe Planned Unit Development on property located on Ridge Road. This project has received three previous approvals from the Warrenton Planning Commission and two minor modifications including the following:

2017 Preliminary Planned Unit Development

The project received its first approval as a PUD Preliminary Plat. The Notice of Decision on 12/27/2017 outlines the condition of approval. An extension was approved by Planning Director Kevin Cronin.

2020 Preliminary Planned Unit Development

The Plan was modified and reapproved by the Planning Commission in the Notice of Decision for the PUD and Subdivision dated January 21, 2021.

2020 Preliminary Lot partition creating three tracts (Not recorded)

2022 Minor Modification – Extending Timeframes for review

2023 Minor Modification - Extending Timeframes for review

The extensions were granted due to the 2020-2022 pandemic and the significant costs and coordination required to finance the extension of sanitary sewer and water mains from NW Warrenton Drive to Ridge Road. Further details on this aspect are included in the Narrative from the applicant.

Staff received the Traffic Impact Analysis (TIA) from the applicant on August 16, 2023. The document was also provided to Clatsop County and the Oregon Department of Transportation for comments. The city consulting engineer subcontracted with a transportation engineer to review the findings and conclusions in the TIS. The review is discussed later in this memo and can be found in Attachment I.

The conditions from the previous approvals can be found on Attachment A of the Staff Report. As you can see there are 58 + or – conditions most of which relate to engineering concerns. Few, if any, actually look at the planning ramifications for the community. Currently, the Warrenton Planning Department is working to shift focus of our reviews to concentrate on code compliance, and development design standards. The engineering design of this project is encouraged to occur between the applicant's engineer and the city's consulting engineers and Public Works Department. Additionally, many of the conditions no longer apply as the design of the project has evolved.

On July 27, 2023, the Warrenton Planning Commission conducted an on-site inspection of the property where the location of the principal entrance and the multi-family development area. The Commission opened the public hearing and heard a summary of the staff report, project history, and response from the developer representatives. The item was continued to the September 14, 2023 Planning Commission meeting to allow the TIA to be reviewed by the city's consulting engineer, Clatsop County, and ODOT.

The Warrenton Development Code allows the Planning Commission to consider changes to the conditions of approval in Section 16.228. This review is guided by a Type III procedure as a Major Modification to the original approvals. Staff made the determination that the request meets the criteria for a Major Modification.

The project is changing to increase residential units within the project from 316 to 450 residential units, minor modifications to the internal road layout, an additional access point onto Ridge Road, and the introduction of a build-to-rent (BTR) aspect for some of the single-family residential units.

The Major Modification requires the same review as the original approval. The Warrenton Planning Commission must consider the application based on criteria within the WDC. The applicant has submitted the following information:

1. Completed Application Form
2. Fees Paid for Major Modification to Conditions and per lot charge for the additional units proposed.
3. Updated Traffic Impact Analysis report (*Received August 16, 2023*)
4. Narrative and impact report covering criteria for approval of PUD/Conditional Use Permit, Sanitary Sewer and Water system impacts, Schools impact.
5. Updated Market Study.

The following attachments are part of this staff report and are part of the official record for the application:

Attachment A	Current Conditions of Approval
Attachment B	Concept Plan
Attachment C	Multi-Family Design Rendering
Attachment D	Duplex Design Rendering
Attachment E	Developer Project Narrative
Attachment F	Black Diamond (Ten Trails) Design Guidelines and Existing Streetscape Photos
Attachment G	Excerpts from the Housing Market Study
<i>Attachment H</i>	<i>Excerpts from Traffic Impact Study</i>
<i>Attachment I</i>	<i>TIA response from Kittleson and Associates, and Others</i>
<i>Attachment J</i>	<i>Supplemental Open Space Memo (Originally Shared with Developer on August 15, 2023)</i>

The current application encompasses only the Preliminary Planned Unit Development plans. Subdivision and platting documents are required to go through a separate review and approval process. Final development plans, including approved stormwater, utility, road, and sidewalks that will be approved by the city consulting engineering and Public Works Department. These approved documents would accompany the first phase of the development – the 210-unit multi-family project on the

north end of the site. If the Planning Commission determines that the modifications are acceptable, the next steps would be to complete final engineering plans, prepare the preliminary plat documents, and draft a development agreement between the City of Warrenton and the developer. The proposed development agreement is considered by the City Commission not the Planning Commission.

Your review should consider the code requirements, review criteria, and general concepts for the project. This is not an engineering or public finance exercise. Final engineering design review is to be completed by the City Public Works Department and the engineering consultant. Public improvement financing is reserved for public finance consultants for review and consideration by the City Commission.

Applicable Code Review Standards:

- 16.24 Low Density Residential (R-40) Standards
- 16.28 Intermediate Density Residential (R-10) Standards
- 16.96 Soils Hazard Overlay (SHO) District
- 16.112 Growth Management Zone (GM) Standards
- 16.116 Design Standards
- 16.120 Access and Circulation
- 16.124 Landscaping, Street Trees, Fences and Walls Standards
- 16.128 Vehicle and Bicycle Parking Standards
- 16.136 Public Facilities Standards (2020 Engineering Standards)
- 16.140 Stormwater and Surface Water Management Standards
- 16.144 Sign Standards
- 16.152 Grading, Excavating, and Erosion Control Plans
- 16.156 Wetlands and Riparian Corridor Development Standards
- 16.184 Single-Family Attached, Duplex and Triplex Design Standards
- 16.188 Multi-Family Design Standards
- 16.192 Large Scale Developments
- 16.208 Types of Applications and Review Procedures
- 16.216 Land Division and Lot Line Adjustment
- 16.220 Conditional Use Permits
- 16.224 Planned Unit Developments
- 16.228 Modification to Approved Plans and Conditions of Approval
- 16.256 Traffic Impact Study

Findings Related to the Procedure:

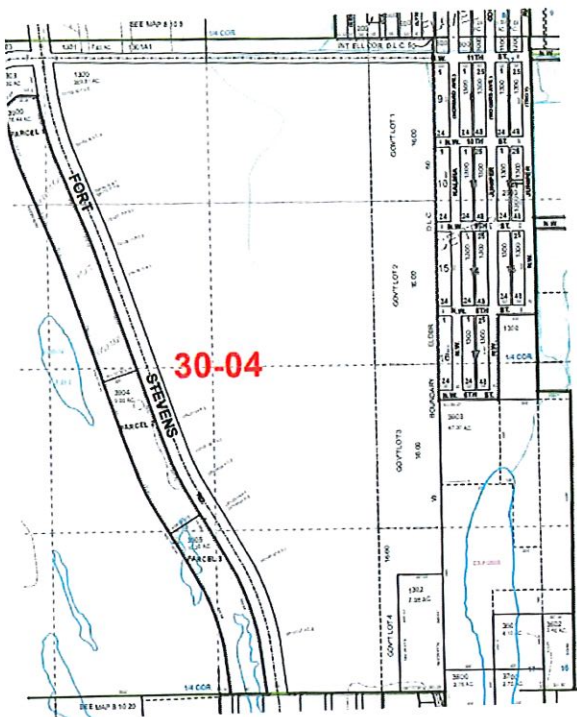
1. The application was submitted and fees paid on June 19, 2023.
2. The application was deemed Complete on June 30, 2023
3. The Type III public notification was mailed on July 7, 2023 and published in the Astorian on July 15, 2023
4. All Warrenton Department heads were asked for comments on the proposed development plans.
5. The 120-day review period expires on October 28, 2023
6. *The Traffic Impact Analysis was received on August 16, 2023 and forwarded to the city's consulting engineer on August 17, 2023.*

Findings related to Site Location:

7. The property consists of approximately 270 acres of land that consists of one large unplatted tract and all or parts of Block 7-17 of the undeveloped Flavel Center Plat.
8. The site has remnant unimproved right-of-way associated with the old plat of Flavel Center. The applicant should consider vacating the remaining right-of-way, which increases the overall area to + of - 293 acres. This can be done as part of the platting process.
9. Planned access to the site is proposed from Ridge Road (Clatsop County). Originally two access points were proposed. Three are being considered for this design and *two* potential fire access lanes located between the site and the KOA property to the north *and also from the extended cul-de-sac on the south end of the development to Ridge Road.*
10. *The length of the southerly cul-de-sac exceeds traditional design standards. Due to the shape of the buildable lands, a loop road or connection is not feasible. This is also mitigated by the proposed fire access point onto Ridge Road.*
11. The property has three different zoning classifications. R-10 Intermediate Density Residential, R-40 Low Density Residential, and RGM Rural Growth Management overlay.
12. Development densities for the overall site vary based on the availability of municipal sewer and water services to the property. (This will be covered in more detail later in the staff report.)

13. The development of a Master Planned Community or PUD is supported by the development code and the Warrenton Municipal Comprehensive Plan. The goal of this development is to provide a mix of new housing construction and the preservation of a significant wetlands complex.

14. The large open space area is proposed to remain privately owned with limited recreational access due to the wetland characteristics. It is adjacent to part of the North Coast land Conservancy's Columbia Quiet Waters Conservation Plan.



Surrounding Zoning:

- East: RGM (undeveloped Agricultural land) R-10 (Intermediate Density Residential) and includes the Low-density residential development near Clear Lake.
- West: R-10 (Parkview Commons Apartments), OSI and A5 (Fort Stevens State Park and Campground).
- North: RM (KOA Campground), RGM (undeveloped wetlands and agriculture uses).
- South: OSI and A5 (undeveloped land), R-10 (SW Kalmia Avenue developed residential plats).
- No zoning change is required for the proposed development.



Zoning Related Findings:

- 15. The R-10 zone authorizes the City to approve a Master Planned Development as a conditional use, subject to the site having three contiguous acres of land and subject to additional conditions and procedures outlined in the code. This site meets that code criteria.
- 16. The Warrenton and Clatsop County GIS indicate the presence of NWI and Locally Significant wetlands as defined by the WDC Section 16.156. A formal wetland delineation was previously reviewed and approved by the Oregon Department of State Lands (DSL). An updated concurrence is in process.



17. A Master Planned Development or Planned Unit Development is defined as, "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." These types of developments afford the developer and city an opportunity to negotiate for a better design and offers flexibility and creativity to the design process. It also allows the development to move housing units within a parcel to protect sensitive environmental features of the parcel.
18. Planned Unit Developments (PUDs) are reviewed as a Type III process as outlined in Section 16.208 of the WMC. This request is unique because it is a Modification of Conditions (MOC) to an existing PUD approval, but because of the scope of the changes, it is also required to be a Type III review. Type III reviews require a pre-application process and a public hearing for consideration

by the Warrenton Planning Commission. The Pre-application process was completed on May 17, 2023.

19. PUDs typically allow the developer to calculate the total number of residential units that would be allowed on the property and move the development density to the most appropriate portions of the property. These density calculations are maximums for the site.

20. Development Calculations for this site:

Density Analysis

Zone	Acreage	Density Allowed <i>(Minimum)</i>	Maximum Number of Units
R-10	27.7	<i>5 Units/Acre</i>	139 221.6
R-40 No Sewer	61.9	1 Unit/40,000 sf	67.4
R-40 with Sewer	61.9	1 Unit/10,000 sf	269.6
RGM - R-10 with sewer	180.2	<i>5 Units/Acre</i>	901 1441.6
Allowed Units			1731 - 1933 1107 - 1309

The WDC also establishes minimum densities of five (5) residential units per acre for R-10 zoning district. The proposed increase to 450 units is still below the maximum density calculations (34 - 40% of the allowed units on this site).

Findings related to Changes with the Development Plan:

21. The developer is requesting an increase in the number of units on the site from 316 to 450 units. The project will include three distinct housing styles. A 210-unit apartment complex on the northerly nine (9) acres of the development tracts. The site plan also indicates a section of duplex lots, and the remaining residential units are single-family residential units.

22. No commercial development is proposed. *The applicant has not submitted commercial market justification, so no commercial development will be allowed, other than what would be allowed in the underlying residential zoning district.*

23. The requested increase in the overall number of dwelling units is still within the parameters of the development code, subject to other design factors, such as

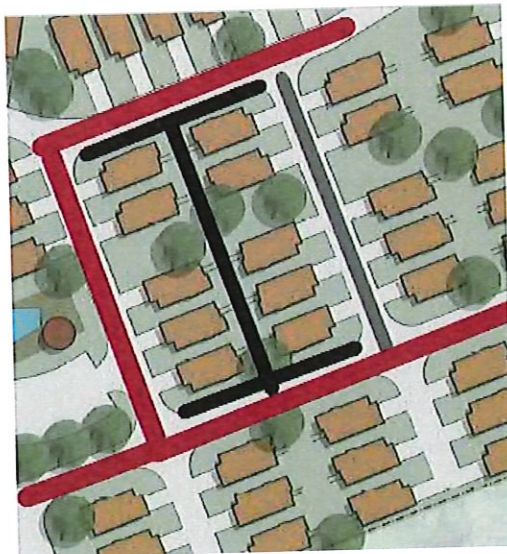
impervious coverage, parking, stormwater management, etc. Each phase of the proposed development will need to meet the performance standards approved by the PUD approval and Development Agreement.

- 24. The developer proposes to incorporate a Build-to-Rent (BTR) community for a portion of the single-family homes. The exact number is to be determined. A BTR is essentially a single ownership for a group of single-family residential dwellings that are rented. Additional analysis of this feature is included in later findings.
- 25. During initial discussion with the developer, planning staff recommended that the external loop street be built to city standards in terms of width and sidewalks, and other design standards. However, staff encouraged the developer to look at an alternate design standard for the alleyways between the residential blocks. This could include a sidewalk between the dwelling units rather than along the garages and driveways. Variations on this design concept should be included in the final construction and engineering plans that are approved by Public Works and the Consulting City Engineer. *A modified version of this model is included in the concept plan.*

Red – Denotes Public Street with Sidewalks

Grey – Private Streets/Alleyways no sidewalks

Black – Mid-block sidewalks



26. The applicant should establish clearly delineated public versus private improvements, including open space and recreational facilities. *This should be addressed as part of the development agreement. The large wetland tract is proposed to be sold to a private entity. The management of and use restriction on this site needs to meet the intent of Section 16.224.040 which states:*

“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.”

In order to meet this requirement, approximately 81 acres of open space must be common or shared open space. The sale of the tract to a private property owner would not meet the intent of the common open space requirements. A combination of land dedication and fees-in-lieu or on-site or off-site improvements can be considered by the Planning Commission as a negotiated condition of approval through the PUD process. This should be addressed prior to the preliminary plat review and reviewed by the Warrenton Parks Advisory Board.

27. Staff requested an update to the 2017 Traffic Impact Analysis. The original analysis was limited in scope as it looked primarily at impacts to intersections along Ridge Road. The following intersections were studied:

1. Pacific Drive at Lake Drive;
2. Peter Iredale Road at Ridge Road;
3. Northern site access at Ridge Road;
4. Parkview Apartments driveway at Ridge Road (site access);
5. Southern site access at Ridge Road; 6. SW 9th Street at Ridge Road; and
7. Delaura Beach Lane/SW 18th Street at Ridge Road.

Additionally, site trip assignment was conducted at the following intersections without full operational analyses:

- A. Pacific Ridge Lane at Ridge Road; and
- B. Jetty Road at Ridge Road.

28. *The August 16, 2023 Traffic Impact Analysis report from Lancaster Mobley concludes:*

Conclusions

Key findings of this study include:

- A review of the most recent five years of available crash data found that six of the study intersections have crash rates that exceed the 90th percentile rates identified by ODOT for similar types of intersections. However, no significant trends or crash patterns were identified that could be mitigated with safety improvements. At the other nine intersections, crash rates were below the 90th percentile rates and no significant trends or crash patterns were identified. Based on these findings, no safety mitigation is recommended per the crash data analysis.
- All proposed site accesses are expected to have adequate sight lines; no mitigation pertaining to sight distance is required.
- Based on the left-turn warrants evaluation, no mitigation to the study intersections is necessary or recommended as part of the Fort Pointe PUD project.
- Traffic signal warrants are not projected to be met at any of the unsignalized study intersections under year 2031 conditions; therefore, no new traffic signals are necessary or recommended as part of the proposed development application.
- Based on the results of the operational analysis, all study intersections are currently operating acceptably per the agency standards and are projected to continue operating acceptably through the 2031 buildout year of the site. Accordingly, no operational mitigation is necessary or recommended at the study intersections.
- In general, changes in 95th percentile queuing between the year 2031 background and buildout conditions are anticipated to be small, one vehicle or two vehicles. Although several of the 95th percentile queues are estimated to extend beyond available storage, the queues would be present under both background and buildout conditions. The proposed project will not measurably change any of these queues.

Excerpts from the TIA are included in Attachment H. The full TIA is posted on the city website and can be found at the following link:

[Fort Pointe TIA](#)

Staff requested formal comments from Clatsop County and the Oregon Department of Transportation. They are included in Attachment I or will be made available to the Commission at the meeting.

29. The TIA includes all analysis required by Section 16.256. The Planning Commission has the authority to require internal and off-site improvements be

made to ensure that ensure that the transportation system continues to meet the community needs in terms of safety and capacity.

- 30. The three proposed entrance points are adequately spaced and have good site distances in both directions.*
- 31. The city consulting traffic engineer, concluded that the TIA conclusions accurately reflect the data from the TIA study submitted by the applicant. The potential impacts on intersections beyond Ridge Road cannot be directly linked to the proposed development so no intersection improvements can be required off of Ridge Road.*
- 32. The TIA analysis states that left turn lanes are currently warranted for the NW Ridge Road and Peter Iredale Road intersection, and potentially warranted for SW 9th Street and NW Ridge Road, and SW 9th Street and S Main Avenue.*
- 33. There is adequate right-of-way for turn lane and slow-down lane improvements on Ridge Road. Clatsop County will have final approval of the intersection designs for all new access points.*

Findings related to Public Utilities:

34. The project includes the extension of a municipal sanitary and water line from NW Warrenton Drive to Ridge Road in the unimproved NW 11th Street right-of-way. This improvement is needed to alleviate system capacity issues through the town of Hammond system. It will also allow the City to redirect sanitary flows from other developments, including the Parkview Apartments, Fort Stevens Campground, and the KOA campground.
35. The increased density for the apartments portion of the development is partially in response to the ability to obtain HUD financing for the utility improvements.
36. The development is required to meet the intent of the 2020 Warrenton Municipal Engineering and Design Standards. The PUD status allows the City and developer to negotiate and modify the standards to improve the quality of the overall design. Any deviations from the standards should be reviewed and approved by the City Engineer in consultation with the Public Works Director and staff.

37. The City recently authorized the design for the expansion of the Municipal Wastewater Treatment Plant (WWTP). The developer will need to establish a phasing schedule that aligns with the expansion of the Warrenton Municipal Wastewater Treatment Plant. *The developer has continued discussions with the Warrenton Public Works Department and consulting Engineer (Kennedy Jenks). The phasing and construction schedule will be dependent on the timing of the WWTP expansion project.*
38. The developer is required to obtain all necessary permits from state and local authorities, including DSL (wetlands concurrence), Clatsop County (Road Access), and others as required.
39. The developer shall provide an overall stormwater plan that meets the requirements for local and statewide permitting.
40. The Warrenton Fire Department and Building Department will work with the *developer's engineering consultant* to ensure compliance with applicable state fire code requirements, including projected fire flows and hydrant locations.
41. Private open space within the development should be maintained by the property management/owner of the projects.
42. The applicant shall record an avigation easement as part of the final plat as required by Section 16.92 of the WMC.

Development Code Findings:

43. The proposed uses (Multi-family, Single-Family and Duplex units are outright uses within the R-10 Intermediate Density zoning district. No commercial uses are allowed.
44. The Modification of Conditions applies to the previously approved Preliminary PUD Plans. The master or final Planned Unit Development will be reviewed and approved by the Warrenton Planning Commission as a Type III review after additional design is complete.
45. Within a PUD, the setbacks and lot sizes can be modified. The BTR portion of the project will be under a single ownership and platted as blocks. Internal setbacks from roads and alleyways should be established. External setbacks from adjoining properties and uses should also be established as part of the overall development design documents.

46. R-10 building height requirements shall apply to the property.
47. A formal site design review process for the multi-family portion of the project will be required. That portion of the development qualifies as a Type III Site Design Review as outlined by Section 16.212.040. During that review process specific details on vehicle and bicycle parking, landscaping, stormwater management, and other design standards will be considered. The applicant will need to meet the standards of the development code or outline any deviations from the code standards in the PUD development agreements.
48. The single-family homes will not require further review by the Design Review Committee or Planning Commission. The City Code is not clear on how the BTR project should be reviewed. Staff recommends that the final development agreement should address development standards, setbacks, and construction materials.
49. Staff requested that a third access point onto Ridge Road be added due to the proposed increased number of units. This will need to be reviewed and approved by Clatsop County prior to final PUD approval or Preliminary Plat consideration. No direct private driveway access onto Ridge Road should be allowed. *The Traffic Impact Analysis concluded that the site distances at the three location was adequate for the anticipated traffic levels.*
50. The large open space tract is proposed to transferred to a private owner. It is adjacent to several large tracts owned and managed by the North Coast Land Conservancy. The preservation of the open space is required as a result of the allowed transfer of development rights within the project area. No further development of the wetlands tract should be allowed.
51. The proposed bike trails *within the wetlands tract* should be relocated due to wetland conditions. Any fill or wetland modifications will require further review and approval by the City and potentially the Oregon Department of State Lands.
52. Conceptually two areas of active recreation are included *primarily for residents of the development*. A pool is to be located near the multi-family development and tennis or pickleball courts are located near the southerly entrance to the development. *Off-site improvements or contributions to the costs for off-site improvements may be considered as part of the development agreement. This issue should be resolved prior to the preliminary plat process.*

53. The applicant has submitted conceptual drawings of the multi-family housing and proposed duplex units. Single-family and BTR designs will be approved as part of the PUD development agreement. The project narrative gives general guidance on the design parameters.
54. The site is not located in areas designated as Riparian Corridor Areas as indicated by Section 16.156.060 of the WDC.
55. The final development agreement will include architectural design guidelines, and landscaping plans that meet or exceed the requirements in Section 16.124.
56. *The Final PUD plans should include a detailed landscaping plan that address any preserved significant trees on the site.* Landscaping areas shall be maintained by the HOA *or BTR management group* and should be designed for ease of maintenance.
57. There are "Significant Vegetation" areas on the subject property as defined by Section 16.124.060 of the WDC. The applicants will need to prepare a Significant Tree Protection Plan as required by Section 16.124.060.D. The plan should identify significant trees that are to be protected through the development process and should be reviewed by the City as part of the final PUD development plans. Invasive, dead, or diseased trees may be removed. Clusters of significant trees should be protected by a conservation easement.
58. Parking lot design for the multi-family development shall meet the requirements of Section 16.128. A minimum of two (2) off-street parking spaces for each single family, duplex, and BTR unit will be required.
59. The final neighborhood design should incorporate sidewalks and public views of the wetlands/natural areas.
60. The applicant will be required to update the following items prior to approval of final plans by the City Consulting Engineer and the Warrenton Planning Commission:
 - a. Soils Suitability Reports
 - b. DSL Wetland Concurrence Report
 - c. Stormwater Management Plans
61. The developer will need to work with the City of Warrenton to develop a financing plan for the public utility improvements. Financing is being sought

from private investment groups, Clatsop County, and the United States Department of Housing and Urban Development.

62. The WMC requires that a minimum of 40% of the project area must be maintained as open space. Up to 25% of the open space can be reserved for private use and the remaining must be accessible for public use. *The site plan indicates the undeveloped portion of the project to consist of approximately 210 acres. However, the applicant's plan to sell the site to a private entity may not meet the intent of the code. See finding #25 for additional comments about this matter.* Future ownership and management of the open space should be addressed in the final development agreement.
63. The developer is required to submit neighborhood signage plans that include any proposed area monument signs.
64. The applicant submitted an updated market-study that states that there is reasonable demand for the proposed housing styles and ownership. The conclusion and recommendations can be found on pages 94-96 of the report. Excerpts from the full market analysis is included in Attachment G. Full copies of the 118-page document are hereby added to the public record and are available upon request.

Findings Related to Criteria of Approval:

65. The applicant submitted the findings related to the applicable review criteria. This document can be found in Attachment B.
66. Staff finds that the R-10 Growth Management zoning district supports the development of mixed housing styles and PUD flexibility. Staff finds that the proposal is generally consistent with the Warrenton Comprehensive Plan.
67. The number of units proposed is less than 1/2 the potential units. The wetlands delineation defines the edge of the urban development and significant sensitive environmental area can be protected with the use of the PUD process.
68. The applicant contracted with Lancaster Mobley to complete a traffic impact analysis as required by WDC, Section 16.256. *The traffic report was received on August 16, 2023 and forwarded to the city consulting engineer for comments. See Attachments H and I for further details.*

69. The construction of sanitary sewer and water mains from NW Warrenton Drive to Ridge Road help alleviate capacity concerns with the Hammond collection lines and lift stations. Time of the construction will need to coincide with the planned expansion of the Warrenton Wastewater Treatment Plant facility.
70. Staff finds that the PUD process will concentrate development in areas of the property most suitable for development. The ridge portion of the property is the most suitable areas for residential development. Methods for the *preservation of the wetlands should be addressed prior to Preliminary Plat submittal.*
71. The use was envisioned for this area and has been guided for urban development since the merger of Warrenton and the Town of Hammond and the adoption of the combined Comprehensive Plan.

Procedural Requirements:

72. The applicant shall be required to pay for outside costs to the city for financial documents related to the public/private financing plan for the sewer and water utilities extensions.
73. The applicant shall be required to reimburse the City of Warrenton for the costs for engineering review and approval.
74. The applicant shall prepare final site plans, engineering plans, landscape plans prior to the approval of the Final Planned Unit Development application. This process should be completed within two (2) years from the date of the Notification of Decision on the preliminary PUD.

The Planning Commission may make additional findings of fact or modify the above findings of fact based on testimony from the public hearing, additional submittals from the applicant, or any additional resources presented during the review process.

Other Factors:

City staff suggests that a formal Development Agreement be required between the City and applicant/developer that memorializes all conditions of approval, addresses performance bonding for utility improvements, design standards, and other factors that protect the city's interests with a project of this size. Agreements can be based on or similar to the attached Black Diamond/Ten Trails Development Agreement. The final

development agreement shall be approved by the Warrenton City Commission after Planning Commission consideration of the Final PUD plans.

Staff requested that the applicant provide a reasonable and realistic time frame for the development phasing. The scope and size of this project make it likely that this will take significantly longer to finalize all plans and complete construction of the three+ phases of the project. A preliminary plat or CUP typically requires that the next phase of the project be completed within one year of the approval. Because of the scope, staff recommends that a longer development timeframe be established.

The Build-to-Rent (BTR) portion of the project:

City staff has undertaken a significant review of literature related to the development of BTR communities. While fairly recent in terms of large-scale construction, rental units have existed in terms of apartment, duplexes, and single-family homes for many years. The concept allows the developer to own tracts of land with single-family homes where the property and exterior of the structure are maintained by the owner. There are numerous companies that own these types of developments. Many are located throughout the southern part of the United States. But they started moving north in recent years – most closely the Vancouver and Seattle, Washington areas.

As part of the research on BTR communities, staff spoke with the Community Development Department from Lancaster, California. This community has several BTR sites and has had no significant issues with the development or maintenance of the neighborhoods. They have concluded that there are no significant unique issues related to the development model.

Staff visited the Ten Trails Master Planned Community in Black Diamond, Washington. During this visit we toured the mixed-use community that includes, retail/office commercial, single-family ownership, single-family rentals, and multi-family rentals. Black Diamond is a community of 5800 people southeast of Seattle. Black Diamond has had a similar population trajectory as Warrenton. The master planned neighborhoods include up to 6,000 residential units. The development agreement is monitored by both the developer and City of Black Diamond. The Ten Trails Design Guidelines and photos from our visit to the community are included in Attachment F.

The developer has now included both BTR and single-family ownership options with the southern portion of the property. Staff would encourage some flexibility in the exact numbers so that the developer can be flexible on the ownership methods over the

development of the project. The Commission should consider some minimum amount of ownership within the project, perhaps 25% of the overall single family residential units.

At the July 27, 2023 special Planning Commission meeting, the PC requested additional information about the operation and management of the BTR portion of the project. The developer indicated that a nationally known professional management group will be engaged to manage the BTR portion of the project. The Planning Commission may request additional details from the developer.

Optional Motions:

I move that the Warrenton Planning Commission...

...approves the Modification of Conditions for the Fort Pointe Development Group. The approval is based on information submitted by the applicant and its representatives, the applicable findings within the July 27, 2023 and September 14, 2023 staff reports and attachments, the discussion at the on-site inspection on July 27, 2023 and comments received during the public hearing for this application. The approval is subject to the following conditions:

*...continues the application for Modification to Conditions of Approval for the Fort Pointe Development Group to the October 12, 2023 Planning Commission Meeting. The applicant shall submit the requested additional information to allow the Planning Commission to make an appropriate decision on the application. **The applicant must agree to a 60-day extension to the required review period.***

...denies the application for Modification to Conditions of Approval for the Fort Pointe Development Group. The Commission finds that the modifications are not consistent with the Warrenton Comprehensive Plan, and the request does not meet the criteria for approval as outlined in the Warrenton Development Code.

Recommended Motion:

Staff recommends that the Warrenton Planning Commission approve the application for a Modification to Conditions of Approval subject to the following conditions of approval:

Suggested Conditions of Approval:

The following conditions of approval replace all previous conditions of approval for the Fort Pointe Preliminary Planned Unit Development *SUB 17-1 and 20-2, and Lot Partition 20-2. The Planning Commission may strike or modify any of the following conditions as part of the approval motion.*

Design Conditions:

- A. All streets with 28-foot width shall have restricted parking on one side of the street. Streets with 32-foot width shall allow parking on both sides of the street. *Any deviation to the prescribed engineering standards shall be approved by the Public Works Director upon recommendation by the city's consulting engineer.*
- B. Sidewalks shall be provided along all public roads within the development per City Engineering standards, unless a deviation from these standards is approved by the Warrenton Public Works Department upon recommendation by the city's consulting engineer.
- C. The final construction plans shall include a minimum of two (2) off-street parking sites per for each single family and duplex structure. Off-street parking for the multi-family development and recreation facilities shall meet the requirements of Section 16.128 of the Warrenton Development Code.
- D. The developer or assigned corporation shall be responsible for the construction and maintenance of the private parking lots for the multi-family development. Parking areas for housing clusters shall be maintained by either the HOA or the rental management company.
- E. No private drives or dead-end alleys shall be longer than 150 feet in length. *The Planning Commission authorizes the one extended public road cul-de-sac at the*

south end of the development including a fire access onto Ridge Road. This recognition is due to the unique shape of the uplands area of the project site.

- F. Sanitary sewer and water systems shall be designed to meet the intent of the City Engineering Standards. Any deviation from the standards shall be approved by the City Public Works Director upon recommendation by the city's consulting engineer.
- G. The developer's engineer shall prepare a final stormwater management plan that addresses potential impacts on adjoining properties, the Enterprise drainage system and the Tansy Creek drainage system. The plan shall be reviewed and approved by the city's consulting engineer prior to final plat approval for the first phase of the project.
- H. The developer will submit an updated geo-technical report for the development areas that addresses any special construction requirements due to soils conditions prior to final plat approval.
- I. Final utility plans will meet all requirements of the State Fire Code relating to distance to a hydrant and water flow. The City Fire Chief shall approve plans prior to construction.
- J. The developer will obtain any required approval from Clatsop County for the entrance points onto Ridge Road. The development will prohibit direct private access to Ridge Road for individual lots.
- K. The City Planning Director or designee shall assign street names and addresses based on the City of Warrenton addressing grid and City Code requirements. All addresses will be clearly posted on each structure.
- L. The developer will propose development covenants that establish all building setbacks from other structures, roadways, sidewalks, etc. The design standards shall outline exterior design themes, property maintenance and exterior storage requirements. The covenants shall be recorded with the final plat documents *for each phase of development.*
- M. The developer will reimburse the City of Warrenton for the costs associated with outside engineering, financial review, and planning consulting that is required

for the review and construction management for this project. *The City will review the scope of the contracts with the developer.*

N. Deviations in residential design standards, setbacks shall be addressed in the development agreement.

O. The developer will financially participate with Clatsop County on the construction of appropriate turn lanes, deceleration lanes and pedestrian crosswalks adjacent to the proposed development.

P. In lieu of land dedicated to public open space, the developer shall construct a multi-purpose path along the western side of the project area within the Ridge Road right-of-way or immediately adjacent to the right-of-way if slope or environmental constraints require it.

Q. An easement for the Ridge Road to NW Warrenton Drive multi-purpose trail shall be granted along the northerly portion of the project area. The dedications and financial participation outlined in Conditions "O", "P", and "Q" will satisfy the public open space requirements for the PUD.

Management Conditions:

R. The developer will submit monument sign plans for entrance points to the project area. Plans shall be approved by the Planning Director prior to the issuance of the final certificate of occupancy for the multi-family project.

S. The developer will create and record documents establishing a permanent homeowner's association. The HOA or assigned corporation will be responsible for maintenance of all private open space and private recreational facilities.

T. The developer or assigned corporation will construct and maintain all private recreation facilities within the development. Each phase of the development will provide open space per the final development plans.

U. The City of Warrenton and developer shall establish a construction and maintenance agreement for the trail connection between NW Warrenton Drive and Ridge Road.

- V. The overall development capacity shall be capped at 450 residential units. Multi-family units shall not exceed 210 units. The duplex units shall range between 20 and 40 units. The remaining units shall be single-family residential units. Modification to the mix of residential styles shall be approved by the Planning Director. Any change to the overall number of units will be reviewed and approved by the Planning Commission.
- W. The single-family ownership units shall be a minimum of 25% of the overall single-family units within the project area. *A reduction in the number of ownership units shall be reviewed and approved by the Planning Commission.*
- X. The developer or assigned corporation shall construct and establish a Build to Rent community (BTR) that is managed by a professional management group with experience with similar projects. Sale of the BTR project can occur and the new development agreement shall delineate the process for the sale. The City shall review the sale of the BTR ownership based on project experience on similar developments and a new development agreement shall be executed.
- Y. The developer will prepare a BTR operational plan for the City to review and approve prior to final plat approval. It should address construction standards, short-term and long-term rental requirements, and property maintenance.
- Z. The City of Warrenton, the developer, Clatsop County, and Business Oregon and other potential funding sources shall develop a financing plan for the infrastructure improvements planned from NW Warrenton Drive to Ridge Road. The developer will be responsible for infrastructure improvements within the proposed Planned Unit Development. Once the infrastructure has been completed and inspected, it shall be dedicated to the public. The City Commission shall approve said agreement prior to final plat approval.
- AA. *The developer shall be authorized to sell the wetland tract to a private entity. The sale shall include a restrictive covenant that prevents further subdivision or development of the wetlands tract in a manner that would cause the PUD to exceed development limitations placed by the Warrenton Planning Commission. The restriction will also limit tree clearing to upland areas as part of an approved Oregon Department of Forestry permit. Wetland areas shall be managed pursuant to Section 16.156.040 of the WDC, except that agricultural uses and tree clearing shall be prohibited. See also draft Conditions of Approval "O", "P", and "Q".*

Phasing Schedule Conditions:

- BB. The following items shall be completed prior to final PUD consideration by the Warrenton Planning Commission:
 - a. Preliminary Sewer, Water and Stormwater Engineering Plans
 - b. Proposed Utility Financing Plan (To be approved by the Warrenton City Commission)
 - c. Preliminary Landscaping Plan and Significant Vegetation Protection Plan
 - d. Site design and construction standards for BTR neighborhood

- CC. The developer will prepare the necessary Preliminary Plat documents for review and approval by the Warrenton Planning Commission within *Three* (3) ~~two~~ (2) years of the notice of decision of the preliminary PUD.

- DD. The final plat for the multi-family development shall be submitted within two (2) years of the approval of the Preliminary Plat for the development. The Planning Commission will approve the Site Design Review as required by Section 16.212.

- EE. The final plat application for the duplex development shall be submitted within three (3) years of Preliminary Plat approval.

- FF. The final plat application for the single-family residential portion of the development shall be submitted in phases within ten (10) years of the approval of the Preliminary Plat for the development.

- GG. Deviation for the above-referenced development timeframes shall be reviewed and approved by the Planning Director as a Type II Modification to Conditions of Approval pursuant to WDC Section 16.228.

The Warrenton Planning Commission may strike, modify, or add to the conditions of approval based on the official record, findings of fact, and testimony received at the public hearing.



Fort Pointe PUD
Modification of
Conditions of
Approval

September 14, 2023
Attachment A

Attachment A

Fort Pointe Conditions of Approval

Notice of Decision Sub 17-01

All Conditions described in the previously approved Preliminary Planned Unit Development will continue to apply. These conditions can be found in the "Notice of Decision and Order - Fort Pointe Planned Unit Development - SUB 17-1"

Local Street standard requires a minimum street width of 28 feet with sidewalks on both sides.

All sidewalks shall be constructed using concrete

Portions of the local streets shall be a minimum of 36 feet wide. a. Cattail Avenue (Snapdragon Way to Ridge Road) b. Snapdragon Way (Cattail Avenue to Thistle Avenue) c. Thistle Avenue (Ridge Road to Cattail Avenue)

For those portions of the streets constructed to a 28-foot width, one side of the street will be required to be posted No Parking Fire Lane (by signs) and the curb painted red. Sign location will be approved prior by the Fire Department. It will become the Fire Lane and may not be encumbered in any way (i.e. speed bumps). Sign locations shall be approved by the Fire Chief.

The Pennyroyal Lane cul-de-sac shall be posted "No Parking Fire Lane" with locations approved by the Fire Chief.

The water system shall be looped to the existing water main on Ridge Road. At a minimum, these looped connections shall take place at each Ridge Road access location. Each connection shall include three valves.

Grading at all pump stations shall be flat and allow City utility trucks to easily access all locations of the pump station facility.

Previous conditions required a Final Stormwater Report. This report must also address the following issues: a. possible flooding of adjacent properties, b. tidal influence on the Enterprise drainage system, c. storage of stormwater during high tide events, neap tides (holdups), and storm surges, and d. influence between the Enterprise drainage system and the Tansy Creek Drainage System.

All of the homes will be required to be within 250 feet of a fire hydrant. a. The hydrants proposed shall be a Mueller 2500 Centurion with 2 each, 2.5 inch, and one each 4.5-inch discharge pmts. b. A 4.5 inch to 5-inch Storz connection will be provided by the developer for each hydrant. c. Final fire hydrant locations shall be approved prior to installation by the Fire Department

The single-family units will require a 1000 gpm fire flow.

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

A homeowner's association shall be created and recorded with a financial mechanism approved by the Warrenton Community Development Director to assess the property owners of F01t Pointe Planned Unit Development so that the parks and improvements will be maintained in perpetuity.

Designs for the park improvements shall be submitted for the approval of the Planning Commission prior to development.

If the project is to be developed in phases, a park area shall be developed and operational prior to recording the final plat of the second phase.

All 28-foot wide roads shall be posted with signs stating "No Parking Fire Lane" at locations to be approved by the Fire Department and the curb painted red on one side of the road. The Fire Lane shall remain unencumbered (no speed bumps or humps) and the grade shall not exceed 10 percent. Approach and depmiure angles also shall be pre-approved by the Fire Department.

All parks shall be conveyed to the homeowners association.

Notice of Decision Sub 20-02

Within one year, applicant shall submit a final PUD plan and Preliminary Plat for consideration by the Warrenton Cit y Planning Commission. Preliminary Plat must be in substantial conformance with the submittal reviewed on January 14, 2021 consisting of 169 lots of single-family and up to 150 units of multi-family

Construction Documents shall meet all requirements of federal, state, and local standards, codes, ordinances, guidelines and/or other legal requirements.

The Stormwater Plan and Stormwater Pollution Control Plan shall be reviewed and approved by the appropriate state and federal agencies

The developer must follow the City's Water and Sewer Regulations. These regulations are included under Title 13 of the Warrenton Municipal Code. Please provide documentation showing how this development will meet that standards set forth in the development code. Below is a link to the Title 13 of our Code: <http://gcode.us/codes/Warrenton/view.php?topic=13&frames=on>

The developer is required to follow the Engineering Design Standards. Please provide documentation showing how the development meets the standards set forth in this manual. This manual can be found at the <http://www.ci.warrenton.or.us/publicworks/page/engineering-specifications-design-guide>

Landowner(s) will waive any and all rights to remonstrate against the formation of a Local Improvement District (LID) for the purpose of making sanitary sewer, storm sewer, water or street improvements that benefit the property and assessing the cost to benefited properties pursuant to the City's regulations in effect at the time of such improvement.

A Final Stormwater Report will be required to be submitted with all proposed land development applications. The City and adjacent property owners have concerns with the drainage system that drains this property to the Columbia River. The developer will be required to provide drainage reports for the drainage system leading to the outfall to the Columbia River. Improvements to the existing drainage system may be required and will be the responsibility of the developer. An alternate solution could include matching pre-construction and post-construction runoff rates from the site for the 5, 10, 25, 50, and 100-year, 24-hour storm events.

Clearly show easements, encumbrances, and vacations on one plan sheet.

All connections to existing water mains shall include 3 valves.

Developer shall provide the City with all necessary access permits from the County.

Video inspection of the existing sewer system to the 9th street pump station is necessary to verify the quality and capacity of the system prior to submitting. Video inspections shall be completed per Oregon Standard Specifications.

Developer will determine what public water improvements are needed to provide adequate domestic and fire flows to this development. The improvements will be designed in such a way as to ensure the added flow does not reduce the capacity of the system or negatively impact the system. A water model will be developed by the developer and reviewed by the City appointed consultant. The developer may use the City appointed consultant to prepare the necessary water model. Improvements will need to be reviewed and approved by Oregon Health Authority and City Engineer and paid for by the developer.

Developer will determine what public sewer improvements are needed in order for the City to accept sewer flows from this development. This includes the overall flow development and the implications on scheduling of upgrade of the treatment facility. The improvements will be designed in such a way as to ensure the added flow does not reduce the capacity of the system or negatively impact the system. All necessary improvements will be reviewed and approved by Oregon Department of Environmental Quality and paid for by the developer.

It appears that wetlands will be impacted onsite, this will likely require a permit from OSI, and possibly USACE. Please note that stormwater treatment and detention may be required as part of these permits.

Easement between lots should have a barrier to prevent encroachment from property owners over access to storm and sewer pipes, or establish as a right of way.

All pump stations shall be on designated lots.

It is expected that many residences of this development will want to gain access to the Fort Stevens State Park. The Developer should provide a safe road crossing to access this Parle

Provide the public an easement to use and maintain existing drainages located on this property.

The developer shall prepare and sign an agreement to make all necessary offsite stormwater improvements if downstream deficiencies are created by the development of this property

Developer shall include an access road to maintain the sewer and water utilities located in and near the NW 11th Street ROW. Access to these utilities will be available from Ridge Road

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

The proposed developed portion adjacent to the NW 11th Street ROW shall include a walking path for a future connection to NW Warrenton Drive,

The undeveloped portion adjacent to the NW 11th Street ROW shall include an easement of adequate width for a future walking path to be connected to NW Warrenton Drive
Open spaces between lots shall be maintained by the adjacent property owners or HOA.
Drainage easements shall be graded and rocked for easy maintenance by the City. As an alternate, stormwater facilities may be owned, operated, and maintained by an HOA.
It is difficult to tell what some of the linework represents (ROW, Property lines, Easements). These should more clearly shown on future documents.
All public utilities require easy access. This will include appropriate grading and hard surfaces to all utilities and drainages not within a paved ROW.
The City will not maintain parking areas. Either move parking areas out of the ROW or develop private street that will be maintained by an HOA.
Thistle Avenue shall be designed to be 28 feet wide and striped on one side "No Parking" all other standard curb, gutter, and sidewalk conditions remain on that narrower portion of roadway.
The applicant shall record an appropriate land use restrictive document or plat note indicating the transfer of development rights from the eastern remaining parcel to the multi-family and single-family parcels to the west. Applicant shall confirm with Clatsop County the best method to achieve this. The applicant shall provide a calculation of transferred density based on PUD SUB 20-2.
Lots with significant steep slopes may permit homes to be within 20 feet of the asphalt of the street. Applicant must show detail on which lots will be impacted with reduced set back at the Preliminary Plat phase.
Per Clatsop County's review, applicant shall provide a 1' nonvehicular easement along Ridge Road, where proposed lots have double frontage. This ensures that no future driveway cuts could occur along Ridge Road on those properties.
Oregon Fire Code, table D103.1 shows that any dead-end road that will be used for fire access will need to have a 120-foot hammerhead, 60 foot "Y" or a 96-foot cul- de-sac in accordance with figure 0103.1.
Oregon Fire Code Table C105.1 requires that all homes be within a required distance of a fire hydrant. Please see attached Table C105,1 for spacing compliance.

Home will be required to have address number visible from the street with opposing/contrasting number. i.e. black numbers with white background

Applicant will address all comments from the preliminary engineering review completed by Youngs River Engineering, LLC. dated December 29, 2020.

A stamped GeoTech Report will be required with future engineering submittals at time of Preliminary Plat.

Updates to all 2017 submittals should be completed through stamped letter of concurrence or completion of an updated study at time of Preliminary Plat.

Notice of Decision Phasing Schedule

Proposed construction and final plat schedule:

Stage 1 Lot 1 which will comprise the Multi-family housing construction. July 2021 to July 2023 (2 year construction time frame)

Stage 2 Lots 51 through 90 which will comprise the larger single-family lots. Construction July 2021 to January 2023 (2 ½ year construction time frame).

Stage 3 Lots 4 through 50 and lots 91 through 203 which will comprise the smaller single family lots. Construction January 2022 to January 2025 (3 year construction time frame)



Fort Pointe PUD
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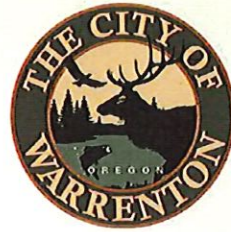
September 14, 2023
Attachment B



FORT POINTE COMMUNITY

DRAFT MASTER PLAN

05.16.2023



Fort Pointe PUD
Modification of
Conditions of
Approval

September 14, 2023
Attachment C



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FORT POINT

WARRENTON, OREGON

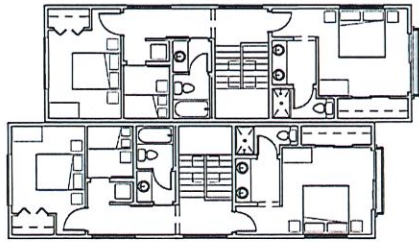
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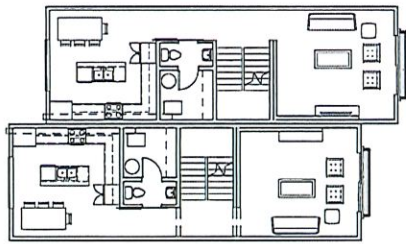
Fort Pointe PUD
Modification of
Conditions of
Approval

September 14, 2023
Attachment D

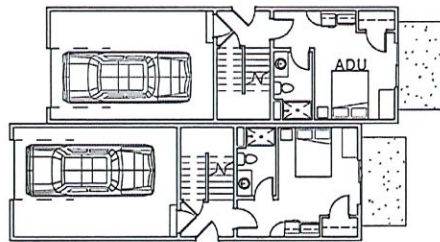
Attachment D



THIRD FLOOR



SECOND FLOOR



FIRST FLOOR

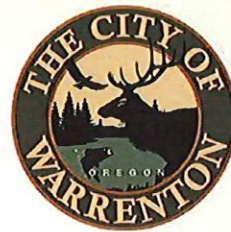


SITE DEVELOPMENT TABLE			
BUILDING AREAS			
REGION	SQ. FEET	SITE %	
BUILDING AREA	23,025 S.F.	28%	
GREEN SPACE	37,987 S.F.	46%	
OTHER IMPERVIOUS	22,014 S.F.	26%	
TOTAL GROSS S.F.		83,026 S.F.	100%
UNIT COUNTS			
UNIT TYPES			COUNT
1 BED, 1 BATH ADU UNITS			30
2 BED, 2 1/2 BATH UNITS			30
TOTAL UNIT COUNT			60
TOTAL BED COUNT			90



FORT POINTE TOWNHOMES

WARRENTON, OREGON



Fort Pointe PUD
Modification of
Conditions of
Approval

September 14, 2023
Attachment E

Fort Pointe Narrative & PUD Modification of Conditions of Approval

Property Owner & Applicant:

Mark Tolley, Fort Pointe Partners, LLC
454 Soledad Suite 200, San Antonio, TX 78205
Phone: 512-968-5757
eMail: mark@missiondg.com

APPLICANT'S REQUEST

The Warrenton Planning Commission held public hearings for the review of a PUD and Preliminary Plan for the Fort Pointe Subdivision on August 10, 2017, and December 8, 2017. The subdivision received approval with conditions on December 8, 2017, and a Notice of Decision and Order went out December 27, 2017. This approval was valid for two years with the option of a single one-year extension. The one-year extension was granted by Kevin Cronin on October 15, 2019, which pushed the approval deadline to December 27, 2020.

During 2020, the developer has been working to secure federal HUD financing to move the development forward. Due to the unexpected challenges presented by the COVID-19 pandemic the developer was unable to submit a Final Plat within the approved deadline.

Fort Pointe Partners proposes increasing the approved Fort Pointe PUD for 316-unit mixed use residential housing project to 440-units. The Applicant seek approval of a Type 3 Site Design Review land use permit.

SITE DESCRIPTION/ SURROUNDING LAND USE

The site is bounded by Ridge Road to the West, 11th street (KOA campground location) to the North, the private 200-acre parkland to the East, and Clatsop County owned open space to the South. Tax Lot ID Number 8-10-17-1300, Account # 29850. Located on 269 acre lightly forested acres, adjacent to 542-acre Ft. Steven's State Park, Fort Pointe is designed in a 3 Phase configuration, with public streets, distinctive entry monumentation, and roughly 200 acres of natural internal open space. Said private parkland will have internal hike & bike paths and be connected to the adjacent beach front Fort Stevens State Park Trail System, with approximately 52 miles of interconnected paved trails and historic breast works, cannons, and battlements dating back to the Civil War.

The project as envisioned will have tiered, coastal-resort product types, with single family detached and multi-family apartment housing for both permanent residents, long-term rentals, second home seasonal owners, and vacation rentals. Detached housing units are projected to range from 1,150 to 1,600 square feet. The project will have architectural design review controls that will emphasize Coastal style architecture, with heavy Northwest Nautical and Hamptons motifs.

Roughly 4,700 feet of ff-site water and sewer utilities will have to be developed prior to development to provide appropriate capacity. Power is available to the NWC of the site. The property gently slopes from West to East, with a decrease in elevation from 105 (the highest

point on the peninsula) to 15 feet above sea level on its eastern edge. This removes the entire buildable pad site (approximately 60 acres) from the 100 Year Flood Plain, the Coastal Tsunami Zone, and avoids all mapped and designated wetland areas (Wetlands Designation/ determination and site plan approved by the Oregon Department of Lands).

PROPOSAL

The masterplan PUD will contain a variety of tiered product housing types, to serve a wide range of present and future needs of the market. These will include garden style multi-family units, in 3-story walk-up configuration, for-sale duplex townhomes units, for-sale single family units, and the Build to Rent (“BTR”) product type, which is rental detached housing, in 3–4-bedroom configurations, that are owned and managed by one entity. This is also considered a horizontal multi-family project. This emerging product is becoming quite common throughout the Sunbelt of the United States, and primarily serves families that want a detached home with its own private yard but are priced out of the for-sale market due to high interest rates and inflated high home prices. BTR is also ideal for transitory families, like the Coast Guard and Camp Rilea, who know they will only be stationed or working in this area for 2–3-year period and are therefore looking for a quality single family home to rent for that limited timeframe.

We propose to streamline the prior Conditions of Approval in the following ways:

Latest Approved Conditions of Approval (dates 01/15/21) have 38 Conditions. As a general statement, many of the conditions are not Planning or Entitlement related, but are Engineering related, and as such should be comments to Engineering Plans, not Land Use Entitlement documents such as the following:

1. Condition #1 requires final Engineering for PUD in 1 year. For a project of this size and presumed long term absorption, that was and is unrealistic. The expected absorption and build-out of this project will be at least 5 years, and possibly longer, depending upon economic conditions. While it is our expectation that Internal Platting and Engineering for a masterplan PUD will be completed in 2023, the internal engineering of these larger platted lots will take longer. Therefore, Applicant is requesting this engineering request be stricken, and a minimum Approval Period of 3 years be granted to complete Subdivision Engineering.
2. Condition #'s 2,3,4 & 5 could be easily summarized into one Statement; The Developer must conform to all City Standards for Construction.
3. Condition #7 Could be summarized into one statement, without the speculative narrative, as follows; A Final Stormwater Report will be required with all applications for construction.
4. Condition # 9 is an Engineering comment.
5. Condition # 12 should state that Developer will work with the City to determine what water and sewer improvements are needed – not do it unilaterally.
6. Condition # 13 is redundant to Condition #12.
7. Condition # 14 is an opinion. It should simply state that if Wetlands are impacted, all City, State & Federal guidelines will be observed. Full avoidance of the wetlands is our plan.
8. Condition #15 and #16 are Permitting comment related to engineering.
9. Condition # 19 is redundant to #3 and should be covered under the same omnibus statement.

10. Condition #21 is redundant to #12 & 13, and again should be covered under the same omnibus statement concerning Sewer and Water capacity requirements.
11. Conditions #22 & 23 are redundant, and the proposed Tansey Creek trail System its referencing is contemplated on the former 11th Street ROW, and not specifically on this private property. A general statement that the Developer will cooperate with the city and neighboring landowners in the development of a hiking / bike path on the former 11th St ROW is a more correct and appropriate statement.
12. Condition #26 is an individual's opinion and request, not a Planning or Entitlement Condition.
13. Condition #27 can again be covered under a city omnibus statement that all City required Engineering standards will be followed.
14. Condition # 28 should read "City will not maintain private parking. It should be platted out of Public ROW."
15. Condition # 30 is hard to ascertain. Clatsop County has nothing to do with Planning requirements and Conditions within Warrenton City boundaries. Clatsop County will strictly deal with Plat engineering and recordation, and not City Density related issues.
16. Conditions #33 & 34 should be covered under same City omnibus statement, "That all City Fire Codes and Requirements will be followed."
17. Condition #36 Should state that all future submitted engineering should address City's third-party reviewer's concerns.
18. Condition # 37 – Stamped Geotech has no place in PUD Platting. That is Final Engineering, and it is assumed.
19. Condition #38 – Referencing prior approved 2017 Conditions, many of which were incorporated into this set of conditions, is confusing, and those conditions should be subrogated to the most recently approved Notice of Decision and Order, with its Conditions.

APPLICABLE CRITERIA

The following sections intend to provide detailed responses and findings that the proposed development has satisfied the approval criteria for this Type III Site Design Review application.

CONDITIONAL USE PERMIT CRITERIA

1. The proposed use is in conformance with the Comprehensive Plan.

Developer plans to extend, increase and approve the City utility system in this area will benefit surrounding property owners and Fort Stevens. Additionally, it will create a looped and redundant system for the Hammond area, which is a critical need for that area's future and revitalization of the harbor.

2. The location, size, design and operating characteristics of the proposed use are such that the development will be compatible with, and have a minimal impact on, surrounding properties.

The property's development will be of little impact to neighboring properties, with a majority of proposed improvements occurring in the present 269 acres NEC, on approximately 60 acres that abuts Ridge Rd (behind an existing berm that will be preserved for privacy, and 60-foot ROW). The only direct neighbors within 300 feet of the proposed project are The KOA (with predominantly Seasonal and transitory

guests) and Fort Stevens State Park. Project will work with KOA on Fire protection access (on to the 11th St ROW), and additional water capacity for area Fire Protection.

3. The use will not generate excessive traffic, when compared to traffic generated by uses permitted outright, and adjacent streets have the capacity to accommodate the traffic generated.

It will. However, homes come with cars. The Developer will work with City in good faith of the mitigation suggested by the ongoing update TIA.

4. Public facilities and services are adequate to accommodate the proposed use.

The proposed Sewer / Water utility improvements down 11th St will complete a looped system that will both add capacity and alleviate pressure on the aging Hammond lines and create a much-needed redundancy for the area and those lines and lift stations. These lines and lift stations presently dead end at Ridge and 11th St.

5. The site's physical characteristics, in terms of topography, soil and other pertinent considerations, are appropriate for the use.

Per the Pacific Habitat Wetlands Delineations, the site is taking the conservative tact of total avoidance, and therefore will be of no direct impact.

6. The site has an adequate area to accommodate the proposed use. The site layout has been designed to provide for appropriate access points, on-site drives, public areas, loading areas, storage facilities, setbacks and buffers, utilities or other facilities which are required by City ordinances or desired by the applicant.

The project has been specifically designed utilizing "New Urbanism" design principles, taken from other famous seaside communities like Seabrook, WA, and Seaside, FL. The design firm of Moule / Poulizoides was engaged in the original masterplan design, and their conceptual plans have been strictly adhered to in the ultimate design – one that includes shared parkways and internal walking paths, arterial park systems, and rear loaded porches that face neighbors and parkways, not parking and driveways. These parks and paseos will be maintained by the community's HOA and will be open to the Public. The community will have multiple access points off Ridge Rd, which is presently an under-utilized major arterial within the city. Additionally, the project is designed to take advantage of neighboring open space with trail systems contemplated that will connect to the Fort Stevens system of 56 miles of multi-use trails that are directly adjacent to the project.

7. The use is appropriate at the proposed location. Several factors which should be considered in determining whether or not the use is appropriate include accessibility for users (such as customers and employees); availability of similar existing uses; availability of other appropriately zoned sites; and the desirability of other suitably zoned sites for the intended use.

PLANNED UNIT DEVELOPMENT CRITERIA

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.

While the project will be somewhat unique in its size and ambition, it will protect the existing wetlands, provide a wide range of housing and affordability to present and future residents, and will by nature of the increased inventory it is proposing to deliver, help with Missing Middle affordability throughout Warrenton and Clatsop County. As such, we believe it conforms to the City’s objectives.

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

See notes from CUP criteria.

- 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.

Proposed Phasing Timeline to be forwarded.

Phasing for a project of this size is both typical and expected.

- 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 five additional years for a good cause.

Expected build-out of 7 years. The first two phases are anticipated to be the multi-family 210-unit project at NEC of projects, and a concurrent phase of either SFD for-sale housing, or BTR housing on approximately 100 lots.

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

Not applicable

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. A traffic study will be valid for four years from the notice of decision, otherwise, a new traffic study shall be required to address unanticipated traffic impacts. However, the Transportation Planning Rule (OAR 660-012-060) does not apply to PUD applications 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.

Reference Appendix A – Fort Pointe Traffic Impact Study

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

Reference Appendix C – 30% Offsite Utility Plans

APPENDICES

Appendix A – Technical Reports

- Wetland Delineation Report

- Impact Report

Appendix B – Apartment Conceptual Design

Appendix C – 30% Utility Plans

Appendix D – Legal Parcel

Appendix E – Site Plan

APPENDIX B – APARTMENT CONCEPTUAL DESIGN



APPENDIX D – LEGAL PARCEL DESCRIPTION

LEGAL DESCRIPTION

PARCEL NO. 1:

That certain tract of land more particularly described as follows:

Beginning at the quarter Section corner common to Sections 1 and 17, Township 8 North, Range 10 West, Willamette Meridian, which is also the Southwest corner of Flavel, as platted and recorded in Plat Book 3, pages 13 and 14, Clatsop County Records; thence North 0° 35' West along the West line of Flavel aforesaid, being along the Section line between said Sections 16 and 17, a distance of 24 2.7 feet to a 1" iron pipe set in

the South line of Fourth Street, now Northwest 11 Street, in Flavel Center, as platted by W. C.

Howell and recorded in Plat Book 2, page 55, Clatsop County Records;

thence Westerly along the South line of said Fourth Street and the Westerly extension thereof to its intersection with the Easterly right of way line of the Ridge Road, a state highway;

thence Southerly along the Easterly right of way line of said Ridge Road to the South line of said Section 17;

thence East along the South line of said Section 17 to the Southeast corner of Government Lot 4 of said Section 17;

thence North along the East line of Government Lots 4 and 3 of said Section 17 to the South line of Eighth Street, now Northwest 6 Street, in Flavel Center, as platted by W. C. Howell and recorded in Plat Book 2, page 55, Clatsop County Records;

thence Easterly along the South line of said Eighth Street to the East line of said Section 17;

thence North 0° 35' West along the East line of said Section 17 to the place of beginning.

EXCEPTING THEREFROM Lot 36, Block 12, FLAVEL CENTER, as platted by W. C. Howell and recorded in Plat Book 2, page 55, Clatsop County Records.

All of said lands lying in Section 17, Township 8 North, Range 10 West, Willamette Meridian, in the City of Warrenton, County of Clatsop, State of Oregon.

PARCEL NO. 2:

Lot 36, Block 12, Flavel Center, as platted by W. G. Howell, in the City of Warrenton, County of Clatsop, State of Oregon.

APPENDIX E – SITE PLAN



FORT POINTE COMMUNITY
DRAFT MASTER PLAN

05-16-2013



Fort Pointe PUD
Modification of
Conditions of
Approval

September 14, 2023
Attachment F

THE VILLAGES AND LAWSON HILLS
BLACK DIAMOND, WASHINGTON

DESIGN STANDARDS & GUIDELINES
May 24, 2011

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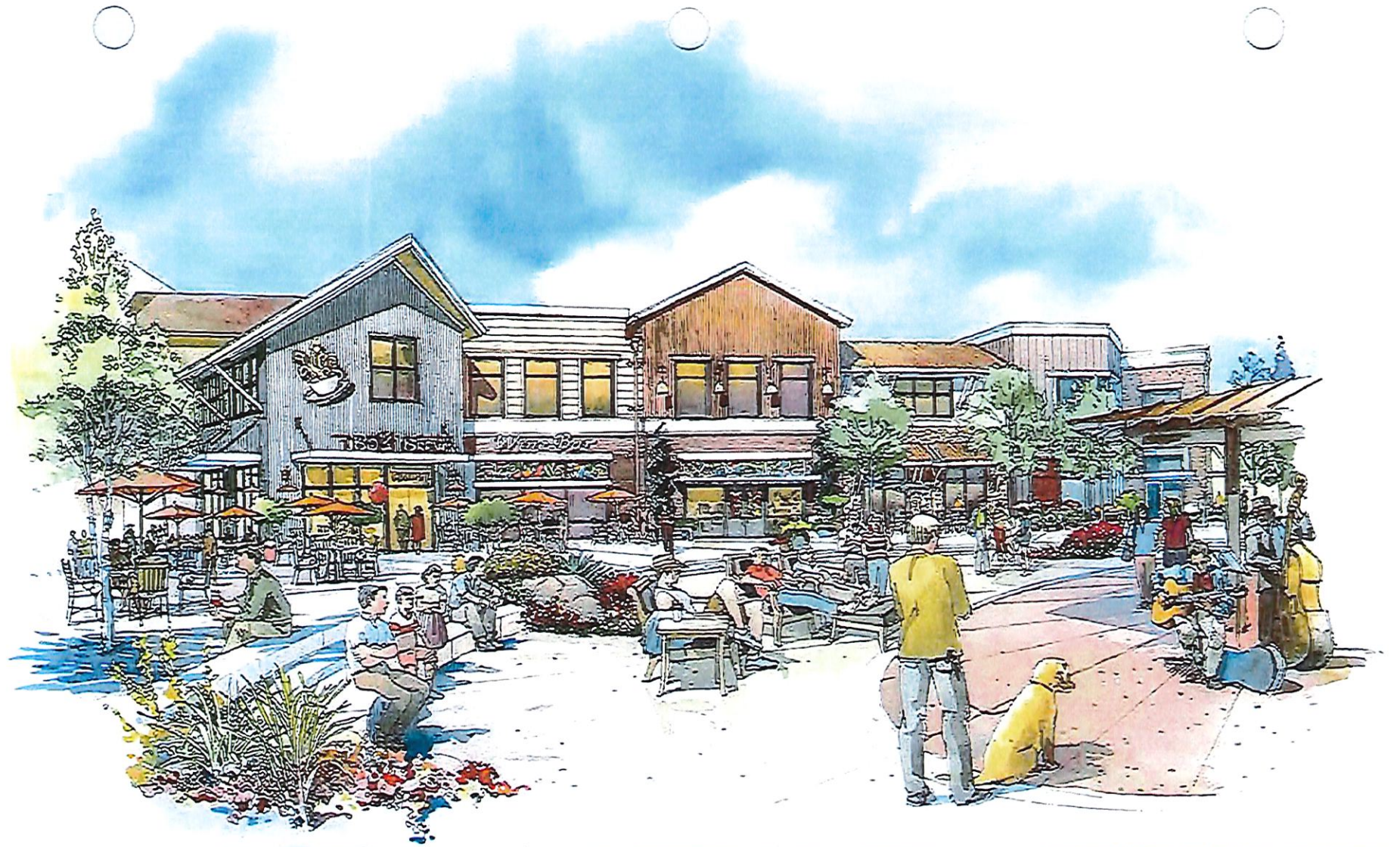
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CHAPTER ONE:
INTRODUCTION

INTRODUCTION

.....

The Villages and Lawson Hills are designed to reinforce the small-town character and recreation-oriented lifestyle of Black Diamond, yet bring a fresh, vibrant architecture and energy to the community.

They are both comprised of multiple neighborhoods woven into the landscape. The architecture within each of the neighborhoods will evoke an identifiably distinct character which is influenced by regional style, contemporary interpretations, and traditional housing types, planning patterns, topography, as well as the unique parks around which each neighborhood is located.

To ensure that the architecture within The Villages and Lawson Hills contributes to the individual identity of each neighborhood, as well as high quality development for the whole community, this document provides Design Standards and Guidelines.

These Design Standards complement and expand upon the standards in the Development Agreements for The Villages and Lawson Hills which govern many of the aspects of design and site planning. This document intends to supplement the Development Agreement and comply with the City's MPD Framework Design Standards and Guidelines. Design Standards are specific requirements and are expressed as such.

Design Guidelines are statements that describe the desired visual character of the neighborhood or structure and address issues that are primarily aesthetic in nature. While they are expressed as "encouraged" or "discouraged" they are important in the overall success of the community. These guidelines are not intended to be utilized simply as a checklist. They are intended to encourage creativity and a level of quality within the desired community character.

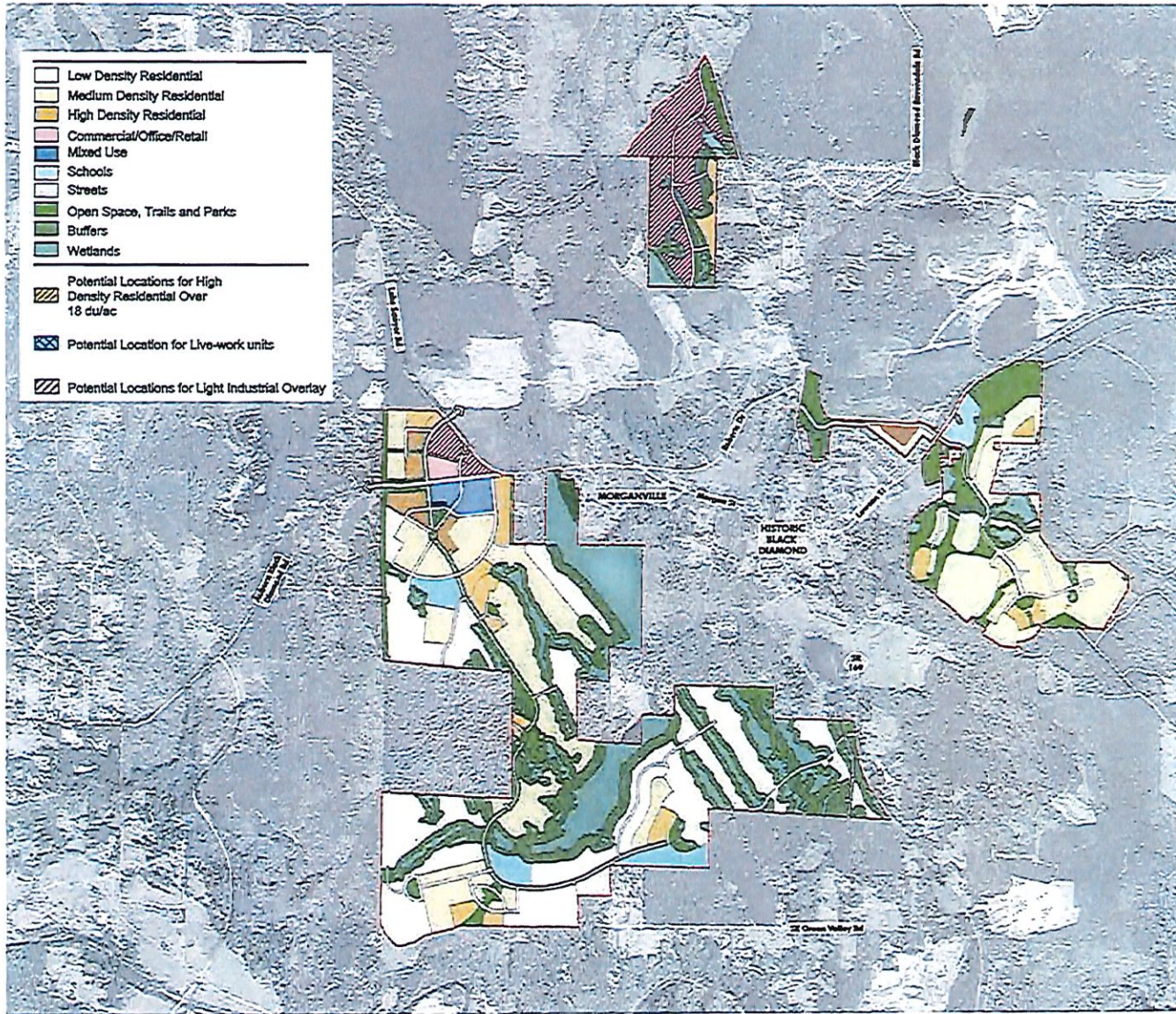


Exhibit A:
MPD Site Plans
Black Diamond, WA

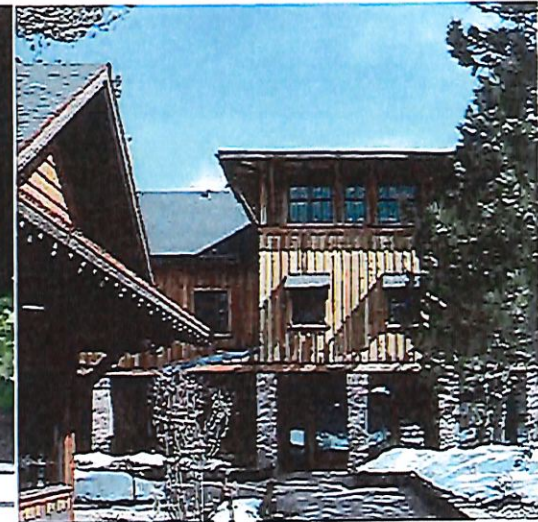


CHAPTER TWO:
NEIGHBORHOOD OVERVIEWS

NEIGHBORHOOD OVERVIEWS



Communities built around outdoor experiences.



A modern interpretation of historic mining forms is appropriate for the Village Center.

These neighborhood overviews for The Villages and Lawson Hills MPD's describe separate features in each MPD's main property and the commercial area on Parcels A and B.

THE VILLAGES

The Villages neighborhood is intended to reinforce the small-town character and outdoor enthusiast lifestyle available in Black Diamond. The plan, as well as the architecture, supports and encourages interaction with the outdoors. Development areas are woven into the site between areas of open space, and utilize existing topography, sensitive areas, and their buffers, to a design advantage to create distinct districts.

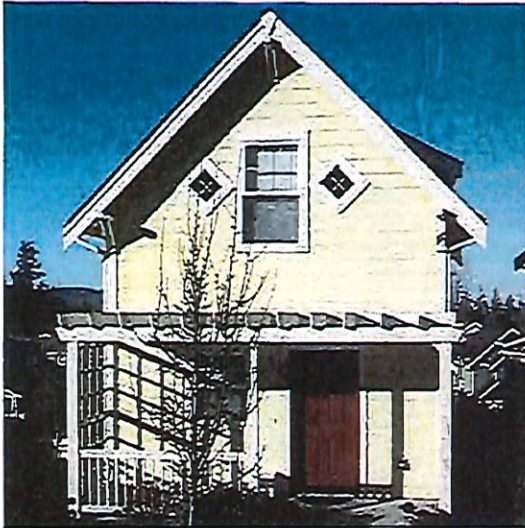
The architecture of The Villages draws from historic rural and mining town images. These references draw from simple form-based architecture with minimal added detail. A modern interpretation of this historic vocabulary, along with inclusion of a number of appropriate Northwest architectural styles, create a strong character rooted in history, yet adding a contemporary twist. The strength of influence of these styles will vary from district to district.

Utilizing this concept, each of these districts is envisioned to have its own unique character; design elements are provided both in plan and architecture to create a strong, individual sense of place without being heavily themed.

The districts, shown on page 8, are as follows:

- Village Center
- Diamond Park
- The Woodlands
- Forest Green
- Diamond Lake
- The Narrows

These districts loosely correspond to potential phasing of the community and allow the community character to change and evolve over time within the guidance and design direction provided in this document.



Village Center homes should combine simple forms with bold colors



Modern detailing using industrial materials is encouraged in the Village Center.



Homes in Diamond Park include a twist on the old farm house.

Village Center

The goal of the Village Center District is to capture the spirit of historic Black Diamond in a vibrant, mixed-use environment. The spaces between buildings become as important as the buildings themselves. More than any other district, the architecture of the Village Center District draws from the simple forms of historic mining towns of the western United States, with sophisticated and modern detailing and materials.

Diversity of forms and materials will add to the richness of the experience. While there will be a consistent level of quality and some signature detailing, it is important that the buildings do not become themed or stylized. There must be some variety in the design in order to achieve the vision of a Village Center built over time. Groupings of square and rectilinear forms with flat or gable roofs should be the predominant building blocks. The Main Street within the Village Center will blend

these forms with classic main street design. Housing should draw from the simple form-based historic mining architecture and lean towards a modern expression of detailing and use of glass, without a lot of extra ornamentation.

Diamond Park

This district derives its name from the public park at the southeastern tip of its area and is woven into the natural topography and sensitive areas of the site; both elements that begin to establish its unique character. It includes an extensive trail system connecting parks and district, as well as a site identified for an elementary school.

The Community Connector road passes briefly through the district offering only a glimpse into the residential areas, enhancing its hidden, enchanted nature. Each home should have an individual and unique feeling to it, and utilize forms and materials to enhance the whimsical, curious character of the neighborhood.

The Woodlands

The physical layout of the Woodlands is heavily influenced by its site context. The development pattern is broken up into many sub-districts tucked between open spaces and fills the space between differing open space environments, while creating a character of its own.

The Woodlands district creates edges along sensitive areas and a regional wildlife corridor, enhancing its importance and purpose within the community. Therefore, the architecture should have a strong sense of presence while being sensitive to its context by creating the edge between the tame and the wild.

The distinct character of mountain architecture is appropriate in this district: pitched roofs that reflect the forms of the nearby mountains, timber framing and wood detailing that utilize historic building practices, and rusticated stone to create



The Woodlands district encourages architecture that has its forms and materials drawn from mountain architecture.



Character of the Forest Green district is reminiscent of early America; homes are more square shouldered.



The Diamond Lake neighborhood steps with the hillsides.

a strong foundation can all be used to capture this character. Architectural connection details can be used to symbolize the nature of this neighborhood as a connecting point between places. Simple forms and creative detailing are encouraged to capture this character.

A strong connection to the outdoors is vitally important in this neighborhood. Front porches and outdoor rooms and the use of textures and materials are encouraged to enhance the transition from indoors to outdoors and back.

Forest Green

The goal of the Forest Green district is to capture the character of a country village. As a counterpoint to the Woodlands, this neighborhood has a more formal character in both the site planning and architecture. Located in a relatively flat area, the site is more open and lends itself to a gridded street pattern, formal spacing of trees, more manicured

landscape elements of the development, symmetry in plan, and an urban influence on the architecture, landscape, and parks.

The boulevard leading into the heart of this district will have expanded parkways, detached sidewalks, and will create a strong sense of entry into this district as it focuses on the neighborhood park and an elementary school site.

The architecture within Forest Green should compliment the country village character by allowing more square-shouldered homes, uniform setbacks, and forms and materials found in a more urban environment. Traditional architecture, such as that which can be found in small western towns across the United States, but with an East Coast influence, is appropriate for this district. Materials should be of a slightly more refined nature: horizontal and vertical siding with cut stone and brick accents.

Diamond Lake

The goal of the Diamond Lake district is to compliment the hillside landscape of this area with a neighborhood that blends with its natural environment. The hillside nature of this site influences street and lot layouts. A focal point park at the top of the hill becomes the organizing element of the district as home sites wrap around the contours of the site.

Architecture should compliment and blend with natural forms and colors within the site. The horizontal and foundational nature of the earth should provide inspiration for each home site. Naturally occurring materials within the earth should be utilized near the ground plane to integrate the building with the site. Colors should follow patterns found in nature: darker earth toned colors at the base, lighter and fading as the house rises out of the earth, dashed with bold, complimentary accents.

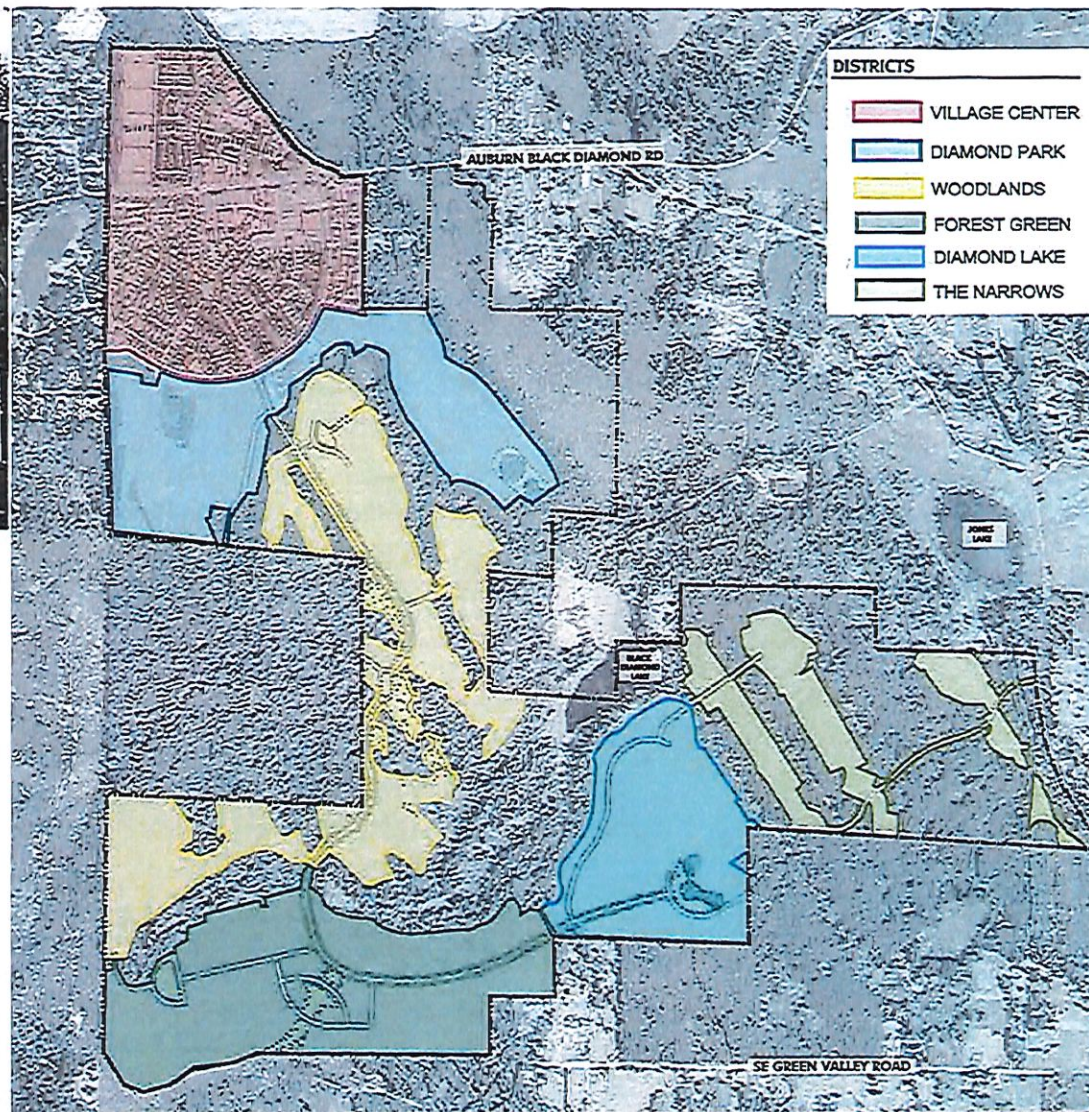


In The Narrows, homes are worked into clusters of trees.

The Narrows

The goal of The Narrows is to compliment the nature of the land plan as it weaves through the landscape, carefully following the natural watersheds of the site. The experience of The Narrows should resemble that of a rural county road. The architecture should rise delicately from the forest floor. Buildings should be slender and finely detailed. Large horizontal forms and roofs should be replaced with vertical elements that grow out of the forest like trees reaching to the sky above.

Where larger lots that will have larger homes occur, they should have a more organic floor plan where their mass is broken down into "wings" and has the appearance of working in and around clusters of trees.



*The Villages Neighborhood Plan
Black Diamond, WA*



CHAPTER FOUR:
RESIDENTIAL DESIGN STANDARDS AND GUIDELINES

ARCHITECTURAL DESIGN STANDARDS



Homes front onto common greens.



Front elevation materials wrap sides.

These Design Standards shall apply to all residential buildings within The Villages and Lawson Hills.

SITE DESIGN

General

- Maintain general circulation pattern concepts, both street and pedestrian, as shown on Figure 6-3 of the Development Agreement.
- Establish circulation patterns that allow residents to easily walk or bike through a neighborhood and provide links to recreational amenities such as parks and trails.
- Dead-end streets and alleys should be oriented to take advantage of views into open space.
- To maintain a small town character, use open space to organize clusters of development.
- To provide a range of housing options, each neighborhood shall provide a mix of housing sizes and types.
- Where individual lot residential development

is located along the boundary of an MPD, lot sizes shall be no less than 75% the size of the abutting residential zone or 7,200 sq. feet, whichever is less.

- Multi-family land uses should include a minimum 25 foot wide dense vegetative buffer when located along the boundary of an MPD.

Lot Sizes and Front Yard Setbacks (Single Family Detached)

In order to avoid the monotony of streets lined with single family detached homes of similar width, height and setback, the following criteria shall be applied. However, on a limited basis, specific locations within neighborhoods may vary from this requirement.

- Corner lots side yard setback on the street side shall be at least 5 feet wider than interior lots.
- Excluding oversized corner lots within a block, any row of lots over 400 feet long shall have at least one lot of different width per every six houses. The differing lot may be wider or narrower, but shall vary in width by at least 5 feet.

- Varied front yard setbacks shall be applied to 20% of homes on each side of the street on each block. Offsets shall be an increase of no less than 33% of the standard front yard setback.

Adjacency of Same Plans or Elevations with Similar Attributes

The same combination of elevation style and floor plan for dwelling units or buildings shall not be placed beside each other. Dwelling units or buildings that make use of the same floor plan and are sited directly across the street from one another shall incorporate a different elevation whenever possible and shall use a different exterior color/material palette. On a limited basis, specific locations within neighborhoods may vary from this requirement.

ARCHITECTURE

Four-Sided Design

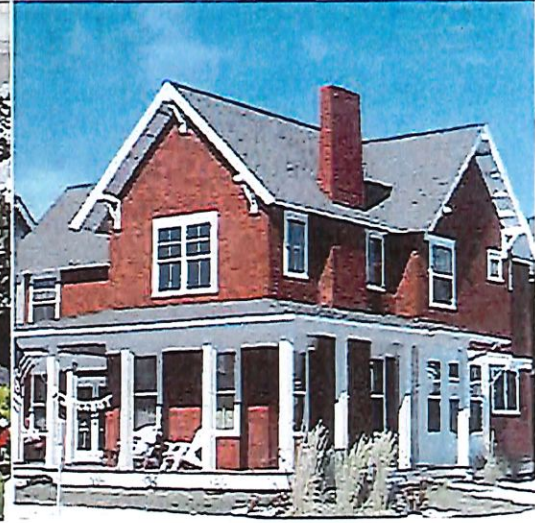
- All building facades visible from streets, parks or other public areas shall display a similar level of quality of materials and workmanship, detail



Material and color changes occur at inside corners.



Outdoor rooms are encouraged.



Porches and architecture wrap corners with the same level of detail as the front elevation.

- and architectural interest as the front elevation.
- Color and material changes shall occur at inside corners or at a trim element that is appropriate to the elevation design, and not at outside corners.
 - Unarticulated roof forms shall not be set on a constant wall plate height.
 - Aluminum, vinyl, and T-III siding are not permitted.
 - Structures shall include features to break up the mass, with elements such as distinctive roof forms, changes in colors and materials, porches, and offsets.

Features Allowed in Setbacks

The following criteria shall also be observed:

- Encroachments shall not exceed thirty percent (30%) of the length of a side yard elevation, excluding eaves.
- Upper story living area over front loaded garages may encroach into the driveway length. The

bottom of the overhang must be no lower than 8 feet above finished floor of garage.

- Upper levels or portions of upper levels over a garage may encroach into rear yard setbacks a maximum of 2 feet when the garage faces an alley. The bottom of the overhang must be no lower than 8 feet above finished floor of garage at the door.
- Balconies that protrude into the sideyard setback are prohibited on minimum depth interior side yards.

Porches and Outdoor Rooms

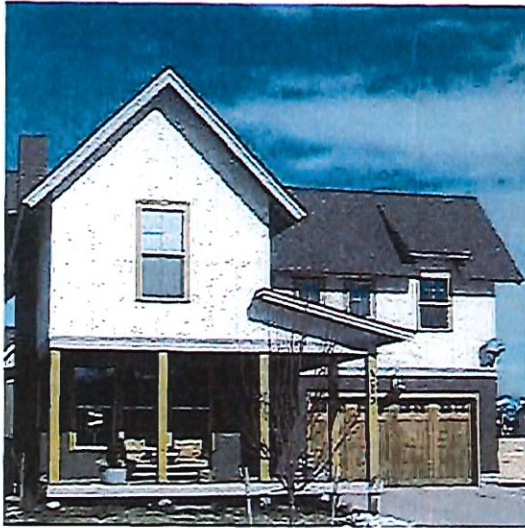
Porches and outdoor rooms are an important feature for certain architectural styles that adds character to a streetscape while also creating an extension of the living space into the public space. In general, these requirements shall apply to all housing types where these spaces are appropriate.

- Porches, stairs, and decks shall be designed to reflect the appropriate scale and detail for the architectural style.

- Porches shall be sized to be furnishable as appropriate to the architectural style.

Alley-Loaded and Side-Street Loaded Garages

- Alley loaded garages may accommodate three cars side-by-side, but doors on such garages shall accommodate a maximum of two cars – i.e. such garages shall not have a single 3-car garage door.
- Driveways for two-car alley-loaded garages may not exceed 18 feet in width.
- Driveways for one-car alley loaded garages may not exceed 12 feet in width.
- Driveways for three-car alley loaded garages must be separated by at least a 2 feet wide landscaped area.
- Side street loaded garages may be used on corner lots if the garage is located in the rear half of the lot.
- Side street loaded garages shall accommodate a maximum of two cars side-by-side.



Living area and porches forward of garage softens streetscape.



Varied garage massing along an alley is encouraged.



Accessory structures shall compliment the architecture of the main structure.

Street-Loaded Garages (Single Family Detached)

In order to avoid the repetitious presence of garage and driveway dominated streetscapes, the following criteria shall be applied:

- The face of garage must be set back a minimum of 6 feet from the face of living area or porch elevation (at columns) and at least 20' from street.
- Where lots are less than 70' wide, for street facing garages, the maximum garage door width shall be that which accommodates two conventional cars. A third enclosed space may be included as a tandem space appended to the same garage (3-car garages oriented 90° to the street and the third door as a turn-in in combination with a 2-car street facing garage are also acceptable solutions.)
- Garage doors may not occupy 60% or more of a lot's maximum allowable building frontage - i.e. the lot width minus minimum side-yard setbacks.

- Driveways for garages in the front half of a lot shall not exceed the width of the garage door by more than 12 inches on each side or exceed 18 feet in width at the curb.
- Driveways for one-car garages or street-loaded rear yard garages shall not exceed 12 feet in width at the curb.

Exterior Building Lighting

Accent lighting may be used to highlight architectural features and enhance security. Low-intensity indirect light sources shall be used in order to minimize light pollution and maximize dark sky.

Accessory Structures

Single family detached - Accessory and garden structures, such as a gazebo, may be located in any portion of a required rear yard if permitted by the City's building code and setback requirements. If visible from any street, park or other greenway, it shall exhibit the same quality of architectural detail

as the home or building it serves.

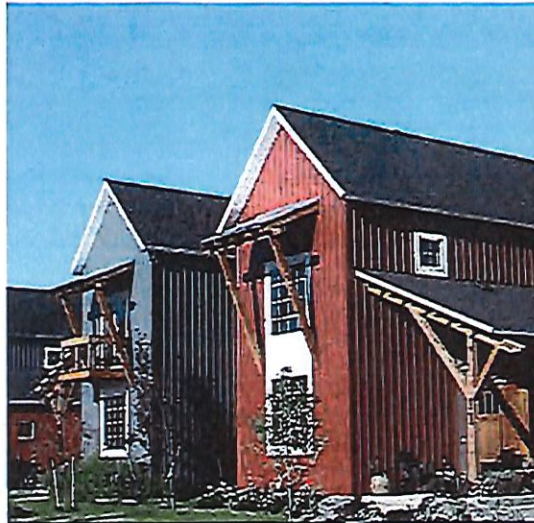
Larger accessory structures, such as a detached studio or shop, shall be consistent in design, quality, and level of architectural detail as the house that it serves.

Hillside Lots

Development on hillsides present site planning and design challenges that are not typical of flatter areas.

- On down slope lots, enclosed crawl spaces shall not exceed 9 feet in height without some architectural treatment to distinguish their appearance. All crawl spaces shall be enclosed.
- Decks shall be integrated into the house and should not appear as an attachment or add-on to the primary building mass. Massive decks that stand out in the hillside are prohibited. Tall piers and skirting are prohibited.

ARCHITECTURAL DESIGN GUIDELINES



Simple massing with exposed structural detailing is encouraged.



Front porches break up elevation mass and provide outdoor rooms.

This section of the Design Guidelines addresses aesthetic issues associated with residential developments. Successful execution of these guidelines will ensure quality planning and design that will incorporate outward, street-facing orientations and greater variety and creativity in the development of building types and sizes.

SITE DESIGN

Appropriate building siting can reduce perceived density, maximize open space areas, provide "eyes on the street" surveillance, and enhance neighborliness and a sense of community by providing attractive and desirable spaces where people may gather and interact.

- Buildings should be sited in response to, and to take advantage of, opportunities presented by natural or created topographic landforms.
- Site planning should provide clear pedestrian connections to the parks and trail system.
- When possible, non-street facing multi-unit buildings should be organized around a common

open space such as a linear park or green court or courtyard, or community amenities such as swimming pools or other recreational facilities.

- Development should be clustered and defined by open space and contain homes of varying sizes, styles, and form.

ARCHITECTURE

Massing and Articulation

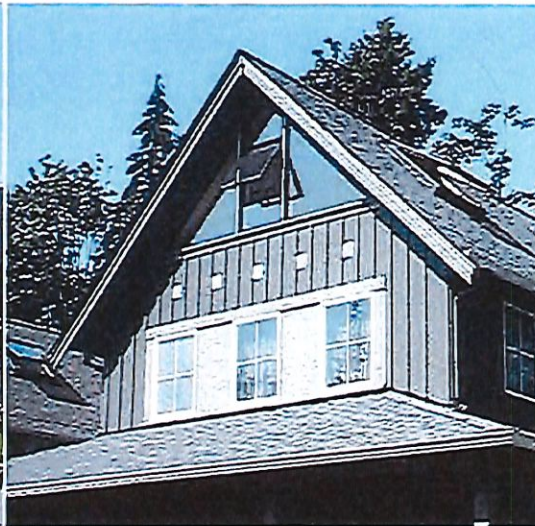
The collective streetscape is important, as it effectively becomes a shared amenity for all residents and visitors. To avoid bland homogenous neighborhoods and to ensure that the streetscape maintains a level of interest and variety, the following guidelines shall be applied:

- Incorporate a variety of compatible architectural styles within a neighborhood while avoiding overly themed or stylized statements.
- Unvarying repetitive façades that present a monolithic development should be avoided.

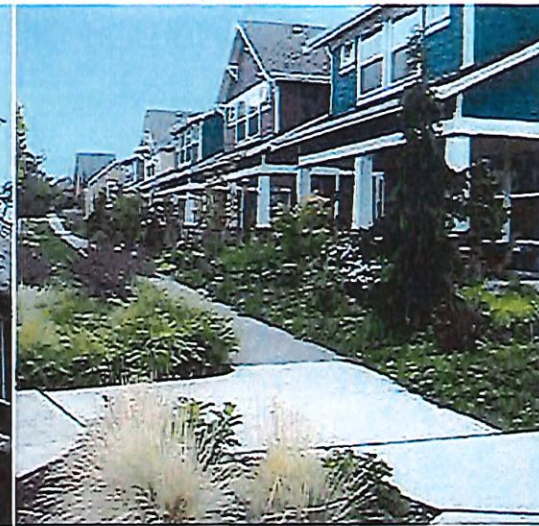
- Building forms should be appropriate to their style.
- Articulate the building massing appropriately to minimize boxiness of elevations facing streets, parks, or other greenways.
- Provide a variety of both single and multi-story elements within multi-story home designs.
- Porches, entries, balconies, or outdoor rooms are encouraged to be primary elements for homes that face public streets.
- Massing should be varied by articulation of elements such as bays, dormers, etc.
- Provide additional articulation and variety to elements by changing materials, details, and/or color.
- To meet the Design Standard for four-sided architecture (front, sides, and rear) where they are visible from the street or public and/or private open space, consider utilizing elements such as changes in building massing, roofline variation, and window treatments.



Expression of individual units within row town homes is encouraged.



Variety in windows can provide interest.



Color is an important design element.

- Multi-unit buildings should incorporate smaller-scale architectural forms that are associated with its architectural style to visually reduce the height and scale of the building and emphasize the definition of individual units.

Detailing, Materials and Colors

A complimentary variety of materials used on façades from home to home and within a single home creates a more diverse and interesting neighborhood. Creative and thoughtful use of color can be a very simple yet effective tool for creating visual diversity. Together, variety in color and materials can have a significant and positive impact on the overall appearance of a neighborhood.

- Signature or custom detailing should reinforce and support the neighborhood character.
- Details and materials should be appropriate to the style the building is expressing. "Appliqué" of details or materials on inappropriate building forms should be avoided (i.e. English half-timbering on a ranch style home with a

4:12 roof pitch).

- Natural and natural appearing materials should be used as details to complement the selected architectural style such as wood, stone, brick, iron, and copper.
- When not used uniformly about a house, accent materials such as brick and stone used on street facing elevations should be returned to a logical point of termination such as an inside corner, on the adjacent side elevation.
- Color should be used as an important design element in a building's appearance.
- On an individual building, color variety should relate to changes of building forms and materials, such as body, accent, and trim.

Roofs

A variety of roof plans and pitches is desired, as roof forms and their materials have a significant impact on the impression of variety within a neighborhood.

- Roofing materials should be appropriate to their related style and pitch.

- Roofs over one-story elements, such as those over porches or bays, provide additional articulation of the massing of larger two-story residences and are strongly encouraged.
- Variation in ridgeline heights and alignments should be incorporated in order to create visual interest.
- Roof pitch may range from 4:12 to 12:12

HILLSIDE LOTS

Development on hillsides present site planning and design challenges that are not typical of flatter areas and are therefore subject to these additional guidelines.

- A vertical offset or split-level street along a hillside slope is desirable if it minimizes grading, preserves an important site feature, or enhances the hillside setting.
- Grading should blend with adjacent natural terrain so that over time the visibility of the grading is diminished.
- Daylight and walk-out basements are encouraged.



Massing of single family attached units emphasizes identity of individual units.

SINGLE FAMILY ATTACHED

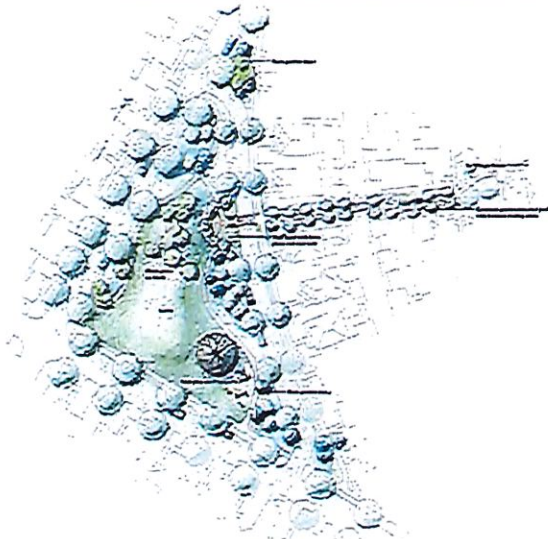
Single family attached homes provide a higher density option within single family detached neighborhoods, while maintaining a sense of individuality for each unit. They include 4 units or less in each building.

- Single Family Attached homes should be planned in a row town home configuration.
- Massing should create a sense of individual unit through changes in front elevation roof forms such as gables, hips, and other elements such as bays.
- Vertical elements on the front elevation should be emphasized.
- Each home should have an individual front entry and stoop or porch.
- Where located on side-sloping sites, buildings should step between units to emphasis individual homes.
- Garages will be provided for each unit.



CHAPTER FIVE:
PARKS, OPEN SPACE AND TRAILS

PARKS AND OPEN SPACE



Lawn bowling, horseshoes, and other structured play elements.



Neighborhood parks can accommodate small neighborhood events such as block parties or ice cream socials.

GENERAL STANDARDS

- Parks shall be integrated into the neighborhoods they serve and be linked via a network of walks and trails.
- Commercial areas shall include gathering spaces such as plazas or seating areas.
- Parks shall include a mix of features such as hardscape, seating gardens, play areas, community art or water features, and pedestrian scaled lighting.
- Low impact development features such as rain gardens shall be used wherever practical, and integrated into the community as amenities.
- Neighborhoods shall be organized by or focus on and include a range of open space such as greenbelts, green courts, and parks, linked together by a network of walks and trails.

NEIGHBORHOOD PARK INTENT

Neighborhood Parks serve a smaller geographical area and are the recreational and social focus of each neighborhood. They should be developed for both active and passive recreation activities geared specifically for those living within its service area. The parks should accommodate a wide variety of ages and user groups and facilitate building relationships. From playgrounds to barbecues, residents and guests of the community can gather and enjoy their neighborhood. Creating a sense of place by bringing together the unique character of the site with that of the neighborhood is vital to a successfully designed neighborhood park.

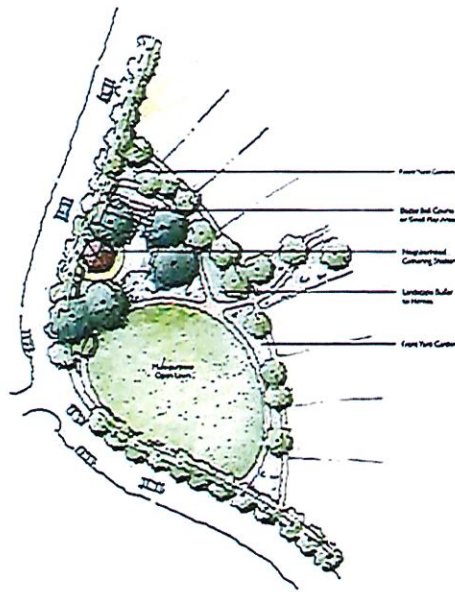
Design Standards

- The area requirements for Neighborhood Parks are typically between 1 and 5 acres.
- Design the roads adjacent to parks for slower speeds allowing people to cross safely.
- Provide various types of seating.

- Provide a variety of active and passive spaces for various age groups.
- Provide on-street parking in close proximity to the park.

Design Guidelines

- Park design should compliment the aesthetics of the neighborhood as defined in the Neighborhood Overview as well as accommodating the community needs in play areas.
- Link the park to community-wide trails for pedestrian and cyclist connectivity.
- Trellises, solid-roofed pavilions, or other shade structures may be located in the park to provide sun and rain protection.
- Unique structures and elements for children's play and discovery are encouraged. Off-the shelf manufactured play structures are discouraged.



Intimate seating areas incorporated into the park.



Small park gathering structures.

POCKET PARK

Intent

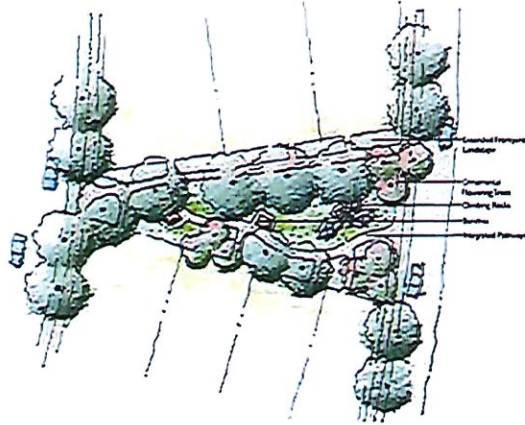
Pocket Parks serve the smallest geographical community area and the informal needs of the adjacent neighborhood residents and provide interest and gathering places that can be accessed within a quarter-mile walk from one's home. They can include tot-lots, seating areas, or simply a small gathering place for children to play. Pocket parks are to be located and sized to fit the unique characteristics of the neighborhood design. Creative play elements or the placement of unique art elements are strongly encouraged.

Design Standards

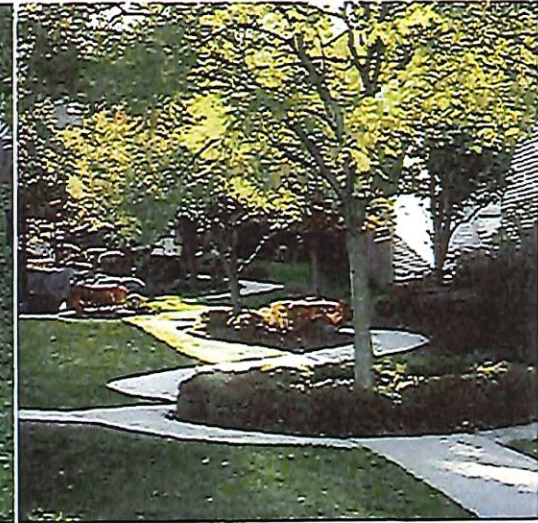
- Provide site amenities such as seating and play areas.
- Provide the greatest possible accessibility to pedestrians.
- Integrate the park into the design of street and residential lot patterns.
- Provide on-street parking in close proximity.

Design Guidelines

- The theme and program list of the pocket park for each location should be a site-specific design that responds to the needs of each neighborhood.
- Unique structures and elements for children's play and discovery are encouraged. Off-the-shelf manufactured play structures are discouraged.



Excellent visibility provided into common greens from neighborhood drives.



Pedestrian neighborhood trail network throughout common green.

COMMON GREEN

Intent

Common Greens serve as semi-public spaces for the homes that face onto them and provide pedestrian corridors through neighborhoods. They are intended to act as front lawns for the small lot homes that surround them. They can vary in size and geometry but are generally dedicated to walking and outdoor living

Design Standards

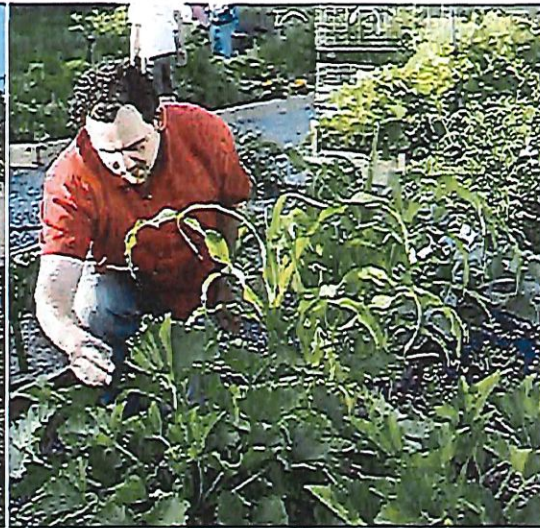
- Common greens shall be minimally programmed with passive uses such as sitting areas, gardens, and small lawns.
- Common greens shall open onto neighborhood streets. Areas of the green should be visible from the street to ensure safety.

Design Guidelines

- Common greens may incorporate perennial gardens, community vegetable gardens, or flower cutting gardens.
- Informal play areas for children should be located in common greens. These play areas should not incorporate commercial play structures, but rather use landscape materials such as sand, boulders, or timbers to encourage play and discovery.
- Public sidewalks should connect from street to street through each common green.
- Common greens may be utilized for rain gardens and infiltration.
- Ornamental flowering trees are encouraged in common greens.



Small neighborhood community gardens as active open space.



Raised planters for ease of gardening.

COMMUNITY GARDENS

Intent

Community Gardens are important elements in the development of social networks and interaction. They provide healthy environments, fresh food, and recreation. They help maintain unity and productiveness in the community. Residents can maintain these spaces as areas of beautification. Community gardens are best suited for larger park spaces, but can be accommodated in smaller open spaces with appropriate physical access, solar access, and dimensions.

Community gardens provide valuable opportunities to create an educational experience about food production and gardening amongst the residents in the community and increase awareness of the health and societal benefits of local food production.

Design Standards

- Community gardens shall be physically and visually accessible from the surrounding community.
- Provide benches adequately for social function and rest.
- Provide trash recycling and yard waste receptacles.
- Provide fencing to help protect the garden from vandalism at night.
- Fencing materials shall include wood and steel.
- Provide hand watering as the minimum irrigation requirement for the community gardens.



Hard-surface trails for multi-purpose use.



Soft-surface trails through open spaces.



Boardwalks used for access in and around sensitive areas.

COMMUNITY TRAILS

Intent

The trails network at Black Diamond is designed to connect major destinations within the community and to link to the regional trail network outside of Black Diamond providing access to significant regional destinations such as Lake Sawyer, the Green River, and the potential off-site King County regional equestrian facility. The trails network provides safe and convenient access to parks, natural open spaces, adjoining neighborhoods, schools, the Village Center, and other regional destinations. The trails network is comprised of a series of loops that provide differing surfaces and accommodate differing modes of transportation.

Loops

Creating multiple looping routes within the community is an important objective of the trails network. Loops provide route choices to destinations, offer differing experiences along their

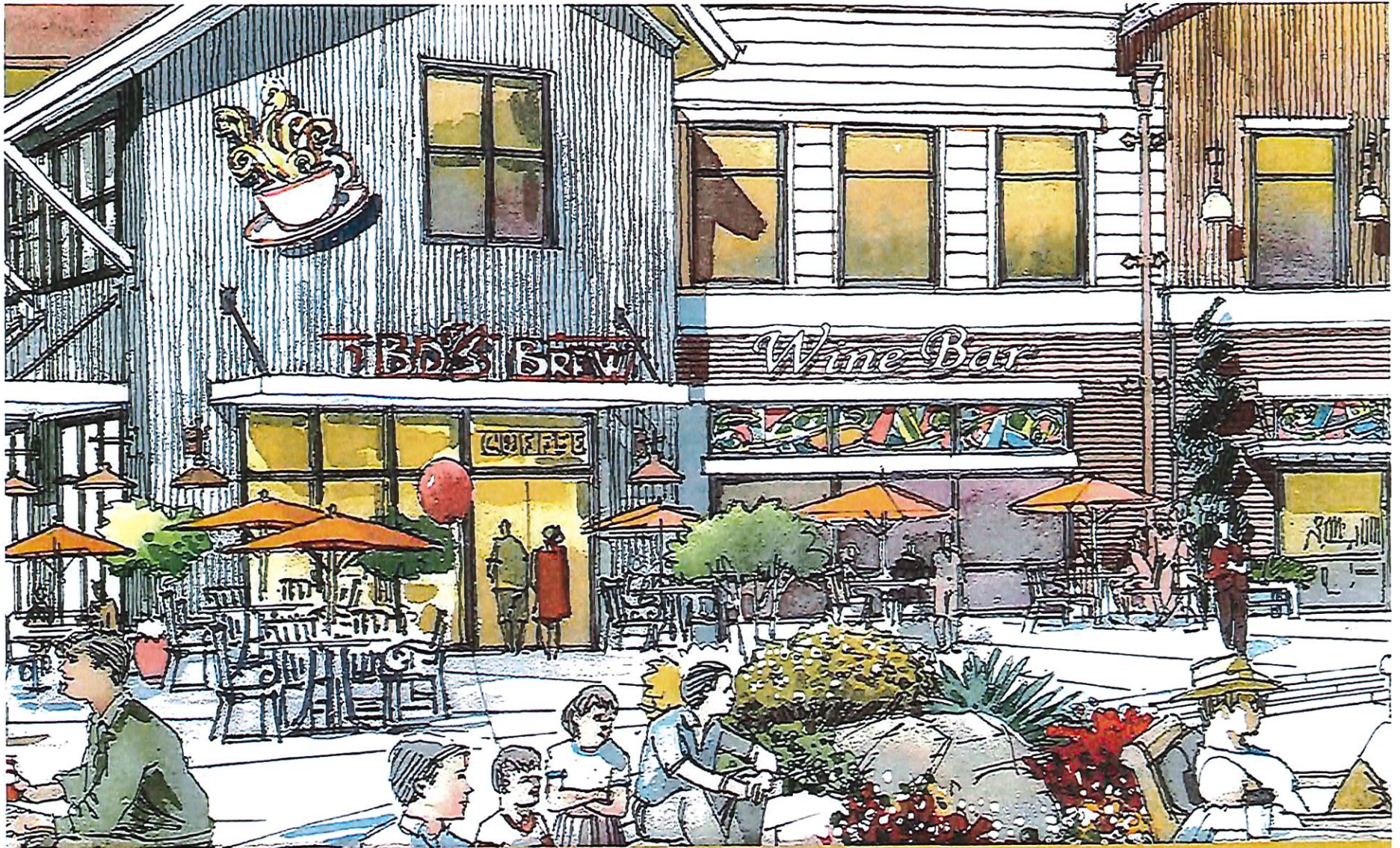
alignments and allow users to fit a route to the time they have available and their recreational needs. They can choose short loops if time is a premium or they can choose longer routes to extend exercise or exploration. Each loop offers an experience different from other locations in the community. Users can customize their experiences to their desires by choosing specific loops.

Typologies

Trail users have differing needs depending on their skill levels, their purposes for using the trail system, and their mode of travel. To accommodate a full range of trail users, the trails network combines on-road and off-road trails and provides a variety of paved and unpaved surfaces. The trail network includes sidewalks in most street rights-of-way, on-street bike lanes/routes, off-road multi-use trails (paved or unpaved), and equestrian and hiking trails that link to regional destinations. Access to

sensitive wetland buffer areas are controlled and protected with appropriate trail alignments and surface materials. If permitted, boardwalks and soft-surface trails could be used in these locations and can support wildlife observation and outdoor educational opportunities.

Each trail typology has an associated set of trail standards for widths, surfaces, and other design requirements. Paved multi-use trails shall be a minimum 8' wide and shall be constructed of asphalt. Equestrian trails shall be a minimum 2' wide when adjacent to multi-use trails and a minimum of 5' wide elsewhere. Equestrian trails shall be native soil or crushed stone material. Soft surface trails shall be a 4'-6' wide and shall be hog fuel, decomposed granite, or other natural materials. Boardwalks shall be 4'-6' wide and the walking surface shall consist of wood or a 100% recycled material such as Trex. Other details can be found in the Development Agreement.



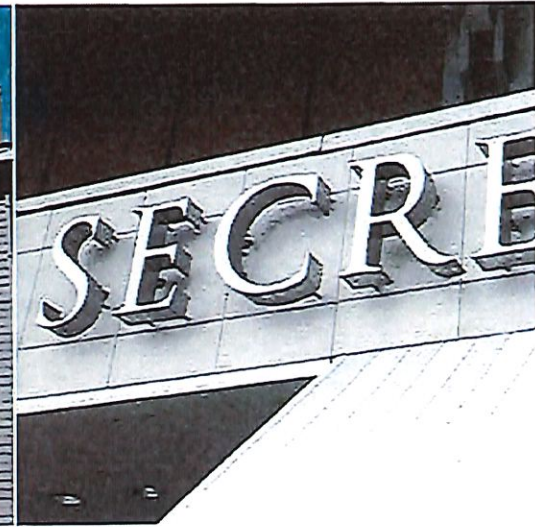
CHAPTER SIX:
SIGNAGE AND WAYFINDING

SIGNAGE STANDARDS

Note: The photos shown here are not intended to be direct or literal examples appropriate for The Villages or Lawson Hills.



Example of a Major Tenant Building Identification Sign



Example of a Tenant Storefront Identification Sign

These standards are intended to result in functional, attractive signage incorporating a high level of design, graphics and materials throughout both The Villages and Lawson Hills. All signage shall also conform to the specific requirements of the City of Black Diamond code provisions regulating signage.

The following sign types are prohibited by these Design Standards in all areas of The Villages and Lawson Hills but may be approved by the DRC on a limited basis:

- Internally-illuminated awnings.
- Plastic-faced box or cabinet signs.
- Formed plastic or injection molded plastic signs.
- Luminous vacuum-formed plastic or acrylic letters and/or signs.
- Paper, plaster, cardboard, or foam signs or decals.
- Blinking, flashing, animated, or moving signs.
- Signs with exposed fasteners unless they are architecturally integral to the building character

and signage design.

- Signs with exposed conduit, tubing, raceways, conductors, transformers, or related equipment.
- Noise-emitting signs or those with speakers mounted on the face of the building.
- Advertising displayed on vehicles or trailers to attract attention to a specific business location or sale.
- Fabricator's stickers shall not be visible to the public.

GENERAL STANDARDS

- Signs shall be constructed of high quality, durable materials.
- All bolts, fasteners, and clips shall consist of materials appropriate for the design of the sign and not appear as afterthoughts in the overall look of the sign.
- Separate all ferrous and non-ferrous materials

with non-conductive gaskets to prevent electrolysis.

Commercial/Office/Retail

Standard franchise signage is allowed if it does not consist of one of the prohibited sign types.

Live/Work Town Homes

The live/work town homes create a unique environment where small shops, office space, or studios form a transition between retail and restaurant areas, and residential neighborhoods. This requires the additional signage restrictions listed below:

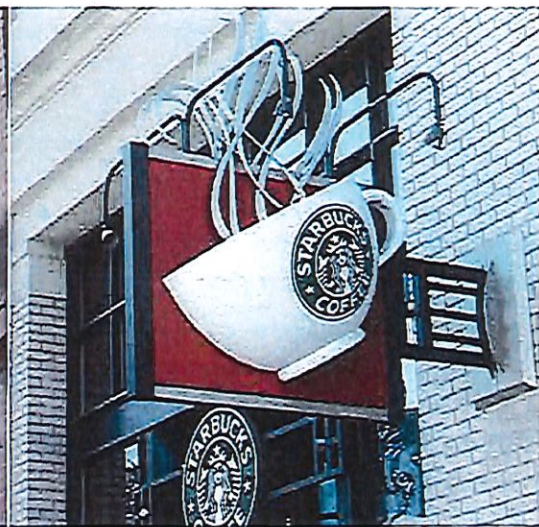
- No standard franchise signage is allowed.
- Signage shall be unique, original, and executed with a high degree of craftsmanship.
- Signage shall not occur at the upper levels of the live/work townhome structure.



Example of a Building Address.



Example of a Tenant Speciality Banner.



Example of a Projecting Blade Sign (with sculptural icon)

Home Occupations

In keeping with smart growth and sustainability principles, home occupations are encouraged. Where these occur, the home occupation shall not disrupt the neighborhood character, but is allowed to have a small sign displayed on the residence near the entry door or in a window.

- No standard franchise signage is allowed.
- Signage shall be unique, original, and executed with a high degree of craftsmanship.
- Signage shall not be "propped up" inside a window.
- Signage shall not exceed two (2) square feet in size.

SIGNAGE GUIDELINES

GENERAL GUIDELINES

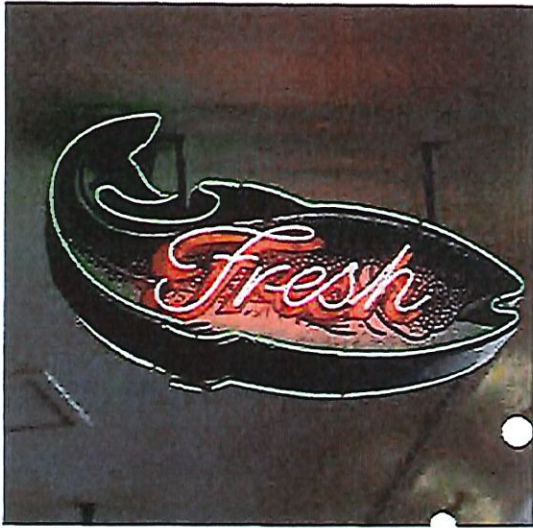
The building architecture should be designed to accommodate signage and other graphics as an integral part of the building design.

- Metal signs may be made of aluminum, brass, bronze, copper, stainless or welded steel.
- Logos or trademark displays may be used on signs.
- Individual raised letters on the building face, pedestrian oriented blade signs, sculptured cantilever signs, and non-internally lit signs with lighting from a secondary source are encouraged.
- Building addresses may be integrated as part of the architectural design or signage package for the building.
- Signage may be integrated with awnings and canopies.

Mixed-Use

In keeping with the vibrant character desired in a mixed-use area, the following additional guidelines apply in the Mixed-Use areas:

- Signs are encouraged to be unique, sculptural, one-of-a-kind accents to the building architecture.
- Sculptural elements, banners, or painted murals without text may be included as part of a business identity.
- Artistic use of neon in surface mounted, blade, or hanging and window signs is permitted.
- Franchise signage is strongly encouraged to be incorporated into a more unique design execution than an "off the shelf" standard sign.
- The signage program for a tenant may include banners mounted on the upper levels of the building.



Example of artistically executed neon.

Commercial/Office/Retail

Free-standing monument signs are allowed as identification for a building or complex of buildings.

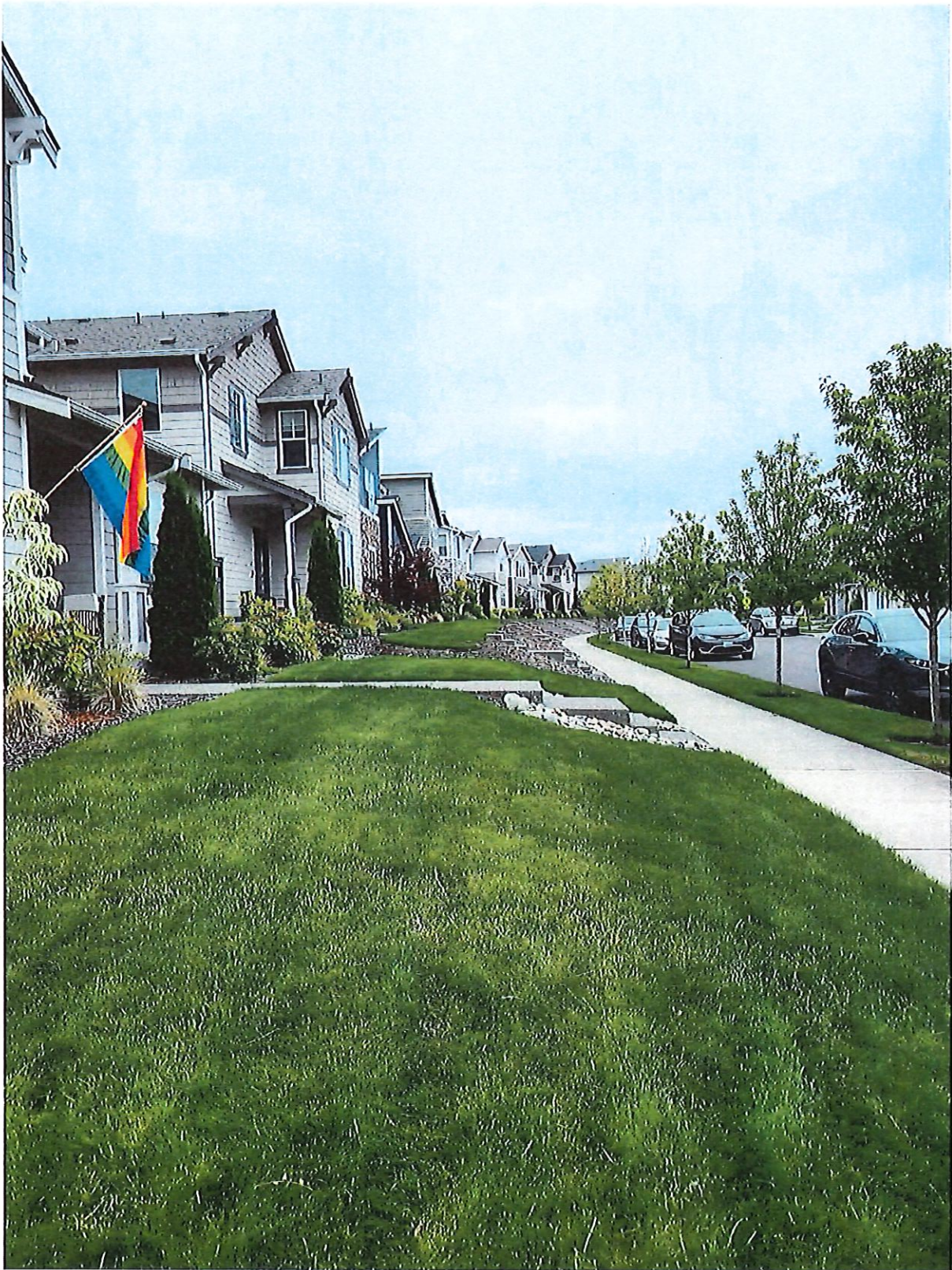
- Color, materials, and fonts should be integrated with the design character of the architecture, walls (if present,) and landscaping.
- Sources of ground lighting should be screened from view and should not direct light upwards.
- Monument signs for individual tenants within a building are discouraged.



















Fort Pointe PUD
Modification of
Conditions of
Approval

September 14, 2023
Attachment G

Excerpts from...

A MARKET STUDY OF:
FORT POINTE
BUILD TO RENT
(BTR)

A MARKET STUDY OF:

FORT POINTE BUILD TO RENT (BTR)

600 NW Ridge Road
Warrenton, Clatsop County, Oregon 97146

Effective Date: June 29, 2023
Report Date: July 14, 2023

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PROJECT DESCRIPTION

PROJECT DESCRIPTION

DESCRIPTION OF THE SITE

The location of a multifamily property can have a substantial negative or positive impact upon the performance, safety and appeal of the project. The site description discusses the physical features of the site, as well as the layout, access issues, and traffic flow.

General:

The Subject property is a proposed new construction market rate BTR development located 0.6 miles northeast of the intersection of NW Ridge Road and SW 9th Street in Warrenton, Oregon. According to the developer, the Subject is proposed to be a Build to Rent (BTR) development improved with a combination of modular wood-frame residential buildings, along with a single-story clubhouse. We provided specifics on in-unit and community amenities later in this report. The Subject's overall development will consist of 210 multifamily rental units contained in garden-style buildings, 200 single-family rental homes, and 30 for-sale townhomes. It should be noted that we have only analyzed the rental units in the development and an analysis of the for sale units is beyond the scope of this report. An aerial image of the site and the preliminary site plan are included below. It should be noted that the development will occur on the western portion of the site and the eastern portion of the site will remain green space with a mountain bike/hiking trail below.



Source: Google Earth, July 2023

FORT POINTE - WARRENTON, OREGON - MARKET STUDY

Shape: The Subject is Irregular in shape.

Size: The Subject site is 270.00 acres or 11,761,200 square feet.

Zoning: The Subject site is located in Warrenton, Oregon and is identified as a portion of tax map number 810170001300. The Subject site consists of vacant, wooded land. According to the Warrenton zoning map, the Subject site is zoned R10 (Intermediate Density Residential).

Frontage: The Subject site has frontage along the east side of NW Ridge Road.

Adjoining Land Uses: The Subject site is located in a relatively undeveloped neighborhood northwest of Warrenton City located within city limits, with limited commercial and residential development; however, is adjacent to recreational uses including Fort Stevens State Park. According to Zillow, the current median home value in the Subject's zip code is approximately \$464,614.

North: Land use adjacent to the north of the Subject site consists of KOA campground with vacant, wooded land beyond, followed by the Hammond neighborhood consisting of residential and commercial/retail uses.

South: Land use adjacent to the south of the Subject site consists of vacant undeveloped wooded land.

East: Land use adjacent to the east of the Subject site consists primarily of vacant undeveloped wooded land. Further to the northeast, uses consist of single-family homes ranging from average to good condition, followed by the Colombia River.

West: Land use adjacent to the west of the Subject site consists of NW Ridge Road and Parkview Apartments (excluded due to affordable restrictions), and vacant wooded land, followed by Fort Stevens State Park.

Overall, development in the Subject's neighborhood (residential, recreational, and commercial) is currently limited, with the majority of retail and service amenities located more than 2.5 miles to the east of the Subject site, west of U.S Route 101 (US-101). These amenities and services include Post Office, CMH Primary Care Clinic, bank, Costco, Walmart, Fred Meyers, among others. Walk Score defines the Subject as "Car Dependent" with a score of a one indicating errands require a car. The nearest public transit (bus stop) is located 2.6 miles west of the Subject site at the intersection of Ensign Street and US-101.

Topography: The site is sloping and hilly.

Utilities: Upon completion all utilities will be available at the Subject.

Access and Traffic Flow: The Subject site will be accessible via NW Ridge Road. NW Ridge Road,

FORT POINTE - WARRENTON, OREGON - MARKET STUDY

a lightly trafficked two-lane roadway that traverses north/south, and provides access to County Highway 104, which is accessed via Pacific Drive, located north of the Subject in Hammond. County Highway 104 provides access to central Warrenton to the southeast, approximately 4.5 miles from the Subject. Beyond Warrenton is U.S. Highway 101, which provides access to Astoria further east. Overall, access is considered average, while traffic flow in the Subject's neighborhood is considered light.

- Visibility/Views:** Views surrounding the Subject site consist of vacant undeveloped wooded land. Overall visibility is considered average, and views are considered good.
- Layout/Curb Appeal:** Upon completion, the Subject development will offer a functional property layout and will have excellent curb appeal.
- Existing Improvements:** The site is currently unimproved vacant, wooded land.
- Drainage:** Appears adequate, however, no specific tests were performed.
- Soil and Subsoil Conditions:** We were not provided with soil surveys; we assume that the soils are adequate for the proposed development.
- Flood Plain:** According to Flood Insights and Flood Insurance Rate Map Community Panel Number 41007C0212F, dated June 19, 2018, the Subject site is located in Zone X. Zone X is defined as an area outside 500-year floodplain, which is determined to be outside the 0.2 percent annual chance floodplains.
- Environmental:** No environmental concerns were visible upon site inspection. We were not provided with an environmental assessment report. We did not observe any obvious environmental hazards during site inspection; however, we are not environmental experts.
- Detrimental Influences:** At the time of the site inspection, there were no detrimental influences observed that would adversely impact the marketability of the Subject.
- Conclusion:** The site is physically capable of supporting a variety of legally permissible uses. Currently, the Subject's neighborhood provides average access to highways and employment centers. However, the Subject site's location in western Warrenton positions the Subject in an area of limited recent economic investment. However, construction of the Subject will improve the immediate neighborhood by providing excellent quality rental housing in an area that currently lacks significant residential development, including both multifamily and single-family for sale homes within relative close proximity to State Park and private recreational uses.

DESCRIPTION OF PROPOSED IMPROVEMENTS

Our description of the improvements is based upon information provided by the developer. We assume that this information is accurate.

The Subject is a proposed new construction rental development which will offer one, two, and three-bedroom market rate units contained in garden-style buildings and single-family homes with attached garages. The Subject is located within Warrenton city limits, approximately 3.0 miles west of Downtown Warrenton. The quality of the Subject will be consistent with a mid-range to luxury development, offering high-quality furnishings such as stone countertops, and stainless-steel appliances, clubhouse with cabanas, jacuzzi, fire pit, dog park, and exercise facility, among others.

The condition, quality of finish, amenities, and unit sizes will be similar to superior to the existing housing supply in the immediate area.

Construction Type: According to the developer, the Subject is proposed to be a Build to Rent (BTR) development improved with a combination of garden-style apartment units and single-family wood-frame residential buildings, along with a single-story clubhouse. It will represent Class A product, but will be a step below top of the line luxury development.

Unit Mix, Size, & Rents: The Subject will offer 132 one-bedroom units, 78 two-bedroom units (garden-style), 140 two-bedroom units (single-family), and 60 three-bedroom units (single-family), totaling 410 rental units, and 30 townhomes units to be sold. The unit mix is detailed in the following table, with proposed unit sizes provided by the developer.

PROPOSED RENTS

Unit Type	Unit Size (SF)	# Units	Structure	Asking Rent	Rent/SF
Market					
1BR/1BA	625	72	Garden	\$1,100	\$1.76
1BR/1BA	764	60	Garden	\$1,195	\$1.56
2BR/2BA	929	78	Garden	\$1,450	\$1.56
2BR/2BA	1,350	140	Single-family	\$2,500	\$1.85
3BR/2BA	1,400	60	Single-family	\$2,800	\$2.00
Total		410			

UNIT MIX AND SQUARE FOOTAGE

Unit Type	Number of Units	Unit Size (SF)	Net Leasable Area
1BR/1BA	72	625	45,000
1BR/1BA	60	764	45,840
2BR/2BA	78	929	72,462
2BR/2BA	140	1,350	189,000
3BR/2BA	60	1,400	84,000
Total	410		436,302

Net Leasable Area (NLA): 436,302 square feet.

Number of Stories: One and Two.

Community Amenities: The proposed community amenities include a fully furnished clubhouse, courtyard, exercise facility, on-site management,

playground, picnic area, recreation area, hot tub, fire pit, dog park, hiking trail, and common area Wi-Fi. Further analysis of community amenities can be found later within the *Supply* section of this report.

Unit Amenities:

The proposed in-unit amenities include balconies/patios, blinds, carpeting, central air conditioning, ceiling fans, coat closets, granite countertops, exterior storage, walk-in closets, and washer/dryer hookups. Further analysis of in-unit amenities can be found later within the *Supply* section of this report.

Security Features:

The proposed security features include video surveillance near community areas and upon entrance with vehicle license plate readers, which is a slight competitive advantage compared to comparables. Further analysis of security features can be found later within the *Supply* section of this report.

Utility Structure:

The tenants will be responsible for all utilities including general electricity, cooking, heating and cooling, and water heating, as well as cold water, sewer, and trash expenses. The landlord will be responsible for all a common area utilities. Valet trash will be available for an additional \$20 per month and \$50 for basic cable. Further analysis of utility structure can be found later within the *Supply* section of this report.

Parking:

The Subject property will offer 281 off-street surface parking spaces, and 44 carports are available for an additional monthly fee of \$25, or a total of 0.79 spaces per unit for multifamily garden-style units. Single-family units will have attached garages and driveway surface parking. Further analysis of parking can be found later within the *Supply* section of this report.

Americans with Disabilities Act 1990:

We assume the property will not have any violations of the Americans with Disabilities Act of 1990.

Quality of Construction/Deferred Maintenance:

We anticipate the Subject will be constructed in a timely manner consistent with the information provided, using excellent/high architectural quality materials in a professional workmanlike manner.

Condition:

The Subject will be in excellent condition upon completion.

Functional Utility:

We assume the units will provide good functionality.

Conclusion:

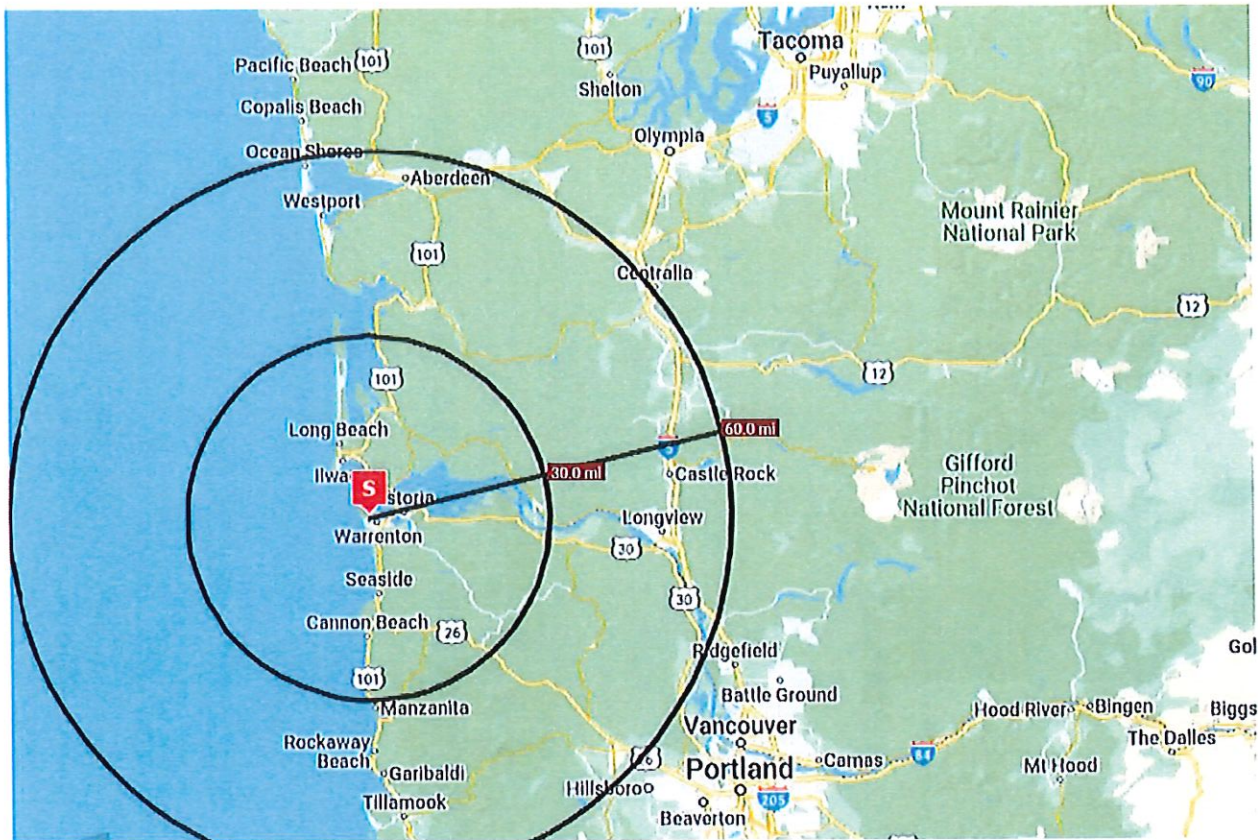
The newly constructed Subject will be an excellent quality rental community in a developing neighborhood that currently offers limited residential development of all types. The Subject will offer a competitive amenity package that will be similar to superior to the comparable properties utilized in this report. The Subject will offer a superior product relative to the existing multifamily supply in the immediate area.

REGIONAL AND LOCAL AREA ANALYSIS

REGIONAL AND LOCAL AREA ANALYSIS

Regional and Local Area Description

The Subject is located in the city of Warrenton, within Clatsop County. The Subject site is located in the Astoria, Oregon Micropolitan Statistical Area (MSA), which consists of Clatsop County and which will serve as the Secondary Market Area (SMA) in our analysis. A map of the region is shown following.



Location and Proximity to Metropolitan Areas

The following table illustrates distances from Warrenton to surrounding cities and metropolitan areas.

PROXIMITY TO NEAREST MAJOR CITIES

City	Distance
Hillsboro, OR	66 miles
Beaverton, OR	73 miles
Vancouver, WA	75 miles
Tigard, OR	77 miles
Portland, OR	77 miles
Olympia, WA	78 miles

Transportation

Bus: Sunset Empire Transportation District provides fixed-route bus transportation throughout Warrenton and Astoria area. The nearest public transit (bus stop) is located 3.63 miles southeast of the Subject site at the intersection of Ensign and OR-101. The bus stop is serviced by the Sunset Empire Transportation District which

provides service to other bus routes including Lincoln County Transit, Tillamook County Transportation District, Columbia River County Rider, and Benton Area Transit. One-way fares start at \$1.00.

Air: The nearest passenger airport is Portland International Airport (PDX), which is located approximately 101 miles southeast of the Subject site. PDX is serviced by major airlines and served approximately 5.7 million passengers in 2021.

Healthcare

The closest general hospital to the Subject is Colombia Memorial Hospital, which is located approximately 8.5 miles to the east. Colombia Memorial Hospital is a 25-bed hospital that offers a comprehensive scope of services which includes emergency services, cardiology and heart care, cancer care, women's health, and wound care.

In addition, the Subject is located approximately 3.3 miles northwest of CMH Primary Care Clinic. CMH Primary Care Clinic in Warrenton offers behavioral health and primary care services.

Schools

The Subject is located within the Warrenton-Hammond School District, which consists of six schools including one high school, one recently built middle school, one elementary school, and one preschool, as well as a Warrior Academy for grades six – 12 and Warrenton Academy of Virtual Education (WAVE) offering online education. As of the 2022-2023 school year, the district had an enrollment of approximately 949 students.

Higher Education

Clatsop Community College – Astoria is located approximately 8.9 miles east of the Subject site. The university is a public college, with many undergraduate level Associate level degree programs and certificates offered. The current enrollment is approximately 754 students.

ECONOMIC ANALYSIS

Employment Growth

The following table details employment and unemployment trends for the SMA from 2007 to April 2023.

EMPLOYMENT & UNEMPLOYMENT TRENDS (NOT SEASONALLY ADJUSTED)

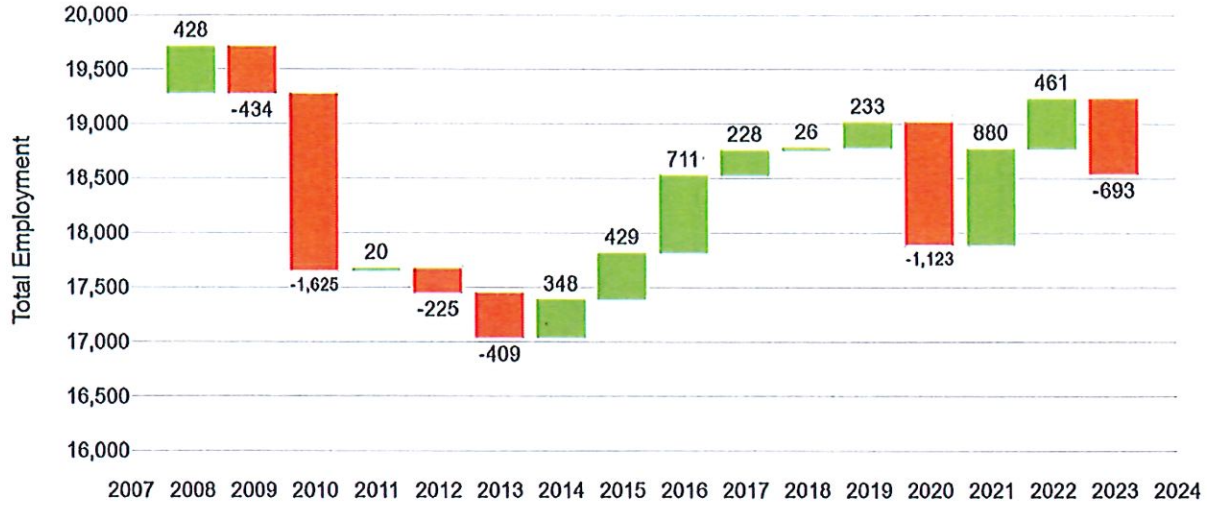
Year	SMA				USA			
	Total Employment	% Change	Unemployment Rate	Change	Total Employment	% Change	Unemployment Rate	Change
2007	18,852	-	4.7%	-	146,046,667	-	4.6%	-
2008	19,281	2.3%	5.0%	0.3%	145,362,500	-0.5%	5.8%	1.2%
2009	18,847	-2.2%	8.8%	3.8%	139,877,500	-3.8%	9.3%	3.5%
2010	17,222	-8.6%	10.1%	1.3%	139,063,917	-0.6%	9.6%	0.3%
2011	17,242	0.1%	9.5%	-0.6%	139,869,250	0.6%	9.0%	-0.7%
2012	17,017	-1.3%	8.7%	-0.8%	142,469,083	1.9%	8.1%	-0.9%
2013	16,608	-2.4%	7.7%	-1.0%	143,929,333	1.0%	7.4%	-0.7%
2014	16,956	2.1%	6.5%	-1.2%	146,305,333	1.7%	6.2%	-1.2%
2015	17,385	2.5%	5.3%	-1.2%	148,833,417	1.7%	5.3%	-0.9%
2016	18,097	4.1%	4.6%	-0.7%	151,435,833	1.7%	4.9%	-0.4%
2017	18,325	1.3%	4.0%	-0.6%	153,337,417	1.3%	4.3%	-0.5%
2018	18,351	0.1%	4.0%	-0.1%	155,761,000	1.6%	3.9%	-0.4%
2019	18,584	1.3%	3.7%	-0.3%	157,538,083	1.1%	3.7%	-0.2%
2020	17,461	-6.0%	9.5%	5.8%	147,794,750	-6.2%	8.1%	4.4%
2021	18,341	5.0%	5.9%	-3.6%	152,580,667	3.2%	5.4%	-2.7%
2022	18,802	2.5%	4.3%	-1.7%	158,291,083	3.7%	3.6%	-1.7%
2023 YTD Average*	18,109	-3.7%	4.2%	-0.0%	160,055,250	1.1%	3.6%	-0.0%
Apr-2022	18,701	-	3.7%	-	157,991,000	-	3.3%	-
Apr-2023	18,288	-2.2%	2.8%	-0.9%	161,075,000	2.0%	3.1%	-0.2%

Source: U.S. Bureau of Labor Statistics, June 2023
 *2023 YTD Average is through April

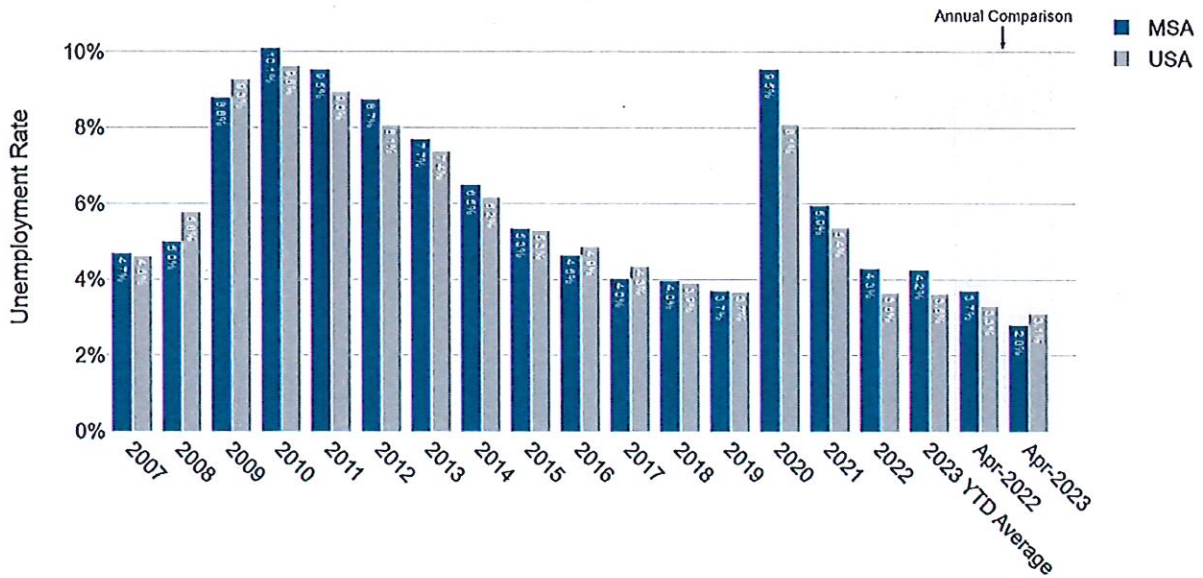
The effects of the previous national recession (2008 - 2010) were exaggerated in the MSA, which experienced a 10.7 percent contraction in employment, compared to a 4.8 percent decline across the nation. Between 2012 and 2019, job growth in the MSA generally exceeded the nation. Employment in the MSA declined sharply by 6.0 percent in 2020 amid the pandemic, similar to the overall nation. Total employment in the MSA currently remains slightly below the pre-COVID level reached in 2019. As of April 2023, employment in the MSA is declining at an annualized rate of 2.2 percent, compared to positive 2.0 percent growth across the nation.

The local unemployment rate rose by 5.4 percent during the housing recession (2007 - 2010), which was similar to the rise experienced by the nation. During the period preceding the onset of COVID-19 (2012 - 2019), the MSA generally experienced a similar unemployment rate relative to the nation. The MSA unemployment rate increased substantially by 5.8 percentage points in 2020 amid the pandemic, reaching a high of 9.5 percent. For comparison, the national unemployment rate rose by 4.4 percentage points and reached a high of 8.1 percent over the same time period. According to the latest labor statistics, dated April 2023, the current MSA unemployment rate is 2.8 percent. This is well below the COVID highs of 2020, and slightly below the current national unemployment rate of 3.1 percent.

MSA Job Growth



Unemployment Rate



Major Employers

The table on the following page details the major employers in Clatsop County, Oregon.

**MAJOR EMPLOYERS
CLATSOP COUNTY**

Employer Name	Industry	# Of Employees
Georgia Pacific - Wauna Mill	Manufacturing	750+
Columbia Memorial Hospital	Healthcare	630+
Providence Seaside Hospital	Healthcare	350+
U.S. Coast Guard	Military	250+
Clatsop County	Government	200+
Clatsop Community College	Education	175+
City of Astoria	Government	150+
Fort George Brewery & Public House	Food & Beverage	150+
Toungue Point Job Corps Center	Career Center	150+
Bornstein Seafoods	Food & Beverage	150+
Hampton Lumber Mills	Manufacturing	145+
Pacific Coast Seafoods	Food & Beverage	125+
City of Seaside	Government	100+
U.S. Coast Guard		250+

Source: Clatsop Economic Development Resources, July 2023

Clatsop County's major employers are primarily concentrated within the manufacturing, healthcare, and government sectors. The healthcare and government sectors are historically stable and less prone to contraction during economic recessions. We believe the diverse mix of industries in typically stable sectors bodes well for the local area economy.

Employment by Industry

The following table illustrates employment by industry for the Primary Market Area (PMA), which will be defined later in this report, and nation as of 2022.

2022 - EMPLOYMENT BY INDUSTRY

Industry	PMA		USA	
	Number Employed	Percent Employed	Number Employed	Percent Employed
Healthcare/Social Assistance	2,842	16.3%	23,506,187	14.5%
Retail Trade	2,659	15.2%	17,507,949	10.8%
Accommodation/Food Services	2,082	11.9%	10,606,051	6.5%
Educational Services	1,405	8.0%	14,659,582	9.0%
Manufacturing	1,290	7.4%	15,599,642	9.6%
Construction	1,210	6.9%	11,547,924	7.1%
Public Administration	911	5.2%	7,945,669	4.9%
Transportation/Warehousing	684	3.9%	8,951,774	5.5%
Admin/Support/Waste Mgmt Svcs	679	3.9%	6,232,373	3.8%
Prof/Scientific/Tech Services	670	3.8%	13,016,941	8.0%
Other Services	538	3.1%	7,599,442	4.7%
Real Estate/Rental/Leasing	471	2.7%	3,251,994	2.0%
Finance/Insurance	434	2.5%	7,841,074	4.8%
Arts/Entertainment/Recreation	411	2.4%	2,872,222	1.8%
Agric/Forestry/Fishing/Hunting	383	2.2%	1,885,413	1.2%
Information	310	1.8%	3,018,466	1.9%
Wholesale Trade	285	1.6%	4,005,422	2.5%
Mining	121	0.7%	581,692	0.4%
Utilities	70	0.4%	1,362,753	0.8%
Mgmt of Companies/Enterprises	0	0.0%	97,694	0.1%
Total Employment	17,455	100.0%	162,090,264	100.0%

Source: Esri Demographics 2022, Novogradac, July 2023

Employment in the PMA is concentrated in healthcare/social assistance, retail trade, and accommodation/food services sectors, which collectively comprise 43.4 percent of local employment. . The large share of retail trade and accommodation/food services sectors are attributed to the areas reliance on tourism. The larger share of healthcare and social assistance is a positive as this sector exhibits greater stability during economic recessions.

Wages by Occupation

The following table illustrates the wages by occupation for the Coast Oregon nonmetropolitan area.

MSA - 2ND QTR 2021 AREA WAGE ESTIMATES

Occupation	Number of Employees	Mean Hourly Wage	Mean Annual Wage
All Occupations	109,930	\$23.09	\$48,020
Healthcare Practitioners and Technical Management	6,040	\$48.15	\$100,160
Legal	5,610	\$41.42	\$86,140
Architecture and Engineering	410	\$39.29	\$81,730
Computer and Mathematical	750	\$37.22	\$77,410
Business and Financial Operations	960	\$35.22	\$73,260
Life Physical and Social Science	3,540	\$32.59	\$67,790
Protective Service	1,380	\$30.11	\$62,620
Educational Instruction and Library	2,500	\$26.24	\$54,580
Construction and Extraction	5,650	\$26.22	\$54,540
Community and Social Service	5,240	\$25.74	\$53,530
Installation Maintenance and Repair	2,630	\$25.19	\$52,400
Arts Design Entertainment Sports and Media	4,940	\$24.22	\$50,380
Farming Fishing and Forestry	780	\$23.55	\$48,980
Production	1,470	\$23.17	\$48,190
Office and Administrative Support	6,670	\$20.78	\$43,210
Transportation and Material Moving	13,870	\$19.02	\$39,560
Sales and Related	10,820	\$18.87	\$39,260
Healthcare Support	10,590	\$17.19	\$35,750
Building and Grounds Cleaning and Maintenance	4,930	\$16.97	\$35,290
Personal Care and Service	4,920	\$16.01	\$33,300
Food Preparation and Serving Related	3,200	\$15.54	\$32,310
	13,050	\$14.80	\$30,780

Source: Department of Labor, Occupational Employment Statistics, May 2021, retrieved June 2023

The preceding table shows the average hourly and annual wages by occupation classification. The classification with the lowest average hourly wage is food preparation and serving related occupations at \$14.80 per hour. The highest average hourly wage, of \$48.15, is for those in the healthcare practitioners and technical occupations. This encompasses a significant amount of the employment based on wages in the area. Although there are no regulatory restrictions associated, the estimated income levels for the Subject's tenants will range from approximately \$37,714 to \$250,000, which encompasses a significant portion of the employment in the area.

Commuting Patterns

The chart below shows the travel time to work for the PMA according to U.S. Census data.

COMMUTING PATTERNS

ACS Commuting Time to Work	Number of Commuters	Percentage
Travel Time < 5 min	1,392	9.4%
Travel Time 5-9 min	3,439	23.3%
Travel Time 10-14 min	2,894	19.6%
Travel Time 15-19 min	2,221	15.1%
Travel Time 20-24 min	1,645	11.2%
Travel Time 25-29 min	605	4.1%
Travel Time 30-34 min	1,089	7.4%
Travel Time 35-39 min	149	1.0%
Travel Time 40-44 min	202	1.4%
Travel Time 45-59 min	458	3.1%
Travel Time 60-89 min	313	2.1%
Travel Time 90+ min	345	2.3%
Weighted Average	19 minutes	

Source: US Census 2022, Novogradac, July 2023

As shown in the preceding table, the weighted average commute time in the PMA is approximately 19 minutes. More than 77 percent of PMA commuters travel under 24 minutes, indicating many households work in the local area. The average commute time across the overall nation is approximately 28 minutes.

Employment Contraction/Expansion

We reviewed publications by the State of Oregon Workforce Investments listing Worker Adjustment and Retraining Notification (WARN) Act notices in the state of Oregon to determine the reported contractions within Clatsop County since 2018. We did not identify any WARN notices for Clatsop County since 2018.

We attempted to contact the Astoria Warrenton Chamber of Commerce to inquire about recent employment expansions and contractions. However, as of the date of this report's completion, our calls have not been returned. Further, no based on our internet research, no recent business expansions in Clatsop County were identified.

Clatsop County is a tourist destination, particularly its communities along the Pacific coast to the southwest of Warrenton, including Seaside and Cannon Beach. Astoria is the largest city and business hub of Clatsop County. Many residents who work in the coastal communities live in Warrenton and Astoria, which is more affordable by local standards.

Conclusion

Employment in the PMA is concentrated in healthcare/social assistance, retail trade, and accommodation/food services, which collectively comprise 43.4 percent of local employment. The large share of PMA employment in accommodation/food services and retail trade is notable as these industries are historically volatile, and prone to contraction during economic recessions. However, the PMA also has a significant share of employment in the healthcare/social assistance industry, which typically exhibits greater stability during recessionary periods. Relative to the nation, the PMA features comparatively greater employment in the accommodation/food services, retail trade, and healthcare/social assistance industries. Conversely, the PMA is underrepresented in the prof/scientific/tech services, finance/insurance, and manufacturing sectors. Employment in the MSA declined sharply by 6.0 percent in 2020 amid the pandemic, similar to the overall nation. Total employment in the MSA currently remains slightly below the pre-COVID level reached in 2019. As of April 2023, employment in the MSA is declining at an annualized rate of 2.2 percent, compared to positive 2.0 percent growth across the nation; however, according to recent market specific

studies conducted by Kari Fleisher, MBA, a local appraiser and an economic development expert, reported that in the North Oregon Coast communities of Clatsop, Columbia, Lincoln, and Tillamook Counties, “employers are reporting numerous employees accepting jobs, discover no housing options can be found, and then decline the job offer.” The result of the “lack of workforce housing impacts employers by being unable to recruit employees.” Real estate in the market has shown strong growth, as from “June 2020 to June 2021, home prices have increased 28% in Clatsop County”. Overall, Kari Fleisher concludes that this “loss of middle-income housing is detrimental not only to the service industry but local government, schools, and manufacturing. The lack of housing options does allow for the natural flow of housing. With over 17,344 homes needed in the region, incentives require additional research to encourage growth.” As such, we acknowledge the declining employment is in part a result of limited housing options in the market.

NEIGHBORHOOD DESCRIPTION AND ANALYSIS

Introduction

The neighborhood surrounding a rental property often impacts the property's status, image, class, and style of operation, and sometimes its ability to attract and properly serve a particular market segment. This section investigates the property's neighborhood and evaluates any pertinent location factors that could affect its rent, its occupancy, and overall profitability.

Description and Boundaries

The Subject is located within Warrenton city limits, in a largely undeveloped area near state parks and camp grounds.

General neighborhood boundaries include Fort Stevens State Park to the north, Columbia River to the east, SW 9th Street to the south, and Pacific Ocean to the west. A map of the Subject's neighborhood follows.



Source: Google Maps, July 2023

Accessibility

The Subject site will be accessible via NW Ridge Road. NW Ridge Road, a lightly trafficked two-lane roadway that traverses north/south, and provides access to County Highway 104, which is accessed via Pacific Drive, located north of the Subject in Hammond. County Highway 104 provides access to central Warrenton to the southeast, approximately 4.5 miles from the Subject. Beyond Warrenton is U.S. Highway 101, which provides access to Astoria further east. Overall, access is considered average, while traffic flow in the Subject's neighborhood is considered light.

Visibility/Views

Views surrounding the Subject site consist of vacant undeveloped wooded land. Overall visibility is considered average, and views are considered good.

Adequacy/Availability of Utilities

Upon completion all utilities will be available at the Subject.

Predominant Land Usage

The Subject is located in a relatively undeveloped neighborhood west of Warrenton located within city limits, with limited commercial and residential development; however, is adjacent to recreational uses including Fort Stevens State Park. According to Zillow, the current median home value in the Subject's zip code is approximately \$464,614.

North: Land use adjacent to the north of the Subject site consists of KOA campground with vacant, wooded land beyond, followed by the Hammond neighborhood consisting of residential and commercial/retail uses.

South: Land use adjacent to the south of the Subject site consists of vacant undeveloped wooded land.

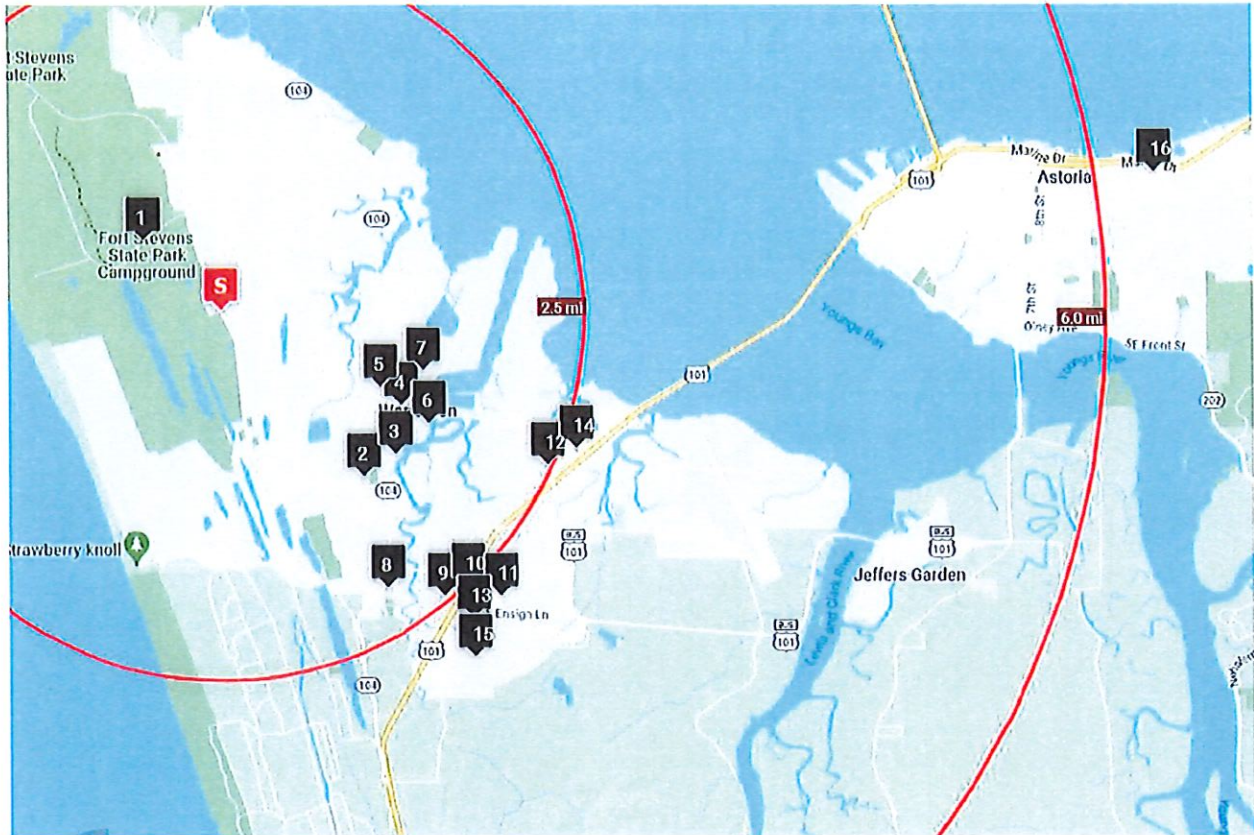
East: Land use adjacent to the east of the Subject site consists primarily of vacant undeveloped wooded land. Further to the northeast, uses consist of single-family homes ranging from average to good condition.

West: Land use adjacent to the west of the Subject site consists of NW Ridge Road and beyond vacant, wooded land, followed by Fort Stevens State Park.

Overall, development in the Subject's neighborhood (residential, recreational, and commercial) is currently limited, with the majority of retail and service amenities located more than 2.5 miles to the east of the Subject, west of U.S Route 101 (US-101). These amenities and services include Post Office, CMH Primary Care Clinic, bank, Costco, Walmart, Fred Meyers, among others. Walk Score defines the Subject as "Car Dependent" with a score of a one indicating errands require a car. The nearest public transit (bus stop) is located 2.6 miles west of the Subject site at the intersection of Ensign Street and US-101.

Locational Amenities

The following map and table illustrate the Subject's proximity to necessary services. Map numbers correspond with the *Locational Amenities Map*, presented below.



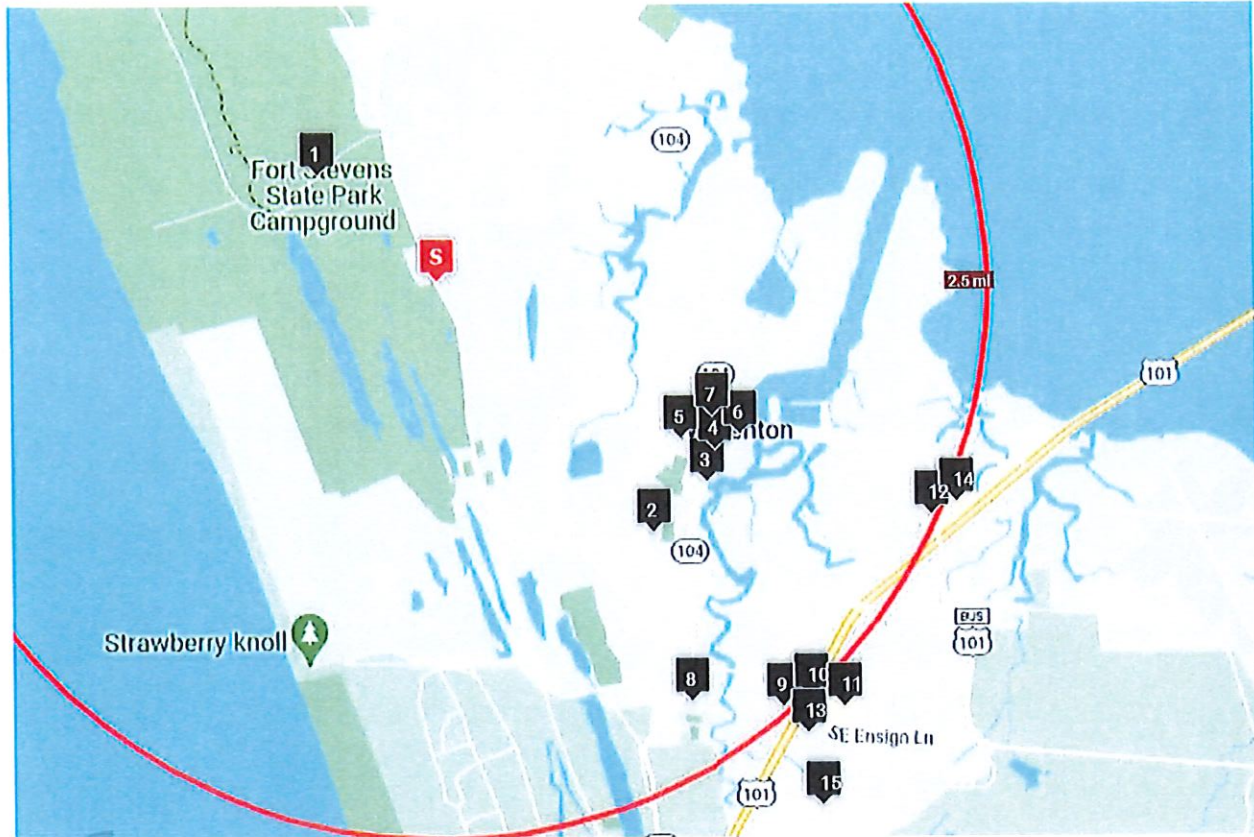
Source: Google Earth, July 2023

LOCATIONAL AMENITIES

#	Service or Amenity	Distance to Subject	Drive Time	#	Service or Amenity	Distance to Subject	Drive Time
1	Fort Stevens State Park campground	1.1 miles	2 min	9	CMH Primary Care Clinic	3.3 miles	6 min
2	Warrenton Grade School	1.9 miles	3 min	10	Ensign & OR-101 bus stop	3.6 miles	8 min
3	Supermart gas station	2.4 miles	5 min	11	Costco & Pharmacy	3.7 miles	8 min
4	Police Department	2.5 miles	5 min	12	Umpqua Bank	3.8 miles	7 min
5	Fire Department	2.5 miles	5 min	13	Walmart Supercenter	3.8 miles	8 min
6	Warrenton Community Library	2.5 miles	5 min	14	Fred Meyer grocer	3.9 miles	8 min
7	United States Postal Service	2.6 miles	5 min	15	Warrenton Middle School	4.2 miles	8 min
8	Warrenton High School	2.7 miles	4 min	16	Colombia Memorial Hospital	8.5 miles	17 min

Locational Amenities (II)

The following map and table further detail locational services in the Subject's area.



LOCATIONAL AMENITIES

#	Service or Amenity	Distance to Subject	Drive Time	#	Service or Amenity	Distance to Subject	Drive Time
1	Fort Stevens State Park campground	1.1 miles	2 min	9	CMH Primary Care Clinic	3.3 miles	6 min
2	Warrenton Grade School	1.9 miles	3 min	10	Ensign & OR-101 bus stop	3.6 miles	8 min
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7	United States Postal Service	2.6 miles	5 min	15	Warrenton Middle School	4.2 miles	8 min
8	Warrenton High School	2.7 miles	4 min	16	Colombia Memorial Hospital	8.5 miles	17 min

Source: Google Earth, July 2023

Conclusion

The Subject site is located western portion of Warrenton city limits, in a developing neighborhood with limited commercial and residential developments, which primarily consists of recreational uses, single-family homes. Overall, development in the Subject's neighborhood (residential, recreational, and commercial) is currently limited, with the majority of retail and service amenities located more than 2.5 miles to the east of the Subject, west of U.S Route 101 (US-101). These amenities and services include Post Office, CMH Primary Care Clinic, bank, Costco, Walmart, Fred Meyers, among others. Walk Score defines the Subject as "Car Dependent" with a score of a one indicating errands require a car. The nearest public transit (bus stop) is located 2.6 miles west of the Subject site at the intersection of Ensign Street and US-101. Further, construction of the Subject

FORT POINTE – WARRENTON, OR – MARKET STUDY

will improve the immediate neighborhood by providing excellent quality rental housing in an area that currently lacks significant residential development, including both multifamily and single-family for sale homes.

PRIMARY MARKET AREA

For the purpose of this study, it is necessary to define the competitive primary market area (PMA), or the area from which potential tenants for the project are likely to be drawn. In some areas, residents are “neighborhood oriented” and are generally reluctant to move from the area where they grew up. In other areas, residents are more mobile and are willing to relocate to a new area. As such, it is necessary to define a primary market area (PMA), or the area from which we expect most of the Subject’s potential tenants to originate. The PMA is generally defined as the communities of Astoria, Warrenton, Seaside, Olney, and Navy Heights in Clatsop County, Oregon, and the communities of Long Beach, Iiwaco, Chinook, and Naselle in Pacific County, Washington. The PMA boundaries are as follows:

North:	Wahkiakum County, Washington.
East:	Scandinavian Cannery Road, Pipeline Road, Labiske Road, and Saddle Mountain Road
South:	U.S. Route 101, Lewis and Clark River, and South Wahanna Road
West:	Pacific Ocean

The PMA boundaries and overall market health assessment are based upon an analysis of demographic and socioeconomic characteristics, target tenant population, political jurisdictional boundaries, natural boundaries, experience of nearby comparable developments, accessibility to mass transit or key transportation corridors and commute patterns, and market perceptions. Given the opportunity to locate good quality housing, the renter base will move within these areas. We anticipate the majority of demand will be generated from this geographic area. However, there is currently a significant housing shortage both in the PMA and the region as a whole and we expect a moderate amount of leakage from outside of the PMA given the Subject’s proximity to Fort Stevens State Park/recreational uses, which is one of the city’s largest tourist attractions. According to the reports from Portland State University, population in Portland fell by 2,321 in 2022, and noted migration “out” or urban Portland to outlying rural communities such as Astoria (and Warrenton), which offer greater affordability and access to recreational amenities. As such, it appears the Subject could draw a significant amount of leakage outside of the PMA and even outside the Portland metro and Seattle metropolitan areas, and from out-of-state tenants; however, we have conservatively anticipated a leakage percentage of 10 percent in our *Demand Analysis*.

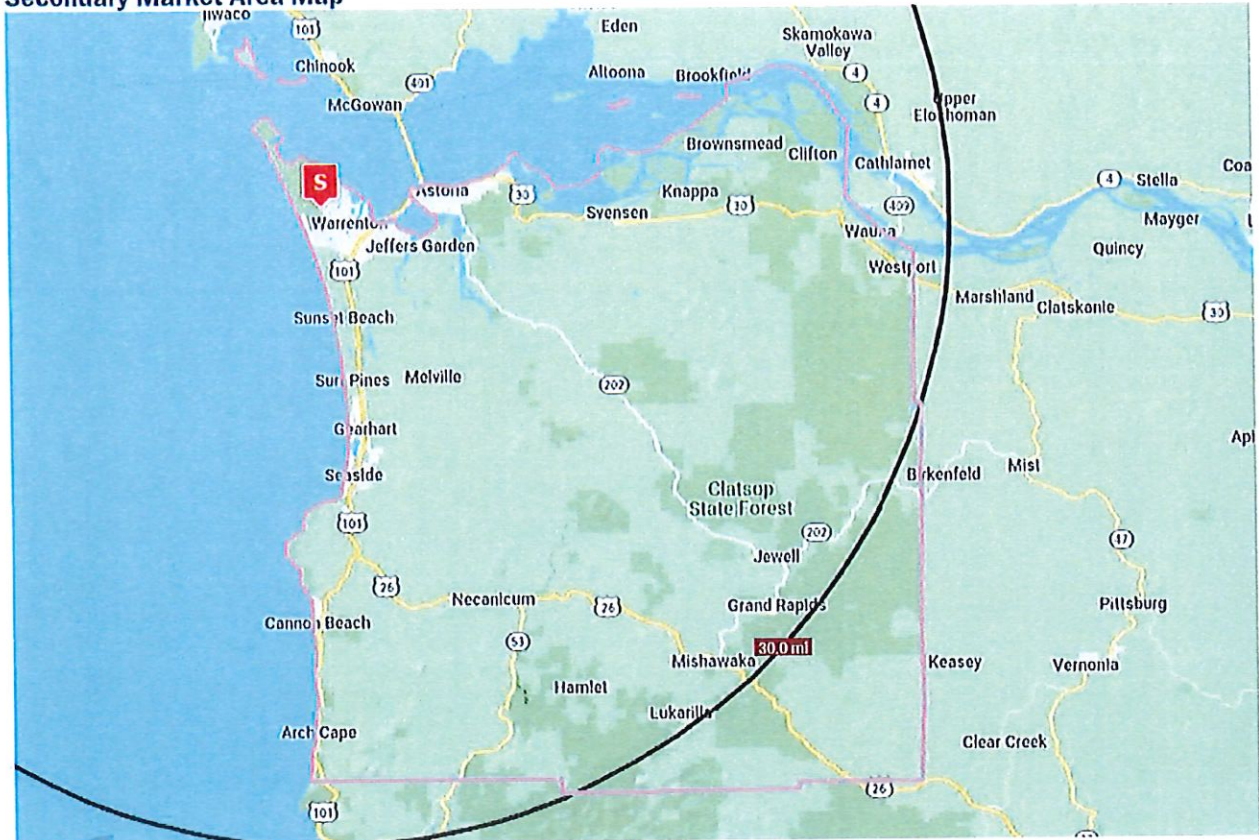
To provide a broader economic context for the Subject, we also include a Secondary Market Area (SMA). The SMA is defined as the Astoria, OR Micropolitan Statistical Area, which consists of Clatsop County. We include economic indicators for the SMA regarding employment and unemployment trends. In addition, our demographic analysis utilizes the SMA as an additional area of comparison for population and household trends. Maps outlining these areas can be found following.

Primary Market Area Map



Source: Google Earth, July 2023

Secondary Market Area Map



Source: Google Earth, July 2023

DEMOGRAPHIC ANALYSIS

The following section provides an analysis of the demographic characteristics within the market area. Data such as population, households and growth patterns are studied to determine if the PMA demonstrates growth or contraction. All information is provided to us by ESRI and Ribbon Demographics, both of which are national proprietary data providers. Some tables reflect rounding from the data provided; however, it is nominal. The data is presented for both the PMA and the SMA, as well as the nation, where available.

Population and Households

The following tables illustrate population and household trends in the PMA, SMA, and nation from 2000 through 2022, as well as the projections through 2027.

POPULATION

Year	PMA		MSA		USA	
	Amount	Annual Change	Amount	Annual Change	Amount	Annual Change
2000	35,391	-	38,548	-	281,250,431	-
2010	33,325	-0.6%	37,039	-0.4%	308,738,557	1.0%
2022	38,316	1.2%	41,930	1.1%	335,707,629	0.7%
2027	39,405	0.6%	43,054	0.5%	339,902,535	0.2%

Source: Esri Demographics 2022, Novogradac, July 2023

HOUSEHOLDS

Year	PMA		MSA		USA	
	Amount	Annual Change	Amount	Annual Change	Amount	Annual Change
2000	14,198	-	15,393	-	105,409,443	-
2010	14,518	0.2%	15,749	0.2%	116,713,945	1.1%
2022	16,754	1.3%	17,826	1.1%	128,657,502	0.9%
2027	17,240	0.6%	18,360	0.6%	130,651,704	0.3%

Source: Esri Demographics 2022, Novogradac, July 2023

The PMA experienced declining population growth between 2000 and 2010 and lagged behind the surrounding MSA, which also reported declining growth over the same time period. Both geographic areas experienced growth rates below the overall nation. Growth in the PMA returned to positive territory between 2010 and 2022, and outpaced growth in the MSA and the nation. According to ESRI demographic projections, annualized PMA growth is expected to slow to 0.6 percent through 2027, which is similar to growth expectations for the MSA and above the nation.

Both geographic areas experienced growth rates below the nation during the same time period. Growth in the PMA accelerated between 2010 and 2022, and outpaced growth in the MSA and the nation. According to ESRI demographic projections, annualized PMA growth is expected to slow to 0.6 percent through 2027, which is similar to growth expectations for the MSA and above the nation.

Median Household Income Levels

The following table illustrates the median household income in the Subject's PMA, SMA and nation.

MEDIAN HOUSEHOLD INCOME						
Year	PMA		MSA		USA	
	Amount	Annual Change	Amount	Annual Change	Amount	Annual Change
2000	\$37,189	-	\$40,016	-	\$44,290	-
2022	\$63,856	3.3%	\$68,270	3.2%	\$72,414	2.9%
2027	\$75,426	3.6%	\$79,055	3.2%	\$84,445	3.3%

Source: Esri Demographics 2022, Novogradac, July 2023

As of 2022, the median income in the PMA is similar to the surrounding MSA. Median household income growth in the PMA exceeded the MSA between 2000 and 2022. Growth in both geographic areas exceeded the nation during the same time period. Relative to the nation, household income in the PMA increased slightly from 84.0 percent of the national median income in 2000 to 88.2 in 2022. According to ESRI demographic projections, annualized PMA growth is expected to accelerate to 3.6 percent through 2027, which is slightly above projected growth in surrounding the MSA and similar to the overall nation.

Household Income Distribution

The following tables illustrate household income distribution in 2022 and 2027 in the PMA and MSA.

HOUSEHOLD INCOME PMA						
Income Cohort	2022		2027		Annual Change 2022 to 2027	
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-9,999	779	4.6%	721	4.2%	-12	-1.5%
\$10,000-19,999	1,564	9.3%	1,348	7.8%	-43	-2.8%
\$20,000-29,999	1,981	11.8%	1,736	10.1%	-49	-2.5%
\$30,000-39,999	1,907	11.4%	1,835	10.6%	-14	-0.8%
\$40,000-49,999	1,630	9.7%	1,773	10.3%	29	1.8%
\$50,000-59,999	1,259	7.5%	1,185	6.9%	-15	-1.2%
\$60,000-74,999	1,510	9.0%	1,560	9.0%	10	0.7%
\$75,000-99,999	2,067	12.3%	2,068	12.0%	0	0.0%
\$100,000-124,999	1,605	9.6%	1,667	9.7%	12	0.8%
\$125,000-149,999	1,058	6.3%	1,269	7.4%	42	4.0%
\$150,000-199,999	735	4.4%	1,097	6.4%	72	9.9%
\$200,000+	659	3.9%	981	5.7%	64	9.8%
Total	16,754	100.0%	17,240	100.0%		

Source: HISTA Data / Ribbon Demographics 2022, Novogradac, July 2023

HOUSEHOLD INCOME MSA						
Income Cohort	2022		2027		Annual Change 2022 to 2027	
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-9,999	762	4.3%	703	3.8%	-12	-1.5%
\$10,000-19,999	1,475	8.3%	1,263	6.9%	-42	-2.9%
\$20,000-29,999	1,988	11.2%	1,714	9.3%	-55	-2.8%
\$30,000-39,999	1,815	10.2%	1,766	9.6%	-10	-0.5%
\$40,000-49,999	1,862	10.4%	1,868	10.2%	1	0.1%
\$50,000-59,999	1,345	7.5%	1,344	7.3%	0	-0.0%
\$60,000-74,999	1,684	9.4%	1,695	9.2%	2	0.1%
\$75,000-99,999	2,312	13.0%	2,299	12.5%	-3	-0.1%
\$100,000-124,999	1,840	10.3%	1,904	10.4%	13	0.7%
\$125,000-149,999	1,222	6.9%	1,462	8.0%	48	3.9%
\$150,000-199,999	751	4.2%	1,232	6.7%	96	12.8%
\$200,000+	770	4.3%	1,110	6.0%	68	8.8%
Total	17,826	100.0%	18,360	100.0%		

Source: HISTA Data / Ribbon Demographics 2022, Novogradac, July 2023

As of 2022, the largest income cohort in the PMA is the \$75,000 to \$99,999 cohort, followed by the \$20,000 to \$29,999 cohort. Overall, the highest concentration of households in the PMA are in middle income brackets, with approximately 59.5 percent of households earning between \$30,000 and 124,999 annually. This compares to 60.8 percent of households earning between \$30,000 and 124,999 annually in the MSA.

Renter Household Income Distribution

The following tables illustrate renter household income distribution for the PMA and the MSA.

RENTER HOUSEHOLD INCOME PMA

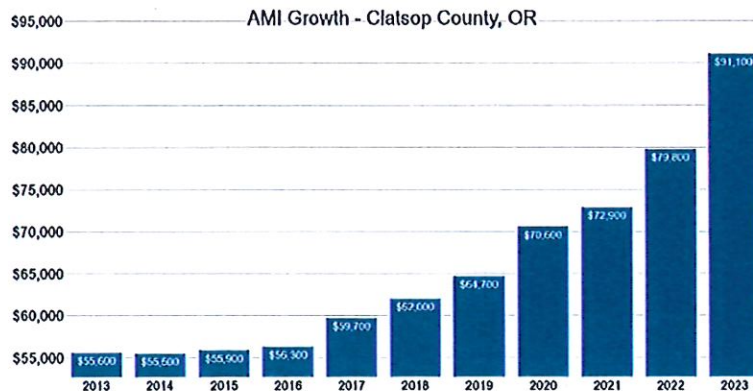
Income Cohort	2022		2027		Annual Change 2022 to 2027	
	Number	Percentage	Number	Percentage	Number	Percentage
\$0-9,999	475	7.1%	453	6.7%	-4	-0.9%
\$10,000-19,999	938	14.1%	838	12.5%	-20	-2.1%
\$20,000-29,999	1,172	17.6%	1,018	15.2%	-31	-2.6%
\$30,000-39,999	935	14.0%	886	13.2%	-10	-1.0%
\$40,000-49,999	751	11.3%	802	11.9%	10	1.4%
\$50,000-59,999	486	7.3%	483	7.2%	-1	-0.1%
\$60,000-74,999	532	8.0%	580	8.6%	10	1.8%
\$75,000-99,999	495	7.4%	518	7.7%	5	0.9%
\$100,000-124,999	437	6.6%	482	7.2%	9	2.1%
\$125,000-149,999	195	2.9%	282	4.2%	17	8.9%
\$150,000-199,999	101	1.5%	157	2.3%	11	11.1%
\$200,000+	142	2.1%	217	3.2%	15	10.6%
Total	6,659	100.0%	6,716	100.0%		

Source: HISTA Data / Ribbon Demographics 2022, Novogradac, July 2023

In the previous table, the percentage of renter-occupied households was applied to the total number of households in each income level. As illustrated, the income cohorts with the largest concentrations of renter households are concentrated in the \$20,000-29,999, \$10,000-19,999, and \$30,000-39,999 income cohorts. As of 2022, approximately 64 percent of renter households in the PMA earn less than \$50,000 annually. The large percentage of low-income renter households is a positive indicator of demand for the Subject’s proposed low-income units.

Area Median Income

The following chart illustrates the HUD-published area median income in Clatsop County, OR. Clatsop County is part of the Clatsop County, OR MSA.



AMI GROWTH

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
AMI	\$56,600	\$55,900	\$56,700	\$55,600	\$55,500	\$55,900	\$56,300	\$59,700	\$62,000	\$64,700	\$70,600	\$72,900	\$79,800	\$91,100
% Growth	-	(1.24%)	1.43%	(1.94%)	(0.18%)	0.72%	0.72%	6.04%	3.85%	4.35%	9.12%	3.26%	9.47%	14.16%

Overall, the AMI increased at an annual rate of 5.80 percent between 2013 and 2023. Rising AMI levels bode well for future rent growth at rental developments, such as the proposed Subject.

Conclusion

Population in the PMA increased at an annualized rate of 1.2 percent between 2010 and 2022, compared to growth of 1.1 percent in the MSA and 0.7 percent across the nation. The percentage of renter households in the PMA declined between 2010 and 2022 and is estimated to be 40 percent as of 2022. This is more than the estimated 33 percent renter households across the overall nation. The median income in the PMA as of 2022 is similar to the MSA and overall nation. According to ESRI demographic projections, population, household, and median income levels are all expected to rise through 2027. Overall, the combination of rising population and median household income bodes well for future demand for multifamily housing.

SUPPLY ANALYSIS

SUPPLY ANALYSIS

Housing Units – Total Population

The table below illustrates the breakdown of households by tenure within the PMA.

TENURE PATTERNS PMA				
Year	Owner-Occupied	Percentage Owner-Occupied	Renter-Occupied	Percentage Renter-Occupied
2010	8,542	58.8%	5,976	41.2%
2022	10,095	60.3%	6,659	39.7%
2027	10,524	61.0%	6,716	39.0%

Source: HISTA Data / Ribbon Demographics 2022, Novogradac, July 2023

The percentage of renter households in the PMA declined between 2010 and 2022, and is estimated to be 39.7 percent as of 2022. In nominal terms, the absolute number of renter households in the PMA still increased during this time period. The current percentage of renter households in the PMA is slightly above the estimated 35 percent of renter households across the overall nation. According to the ESRI demographic projections, the percentage of renter households in the PMA is expected to decline further through 2027. Nonetheless, the absolute number of renter households in the PMA is still expected to increase over this time period, driven by overall population growth.

Age of Housing Stock

The age of the housing stock within the PMA is presented in the following chart.

	HOUSING STOCK BY YEAR BUILT					
	PMA		MSA		USA	
Built 2005 or later	340	1.7%	387	1.8%	3,772,330	2.8%
Built 2000 to 2004	2,229	11.2%	2,446	11.2%	18,872,283	14.1%
Built 1990 to 1999	2,822	14.1%	3,400	15.5%	19,229,676	14.4%
Built 1980 to 1989	1,781	8.9%	2,436	11.1%	18,484,475	13.8%
Built 1970 to 1979	2,820	14.1%	3,179	14.5%	20,811,073	15.6%
Built 1960 to 1969	1,476	7.4%	1,345	6.1%	14,506,264	10.9%
Built 1950 to 1959	1,536	7.7%	1,680	7.7%	14,087,506	10.5%
Built 1940 to 1949	1,658	8.3%	1,842	8.4%	6,658,408	5.0%
Built 1939 or earlier	5,318	26.6%	5,204	23.7%	17,184,482	12.9%
Total Housing Units	19,980	100.0%	21,919	100.0%	133,606,497	100.0%

Source: Esri Demographics 2022, Novogradac, July 2023

As illustrated in the previous table, a majority of the housing stock in the PMA was built prior to 1979. As new construction, the Subject will have a significant advantage over the existing housing stock.

Substandard Housing

The following table illustrates the percentage of housing units that are considered substandard. According to HUD, substandard housing includes: dilapidated unit, unit lacks operable indoor plumbing, unit lacks a usable flush toilet for the exclusive use of a family, unit lacks a usable bathtub or shower for the exclusive use of the a family, unit lacks electricity or has inadequate or unsafe electrical services, unit lacks a safe or adequate source of heat, unit should, but lacks a kitchen, and unit has been declared inhabitable by an agency or government entity.

Year	SUBSTANDARD HOUSING		
	PMA	MSA	USA
	Percentage	Percentage	Percentage
2022	3.08%	2.97%	1.70%

Source: US Census 2022, Novogradac, July 2023

The percentage of residents living in substandard housing in the PMA and MSA is above the nation.

INTERVIEWS

Recent and Proposed Construction

We attempted to contact the Warrenton Planning Department in order to obtain information regarding planned, proposed, and under construction multifamily developments in the Subject's PMA. However, as of the date of this report, our calls and have yet to be returned. The following table summarizes pipeline supply in the PMA, as identified by CoStar.

RECENT AND PLANNED DEVELOPMENT

Property Name	Rent Structure	Tenancy	Total Units	Competitive Units	Construction Status	LIHTC Allocation Year
Trillium House	LIHTC		42	0	Under Construction	2021
Totals			42	0		-

- Trillium House is a under construction 42-unit LIHTC development. Upon completion, the property will target low income households, which will be competitive with the Subject.

Conclusion

The percentage of renter households in the PMA declined between 2010 and 2022, and is estimated to be 39.7 percent as of 2022; however, the absolute number of renter households in the PMA still increased during this time period and the current percentage of renter households in the PMA is slightly above the estimated 35 percent of renter households across the overall nation. Additionally, a majority of the housing stock in the PMA was built prior to 1979, with over a quart of the housing stock built prior to 1940. The Subject as a new construction will have a significant advantage over the existing housing stock.

SURVEY OF COMPARABLE PROJECTS

Description of Property Types Surveyed

To evaluate the competitive position of the Subject, we surveyed a total of 657 units in nine rental properties. The availability of the market rate data is considered good. We included nine market rate properties located between 1.3 and 13.0 miles from the Subject site, one of which is located outside the PMA (Emerald Heights Apartments). Overall, we believe the availability of data is adequate to support our conclusions.

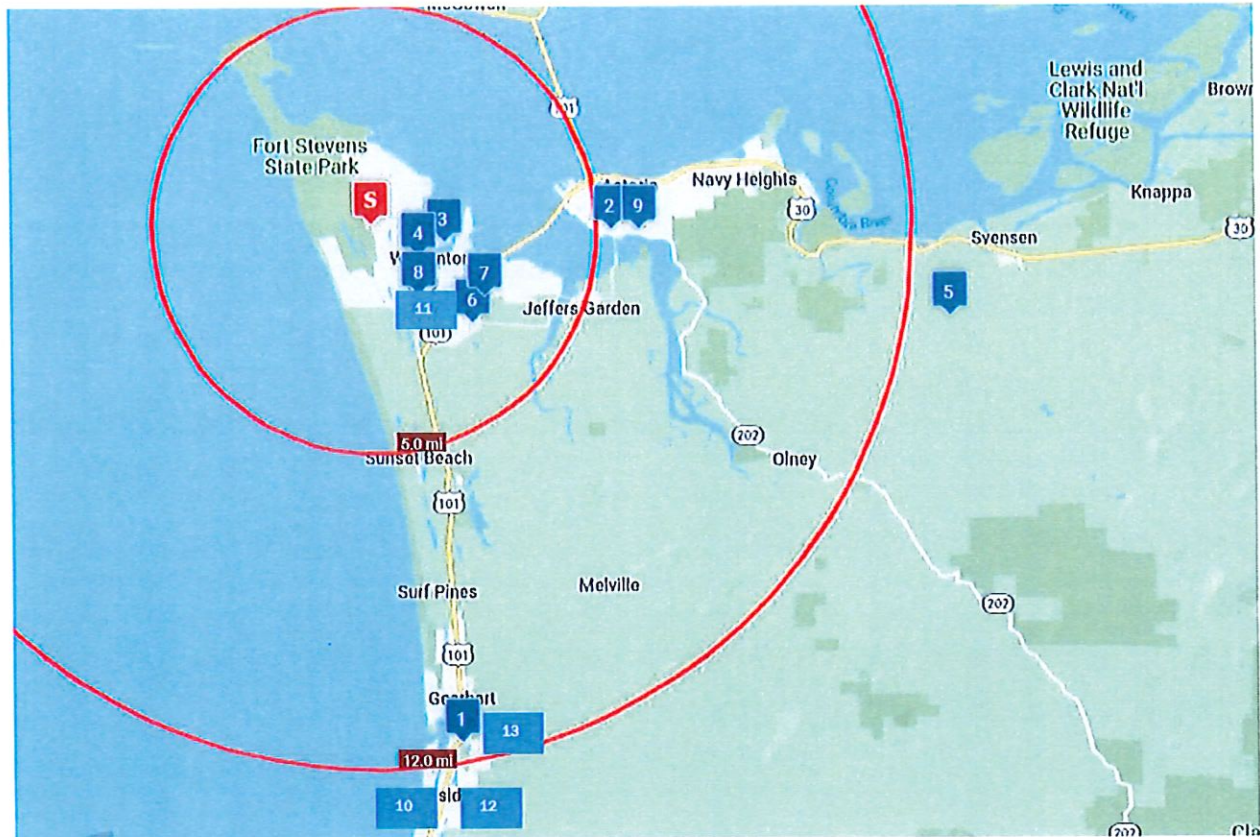
It should be noted that there is not comparable build to rent comparables in the market. As such, we have chosen the market rate comparables based on providing a survey of adequately maintained market rate family properties existing in the market. All the comparable properties are smaller in terms of total units offered; however, the garden-style portion of the proposed subject is within the range comparables properties. Additionally, we have included several duplex and small garden-style developments, which represent the most recently constructed rental developments in the market. Overall, five of the comparable properties are located in Warrenton, two in Astoria, one in Navy Heights, and one in Seaside, and all properties target the general population.

To further supplement our analysis, we included five single-family/townhome classifieds, ranging from 2.0 to 27.4 miles from the Subject, originally built between 2000 and 2023. The Subject and all of the comparable properties target the general population and are more than adequate to provide the level of analysis needed.

The following pages include a summary table, individual property profiles, and other comparison matrices, illustrating the Subject's competitive position relative to the comparables. Maps of the comparables in relation to the Subject are included on the following pages as well.

Comparable Rental Property Map

The following map illustrates the location of the Subject in relation to the comparable properties.



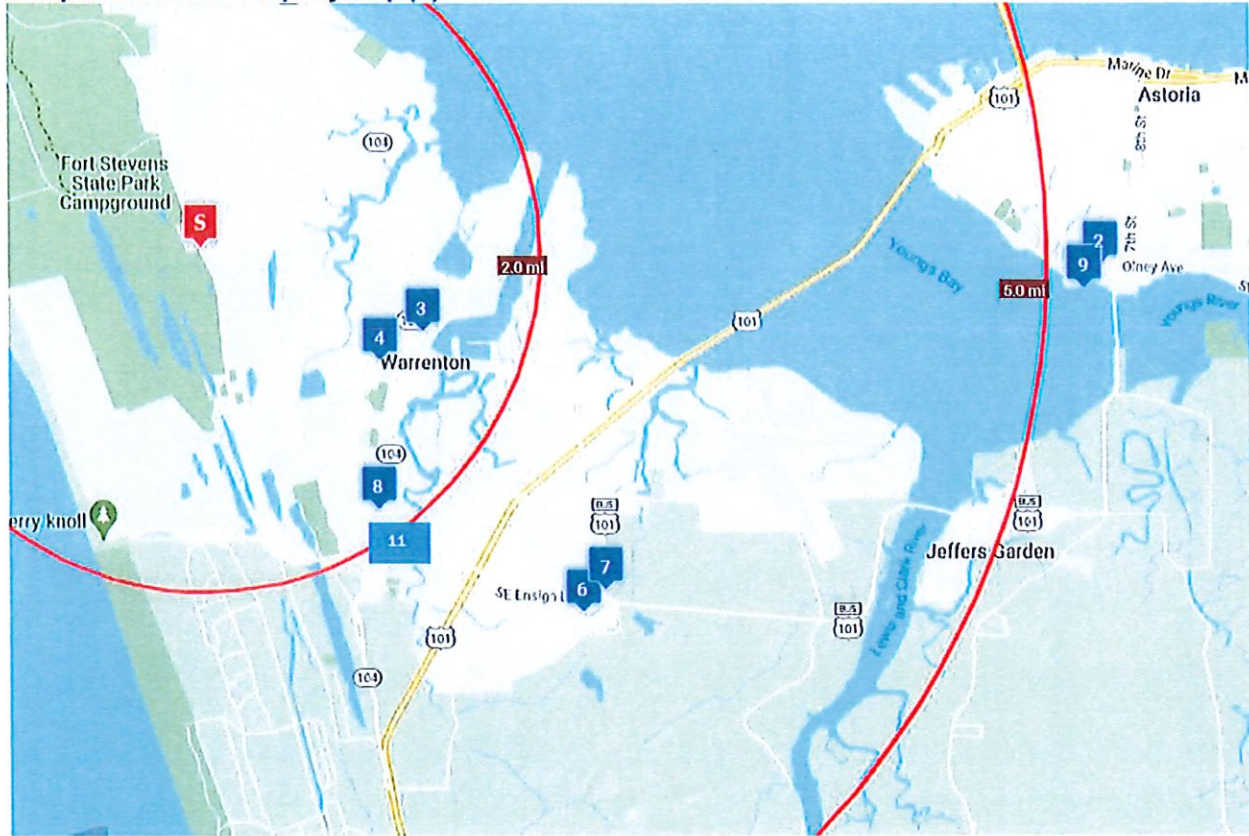
Source: Google Maps, July 2023

COMPARABLE PROPERTIES

#	Property Name	City	Rent Structure	Distance to Subject
S	Fort Pointe	Warrenton	Market, Non-Rental	-
1	2155 N Wahanna Rd	Seaside	Market	11.6 miles
2	Bayshore Apartments	Astoria	Market	5.4 miles
3	Bay View By The Sea	Warrenton	Market	1.4 miles
4	Birch Court Apartments	Warrenton	Market	1.3 miles
5	Emerald Heights Apartments*	Astoria	Market	13.0 miles
6	Forest Rlm	Warrenton	Market	3.1 miles
7	Pacific Rim Apartments	Warrenton	Market	3.1 miles
8	Rock Creek Commons	Warrenton	Market	1.9 miles
9	Yacht Club Apartments	Astoria	Market	5.3 miles
10	1345 Seabright Way	Seaside	Market	15.0 miles
11	1435 SE Anchor Ave	Warrenton	Market	3.3 miles
12	708 Indian Way	Seaside	Market	12.8 miles
13	1310 Lamont Lane	Seaside	Market	10.8 miles

*Located outside PMA

Comparable Rental Property Map (II)



Source: Google Maps, July 2023

COMPARABLE PROPERTIES


#	Property Name	City	Rent Structure	Distance to Subject
S	Fort Pointe	Warrenton	Market, Non-Rental	-
1	2155 N Wahanna Rd	Seaside	Market	11.6 miles
2	Bayshore Apartments	Astoria	Market	5.4 miles
3	Bay View By The Sea	Warrenton	Market	1.4 miles
4	Birch Court Apartments	Warrenton	Market	1.3 miles
5	Emerald Heights Apartments*	Astoria	Market	13.0 miles
6	Forest Rim	Warrenton	Market	3.1 miles
7	Pacific Rim Apartments	Warrenton	Market	3.1 miles
8	Rock Creek Commons	Warrenton	Market	1.9 miles
9	Yacht Club Apartments	Astoria	Market	5.3 miles
10	1345 Seabright Way	Seaside	Market	15.0 miles
11	1435 SE Anchor Ave	Warrenton	Market	3.3 miles
12	708 Indian Way	Seaside	Market	12.8 miles
13	1310 Lamont Lane	Seaside	Market	10.8 miles


FORT POINTE - WARRENTON, OREGON - MARKET STUDY


SUMMARY MATRIX


#	Property Name	Distance	Type/Built/Renovated	AMI	Unit Type	#	%	SF	Restriction	Rent (Adj)	Max Rent?	Waiting List	Vacant Units	Vacancy Rate
S	Fort Pointe 600 NW Ridge Road Warrenton, OR Clatsop County		Various 2-stories 2025 Family	Market	1BR/1BA	72	16.4%	625	Market	\$1,100	N/A		N/A	N/A
					1BR/1BA	60	13.6%	764	Market	\$1,195	N/A		N/A	N/A
					2BR/2BA	78	17.7%	929	Market	\$1,450	N/A		N/A	N/A
					2BR/2BA	140	31.8%	1,350	Market	\$2,500	N/A		N/A	N/A
					3BR/2BA	60	13.6%	1,400	Market	\$2,800	N/A		N/A	N/A
					410									
1	2155 N Wahanna Rd 2155 N Wahanna Rd Seaside, OR Clatsop County	11.6 miles	Duplex 2-stories 2023 Family	Market	2BR/1BA	16	100.0%	1,040	Market	\$1,795	N/A	No	N/A	N/A
						16							N/A	N/A
2	Bayshore Apartments 1400 W Marine Drive Astoria, OR Clatsop County	5.4 miles	Garden 3-stories 1971 Family	Market	1BR/1BA	47	47.5%	510	Market	\$1,320	N/A	Yes	0	0%
					2BR/1BA	48	48.5%	620	Market	\$1,430	N/A	Yes	0	0%
					3BR/1BA	4	4.0%	740	Market	\$1,640	N/A	Yes	0	0%
						99							0	0.0%
3	Bay View By The Sea 50 NE 1st Street Warrenton, OR Clatsop County	1.4 miles	Garden 2-stories 1994 Family	Market	1BR/1BA	6	27.3%	514	Market	\$1,325	N/A	No	0	0%
					2BR/1BA	12	54.5%	714	Market	\$1,460	N/A	No	0	0%
					3BR/1BA	4	18.2%	996	Market	\$1,690	N/A	No	0	0%
						22							0	0.0%
4	Birch Court Apartments 216 SW 2nd Street Warrenton, OR Clatsop County	1.3 miles	Garden 2-stories 1993 Family	Market	2BR/2BA	24	66.7%	1,000	Market	\$1,475	N/A	Yes	0	0%
					3BR/2BA	12	33.3%	1,100	Market	\$1,675	N/A	Yes	0	0%
						36							0	0.0%
5	Emerald Heights Apartments 1 Emerald Drive Astoria, OR Clatsop County	13.0 miles	Various 2-stories 1942 / 1990 Family	Market	2BR/1BA	N/A	N/A	850	Market	\$1,390	N/A	No	0	0%
					2BR/1BA	N/A	N/A	1,150	Market	\$1,490	N/A	No	0	0%
					3BR/1BA	N/A	N/A	1,024	Market	\$1,625	N/A	No	0	0%
					3BR/1BA	N/A	N/A	1,400	Market	\$1,800	N/A	No	0	0%
						300							0	0.0%
6	Forest Rim 1493 SE Honeysuckle Loop Warrenton, OR Clatsop County	3.1 miles	Garden 2-stories 2008 Family	Market	2BR/1BA	44	100.0%	975	Market	\$1,395	N/A	No	0	0%
						44							0	0.0%
7	Pacific Rim Apartments 1484-1487 Snowberry Lane SE Warrenton, OR Clatsop County	3.1 miles	Midrise 4-stories 2019 Family	Market	1BR/1BA	N/A	N/A	633	Market	\$1,350	N/A	Yes	0	0%
					1BR/1BA	N/A	N/A	633	Market	\$1,225	N/A	Yes	0	0%
					2BR/1BA	N/A	N/A	872	Market	\$1,425	N/A	Yes	0	0%
					2BR/1BA	N/A	N/A	872	Market	\$1,550	N/A	Yes	0	0%
						68							0	0.0%
8	Rock Creek Commons 115 SW 14th Street Warrenton, OR Clatsop County	1.9 miles	Garden 2-stories 2007 Family	Market	2BR/1BA	6	50.0%	900	Market	\$1,400	N/A	No	0	0%
					2BR/1BA	6	50.0%	900	Market	\$1,100	N/A	No	0	0%
						12							0	0.0%
9	Yacht Club Apartments 1310 W Marine Drive Astoria, OR Clatsop County	5.3 miles	Lowrise 3-stories 2013 Family	Market	1BR/1BA	N/A	N/A	630	Market	\$1,350	N/A	Yes	0	N/A
					1BR/1BA	16	26.7%	652	Market	\$1,200	N/A	Yes	0	0%
					2BR/2BA	44	73.3%	920	Market	\$1,425	N/A	No	1	2.3%
						60							1	1.7%

FORT POINTE - WARRENTON, OREGON – MARKET STUDY

CLASSIFIED LISTING -1345 Seabright Way□					
Address: 1345 Seabright Way Seaside, OR 97138					Distance: 15.0 miles
	Bedrooms	Baths	Square Footage	Age	Rent
	4	2	1,850	2020	\$2,750
	Tenant Paid Utilities: Gas, Electric, Water, sewer/trash			Amenities: Fenced yard, stove, refrigerator, dishwasher, microwave, garbage disposal, blinds, laminate wood floor, coat closet, central heating and A/C, washer/dryer hookups, attached two-car garage, ceiling fan	
	Comments: None				

CLASSIFIED LISTING - 1435 SE Anchor Ave					
Address: 1435 SE Anchor Ave, Warrenton, OR 97146					Distance: 3.3 miles
	Bedrooms	Baths	Square Footage	Age	Rent
	3	2	1,324	2019	\$1,995
	Tenant Paid Utilities: Gas, Electric, Water, sewer/trash			Amenities: Stove, refrigerator, microwave, garbage disposal, dishwasher, laminate wood floor, coat closet, central heating. in-unit washer/dryer hookup, attached one-car garage,	
	Comments: None				

CLASSIFIED LISTING - 708 Indian Way					
Address: 708 Indian Way, Seaside, OR 97138					Distance: 12.8 miles
	Bedrooms	Baths	Square Footage	Age	Rent
	3	2	1,520	2000	\$2,450
	Tenant Paid Utilities: Gas, Electric, Water, sewer/trash			Amenities: Stove, microwave, refrigerator, laminate wood floor, coat closet, ceiling fans, granite countertops, central heating, microwave, dishwasher, two car attached garage, walk-in-closet	
	Comments: None				

CLASSIFIED LISTING - 1310 Lamont Ln					
Address: 1310 Lamont Ln Seaside, OR 97138					Distance: 10.8 miles
	Bedrooms	Baths	Square Footage	Age	Rent
	3	2.5	1,400	2023	\$2,200
	Tenant Paid Utilities: Gas, Electric, Water, sewer/trash			Amenities: Stove, refrigerator, dishwasher, microwave, blinds, garbage disposal, ceiling fan, coat closet, central heating, dishwasher, in-unit washer/dryer, attached one-car garage	
	Comments: None				

FORT POINTE - WARRENTON, OREGON – MARKET STUDY

RENT AND SQUARE FOOTAGE RANKING – All rents adjusted for utilities and concessions extracted from the market.						
	Units Surveyed	657	Weighted Occupancy	99.8%		
	Market Rate	657	Market Rate	99.8%		
	Tax Credit	N/A	Tax Credit	N/A		
	1.0 Bed x 1.0 Bath		2.0 Bed x 2.0 Bath		3.0 Bed x 2.0 Bath	
RENT	Pacific Rim Apartments (Market)	\$1,350	Fort Pointe (Market)	\$2,500	Fort Pointe (Market)	\$2,800
	Yacht Club Apartments (Market)	\$1,350	2155 N Wahanna Rd (Market)(1.0BA)	\$1,795	Emerald Heights Apartments (Market)(1.0BA)	\$1,800
	Bay View By The Sea (Market)	\$1,325	Pacific Rim Apartments (Market)(1.0BA)	\$1,550	Bay View By The Sea (Market)(1.0BA)	\$1,690
	Bayshore Apartments (Market)	\$1,320	Emerald Heights Apartments (Market)(1.0BA)	\$1,490	Birch Court Apartments (Market)	\$1,675
	Pacific Rim Apartments (Market)	\$1,225	Bay View By The Sea (Market)(1.0BA)	\$1,480	Bayshore Apartments (Market)(1.0BA)	\$1,640
	Yacht Club Apartments (Market)	\$1,200	Birch Court Apartments (Market)	\$1,475	Emerald Heights Apartments (Market)(1.0BA)	\$1,625
	Fort Pointe (Market)	\$1,195	Fort Pointe (Market)	\$1,450		
	Fort Pointe (Market)	\$1,100	Bayshore Apartments (Market)(1.0BA)	\$1,430		
			Pacific Rim Apartments (Market)(1.0BA)	\$1,425		
			Yacht Club Apartments (Market)	\$1,425		
			Rock Creek Commons (Market)(1.0BA)	\$1,400		
			Forest Rim (Market)(1.0BA)	\$1,395		
			Emerald Heights Apartments (Market)(1.0BA)	\$1,390		
			Rock Creek Commons (Market)(1.0BA)	\$1,100		
SQUARE FOOTAGE	Fort Pointe (Market)	764	Fort Pointe (Market)	1,350	Fort Pointe (Non-Rental)	2,493
	Yacht Club Apartments (Market)	652	Emerald Heights Apartments (Market)(1.0BA)	1,150	Emerald Heights Apartments (Market)(1.0BA)	1,400
	Pacific Rim Apartments (Market)	633	2155 N Wahanna Rd (Market)(1.0BA)	1,040	Fort Pointe (Market)	1,400
	Pacific Rim Apartments (Market)	633	Birch Court Apartments (Market)	1,000	Birch Court Apartments (Market)	1,100
	Yacht Club Apartments (Market)	630	Forest Rim (Market)(1.0BA)	975	Emerald Heights Apartments (Market)(1.0BA)	1,024
	Fort Pointe (Market)	625	Fort Pointe (Market)	929	Bay View By The Sea (Market)(1.0BA)	996
	Bay View By The Sea (Market)	514	Yacht Club Apartments (Market)	920	Bayshore Apartments (Market)(1.0BA)	740
	Bayshore Apartments (Market)	510	Rock Creek Commons (Market)(1.0BA)	900		
			Rock Creek Commons (Market)(1.0BA)	900		
			Pacific Rim Apartments (Market)(1.0BA)	872		
			Pacific Rim Apartments (Market)(1.0BA)	872		
			Emerald Heights Apartments (Market)(1.0BA)	850		
			Bay View By The Sea (Market)(1.0BA)	714		
			Bayshore Apartments (Market)(1.0BA)	620		
RENT PER SQUARE FOOT	Bayshore Apartments (Market)	\$2.59	Bayshore Apartments (Market)(1.0BA)	\$2.31	Bayshore Apartments (Market)(1.0BA)	\$2.22
	Bay View By The Sea (Market)	\$2.58	Bay View By The Sea (Market)(1.0BA)	\$2.07	Fort Pointe (Market)	\$2.00
	Yacht Club Apartments (Market)	\$2.14	Fort Pointe (Market)	\$1.85	Bay View By The Sea (Market)(1.0BA)	\$1.70
	Pacific Rim Apartments (Market)	\$2.13	Pacific Rim Apartments (Market)(1.0BA)	\$1.78	Emerald Heights Apartments (Market)(1.0BA)	\$1.59
	Pacific Rim Apartments (Market)	\$1.94	2155 N Wahanna Rd (Market)(1.0BA)	\$1.73	Birch Court Apartments (Market)	\$1.52
	Yacht Club Apartments (Market)	\$1.84	Emerald Heights Apartments (Market)(1.0BA)	\$1.64	Emerald Heights Apartments (Market)(1.0BA)	\$1.29
	Fort Pointe (Market)	\$1.76	Pacific Rim Apartments (Market)(1.0BA)	\$1.63		
	Fort Pointe (Market)	\$1.56	Fort Pointe (Market)	\$1.56		
			Rock Creek Commons (Market)(1.0BA)	\$1.56		
			Yacht Club Apartments (Market)	\$1.55		
			Birch Court Apartments (Market)	\$1.48		
			Forest Rim (Market)(1.0BA)	\$1.43		
			Emerald Heights Apartments (Market)(1.0BA)	\$1.30		
			Rock Creek Commons (Market)(1.0BA)	\$1.22		

DEMAND ANALYSIS

DEMAND ANALYSIS

Introduction

The Subject is a proposed market rate development. As such, we have calculated demand based upon our recommended development scheme. First, we have considered Net Demand for the Subject as a conventional market rate property. Second, we have calculated Effective Demand as a conventional market rate property. We calculated the number of income-appropriate residents for each scenario in this section of the analysis. To assess the likely number of tenants in the market area eligible to live in the Subject, we used Census information as provided by ESRI Demographics. We have considered both Net Demand and Effective Demand.

NET DEMAND ANALYSIS

Primary Market Area/Housing Market Area Defined

The PMA for the Subject is generally defined as the communities of Astoria, Warrenton, Seaside, Olney, and Navy Heights in Clatsop County, Oregon, and the communities of Long Beach, Ilwaco, Chinook, and Naselle in Pacific County, Washington.

Some of the major factors in determining the boundaries of the PMA include political boundaries, demographics and the type of the housing stock. The PMA boundaries and overall market health assessment are based upon analyses of physical boundaries, which include traffic and commute patterns within the area, surveys of existing and proposed projects undertaken by Novogradac, and insights gained from sales agents, area planning staff, others familiar with the multifamily market, and property managers.

We recognize several sub-markets exist within this PMA; however, market data demonstrates that a significant amount of the mid-range renter base considers housing opportunities within these boundaries, and given the opportunity to locate excellent quality multifamily housing will move within these areas. We anticipate the majority of demand will be generated from this geographic area. However, we expect a moderate amount of leakage from outside of the PMA given the Subject's proximity to Fort Stevens State Park/recreational uses, which is one of the city's largest tourist attractions. According to the reports from Portland State University, population in Portland fell by 2,321 in 2022, and noted migration "out" or urban Portland to outlying rural communities such as Astoria (and Warrenton), which offer greater affordability and access to recreational amenities. As such, it appears the Subject could draw a significant amount of leakage outside of the PMA and even outside the Austin metro from out-of-state tenants; however, we have conservatively anticipated a leakage percentage of 10 percent in our *Demand Analysis*.

Net Demand Analysis and Calculations

We have provided an estimate of future demand for the specific forecast period, which is estimated to be through 2027. This estimate of demand must be based on a calculation of incremental demand and must address the following five factors (identified here as A, B, C, D, E):

a. Household growth during the forecast period.

Overall, between 2022 and 2025 the number of households in the PMA is projected to increase from 16,754 to 17,240 households or by approximately 162 households annually.

b. Recent trends in tenure broken down by homeownership and rental that may increase/decrease the demand for rental units.

Regarding item B, we assume some shifts from owner to renter-occupied households, but none significantly. Therefore, this has not been accounted for in this analysis.

- c. Replacement of existing rental units lost from the Inventory due to demolition, conversion, shifting of owner units into the rental market and by other means.

Demand from the PMA will stem from several sources in addition to new growth, as discussed in *Item A*. These sources include demand from renter households that are forced from existing rental housing due to demolition or conversion of the housing units. Further, demand will stem from existing households that live in the area, but move to a new home because people are searching for better housing or housing in a desired location (frictional vacancy). The calculation begins by determining the year 2022 base level eligible demand. This is then adjusted by the percentage of renters in the PMA.

This figure is then adjusted for losses of inventory via conversion or demolition (which also accounts for frictional vacancy in the market). To determine an appropriate percentage within the market we utilized/analyzed various housing characteristics.

The following table illustrates age of housing stock within the PMA.

	PMA		MSA		USA	
	Count	Percentage	Count	Percentage	Count	Percentage
Built 2005 or later	340	1.7%	387	1.8%	3,772,330	2.8%
Built 2000 to 2004	2,229	11.2%	2,446	11.2%	18,872,283	14.1%
Built 1990 to 1999	2,822	14.1%	3,400	15.5%	19,229,676	14.4%
Built 1980 to 1989	1,781	8.9%	2,436	11.1%	18,484,475	13.8%
Built 1970 to 1979	2,820	14.1%	3,179	14.5%	20,811,073	15.6%
Built 1960 to 1969	1,476	7.4%	1,345	6.1%	14,506,264	10.9%
Built 1950 to 1959	1,536	7.7%	1,680	7.7%	14,087,506	10.5%
Built 1940 to 1949	1,658	8.3%	1,842	8.4%	6,658,408	5.0%
Built 1939 or earlier	5,318	26.6%	5,204	23.7%	17,184,482	12.9%
Total Housing Units	19,980	100.0%	21,919	100.0%	133,606,497	100.0%

Source: Esri Demographics 2022, Novogradac, July 2023

The data demonstrates that 98.3 percent of the existing housing stock was built before 2004, with the highest percentage of housing built between 1939 or earlier. Based on our observations of the Subject neighborhood, the majority of single-family homes in the Subject's area exhibit average condition. Overall, the Warrenton market has undergone limited development over the past 10 years.

It is also important to recognize demand for new rental housing will come from the market from households in inadequate living situations. According to the most recent Census, approximately three percent of households in the Subject's PMA live in substandard housing.

Year	PMA		MSA		USA	
	Percentage	Percentage	Percentage	Percentage	Percentage	Percentage
2022	3.08%		2.97%		1.70%	

Source: US Census 2022, Novogradac, July 2023

We contacted the Warrenton Planning Department for information regarding demolished housing units in the Subject's neighborhood; however, the contact was unable to provide that information. Further, we conducted a search on CoStar regarding demolished housing units in the Subject's PMA; however, none were identified.

Based on the information, we estimate that conservatively, approximately 0.3 percent or less of the housing units (mostly aging single-family) are demolished or converted every year within the PMA.

We believe a reconciled estimate of demolition or conversion of 0.3 percent is appropriate for this market as many of these categories likely overlap.

For vacant units in the PMA, we have utilized the overall vacancy average of 5.0 percent of the comparables, excluding the properties in lease-up. This equates to 333 units.

- d. The effect of any current excess vacant supply, based on an estimate of the balanced market vacancy rate.

As discussed previously in this report, the majority of the market rate comparables are experiencing limited to zero vacancies, with seven comparable properties reporting being fully occupied and one reporting one vacant unit or 1.7 percent vacant.

- e. The study must reconcile the number of units in the proposed project with the demand estimate for the PMA, taking into consideration current housing market conditions, available vacancy, and forecast additions to the supply (planned and under construction).

We are aware of no unstabilized market rate properties in the PMA. We are aware of one development nearing completion with two units to be completed of a total 16 units, which all have been pre-leased. As such, the 2 vacant units have been deducted from our calculations.

We are also aware of no proposed and under construction competitive developments in the pipeline for the Subject's PMA. We have deducted these units from the analysis.

The table following summarizes these calculations and estimates the net demand over the forecast period.

HUD PMA NET DEMAND ANALYSIS

2022 Households			16,754
2027 Households			17,240
Net Change in Households			486
Net change in Households over Forecast Period (3 Years)			292
Percentage Renter			39.7%
Net change in Renter Households over Forecast Period (3 Years)			116
Units Removed from Housing Stock			
	Housing Stock	Removal Rate	Units Removed
2023 Housing Stock	17,239	0.3%	52
2024 Housing Stock	17,724	0.3%	53
2025 Housing Stock	18,208	0.3%	55
Total Units Removed from Housing Stock			160
Percentage Renter			39.7%
New Renter Housing Demand from Existing Stock			63
New Rental Housing Demand (Growth + Existing)			179
Multifamily Vacancy			
	Total Units	Vacant Units	
Stabilized Multifamily Units in PMA	6,659	13	
Multifamily Units in Initial Leasing	16	2	
Total Inventory	6,659	15	
Market Stabilized Vacancy Rate		5%	
Market Stabilized Vacant Units		333	
Less Current Vacant Units		15	
Vacant Units Required to Reach Market Stabilization			318
Total Demand For New Rental Units			497
Leakage from outside PMA			10.0%
Total Demand For New Rental Units			547
Planned Additions to Supply			
	Total Units	Stabilized	
Units Under Construction or in Planning	0	0	
Subject Units	410	390	
Total New Rental supply			390
Excess Demand for Rental Housing (Before accounting for Subject's units)			547
Excess Demand for Rental Housing			157

According to these calculations, there is a demand of approximately 547 units over the next three years, before accounting for future supply and the Subject's units. After accounting for the Subject's units, there is an excess demand of approximately 157 units over the next three years. Based upon the local market characteristics, we forecast a need for rental housing in the PMA going forward, especially given other indicators of demand such as very low vacancy in the market and long wait lists.

EFFECTIVE DEMAND

We have also provided an estimate of effective demand, which is the pool of households with sufficient incomes and/or applicable household size that would be expected to demand such housing during the forecast period.

To establish the number of income eligible potential tenants for the Subject, the calculations are as follows:

To determine the minimum income limits for the Subject's market rate units, we interviewed comparable properties. According to the contacts, the general rule is the tenant must have an income of at least 2.5 to three times the monthly rental rate. As such, we have taken the market rate monthly rental rate (determined by the achievable market rent in the *Supply Section*), multiplied it by 3.0, and annualized it for our minimum income requirements. We have capped the maximum allowable income level at \$250,000. We believe this is reasonable. The following table summarizes the Subject's income limits as a conventional market rate development and as a mixed-income property.

Secondly, we illustrate the renter household population segregated by income band in order to determine those who are income appropriate to reside in the Subject property.

Third, we combine the allowable income range with the income distribution analysis in order to determine the number of potential income-qualified households. In some cases the income-eligible band overlaps with more than one census income range. In those cases, the prorated share of more than one census range will be calculated. This provides an estimate of the total number of households that are income appropriate.

The minimum and maximum income limits for the Subject's units are as follows.

INCOME LIMITS		
Unit Type	Minimum Allowable Income	Maximum Allowable Income
	<i>Market</i>	
1BR	\$37,714	\$250,000
2BR	\$49,714	\$250,000
3BR	\$96,000	\$250,000

The number of eligible households by income cohort is illustrated in the table on the following page. As previously stated, this assumes an even distribution of persons within each Census income range.

RENTER INCOME DISTRIBUTION

Income Cohort	Total Renter Households	Market		
		cohort overlap	% in cohort	# In cohort
\$0-\$9,999	475			
\$10,000-\$19,999	938			
\$20,000-\$29,999	1,172			
\$30,000-\$39,999	935	\$2,285	22.9%	214
\$40,000-\$49,999	751	\$9,999	100.0%	751
\$50,000-\$59,999	486	\$9,999	100.0%	486
\$60,000-\$74,999	532	\$14,999	100.0%	532
\$75,000-\$99,999	495	\$24,999	100.0%	495
\$100,000-\$124,999	437	\$24,999	100.0%	437
\$125,000-\$149,999	195	\$24,999	100.0%	195
\$150,000-\$199,999	101	\$49,999	100.0%	101
\$200,000-\$250,000	142	\$50,000	100.0%	142
Total	6,659		50.3%	3,353

Second, we made assumptions based on the average household size in the market to estimate the distribution of households by unit type. The following table details our assumptions:

HOUSEHOLD DISTRIBUTION

Unit Type	Percentage	Description
1BR	80%	Of 1-person households in 1BR units
	20%	Of 2-person households in 1BR units
2BR	20%	Of 1-person households in 2BR units
	80%	Of 2-person households in 2BR units
	50%	Of 3-person households in 2BR units
	50%	Of 4-person households in 2BR units
3BR	20%	Of 3-person households in 3BR units
	50%	Of 4-person households in 3BR units
	100%	Of 5-person households in 3BR units

Third, we multiplied the percentage of renter households at each household size by the distribution of those households within each bedroom type. The sum of these percentages is the appropriate percentage of renter households for each bedroom type.

Demand Estimate – All Units

PROJECTED RENTER HOUSEHOLD DEMAND BY BEDROOM TYPE
Renter Household Distribution 2022

	Renter Household Size Distribution	Total Number of Renter Households
1 person	46.1%	3,071
2 person	24.6%	1,639
3 person	13.6%	905
4 person	8.5%	566
5 person	7.2%	478
Total	100.0%	6,659

Income-Qualified Renter Demand

	Total Number of Renter Households		% Income-Qualified Renter Households	Number Qualified Renter Households
1 person	3,071	x	50.3%	1,546
2 person	1,639	x	50.3%	825
3 person	905	x	50.3%	456
4 person	566	x	50.3%	285
5 person	478	x	50.3%	241
Total	6,659			3,353

Projected Renter Household Demand by Bedroom Size

	Number of Qualified Renter Households
1BR	1,402
2BR	1,476
3BR	474
Total	3,353

Capture Rate Analysis - All Units

	Developer's Unit Mix	Capture Rate
1BR	132	9.4%
2BR	218	14.8%
3BR	60	12.7%
Total/Overall	410	12.2%

Adjusted for Leakage from Outside of the PMA 10.0%

1BR	132	8.5%
2BR	218	13.3%
3BR	60	11.4%
Total/Overall	410	11.0%

The above calculation derives an estimate of the capture rate, both overall and by bedroom type for the Subject assuming all units are market rate. The capture rates for the Subject's one, two, and three-bedroom units are 8.5, 13.3, and 11.4 percent, respectively. The Subject's overall capture rate is 11.0 percent, which is excellent.

Conclusion

Within the PMA there are zero competitive multifamily developments under construction or proposed. Based on our capture rate analysis, the Subject has an overall average capture rate of 11.0 percent as a conventional market rate development. Further, our net demand analysis totaled a demand of approximately 179 units over the next three years, before accounting for future supply and the Subject's units. After accounting for the known proposed and under construction projects in the PMA, there is an excess demand of approximately 320 units. Lastly, after accounting for the Subject's units, there is an excess demand of approximately 159

units over the next three years. However, the calculated figure above reflects growth and new construction solely within the PMA. Based upon the local market characteristics, we forecast a need for rental housing in the PMA going forward, despite the limited increase of population in the PMA, recent market activity of very low vacancy rates and limited new development resulting in the current “gap” of needed units, which is strong. Based on the Subject's proposed unit mix and amenity package, the marketability of the Subject is strong in relation to the comparable properties.

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS AND RECOMMENDATIONS

- The Subject property is a proposed new construction market rate development located 0.6 miles northeast of the intersection of NW Ridge Road and SW 9th Street in Warrenton, Oregon. According to the developer, the Subject is proposed to be a Build to Rent (BTR) development improved with a combination of modular wood-frame residential buildings, along with a single-story clubhouse. We provided specifics on in-unit and community amenities later in this report. The developer provided preliminary site plans, and the development will include one and two-bedroom units contained in garden-style residential buildings. In addition, the developer indicated that some two-bedroom and three-bedroom units will be detached single-family homes, while some will be attached townhomes, which are planned to be sold.
- Per the developer, we have concluded to the following recommendations in terms of unit mix and amenities:
 - The developer has indicated that the Subject's buildings will be a combination of garden-style apartments, and single-family attached garages with small front and rear yards. We believe a unique mix will be a marketing advantage as there are limited single-family, duplexes and townhome rentals in the Subject's market. Further, the developer indicated that they are proposing 410 units for the Subject's rental development size. Taking into account the Subject's current land area of 270 acres (or approximately 11,761,200 square feet) with the consideration of the developer's potential development scheme, we believe an 410-unit development would be competitive. This equates to approximately 0.7 units per acre.
 - Tenants will be responsible for all utilities including general electricity, cooking, heating and cooling, and water heating, as well as cold water, sewer, and trash expenses. The landlord will be responsible for all a common area utilities. This is a similar utility structure to one of the comparables, and slightly inferior to the remaining comparables.
 - The proposed in-unit amenities include balconies/patios, ceiling fans, central air conditioning, dishwashers, disposals, exterior storage, microwaves, vinyl plank flooring, walk-in closets, and washer/dryer hook-ups. Overall, we believe the Subject's unit amenities will be competitive in the market.
 - The proposed community amenities include a clubhouse, a fitness center, hot tub, on-site management, a pet park, picnic areas, a playground, and recreational areas. The majority of the comparables offer property amenities considered inferior relative to the proposed Subject. Overall, we believe the Subject's proposed community amenities are appropriate and will offer a competitive advantage in the market.
 - The proposed Subject will offer limited access, perimeter fencing, and video surveillance. All of the comparables offer fewer security features than the proposed Subject. Overall, the comparables security features range from inferior to slightly inferior compared to the proposed Subject. As such, we believe the proposed Subject's security amenities are market oriented.
 - All of the comparable properties offer free off-street parking, one offering carport parking and one offering garage parking. The Subject will offer free off-street parking similar to the comparables, and plans to offer carports for an additional fee of \$25 per month. The Subject's proposed single-family home units will offer attached garages and driveway surface parking similar to superior to the comparables.

- Employment in the PMA is concentrated in healthcare/social assistance, retail trade, and accommodation/food services, which collectively comprise 43.4 percent of local employment. The large share of PMA employment in accommodation/food services and retail trade is notable as these industries are historically volatile, and prone to contraction during economic recessions. However, the PMA also has a significant share of employment in the healthcare/social assistance industry, which typically exhibits greater stability during recessionary periods. Relative to the nation, the PMA features comparatively greater employment in the accommodation/food services, retail trade, and healthcare/social assistance industries. Conversely, the PMA is underrepresented in the prof/scientific/tech services, finance/insurance, and manufacturing sectors. Employment in the MSA declined sharply by 6.0 percent in 2020 amid the pandemic, similar to the overall nation. Total employment in the MSA currently remains slightly below the pre-COVID level reached in 2019. As of April 2023, employment in the MSA is declining at an annualized rate of 2.2 percent, compared to positive 2.0 percent growth across the nation.
- The Subject site is located eastern portion of Warrenton city limits, in a developing neighborhood with limited commercial and residential developments, which primarily consists of recreational uses, single-family homes. Overall, development in the Subject's neighborhood (residential, recreational, and commercial) is currently limited, with the majority of retail and service amenities located more than 2.5 miles to the east of the Subject, west of U.S Route 101 (US-101). These amenities and services include Post Office, CMH Primary Care Clinic, bank, Costco, Walmart, Fred Meyers, among others. Walk Score defines the Subject as "Car Dependent" with a score of a one indicating errands require a car. The nearest public transit (bus stop) is located 2.6 miles west of the Subject site at the intersection of Ensign Street and US-101. Further, construction of the Subject will improve the immediate neighborhood by providing excellent quality rental housing in an area that currently lacks significant residential development, including both multifamily and single-family for sale homes.
- Population in the PMA increased at an annualized rate of 1.2 percent between 2010 and 2022, compared to growth of 1.1 percent in the MSA and 0.7 percent across the nation. The percentage of renter households in the PMA declined between 2010 and 2022 and is estimated to be 40 percent as of 2022. This is more than the estimated 33 percent renter households across the overall nation. The median income in the PMA as of 2022 is similar to the MSA and overall nation. According to ESRI demographic projections, population, household, and median income levels are all expected to rise through 2027. Overall, the combination of rising population and median household income bodes well for future demand for multifamily housing.

Overall, the Subject will offer superior condition relative to the market rate comparables, and will offer competitive in-unit amenities, superior common area amenities and unit sizes compared to the surveyed market rate product. The Subject will offer an immediate improvement to the neighborhood, as there are only a few scattered single-family houses, recreational, and limited commercial improvements in the area. Overall, we have concluded to achievable one, two, and three-bedroom rents of \$1,200-\$1400 (garden), \$1,700 (garden) to \$2,300 (single-family), and \$2,600 (single-family), respectively. Our achievable rents per square foot are within the comparable range, and slightly above the proposed rents for one and two-bedroom garden units, and slightly below proposed rents for two and three-bedroom single-family units.

- We obtained absorption data from two properties, located between 3.1 and 3.1 miles from the Subject site. These properties reported absorption rates ranging from five to 34 units per month, with an overall average of 20 units per month. Overall, we expect the proposed Subject will experience an absorption rate of 22 to 30 units per month. This equates to an absorption period of approximately 13 to 18 months.

- Collectively, we identify the following strengths of the proposed Subject.
 - A strength of the Subject includes its overall design, including the proposed structure type, proposed unit sizes and proposed in-unit and common area amenities, which will be competitive with the existing market rate multifamily properties in the area and offer a competitive advantage generally. The BTR design has not been tested in the local market; however, the most similar sized development (Emerald Heights Apartments) with a total of 300 units reported zero vacancies.
 - Overall, the market is experiencing very low vacancies, and the presence of waitlist indicating a constrained supply and strong demand.
 - PMA experienced declining population growth between 2000 and 2010; however, growth in the PMA returned to positive territory between 2010 and 2022, and outpaced growth in the MSA and the nation.
 - A major strength of the Subject is its proximity Fort Stevens State Park and other recreational trails for hiking and biking. The Subject will include an on-site trail, which will connect into the larger regional trails.
 - Recent migration from large urban areas such as Portland has brought new tenants to the Astoria-Warrenton market.
 - Recent construction of Warrenton Middle School, which will serve as the master site for the school district and is planned to include a new high school and elementary school, which is located 4.8 miles or an approximate eight minute drive from the Subject's location.
- In contrast, we identify the following weaknesses of the proposed Subject.
 - A weakness of the proposed Subject is the untested nature of this development in design and the proposed rents, which is set at the high end of the market; however, given the pent up demand in the market, we expect the project to be well received and in high demand.
 - The current economic indicators show a declining total employment and is heavily reliant on tourism, which is typically low wage jobs and somewhat volatile; however, we expect the work force housing trends to benefit the project due the natural benefits of the Subject's location.
- At present, market conditions are favorable for multifamily development in the short and long term. It should be noted that current "lack of workforce housing impacts employers by being unable to recruit employees." Real estate in the market has shown strong growth, as from "June 2020 to June 2021, home prices have increased 28% in Clatsop County". As reported by Kari Fleisher, this "loss of middle-income housing is detrimental not only to the service industry but local government, schools, and manufacturing. The lack of housing options does allow for the natural flow of housing. With over 17,344 homes needed in the region, incentives require additional research to encourage growth." As such, we acknowledge the declining employment is in part a result of limited housing options in the market. Therefore, the Subject as proposed presents a positive impact to the community and surrounding area.

ADDENDUM A
Assumptions & Limiting Conditions

ASSUMPTIONS & LIMITING CONDITIONS

1. In the event that the client provided a legal description, building plans, title policy and/or survey, etc., the consultant has relied extensively upon such data in the formulation of all analyses.
2. The legal description as supplied by the client is assumed to be correct and the consultant assumes no responsibility for legal matters, and renders no opinion of property title, which is assumed to be good and merchantable.
3. All information contained in the report, which others furnished, was assumed to be true, correct, and reliable. A reasonable effort was made to verify such information, but the author assumes no responsibility for its accuracy.
4. The report was made assuming responsible ownership and capable management of the property. The analyses and projections are based on the basic assumption that the apartment complex will be managed and staffed by competent personnel and that the property will be professionally advertised and aggressively promoted
5. The sketches, photographs, and other exhibits in this report are solely for the purpose of assisting the reader in visualizing the property. The author made no property survey, and assumes no liability in connection with such matters. It was also assumed there is no property encroachment or trespass unless noted in the report.
6. The author of this report assumes no responsibility for hidden or unapparent conditions of the property, subsoil or structures, or the correction of any defects now existing or that may develop in the future. Equipment components were assumed in good working condition unless otherwise stated in this report.
7. It is assumed that there are no hidden or unapparent conditions for the property, subsoil, or structures, which would render it more or less valuable. No responsibility is assumed for such conditions or for engineering, which may be required to discover such factors. The investigation made it reasonable to assume, for report purposes, that no insulation or other product banned by the Consumer Product Safety Commission has been introduced into the Subject premises. Visual inspection by the consultant did not indicate the presence of any hazardous waste. It is suggested the client obtain a professional environmental hazard survey to further define the condition of the Subject soil if they deem necessary.
8. A consulting analysis market study for a property is made as of a certain day. Due to the principles of change and anticipation the value estimate is only valid as of the date of valuation. The real estate market is non-static and change and market anticipation is analyzed as of a specific date in time and is only valid as of the specified date.
9. Possession of the report, or a copy thereof, does not carry with it the right of publication, nor may it be reproduced in whole or in part, in any manner, by any person, without the prior written consent of the author particularly as to value conclusions, the identity of the author or the firm with which he or she is connected. Neither all nor any part of the report, or copy thereof shall be disseminated to the general public by the use of advertising, public relations, news, sales, or other media for public communication without the prior written consent and approval of the appraiser. Nor shall the appraiser, firm, or professional organizations of which the appraiser is a member be identified without written consent of the appraiser.
10. Disclosure of the contents of this report is governed by the Bylaws and Regulations of the professional appraisal organization with which the appraiser is affiliated: specifically, the Appraisal Institute.

11. The author of this report is not required to give testimony or attendance in legal or other proceedings relative to this report or to the Subject property unless satisfactory additional arrangements are made prior to the need for such services.
12. The opinions contained in this report are those of the author and no responsibility is accepted by the author for the results of actions taken by others based on information contained herein.
13. All applicable zoning and use regulations and restrictions are assumed to have been complied with, unless nonconformity has been stated, defined, and considered in the appraisal report.
14. It is assumed that all required licenses, permits, covenants or other legislative or administrative authority from any local, state, or national governmental or private entity or organization have been or can be obtained or renewed for any use on which conclusions contained in this report is based.
15. On all proposed developments, subject to satisfactory completion, repairs, or alterations, the consulting report is contingent upon completion of the improvements in a workmanlike manner and in a reasonable period of time with good quality materials.
16. All general codes, ordinances, regulations or statutes affecting the property have been and will be enforced and the property is not subject to flood plain or utility restrictions or moratoriums except as reported to the consultant and contained in this report.
17. The party for whom this report is prepared has reported to the consultant there are no original existing condition or development plans that would Subject this property to the regulations of the Securities and Exchange Commission or similar agencies on the state or local level.
18. Unless stated otherwise, no percolation tests have been performed on this property. In making the appraisal, it has been assumed the property is capable of passing such tests so as to be developable to its highest and best use, as detailed in this report.
19. No in-depth inspection was made of existing plumbing (including well and septic), electrical, or heating systems. The consultant does not warrant the condition or adequacy of such systems.
20. No in-depth inspection of existing insulation was made. It is specifically assumed no Urea Formaldehyde Foam Insulation (UFFI), or any other product banned or discouraged by the Consumer Product Safety Commission has been introduced into the appraised property. The appraiser reserves the right to review and/or modify this appraisal if said insulation exists on the Subject property.
21. Acceptance of and/or use of this report constitute acceptance of all assumptions and the above conditions. Estimates presented in this report are not valid for syndication purposes.



Fort Pointe PUD
Modification of
Conditions of
Approval

September 14, 2023
Attachment H



**lancaster
moble**

Fort Pointe Planned Unit Development

Transportation Impact Analysis

Warrenton, Oregon

Date:

August 16, 2023

Prepared for:

Fort Pointe Partners, LLC

Prepared by:

Jennifer Danziger, PE

Daniel Stumpf, PE

Ken Kim, PE



RENEWS: 12/31/2023

Executive Summary

1. The proposed Fort Pointe Planned Unit Development (PUD) will develop a site east of NW Ridge Road and south of Peter Iredale Road, in Warrenton, Oregon with a 210-unit apartment complex, 210 detached single-family homes, and 30 attached single-family. The project will be constructed over a period of eight years and is expected to be completed by the end of 2031.
2. Access to the site will be taken from three connections to NW Ridge Road. Two additional connections will be constructed for fire access: one emergency only connection will be at the north end of the site to connect with the access to the KOA Campground and the other emergency only will be at the south end of the site to connect with NW Ridge Road.
3. Trip generation for the Fort Pointe PUD is estimated at 244 morning peak hour, 325 evening peak hour, and 3,596 weekday trips when all phases are completed.
4. A review of the most recent five years of available crash data found that six of the study intersections have crash rates that exceed the 90th percentile rates identified by ODOT for similar types of intersections. However, no significant trends or crash patterns were identified that could be mitigated with safety improvements. At the other nine intersections, crash rates were below the 90th percentile rates and no significant trends or crash patterns were identified. Based on these findings, no safety mitigation is recommended per the crash data analysis.
5. All proposed site accesses are expected to have adequate sight lines; no mitigation pertaining to sight distance is required.
6. Based on the left-turn warrants evaluation, no mitigation to the study intersections is necessary or recommended as part of the Fort Pointe project.
7. Traffic signal warrants are not projected to be met at any of the unsignalized study intersections under year 2031 conditions; therefore, no new traffic signals are necessary or recommended as part of the proposed development application.
8. Based on the results of the operational analysis, all study intersections are currently operating acceptably per the agency standards and are projected to continue operating acceptably through the 2031 buildout year of the site. Accordingly, no operational mitigation is necessary or recommended at the study intersections.
9. In general, changes in 95th percentile queuing between the year 2031 background and buildout conditions are anticipated to be small, one vehicle or two vehicles. Although several of the 95th percentile queues are estimated to extend beyond available storage, the queues would be present under both background and buildout conditions. The proposed project will not measurably change any of these queues.

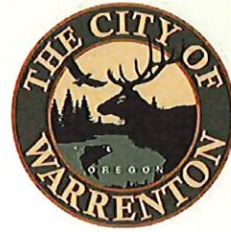


Conclusions

Key findings of this study include:

- A review of the most recent five years of available crash data found that six of the study intersections have crash rates that exceed the 90th percentile rates identified by ODOT for similar types of intersections. However, no significant trends or crash patterns were identified that could be mitigated with safety improvements. At the other nine intersections, crash rates were below the 90th percentile rates and no significant trends or crash patterns were identified. Based on these findings, no safety mitigation is recommended per the crash data analysis.
- All proposed site accesses are expected to have adequate sight lines; no mitigation pertaining to sight distance is required.
- Based on the left-turn warrants evaluation, no mitigation to the study intersections is necessary or recommended as part of the Fort Pointe PUD project.
- Traffic signal warrants are not projected to be met at any of the unsignalized study intersections under year 2031 conditions; therefore, no new traffic signals are necessary or recommended as part of the proposed development application.
- Based on the results of the operational analysis, all study intersections are currently operating acceptably per the agency standards and are projected to continue operating acceptably through the 2031 buildout year of the site. Accordingly, no operational mitigation is necessary or recommended at the study intersections.
- In general, changes in 95th percentile queuing between the year 2031 background and buildout conditions are anticipated to be small, one vehicle or two vehicles. Although several of the 95th percentile queues are estimated to extend beyond available storage, the queues would be present under both background and buildout conditions. The proposed project will not measurably change any of these queues.





Fort Pointe PUD
Modification of
Conditions of
Approval

September 14, 2023
Attachment I

Memorandum

September 5, 2023

Project# 29576

To: Twyla Vittetoe & Jay Blake, City of Warrenton
Paul Selke, AKS

From: Julia Kuhn

RE: Fort Pointe Transportation Impact Analysis Review

On behalf of the City of Warrenton, we have reviewed the *Forte Pointe Transportation Impact Analysis* (TIA) submitted to the City by Lancaster Mobley in August 2023. Based on our review we offer the following considerations for the City as part of developing a staff report and conditions of approval for the land use process.

Focus of Review

Our review evaluated the methodology, assumptions, analysis procedures and findings relative to industry practice, City requirements, Oregon land use regulations, and Oregon Department of Transportation (ODOT) policies and procedures. We also reviewed the adopted City Transportation System Plan (TSP) and the System Development Charge (SDC) Methodology report as well as performed independent research of recorded crash rates using ODOT's database.¹

Our review was also based on the City's Municipal Code Section 16.256 requirements that state that a TIA "shall be reviewed according to the following criteria:

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

The remainder of the memo provides an overview of our findings relative to the above criteria and evaluation considerations.

¹ [TDS - Crash Reports \(state.or.us\)](https://www.state.or.us/transportation/tids/crash-reports)

Study Area

Per the City's Municipal Code Section 16.256, the preparation of a TIA is required when a new development is estimated to generate 300 or more vehicles per day and/or a change in zoning is proposed. Section 16.256 does not include a specific minimum distance from the site or trip threshold to define the study area for a TIA. ODOT generally requires analysis of intersections anticipated to experience an increase of 50 or more vehicles during the peak hour.

We do note that the City's TSP recommends establishing minimum requirements for the contents and scope of a TIA but it does not appear that the City has adopted any changes to the Municipal Code. We might suggest that the City consider revising the standards to establish minimum requirements if an opportunity arises in the future as part of other Municipal Code update processes.

The TIA includes the analysis of 13 existing intersections and three proposed local street access points onto Ridge Road. The location and overall scope of the intersection locations is reasonable given the functional classification of the streets as identified in the TSP, the number of trips that could be generated by the new neighborhood and ODOT's guidelines.

Trip Generation

The trip generation associated with the homes and apartments was estimated using rates included in the *Trip Generation Manual, 11th Edition* (as published by the Institute of Transportation Engineers, 2021). We have reviewed the land use categories applied to the three types of home products as well as the actual trip calculations and concur that the trip generation is appropriate in the TIA.

Trip Distribution

We reviewed the proposed distribution of site generated trips and note that 60 percent are oriented along US 101 to and from the north and south of the City and 40 percent are oriented to commercial uses, schools, service and employment uses in the City. Based on our review of the traffic patterns in the TIA and the City's TSP, this distribution appears to be reasonable.

Study Time Periods

The analysis of both weekday AM and PM peak hour intersection operations during the peak summer months is reasonable as applied in the TIA. We also concur that the analysis of existing and year 2031 conditions is appropriate given the length of time that the Applicant anticipates to complete construction and occupancy of the homes.

Crash Assessment

The TIA includes an analysis of intersection crash history and a comparison of intersection crash rates relative to statewide crash rate performance thresholds (i.e., the 90th percentile crash rates for urban intersections by traffic control and 3 versus 4-legged configurations (as appropriate)). The TIA also identifies those crashes involving a person walking or riding a bike as well as serious injury crashes.

Three locations in particular are of note from the crash assessment:

- The Peter Iredale/Ridge Road intersection exceeds the 90th percentile critical crash rate. There were four crashes that occurred in five years at this location. We also reviewed the data available from ODOT for the past ten years and note that the trends are similar to the past five year in that many crashes involved a turning vehicle in or out of Fort Steves State Park and there were also single vehicle crashes involving an animal. Separate from the proposed development, the City, Clatsop County and the State may consider pursuing safety grants to evaluate whether there are potential changes to this intersection to enhance the access to the State Park as well as for those traveling along Ridge Road. The Federal Highway Administration (FHWA) has developed a systemic safety evaluation tool to identify low-cost treatments to increase awareness and visibility of unsignalized rural intersections. The agencies may be able to identify countermeasure treatments at the intersection to enhance the safety accordingly.
- US 101/Harbor Drive – the vast majority of crashes at this location are rear-end; we would postulate that this could be related to the fact that this is the first signalized intersection a driver experiences after crossing over the Bay and into the City and vehicle speeds are high. ODOT may want to monitor the crash experience at this intersection over time.
- US 101/Ensign Lane – this intersection is on ODOT's SPIS list of top crash locations and will continue to be monitored accordingly.

Based on our review of the crash data and analyses, no mitigation measures are specifically attributed to the proposed development at the off-site intersections. As will be discussed below, we would encourage the applicant to work with the City and County to evaluate the need for left-turn and right-turn lanes at the proposed local street access points with Ridge Road, given the high speed environment and the type of vehicles using Ridge Road to access Fort Stevens State Park and the KOA campground to the north of the site.

Intersection Capacity Analyses

The TIA includes an evaluation of existing and year 2031 peak hour conditions at the study intersections. Per the analyses presented, no off-site capacity constraints were identified. All intersections were shown to meet both City level-of-service and ODOT mobility targets. These findings are consistent with the analyses presented in the City's TSP as well.

The TIA does include evaluation of left-turn lane warrants and queuing at a number of off-site intersections. As discussed in the TIA, the development of the new neighborhood does not cause nor exacerbate the queuing at the locations. As part of the left-turn lane evaluation at the off-site intersections, we do note that the TIA does not include any discussion of available right-of-way nor the considerations related to pedestrian crossings at the intersections. As part of any future evaluations of left-turn lane warrants at the identified intersections, we would encourage further considerations related to right-of-way, topography and impacts to the pedestrian environment.

Although not related to intersection capacity, the existing geometry and topography at several off-site intersections presents operational challenges for people using the City streets. As part of future TSP and SDC updates, we would encourage the City to provide additional evaluation and identification of potential intersection changes that can enhance the safety for all travelers.

Multimodal Assessment

The TIA includes the identification of available transit within the city as well as the bike lanes provided at the study intersections. The TIA does not assess how the new neighborhood will connect to Fort Steven State Park or the mixed use pathway that could be required along the site frontage of Ridge Road.

As part of the design plans that will be required by the Applicant as part of site development, we would encourage the City and County to consider the following:

- Requiring a minimum of 12 feet of pathway along the frontage of Ridge Road to allow for two-way travel by people walking, riding bikes and rolling. Although not included in the TIA, based on the speeds of Ridge Road, the level of traffic stress that may be experienced by people walking, riding bikes and rolling along the frontage would suggest the need for an adequate width mixed use path.
- The street lighting needed at the local street intersections proposed on Ridge Road as well as the lighting along the length of the pathway.
- The intersection turn radii along the local neighborhood streets that may be used by school buses to serve the families within the new neighborhood. We might also encourage the evaluation of street lighting at the locations where the bus stops may be located within the new neighborhood.
- Conducting a pedestrian crossing study of existing users and potential for people crossing from the new neighborhood into Fort Stevens State Park at the Peter Iredale/Ridge Road intersection, considering peak summertime conditions on a Friday or Saturday. We note that the traffic counts collected for the TIA were performed on a mid-week day in July during the AM and PM peak hours, which likely does not represent peak pedestrian demands. This future study may identify the need for active crossing treatments at this intersection.

Other Considerations

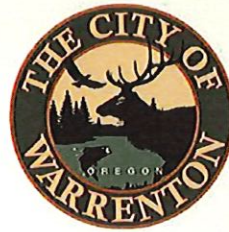
Although not required to comply with the City's Municipal Code Section 16.256 requirements, we might encourage the City and Applicant to work together to identify the potential consideration of the following as part of the new neighborhood:

- The need for a southbound left-turn lane at the proposed local street intersections with Ridge Road, given the posted speed as well as the types of vehicles using the street to access Fort Stevens State Park and the KOA campground. Although not required by the traffic volumes, the left-turn lanes could help to enhance the safety of people accessing the new neighborhood.
- The need for either a short right-turn lane and/or right-turn taper at the proposed local street intersections with Ridge Road. Considerations should be given to the vehicle speeds, the sight distance for people exiting the neighborhood at the local street intersections and the people using the future mixed use path along Ridge Road.
- The potential to partner together on a pedestrian crossing study and possible intersection treatments at the Peter Iredale/Ridge Road intersection to connect new neighborhood residents with the trail system and amenities provided at Fort Stevens State Park.

Overall Conclusions

In general, the TIA findings are reasonable and generally consistent with City requirements. We would suggest the City consider both local street design and lighting considerations within the new neighborhood as well as multimodal and vehicular design treatments along Ridge Road to serve the new neighborhood residents.

Please let us know if you have any questions regarding our review.



Fort Pointe PUD
Modification of
Conditions of
Approval

September 14, 2023
Attachment J



City of Warrenton

Planning Department

225 S Main Avenue ■ P.O. Box 250 ■ Warrenton, OR 97146
Phone: 503.861.0920 Fax: 503.861.2351

TO: Property File – Fort Pointe PUD
FROM: Jay Blake, Planning Director *Jay Blake*
DATE: August 15, 2023
SUBJ: Supplemental Memo regarding Parks and Open Space

For purposes of furthering discussion on the Preliminary Planned Unit Development (PUD) review by the Planning Commission on September 14, 2023, I wanted to review the public dedication requirements for the proposed development.

It is my understanding that the streets and utilities within the development will be constructed to meet the intent of the City engineering and design specifications and will be dedicated to the public upon final inspection and completion.

There has been some lack of clarity on the dedication of open space and recreation facilities within the development. There are two principal sections of the Warrenton Municipal Code (WMC) that apply to the PUD development review.

16.136.030 Public Use Areas.

A. Dedication Requirements.

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

B. Acquisition by Public Agency. If the developer is required to reserve land area for a park, playground, or other public use, the land shall be acquired by the appropriate

public agency within 12 months following final plat approval, at a price agreed upon prior to approval of the plat, or the reservation shall be released to the property owner.

C. System Development Charge Credit. Dedication of land to the City for public use areas shall be eligible as a credit toward any required system development charge for parks.

The second section of the WMC that applies is

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.

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.

Section 16.224 continues...

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.

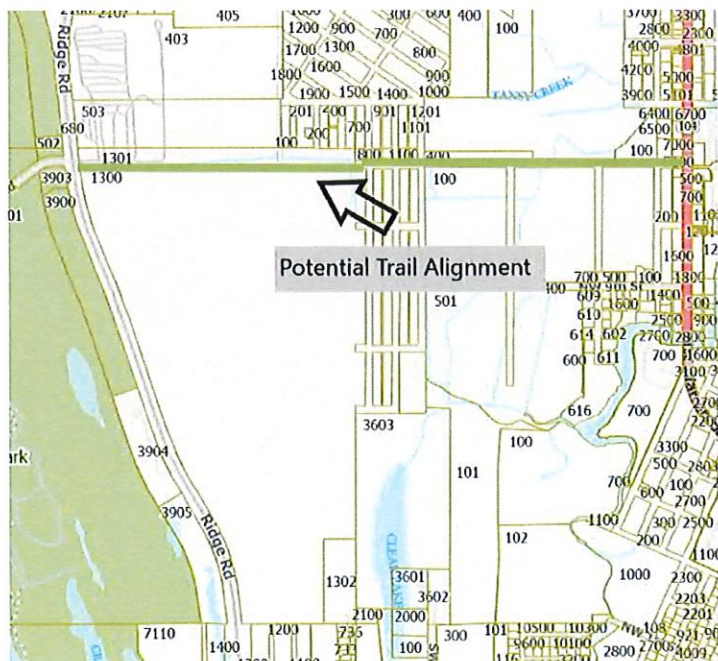
3. Easements. Easements necessary to the orderly extension of public utilities may be required as a condition of approval.

While 16.136 does not prescribe the amount of public dedication required for open space and recreation, the Planned Unit Development Section (16.224, Subsections A and B) are prescriptive in how we need to review the project. Section 16.224.J is more general in scope.

Assuming we use the existing project area of approximately 270 acres, the minimum amount of open space dedication is 108 acres, of which 75% must be reserved for the general public. Roughly 81 acres must be available for use by the general public. The sale of the wetlands area to a private development group may not meet the requirements of the code, unless development restrictions and public access can be adequately addressed.

The proposed bike trail between Ridge Road and NW Warrenton Drive will help meet the dedication requirements. The City and developer along with representatives from Public Works and the Parks Advisory Committee are working on a trail plan that would connect Fort Stevens State Park with the biking trail along the Columbia River and into downtown Warrenton. The Tansy Point trail aligns with part of the former NW 11th Street and would cross the northern edge of the Fort Pointe development.

The success of the sewer and water utility extensions and the Tansy Point trail are an important recreational feature for the community.



The dedication of land and/or construction assistance can be counted towards meeting the dedication requirements.

Within the development area, the preliminary design includes linear parks and open space areas, however, the location and design do not generally meet the intent of "common or shared open space."

I believe that we have already discussed the mountain bike trails that are shown on the preliminary plans. From a construction, maintenance and safety perspective, I do not believe that these items should be on the final plans.

The 2019 Transportation Systems Plan (TSP) does not specifically address parks dedication or open space requirements for Planned Unit Developments. However, it does state that it is the plan of the city and Clatsop County to develop a multi-purpose trail along the east side of Ridge Road from the soccer fields to Hammond. The construction of such a facility could off-set the land area requirements.

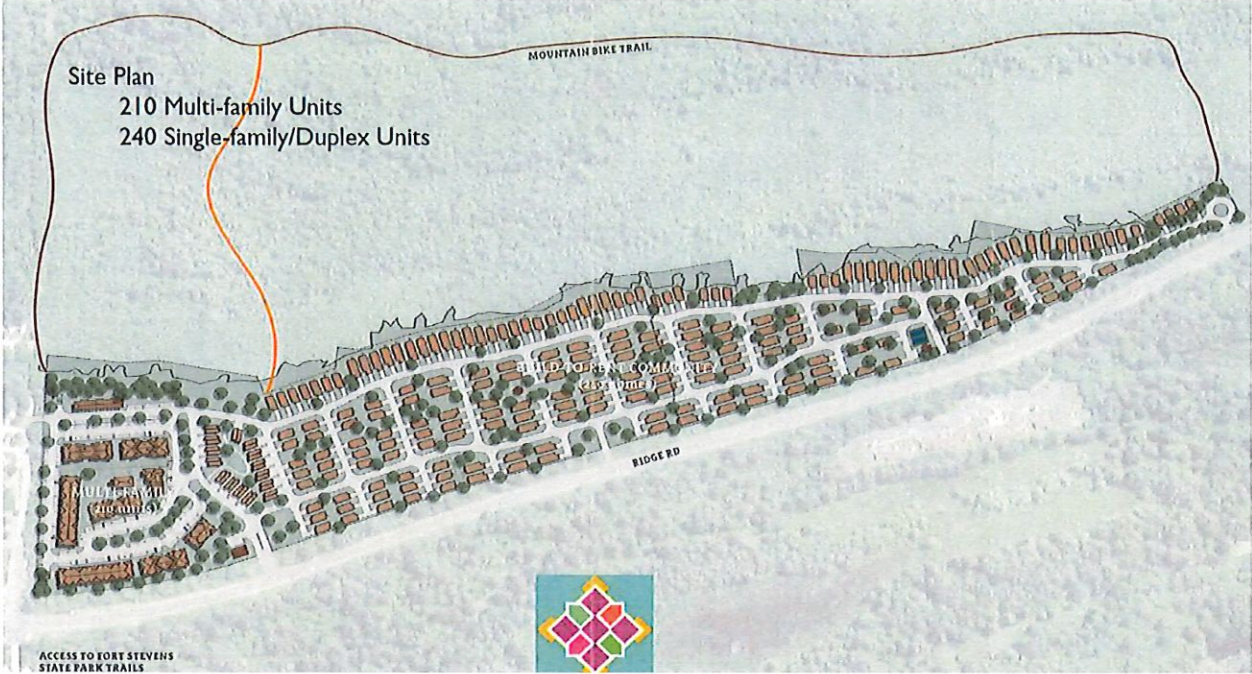
			Ave	
BP5	Construct a 10-foot wide multi-use path on the east side of Ridge Road from SW 9th Street to the north edge of the Warrenton Soccer Complex.	County/ Warrenton	Ridge Rd: SW 9th St north along soccer fields	\$200,000
	Construct an at grade pedestrian crossing of		Soccer fields and	

The cost estimate is from 2019.

Options for Consideration:

1. The PC could require the dedication of 81 acres of land for permanent public access. The land, would likely be less developable and add maintenance costs to the Parks budgets.
2. The PC could consider off-site improvements as a way to satisfy the open space requirements. How might you determine a value? The PC could look at the land value as determined by Clatsop County Assessor. The 2022 Real Market Value is \$1,614,284 or \$5,978 per acre. Use that number as the basis for valuing off-site improvements to compensate for land not included in the open space available to the general public. 81 acres at \$5,978 / acre equals \$484,218.

3. The PC could use a combination of tools to accomplish the goal.



Rebecca Sprengeler

From: Mathew Workman
Sent: Thursday, September 7, 2023 10:57 AM
To: Greg Shafer; Jay Blake; Rebecca Sprengeler; Twyla Vittetoe; Christian Jensen; Brian Crouter; Brian Alsbury
Cc: Esther Moberg
Subject: Re: Draft Memo for Fort Pointe Staff Memo

Jay,

After reviewing the Kittelson memo, I would like to keep my prior comments and add the following:

- **I concur with the memo regarding the 12 feet of pathway along the frontage of Ridge Road for pedestrians, bicycles, and rolling. I believe the Ft. Stevens will be a definite attraction and destination for the residents of the new development and pedestrian safety and mitigation of hazards should be high on the list.**
- **I totally forgot to include my standard street lighting comments not only for the intersections and area around Ridge Road but for the entire development is very crucial and important to safety and security.**
- **As noted previously, the traffic study and count will be greatly affected by the season. The memo noted that the traffic counts collected for the TIA were performed "a mid-week day" in July. I believe the month is fine but both vehicle and pedestrian traffic is drastically different on Fridays and Saturdays during the Summer months.**

Thanks.

Chief Workman

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

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Oregon

Tina Kotek, Governor

Department of Transportation
Region 2 Tech Center
455 Airport Road SE, Building B
Salem, Oregon 97301-5397
Telephone (503) 986-2990
Fax (503) 986-2839

DATE: August 28, 2023

TO: Zdenek Vymazal
Development Review Coordinator

FROM: Arielle Ferber, PE
Traffic Analysis Engineer

SUBJECT: Fort Pointe Planned Unit Development (Warrenton, OR) – Outright Use
TIA Review Comments

ODOT Region 2 Traffic has completed our review of the submitted traffic impact analysis (dated August 16, 2023) to address traffic impacts due to development on the southeast quadrant of NW Ridge Road and Peter Ireldeale Road in the city of Warrenton, with respect to consistency and compliance with ODOT's Analysis Procedures Manual, Version 2 (APM). The APM was most recently updated in April 2023. The current version is published online at: <http://www.oregon.gov/ODOT/TD/TP/Pages/APM.aspx>. As a result, we submit the following comments for the City's consideration:

Analysis items to note:

- This study utilized the outdated Highway Capacity Manual (HCM) 2000 and did not utilize methodology from the current HCM 6th Edition when reporting v/c for the signalized intersections. It is recommended that current HCM 6 methodologies be utilized, however, it is unlikely that the operational results will be impacted significantly enough to change the conclusions of the analysis.
- The study's crash analysis noted intersections with elevated crash rates as well as top SPIS locations, including US 101 at E Harbor Drive and US 101 at SE Ensign Lane. Improvements aimed at increasing safety to these two intersections were made in 2019 including installing radar detection, reflectorized backplates, and advanced dilemma zone protection. Safety benefits may not be fully reflected in crash analysis as data used includes years prior to installed improvements.
- OR 104S (Fort Stevens Highway Spur) at OR 104 (Main Street) is shown to meet v/c mobility targets in the build conditions. However, it should be noted that in the AM peak hour the queues are projected to be relatively long (increasing from seven vehicles [175 feet] to nine vehicles [225 feet]) with the v/c nearing the target (0.87 vs 0.95). In addition, due to its proximity to the nearby Warrenton High School this intersection may see increases in volumes and traffic peaking during the school year, further impacting queues and operations. Installing an exclusive westbound right-turn lane may be anticipated to reduce queue lengths and improve traffic operations.

Recommended analysis items to be addressed:

1. This area of Warrenton is covered by an urban travel demand model. Therefore, it is recommended model data be utilized and link data post-processed per *NCHRP 765* to determine the appropriate method, either growth or difference (incremental), to determine future design hour volumes (*APM* Version 2, Section 6.12).
2. Typically, ODOT will not run analyses with zero vehicles making available permitted movements. Rather, if count data does not identify any vehicles within the peak hour making a movement, we recommend assuming a low volume (1 or 2) rather than zero. The algorithms within Synchro utilize different formulas if there are zero conflicting vehicles.

Proposed mitigation comments:

3. ODOT maintains jurisdiction of the Oregon Coast Highway No. 009 (US 101), Fort Stevens Highway No. 104 (OR 104), Fort Stevens Spur Highway No. 485 (OR 104S), and Warrenton-Astoria Highway No. 105 (E Harbor Drive) and ODOT approval shall be required for any proposed mitigation measures to this facility.
4. No mitigation measures have been proposed This conclusion may be appropriate, but Region Traffic recommends consideration of installing a westbound right-turn lane at the OR 104S (Fort Stevens Highway Spur) at OR 104 (Main Street) intersection to address westbound queue lengths.

Thank you for the opportunity to review this traffic impact analysis. As the analysis software files were not provided, Region 2 Traffic has only reviewed the submitted report.

This traffic impact study has been, for the most part, prepared in accordance with ODOT analysis procedures and methodologies. Region Traffic recommends consideration of installing a westbound right-turn lane at the OR 104S (Fort Stevens Highway Spur) at OR 104 (Main Street) intersection to address westbound queue lengths. If the City determines any of the above comments will merit the need for reanalysis, we would be willing and able to assist with a second round of review.

If there are any questions regarding these comments, please contact me at (971) 208-1290 or Arielle.Ferber@ODOT.state.or.us