Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
635 Capitol Street, Suite 150
Salem, OR 97301-2540
(503) 373-0050
Fax (503) 378-5518
www.lcd.state.or.us

NOTICE OF ADOPTED AMENDMENT

06/19/2012

TO: Subscribers to Notice of Adopted Plan or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: Clatsop County Plan Amendment
DLCD File Number 007-10

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Thursday, July 05, 2012

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Jennifer Bunch, Clatsop County
Jon Jinings, DLCD Community Services Specialist
Matt Spangler, DLCD Regional Representative
Patrick Wingard, DLCD Regional Representative

<paa> Y

FORM 2 DLCD
Notice of Adoption

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

DATE STAMP ☐ In person ☐ electronic ☐ mailed

DEPT OF JUN 15 2012 LAND CONSERVATION AND DEVELOPMENT

For Office Use Only

Jurisdiction: **Clatsop County**
Local file number: **20100547**
Date of Adoption: **6/13/2012**
Date Mailed: 6/14/12
Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? ☒ Yes ☐ No Date: 10/29/2010

☒ Comprehensive Plan Text Amendment
☒ Comprehensive Plan Map Amendment
☐ Land Use Regulation Amendment
☐ Zoning Map Amendment
☐ New Land Use Regulation
☐ Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

The proposal was for a comp plan map and text amendment and density transfer. The proposal rezones approximately 8 acres to Light Industrial, the area is currently zoned RA-5 and adjacent to a commercial/industrial area. The remaining 13 acres will be rezoned Natural Uplands (Conservation Other Resources). One of the resulting density credits will be transferred to a nearby cluster parition. One density credit will be resreved for future assignment.

Does the Adoption differ from proposal? Yes, Please explain below:
An exception to Goal 14 was determined to not be required.

Plan Map Changed from: **Rural Lands** to: **Conservation Other Resources**
Zone Map Changed from: **RA-5** to: **LI/NU**
Location: **T8N R10W Sec 34 multiple taxlots** Acres Involved:
Specify Density: Previous: **5-ac** New: **n/a**
Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
☒	☒	☐	☐	☒	☒	☒	☐	☒	☒	☒	☒	☒	☒	☐	☒	☒	☐	☐

Was an Exception Adopted? ☐ YES ☒ NO
Did DLCD receive a Notice of Proposed Amendment...
35-days prior to first evidentiary hearing? ☒ Yes ☐ No
If no, do the statewide planning goals apply? ☐ Yes ☐ No
If no, did Emergency Circumstances require immediate adoption? ☐ Yes ☐ No

DLCD File No. 007-10 (18592) [17082]

DLCD file No. _____
Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Clatsop County, City of Warrenton, DLCD, DEQ, DSL, ODFW

Local Contact: **Jennifer Bunch, Senior Planner** Phone: **(503) 325-8611** Extension:

Address: **800 Exchange Street** Fax Number: **503-325-3666**

City: **Astoria** Zip: **97103-** E-mail Address: **jbunch@co.clatsop.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 working days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s)
per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting the adopted amendment, please print a completed copy of Form 2 on light **green paper if available**.
3. Send this Form 2 and **one complete paper copy** (documents and maps) of the adopted amendment to the address below.
4. Submittal of this Notice of Adoption must include the final signed ordinance(s), all supporting finding(s), exhibit(s) and any other supplementary information (ORS 197.615).
5. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) by DLCD of the adoption (ORS 197.830 to 197.845).
6. In addition to sending the Form 2 - Notice of Adoption to DLCD, please also remember to notify persons who participated in the local hearing and requested notice of the final decision. (ORS 197.615).
7. Submit **one complete paper copy** via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.
8. Please mail the adopted amendment packet to:

ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540

9. **Need More Copies?** Please print forms on **8½ -1/2x11 green paper only if available**. If you have any questions or would like assistance, please contact your DLCD regional representative or contact the DLCD Salem Office at (503) 373-0050 x238 or e-mail **plan.amendments@state.or.us**.

June 14, 2012

DEPT OF
JUN 15 2012
LAND CONSERVATION
AND DEVELOPMENT

NOTICE OF FINAL DECISION

File Numbers:	Ordinance No. 11-04
Decision Date:	June 13, 2012
Applicant:	Frog Consulting, LLC
Property Owners:	Michael Benesch, Warrenton Fiber Co., Martin Nygaard, Waldo Veele, and Mardi Nygaard.
Action:	**APPROVAL, with conditions**
Action Described:	**A consolidated request by Frog Consulting LLC, on behalf of property owners Michael Benesch, Warrenton Fiber, Martin Nygaard, Waldo Veele, and Mardi Nygaard, for a comprehensive plan zoning map amendment, comprehensive plan text amendment, and a cluster partition.**

Clatsop County has completed its review of the application described above. The Board of County Commissioners approved the application on June 13, 2012. A complete copy of the decision document, including the ordinance, resolution and order, and adopted findings of fact, is available for review at the following location during normal business hours (8-5, M-F):

Clatsop County Land Use Planning Office
800 Exchange Street, Suite 100
Astoria, OR 97103

The decision document is also available for review on the Clatsop County website. To access the document online please visit the County's website at the following address, www.co.clatsop.or.us. Once on the homepage, click on the Land Use Planning page.

The requirements for appeal of this decision are set forth in ORS 197.830 to 197.845. In general, the requirements for appeal require a "Notice of Intent to Appeal" the decision, to be filed with the Oregon Land Use Board of Appeals (LUBA) in Salem, Oregon. The Notice of Intent to Appeal the decision must be filed with LUBA not later than 21 days from the date of this notice. Please call LUBA at 503-373-1265 if you have questions regarding appeal procedures.

If you have questions about this notice, please contact the Clatsop County Land Use Planning Department at (503) 325-8611.

CERTIFICATE OF MAILING

I, Jennifer Bunch, hereby certify that I mailed this Notice of Final Decision via the United States Postal Service on June 14, 2012.

Jennifer Bunch — 6/14/12

Jennifer Bunch, Senior Planner — Date

BEFORE THE BOARD OF COMMISSIONERS
FOR THE COUNTY OF CLATSOP

In the Matter of:

A CONSOLIDATED APPLICATION FOR A COMPREHENSIVE PLAN ZONING MAP AMENDMENT, COMPREHENSIVE PLAN TEXT AMENDMENT, AND A CLUSTER PARTITION ON PROPERTY OWNED BY MICHAEL BENESCH, WALDO VEELE, WARRENTON FIBER, MARTIN NYGAARD, AND MARDI NYGAARD

ORDINANCE # 11-04

Doc # 201206000 8

Recording Date: 6-13-2012

RECITALS

WHEREAS, on October 13, 2010, Michael Benesch, Waldo Veele, Warrenton Fiber, Martin Nygaard and Mardi Nygaard, filed an application for amendments to the Clatsop County Comprehensive Plan Zoning Map and Compressive Plan Text; and

WHEREAS, the consolidated application was considered by the Planning Commission at a public hearing on December 21, 2010; and

WHEREAS, the Board of Commissioners held a public hearing on June 22, 2011, that was continued to July 27, 2011, and September 14, 2011; and

WHEREAS, on, September 14, 2011, the Board of Commissioners remanded the consolidated application to the Planning Commission for reconsideration; and

WHEREAS, the Planning Commission, at a public hearing on April 10, 2012, reconsidered the application and additional materials submitted by the applicant, and the Commission unanimously recommended approval of the applications; and

WHEREAS, consideration for this ordinance complies with the Post Acknowledgement Plan Amendment rules of the Oregon Land Conservation and Development Commission, and the Clatsop County Planning Commission has sought review and comment and has conducted a public hearing process pursuant to the requirements of ORS 215.050 and 215.060 and the Clatsop County land and Water Development and Use Ordinance, and the Clatsop County Board of Commissioners received and considered the Planning Commission's recommendations and held a first reading of this Ordinance on May 23, 2012, and conducted a public hearing and second reading of this ordinance on June 13, 2012; and

WHEREAS, public notice has been provided pursuant to law;

NOW THEREFORE,

THE BOARD OF COMMISSIONERS OF CLATSOP COUNTY ORDAINS AS FOLLOWS:

SECTION 1. The Clatsop County Zoning Map is hereby amended as shown in the attached Exhibit A.

SECTION 2. The text of Clatsop County Land and Water Development Use Ordinance No. 80-24, Standards Document, Section S3.162 is hereby amended as shown on the attached Exhibit B.

SECTION 3. In support of this ordinance, the Board adopts the findings in the Staff Report dated April 3, 2012, addendum dated April 10, 2012, and associated exhibits contained in Exhibit "PC"

Approved this 13th day of June, 2012

THE BOARD OF COUNTY COMMISSIONERS
FOR CLATSOP COUNTY, OREGON

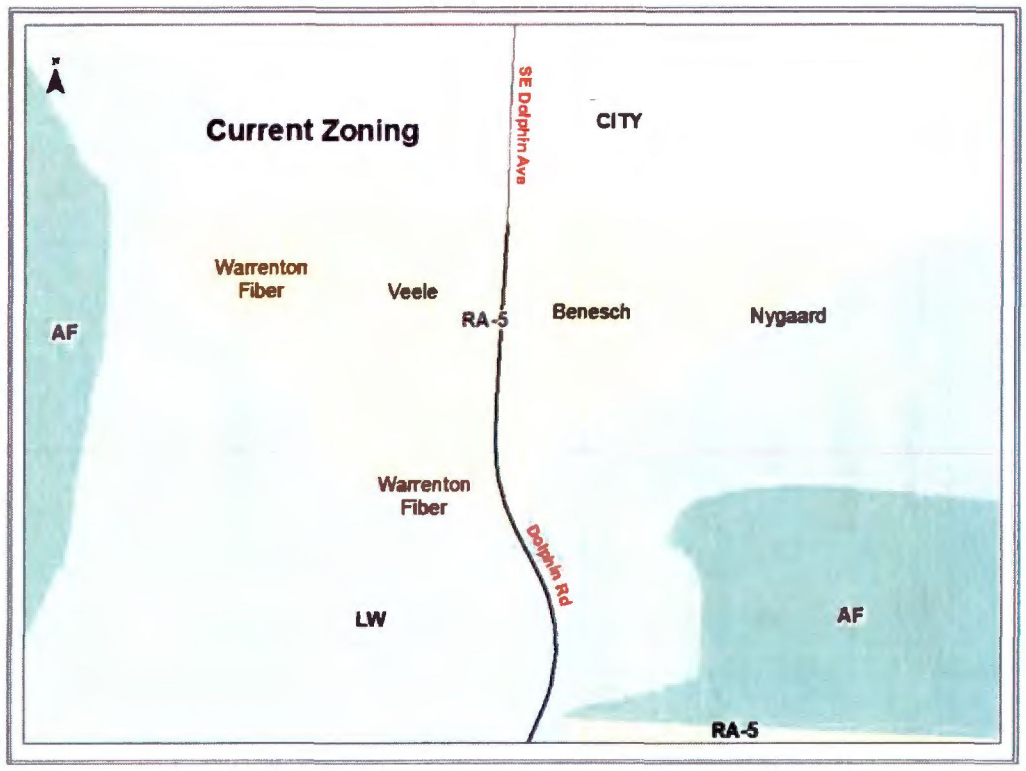
By _____
Peter Huhtala, Chair

By _____
Valerie Crafard, Recording Secretary

APPROVED AS TO FORM:

_____
Jeff Bennett, County Counsel

Exhibit A
Ordinance 11-04



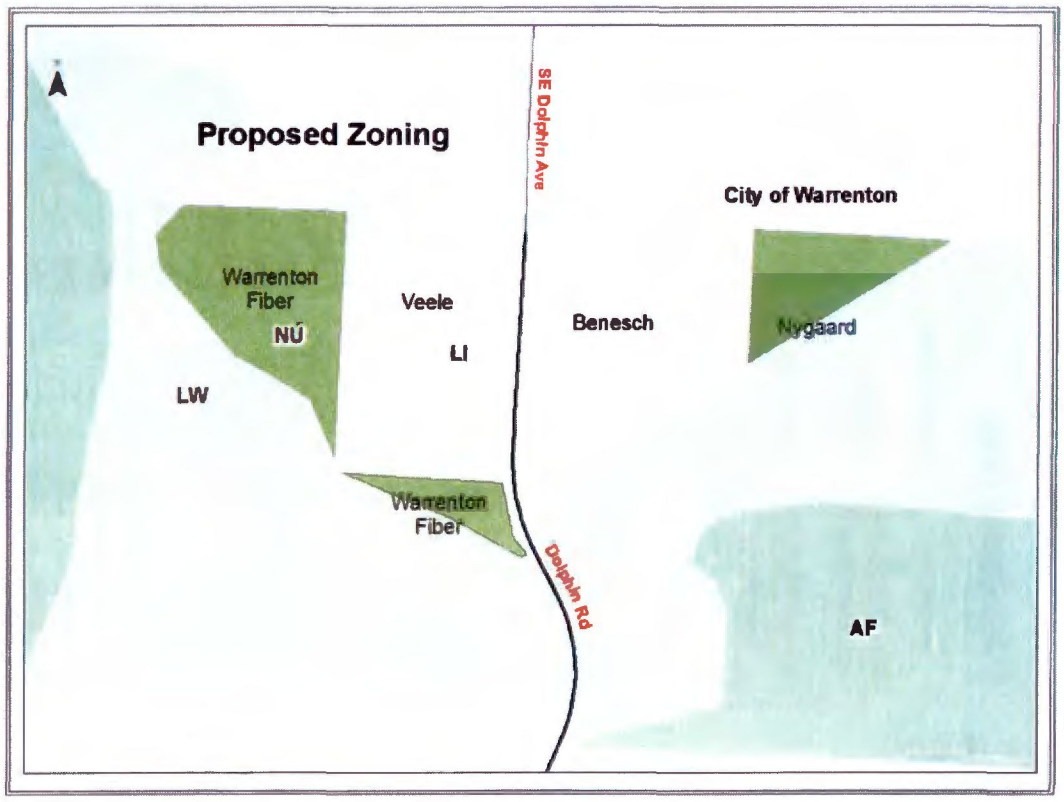


Exhibit B
ORD 11-04

S3.162. Density Table.

Sending Sites	Existing Zoning	New Zoning	Applicable Acreage	Density Units [1]	Remaining Density	Receiving Site/s	Receiving Zone	Density Credits [2]
81033A001000 & 81033A000800*	RA5/LW	NU/LW	0.50 0.50	1	0	810340001011	RA5	0
810340001301*	RA5/LW/AF	NU/LW/AF	1.00	1	0	TBD	TBD	1
*Lot of Record								
710090000902	RA5, RA1, & LW	OPR & LW	RA1 = 3.32 ac RA5 = 27.34 ac	1.66 5.47	0	71028DA00500 71028DA00800	CBR	7 units
			Subtotal = 7.13 (du)					**Subtotal = 7 (dc)**
710090000801	RA5 & LW	OPR & LW	RA5 = 4.45 ac	0.89				
71009CA00100	RA5	OPR	0.59	0.12				
71009CA01100	RA5	OPR	2.3	0.46				
71009CA01200	RA5	OPR	2.07	0.41				
71009CB00100	RA5 & LW	OPR & LW	RA5 = 0.18	0.04				
71009CB00500	RA5 & LW	OPR & LW	RA5 = 0.44	0.09				
71009CB00600	RA5 & LW	OPR & LW	RA5 = 1.83	0.36				
71009CB00700	RA5 & LW	OPR & LW	RA-5 = 2.26	0.45				
71009CB00800	RA5 & LW	OPR & LW	RA5 = 2.22	0.44				
71009CD00100	RA5	OPR	1.84	0.37				
71009CD00200	RA5 & LW	OPR & LW	RA5 = .76	0.15	0	710160000200	RA-5	7 units
71009CD00300	RA5 & LW	OPR & LW	RA5 = 99	0.2				
71009CD00400	RA5	OPR	0.12	0.02				
71009CD00600	RA5 & LW	OPR & LW	RA5 = .37	0.07				
71009CD00700	RA5 & LW	OPR & LW	RA5 = 1.14	0.23				
71009CD00800	RA5	OPR	1.33	0.27				
71009CD00900	RA1	OPR	1.87	0.94				
71009CD01000	RA1	OPR	0.7	0.35				
71009CD01100	RA1	OPR	0.92	0.46				
71009CD01200	RA5	OPR	0.92	0.18				
71009CD01300	RA5	OPR	0.7	0.14				

71009CD01400	RA5	OPR	0 92	0.18				
71009CD01500	RA5	OPR	0.92	0 18				
71009CD01600	RA5 & LW	OPR & LW	RA5 = .28	0 06				
71009CD02000	RA5	OPR	0.34	0.07				
71009CD02100	RA5	OPR	0.45	0.09				
71009CD02200	RA5	OPR	0.45	0.09				
71009CD02300	RA1	OPR	0 45	0.23				
			Subtotal = 7.54 (du)					**Subtotal = 7 (dc)**
Street Vacations Between Lots listed Above	RA5	OPR	5.12	1.024	0	710160000200	RA-5	1 Unit
			Subtotal = 1.024 (du)					**Subtotal = 1 (dc)**
810280003400	SFR-1 / LW	OPR / LW	SFR-1 = 14.89	14.89	1.51	710270003500	RA-5	19 Units
81033A001200	SFR-1 / LW	OPR / LW / SFR-1	SFR-1 = 5.62	4.62 [3]				
			Subtotal = 19.51 (du)					**Subtotal = 19 (dc)**
Remaining Density from Above	SFR-1	OPR / SFR-1	SFR-1 1.51	0.4	1.11	TBD	TBD	4 Units
81033A001300	SFR-1	OPR	SFR-1 = 3.71	0				
			Subtotal = 4.11 (du)					**Subtotal = 4 (dc)**
81033D002102	SFR-1	OPR	SFR-1 = .44	0.44	0	TBD	TBD	1 Unit
			Subtotal = .44 (du)					**Subtotal = 1 (dc)**
81028CA001600	SFR-1	OPR / SFR-1	SFR-1 = 2.52	1.15 [4]	1.36	TBD	TBD	1 Unit
			Subtotal = 1.15 (du)					**Subtotal = 1 (dc)**

[1] "Density Units" are calculated using the minimum lot size of the zone, i.e. 3.32 Acres of RA-1 divided by 2 equals 1 66 units.

[2] "Density Credits" are rounded down to the the nearest whole "Density Unit" (example: 7.54 Density Units = 7 Density Credits)

[3] A little over one acre is remaining on Tax Lot 1200

[4] This application rezones the easterly 1.15 acres and leaves 1.37 acres zoned SFR-1

BEFORE THE PLANNING COMMISSION
FOR THE COUNTY OF CLATSOP

In the Matter of: ORDINANCE 11-04: A CONSOLIDATED APPLICATION FOR A COMPREHENSIVE PLAN ZONING MAP AMENDMENT, COMPREHENSIVE PLAN TEXT AMENDMENT, AND CLUSTER PARTITION	RESOLUTION AND ORDER # **12-04-02**

THE ABOVE ENTITLED MATTER came before the Planning Commission on April 10, 2012, for a public hearing and consideration of a Comprehensive Plan Zoning Map Amendment, Compressive Plan Text Amendment, and a Cluster Partition submitted by Michael Benesch, et al.

THE PLANNING COMMISSION after reviewing the findings of fact in Exhibit "A" (*Staff Report)* has determined the proposed change is consistent with Clatsop County's Comprehensive Plan and Statewide Planning Goals.

THE PLANNING COMMISSION considering all evidence provided by the Planning Department Staff and public testimony provided at the public hearing, hereby **RECOMMENDS APPROVAL** of the findings and zoning map amendment as presented in "*Exhibit A - Staff Report"* attached hereto and by this reference made part hereof.

WHEREFORE, the Planning Commission finds and resolves:

To Recommend that the Board of County Commissioners adopt the proposed Benesch, et al, consolidated application, subject to conditions of approval.

SO ORDERED this 10th day of April 2012.

THE PLANNING COMMISSION FOR
CLATSOP COUNTY

Bruce Francis, Chair
Clatsop County Planning Commission

Clatsop County
Community Development
Land Use Planning

800 Exchange Street, Suite 100
Astoria, OR 97103
www.co.clatsop.or.us

ph: 503-325-8611
fx: 503-338-3666
em: comdev@co.clatsop.or.us

STAFF REPORT
EXHIBIT -A-

STAFF REPORT DATE: April 3, 2012 *includes April 10, 2012 Addendum*

HEARING DATE: April 10, 2012

APPLICANT: Michael Benesch, Warrenton Fiber Co., Waldo Veelle, and Mardi Nygaard

AGENT: Frog Consulting, LLC

STAFF: Jennifer Bunch, Planner

PROPOSAL: Consolidated application for a zoning map amendment, comprehensive plan map amendment, comprehensive plan text amendment, and cluster partition.

EXHIBITS:

1. Application Materials (pgs. 33-309)
    a. Frog Consulting LLC Dolphin Road Industrial Project: Density Transfer, Text Amendment, Zone Change Consolidated Report - May 21, 2011 (pg. 33)
    b. Frog Consulting LLC Supplemental Findings Second Amendment (OAR 660-004-0018) – July 10, 2011 (pg. 272)
    c. Noise Mitigation Plan – July 11, 2011 (pg. 275)
    d. Partition Application – January 20, 2012 (pg. 278)
2. Planning Commission Resolution and Order # 10-12-02 – December 14, 2010 (pgs. 310-449)
3. Meeting Minutes (pgs. 450-474)
    a. December 14, 2010 Planning Commission (pg. 450)
    b. June 22, 2011 Board of Commissioner (pg. 455)
    c. July 27, 2011 Board of Commissioners (pg. 460)
    d. September 14, 2011 Board of Commissioners (pg. 461)
4. Notice of Hearing for April 10, 2012 PC Meeting (pgs. 466-474)
5. Public Comments (pg. 475-481)
6. Agency Comments (pg. 482-489)
7. Meeting Minutes – Planning Commission April 10, 2012 *Draft* (pg. 490 – 494)

OVERALL RECOMMENDATION:	APPROVAL, with conditions.

1.0 BACKGROUND/CHRONOLOGY

On October 13, 2010, Frog Consulting, LLC (herein referred to as "the agent"), on behalf of Michael Benesch, Warrenton Fiber Co. and Waldo Veelle (herein referred to as "the applicant"), submitted a consolidated application for zoning map amendment, comprehensive plan map amendment and comprehensive plan text amendment approvals. On December 15, 2010, following a public hearing the Clatsop County Planning Commission recommended approval to the Board of Commissioners with a condition that required the applicant to provide additional findings to ensure consistency with the Transportation Planning Rule (OAR 660-012-0060) (the "TPR Findings"). The applicant provided the TPR findings on May 21, 2011 (Exhibit 1a).

The first reading of Ordinance 11-04 was held before the Board of Commissioners on June 8, 2011. The public hearing and second reading were scheduled for June 22, 2011. The day of the hearing, staff discovered that the applicant had not provided the findings required to demonstrate compliance with (OAR 664-004-0018), a regulation of the Department of Land Conservation and Development (DLCD) which requires a "reasons exception" to justify the RA-5 to LI zone change (the "Exception Findings"). The hearing proceeded but was continued July 27, 2012, in order to allow the applicant time to provide the Exception Findings. On July 27th the hearing resumed and was then continued to September 14, 2012, to allow staff to prepare comprehensive findings and to consult with DLCD and the City of Warrenton. While, preparing those findings, staff discovered discrepancies in the Cluster Development/Density Transfer standards contained in the County's Standards Document. The text contained language that was propose but never adopted by Clatsop County. When the standards document text was modified to included only the adopted language it was determined that density transfers could only occur if the proposal included a cluster development, a component that the consolidated application did not then contain. When the hearing resumed on September 24, 2011, staff recommended that the Board of Commissioner remand the application to the Planning Commission for reconsideration due to inadequate submissions by the applicant, changes in the application and staff's discovery concerning discrepancies in the Standards Document.. This would allow the applicant to include a proposal for a cluster partition that would meet the requirements for the density transfer. The Board of Commissioners agreed with staff and remanded the application back to the Planning Commission.

On January 20, 2012, a cluster partition application was submitted and the matter was scheduled for a hearing before the Planning Commission on April 10, 2012.

2.0 OVERVIEW

2.1 PROPOSED DEVELOPMENT

The consolidated land use application is a four-tier application involving the following components:

- Creation of two (2) residential development density transfer rights in accordance with Section S3.161(1) of the Clatsop County Land and Water Development and Use Ordinance Standards Document (CCSD);
- An amendment to the text of the county's 'Density Table' as represented in SD section S3.162;
- A zone change (Residential Agriculture 5 to Light Industrial & Natural Uplands); and,
- A cluster partition.

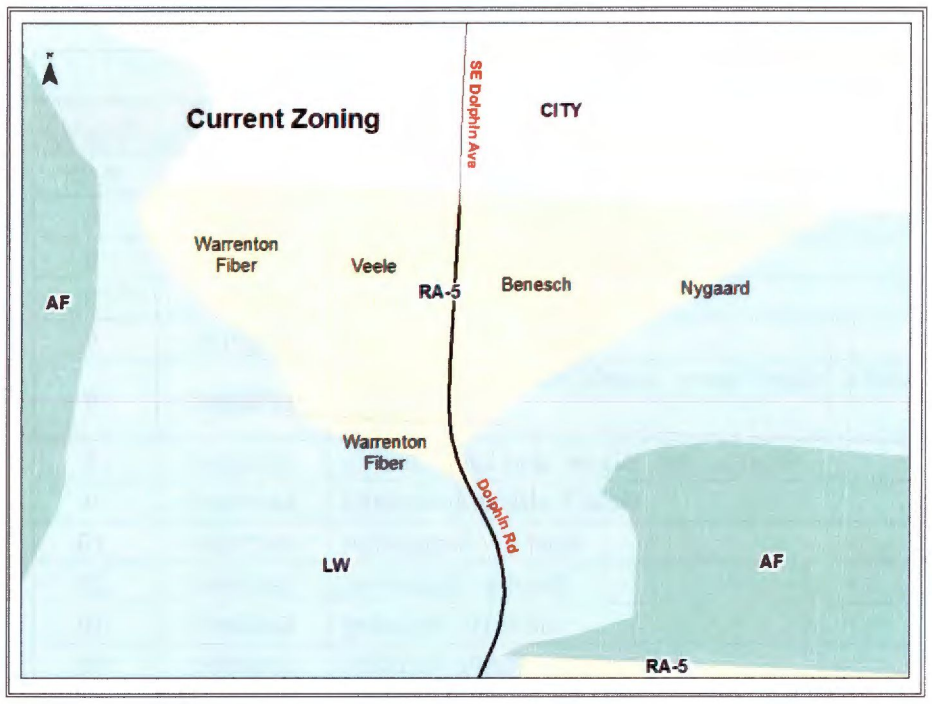
The zoning map amendment request involves rezoning approximately eight (8) acres from Residential Agricultural – 5 (RA-5) to Light Industrial (LI) and rezoning approximately five (5) acres from Residential Agricultural – (RA-5) to Natural Uplands (NU). The latter zone change supports the creation of two residential development density transfer rights. The RA-5 to LI zone change request would not affect the Rural Lands comprehensive plan designation for the specified eight (8) acres. The RA-5 to NU zone change request would amend the Rural Lands plan designation to the Natural plan designation for the specified five (5) acres.

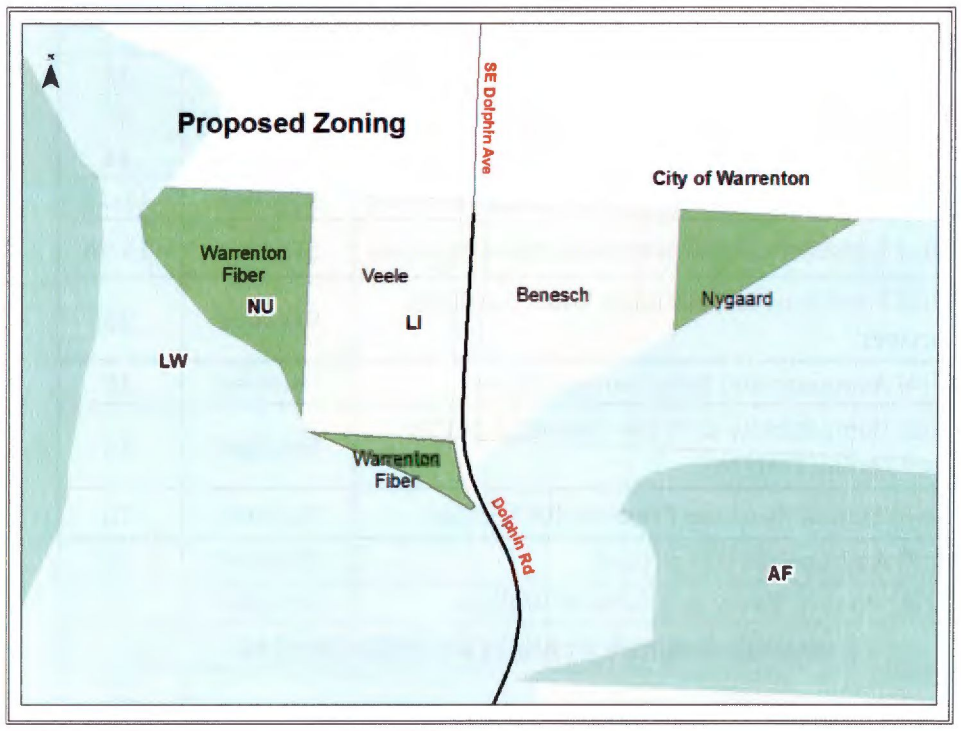
In addition to the zoning and plan map amendment proposals, the consolidated application includes a request to amend the text of the county's zoning ordinance as it pertains to the recording of density credits [LWDUO Section S3.162, Density Table]. If approved, the zoning and plan map amendment requested together with the associated zoning ordinance text amendment request would facilitate the creation of two (2) residential development rights; one to be placed on a yet-to-be determined parcel in the Clatsop Plains planning area and the other to be included in the proposed cluster partition.

2.2 SUBJECT PROPERTY

Map Number	Owner	Proposed Action
81033A001000	Warrenton Fiber	Zone Change to NU/Transfer Density
81033A000800	Warrenton Fiber	Zone Change to NU/Transfer Density
810340001301	Martin Nygaard	Zone Change to NU/Transfer Density
81033A000900	Waldo Veelle	Zone Change to LI
810340002100	Michael Benesch	Zone Change to LI
810340002000	Michael Benesch	Zone Change to LI
810340001011	Mardi Nygaard	Cluster Partition/Density Receiving Site

2.3 MAPS


Current Zoning
SE Dolphin Ave
CITY
Warrenton Fiber
Veele
RA-5
Benesch
Nygaard
AF
Warrenton Fiber
Dolphin Rd
LW
AF
RA-5


Proposed Zoning
SE Dolphin Ave
City of Warrenton
Warrenton Fiber
NU
Veele
LI
Benesch
Nygaard
LW
Warrenton Fiber
Dolphin Rd
AF

2.4 SUMMARY OF APPLICABLE CRITERIA AND STAFF CONCLUSIONS

ZONE CHANGE		
Criterion	Conclusion	Page(s)
L5.412(1) Consistency with Comp Plan	Satisfied	8-29
Goal 1 - Citizen Involvement	Satisfied	8
Goal 2 - Land Use Planning	Satisfied	8
Goal 3 -Agricultural Lands	Satisfied	9
Goal 4 - Forest Lands	Satisfied	9
Goal 5 -Open Space, Scenic, Historic, & Natural Resources	Satisfied	9
Goal 6 - Air, Water, and Land Quality	Satisfied	9
Goal 7 - Natural Hazards	Satisfied	9
Goal 8 - Recreation	Satisfied	10
Goal 9 - Economy	Satisfied	10
Goal 10 - Housing	Satisfied	10
Goal 11 – Public Facilities	Satisfied	10
Goal 12 - Transportation	Satisfied	11
Goal 13 - Energy Conservation	Satisfied	11
Goal 14 Element - Urbanization	Satisfied	11
Goal 16 - Estuarine Resources	Satisfied	11
Goal 17 - Coastal Shorelands	Satisfied	11
Goal 18 - Beaches and Dunes	Satisfied	11
Clatsop Plains Community Plan	Satisfied	11-13
L5.412(2) Consistency with Statewide Planning Goals	Satisfied	13-15
L5.412(3) Provisions for adequate Public Facilities and Services	Satisfied	15
L5.412(4) Adequate and Safe Transportation	Satisfied	15
L5.412(5) Compatibility with the Character of the Area and Zoning Pattern	Satisfied	15
L 5.412(6) Suitability of the Property for the Use	Satisfied	16
L5.412(7) Appropriate Use of Land	Satisfied	16
L 5.412(8) Health, Safety and General Welfare	Satisfied	16
COMPREHENSIVE PLAN TEXT AMENDMENT		
		17

CLUSTER DEVEOPMENT AND DENSITY TRANSFER		
S3.158 Residential Cluster Development Standards	Satisfied	18-19
S3.161 Density Transfer Standards in the Clatsop Plains	Satisfied	19-20
MAJOR PARTITION		
L3.220 Residential Agriculture 5 Zone	Satisfied	21
L5.220 Subdivsions, Partitions, and Property Line Adjustments	Satisfied	21-23
S6.000 Road Standards	Satisfied	23-24
TRANSPORTATION SYSTEM IMPACT REVIEW		
L5.352 Traffic Impact Study	Satisfied	25

3.0 Public Notice/Procedures

3.1 APPLICABLE PROCEDURE

L3.052,

L5.410, Zone Change Purpose, reads in part, *'The process for changing a zone designation shall be a Type IV procedure initiated by the governing body, Planning Commission, or by petition of a majority of property owners in the area proposed for change. Mailed notice of the hearing shall include the owners of property within (250) feet of the area proposed for change'.*

LWDUO Section 2.030 Type III Procedure.
LWDUO Section 2.035 Type IV Procedure.
LWDUO Section 2.110 Mailed Notice of a Public Hearing
LWDUO Section 2.125 Procedure for Published Notice.

Analysis & Finding: This land use application is quasi-judicial and not legislative in nature. L5.410, however, requires the County to process zone changes pursuant to a Type IV procedure, which requires a Planning Commission recommendation to the Board of Commissioners, followed by Board action via ordinance, rather than a "decision" by the Planning Commission which may be "appealed" to the Board of Commissioners as provided in L2.030. Because this consolidated application is quasi-judicial in nature, the Type III procedure prescribed in LWDUO Section 2.030 has been used to process the application> This ensures that all affected property owners and agencies were duly notified of the pending action. In addition, the Clatsop County Board of Commissioners will conduct, a second evidentiary hearing following the Planning Commission's initial evidentiary hearing on the matter. All requirements pertaining to the County's Type III and Type IV procedures, including mailed and published notices for the hearings, have been completed in accordance with LWDUO Sections 2.030, 2.035 (as applicable), 2.110, 2.125 and ORS 197.763 and are attached as Exhibit 4. Therefore, the criteria are met.

3.2 CONCLUSION

The consolidated application meets the applicable public notice requirements.

4.0 Comprehensive Plan Zoning Map Amendments

4.1 APPLICABLE APPROVAL CRITERIA AND FINDINGS

L5.400 Zone Changes

L5.412(1): The proposed change is consistent with the policies of the Clatsop County Comprehensive Plan.

Goal 1 – Citizen Involvement (Policies)

5. Citizens shall be provided the opportunity to be involved in the phases of the planning process as set forth and defined in the goals and guidelines for Land Use Planning, including Preparation of Plans and Implementation Measures, Plan Content, Plan Adoption, Minor Changes and Major Revisions in the Plan and Implementation Measures.
6. Clatsop County shall encourage organizations and agencies of local, state and federal government and special districts to participate in the planning process.
7. Clatsop County shall use the news media, mailings, meetings, and other locally available means to communicate planning information to citizens and governmental agencies. Prior to public hearings regarding major Plan revisions, notices shall be publicized.
9. Public notices will also be sent to affected residents concerning zone and Comprehensive Plan changes, conditional uses, subdivisions and planned developments

Analysis and Finding: All requirements pertaining to the County's Type III and Type IV procedures, including mailed and published notices for the hearings, have been completed in accordance with LWDUO Sections 2.030, 2.035, 2.110, 2.125 and ORS 197.763. Interested citizens and agencies have had adequate opportunity to participate in the local planning process including public hearings. This application has complied with the applicable Goal 1 policies through the County's use of the foregoing process. The application is consistent with the applicable policies of Goal 1.

Goal 2 – Land Use Planning

The County's land and water have been placed in one of six (6) Plan designations. (1) Conservation Forest Lands, (2) Conservation Other Resources, (3) Natural, (4) Rural Agricultural Lands, (5) Rural Lands, and (6) Development.

Designation of Rural Lands Policy:

Generally parcels less than 15 acres and that are "built or irrevocably committed" to a non-resource use is to be placed in a residential, industrial or commercial zone.

Analysis and Finding: This proposal rezones approximately 13 acres from Residential Agricultural – 5 {RA-5} to Light Industrial {LI} and Natural Uplands {NU}. At the time the application was deemed complete Both the RA-5 and LI zoning designations were currently listed under the Rural Lands designation in LWDUO Table 3.010. Upon approval of the Exceptions Findings as discussed in Section L 5.412(2) of these Findings, the application will be consistent with the Rural Lands policy and the

property is currently designated RA-5 because the parcels are adjacent to resource lands zoned Lake and Wetlands (LW). This proposal does not propose to increase densities beyond those permitted in the Light Industrial zone. The portions of the property proposed to be designated Natural Uplands {NU} adequately satisfy the County's criteria for lands designated Natural because the area has not been significantly altered and will provide a buffer to the Skipanon River riparian and natural areas. The lands proposed for development to Light Industrial also meet the criteria and guidelines for areas designated as Rural Lands based on the service and infrastructure levels and uses on surrounding lands. The application is consistent with the applicable policies of Goal 2.

Goal 3 – Agricultural Lands
Goal 4 – Forest Lands

Analysis and Findings: In 1983, Clatsop County adopted an "irrevocably committed" exception to Goals 3 and 4 for the subject properties. Therefore, the policies contained in Goals 3 and 4 do not apply.

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

Analysis and Findings: Goal 5 does not contain any specific policies that apply to the proposed zone change.

Goal 6 – Air, Water and Land Quality
Policies

13. Any development of land, or change in designation of use of land, shall not occur until it is assured that such change or development complies with applicable state and federal environmental standards.

14. Waste discharges from any development, when combined with existing discharges from existing developments, shall not result in a violation of state or federal environmental quality statutes, rules, or standards.

Analysis and Findings: Future development and use of the site shall comply with the development and standards contained in the LWDUO and SD that implement these Goals 6 policies. At minimum, the applicant shall consult with the Oregon Dept. of Environmental Quality (DEQ) prior to making application for any development approvals to ensure that preliminary/tentative development plans may be adjusted, as necessary, to ensure the adequate protection of air, water and land resources. The application is consistent with the applicable policies of Goal 6.

Goal 7 – Natural Hazards

Analysis and Findings: The subject property is identified in DOGAMI Report 74 as having compressible soils, thus placing it in the Geological Hazard Overlay. Any future development on the property will be subject to the applicable development standards of L4.040 *Geological Hazard Overlay*. The Goal 7

element does not contain any applicable policies for compressible soils. Consistency with Goal 7 has been demonstrated.

Goal 8 – Recreation

Analysis and Finding: The Goal 8 element does not contain applicable policies.

Goal 9 – Economy

Community Resources Policies

7. Commercial and industrial uses in the Rural Plan designation should be either those necessary to serve local needs or those which are most appropriately located near and are dependent on nearby resource lands.

Analysis and Findings: As a function of the future light industrial development of the site, the Exception Findings adopted pursuant to Section L 5.412(2) of these Findings demonstrate that the proposed use will serve local needs and/or is located in close proximity to resources essential for its operation. The application is consistent with the applicable policies of Goal 9.

Goal 10 – Housing

Analysis and Findings: The proposal does not increase the number of overall home sites from what is already allocated on the Clatsop Plains. The change of eight acres from Residential Agriculture – 5 to Light Industrial zoning would allow industrial uses on marginal lands that are better suited for industrial purposes. Policies contained in the Goal 10 element do not establish mandatory criteria for approval of the proposed zone change.

Goal 11 – Public Facilities and Services

General Public Facilities Policies

9. When a Comprehensive Plan or Zone Change or both are requested that would result in a higher residential density, commercial or industrial development it shall be demonstrated and findings made that the appropriate public facilities and services (especially water, sanitation (septic feasibility or sewage) and schools) are available to the area being changed without adversely impacting the remainder of the public facility or utility service area

Water Supply Systems Policies

1. If a community water system is to be utilized, either in the development of a subdivision, planned development, or the building of individual residences, commercial or industrial structures requiring water or subsurface sewage disposal, the County shall require proof that a year-round source of potable water is available

Analysis and Findings: The subject property adjoins the City of Warrenton, an urban area, along its northern boundary. The City of Warrenton has confirmed in writing to the applicant that public water is available to service the site [Exhibit 1a, p64 (Attachment 3)] Access to the site is provided via Dolphin Road, a county facility used to service the industrial and commercial uses on Dolphin Road as well as the residential uses to the south. The application is consistent with the applicable policies of Goal 11.

Goal 12 – Transportation

Analysis and Findings: The policies of Goal 12 and the Clatsop County Transportation System Plan do not provide approval criteria but form a basis for the creation of Land Use Ordinance and Standards. The application of the approval criteria and standards in this report will ensure consistency with Goal 12 and the TSP. The application does not conflict with Goal 12.

Goal 13 – Energy Conservation

Analysis and Findings: Policies contained in the Goal 13 element do not establish mandatory criteria for approval of the proposed zone change.

Goal 14 – Urbanization

To provide an orderly and efficient transition from rural to urban land use.

Analysis and Findings: This application does not propose that of the applicable properties become part of the Warrenton urban growth boundary. Accordingly, Goal 14 does not apply to the application.

Goal 16 and 17 – Estuarine Resources and Coastal Shorelands

Analysis and Findings: This subject property is located outside of the coastal shoreland boundary and does not contain estuarine resources. Therefore, the Goal 16 and 17 elements do not contain applicable policies.

Goal 18 – Beaches and Dunes:

Analysis and Findings: This subject property is located outside of the Beaches and Dunes Overlay; therefore, the Goal 18 element does not contain applicable policies.

Clatsop Plains Community Plan

Clatsop Plains Aquifer Policy

1. Land use actions (i.e. Comprehensive Plan changes, zone changes, subdivisions and partitions, planned developments, conditional use permits, etc.) shall be reviewed by the Planning Commission and the Department of Planning and Development to insure that the proposed activity(ies) will not:

a. adversely affect the water quality;
b. result in the drawdown of the groundwater supply;
c. result in the loss of stabilizing vegetation, or
d. salt water intrusion into the water supply.

Analysis and Findings: Water will be supplied by the City of Warrenton. The development standards of the LWDUO and Standards document requires that documentation of an approved sewage disposal system be provided prior to the issuance of any permits. As part of the future development process, erosion control plans are required for any ground disturbing activities. The application is consistent with the applicable Clatsop Plains Aquifer Policies.

Transportation Policies

3. Streets in new developments shall be designed to minimize disturbance of the land by following contour lines (as an alternative to a grid pattern) and avoiding cut-and-fill construction techniques.

Analysis and Findings: The application of the road standards contained in S6.000 will ensure compliance the Clatsop Plains Transportation Policy #3.

Fish and Wildlife Policies

1. Maintain important fish and wildlife sites by protecting vegetation along many water bodies, classifying suitable land and water locations as NATURAL or CONSERVATION, and otherwise encouraging protection of valuable fish and wildlife habitats.

Open Space

2. The County shall carefully consider the feasibility of all methods for the preservation of open space as the opportunities arise.

8. Streams and drainages which form a system of open space shall be preserved.

Analysis and Findings: A portion of the property that has a proposed zoning designation of Natural Uplands (NU) is directly adjacent to the Skipanon River; an area zoned Lake Wetland (LW). The change from RA-5 to NU will encourage the protection of fish and wildlife habitat and open space. The application is consistent with Fish and Wildlife Policy #1 and Open Space Policies #2 and #8.

Community Development

2. Residential, commercial and industrial development shall be directed away from those areas designated CONSERVATION FOREST LANDS, CONSERVATION OTHER RESOURCES, and NATURAL.

Analysis and Findings: The application proposes to rezone RA-5 land to LI and NU. This would place the LI zone directly adjacent to the NU zone and existing LW zone. However, both the RA-5 and LI zones carry a Comprehensive Plan designation of Rural Lands. All development in this designation is considered to be similar in the intensity of development. The application of the NU zone will assist in creating a buffer between the LI zone and the LW zone. The application does not conflict with Community Development Policy #2.

L 5.412(2): The proposed change is consistent with the statewide planning goals (ORS 197).

Clatsop County has an acknowledged comprehensive plan. Consistency with the Statewide Planning Goals is typically determined through a review for consistency with the County's Comprehensive Plan. As the findings of this report indicate, the application is consistent with the applicable policies of the Clatsop County Comprehensive Plan and the Clatsop Plains Community Plan. However, two inconsistencies with the statewide goals were identified in a letter submitted by DLCD on December 2, 2010 (Exhibit 5).

Statewide Planning Goal 2 – Land Use

According to the Clatsop County Comprehensive Plan the property that is the subject of the RA-5 to LI zone change is in an area that is subject to an acknowledged "irrevocably committed" exception to Goals 3 and 4 that was adopted in 1983. The proposed zoning map amendment, therefore, requires a "needs exception" as required by OAR 660-004-0018. (Refer to DLCD letter dated December 2, 2010 – Exhibit 6). On July 10, 2011, the applicant submitted findings for OAR 660-004-0018 (Exhibit 1b).

OAR 660-04-0018 Planning and Zoning for Exception Areas

(1) Purpose. This rule explains the requirements for adoption of plan and zone designations for exceptions. Exceptions to one goal or a portion of one goal do not relieve a jurisdiction from remaining goal requirements and do not authorize uses, densities, public facilities and services, or activities other than those recognized or justified by the applicable exception. Physically developed or irrevocably committed exceptions under OAR 660-004-0025 and 660-004-0028 and 660-014-0030 are intended to recognize and allow continuation of existing types of development in the exception area. Adoption of plan and zoning provisions that would allow changes in existing types of uses, densities, or services requires the application of the standards outlined in this rule.

(2) For "physically developed" and "irrevocably committed" exceptions to goals, residential plan and zone designations shall authorize a single numeric minimum lot size and all plan and zone designations shall limit uses, density, and public facilities and services to those:

(a) That are the same as the existing land uses on the exception site;

Applicant's Findings: No exception to Light Industrial development standards is proposed with this development. All development will be subject to the Standards outlined in the LWDUO. No expansions to public facilities are necessary to accommodate this proposal. The proposal is consistent with this requirement.

Staff Analysis and Findings: The criteria in OAR 660-004-0018(2)(a) applies to only "residential plan and zone designations" and is not applicable to this proposal.

(b) That meet the following requirements:

(A) The rural uses, density, and public facilities and services will maintain the land as "Rural Land" as defined by the goals, and are consistent with all other applicable goal requirements;

Applicant's Findings: The land will be retained as "Rural Land" and is consistent with the applicable goal requirements. The proposal is consistent with this requirement.

Staff Analysis and Findings: At the application was deemed complete both the current RA-5 zone and the proposed LI zone fell under the "Rural Lands" designation in Clatsop County's Comprehensive Plan. The development standards of the LI zone limit the building size for industrial uses to 30,000 square feet. Goal 14 requires that rural industrial uses outside of rural unincorporated communities must be smaller in size than the 40,000 square foot maximum allowed in rural communities, under OAR 660-022-0030. The proposal is consistent with the requirement of OAR 660-004-0018(2)(b)(A).

(B) The rural uses, density, and public facilities and services will not commit adjacent or nearby resource land to uses not allowed by the applicable goal as described in OAR 660-004-0028; and

Applicant's Findings: All adjacent lands with exception to those within Warrenton's Urban Growth Boundary/City limits will be designated resource lands and remain as such. This proposal will not commit those lands to nonresource uses. The proposal is consistent with this requirement.

Staff Analysis and Findings: The proposed Light Industrial zone is separated from the nearby Agricultural Forestry (AF) resource zone by the established Lake and Wetland zone. Development standards require setbacks to the LW zone creating additional distance between the proposed LI zone and the AF zone. The proposal is consistent with the requirement of OAR 660-004-0018(2)(b)(B).

(C) The rural uses, density, and public facilities and services ore compatible with adjacent or nearby resource uses;

Applicant's Findings: The proposal includes a mandatory 50 foot buffer to resolve any compatibility issues with nearby resource uses. In addition the applicant is proposing a noise and runoff mitigation plan by planting trees and native vegetation within the buffer area. The proposal is consistent with this requirement.

Staff Analysis and Findings: The proposed Light Industrial zone is separated from the nearby Agricultural Forestry (AF) resource zone by the established Lake and Wetland zone. Development standards require setbacks to the LW zone creating additional distance between the proposed LI zone and the AF zone. The proposal is consistent with the requirement of OAR 660-004-0018(2)(b)(C).

Statewide Planning Goal 12 - Transportation
OAR 660-012-0060 Plan and Land Use Regulation Amendments

The Transportation Planning Rule (OAR 660-012-0060) requires that amendments to a comprehensive plan (including zoning map amendments) be evaluated to determine if the change would significantly affect an existing or planned transportation facility. When this application was originally submitted in 2010 did not contain any evaluation of transportation facilities. Comment provided by DLCD (Exhibit 6) identified that this analysis was missing. As a condition of approval in the December 14, 2010, Planning Commission's decision the applicant were required to complete this analysis before proceeding to a hearing before the Board of Commissioners. The applicant provided the analysis on May 21, 2011 (Exhibit 1a) and confirmation was provide by the Oregon Department of Transportation (Exhibit 6) that

the analysis was sufficient to determine that any impact on the nearby state transportation facilities would not be significant.

Analysis and Findings: Based on the analysis provided by the applicant on May 21, 2011 and the ODOT letter dated April 21, 2011, the proposed zoning map amendments are consisted with Statewide Planning Goal 12 and OAR 660-012-0060.

L 5.412(3): The property in the affected area will be provided with adequate public facilities and services including, but not limited to:

a. **Parks, schools and recreational facilities**
b. **Police and fire protection and emergency medical service**
c. **Solid waste collection**
d. **Water and wastewater facilities**

Analysis and Findings: The applicant has provided a map illustrating the boundaries of the local rural fire protection district and a letter from the City of Warrenton that it would provide water service to the subject property upon development of the site. DEQ septic evaluations shall be required prior to an application for development. Letters from the school districts are not necessary because the proposal is for industrial uses and the residential density will not increase over what already exists. Western Oregon Waste provides solid waste collection and Clatsop County provides police protection. The application has complied with Zone Change Criterion No. 3 [LWDUO Section 5.412(3)].

L 5.412(4): The proposed change will insure that an adequate and safe transportation network exists to support the proposed zoning and will not cause undue traffic congestion or hazards.

Analysis and Findings: An adequate transportation network exists for the site. The subject property is currently served by Dolphin Road, which was recently improved and in good working condition. Also refer to the staff findings contained in L 5.412(2) relating to Statewide Planning Goal 12. The application has complied with Zone Change Criterion No. 4 [LWDUO Section 5.412(4)].

L 5.412(5): The proposed change will not result in over-intensive use of the land, will give reasonable consideration to the character of the area, and will be compatible with the overall zoning pattern.

Analysis and Findings: This project proposes industrial uses adjacent to an established industrial area located within the City of Warrenton. Projected uses on the subject property are consistent with those on the adjacent parcels to the north. Zoning and development standards in the LWDUO limit the intensity of industrial development on this site. The density credits shall comply with this criterion at the time of development. The application has complied with Zone Change Criterion No. 5 [LWDUO Section 5.412(5)].

L 5.412(6): The proposed change gives reasonable consideration to peculiar suitability of the property for particular uses.

Analysis and Findings: This proposal is designed around the characteristics and terrain of the site. It preserves the characteristics of the wetland and natural habitat to the south and is compatible with the industrial and commercial uses adjacent to the property boundaries. The application has complied with Zone Change Criterion No. 6 [LWDUO Section 5.412(6)].

L5.412(7): The proposed change will encourage the most appropriate use of land throughout Clatsop County.

Analysis and Findings: The subject area is comprised of established commercial and industrial uses bounded by lower-lying wetland areas and the Skipanon River. The intent of the application is to classify the property in the most appropriate plan and zone designations compatible with surrounding land characteristics and uses. The application has complied with Zone Change Criterion No. 7 [LWDUO Section 5.412(7)].

L5.412(8): The proposed change will not be detrimental to the health, safety and general welfare of Clatsop County.

Analysis and Findings: The proposal does not pose any threats to the health, safety, and general welfare of Clatsop County. The application of standards at the time of development will ensure continued consistency with this criterion. The application has complied with Zone Change Criterion No. 8 [LWDUO Section 5.412(8)].

4.2 CONCLUSION

The proposed map amendments meet criteria identified in L5.412.

5.0 Comprehensive Plan Text Amendment

5.1 Proposed Text Amendment to S3.162

S3.162 Density Table

Sending Sites	Existing Zoning	New Zoning	Applicable Acreage	Density Units	Remaining Density	Receiving Site(s)	Receiving Zone	Density Credits
81033A001000 & 81033A000800**	RA5/LW	NU/LW	0.50 0.50	1	0	810340001011	RA5	0
810340001301*	RA5/LW/AF	NU/LW/AF	1.00	1	0	TBD	TBD	1

**Lot of Record
*Lot of Record

Refer to Permit #20100463

Analysis and Finding: The proposed text amendment to "Density Table S3.162" is a housekeeping issue required by S3.161(2) and does not require evaluation against any criteria nor consistency with the comprehensive plan.

6.0 Cluster Development & Density Transfer

6.1 APPLICABLE APPROVAL CRITERIA AND FINDINGS

S3.158. Residential Cluster Development Standards.

S3.158(1): The tract of land to be developed shall not be less than 4 contiguous acres in size.

Analysis and Findings: County Assessor's records indicate that the cluster partition site is approximately 26.29 acres in size. The criterion is met.

S3.158(2): The development may have a density not to exceed the equivalent of the number of dwelling units allowed per acre in the zone or zones.

Analysis and Findings: The applicant does not propose an increase in density over what is allowed by the sending and receiving sites. The criterion is met.

S3.158(3): The cluster development shall not contain commercial or industrial developments

Analysis and Findings: The applicant does not propose any commercial or industrial developments at the sending or receiving sites. The criterion is met.

S3.158(4): The minimum percentage of common open space shall be 30% excluding roads and property under water (MHHW).

Analysis and Findings: The applicant proposes 10.40 acres of open space outside if the LW zone. This open space will allow for cluster development at the site. The criterion is met.

S3.158(5): Attached residences are permitted provided the density allowed per acre in the zone is not exceeded (this does not apply in the Clatsop Plains planning area

Analysis and Findings: The proposal does not include any attached residences. The criterion does not apply.

S3.158(6): The prescribed common open space may be used to buffer adjacent forest, farm, hazard areas or other resource lands such as but not limited to archeological and historical sites, water bodies, etc.

S3.158(7): Land in the same ownership or under a single development application that is divided by a road can be used in calculating the acreage that can be used in the clustering option.

Analysis and Findings: S3.158(6) & (7) are not applicable because they do not contain approval criteria.

S3.158(8): For lands zoned primarily for rural residential uses located outside urban growth boundaries, unincorporated community boundaries, and located outside non-resource lands as defined in OAR660-004-000(5)(3), the following additional conditions must be met.

(A) The number of new dwellings units to be clustered does not exceed 10;

(B) None of the new lots or parcels created will be smaller than two acres;

(C) The development is not served by a new community sewer system or by any extension of a sewer system from within an urban growth boundary or from within an unincorporated community, unless the new service or extension is authorized consistent with OAR 660-011-0060;

(D) The overall density of the development will not exceed one dwelling for each unit of acreage specified in the base zone designations effective on October 4, 2000 as the minimum lot size for the area;

(E) Any group or cluster of two or more dwelling units will not force a significant change in accepted farm or forest practices on nearby lands devoted to farm or forest uses and will not significantly increase the cost of accepted farm or forest practices there; and

(F) For any open space or common area provided as part of the cluster development under this subsection (8), the owner shall submit proof of non-revocable deed restrictions recorded in the deed records. The deed restrictions shall preclude all future rights to construct a dwelling on the lot, parcel or tract designated as open space or common area for as long as the lot, parcel or tract remains outside an urban growth boundary.

Analysis and Findings: Staff concurs with applicant's findings for S3.158(8) contained page 10 of Exhibit 1d of the application materials. The criterion is met.

S3.161. Density Transfer Standards for the Clatsop Plains Planning Area.

S3.161(1)(A): The remaining parcel of the sending site shall be rezoned to ether the Open Space Parks and Recreation zone or Natural Uplands zone or Conservation Shorelands zone or Natural Shorelands zone. The applicant shall file the rezone request at the same time as the density transfer request is submitted, and

Analysis and Findings: The applicant proposes to rezone the sending site to the Natural Uplands zone. The proposed zoning map amendment is evaluated earlier in this application. The criterion is met.

S3.161(1)(B): Prior to final approval of a density transfer the County shall require that deed restrictions be filed in the Clatsop County Deed Records in a form approved by County Counsel, that prohibits any further development beyond that envisioned in the approved density transfer until such time as the entire area within the density transfer approval has been included within an urban growth boundary; and

Analysis and Findings: In order to satisfy S3.161(1)(B) a condition of approval shall be required. The criterion is met.

CONDITION OF APPROVAL #1: Prior to the recording of the partition plat a deed shall be recorded in the Clatsop County Deed Records that prohibits any further development beyond that envisioned in the approved density transfer until such time as the entire area within the density transfer approval has been included within an urban growth boundary.

S3.161(1)(C): The Community Development Director shall demarcate the approved restrictions on the official Zoning Map, and

Analysis and Findings: The Community Development Director will ensure that the approved restrictions will be contained in the records of the department. The criterion is met.

S3.161(1)(D): No parcel of land shall be involved in more than one (1) density transfer transaction, and
S3.161(1)(E): Density transfer goes with the property - not the owner; and

Analysis and Findings: By maintaining appropriate records the Community Development Director will ensure that the requirements of S3.161(1)(D) & (E) are met. The criteria are met.

S3.161(1)(F): Minimum lot size shall be one (1) acre for the receiving site.

Analysis and Findings: S3.158(8)(B) requires that the minimum lot size be two (2) acres. The applicant has proposed parcels that exceed two acres. The criterion is met.

6.2 CONCLUSION

Based on the analysis and findings contained in Section 6.1 of the Staff Report and exhibits, staff has determined that the application satisfies the applicable Cluster Development and Density Transfer criteria in S3.150.

7.0 Major Partition

7.1 APPLICABLE APPROVAL CRITERIA AND FINDINGS

LWDUO 80-14

L 3.220. Residential-Agriculture-5 Zone (RA-5).
L3.227. Conditional Development and Use.

- **L3.227(14):** Cluster development subject to the provisions of Clatsop County Standards Document, S3.150-S3.161.

Analysis and Findings: L3.227(14) allows cluster development as a Type II procedure. As a component of the consolidated application the partition is being processed through a stricter Type IV procedure.

L3.228. Development and Conditional Development and Use Standards.

L3.228(1)(B): Lot size - Cluster development subject to the provision of Clatsop County Standards Document, S3.150-S3.161.

Analysis and Findings: The standards in S3.150-S3.161 are evaluated earlier in this staff report.

L5.200 Subdivisions, Partitions, and Property Line Adjustments

L5.202: Major Partitions -- occur when a tract of land is divided into no more than three (3) parcels in a calendar year when such tract of land existed at the beginning of the year and any parcel has less than 25 feet of frontage on a state, county or public road.

Analysis and Findings: The applicant is proposing the creation of three (3) parcels with each having access from a private road. The proposed partition meets that definition of a major partition.

L5.205. General Standards for Minor and Major Partitions.

L5.205(2)(A)(1): Road approach approval from appropriate agency is required.

Analysis and Findings: The subject property is accessed from a private road easement recorded with the Clatsop County Clerk – Book 635, Page 51. Road approach approval is not required.

L5.205(2)(A)(2): Except as set out in Section 5.207(1) the boundaries of all parcels shall be surveyed and monumented.

Section 5.207. Exceptions to General Standards for Minor and Major Partitions and Property Line Adjustments.

(1) *Surveys for Large Parcel Partitions and Property Line Adjustments.*

(A) When a partition is proposed which includes parcels that are greater than ten (10) acres in size no survey of the parcel is required. However, a partition plat must still be submitted and approved. For a major partition the entire roadway being created shall be surveyed and monumented.

Analysis and Findings: A condition of approval will ensure consistency with L5.205(2)(A)(2). The criterion is met.

CONDITION OF APPROVAL #2: A survey is required for all parcels less than ten (10) in size. For parcels that are greater than ten (10) acres in size no survey of the parcel is required. However, a partition plat must still be submitted and approved.

L5.205(2)(B)(2)(c): If a private road or easement is created or utilized, the road easement shall meet the standards from the "Basic Major Partition Improvement Standards Table" and the boundaries of the road easement shall be surveyed and monumented. The road shall be improved to the County's A-12 road standard and one vehicle turnout shall be provided for every 250' of road and within 50' of each sight obscuring corner. If the travel surface width of the private road exceeds 18 feet no turnouts will be required. Easements which bind all involved property owners and which specify the perpetual, non-exclusive nature of the road way easement shall be signed and recorded with the County Clerk. An agreement shall also be signed and recorded with the County Clerk outlining the responsibilities of the private parties maintaining the road improvements. These maintenance responsibilities shall be enforced by the individual parties and not the County.

Analysis and Findings: The applicant is proposing a private roadway which shall be surveyed and monumented. In addition, an easement and road maintenance agreement is needed. Conditions of approval shall ensure consistency with L5.205(2)(B)(2)(c). The criterion is met.

CONDITION OF APPROVAL #3: The proposed road easement shall be surveyed and monumented and shall appear on the partition plat.

CONDITION OF APPROVAL #4: *Prior to the recording of the partition plat an easement and road* maintenance agreement shall be recorded with the County Clerk outlining the responsibilities of the private parties maintaining the road improvements.

L5.205(2)(B)(2)(d): Any required road improvements shall meet the applicable road standards from Section S6.000 of the Standards Document. Required road improvements shall be completed or bonded prior to the sale of any of the partitioned parcels. In the event that the partitioning party intends to retain ownership of a partitioned parcel, required road improvements shall be completed prior to the issuance of any development permit involving the partitioned parcel. Road improvements must be completed to the extent necessary to provide legal access frontage to the parcel proposed for sale or for second home placement. If the partitioning party has not completed required road improvements at the time of final partition approval, the Department of Community Development will record a development restriction upon the involved parcels to require the compleion of these improvements prior to the sale of the parcels or prior to the issuance of a development permit to the partitioning party; whichever comes first. The restriction will be removed upon completion of the improvements prior to the sale of the parcels or prior to the issuance of any development permit involving the partitioned parcel.

Analysis and Findings: The applicant is proposing a new easement. Refer to the findings and conditions of approval for S6.000 *Road Standard Specifications for Design and Construction*. A condition of approval will ensure consistency with L5.205(2)(B)(2)(d). The criterion is met.

STANDARDS DOCUMENT

S6.000. TRANSPORTATION IMPROVEMENTS AND ROAD STANDARD SPECIFICATIONS FOR DESIGN AND CONSTRUCTION.

S6.160. Private Road Minimum Requirements.

S6.160(1): Private roads shall provide access to no more than ten (10) abutting lots or parcels.

Analysis and Findings: The applicant is not proposing the creation of more than ten parcels. The criterion is met.

S6.160(3): The minimum easement for a private road shall be 25 feet, except where the natural slope of the land within the easement (cross-slope) is greater than 21 percent, in which case the easement width shall be 50 feet.

Analysis and Findings: The road standards in S6.000 indicate a private road constructed to an A-20 standard is appropriate. Refer to the Condition of Approval below for S6.000 – Table 1. The criterion is met.

S6.160(10): The County shall require that a maintenance agreement be recorded in the records of Clatsop County along with any map or plat creating a private road, and include the following terms:

- **(A)** That the agreement for maintenance shall be enforceable by a majority of persons served by the road.
- **(B)** That the owners of land served by the road, their successors, or assigns, shall maintain the road, either equally or in accordance with a specific formula.

Analysis and Findings: The road maintenance agreement required by Condition of Approval #4 shall include the provisions in S6.160(1)(A) & (B). The criterion is met.

S6.160(11): The County shall require that an easement over the private road for ingress and egress.

Analysis and Findings: An existing 60-foot access easement exists over a portion of the subject property and is recorded in the Clatsop County Deed Records – Bk 635, Page 51. For the remainder of the proposed private roadway the applicant has identified a 50-foot easement on the preliminary plat. The criterion is met. The criterion is met.

Table 1- Right-of-Way and Improvement Standards Table

Functional Road Class	A.D.T	Design Standard Typical	Travel Width	R-O-W Width	Surface Type	Design Speed MPH	Max. % Grade	Min. Curve Radius	Street Signs
Arterial	>1000	A - 32	24	80	A.C.	45	12	750	(1)
Collector	300 – 1000	A - 28	24***	60	A.C.	40	12	500	(1)
Local	60 – 300	A - 24	22	60	A.C./Oil	35	12	350	(1)
Subdivision (10+ lots)	>60	A - 22	20(5)	50	A.C.(6)	25	12	250	(1)
Subdivision (4-9 lots)	30 – 60	A - 20	20(5)	50	A.C.(6)	20	12**	150	(1)
Partition (3+) ****	<60	A - 20	20(5)	50	Gravel	20	12**	150	(1)
Partition (1-2 Lots)	<30	A – 14(4)	14(5)	25	Gravel	15	16*	50	(1)

*If unavoidable conditions exist a grade of 2% greater than that shown may be allowed with A.C. paving.
**If unavoidable conditions exist a grade of 4% greater than that shown may be allowed with A.C. paving.
***May be reduced to 22 feet as specified in AASHTO if approved by the County Engineer.
****Partition with the potential for further partition into additional lots, as allowed per Section 5.200 LWDUO.
(1) One (1) approved street sign will be provided at each intersection for each named street.
(2) All dead-end streets will be terminated with a cul-de-sac or approved turnaround. See Design Standard Typical Cul-de-sac for details.
(3) Drainage/slope easements may be required if roadway slopes extend beyond the right-of-way.
(4) **A-14 roads 400 feet in length or greater shall provide turn-outs at a maximum distance of 400 feet, or at a lesser interval that will maintain a continuous visual contact between each successive turn-out.**
(5) **Minimum unobstructed road travel lane width, per Oregon Fire Code as adopted by ORS-October 2004.**
(6) Minimum A.C. thickness is 3" nominally compacted ODOT class "C: or approved equal.

Effective Date: May 2, 2005

Analysis and Findings: The applicant is proposing three parcels with the potential for further divisions. According to S6.000 – Table 1 the applicable standards is A-20. A condition of approval will ensure consistency with this requirement. The criterion is met.

CONDITION OF APPROVAL #5: Prior to recording of the partition plat Rainbows End Lane and the proposed private road shall be improved to an A-20 road standard.

7.2 CONCLUSION

Based on the analysis and findings contained in Section 7.1 of the Staff Report and in the exhibits staff has determined that the proposed partition satisfies the applicable criteria in L3.220 and S6.000.

8.0 Transportation System Impact Review [L5.350]

8.1 APPLICABLE APPROVAL CRITERIA AND FINDINGS

Section 5.352 Traffic Impact Study

L5.352(2)(A)1): A Traffic Impact Study may be required to be submitted to the County with a land use application if an application involves a change in zoning or plan amendment designation.

Analysis and Finding: As required by the Planning Commission decision of December 14, 2010, the applicant consulted with the Oregon Department of Transportation regarding potential transportation system impact that future light industrial development may cause on nearby state transportation facilities. In a letter dated April 21, 2011, Bill Johnston, ODOT Planner, stated, "ODOT is satisfied that the additional traffic volume generated from the relatively small development is not significant enough to require mitigation at either of the affected intersections (US101@Dolphin and US101@Perkins" (Exhibit 6). Staff has determined that the traffic analysis provided by the applicant satisfies L5.352(2)(A)1).

8.2 CONCLUSION

Based on the analysis and findings contain in Section 8.1 of the Staff Report and exhibits, staff has determined that the application satisfies the applicable criteria in L5.352.

9.0 Public and Agency Comments

9.1 Public Comment (Exhibit 5)

December 13, 2010 **Wayne & Lynn Poole, Kevin & Katie Hertig, and Chuck & Shoko Switzer**
The Pooles, Hertigs, and Switzers reside nearby on Rainbows End Lane. These neighbors express concerns regarding noise and traffic/road conditions.

December 14, 2010 **Terry and Christine Finklein**
Mr. and Mrs. Finlein also reside on Rainbows End Lane. They provide comments expressing concern regarding the type of business the zone change would allow; water pressure, quality, and disruption; traffic congestion; and maintenance on Dolphin Road. They have asked the Planning Commission to deny the request.

Staff Response: All uses allowed in the LI zone, except for the splitting and sale of firewood, are Type II conditional uses that require public notice. The first development standard listed in L3.448(2)(A) requires plan review and approval and clearly states,

"No building permit or other permit for construction or alteration of any building structure or use in the LI zone shall be issued until plans have been reviewed and approved by the Community Development Director in order to evaluate the conformity with the performance stondards of this zone and the Comprehensive Plan and the compatibility of vehicular access, signs, lighting, building placement and designs, landscaping, adjoining uses and locotion of water and sewage facilities".

Staff does understand the valid concerns raised in both letters submitted by the Rainbows End neighbors but it is impossible to address these concerns until a development and use is proposed. When an application for development is submitted Clatsop County will evaluate the application pursuant to L3.448(2)(A) and all other applicable criteria and standards. In response to the noise concerns raised by the neighbors the applicant has provided a noise mitigation plan (Exhibit 1c) that proposes a 50-foot vegetative screen to assist in reduction any noise that may be generated by future development. Development standard L3.448(3)(E) requires a dense evergreen landscape buffer no less than eight (8) feet in height and 50 feet in width when the LI zone abuts a non-industrial zone. To address concerns relating to noise Staff proposes the following condition of approval that will allow the evergreen noise buffer to be established prior to an application for development on the property:

CONDITION OF APPROVAL #9: Prior to an application for development on the subject property to be zoned LI, the applicant shall install an evergreen noise buffer that is consistent with the requirements of L3.448(3)(E) and the Noise Mitigation Plan submitted by the applicant and dated July 11, 2011.

April 9, 2012

Jim Scheller

Mr. Scheller expressed concerns related to Goals 5, 6, 7, and 14. Mr. Sheller questions whether a 50-foot buffer will be effective. Concerns related to compressible soils and stormwater drainage were also identified.

STAFF RESPONSE:

Mr. Scheller refers to the intent of State Land Use Goals 5 (Natural Resources), 6 (Air Water and Land Quality), 7 (Natural Hazards), and 14 (Urbanization). Staff has addressed these goals throughout the staff report and has determined that the proposed zoning map amendment is consistent with the applicable goals or will be consistent through the application of development standards. The Department of Land Conservation and Development has determined that light industrial uses with floor areas of less than 30,000 square feet are rural in nature. (*Refer to the DLCD letter in Exhibit 6 of the April 3, 2012 staff report).*

The propose light industrial area contains mapped wetlands and any development in these areas are subject to approval from the Department of State Land and/or the Army Corps of Engineers. This creates an additional layer for protection for the area around the Skipanon River.

The only assurance Clatsop County can provide with regard to the type(s) of light industrial development that may occur on site are those listed in the LWDUO under L3.444-3.446. Sixteen (16) of the eighteen (18) uses allowed in the LI zone are Conditional Uses processed under a Type II procedure. The two uses that are allowed under a Type I procedure are the splitting and sale of firewood and land transportation facilities. The conditional uses require a public process that includes notification of property owners within 250-feet of the proposed development and interested agencies / groups. Should the proposed light industrial use be controversial or complex the Community Development Director has the option to "bump up" the process to a Type IIa procedure which requires a public hearing. In addition, the development standards and use standards of L3.448 require,

> *"No building permit or other permit for construction or alteration of any building structure or use in the LI zone shall be issued until plans have been reviewed and approved by the Community Development Director in order to evaluate the conformity with the performance standards of this zone and the Comprehensive Plan and the compatibility of vehicular access, signs, lighting, building placement and designs, landscaping, adjoining uses and location of water and sewage facilities".*

In addition, all Type II development is subject to a site plan review which includes but is not limited to verification of vegetative screening and implementation of stormwater drainage plans. A condition of approval is included in all conditional use permits that state that any adverse impacts that are a result of the operation of the development can be cause for review of the conditional use permit.

April 9, 2012 **RAINBOWS END NEIGHBORS**

(Terry & Christine Finklein, Kevin & Katie Hertig, Wayne & Lynn Poole, and Charles & Shoko Switzer)

Note: Staff has not verified that all neighbors agreed to have their names included in the April 9, 2012 email.

The April 09, 2012, email submitted by the Rainbows End Neighbors repeats the concerns identified in letters submitted on December 13 and 14, 2010. Staff addressed these letters and their concerns in the April 3, 2012, Staff report. The development proposed at the end of Rainbows End Lane is a partition, not a zoning map amendment or industrial uses.

WAYNE & LYNN POOLE

Mr. and Mrs. Poole, residents of Rainbows End Lane, submitted additional comment on April 9, 2012. The Pooles express concern over the condition of the county roads leading to the proposed light industrial site. They request that the applicants be required to improve Rainbows End Lane to an A-20 standard.

STAFF RESPONSE

The consolidated application does not contain a proposal for a light industrial use. Therefore, it is not known how many, or if any, large trucks would be utilizing Dolphin Road or Perkins Lane for access to the proposed light industrial site. As stated in the staff report, the development standards in the LI zone require evaluation of vehicular access for all development in the LI zone.

Staff proposes condition of approval #5 requiring road improvements to an A-20 standard.

9.2 Agency Comment (Exhibit 6)

December 2, 2010 **Matt Spangler, Department of Land Conservation & Development**

Mr. Spangler identifies that the applicant failed to provide findings for OAR 660-004-0018 *Planning and Zoning for Exception Areas* and OAR 660-014-0030 *Transportation Planning Rule*. DLCD also explained that the Goal 14 Exception application that was submitted in October 2010 was not necessary.

Staff Response: The applicant provided findings for OAR 660-004 on July 10, 2011 (Exhibit 1b) and those findings are evaluated in Section 4.1 under L5.412(2). On December 15, 2010 a condition of approval was issued by the Clatsop County Planning Commission requiring the applicants to address the Transportation Planning Rule and provide an analysis of the potential impact on state transportation facilities. Staff has provided findings in Section 4.1 under L5.412(2).

December 9, 2010 **Dave Ambrose, Clatsop Soil & Water Conservation District**

Mr. Ambrose provides information relating to Skipanon Creek, the Skipanon River, and the soil types all relating to the area the is to be rezoned to NU.

Staff Response: None.

December 13, 2010 **Bill Johnston, Oregon Department of Transportation**
Mr. Johnston provided comment that ODOT concurs with the comment provided by DLCD related to OAR 660-012-0060.

Staff Response: None.

April 21, 2011 **Bill Johnston, Oregon Department of Transportation**
In follow-up comments relating to the applicant's analysis of potential traffic impacts on Highway 101, Mr. Johnston states that ODOT is satisfied that the volume of traffic generated from this small development will not have a significant impact on Highway 101.

August 24, 2011 **Kurt Fritsch, City of Warrenton**
Mr. Fritsch has provided comment stating that the City of Warrenton has no objections to the rezone request.

Staff Response: None.

10.0 Overall Conclusion, Conditions of Approval & Recommendation

10.1 Overall Conclusion

Staff has evaluated the application materials against the appropriate criteria contained in the Clatsop County Comprehensive Plan, the Land and Water Development and Use Ordinance, and the Standards Document. The proposed zone change is either consistent with the applicable criteria or can be consistent through the issuance of conditions of approval.

10.2 Conditions of Approval

CONDITION OF APPROVAL #1: Prior to the recording of the partition plat a deed restriction shall be recorded in the Clatsop County Deed Records that prohibits any further development beyond that envisioned in the approved density transfer until such time as the entire area within the density transfer approval has been included within an urban growth boundary.

CONDITION OF APPROVAL #2: A survey is required for all parcels less than ten (10) in size. For parcels that are greater than ten (10) acres in size no survey of the parcel is required. However, a partition plat must still be submitted and approved.

CONDITION OF APPROVAL #3: The proposed road easement shall be surveyed and monumented and shall appear on the partition plat.

CONDITION OF APPROVAL #4: Prior to the recording of the partition plat an easement and road maintenance agreement shall be recorded with the County Clerk outlining the responsibilities of the private parties maintaining the road improvements.

CONDITION OF APPROVAL #5: Prior to recording of the partition plat he proposed private road shall be improved to an A-20 road standard.

CONDITION OF APPROVAL #6: Prior to the recording of the partition plat road approach approval from Clatsop County Public Works shall be demonstrated.

CONDITION OF APPROVAL #7: The sale of lots described in this tentative approval is prohibited until final partition approval, including the conditions of approval, are met (ORS 92.016) and the final partition plat has been recorded.

CONDITION OF APPROVAL #8: Conditional approval of a tentative partition plats shall be valid for two years from the date of recording of the conditional approval. The applicant shall meet the conditions of approval prior to expiration of the conditional approval. If the conditions of approval are not met within the two years the partition expires, and a new partition application is required.

CONDITION OF APPROVAL #9: Prior to an application for development on the subject property to be zoned LI, the applicant shall install an evergreen noise buffer that is consistent with the requirements of L3.448(3)(E) and the Noise Mitigation Plan submitted by the applicant and dated July 11, 2011.

10.3 Recommendation

Staff requests that the Clatsop County Planning Commission adopts the findings contained in the staff report and exhibits and recommend to the Board of Commissioners that the consolidated application be conditionally approved.

Respectfully Submitted,

Jennifer Bunch
Planner

Exhibit 1a
Application Materials
May 21, 2011

Frog Consulting LLC

469 Lexington Avenue * Astoria, OR 97103 * Ph: 503-325-5666 * frogconsultingllc@gmail.com

May 21, 2011

Dear Ms. Decker and Mr. Wingard,

Attached with this document you will find a revised consolidated report with the amendments as presented and approved by the Planning Commission on December 12, 2010. That approval was based on our client satisfactorily meeting ODOT's requirements. Attached to this document is an April 21, 2011 letter from ODOT stating that they are satisfied with the negligible impacts that this zone change may produce. The factors leading to this decision were derived from a series of finding & evaluations that began back in December at the Planning Commission hearing.

At the December Planning Commission hearing Frog Consulting presented two traffic impact studies, the 1999 Lancaster Engineering TIS and the 2000 Kittleson and Associates. Accompanying those studies was a trip generation model and evaluation of traffic impacts. At the time ODOT did not have a copy of these documents. Once in possession of the documents the main point of contention was the date on these studies, being over 10 years old. However another study was performed in 2006 by Home Depot. The scope of the Home Depot study also covered the Dolphin Road – Highway 101 interchange and resulted in the closing of the northern branch of Dolphin Avenue[1].

In February 2011 Frog Consulting attained a copy of the Home Depot TIS and Forwarded the study to Oregon's Department of Transportation and the Planning Department. After review of that study and the findings presented to the Planning Commission in December, ODOT was able to determine that the 2006 study further supported the findings of the other two reports. It was therefore a simple matter of verifying traffic estimates and generation scenarios that were presented as supplemental findings on December 12, 2010.

Now that the ODOT matter has been resolved and all parties are satisfied, Frog Consulting respectfully requests this matter be brought before the Board of Commissioners for final resolution.

Sincerely,

Michael J Weston II, MPA
CEO & Co-Founder

[1] Dolphin Road changes to Dolphin Avenue at the City Limits adjacent to the Subject Property

Frog Consulting LLC

Dolphin Road Industrial Project

Density Transfer

Text Amendment

Zone Change

SUBMITTED TO:

CLATSOP COUNTY

SUBMITTED BY:

MICHAEL WESTON, CEO & CO-FOUNDER
FROG CONSULTING LLC

PREPARED FOR:

MICHAEL BENESCH, WARRENTON FIBER COMPANY, INC. & WALDO VEELLE

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EXHIBIT A – EXECUTIVE SUMMARY

INTRODUCTION

The applicants Frog Consulting LLC, on behalf of the owners, Mike Benesch, Warrenton Fiber Company, Inc., and Waldo Veelle, are pleased to present our application for the Dolphin Road Industrial Project.

BACKGROUND

This application is a three-tier application involving the following components:

- **Exhibit B** - A density transfer (2 dc[1])
- **Exhibit C** - A text amendment (Standards Document S3.162 "*Density Table*")
- **Exhibit D** - A zone change (Residential Agriculture 5 to Light Industrial & Natural Uplands)

The applicants are proposing to rezone approximately 13 acres. Eight acres of land adjacent to the Warrenton urban growth boundary and industrial zone is to be rezoned Light Industrial {LI}. The Remaining 5 acres will be rezoned Natural Uplands as a function of the density transfer provisions.

There are essentially three components of this proposal, which we have identified as tracts A, B, & C. Tracts A&B are the subject of the density transfer provisions. Tract C, which includes Benesch and Veelle's properties, is the subject of the Zone Change to Light Industrial. Both procedures require text amendments per the provisions of OAR 660 division 4 and ORS 197.610.

The two sending sites (tracts A&B), and Light Industrial area (tract C) constitutes three tracts:

Tract A, which is comprised of two contiguous lots comprising one Land Use Lot of Record are identified as:

T8N	R10W	Section 33A	Tax Lot 1000
T8N	R10W	Section 33A	Tax Lot 800

Tract B, which is also a Land Use Lot of Record is:

T8N	R10W	Section 34	Tax Lot 1301

and;

Tract C, which is comprised of three lots:

T8N	R10W	Section 33A	Tax Lot 900
T8N	R10W	Section 34	Tax Lot 2100
T8N	R10W	Section 34	Tax Lot 2000

All areas within the Tracts A &B currently zoned Residential Agriculture 5 {RA5), will be rezoned to Natural Uplands per the requirements described in SD S3.161(1A). The owner of the property will retain the density credits as an affidavit attached to the property at their expense. The affidavit will run

[1] dc = density credits as illustrated in Exhibit C's "*density table*".

with the property and not the owner as required in the SD section 3.161, until such time that the owner can identify a suitable receiving site.

All areas in Tract C currently zoned RA5 will be rezoned to Light Industrial per county ordinance section 5.400.

The applicants have provided the findings of fact necessary to grant an approval of this request. Exhibit B addresses the criteria as outlined in Standards Document (SD) section 3.161. Exhibit C addresses the requirements under OAR 660 division 4, Land Water Development and Use Ordinance (LWDUO) 3.010, and SD section 3.161(3). Exhibit D provides findings of consistency with the Clatsop County Comprehensive Plan, Statewide Planning Goals 1-19 and compliance with the zone change criteria identified in the LWDUO 80-14 Section 5.412.

SUMMARY TABLE OF APPLICABLE CRITERIA

Criterion	Summary Finding	Exhibit	Page/s
Density Transfer & Text Amendment			
LWDUO Section 3.220	Satisfied	B	6-7
SD S3.161(1A)	Satisfied w/ Zone Change	B	8
(1B)	Consistent	B	8
(1C)	Consistent	B	8
(1D)	Consistent	B	8-9
(1E)	Consistent	B	9
(1F)	Consistent	B	9
SD S3.161(2)	Consistent	B	9-10
SD S3.161(3)	Consistent w/ Amendment	B & C	B(10) / C (12)
Zone Change			
LWDUO 5.412 #1 Consistency with Comp Plan	Satisfied	D	13-50
Goal 1 Element - Citizen Involvement	Consistent	D	14-15
Goal 2 Element - Land Use Planning	Consistent	D	15-16
Goal 3 Element -Agricultural Lands	Consistent	D	16-17
Goal 4 Element - Forest Lands	Consistent	D	17
Goal 5 Element -Open Space, Scenic, Historic, & Natural Resources	Consistent	D	17-19
Goal 6 Element - Air, Water, and Land Quality	Consistent	D	19-21
Goal 7 Element - Natural Hazards	Consistent	D	21
Goal 8 Element - Recreation	Consistent	D	22
Goal 9 Element - Economy	Consistent	D	23
Goal 10 Element - Housing	Consistent	D	23-24
Goal 11 Element – Public Facilities	Consistent	D	24-25
Goal 12 Element - Transportation	Consistent	D	25-30
Goal 13 Element - Energy Conservation	Consistent	D	30-31
Goal 14 Element - Urbanization	Consistent	D	31
Goal 16 Element - Estuarine Resources	Consistent	D	31
Goal 17 Element - Coastal Shorelands	Consistent	D	31
Goal 18 Element - Beaches and Dunes	Consistent w/ Application for Cluster Subdivision	D	31

Clatsop Plains Community Plan	Consistent w/ Appropriate Conditions	D	31-49
LWDUO 5.412 #2 Consistency with Statewide Planning Goals	Satisfied	D	49
LWDUO 5.412 #3 Provisions for adequate Public Facilities and Services	Satisfied	D	49
LWDUO 5.412 #4 Adequate and Safe Transportation	Consistent w/ Appropriate Conditions	D	49
LWDUO 5.412 #5 Compatibility with the Character of the Area and Zoning Pattern	Consistent	D	49-50
LWDUO 5.412 #6 Suitability of the Property for the Use	Consistent	D	50
LWDUO 5.412 #7 Appropriate Use of Land	Consistent	D	50
LWDUO 5.412 #8 Health, Safety and General Welfare	Consistent	D	50
A conclusion of "Consistency" can be achieved by applying appropriate conditions to ensure compliance with the relevant policies and criteria.			

CONCLUSION

As illustrated in the "Summary Table" and detailed in the identified exhibit (column 3), the hearing body can adopt a summary finding of consistency with the provisions and criteria, and conditionally approve the request based on the analysis presented by the applicants and illustrated throughout this report. Thank you in advance for your help and cooperation in reviewing this land use matter.

Respectfully,

Mike Benesch Warrenton Fiber Company, Inc. Waldo Veelle



EXHIBIT B – DENSITY TRANSFER

APPLICABLE APPROVAL CRITERIA:

The County Zoning Code criteria for approving this request are contained in the Clatsop County Land Water Development and Use Ordinance ("LWDUO")(Codified as of August 23, 2007), and the Clatsop County Standards Document ("SD")(Including amendments through December 9, 2009). In discussion below, the applicant identified what they believe are the applicable criteria and describes how those approval criteria are met:

LAND AND WATER DEVELOPMENT AND USE ORDINANCE

Approval Criterion:

> Section 3.220 Residential Agriculture 5 Zone specifies under section 3.224 that, "The following developments and their accessory developments are permitted under a Type I procedure subject to applicable development standards.
>
> (11) "Cluster developments subject to the provisions of Clatsop County Standards Document, Section S3.150. Cluster developments containing lots less than one (1) acres, pursuant to S3.160(7), in size require notice pursuant to Section 2.020."

Finding:

> This section of code does not reference Standards section 3.161 therefore this action is not permitted as a type I.
>
> Section 3.227 Conditional Development and Use Permitted:
>
> The following developments and their accessory developments may be permitted under a Type II procedure and Sections 5.000 to 5.030 subject to applicable criteria and development standards and site plan review:
>
> (14) Cluster development subject to the provisions of Clatsop County Standards Document, S3.150-S3.161.

Findings:

> Cluster developments and density transfers, subject to applicable standards, are permissible in accordance with Section 3.227(11). SD sections S3.150-S3.160 will be addressed upon application for a subdivision. The applicant would prefer to retain their density credits by way of an affidavit. SD section S3.161-S3.162 will be addressed with Exhibits C.
>
> The text amendment (Exhibit C), and zone change (Exhibit D) portions of this application require Type IV procedures (LWDUO Section 2.035) per LWDUO Sections 2.310 & 5.410. In order to streamline this proposal the applicant requests these applications be consolidated in accordance with section 2.060(2) and processed simultaneously through LWDUO sections 2.035 & 2.300.

In accordance with Section 2.310 the Community Development Director shall prepare a notice program designed to reach persons believed to have a particular interest and to provide the general public with a reasonable opportunity to be aware of the hearings on the proposal.

In Sum:

- The Community Development Director per LWDUO Section 2.310 will satisfy notification requirements.
- Cluster Requirements, SD sections S3.150-S3.160, will be addressed upon application for a "*Subdivision*".
- Density Transfer Requirements, SD Sections S3.161-S3.162, will be addressed in Exhibits B "Density Transfer" and Exhibit C "Zoning Text Amendment"

Criteria under section 3.220 are satisfied.

STANDARDS DOCUMENT

Approval Criterion:

Section 3.161 Density Transfer Standards for the Clatsop Plains Planning Area:

(1) Transfer of residential development rights between sites in the Clatsop Plains Planning Area is allowed as follows:

(A) The remaining parcel of the sending site shall be rezoned to either the Open Space Parks and Recreation zone or Natural Uplands zone or Conservation Shorelands zone or Natural Shorelands zone. The applicant shall file the rezone request at the same time as the density transfer request is submitted, and

(B) Prior to final approval of a density transfer the County shall require that deed restrictions be filed in the Clatsop County Deed Records in a form approved by County Counsel, that prohibits any further development beyond that envisioned in the approved density transfer until such time as the entire area within the density transfer approval has been included within an urban growth boundary; and

(C) The Community Development Director shall demarcate the approved restrictions on the official Zoning Map, and

(D) No parcel of land shall be involved in more than one (1) density transfer transaction, and

(E) Density transfer goes with the property - not the owner; and

(F) Minimum lot size shall be one (1) acre for the receiving site but in no case may any lot be less than one-half (½) acre in size. Approval of lots less than one (1) acre in size shall meet the applicable standards set forth in S3.150-S3.161.

(2) ESEE consequences are the same as those found in Appendix C of the Clatsop Plains Community Plan.

(3) All sending and receiving parcels shall be recorded in the "Density Table" (S3.162) and the appropriate sections filled out completely prior to approval. At the applicant's expense, if a receiving parcel cannot be identified at the time of application for a density transfer, the applicant can choose to record the remaining credits with an affidavit, which shall be recorded by the applicant, and maintained with the County Planning Department. Staff will review the

requisite comprehensive plan text and map amendments for conformity with the down zone & density transfer requirements[2].

Findings:

SD section S3.161(1)(A): *The remaining parcel of the sending site shall be rezoned to either the Open Space Parks and Recreation zone or Natural Uplands zone or Conservation Shorelands zone or Natural Shorelands zone. The applicant shall file the rezone request at the same time as the density transfer request is submitted*

The applicant has submitted an application for a down zone on the sending sites. The zone change application and findings can be reviewed in Exhibit D "Zone Change". The sending sites are currently zoned Residential Agriculture 5 and Lake and Wetlands (LW). The combination of all sites minus areas zoned LW, equate to approximately 5 acres in which are two Land Use Lots of Record. This application proposes to rezone all identified areas outside of the LI area currently zoned RA5 to Natural Uplands {NU}.

Criteria under SD S3.161(1)(A) are satisfied.

SD section S3.161(1)(B): *Prior to final approval of a density transfer the County shall require that deed restrictions be filed in the Clatsop County Deed Records in a form approved by County Counsel, that prohibits any further development beyond that envisioned in the approved density transfer until such time as the entire area within the density transfer approval has been included within an urban growth boundary.*

The applicant proposes to insert the following language in the deeds of the parcels to be rezoned NU:

"*This restriction precludes all future rights to construct a dwelling on the lot, parcel or tract for as long as the lot, parcel or tract remain outside of urban growth boundaries. The lot, parcel or tract, shall be designated permanent common open space, and zoned Natural Uplands for as long as the lot, parcel, or tract remain outside of urban growth boundaries. Prior to the removal of this restriction authorization shall be acquired from the Clatsop County Community Development and Planning Department.*"

Criteria under SD S3.161(1)(B) are satisfied.

SD section S3.161(1)(C): *The Community Development Director shall demarcate the approved restrictions on the official Zoning Map.*

This is a requirement for Clatsop County's Community Development Director. The applicant has provided maps attained from Clatsop County that illustrate the area to be rezoned. Regardless updating the official zoning maps is not the applicant's responsibility according to this criterion.

Criteria under SD S3.161(1)(C) shall be completed by the Community Development Director and are satisfied for the purposes of assessing this application against the criteria.

SD section S3.161(1)(D): *No parcel of land shall be involved in more than one (1) density transfer transaction.*

The applicant assumes the criteria are speaking to the sending site, this being the case no parcel of land is proposed for more than one transaction. This is illustrated in the Density Table updates proposed as a function of the Zoning Text Amendments identified in Exhibit C. Currently this proposal involves 13 acress of land 5 of which are being downzoned and the density credits being removed, the other 8 acres is proposed to be rezoned to Light Industrial {LI}.The proposal results in

[2] SD Section 3.161(3) is currently proposed for modification in Ordinance 10-05, for purposes of this application the applicant is assuming those revisions will be adopted on October 13 and finaled prior to the first evidentiary hearing.

a total of two (2) Density Credits. The applicant is proposing to place the 2 remaining density credits on another site not yet determined in accordance with the recent revision to SD section S3.161(3).

Table 1 below is a quick description of the proposal illustrating total acreage and eligible credits.

Lot, Parcel, Tract	Map Key	Zoning	Applicable Acreage	Density Credits
Tract A "Lot of Record"	81033A001000	RA5 / LW	2.0	Total = 2.25 acres **1 dc.**
	81033A000800	RA5 / LW	.25	
Tract B "Lot of Record"	810340001301	RA5 / LW / AF	1.5	Total = 1.5 acres **1 dc.**
Tract C	81033A000900	RA5 / LW	4.0	Area To Be Zoned LI
	810340002100	RA5 / LW	3.87	
	810340002000	RA5 / LW	.40	

(a) Table 1

Criteria under SD S3.161(1)(D) are satisfied.

SD section S3.161(1)(E): *Density transfer goes with the property - not the owner.*

The applicants understand and agree to this requirement. Residential density credits transferred under this proposal will be assigned to the sending sites until they can be placed in accordance with cluster provisions.

Criteria under SD S3.161(1)(E) are satisfied.

SD section 3.161(1)(F): *Minimum lot size shall be one (1) acre for the receiving site but in no case may any lot be less than one-half (½) acre in size. Approval of lots less than one (1) acre in size shall meet the applicable standards set forth in S3.150-S3.161.*

Upon an application for a cluster subdivision the applicant will adhere to the minimum lot size as described herein and the Clatsop County Comprehensive plan.

Criteria under SD S3.161(1)(F) are satisfied.

SD section 3.161(2): *ESEE consequences are the same as those found in Appendix C of the Clatsop Plains Community Plan.*

The proposed development is in accordance with Appendix C of the Clatsop Plains Community Plan. Appendix C takes a Goal 18 exception to the Beaches and Dunes requirements. The receiving site has not been identified at this time. Upon application for a cluster subdivision and placement of the density credits the applicant will need to ensure the proposal is consistent with the provisions of Appendix C of the Clatsop Plains Community Plan. The applicable components of Appendix C to this proposal would surround the uses proposed with this development.

Appendices C Section 7 states, "*Construction in this area would be single family only, similar to the existing development and, therefore, compatible. There would be no adverse social impact.*"

Given the content of Appendix C (1-9) it is assumed that development in accordance with this section is (1) Within the Surf Pines area as indicated on the map; and/or, (2) For single-family

purposes only. A simple condition requiring the density credits be used only for single-family purposes should suffice to satisfy this criterion.

Criteria under SD S3.161(2) are satisfied.

SD Section 3.161(3): *All sending and receiving parcels shall be recorded in the "Density Table" (S3.162) and the appropriate sections filled out completely prior to approval. At the applicant's expense, if a receiving parcel cannot be identified at the time of application for a density transfer, the applicant can choose to record the remaining credits with an affidavit, which shall be recorded by the applicant, and maintained with the County Planning Department. Staff will review the requisite comprehensive plan text and map amendments for conformity with the down zone & density transfer requirements.*

The criteria identified here are satisfied through the completion of the text amendment portion of this approval and the satisfactory recordation of the affidavit and requisite cluster provisions. In accordance with the provisions for retaining an affidavit the applicant (Warrenton Fiber) agrees to pay all administrative fees associated with maintaining the affidavit, and the staff time required to update the density table when a receiving site has been identified. (See Exhibit C)

Criteria under SD S3.161(3) are satisfied.



EXHIBIT C – TEXT AMENDMENT

APPLICABLE APPROVAL CRITERIA:

The County Zoning Code criteria for approving this request are contained in the Clatsop County Land Water Development and Use Ordinance ("LWDUO")(Codified as of August 23, 2007), and the Clatsop County Standards Document ("SD")(Including amendments through December 9, 2009). In discussion below, the applicant identified what they believe are the applicable criteria and describes how those approval criteria are met:

LAND AND WATER DEVELOPMENT AND USE ORDINANCE

Section 2.310 Legislative Action Under this Ordinance:

(1) The Following are legislative actions under this Ordinance:

(A) An amendment to this Ordinance.

(B) A district or zone change action the County Commission has designated as legislative after finding the matter at issue involves such a substantial area and number of property owners or such broad public policy changes that administrative processing would be inappropriate.

(2) A legislative action shall follow the Type IV procedures subject to the modification and supplements of Section 2.310 to 2.335.

Finding:

As Part 1 the application proposes a text amendment to this ordinance per SD section 3.161(3), which requires an update to the Density Table S3.162 and part 2 are the map change designations, which require a text amendment from "Rural Lands" to "Conservation Other Resources". The modifications to the Clatsop County Standards Documents and Comprehensive Zoning Map require this application to follow "Post-Acknowledgement Procedures" in accordance with ORS 197.610.

The applicant has provided findings of fact for adoption in accordance with the provisions contained in ORS 197. The zone change portion (Exhibit D) of this application addresses compliance with statewide planning goals. Exhibit B addresses the criteria for the density transfer; this exhibit illustrates the modifications proposed excluding Exhibits D, which will be appended to this document and the comprehensive plan through ordinance procedures.

Map Key	Current Plan Designation	Proposed Plan Designation
81033A001000	Rural Lands	Conservation Other Resources
81033A000800		
810340001301		

STANDARDS DOCUMENT

Approval Criterion:

SD section 3.161(3) *All sending and receiving parcels shall be recorded in the "Density Table" (S3.162) and the appropriate sections filled out completely prior to approval. Staff will review the requisite comprehensive plan text and map amendments for conformity with the down zone & density transfer requirements.*

Findings:

Part two of the text amendment requires amendments to the Density Table identified in SD section 3.162 mentioned above. The applicant proposed the following addition to the "Density Table":

The proposal involves 22.66 acres of land 3.75 of which is being downzoned and the density credits being removed, 8 acres is proposed to be rezoned to Light Industrial {LI}, the remaining 10 acres will retain its current zoning of Lake and Wetland (LW – Conservation Other Resources) and Agriculture Forestry (Conservation Forest Lands). The proposal results in a total of two (2) Density Credits. The applicant is proposing to place the 2 remaining density credits on another site not yet determined in accordance with the recent revision to SD section S3.161(3).
The applicant proposes to make to the following addition to the "Density Table".

Sending Sites	Existing Zoning	New Zoning	Applicable Acreage	Density Units	Remaining Density	Receiving Site/s	Receiving Zone	Density Credits
81033A001000	RA5 / LW	NU / LW	RA5 = 2.5	1/2	0	TBD	TBD	1 Unit
81033A000800	RA5 / LW	NU / LW	RA5 = .25	1/20				
Comb = 1 "LOR"			**Subtotal = .55 (du)**				**Subtotal = 1 (dc)**	
810340001301	RA5 / LW / AF	NU / LW / AF	RA5 = 1	0	0	TBD	TBD	1 Unit
"LOR"			**Subtotal = 1/5 (du)**				Subtotal = 1 (dc)	

Exhibit C -Table 2 Density Table Amendments

Table 2 above contains all the fields illustrated in the "Density Table" section S3.162. Table 2 identifies the sending parcels, estimates the acreage, the proposed zoning, the receiving sites, and indicates the number of Density Credits that are being transferred.

Criteria under SD S3.161(3) are satisfied.



EXHIBIT D – ZONE CHANGE

APPLICABLE APPROVAL CRITERIA:

The County Zoning Code criteria for approving this request are contained in the Clatsop County Land Water Development and Use Ordinance ("LWDUO")(Codified as of August 23, 2007), and the Clatsop County Standards Document ("SD")(Including amendments through December 9, 2009). In discussion below, the applicant identified what they believe are the applicable criteria and describes how those approval criteria are met:

LAND AND WATER DEVELOPMENT AND USE ORDINANCE

As discussed in Exhibit B, the criteria for a Density Transfer begin with SD section 3.161(1)(A), which states,

> *The remaining parcel of the sending site shall be rezoned to either the Open Space Parks and Recreation zone or Natural Uplands zone or Conservation Shorelands zone or Natural Shorelands zone. The applicant shall file the rezone request at the same time as the density transfer request is submitted.*

In accordance with SD section 3.161(1)(A), the applicant is submitting application for a down zone to Open Space Parks and Recreation (OPR), in accordance with the LWDUO requirements depicted under Section 5.400 – 5.412. However the applicant is also requesting a zone change to Light Industrial for the areas that are considered irrevocably committed. The applications for the zone change and text amendment is being submitted simultaneously with the density transfer request.

Clatsop County's LWDUO identifies zone change criteria and procedures under section 5.410-5.412. Section 5.412 identifies eight components in addition to compliance with section 1.040 that a governing body must consider in order to approve a non-legislative zone change. The following pages detail the zone change criteria and provide suitable findings for adoption.

Approval Criterion:

> **Section 5.410 Purpose:**
> This section provides the criteria for amending the boundaries of any base zone or overlay district delineated on the official Clatsop County "Comprehensive Plan/Zoning Map". A change in a base zone or overlay district may be made according to the criteria set forth in Section 5.412. The process for changing a zone designation shall be a Type IV procedure initiated by the governing body, Planning Commission, or by petition of a majority of property owners in the area proposed for change. Mailed notice of the hearing shall include the owners of the property within 250 feet of the area proposed for the change. If the change involves a Goal 5 resource, a Plan amendment must also be requested and the Goal 5 Administrative Rule used to justify the decision.

Findings:

> This application will be processed in accordance with LWDUO Section 2.035 (Type IV Procedures). The criteria contained in LWDUO Section 5.412 are addressed within this

document. Mailed notice is customarily provided by Clatsop County. The proposed zoning amendment will not involve Goal 5 resources identified in the Clatsop County Comprehensive Plan; therefore the Goal 5 Administrative Rule is not applicable to this request.

Criteria for processing a zone change, under LWDUO Section 5.410 are satisfied.

Approval Criterion:

Section 5.412. Zone Change Criteria.

The governing body shall approve a non-legislative zone designation change if it finds compliance with Section 1.040, and all of the following criteria:

1. The proposed change is consistent with the policies of the Clatsop County Comprehensive Plan.
2. The proposed change is consistent with the statewide planning goals (ORS 197).
3. The property in the affected area will be provided with adequate public facilities and services including, but not limited to:
    a. Parks, schools and recreational facilities
    b. Police and fire protection and emergency medical service
    c. Solid waste collection
    d. Water and wastewater facilities
4. The proposed change will insure that an adequate and safe transportation network exists to support the proposed zoning and will not cause undue traffic congestion or hazards.
5. The proposed change will not result in over-intensive use of the land, will give reasonable consideration to the character of the area, and will be compatible with the overall zoning pattern.
6. The proposed change gives reasonable consideration to peculiar suitability of the property for particular uses.
7. The proposed change will encourage the most appropriate use of land throughout Clatsop County.
8. The proposed change will not be detrimental to the health, safety and general welfare of Clatsop County.

Findings Section 5.412(1):

Per LWDUO Section 5.412(1), the proposed zone change must be consistent with the Comprehensive Plan. The County Comprehensive Plan consists of several separate documents: a County – wide element, and five community plans. The subject property is in the Clatsop Plains Community Boundaries. In order to assess this application for consistency with the Comprehensive Plan the applicant has assessed this proposal with the policies identified in the Countywide Element and Clatsop Plains Community Plan.

Criteria:

Goal 1 – Citizen Involvement (Policies)

1. The Committee for Citizen Involvement shall be the Clatsop County Planning Commission, consisting of seven members. The Planning Commission shall strive to represent a cross section of affected citizens in all phases of the planning process. As an appropriate component, five Planning Commission members shall be representatives of the six designated geographic areas (with a seven member Commission, one area may have two members). No more than two Planning Commission members may reside within incorporated cities. Each member of the Planning Commission shall be selected by an open, well-publicized, public process by the Board of Commissioners.

2. The Planning Commission and active Citizen Advisory Committees shall hold their meetings in such a way that the public is notified in advance and given the opportunity to attend and participate in a meaningful fashion.
3. Active Citizen Advisory Committees may submit their comments to the Clatsop County Department of Planning and Development, Clatsop County Planning Commission and Clatsop County Board of Commissioners. These bodies shall answer the CAC request in a timely manner.
4. The Board of Commissioners, through the Planning Department, should provide adequate and reasonable financial support; technical assistance shall be available and presented in a simplified form, understandable for effective use and application.
5. Citizens shall be provided the opportunity to be involved in the phases of the planning process as set forth and defined in the goals and guidelines for Land Use Planning, including Preparation of Plans and Implementation Measures, Plan Content, Plan Adoption, Minor Changes and Major Revisions in the Plan and Implementation Measures.
6. Clatsop County shall encourage organizations and agencies of local, state and federal government and special districts to participate in the planning process.
7. Clatsop County shall use the news media, mailings, meetings, and other locally available means to communicate planning information to citizens and governmental agencies. Prior to public hearings regarding major Plan revisions, notices shall be publicized.
8. Clatsop County shall establish and maintain effective means of communication between decision-makers and those citizens involved in the planning process. The County shall ensure that ideas and recommendations submitted during the planning process will be evaluated, synthesized, quantified, and utilized as appropriate.
9. Public notices will also be sent to affected residents concerning zone and Comprehensive Plan changes, conditional uses, subdivisions and planned developments.

Finding:

Public and published notices affording the public the opportunity to participate in evidentiary hearings are a function of satisfying the Goal 1 policies described herein. The local planning department has established procedures for notifying the public, establishing type of review, and the procedures the matter will be heard. Satisfactory compliance with the procedures identified in Clatsop County's Zoning Ordinance Section 2.100 satisfy the criteria for Citizen Involvement.

This proposal is consistent with Goal 1 policies.

Criteria:

Goal 2 – Land Use Planning

The County's land and water have been placed in one of six (6) Plan designations. (1) Conservation Forest Lands, (2) Conservation Other Resources, (3) Natural, (4) Rural Agricultural Lands, (5) Rural Lands, and (6) Development.

Finding:

This proposal rezones approximately 13 acres of Residential Agricultural 5{RA5} to Light Industrial{LI} and Natural Uplands{NU}. Both the RA5 and LI zoning designations are currently listed under the Rural Lands designation in LWDUO Table 3.010. The portions of the property proposed to be designated Natural Uplands adequately satisfy the County's criteria for lands designated Natural. The lands proposed for development to Light Industrial also meet the criteria and guidelines for areas designated as Rural Lands based on the service and

infrastructure levels and uses on surrounding lands. The Clatsop County Comprehensive plan identified development areas as follows:

"Development areas are those with a combination of physical, biological, and social/economic characteristics which make them necessary and suitable for residential, commercial, or industrial development and includes those which can be adequately served by existing or planned urban services and facilities."

Industrial lands within the urban growth boundary of Warrenton surround the proposal site. Approximately 7-8 acres of land is consider for Light Industrial uses.. The remainder, approximately 5-6 acres of RA5 property to the east, west and south is proposed to be rezoned as Natural Uplands as a function of the density transfer request. The lands to the south form a natural barrier which separates this area from other residential purposes. Neighboring parcels house A-1 Ready Mix, Bruske Industrial Complex, Pacific Power, Bens Computers, Platt Electric and other heavy industrial uses with large stockyards and heavy equipment that create obtrusive noise and dust that make residential development impractical.

The County Comprehensive Plan's Land Use Planning Element implements Statewide Planning Goal 2, which requires coordinated land use plans. The remaining relevant rural lands policies are detailed below.

Residential densities are <u>generally</u> designated through the following additional criteria:

a. Where subdivisions or partitioning or both have occurred in a one acre pattern of development the area will be placed in one of the one acre zones;
b. In areas with a development pattern of two to five acre parcels (some smaller and some larger), the areas will be placed in a two acre zone;
c. In areas adjacent to resource (forest, agriculture, wetlands, estuary areas) lands, or Camp Rilea, the areas will be placed in a five acre zone;
d. In areas where large parcels (15 acres or greater) of non-resource land are located, the areas will be placed in a five acre zone;
e. In addition to criteria a through d, minimum lot sizes increase with increasing distance from the following areas:
    1. all urban growth boundaries
    2. Svensen center
    3. Knappa center

This policy establishes criteria for determining the appropriate zoning classification to designate a particular lot or parcel. The site is consistent with the rural lands policy and currently designated RA5, because the parcels are adjacent to resource lands zoned Lake and Wetlands (LW). However this does not take into account "e" above that states: "In addition to criteria a through d, minimum lot sizes increase with increasing distance from the following areas: Urban Growth Boundaries. This proposal does not propose to increase densities beyond those permitted in the Light Industrial zone, therefore the application is consistent with the Goal 2 policeis.

This proposal is consistent with Goal 2 policies.

Criteria/Finding:

Goal 3 – Agricultural Lands: The subject property is not agricultural land subject to the requirements of the plan's Agricultural Lands Element. Additionally, the County adopted a report in 1982 indicating that several hundred acres in the Clatsop Plains was not suitable for farming. For this reason, Agricultural Lands Policies are not applicable to this proposal.

This proposal is consistent with Goal 3 policies.

Criteria/Finding:

Goal 4 – Forest Lands: The subject property is not forestland subject to the plan's Forest Lands Element. Reiterating the finding above, the 1982 study/report indicates that these areas in the Clatsop Plains Planning Area were not only unsuitable for farming, but also from forest practices. Therefore policies in the Forest Lands Plan Element are not applicable to this proposal.

This proposal is consistent with Goal 4 policies.

Criteria:

Goal 5 – Open Spaces, Scenic & historic Areas and Natural Resources

Mineral and Aggregate Resources* -- Not Applicable to this proposal

Energy Sources -- The Clatsop Plains has not been identified as a potential energy source. These policies are not applicable.

Scenic Sites -- There are no Goal 5 scenic sites identified on the Clatsop Plains. Sites inventoried in different elements of the County's plan are considered "local desires" and are not portrayed or referenced as Goal 5 "Scenic Sites". These policies are not applicable.

Fish and Wildlife Areas and Habitats -- Applicable Policies:

1. To ensure that future development does not unduly conflict with Major Big Game Range, the County shall:
   a. designate the majority of its timber lands F-80;
   b. require that review and conditional uses in the F-38 and AF-20 zone be allowed only if they are found to be consistent with the maintenance of big game range;
   c. require that review and conditional uses in the F-38 and AF-20 zone be subject to clustering and siting criteria;
   d. submit proposed review and conditional use applications to the Oregon Department of Fish and Wildlife for their comments on consistency with Major Big Game habitat and recommendations on appropriate siting criteria to minimize any conflicts; and
   e. submit all proposed Plan and zone changes of land zoned F-80, F-38, and AF-20 to a more intensive use zone to the Oregon Department of Fish and Wildlife for a determination of possible conflicts with big game habitat requirements. If the Department identified conflicts, the County will consider recommendations for resolving these conflicts.
2. To ensure that future development does not unduly conflict with Peripheral Big Game Range, the County shall:
   a. require that review and conditional uses in the AF-20 zone be allowed only if they are found to be consistent with the maintenance of big game range;
   b. require that review of conditional uses in the AF-20 zone be subject to clustering and siting criteria;

c. submit proposed review and conditional use applications to the Oregon Department of Fish and Wildlife for their comments on consistency with Peripheral Big Game Range and recommendations on appropriate siting criteria to minimize any conflict; and
d. submit all proposed plan and zone changes of land zoned AF-20 to the Oregon department of Fish and Wildlife for a determination of possible conflicts with big game habitat requirements. If the Department identifies conflicts, the County will consider recommendations for resolving these conflicts.

3. The County shall rely on strict enforcement of the Oregon Forest Practices Act to protect riparian vegetation along Class I streams and lakes, and Class II streams affecting Class I streams, from potential adverse affects of forest practices.
4. To protect riparian vegetation along streams and lakes not covered by the Forest Practices Act, the County shall require a setback for non-water dependent uses.
5. The County shall rely on the State Department of Water Resources to insure that minimum stream flow standards required for the maintenance of fish habitat are developed and implemented.
6. Building permit applications, where a stream is proposed as the water source, shall be accompanied by a water right permit.
7. The County shall rely on the Division of State Lands' permit process, under the Fill and Removal Law, to insure that proposed stream alterations such as bridges, channelization, or filling do not adversely affect the stream's integrity or its value as fish habitat.
8. New developments shall not restrict existing public access to rivers, streams, or lakes. New developments are encouraged to provide additional public access to rivers, streams and lakes where such access is consistent with the area's environmental characteristics.
9. The County shall submit all proposals with a potential for substantial impact on identified Columbian White-tail deer habitat (e.g. subdivision, dredge material disposal, industrial development, and land clearing of more than one acre) to the Oregon Department of Fish and Wildlife and the U.S. Fish & Wildlife for their determination of conflicts. If either agency identifies conflicts and makes recommendations for resolving these conflicts, the County shall implement those recommendations to the maximum extent feasible, consistent with other land use planning requirements. If in the future subpopulation of the Columbia White-tailed deer are located which are not within identified essential habitat, the County will consider recommendations for protection of these areas to the extent feasible consistent with other land use planning requirements including but not limited to the Goal 5 Administrative Rule.*
10. The County will establish a procedure for protecting sensitive nesting sites from incompatible uses and activities.
11. The County will require that any additional rural residential development at River Ranch be clustered on the more northerly portion of the site. The County will implement other measures recommended to it, by the Oregon Department of Fish and Wildlife and the U.S. Fish & Wildlife Service, for minimizing the impact of additional rural residential development on Columbian White-tail deer.*
12. Clatsop County shall rely upon the Forest Practices Act and any supplemental agreements between the Fish and Wildlife Commission and the Board of Forestry to protect critical wildlife habitat sites.*

Finding:

Fish and wildlife habitat is a Goal 5 resource. The site is inventoried as Peripheral Big Game Habitat in the Goal 5 County-wide element. No change to this designation is sought or needed. Elk are found on or near the site. Northern bald eagles, osprey, herons and snowy plovers are identified as important non-game species. Other that an Osprey nest that is known to exist adjacent to the development area there is no other known use of the site. Previous discussions with Oregon's Department of Fish and Wildlife and Department of Forestry have provided measures that will ensure the area is protected from encroachment.

Policies two, four, eight, nine, and ten can be construed to apply to this request. The applicant is proposing to designate a buffer area between the development site and the wetland areas. The wetland areas are also identified as peripheral big game habitat (mentioned above) and known nesting areas are nearby. This proposal ensures that all sensitive areas are protected from the encroachment of development by identifying a buffer between the zones. All other policies can be satisfied through conformance with applicable standards for development.

This proposal is consistent with fish and wildlife areas and habitat policies.

Wetlands -- No Goal 5 "Wetlands" have been identified within the zone change area of this proposal. Goal 5 wetlands border the development area, to reduce conflict with these sensitive areas the Applicant is proposing a 50 foot buffer that is consistent with the County's LWDUO requirements.

Natural Areas -- No Goal 5 "Natural Areas" have been identified within the development area of this proposal.

Water Resources and Watersheds -- No impacts to Goal 5 "Water Resources and Watersheds" are projected with this development. The proposal intends to acquire water from the City of Warrenton.

Wilderness Areas -- There are no Goal 5 "Wilderness Areas" present on the subject property.

Historic Sites -- There are no Goal 5 "Historic Sites" present on the subject property.

Cultural Areas – No Goal 5 "Cultural Sites" have been identified on the site

Bald Eagle Nests and Nesting Activity / Great Blue Heron Rookeries -- There are no known Bald Eagle Nests or Blue Heron Rookeries in the vicinity of the development area. As mentioned previously an Osprey nest is known to exist to the south of the development area. No development will encroach upon this area.

Finding:

This proposal is consistent with Goal 5 policies.

Criteria:

Goal 6 – Air, Water and Land Quality

1. The County shall encourage the maintenance of a high quality of air, water and land through the following actions:
   (a) encouraging concentration of urban development inside Urban Growth Boundaries,
   (b) encouraging maintenance and improvement of pollution control facilities,
   (c) cooperating with the State Highway Department to provide an efficient transportation system. Methods to reduce congestion and air pollution on Marine Drive/Commercial Street should be explored.

(d) encouraging indigenous, clean industries such as fishing, boat building, tourism, and forest products utilization and

(e) encouraging development of resource recovery mechanisms such as recycling centers and wood waste processing.

2. The County Planning Department shall work with the Department of Environmental Quality (DEQ) to monitor and keep its environmental data base current including information on air quality, surface and groundwater quality, and land quality including waste disposal and erosion problems.

3. The cumulative effect of development on the County's environment should be monitored and, where appropriate, regulated. When evaluating proposals that would affect the quality of the air, water or land in the County, consideration should be given to the impact on other resources important to the County's economy such as marine resource habitat and recreational and aesthetic resources important to the tourist industry.

4. The County shall continue its efforts to find an acceptable regional solid waste disposal site or an acceptable alternative (i.e. recycling, electricity generation).

5. Recovery of wood wastes, rather than slash burning, shall be encouraged as a means of reducing air and water pollution, improving the economy, and for producing energy.

6. Upon completion of the Clatsop Plains Groundwater Study, the County shall reevaluate the Clatsop Plains Community Plan to determine whether existing policies and standards are adequate to protect water quality in the aquifer, lakes and streams. Consideration shall be given to protection of the lakes from Further degradation (eutrophication), and possible remedial actions to improve water quality.

7. The County shall work to maintain the quality of its estuarine waters through participation in the regional Columbia River estuary planning process.

8. The County shall cooperate with DEQ, State Forestry Department, State Transportation Department and other agencies in implementing best management practices to reduce non-point pollution.

9. The County shall recommend that state agencies regulate the issuance of water rights so as to insure that the total water rights of a stream bed do not exceed the minimum stream flow.

10. Subdivisions adjacent to major arterials shall address the reduction of noise impacts in their site plans.

11. Performance standards for noise will be considered for inclusion as standards in the County's industrial-commercial zones.

12. The District Conservationist shall be used for technical evaluation of all development activities (including subdivisions and major partitions) that could create erosion and sedimentation problems with his/her recommendations incorporated into planning approvals.

13. Any development of land, or change in designation of use of land, shall not occur until it is assured that such change or development complies with applicable state and federal environmental standards.

14. Waste discharges from any development, when combined with existing discharges from existing developments, shall not result in a violation of state or federal environmental quality statutes, rules, or standards.

Findings:

Potentially applicable Goal 6 criteria include two, six, thirteen, and fourteen described above. These policies are implemented through adherence to development standards in the zoning district. #2 above is addressed at the development stage and satisfied prior to the issuance of a development permit.

#6 A ground water study was conducted on the Clatsop plains and determined that adequate water was present to support development. Regardless this proposal is not proposing to access water via wells that might influence the aquifer. Instead the proposal has access to a public water source and intends to use that system. This proposal satisfies policy 6.

#13, the proposed use complies with state and federal environmental standards. This policy is satisfied.

#14, waste discharges shall be contained in a manner that does not result in a violation of state or federal regulation.

This proposal is consistent with the Goal 6 policies.

Criteria

Goal 7 – Natural Hazards: The following policies of Clatsop County's Goal 7 element apply to the proposal site, which is an identified quake hazard area having compressible soils subject to liquefaction.

High Groundwater and Compressible Soils

Basic Findings

In the alluvial lowland areas near streams and rivers and in the interdune areas of the Clatsop Plains, the ground water table is at or near the ground surface much of the year. Problems associated with high groundwater include hydrostatic pressure causing buoyancy of underground tanks or fracturing of basement floors and walls and health hazards from improperly working septic systems. Much of the problem of building in areas of high groundwater has been addressed by the present DEQ rules, which prohibit the issuance of septic tank permits when the groundwater level is within 5 ½ feet of the ground surface.

Most of the soils with high groundwater levels also experience problems due to the compressible properties of the soils. Construction on compressible soils can result in differential settling of development such as homes, roads, railroads, airport runways and pipelines.

Engineering solutions include excavation and backfilling with more suitable material, preloading, and the use of piling or spread footings depending upon the nature of the specific structure being considered and the degree of severity of the hazard.

Policies for Areas with High Groundwater and/or Compressible Soils

1. The county shall recognize the development limitation of lands with high groundwater and compressible soils during its planning process.
2. It is recommended that in all areas identified as having a high groundwater level, DEQ conduct a winter water check before issuing any septic tank permits.
3. Prior to the approval of a subdivision in areas of compressible soils, the County shall require a sire investigation prepared by a soils engineer, geologic engineer or other expert. The report shall indicate what techniques can be used to address the hazards on the property.

4. Prior to the issuance of a building permit in an area of compressible soils the building official may require that special provisions be made in the foundation design and construction to safeguard against damage. The building official may require a site investigation and report to provide this design and construction criteria.
5. The County shall update its compressible soils and high water table maps as detailed soils information becomes available.

Table 2.

Compressible Soils and Soils that Exhibit High Groundwater Levels in Clatsop County

Soil	Detailed Soils Map Symbol	Compressible	High Groundwater
Peat	21A	X	X
Braillier muck	3A	X	X
Clatsop silty clay loam	5A	X	X
Coquille silty clay loam	7A	X	X
Warrenton loamy fine sand	23A		X

Finding:

The subject parcel has soils identified as "Braillier muck" which, in accordance with Table 2 above, is known to have high groundwater and compressible soils. In July of 2008 Chinook GeoServices Inc completed a geotechnical review of the site. All fill and site preparation was done in accordance with the Geotechnical engineer's recommendations. The applicant applied for the fill permit in September of 2008 and began fill operations shortly thereafter. Other development of the site will be required to adhere to the policies identified above. These are applied at the individual development stage and can be ensured through an appropriate condition of approval.

The policies under this section of the County's Goal 7 Element can be satisfied through an appropriate condition requiring compliance with a Geotechnical analysis where necessary.
This proposal is consistent with the Goal 7 policies.

Criteria/Finding:

Goal 8 – Recreation: The subject parcel does not contain any resources relevant to the Goal 8 policies. The sending site will be rezoned natural uplands {NU} in accordance with the density transfer provisions outlined in the County's SD Section S3.161§1A. In accordance with cluster provisions the applicant will be required to designate permanent common open space when the density credits are placed on a receiving site, those areas can be used to satisfy any recreational needs of prospective homeowners. Regardless, these policies are not applicable to the proposal or to planned development on these privately owned tax lots.

This proposal is consistent with the Goal 8 policies.

Criteria/Finding:

Goal 9 – Economy: The County's Goal 9 element does not have any policies establishing mandatory approval criteria applicable to this proposal or to the subject property. The site is not included in the County's inventory of buildable industrial or commercial lands.

This proposal is consistent with the Goal 9 policies.

Criteria:

Goal 10 – Housing

Population Policies

1. Community plans should provide for orderly growth, which reduces the cost of essential services while preserving the basic elements of the environment.
2. Promote population to locate in established service areas.
3. Promote the accommodation of growth within areas where it will have minimal negative impacts on the County's environment and natural resources.
4. Utilize current vacant land found between developments or within committed lands.
5. Direct new urban growth within Clatsop County to existing urban growth boundary or rural service areas where under utilized public or semi-public facilities exist or utility and/or investments have already been made.
6. Encourage development of land with less resource value.
7. Coordinate planning efforts of local governments and special districts to maximize efficiency of public facilities, and have land use actions reflect the goals and policies of the Plan.

Housing Policies (Residential)

1. Clatsop County shall encourage residential development only in those areas where necessary public facilities and services can be provided and where conflicts with forest and agricultural uses are minimized.
2. Clatsop County shall assist in planning for the availability of adequate numbers of housing units at price ranges and rent levels commensurate with the financial capabilities of County residents.
3. Clatsop County shall encourage planned developments and subdivisions to cluster dwelling units. The clustering of dwellings in small numbers and the provision of common open space assures good utilization of the land, increased environmental amenities, and may be used as an open space buffer between the residential use and adjacent agricultural or forest uses.
4. Clatsop County shall permit residential development in those designated areas when and where it can be demonstrated that:
   a. Water is available which meets state and federal standards;
   b. Each housing unit will have either an approved site for a sewage disposal system which meets the standards of the County and the Department of Environmental Quality or ready access to a community system;
   c. The setback requirements for the development of wells and septic systems on adjacent parcels have been observed;
   d. Development of residential units will not result in the loss of lands zoned or designated for agriculture or forestry and will not interfere with surrounding agricultural or forestry activities.
5. Clatsop County shall permit temporary siting of mobile homes in specified locations in the event of an emergency.
6. Clatsop County shall encourage multi-family housing and mobile home park developments to develop within the various urban growth boundaries.

7. Clatsop County shall encourage the development of passed over lots that already have services such as water and roads be preferred for development over tracts requiring an extension of services.
8. Clatsop County shall make provisions for housing in areas designated for Rural, Urban Growth Boundaries, and Rural Service Areas, which provide variety in location, type, density, and cost where compatible with development on surrounding lands.

Findings:

The majority of the policies in this section are not applicable to this proposal or to the subject property. The change of 8 acres to Light Industrial would allow industrial uses on marginal lands that are better suited for industrial purposes. The decrease in residential lots (2 residential lots) would be negligible to the County's overall housing stock.

The density transfer and change to natural uplands are in accordance with provisions governing the Clatsop Plains, which adopted a total density provision in 1993 when the density transfer amendments were enacted. The proposal does not increase the number of overall homesites from what is already allocated on the Clatsop Plains. Additionally, in accordance with housing policy 3 listed above, the proposal will be required to cluster residential dwelling units and dedicates lands less suitable for development for preservation purposes including open space, big game & wetland habitat.

This proposal intends to utilize existing public facilities to the maximum extent possible. The Department of Environmental Quality has already approved septic systems on adjacent properties that illustrates the capacity of the land to accommodate the development proposed.

This proposal is consistent with Goal 10 policies.

Criteria/Findings:

Goal 11 – Public Facilities and Services

Goal 11, like Goal 2 has 6 different designations for land and water in Clatsop County. The subject property is again designated "Rural Lands". Public Facility policies pertaining to Rural Lands are addressed below with findings immediately following the relevant criteria.

In addition to the Rural Lands policy there are general provisions that apply to the extension and utilization of public facilities, these include transportation systems, water systems, sewer systems, protection services, school districts, etc. Consistency with the Goal 11 Element requires acknowledgement from some service providers (i.e. the Rural Fire Protection District and the School District), and while water is being provided by the City of Warrenton it is not a quintessential comment of approval, as studies indicate an ample water reservoir exists below the Clatsop Plains.

Furthermore access is provided via Dolphin Road, which is a public road used to service the industrial and commercial uses on Dolphin Road as well as the residential uses further to the South.

Applicable Policies:

General public facilities policy 9: "When a Comprehensive Plan or Zone Change or both are requested that would result in a higher residential density, commercial or industrial development it shall be demonstrated and findings made that the appropriate public facilities and services (especially water, sanitation (septic feasibility or sewage) and schools) are available to the area being changed without adversely impacting the remainder of the public facility or utility service area."

The proposed zone change would result in an overall reduction in residential development, but might increase the intensity of the use on the subject parcel. Water is provided by the City of Warrenton and the industrial uses would have to comply with the Department of Environmental Quality for septic approvals. Industrial and commercial uses on adjacent lots within the Urban Growth Boundary are serviced by private sewer systems. It is a reasonable assumption that the sites contained within the proposal area can be serviced by individual septic systems or public sewer should it become available.

The proposed zone change on the remaining 5 acres (i.e. the sending site) will lower the potential development density on the subject property so policy 9 is essentially not applicable to the rezoning aspect of this portion of the proposal. The placement of the density credits shall be credited to a lot or parcel in a better-suited location.

This proposal is consistent with Goal 11 policies.

Criteria:

Goal 12 – Transportation

Clatsop County's Comprehensive Plan contains sixteen transportation policies. The County's Transportation System Plan (TSP) includes Goals and Objectives, which are written in policy language. Those goals and policies are listed below with appropriate findings following applicable policies.

TSP Goal 1: Mobility

Develop a multimodal transportation system that serves the travel needs of Clatsop County residents, businesses, visitors, and freight transport.

Objectives:

1. Provide a network of arterials and collectors that are interconnected, appropriately spaced, and reasonably direct.
2. Balance the simultaneous needs to accommodate local traffic and through-travel.
3. Minimize travel distances and vehicle-miles traveled.
4. Safely, efficiently, and economically move motor vehicles, pedestrians, bicyclists, transit, trucks, and trains to and through the County.
5. Use appropriate, adopted Clatsop County road standards during development of new roadways.
6. Encourage development patterns that offer connectivity and mobility options for members of the community.
7. Work to enhance the connection of the Port of Astoria and the Warrenton Harbor to the surrounding communities.
8. Coordinate with rail and shipping entities to promote intermodal linkages for passengers and goods.
9. Recognize and balance freight needs with needs for local circulation, safety, and access.
10. Provide an interconnected system of roads, pedestrian and bicycle facilities, and other forms of transportation that will link communities.
11. Promote intercity connectivity between major population areas, including linkages to the Portland metropolitan area.

Finding:

Policy 1 provides a framework for the local government cooperation and general guidelines to follow in providing services throughout the county. These policies provide no approval criteria for this project and are therefore not applicable to this request.

TSP Goal 2: Livability

Provide a transportation system that balances transportation system needs with the desire to maintain pleasant, economically viable communities.

Objectives:

1. Minimize adverse social, economic, and environmental impacts created by the transportation system, including balancing the need for road connectivity and the need to minimize neighborhood cut-through traffic.
2. Preserve and protect the County's significant natural features and historic sites.
3. Promote a transportation system that is adequate to handle the truck, transit, and automobile traffic in such a way to encourage successful implementation of County economic goals and the preservation of existing residential neighborhoods.
4. Work with local and State governments to develop alternate transportation facilities that will allow development without major disruption of existing neighborhoods or downtown areas.

Finding:

Transportation access is provided via Dolphin Road. Access to parcels 1000 and 1301 are ensured through personal easements and right-of-ways.

TSP Goal 3: Coordination

Maintain a transportation system plan that is consistent with the goals and objectives of local communities, the County, and the State.

Objectives:

1. Coordinate transportation planning and implementing actions with state agencies, local governments, special districts and providers of transportation services.
2. Provide a County transportation system that is consistent with other elements and objectives of the Clatsop County Comprehensive Plan.
3. Provide a County transportation system that coordinates with other local transportation system plans and rural community plans.
4. Coordinate land use and transportation decisions to efficiently use public infrastructure investments to:
   a. Maintain the mobility and safety of the roadway system
   b. Foster compact development patterns in incorporated and rural communities
   c. Encourage the availability and use of transportation alternatives
   d. Enhance livability and economic competitiveness
5. Cooperate with local jurisdictions and rural communities in establishing and maintaining zoning standards that will prevent the development of incompatible or hazardous uses around airports.
6. Work to protect airspace corridors and airport approaches.

Finding:

The transportation network proposed will have no negative impact upon the County's transportation system and network. Dolphin Road was repaved about two years ago and is in fairly good condition; regardless the impacts of this proposal are negligible in comparisons to the impacts of surrounding uses.

TSP Goal 4: Public Transportation

Work to improve cost-effective and safe public transportation throughout Clatsop County.

Objectives:

1. Coordinate with the Sunset Empire Transportation District (SETD) to encourage commuter bus service to serve communities throughout Clatsop County.
2. Encourage a carpooling program for County employees and others to increase vehicle occupancy and minimize energy consumption.
3. Work with SETD to develop transit systems and stations and related facilities in convenient and appropriate locations that adequately and efficiently serve resident and employee needs.
4. Work to improve the signage and amenities at transit stops and stations.

Finding:

Goal 4 is pointed at local jurisdictions and does not present any relevant criteria for evaluation.

TSP Goal 5: Pedestrian and Bicycle Facilities

Provide for an interconnected system of pedestrian and bicycle facilities throughout Clatsop County to serve commuters and recreational users.

Objectives:

1. Coordinate with the goals and objectives and recommended improvements set forth in the Clatsop County Bicycle Master Plan.
2. Use unused rights-of-way for greenbelts, walking trails, or bike paths where appropriate.
3. Develop and periodically update inventory information on existing bicycle routes and support facilities.
4. Promote multimodal connections where appropriate.
5. Promote increased bicycle awareness and support safety education and enforcement programs.
6. Develop safe and convenient pedestrian and bicycle systems that link all land uses, provide connections to transit facilities, and provide access to publicly owned land intended for general public use, such as the beach.
7. Promote development standards that support pedestrian and bicycle access to commercial and industrial development, including, but not limited to, direct pathway connections, bicycle racks and lockers, and signage where appropriate.
8. Protect and expand public access via pedestrian ways, bikeways, and trails for recreational purposes.

Finding:

There are limited pedestrian and bicycle facilities on or near the subject property. This proposal does not address the development of these facilities. Should a development of a commercial or industrial nature occur in the near future these facilities may be constructed at that time; however there is no network to access at this time, and without the cooperation of the City of Warrenton or Clatsop County to enhance these features they would likely go without use. Therefore the applicant would request to forego the development of such facilities at this time.

TSP Goal 6: Accessibility

Provide a transportation system that serves the needs of all members of the community.

Objectives:

1. Coordinate with SETD to encourage programs that serve the needs of the transportation disadvantaged.

2. Provide for the transportation disadvantaged by complying with State and Federal regulations and cooperating with local, County and State agencies to provide transportation services for the disadvantaged.
3. Upgrade existing transportation facilities and work with public transportation providers to provide services that improve access for all users.
4. All improvements to the transportation system (traffic, transit, bicycle & pedestrian) in the public right-of-way shall comply with the Americans with Disabilities Act of 1990.

Finding:

These policies will be addressed at the individual development stage.

TSP Goal 7: Environment

Provide a transportation system that balances transportation services with the need to protect the environment and significant natural features.

Objectives:

1. Provide a transportation system that encourages energy conservation, in terms of efficiency of the roadway network and the standards developed for road improvements.
2. Encourage use of alternative modes of transportation and encourage development that minimizes reliance on the automobile.
3. Work to balance transportation needs with the preservation of significant natural features and viewsheds.
4. Minimize transportation impacts on wetlands and wildlife habitat.

Finding:

All road development will be designed to facilitate the impact of traffic and provide suitable access and circulation. Environmental matters will be incorporated at the planning stage of development and ensured through Clatsop County's environmental protection measures.

TSP Goal 8: System Preservation

Work to ensure that development does not preclude the construction of identified future transportation improvements, and that development mitigates the transportation impacts it generates.

Objectives:

1. Require developers to aid in the development of the transportation system by dedicating or reserving needed rights-of-way by constructing half- or full-road improvements needed to serve new development, and by constructing off-road pedestrian, bicycle, and transit facilities when appropriate.
2. Consider transportation impacts when making land use decisions, and consider land use impacts (in terms of land use patterns, densities, and designated uses) when making transportation-related decisions.
3. Ensure that amendments to the comprehensive plan, land use designation amendments and land use regulation changes that are found to significantly affect a transportation facility are consistent with the identified function and capacity of that facility.

Finding:

The applicant is proposing to use existing right-of-ways as necessary to provide adequate transportation and connectivity to adjacent parcels and minimize impacts to the existing network.

TSP Goal 9: Capacity

Provide a transportation system that has sufficient capacity to serve the needs of all users.

Objectives:

1. Protect capacity on existing and improved roads to provide acceptable service levels to accommodate anticipated demand.
2. Limit access points on highways and major arterials, and use alternative access points when possible to protect existing capacity.
3. Provide frontage setback requirements from the public right-of-way for all designated arterials within the County adjacent to commercial and industrial development.
4. Minimize direct access points onto arterial rights-of-way by encouraging common driveways or frontage roads.
5. Update and maintain County access management standards to preserve the safe and efficient operation of County roadways, consistent with functional classification.

Finding:

The proposed development will not create a detrimental impact to the existing road network. Access points will be minimized and right-of ways are already established to ensure capacity and potential future growth of the area.

TSP Goal 10: Transportation Funding

Provide reasonable and effective funding mechanisms for countywide transportation improvements identified in the TSP.

Objectives:

1. Develop a Capital Improvements Program that establishes transportation priorities and identifies funding mechanisms for implementation.
2. Identify funding opportunities for a range of projects, and coordinate with local, State, and Federal agencies.

Finding:

These provisions are not applicable to this proposal.

TSP Goal 11: Safety

Provide a transportation system that maintains adequate levels of safety for all users.

Objectives:

1. Undertake, as needed, special traffic studies in problem areas, especially around schools, to determine appropriate traffic controls to effectively and safely manage automobile and pedestrian traffic.
2. Work to improve the safety of rail, bicycle, and pedestrian routes and crossings.
3. Coordinate lifeline and tsunami evacuation routes with local, State, and private entities.

Findings:

These provisions are also not applicable to this proposal

Summary:

This proposal is consistent with Goal 12 policies.

Supplemental Goal 12 Findings Presented December 12, 2010

OAR 660-012-0060

Plan and Land Use Regulation Amendments

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

Finding: Prior to the closer of the northern intersection of Dolphin Avenue and Highway 101 the southern portion of Dolphin Avenue intersecting Highway 101 was at a service level "C". The reserve capacity at the intersection was 181 trips per hour or 4500 trips per day. The 150 – 200 average daily trips generated from this zone change will not create a change in service levels.

The findings weigh in favor of approval.

(b) Change standards implementing a functional classification system; or

Finding: The proposal will not change the standards for a functional classification system.

The findings weigh in favor of approval.

(c) As measured at the end of the planning period identified in the adopted transportation system plan:

Finding: Warrenton's TSP extends through the 2020 plan year. Prior to the closure of the northern portion of the Dolphin Avenue intersection this intersection was predicted to have a level of service "F". With the mitigation measures applied in 2008 by the Home Depot the classification for the Dolphin Road intersection was improved to a "B" with an estimated level of service "C" in 2020. The proposal will not cause degradation to the service levels at the Dolphin Avenue / Highway 101 exchange.

The findings weigh in favor of approval.

(A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

Finding: The proposal will not allow land uses or levels of development that would result in a reduction to the levels of service of Dolphin Road. Furthermore the proposed rezoning will not degrade the functional classification of the existing and planned development of Dolphin Road or the Dolphin Avenue / Highway 101 intersection.

The findings weigh in favor of approval.

(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or

See Findings Above.

(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

Finding: Dolphin Road was projected to fail in 2020 prior to the mitigation measures developed in 2008 with the closing of the portion of Dolphin Road north of Highway 101. Projections now indicate that Dolphin Road will have a sufficient level of service through the projected planning year 2020.

The findings weigh in favor of approval.

Trip Calculator

14-Dec-10

Spack

ITE Trip Generation Rates - 8th Edition
Pass-by rates from ITE Trip Generation Handbook - 2nd Edition

Instructions: Enter Expected Unit Volumes into Column "R"

Description/ITE Code	Units	ITE Vehicle Trip Generation Rates (peak hours are for peak hour of adjacent street traffic unless highlighted)								Expected Units	Total Generated Trips			Total Distribution of Generated Trips					
		Weekday	AM	PM	Pass-By	AM In	AM Out	PM In	PM Out		Daily	AM Hour	PM Hour	AM In	AM Out	Pass-By	PM In	PM Out	Pass-By
Waterport/Marine Terminal 010	Acres					NA	NA	NA	NA		0	NA	NA	NA	NA	0	NA	NA	0
Waterport/Marine Terminal 010	Berths					NA	NA	NA	NA		0	NA	NA	NA	NA	0	NA	NA	0
Commercial Airport 021	Employees					55%	45%	54%	46%		0	0	0	0	0	0	0	0	0
Commercial Airport 021	Avg Flights/Day					54%	46%	45%	55%		0	0	0	0	0	0	0	0	0
Commercial Airport 021	Com Flights/Day					55%	45%	54%	46%		0	0	0	0	0	0	0	0	0
General Aviation Airport 022	Employees					83%	17%	45%	55%		0	0	0	0	0	0	0	0	0
General Aviation Airport 022	Avg Flights/Day					NA	NA	NA	NA		0	0	0	NA	NA	0	NA	NA	0
General Aviation Airport 022	Based Aircraft					83%	17%	45%	55%		0	0	0	0	0	0	0	0	0
Truck Terminal 030	Acres					41%	59%	43%	57%		0	0	0	0	0	0	0	0	0
Truck Terminal 030	Employees					40%	60%	47%	53%		0	0	0	0	0	0	0	0	0
Park&Ride w/ Bus Service 090	Parking Spaces					81%	19%	23%	77%		0	0	0	0	0	0	0	0	0
Park&Ride w/ Bus Service 090	Acres					NA	NA	NA	NA		0	0	0	NA	NA	0	NA	NA	0
Park&Ride w/ Bus Service 090	Bus Berths					69%	31%	28%	72%		0	0	0	0	0	0	0	0	0
Light Rail Station w/ Park 093	Parking Spaces					58%	42%	58%	42%		0	0	0	0	0	0	0	0	0
Light Rail Station w/ Park 093	Bus Berths					58%	42%	58%	42%		0	0	0	0	0	0	0	0	0
General Light Industrial 110	KSF[1]					88%	12%	12%	88%	30.0	239	28	28	24	3	0	3	26	0
General Light Industrial 110	Acres					83%	17%	22%	78%		0	0	0	0	0	0	0	0	0
General Light Industrial 110	Employees					83%	17%	21%	79%		0	0	0	0	0	0	0	0	0
General Heavy Industrial 120	KSF[1]					NA	NA	NA	NA		0	0	0	NA	NA	0	NA	NA	0
General Heavy Industrial 120	Acres					NA	NA	NA	NA		0	0	0	NA	NA	0	NA	NA	0
General Heavy Industrial 120	Employees					NA	NA	NA	NA		0	0	0	NA	NA	0	NA	NA	0
Industrial Park 130	KSF[1]					82%	18%	21%	79%	30.0	239	35	26	21	5	0	5	30	0
Industrial Park 130	Acres					83%	17%	21%	79%		0	0	0	0	0	0	0	0	0
Industrial Park 130	Employees					86%	14%	28%	86%		0	0	0	0	0	0	0	0	0
Manufacturing 140	KSF[1]					78%	22%	36%	64%	30.0	115	22	22	17	5	0	8	14	0
Manufacturing 140	Acres					93%	7%	53%	47%		0	0	0	0	0	0	0	0	0
Manufacturing 140	Employees					73%	27%	44%	56%		0	0	0	0	0	0	0	0	0
Warehousing 150	KSF[1]					79%	21%	25%	75%	30.0	137	9	10	7	2	0	2	7	0
Warehousing 150	Acres					72%	28%	35%	65%		0	0	0	0	0	0	0	0	0
Warehousing 150	Employees					72%	28%	35%	65%		0	0	0	0	0	0	0	0	0
Mini Warehouse 151	KSF[1]					59%	41%	51%	49%	30.0	75	5	8	3	2	0	4	4	0
Mini Warehouse 151	Storage Units					67%	33%	NA	NA		0	0	0	0	0	0	NA	NA	0
Mini Warehouse 151	Acres					NA	NA	52%	48%		0	0	0	NA	NA	0	0	0	0
Mini Warehouse 151	Employees					67%	33%	52%	48%		0	0	0	0	0	0	0	0	0
High-Cube Warehouse 152	KSF[1]					65%	35%	33%	67%		0	0	0	0	0	0	0	0	0

Red Rates = CAUTION - Use Carefully - Small Sample Size
Green Rates = peak Hour of Generator - (no peak rate for rush hour of adjacent street traffic
*Pass-by % are Rates from Weekday PM Peak Period
*The Total Pass-By Trips will be Distributed: 50% On / 50% Out

[1] Units are calculated as 1/1000 square feet of building size

Criteria:

Goal 13 – Energy Conservation

1. The County recognizes the need for energy conservation through support of a County-wide conservation program in which the County government will play a leading role.
   a. Methods to reduce energy consumption should be explored, such as enforcing strict temperature and lighting controls in government buildings and incentive programs for carpooling, etc.

b. New government buildings shall be energy efficient. Decisions on design and selection of equipment should not be based on the lowest initial cost alone. Operating and energy costs for a reasonable life expectancy of the building must receive equal consideration. Further, consideration should be given to the use of solar energy in heating and cooling all new government buildings.

c. The County, cities, Extension Service and Community College should work together to establish an Energy Conservation Service with the assistance of private and public funds and expertise. This service could provide the following:

1) Promote energy conservation through seminars, other educational programs, and information dissemination.

2) Develop climate maps, energy efficient building standards and other guidelines for energy conservation.

3) With the help of local utility companies, provide technical assistance to individuals desiring to retrofit their homes or buildings with improved insulation of alternative energy sources.

4) Conduct audits with the assistance of local utility companies to identify sources of greatest energy wastes in buildings and recommend ways in which to reduce this waste.

5) Provide technical assistance to evaluate the energy efficiency of new residential, industrial, and commercial building plans submitted for approval.

6) Maintain information on the energy efficiency of brands and models of appliances, autos, etc.

d. The County and cities should work together to establish a County-wide recycling operation (i.e. through a sheltered workshop program).

2. The following land use policies shall be adopted as part of the Comprehensive Plan to conserve energy and promote the use of alternative systems:

a. Shopping, cultural, medical, educational and other public facilities shall be encouraged to cluster in urban growth boundaries so that one trip can serve several purposes and so that the possibility of public transportation will be enhanced.

b. In new subdivisions, major or minor partitions:

1) Should maximize the opportunity for solar orientation of windows in buildings by running streets in east-west directions, and lots on a north-south axis.
When topographic conditions or natural features make street orientation for good solar orientation of units undesirable or difficult, lots shall be laid out so that units can be oriented to the south to the greatest extent possible. Clustering, innovative yard and setback approaches may be used in lieu of the street and lot plan if good solar orientation is achieved.

2) Open space should be located whenever possible to buffer structures from shadows cast by other buildings.

3) Easements for protecting solar access should be provided for every lot.

3. The County shall promote the application of renewable and alternative energy sources, by encouraging the use of total energy systems where, for example, electricity is generated and the waste heat is utilized for space heating and cooling purposes.

4. The County shall consider energy conservation in the designation of Rural Lands and Development Lands.

Findings:

Policies established in the Goal 13 element do not establish mandatory criteria for approval of the proposed zone change. Regardless many aspects of energy conservation are applied at the individual development stage. Components of the Goal 13 element that can be implemented in the design phase center around distance to facilities, and adequacy of alternative transportation networks (i.e. bike and pedestrian mobility). These aspects of the proposal have been addressed in the Goal 12 Element of the Comprehensive Plan.

This proposal is consistent with the Goal 13 policies.

Criteria/Finding:

Goal 14 – Urbanization: Policies contained in the Goal 14 element of the County's Comprehensive Plan apply to areas within urban growth boundaries and city limits. The proposal is on lands designated rural, outside of city limits and urban growth boundaries. The proposal is consistent with the rules and regulations established by Statewide Planning Goal 14 and do not propose densities beyond those permitted in the Rural Lands Designation.

This proposal is consistent with Goal 14 policies.

Criteria/Finding:

Goal 16 and 17 – Estuarine Resources and Coastal Shorelands: This development is outside the coastal shorelands and estuarine resources.

This proposal is consistent with the Goal 16 & 17 policies.

Criteria/Finding:

Goal 18 – Beaches and Dunes: This development is outside the Beaches and Dunes overlay. Therefore the goal 18 Element of the Clatsop County Comprehensive plan is not applicable to this request. Should the applicant place their density credits on an area subject to the Goal 18 Policies they will be addressed at that time.

This proposal is consistent with the Goal 18 policies.

Clatsop Plains Community Plan

OVERALL GOAL FOR THE CLATSOP PLAINS

The Clatsop Plains and Seaside-Gearhart Citizen Advisory Committees recognize that the natural resources and amenities of the Clatsop Plains are in fact the features which make it a desirable place in which to live. Protection of these resources (the forest, dunes, open spaces, views, animal life and habitat, ocean beaches, lakes and streams, and the absence of urban noises to name a few) is paramount if the quality of life is to be maintained for both existing and future residents. Development must be required to respect these resources and amenities since poor development or over development could very easily destroy these values, which make up the present character of the Clatsop Plains.

Out of the various meetings with the two CACs, an OVERALL GOAL for the Clatsop Plains was developed which summarizes the policies to be applied to the Clatsop Plains area. This OVERALL GOAL reads as follows:

OVERALL GOAL

The Clatsop Plains Community Plan shall provide for planned and orderly growth of the Clatsop Plains planning area, which is in keeping with a majority of its citizens and without unduly depriving landowners and/or residents of the reasonable use of their land. The Plan shall:

1. protect and maintain the natural resources, natural environment and ecosystems,
2. respect the natural processes,
3. strive for well designed and well placed development, and
4. preserve the semi-rural, agricultural, open space and marine characteristics of the area.

In order to meet the Goal, the County shall:

1. Use the physical characteristics described in the section on landscape units as the major determinants of the location and intensity of the use of the land.
2. Retain as much of the land as possible in its natural state.
3. Review, update and amend the Plan on a regular basis as needs, additional data and/or economics demand.

The community goals and policies, which follow in this Plan, are the basis from which the Zoning Ordinance will be developed.

The Clatsop Plains planning area encompasses approximately 16,307 acres in the northwest section of Clatsop County along the coast. This planning area, for the most part, relates toward the ocean, with the various beaches and rolling dunes; and toward the several lakes in the planning area. The Clatsop Plains is essentially bisected by U.S. Highway 101. This highway is a major line for north-south movement down the Oregon Coast as well as a corridor of travel between the two population centers in the plains.

The Clatsop Plains Community Plan is an amplification of some of the policies in the County-wide Elements section of the Comprehensive Plan, and also contains policies addressing particular concerns people have for the Clatsop Plains. The County-wide Elements section issued at the community level to identify policies and strategies for addressing specific local opportunities/problems.

Criteria:

General Landscape Units

Policies

1. Excavations in sedimentary highland (Toms) should be properly engineered to assure against slope failure.
2. Proposed projects involving modifications of established drainage patterns should be evaluated in terms of potential for altering land stability.
3. Loss of ground cover for moderately to steeply sloping land may cause erosion problems by increasing runoff velocity and land slumpage. Vegetative cover for moderately to steeply sloping areas shall be maintained.

Findings:

No excavation in the sedimentary highlands is proposed.
No modifications to drainage patterns are proposed with this project
All disturbed areas shall be re-vegetated upon completion of development in accordance with Clatsop County's erosion control measures.

General Landscape policies are satisfied.

Criteria:

Coastal Shorelands and Other Shorelands

Clatsop Plains Planning Area Goal: To preserve to the fullest possible extent the scenic, aesthetic, and ecological qualities of the Coastal Shorelands and other shorelands in the Clatsop Plains in harmony with those uses which are deemed essential to the life and well-being of its citizens.

Policies

The following are in addition to those found in the Ocean and Coastal Lakes of the Estuarine Resources and Coastal Shorelands Element and Open Space, Scenic and Historic Areas and Natural Areas Element.

1. No filling or alteration to designated and mapped critical natural holding basins such as lakes, wetlands, or marshlands.
2. Culverts and other roadway or driveway improvements considered necessary by the Clatsop County Department of Planning and Development, County Road Department, and State agencies shall be installed in such a manner as not to impede the flow of the drainage way nor impede the passage of resident or migratory population of fish.
3. Mining, dredging, or removal of gravel and similar materials from streams and other surface water shall be strictly controlled to prevent adverse alterations to flow characteristics, siltation pollution, and destruction or disruption of spawning areas.
4. Shorelands identified in this Plan for their aesthetic, scenic, historic or ecological qualities shall be preserved. Any private or public development, which would degrade shoreland qualities, shall be discouraged.
5. The public has a right to enjoy and utilize all the public water bodies. No improvement shall be permitted which impedes this ability. Care also must be exercised in protecting the privately owned shorelands.
6. Public and private bridge crossings over public water bodies shall be constructed to standards that insure maximum protection to the persons utilizing the structure and to the water system it crosses. To the maximum extent possible, minimum fill and/or removal shall take place during construction of the bridge.
7. Shorelands in Rural areas shall be used as appropriate for the following:
    1. farm use,
    2. private and public water dependent recreation,
    3. aquaculture, and
    4. to fulfill the open space requirements in subdivisions and planned developments.

Finding:

Shoreland policies pertaining to this proposal apply to the public beaches and water bodies. The wetland areas and Skipanon watershed adjacent to the proposal site could be construed as public water bodies. This proposal does not restrict access to these areas and the proposal will not impact those areas.

Coastal Shoreland policies are satisfied.

Criteria:

Beaches

Policies

See Goal 18 Beaches and Dunes Background Report and County-wide Element (Ord 03-08)

Dunes

See Goal 18 Beaches and Dunes Background Report and County-wide Element (Ord 03-08)

Findings:

Policies pertaining to the Goal 18 county-wide element were addressed previously on page 18 of this document and found to be consistent.

Beaches and Dunes policies are satisfied.

Criteria:

Fort Stevens State Park Subarea Policy

Off-road vehicles should not be permitted on dune or wetland areas in the park and shall not traverse the Natural wetland-salt marsh in Clatsop Spit.

For additional information, policies and mapping for these areas see the Columbia River Estuary section of the Estuarine Resources and Coastal Shorelands Background Report and County-wide Element.

Finding:

Not Applicable to this application.

Criteria:

Alluvial Lowlands Policy

Development on peat and other compressible soils shall be discouraged. In those areas where development has already occurred on peat and other compressible soils, policies on those soils in the County-wide Element shall apply.

Finding:

Soil types on the subject parcel include "Brallier Mucky Peat" and "Walluski Silt Loam"the applicant has addressed the development standards pertaining to development of this site previously on page 9-10 of this report. The applicable policies are applied at the development stage and do not provide approval criteria for this proposal.

The alluvial lowlands policy is satisfied.

Criteria:

Alluvial Terraces Policy

The County should encourage development on this type of landscape unit due to the slight to moderate slopes and the moderately well drained soils.

Finding:

Alluvial terraces are defined as: "A terraced embankment of loose material adjacent to the sides of a river valley. Also known as built terrace; drift terrace; fill terrace; stream-built terrace; wave-built platform; wave-built terrace." The subject property is located on wave & stream built terraces in conjunction with alluvial lowlands mentioned previously.

The application is in conformance with this policy.

Criteria:

Coast Range Foothills Policy

The predominant land use on this landscape unit should be forestry and low-density residential use. This is due to the characteristics of soils in this landscape unit, which have potential for mass movement.

Findings:

The area is not located in the Coast Range Foothills.

This policy is not applicable to this request.

Criteria:

Natural Resources

Post 208 Water Quality Study*

The study made several recommendations:

(a) The groundwater protection strategy of this study should promote the maximum present and future beneficial uses of the Clatsop Plains aquifer. On-site wastewater disposal has been shown to be a significant beneficial use of the aquifer, and thus, the moratorium should be lifted in all areas of the Clatsop Plains study area.

(b) The Camp Rilea wastewater spray irrigation field should be rehabilitated with a cover material that is conducive to plant growth. A suitable crop management plan should be developed so that the selected crop can be periodically harvested to remove the nutrients. The crop should be planted during March-April 1982, so that the spray irrigation field will be operable during the heavy summer use period.

(c) The Warrenton landfill should be closed through an approved closure plan as directed by DEQ. The closure plan should provide for prohibition of further leachate contamination of the aquifer and the necessary gas removal facilities.

(d) The wastewater disposal recommendations for the unincorporated Clatsop Plains are as follows:

(1) Continue with current zoning requiring a minimum of 1 acre lot size and permit the use of a standard septic tank and disposal field.
(2) For lots of record between 1/2 acre and 1 acre, a septic tank with a low pressure disposal field or sand filter should be used.
(3) For lots of record between 10,000 square feet and 1/2 acre, septic tank systems should use a sand filter with a low pressure disposal field, if DEQ's regulations on house size, setbacks and system redundancy can be accommodated.
(4) Allow no septic systems on lot sizes smaller than 10,000 square feet.

(e) All future development in Gearhart, in accordance with the current Comprehensive Plan, should be required to use low pressure disposal fields and/or sand filters to maximize nitrogen removal in the system prior to disposal in the soil. DEQ should be requested to adopt a special geographic rule exempting the DEQ house size regulations in Gearhart.

(f) Wastewater disposal recommendations for the seven sensitive areas are:

(1) Install low pressure distribution and/or sand filter systems for all new wastewater sources (including the aggregate of one development) under 5,000 gallons per day.

(2) For all new wastewater sources exceeding 5,000 gallons per day, construction of sewers and wastewater treatment facilities using land disposal or other disposal techniques acceptable to DEQ should be required.
(3) Present uses of the aquifer for wastewater disposal should not be prohibited.

(g) No action should be taken on surface water conditions at this time.

(h) Aquifer reserve areas should be maintained to protect the aquifer as a possible future drinking water source through the following measures:

(1) A minimum of 2.5 square miles of aquifer should be set aside for water supply development, including an area set aside by the City of Warrenton, the area within the boundaries of Camp Rilea, and the 40 acres of County-owned land at Del Ray Beach.
(2) The County should preserve the necessary recharge area within Camp Rilea by developing an agreement with the Oregon Department of Military within 6 months.
(3) Additional areas for aquifer protection should be sought through land use planning, and open space requirements.
(4) Land use in the reserve areas should be controlled so that the potential for groundwater contamination from nitrogen and other possible pollutants is kept to a minimum.

(i) The groundwater monitoring program should be continued as a part of the DEQ statewide monitoring program for the wells identified in Section VII of the report with samples taken on a semi-annual basis."

Findings:

These are recommendations and not policies or criteria and thereby are not approval criteria. Regardless the measures described and recommended in the study will likely be implemented in the individual lot development stage.

These are not applicable criteria for approval and thereby satisfied.

Criteria:

Clatsop Plains Aquifer Policy

1. Land use actions (i.e. Comprehensive Plan changes, zone changes, subdivisions and partitions, planned developments, conditional use permits, etc.) shall be reviewed by the Planning Commission and the Department of Planning and Development to insure that the proposed activity(ies) will not:

(a) adversely affect the water quality;
(b) result in the drawdown of the groundwater supply;
(c) result in the loss of stabilizing vegetation, or
(d) salt water intrusion into the water supply.

Recommended Actions

1. To avoid desiccation of the groundwater lakes and encroachment of sea water, a water management program which is consistent with the water-budget equation for the Clatsop Plains should be developed. The County should request technical and financial assistance from state and federal agencies in evaluating water development potentials.

2. The County, in cooperation with other local jurisdictions, should consider a cost/benefit comparison of developing the Clatsop Plains aquifer as a water source with other sources of water supply.

Findings:

As mentioned previously the applicant is proposing to supply water to the development area via Warrenton Water District. By acquiring water from the Warrenton Water District no adverse impacts to the Clatsop Plains Aquifer are created with this development.

The application satisfies this policy.

Criteria:

Critical Hazards

Wind and Ocean Shoreline Erosion Policies

1. Clatsop County shall prohibit:
   (a) the destruction of stabilizing vegetation (including the inadvertent destruction by moisture loss or root damage).
   (b) the exposure of stable and conditionally stable areas to erosion, and
   (c) construction of shore structures which modify current or wave patterns or the beach sand supply.
2. Erosion shall be controlled and the soil stabilized by vegetation and/or mechanical and/or structural means on all dune lands. After stabilization, continuous maintenance shall be provided. In those areas where the County has taken an Exception to the Beaches and Dunes Goal, the County shall have building permits reviewed by the Soil Conservation Service and use their recommendations as conditions of approval.
3. Removal of vegetation during construction in any sand area shall be kept to the minimum required for building placement or other valid purpose. Removal of vegetation should not occur more than 30 days prior to grading or construction. Permanent revegetation shall be started on the site as soon as practical after construction, final grading or utility placement. Storage of sand and other materials should not suffocate vegetation.
4. In all open sand areas, revegetation must be clearly monitored and carefully maintained, which may include restrictions on pedestrian traffic. Revegetation shall return the area to its pre-construction level of stability or better. Trees should be planted along with ground cover such as grass or shrubs. To encourage stabilization, a revegetation program with time limits shall be required by the Planning Department as a condition of all building permits and land use actions (i.e. Comprehensive Plan changes, zone changes, subdivisions and partitions, planned developments, conditional use permits etc.).
5. Removal of vegetation, which provides wildlife habitat, shall be limited. Unnecessary removal of shoreline vegetation shall be prohibited.
6. Site specific investigations by a qualified person such as a geologist, soils scientist, or geomorphologist may be required by the County prior to the issuance of building permits in open sand areas, on the ocean front, in steep hillsides of dunes, regardless of the vegetative cover, and in any other conditionally stable dune area which, in the view of the Planning Director or Building Official, may be subject to wind erosion or other hazard potential. Site investigations may be submitted to the State Department of Geology and other agencies for review of recommendations.

7. Log debris plays an important role in the formation and maintenance of foredunes. Therefore, driftwood removal from sand areas and beaches for both individual and commercial purposes should be regulated so that dune building processes and scenic values are not adversely affected.

Recommended Action

The County should work with the Clatsop Soil and Water Conservation District in determining whether their three zones affecting dunes are needed in light of new State law requirements.

Findings:

Proper erosion control measures satisfying these policies can be implemented through appropriate conditions of approval. The applicant agrees to conditions necessary to ensure proper erosion control.

These policies are satisfied with the application of appropriate conditions.

Criteria:

Cultural

Clatsop Plains Housing Goal:

To provide adequate numbers of housing units at price ranges and rent levels commensurate with financial capabilities of the households in the region and to allow for flexibility in housing location, type and density.

Housing Policies

1. Planned developments, the replatting of old subdivisions, and other land use actions shall encourage the preservation of steep slopes and other sensitive areas in their natural condition.
2. The location of a mobile home on an individual parcel of land shall be allowed in CONSERVATION FOREST LANDS* and RURAL EXCLUSIVE FARM USE* areas which are in conjunction with a farm or forestry use. In areas designated RURAL LANDS*, a double wide or wider mobile home shall be allowed except in Surf Pines (zones SFR-1 and CBR*), Smith Lake (zone SFR-1*) and Shoreline Estates (zone RSA-SFR*).
3. Areas shall be provided for mobile home parks within the cities' Urban Growth Boundaries.
4. Opportunities shall be provided for elderly and low income housing within the cities' Urban Growth Boundaries due to the availability of services provided.

Findings:

There are no steep slopes in the proposal area and the proposal preserves sensitive habitat by maintaining a vegetative buffer between uses. Policy 2 is not applicable to industrial uses but can otherwise be addressed through conditions upon the placement of the density credits. The area is located outside of city limits and urban growth boundaries, therefore Policies 3&4 are not applicable to this request.

This policy can be satisfied with appropriate conditions.

Criteria:

Public Facilities and Services

Sewer Policies

1. Sewage systems shall be allowed in those areas outside of the Urban Growth Boundary only to alleviate a health hazard or water pollution problem, which has been identified by the Department of Environmental Quality and will be used only as a last resort.
2. The Shoreline Estates sewer system located near Cullaby Lake shall expand its sewer service area only to the current existing treatment plant's design capacity of approximately 500 people. Further development of this intensity on the Clatsop Plains shall occur within the Urban Growth Boundaries.

Findings:

The sites will be serviced by individual septic systems approved by the Department of Environmental Quality

The proposal is consistent with these policies.

Criteria:

Transportation

Fire Protection Policy

The County shall encourage the improvement of fire protection for the Rural and Rural Service Areas in the Clatsop Plains. The County shall work with local residents as well as the two Rural Fire Protection Districts in examining the various methods available to improve fire protection. One method, which could be used, is to require subdivisions and planned developments to dedicate a site, funds, or construction materials for a fire station in the Clatsop Plains.

Clatsop Plains Transportation Goal:

The County will develop policies, which minimize the number of access points on U.S. 101.

Transportation Policies

1. The development of new access points onto U.S. 101 shall be kept to a minimum number. It is the intent of this policy to reduce the potential for accidents, and to provide the most efficient means of maintaining highway capacity. Planned development, subdivision, major partition regulations shall be written so as to implement this policy.
2. Minor partitioning shall be required for all property adjacent to U.S. 101. Minor partition proposals will be reviewed in order to prevent numerous access points along this highway. The requirement for minor partition review shall take effect on the date of adoption of the Clatsop Plains Community Plan.
3. Streets in new developments shall be designed to minimize disturbance of the land by following contour lines (as an alternative to a grid pattern) and avoiding cut-and-fill construction techniques.
4. Unnecessary rights-of-way should be used as green belts, walking trails or bike paths where appropriate.
5. To minimize negative visual and noise impacts of U.S. 101, a buffer screen of existing vegetation shall be required for residential properties along U.S. 101. Planted vegetation should be encouraged in those areas along U.S. 101 where none presently exists. The

buffer shall be 25 feet wide, unless the size of the lot and natural topography would create a hardship.

6. Clatsop County shall restrict direct access to arterials (i.e., U.S. 101) where alternative access is available.

7. At the time of a major or minor partition, access points shall be examined. Consolidation of existing access points or easements for adjoining properties to allow a common access point shall be considered.

8. It is the County's intent to develop a system of collectors, frontage roads and common access points to solve the problems that many access points create along U.S. 101. In order to carry out this intent the County shall do the following:

   (a) Require new developments to have access taken from the existing collectors and frontage roads unless a variance is given.
   (b) New access points shall be reviewed by the County. New access points shall be reviewed based upon proximity to existing access points and safety standards developed by the Department of Transportation.

9. Clatsop County should conduct a study of the Clatsop Plains to analyze access controls and problems in establishing criteria for collectors and frontage roads. The study should include: designation of specific access points, location of frontage roads, criteria for temporary access points, etc.

Findings:

Access roads to the site will be created and developed in a manner that limits disturbed areas to those necessary to provide access. All disturbed areas will be revegetated in accordance with erosion policies. The access road will be designed around areas designated for habitat preservation. The access roads will access Dolphin Road, a local road, which later intersects with highway 101. The area is currently within the boundaries of the Warrenton Rural Fire Protection District and all development will be in accordance with the Oregon Fire Code. The combination of these measures complies with the policies as illustrated above.

The proposal is consistent with the intent of these policies.

Criteria:

Rail

Recommended Action

Further study should be done by the County Department of Planning and Development on what portions of the rights-of-way will not revert back to property owners. And if some of the rights-of-way do not revert back, further work should be done on how the rights-of-way should be used.

Air Transportation

Recommended Action

The Seaside-Gearhart Citizen Advisory Committee, the County, the Cities of Seaside and Gearhart, and the State Aeronautics Division should work together in developing the Seaside Airport Plan.

Findings:

These are recommended policies and do not pose approval criteria.

These criteria are not applicable to this application.

Criteria:

Historic Areas

Clatsop Plains Planning Goal:

To preserve Historic Resources of our past that might otherwise be lost due to unnecessary and unwise development.

Historic Area Policies

1. The County shall work with the Clatsop County Historical Advisory Committee and other organizations to identify and protect important local historical and archeological sites. Compatible uses and designs of uses should be encouraged for property nearby important historical or archeological sites.
2. Clatsop County shall protect significant historical resources by:
   (a) encouraging those programs that make preservation economically possible;
   (b) implementing measures for preservation when possible;
   (c) recognizing such areas in public and private land use determinations subject to County review.

Finding:

There are no areas of historic significance on this site.

These policies are not applicable to this request.

Criteria:

Fish and Wildlife Areas

Clatsop Plains Planning Goal:

To preserve wildlife habitats and natural vegetation as an essential part of the ecosystem for both men and wildlife.

Fish and Wildlife Policies

1. Maintain important fish and wildlife sites by protecting vegetation along many water bodies, classifying suitable land and water locations as NATURAL or CONSERVATION, and otherwise encouraging protection of valuable fish and wildlife habitats.
2. Private and public owners of property on which valuable habitat is located will be encouraged to adequately protect important fish and wildlife sites. The private owners, which participate in preserving the natural character of these sites, will be assisted in taking advantage of reduced property taxes for protecting such areas. New subdivisions shall be required to leave undeveloped reasonable amounts of property, which is needed for protection of valuable fish and wildlife habitat.
3. Intensive recreational development shall not locate within sensitive crucial habitat areas.
4. Habitat of all species indicated as endangered, threatened or vulnerable shall be preserved. Nesting sites of endangered bird species shall be protected and buffered from conflicting uses.

5. * Wildlife refuges:

   Existing wildlife refuges which are owned/leased and managed by the Oregon Department of Fish and Wildlife (ODFW) located in areas designated Conservation Forest or in other lowland areas under any plan designation shall be reviewed by the County for compliance with the approval standards listed below. Such hearings shall be conducted according to a Type IV procedure at a time and place convenient to residents of the affected planning area. ODFW shall provide an evaluation of the economic, social, environmental and energy consequences of the proposal** information sufficient to support findings with respect to the following approval criteria:

   1. Identification of the need for the proposed new wildlife management area. "Need" means specific problems or conflicts that will be resolved or specific ODFW objectives that will be achieved by establishing the proposed area.
   2. Alternative lands and management actions available to the ODFW, and an analysis of why those alternatives or management actions will not resolve identified problems or achieve objectives.

Findings:

The area is not identified as a preservation area. However, policy 4 is applicable to this proposal as there is an Osprey nest near the site. Appropriate measures have been taken and will continue to be followed with consideration to the impacts of this area. The applicant has worked collaboratively with Oregon's Department of Fish and Wildlife and Department of Forestry to preserve the integrity of this site. This proposal should have no negative impacts on the functionality and continued use of the Osprey nest.

The Fish and Wildlife policies are satisfied.

Criteria:

Recreation

Recreational Policies

1. Recreational vehicle parks shall only be permitted in the urban growth boundaries in the Clatsop Plains.
2. The World War II lookout site, dune area west of Sunset Lake and the land northeast of Camp Rilea should be kept in County ownership. These areas should be preserved for their scenic value as well as for wildlife value.
3. The designated bike trail going down the Coast shall be changed to follow U.S. 101 instead of along the Lewis and Clark Road.
4. Recreational users shall not be allowed complete and free use of the more delicate beach/dune land forms (active dune areas). Access to these areas shall be limited and only via stabilized trails.
5. Clatsop County shall adopt the Fort Stevens State Park Plan as part of the Clatsop Plains Community Plan.
6. State and local jurisdictions shall cooperate to evolve the most efficient traffic flow patterns, parking arrangements and policy requirements for areas on and adjacent to active dune areas, especially parks and beach accesses.*

Recommended Action

Further research should be done on a possible trail going from Fort Clatsop National Park to the coastal beaches.

Findings:

These policies are not applicable to this request.

Criteria:

Scenic Areas

Clatsop Plains Planning Goal:

Important vistas, views of the ocean, and other significant visual features should be preserved and the obstruction of these vistas should be discouraged.

The following discussion and policies are in addition to those found in the Open Space, Scenic and Historic Areas and Natural Resources, Recreational Needs and Estuarine Resources and Coastal Shorelands Elements. Sites inventoried (i.e. views along U.S. 101 of dune ridges and coastal foothills) that are in addition to those inventoried in the Open Space, Scenic and Historic Areas and Natural Resources, Recreational Needs and Estuarine and Coastal Shorelands Element are local desires and are not to be construed as additional Goal site requirements (e.g. they are not exceptional views).*

Scenic Area Policies

Area	Perspectives	Policy or Control
Beach/ocean	All directions	1. In order to provide the greatest view potential for properties along the ocean, the building height shall be limited to 18' on beach front lots and 26' for adjacent properties.

World War II Viewing Point	Ocean beaches, Clatsop Plains	2. The County owns about 40 acres of land. This land should be set aside for its scenic value.
Lewis & Clark Road above Thompson Falls	Seaside-Gearhart area, ocean, and Tillamook Head	3. If property above Thompson Falls is developed, some areas shall be set aside as open space.
Views along U.S. 101	The dunes to the west and Coastal Foothills to the east	4. Excessive sign sizes and numbers of signs shall be discouraged by local regulations. No new billboards or other off-premise signs shall be allowed, except in commercial or industrial zoned land with strict controls.
Coastal Foothills and dune ridges	All directions	5. No intensive development on the foothills or on top of dune ridges should be permitted.

Findings:

The proposal is not in one of the identified scenic areas.

These policies are not applicable to this request.

Criteria:

Open Space

Policies

1. Land owners shall be encouraged to retain or preserve large parcels of undeveloped land as open space under the provisions of the open space taxation program.
2. The County shall carefully consider the feasibility of all methods for the preservation of open space as the opportunities arise.
3. The County Zoning Ordinance shall prescribe a maximum lot coverage in those areas designated DEVELOPMENT.
4. All planned developments and subdivisions in the Clatsop Plains planning area designated RURAL LANDS** shall cluster land uses and designate areas as permanent common open space. No reversionary clause shall be permitted in common open space. The minimum percentage of common open space shall be 30%, excluding roads and property under water. The clustering of dwellings in small numbers and the provision of common open space assures good utilization of land, increased environmental amenities, maintenance of a low density semi-rural character, maintenance of natural systems (dunes, wetlands), and may be used as an open space buffer between the residential use and adjacent agricultural or forest uses. This policy shall apply in all RURAL LANDS** areas in the Clatsop Plains except for the area commonly known as Surf Pines.* Clustering shall be prohibited in the area known as Surf Pines.* Surf Pines is further described by the following description (see Appendix B) and map.*

5. Permanent open space shall include, whenever possible, steep dunes which would require substantial alterations for building, buffers along streams, water bodies, deflation plains, and farm and forest lands.
6. Buffers (screening) shall be provided in all subdivisions and planned developments along property lines adjacent to arterials and/or collectors.
7. Permanent open space as part of subdivisions or planned developments adjoining one another shall be interrelated and continuous whenever possible. This could mean that open space could continuously follow ridge tops, deflation plains or shorelands. The Clatsop County Department of Planning and
Development shall prepare a map of potential systems of open space to be used as a guide for developers.
8. Streams and drainages, which form a system of open space, shall be preserved.

Findings:

These policies pertain to development of the site. The applicant is not proposing to develop the site with this application. These policies will be applied at the individual development stage. Open space areas will likely be identified along the wetland boundaries to ensure protection of the wetland habitat and nesting activity.

Many of these policies will be addressed when the applicant places the density credits on a receiving site and submits an application for a subdivision.

The open space policies are satisfied.

Criteria:

Community Development

General Development Policies

1. The predominant growth (residential, commercial, and industrial) shall occur within the Cities of Seaside, Warrenton, Gearhart and the Town of Hammond, as well as those areas in the Urban Growth Boundaries.
2. Residential, commercial and industrial development shall be directed away from those areas designated CONSERVATION FOREST LANDS, CONSERVATION OTHER RESOURCES, and NATURAL.
3. In divisions of land into lots where future partitions or resubdivisions could occur, lots should be designed to take the potential for future divisions of land into consideration.
4. Natural features such as creeks and ridges should be used wherever possible as a boundary between intensive uses such as commercial activities and low intensive uses.
5. Plot plans or building plans may be required to indicate on them how storm water is to be drained. Access permits shall be reviewed by the State Highway Department and County Road Department to insure adequate drainage is provided.
6. Incentives shall be provided to encourage developers to use innovative methods to provide a high quality of design, energy conservation and low-income housing.
7. The following policies shall be used when examining commercial development in the Clatsop Plains:

a. To direct and encourage commercial activities to locate within urban growth boundaries. This will be most convenient for customers because most people will live in the urban areas. Also, business requirements for water, sewer, fire protection and other public services can best be met.
b. To group business activities into clusters or "centers". This will be more convenient for patrons, permitting them to accomplish more than one purpose during a stop. It will also avoid mixing homes with scattered businesses. Joint use of vehicular access and parking at commercial centers will be more economical and be less disruptive for street traffic.
c. To prevent "strip" commercial development along arterials, particularly U.S. Highway 101, and to limit business to designated strategic locations. To reserve non-commercial portions of arterials so that property owners may develop residential or other uses without fear of disruptive business development next door.
d. To emphasize and support existing town centers as business places. These centers are important for community identify, social cohesion, civic activity, public service, convenience, attractions and amenities. They should continue to be a focus for commercial activities as well.
e. To concentrate new commercial development in and adjacent to existing, well-established business areas. To increase the patronage and vitality of these areas and to avoid undue dispersal of new commercial activities.

Findings:

This proposal is adjacent to existing industrial and commercial lands and the Warrenton Urban Growth Boundary. With the exception of policies 5 & 7, these policies do not apply to this request. In accordance with policy 5, storm water drainage plans will likely be a function of a development permit and assessed at that time. Where necessary, storm water drainage from improved surfaces will be directed to bio-swales and appropriate drainage areas. The proposal, while not within the existing urban growth boundary is consistent with these policies. In particular Policy 7e is relevant to this request and supports the request of the applicants in designating this area for industrial uses.

The proposal is consistent with the policies regarding community development.

Criteria:

Rural Service Area

Policies

1. The minimum building site in Rural Service Area shall be 7,500 square feet in sewered areas and 15,000 square feet in unsewered areas.
2. The area known as Shoreline Estates shall be designated a RURAL SERVICE AREA, due to the existing facilities available. The land area for this designation shall not be larger than the existing treatment plant's capacity. The expansion of the RURAL SERVICE AREA designation should NOT be allowed. It is the intent of the Community Plan to encourage urban densities to occur within the cities and the Urban Growth Boundaries where more facilities and services are available.

Findings:

This area is not located within a rural service area. Should the density credits be placed in a rural service area these criteria would become applicable to the request.

The policies regarding rural service areas are not applicable to this request.

Criteria:

Rural Lands

Clatsop Plains RURAL LANDS Goal:

To preserve and maintain the present overall rural quality of life now enjoyed in the Clatsop Plains.

Policies

1. The minimum parcel size for building sites in RURAL LANDS* areas shall be one acre.*
2. Rural residential subdivisions shall be required to have paved streets, except if the subdivision involves extremely large land parcels or only a few land parcels are involved and there is no potential for increase traffic demand on the roadway.
3. In recognition of the existing commercial uses at Cannon Beach Junction and the area south of Warrenton, a general commercial zone shall be provided at the Cannon Beach Junction and south of Warrenton.*
4. A neighborhood commercial zone allowing such uses as a gas station, or "Ma or Pa" grocery store shall be provided at the following locations along U.S. 101; Reed and Hertig, Sunset Lake and Dugan's Store and the West Lake Store.
5. When considering new commercial areas or expansion of existing commercially zoned land the policies pertaining to commercial land in the General Development policies, as well as the following standards, shall be used:
   (a) Adequate off-street parking shall be provided to prevent traffic congestion resulting from on-street parking.
   (b) A buffer and screen shall be provided between commercial and residential uses.
   (c) Signs shall be designed so as not to distract from the surrounding area.
   (d) The size of neighborhood commercial uses shall be sized to serve every day personal needs of the surrounding rural population and generate little or no traffic from outside of the rural area.
   (e) Review by State and County Road officials for safe access including adequate site distance.
6. Clatsop County intends to encourage a majority of the County's housing needs to occur within the various cities' urban growth boundaries. Approval of subdivisions and planned developments shall relate to the needs for rural housing. Through the County's Housing Study, the County has determined the Clatsop Plains rural housing needs to be approximately 900 dwelling units for both seasonal and permanent by the year 2000. The rural housing needs should be reexamined every two (2) years from the date of adoption of the Plan.
7. Subdivisions and planned development shall be encouraged to phase development over several years to provide for rural housing needs.
8. * Grandfather the following lots:
   (a) Block 4, lots 1-4
   Block 13, lots 3, 4, 15-18
   Block 19, lots 7 & 8**

Block 19, lots 9-12
Block 20, Lots 1-4, 9-14, 17-20
Block 29, lots 2, 3, 6, 7, 14, 15

All in Sunset Beach subdivision, Clatsop County, Oregon provided, however, that a 10,000 sq.ft. minimum lot size be required and that any other conditions for development applicable to this area shall be enforced.

(b) The five (5) lot area commonly referred to as RAM West (see attached map) provided, however, that there are no more than five lots exclusive of the coastal shoreland area.**

Findings:

Policies 1,2,6, & 7 will apply to the placement of the density credits at some point in the future. However that is not a part of this proposal at this time.

Policy 5 is applicable to this request; the majority of these policies will be addressed at the individual development stage. 5a will be a function of a commercial or industrial development and site plan review; 5b will be rendered not applicable should the proposed application be approved. If the proposal is approved there will be no residential zones adjacent to the project area; 5c will be addressed at the time of application for a sign permit; 5d &5e are addressed as a function of a conditional use application for a particular development

The proposal is consistent with the rural lands policies.

Criteria:

Rural Agricultural Lands

Policies*
See Agricultural Lands Background Report and County-wide Element.

Conservation Forest Lands

Policy**
Forest Lands shall be designated Conservation Forest in the County's Comprehensive Plan. When considering a zone change to a forest zone, the Planning Commission or other reviewing body shall review the proposal against the acreage, management, and other approval criteria in County-wide Forest Lands Policies #19, #20 and #21.

Conservation Other Resources

Policy*
See Open Space, Scenic and Historic Areas and Natural Resources, Recreational Needs, Estuarine Resources and Coastal Shorelands and Beaches and Dunes Background Reports and County-wide Elements.

Findings:

Policies addressing the Rural Agricultural Lands, Conservation Forest Lands, & Conservation Other Resources are not applicable to this proposal.

Criteria:

Natural

Policies

1. Areas rich in wildlife or of a fragile ecological nature, shall be preserved as Natural areas. The following areas shall be designated NATURAL: Clatsop Spit, Tillamook Chute, portions of Fort Stevens, Carnahan Lake, Slusher Lake and portions of the Necanicum Estuary.
2. The NATURAL aquatic designations for Carnahan Lake and Slusher Lake shall extend 100 feet measured horizontally from the aquatic-shoreland boundary.

Findings:

The proposal site does not consist of the attributes mentioned above; therefore, the policies are not applicable to this request.

With appropriate conditions Zone Change Criteria 1 will be satisfied.

Findings Section 5.412(2): *The proposed change is consistent with the statewide planning goals (ORS 197).*

Per LWDUO Section 5.412(2), the proposed zone change must be consistent with the Statewide Planning Goals (ORS 197). Clatsop County has a ratified comprehensive plan; consistency with Statewide Planning Goals is determined through a review for consistency with the County's Comprehensive Plan. As the factors indicate in the review of the comprehensive plan, this proposal is consistent with the policies and criteria detailed both in the County Wide Element and the Clatsop Plains Community Plan.

Based on the analysis of the Clatsop County Comprehensive Plan, Zoning Ordinance, and ORS 197 the proposal is consistent with the Statewide Planning Goals.

The proposal is consistent with Zone Change Criteria 2.

Findings Section 5.412(3): *The property in the affected area will be provided with adequate public facilities and services including, but not limited to:*

a. Parks, schools and recreational facilities
b. Police and fire protection and emergency medical service
c. *Solid waste collection*
d. *Water and wastewater facilities*

Mentioned previously in the analysis for Goal 11 on page 11, the proposal has adequate public facilities. The applicant has provided map illustrating the boundaries of the local rural fire protection district and a letter from the local water district that would service potential developments on the site. DEQ Site evaluations will be required prior to an application for development. Letters from the school districts are not necessary because the proposal is for industrial uses and the residential density credits are being held in an affidavit at the applicant's expense. Western Oregon Waste provides solid waste collection and Clatsop County provides police protection.

The applicant has documented that adequate public facilities are available for development of this site.

The proposal is consistent with Zone Change Criteria 3.

Findings Section 5.412(4): *The proposed change will insure that an adequate and safe transportation network exists to support the proposed zoning and will not cause undue traffic congestion or hazards.*

The site is currently serviced by Dolphin Road, which was recently improved and in good working conditions. A transportation network is readily available to the site.

The proposal is consistent with Zone Change Criteria 4.

Findings Section 5.412(5): *The proposed change will not result in over-intensive use of the land, will give reasonable consideration to the character of the area, and will be compatible with the overall zoning pattern*

This project proposes industrial uses adjacent to the City of Warrenton's Industrial area. Projected uses on the lands are consistent with those on the adjacent parcels to the north. The density credits will likely be incorporated into a project on the Clatsop Plains at some point in the future.

The proposal is consistent with Zone Change Criteria 5.

Findings Section 5.412(6): *The proposed change gives reasonable consideration to peculiar suitability of the property for particular uses.*

This proposal is designed around the characteristics and terrain of the site. It preserves the characteristics of the wetland and natural habitat to the south and is compatible with the industrial and commercial uses adjacent to the property boundaries.

The proposal is consistent with Zone Change Criteria 6.

Findings Section 5.412(7): *The proposed change will encourage the most appropriate use of land throughout Clatsop County.*

The primary objective of this proposal is to ensure compatibility of this site with adjacent uses. The City of Warrenton has designated this area as a commercial and industrial area. Some of these uses are not compatible with residential uses on our parcels. It is our intention to rezone this area to a more appropriate use that is compatible with the uses already established on neighboring parcels.

This proposal is consistent with Zone Change Criteria 7.

Findings Section 5.412(8): *The proposed change will not be detrimental to the health, safety and general welfare of Clatsop County.*

The proposal does not pose any threats to the health, safety, and general welfare of Clatsop County.

This proposal is consistent with Zone Change Criteria 8.

ATTACHMENT 1

SUPPLEMENTAL FINDINGS PRESENTED TO THE PLANNING COMMISSION

DECEMBER 12, 2010

Frog Consulting LLC

469 Lexington Avenue * Astoria, OR 97103 * Ph: 503-325-5666 * frogconsultingllc@gmail.com

December 14, 2010

PROPOSED REVISIONS DOLPHIN ROAD INDUSTRIAL PROJECT

SUMMARY

The applicant Frog Consulting on behalf of the owners Mike Benesch, Waldo Veele and Warrenton Fiber, respectfully requests to withdraw our application for a goal 14 exception. The Goal 14 Exception has been deemed unnecessary by DLCD to satisfy our primary intent of rezoning to Light Industrial.

The applicant has also provided a Traffic Impact Study conducted by Lancaster Engineering in June of 1999. Furthermore the findings in this report illustrate a reserve capacity on Dolphin Rd of approximately 181 vehicular trips per hour, or nearly 4500 trips per day. In our findings we estimate the maximum increase to traffic volumes between 150 – 200 Average Daily Trips (ADT)[1]. Based on our estimates of maximum traffic volume the impact on service levels for Dolphin Road should be relatively negligible. In addition to the evidence provided in the Lancaster Report illustrating capacity, the report is also a good indicator to the volume of traffic generated by the current industrial uses and the projected service levels in the year 2020. Another relevant outlier to the Lancaster Report is the fact that the northern portion of Dolphin Road was closed, which according to traffic generation models should have greatly improved the safety and operational aspects of the Dolphin Avenue and Hwy 101 intersection by reducing the Volume to Capacity Ratio (v/c) by an estimated 775 vehicular trips per hour or approximately 1097.4 ADT.

In sum our request to withdraw the Goal Exception portion juxtaposed with the findings provided in this report relating to OAR 660-012-0060 adequately address the concerns presented by DLCD and ODOT, and allow a finding of no significant impact to service levels on Dolphin Road/Avenue and the service levels at the intersection of Dolphin Avenue and Highway 101.

CRITERIA

OAR 660-012-0060

Plan and Land Use Regulation Amendments

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:

---

[1] ADT are calculated using the theory that evening peak hour is 10% of the average daily traffic. Our estimated average daily trips were calculated using Trip Generation, 8th Edition published by the Institute of Transportation Engineers (ITE). The trip rates were for land use code 110 (General Light Industrial) with a maximum of 30 units or a 30,000 ϕ of building/s.

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

Finding: Prior to the closer of the northern intersection of Dolphin Avenue and Highway 101 the southern portion of Dolphin Avenue intersecting Highway 101 was at a service level "C". The reserve capacity at the intersection was 181 trips per hour or 4500 trips per day. The 150 – 200 average daily trips generated from this zone change will not create a change in service levels.

The findings weigh in favor of approval.

(b) Change standards implementing a functional classification system; or

Finding: The proposal will not change the standards for a functional classification system.

The findings weigh in favor of approval.

(c) As measured at the end of the planning period identified in the adopted transportation system plan:

Finding: Warrenton's TSP extends through the 2020 plan year. Prior to the closure of the northern portion of the Dolphin Avenue intersection this intersection was predicted to have a level of service "F". With the mitigation measures applied in 2008 by the Home Depot the classification for the Dolphin Road intersection was improved to a "B" with an estimated level of service "C" in 2020. The proposal will not cause degradation to the service levels at the Dolphin Avenue / Highway 101 exchange.

The findings weigh in favor of approval.

(A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

Finding: The proposal will not allow land uses or levels of development that would result in a reduction to the levels of service of Dolphin Road. Furthermore the proposed rezoning will not degrade the functional classification of the existing and planned development of Dolphin Road or the Dolphin Avenue / Highway 101 intersection.

The findings weigh in favor of approval.

(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or

See Findings Above.

(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

Finding: Dolphin Road was projected to fail in 2020 prior to the mitigation measures developed in 2008 with the closing of the portion of Dolphin Road north of Highway 101. Projections now indicate that Dolphin Road will have a sufficient level of service through the projected planning year 2020.

The findings weigh in favor of approval.

TRIP CALCULATOR

See Attachment 1.

DENSITY TABLE CORRECTIONS

Sending Sites	Existing Zoning	New Zoning	Applicable Acreage	Density Units	Remaining Density	Receiving Site/s	Receiving Zone	Density Credits
51033A001000	RA5 / LW	NU / LW	RA5 = 2.5	1/5	0	TBD	TBD	1 Unit
51033A000600	RA5 / LW	NU / LW	RA5 = .25	1/20				
Comb = 1 "LOR"			Subtotal = .55 (du)				Subtotal = 1 (dc)	
51034000 1301	RA5 / LW / AF	NU / LW / AF	RA5 = 1	0	0	TBD	TBD	1 Unit
"LOR"			Subtotal = 1/5 (du)				Subtotal = 1 (dc)	

PROPOSED MODIFICATION TO FINDINGS ON PAGE 15 OF EXHIBIT 1

The following modification has been proposed to adequately address the concerns of staff. In addition all contexts relating to a goal exception throughout the document will be removed in and presented for final approval within 7 days of the Planning Commission's decision.

Criteria:

Goal 2 – Land Use Planning

The County's land and water have been placed in one of six (6) Plan designations. (1) Conservation Forest Lands, (2) Conservation Other Resources, (3) Natural, (4) Rural Agricultural Lands, (5) Rural Lands, and (6) Development.

Finding:

This proposal rezones approximately 13 acres of Residential Agricultural 5{RA5} to Light Industrial{LI} and Natural Uplands{NU}. Both the RA5 and LI zoning designations are currently listed under the Rural Lands designation in LWDUO Table 3.010. The portions of the property proposed to be designated Natural Uplands adequately satisfy the County's criteria for lands designated Natural. The lands proposed for development to Light Industrial also meet the criteria and guidelines for areas designated as Rural Lands based on the service and infrastructure levels and uses on surrounding lands. The Clatsop County Comprehensive plan identified development areas as follows:

Attachment 1 Trip Generator



14-Dec-10

Spack

ITE Trip Generation Rates - 8th Edition
Pass-by rates from ITE Trip Generation Handbook - 2nd Edition

Instructions: Enter Expected Unit Volumes into Column 'M'

Description/ITE Code	Units	ITE Vehicle Trip Generation Rates (peak hours are for peak hour of adjacent street traffic unless highlighted)								Expected Units	Total Generated Trips			Total Distribution of Generated Trips					
		Weekday	AM	PM	Pass-By	AM In	AM Out	PM In	PM Out		Daily	AM Hour	PM Hour	AM In	AM Out	Pass-By	PM In	PM Out	Pass-By
Waterport/Marine Terminal 010	Acres	11.53	NA	NA		NA	NA	NA	NA		0	NA	NA	NA	NA	0	NA	NA	0
Waterport/Marine Terminal 010	Berths	171.62	NA	NA		NA	NA	NA	NA		0	NA	NA	NA	NA	0	NA	NA	0
Commercial Airport 021	Employees	13.40	0.82	0.80		55%	45%	54%	46%		0	0	0	0	0	0	0	0	0
Commercial Airport 021	Avg Flights/Day	104.73	5.40	5.75		54%	46%	45%	55%		0	0	0	0	0	0	0	0	0
Commercial Airport 021	Com. Flights/Day	122.21	6.43	6.88		55%	45%	54%	46%		0	0	0	0	0	0	0	0	0
General Aviation Airport 022	Employees	14.24	0.99	1.03		83%	17%	45%	55%		0	0	0	0	0	0	0	0	0
General Aviation Airport 022	Avg. Flights/Day	1.67	0.24	0.30		NA	NA	NA	NA		0	0	0	NA	NA	0	NA	NA	0
General Aviation Airport 022	Based Aircraft	5.00	0.24	0.37		83%	17%	45%	55%		0	0	0	0	0	0	0	0	0
Truck Terminal 030	Acres	61.89	7.26	8.38		41%	59%	43%	57%		0	0	0	0	0	0	0	0	0
Truck Terminal 030	Employees	8.89	0.96	0.75		40%	60%	47%	53%		0	0	0	0	0	0	0	0	0
Park&Ride w/ Bus Service 090	Parking Spaces	4.50	0.72	0.62		81%	19%	23%	77%		0	0	0	0	0	0	0	0	0
Park&Ride w/ Bus Service 090	Acres	372.37	48.11	43.76		NA	NA	NA	NA		0	0	0	NA	NA	0	NA	NA	0
Park&Ride w/ Bus Service 090	Occ. Spaces	9.62	1.26	0.81		69%	31%	28%	72%		0	0	0	0	0	0	0	0	0
Light Rail Station w/ Park. 093	Parking Space	2.51	1.07	1.24		80%	20%	58%	42%		0	0	0	0	0	0	0	0	0
Light Rail Station w/ Park. 093	Occ. Spaces	3.91	1.14	1.31		80%	20%	58%	42%		0	0	0	0	0	0	0	0	0
General Light Industrial 110	KSF*	6.97	0.92	0.97		88%	12%	12%	88%	30.0	209	28	29	24	3	0	3	26	0
General Light Industrial 110	Acres	51.80	7.51	7.26		83%	17%	22%	78%		0	0	0	0	0	0	0	0	0
General Light Industrial 110	Employees	3.02	0.44	0.42		83%	17%	21%	79%		0	0	0	0	0	0	0	0	0
General Heavy Industrial 120	KSF*	1.50	0.51	0.18		NA	NA	NA	NA		0	0	0	NA	NA	0	NA	NA	0
General Heavy Industrial 120	Acres	6.75	1.96	2.11		NA	NA	NA	NA		0	0	0	NA	NA	0	NA	NA	0
General Heavy Industrial 120	Employees	0.82	0.51	0.98		NA	NA	NA	NA		0	0	0	NA	NA	0	NA	NA	0
Industrial Park 130	KSF*	6.96	0.84	0.86		82%	18%	21%	79%	30.0	208	25	26	21	5	0	5	20	0
Industrial Park 130	Acres	63.11	8.55	8.84		83%	17%	21%	79%		0	0	0	0	0	0	0	0	0
Industrial Park 130	Employees	3.34	0.47	0.48		86%	14%	20%	80%		0	0	0	0	0	0	0	0	0
Manufacturing 140	KSF*	3.82	0.73	0.73		78%	22%	36%	64%	30.0	115	22	22	17	5	0	8	14	0
Manufacturing 140	Acres	38.85	7.44	8.35		93%	7%	53%	47%		0	0	0	0	0	0	0	0	0
Manufacturing 140	Employees	2.13	0.40	0.36		73%	27%	44%	56%		0	0	0	0	0	0	0	0	0
Warehousing 150	KSF*	3.56	0.30	0.32		79%	21%	25%	75%	30.0	107	9	10	7	2	0	2	7	0
Warehousing 150	Acres	57.23	10.03	9.68		72%	28%	35%	65%		0	0	0	0	0	0	0	0	0
Warehousing 150	Employees	3.89	0.51	0.59		72%	28%	35%	65%		0	0	0	0	0	0	0	0	0
Mini Warehouse 151	KSF*	2.50	0.15	0.26		59%	41%	51%	49%	30.0	75	5	8	3	2	0	4	4	0
Mini Warehouse 151	Storage Units	0.25	0.02	0.02		67%	33%	NA	NA		0	0	0	0	0	0	NA	NA	0
Mini Warehouse 151	Acres	35.43	2.62	3.45		NA	NA	52%	48%		0	0	0	NA	NA	0	0	0	0
Mini Warehouse 151	Employees	51.90	5.29	6.54		67%	33%	52%	48%		0	0	0	0	0	0	0	0	0
High-Cube Warehouse 152	KSF*	1.44	0.06	0.10		65%	35%	33%	67%		0	0	0	0	0	0	0	0	0

* Units are calculated as 1/1000 square feet of building size

ATTACHMENT 2

AERIAL IMAGES PROVIDED BY CLATSOP COUNTY & GOOGLE MAPS

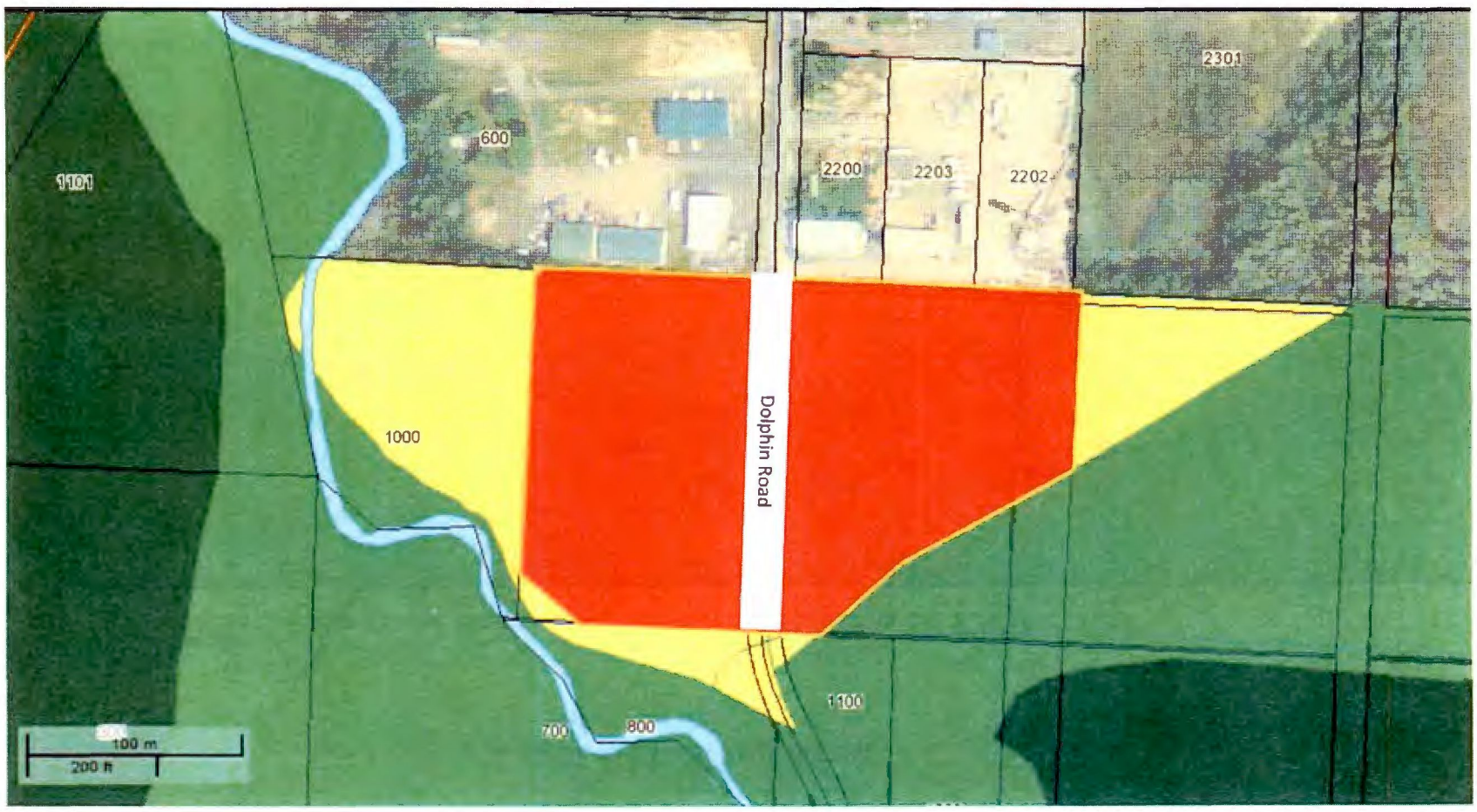
Images Indicate:

Surrounding Uses, The Proposal Area, The Light Industrial Area, and Natural Features

Proposed Zoning

= Remaining RA-5 Areas rezoned to Natural Upland

= Area to be rezoned Light Industrial



Light Industrial Area

= Area to be Zoned Light Industrial Approximately 8 Acres



Actual Useable Acreage



ATTACHMENT 3

WILL SERVE LETTER FROM WARRENTON WATER DISTRICT

Providing Service to the Area

Contact Phone number 503 338-0953

Fax number 503 325 786

CITY OF WARRENTON

WATER AND/OR SEWER AVAILABILITY STATEMENT

REQUESTED BY: Michael Benesch DATE: 6/2/10

To Whom It May Concern:

SEWER IS AVAILABLE: _____ WATER IS AVAILABLE: X

SEWER IS NOT AVAILABLE: X WATER IS NOT AVAILABLE: _____

TO THE PROPERTY OR BUILDING LOCATED AT:

ADDRESS: _____

MAP & TAX LOT NO: 81034 0210[illegible]

LOT NO: [illegible]

BLOCK NO: _____

REMARKS: _____

WATER COST: $1,300.00

SEWER COST: N/A

[signature] 6/24/10
(signature) (Date)
PUBLIC WORKS OFFICIAL

This form is for one single family residence water & sewer availability including a ¾ inch meter unless otherwise noted.

WARRENTON UTILITY DEPARTMENT
WORK ORDER for Water and/or Sewer Connection **Date:** _____

_____
(Applicant)

_____
(Service Address)

_____
(Applicant Signature)

Meter Only/Admin $ _____

Complete Service.. $ _____

Sewer Admin ..... $ _____

Full Service Sewer $ _____

Ref. Number _____

Meter Size _____

Meter No. _____

Install Date _____

For office use only – please initial & date

B&P _____ Cashier _____ PW _____ UB _____

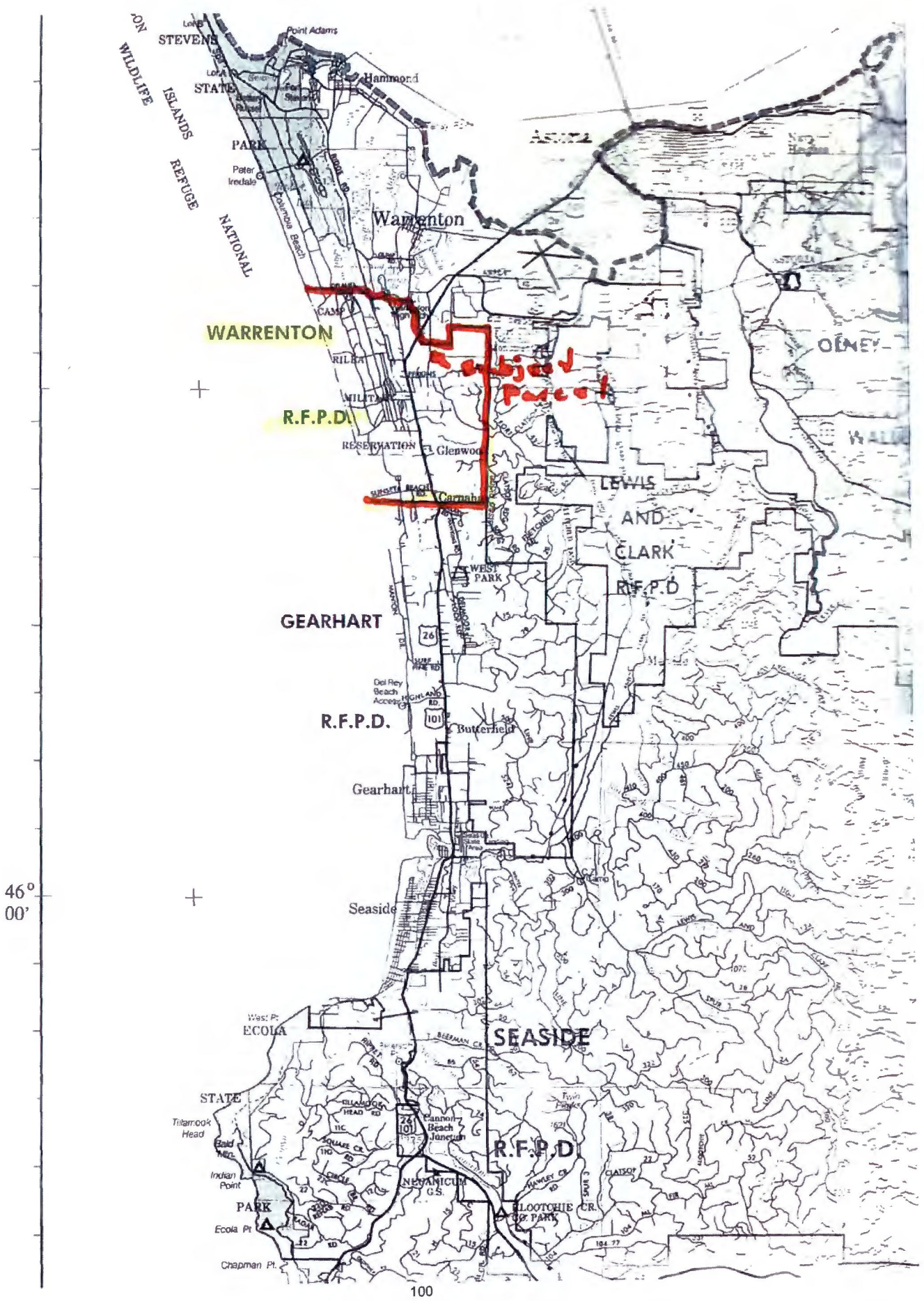
Tax Lot: [illegible]

Address: _____

ATTACHMENT 4

MAP ILLUSTRATING BOUNDARIES OF THE WARRENTON RURAL FIRE PROTECTION DISTRICT

Providing Service for the Area



STEVENS
STATE
PARK
Point Adams
Hammond
WILDLIFE
ISLANDS
REFUGE
NATIONAL
Peter Iredale
Columbia Beach
Warrenton
WARRENTON
R.F.P.D.
Subject Parcel
RESERVATION
Glenwood
Carnahan
LEWIS
AND
CLARK
R.F.P.D
WEST PARK
GEARHART
R.F.P.D.
Del Rey Beach Access
Butterfield
Gearhart
Seaside
46°
00'
West Pt.
ECOLA
STATE
Tillamook Head
Bald Mtn.
Indian Point
PARK
Ecola Pt.
Chapman Pt.
SEASIDE
R.F.P.D
Cannon Beach Junction
NEVANICUM G.S.
KLOOTCHIE CR. CO. PARK

100

ATTACHMENT 5

CHINOOK GEOSERVICES INC. GEOTECHNICAL ENGINEERING RECOMMENDATIONS

Development on Alluvial Lowlands

Chinook GeoServices Inc.

July 11, 2008

Mr. Mike Benesch
3141 Harrison
Astoria, Oregon 97103

Subject: **Geotechnical Engineering Recommendations Letter**
Structural Fill at Southeast Dolphin Road
T8N R10W Section 34, Tax Lot 2000 and Tax Lot 2100
Clatsop County, Oregon
CGI Report No.: 08-085-1

Dear Mr. Benesch:

As you requested, Chinook GeoServices, Inc. (CGI) is pleased to submit our Geotechnical Engineering Recommendations Letter for your property east of Southeast Dolphin Road in Clatsop County, Oregon. The parcel is located just outside of the Warrenton City Limits at the location shown in Figure 1. Our services were completed in general accordance our Professional Services Agreement dated June 30, 2008 and authorized by you when you signed the agreement on June 30, 2008.

The purpose of our services is to provide geotechnical engineering recommendations for the proposed structural fill that will be located in low areas of you property. We understand that the filled site will be used for commercial purposes. This recommendations letter does not preclude the need for additional study for the lot specific development after the fill has been placed. In fact, additional study should be conducted once the site development details are known.

Scope of Work

As requested, Marcella M. Boyer, P.E., G.E., CGI Principal Geotechnical Engineer visited the site on June 30, 2008. We observed site conditions at the proposed fill location and observed excavation of test pits in selected locations of the planned fill area. CGI prepared this report for your use.

Site Description

The site is located southeast of the intersection between Southeast Dolphin Road and the access road to the A-1 Ready Mix Plant in Clatsop County, Oregon. The site is currently undeveloped, although equipment is being stored on the site. Gravel access roads and staging areas have been constructed on the site. Thick trees and brush are present along the eastern and southern edge of the property. The surface of the site is relatively level in the upper portion of the site, and then slopes downward toward the east and south edges with relatively gently to

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moderate slopes. Asphalt and concrete pieces and other debris is present along the surface of the site. Figure 2 shows an aerial photograph of the site from Google Earth that was accessed on May 15, 2008. The aerial photograph shows what appears to be some newly placed fill piles in the west central portion of the site and the staging area in the northeast corner.

Proposed Construction

We understand that new fill will be placed in the low areas of the property between the flat upper portion and the existing trees. Some trees may be removed to create a larger area for fill. Fill will be generated from local construction sites.

Subsurface Soil Conditions

Subsurface conditions were explored by excavating four test pits to depths between 3 feet and 5 feet at the approximate locations shown in Figure 2. We observed preexisting fill in test pit TP-2. The fill was stiff and suitable for support of the proposed structural fill. The native soils observed in the test pits consisted primarily of medium stiff to very stiff silty/clayey soils. Sand with clay was observed in test pit TP-1 at a depth of 4 feet. Pocket penetrometer readings showed that the unconfined compressive strength of the native soils is between 2.5 tons per square foot (tsf) and 4.5 tsf. The unconfined compressive strength of the fill soil was greater than 4.5 tsf.

Fill Recommendations

Areas to receive fill should be stripped of debris, vegetation and the root zone Removed trees should be grubbed to remove roots larger than an inch or so. Debris should be removed if encountered. Concrete and asphalt pieces can remain on-site if they are broken into chunks smaller than 6 inches and thoroughly mixed with the fill material so that no voids are created in the fill. The proposed fill subgrade should be proofrolled with a loaded dump truck or other heavy construction vehicle to evaluate the firmness of the subgrade soils. It is possible that not all of the on-site fill is compacted as adequately as the soil observed in test pit TP-2. If the preexisting fill is not adequately compacted, the material will need to be removed and recompacted until firm.

The existing on-site slopes should be horizontally benched to key the fill into the existing slopes The benching can occur as the fill height increases.

The first layer of fill material should be placed in a relatively uniform horizontal lift on the prepared subgrade. Fill materials should be free of organic or other deleterious materials, have a maximum particle size less than 3 inches for future ease of excavation, be relatively well graded, and have a liquid limit less than 40 and plasticity index less than 15. Structural fill should be thoroughly compacted and tested by proof-rolling with a loaded dump truck or similar heavily loaded rubber tired construction equipment.

Fill should be placed in maximum lift thickness of 12 inches of loose material and should be compacted within the range of 3 percentage points below to 2 percentage points above the optimum moisture content value. If water must be added, it should be uniformly applied and thoroughly mixed into the soil by disking or scarifying. The compacted engineered fill should be tested for adequate compaction by proof-rolling of the fill under observation by a representative of the Geotechnical Engineer prior to placement of subsequent lifts.

We recommend that the finished slopes be no steeper than 2 horizontal to 1 vertical. The slope should be overbuilt and excavated to the prescribed slope after fill placement. Constructing the slope using this method will provide a compacted slope face. The finished slope should be observed by a representative of the Geotechnical Engineer. Erosion control media approved by a registered professional civil engineer should be applied after geotechnical engineer approval

Geotechnical Construction Observation

We recommend that CGI be requested to observe the adequacy of site stripping and the initial proofrolling, and also observe the site benching and fill compaction of subsequent lifts. Fill compaction can be tested using proofrolling.

Limitations

This letter addresses only the fill that will be placed on the site during this phase of work The study is not intended for use with future development that may occur. A development specific geotechnical evaluation will be needed to determine the geotechnical engineering and geologic hazards on the site.

The geotechnical engineering services performed for this project have been conducted with that level of care, skill, and judgment ordinarily exercised by members of the professional community currently practicing in this area under similar budget and time restraints. No warranty, expressed or implied, is made.

We will be available for further consultation and geotechnical observation of fill placement. If you have any questions regarding our recommendations, please call Marcy Boyer at (360) 695-8500.

Sincerely,
Chinook GeoServices, Inc.

REGISTERED PROFESSIONAL ENGINEER 16,590 OREGON JULY 20, 1993 MARCELLA M. BOYER
7/11/08
EXPIRES 12/31/09

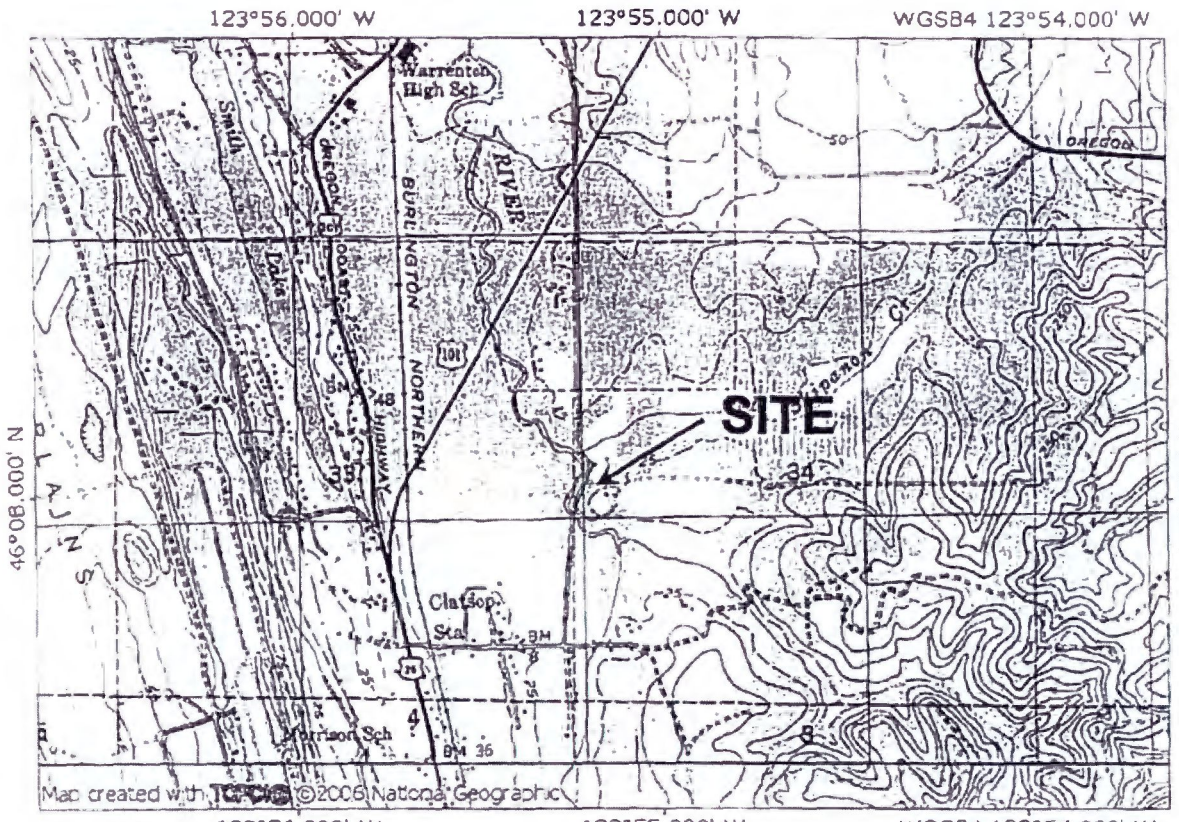
Marcella M. Boyer, P.E., G.E.
Principal Geotechnical Engineer

CERTIFIED OREGON R. WARREN KRAGER E 957 ENGINEERING GEOLOGIST
Exp 12-31-09

R. Warren Krager, R.G., C.E.G.
Principal Engineering Geologist

Attachments: Figure 1: Site Location Plan
Figure 2: Aerial Photograph with Exploration Locations
Test Pit Logs

FIGURE 1: SITE LOCATION PLAN



Scale: 1 inch = 2,000 feet

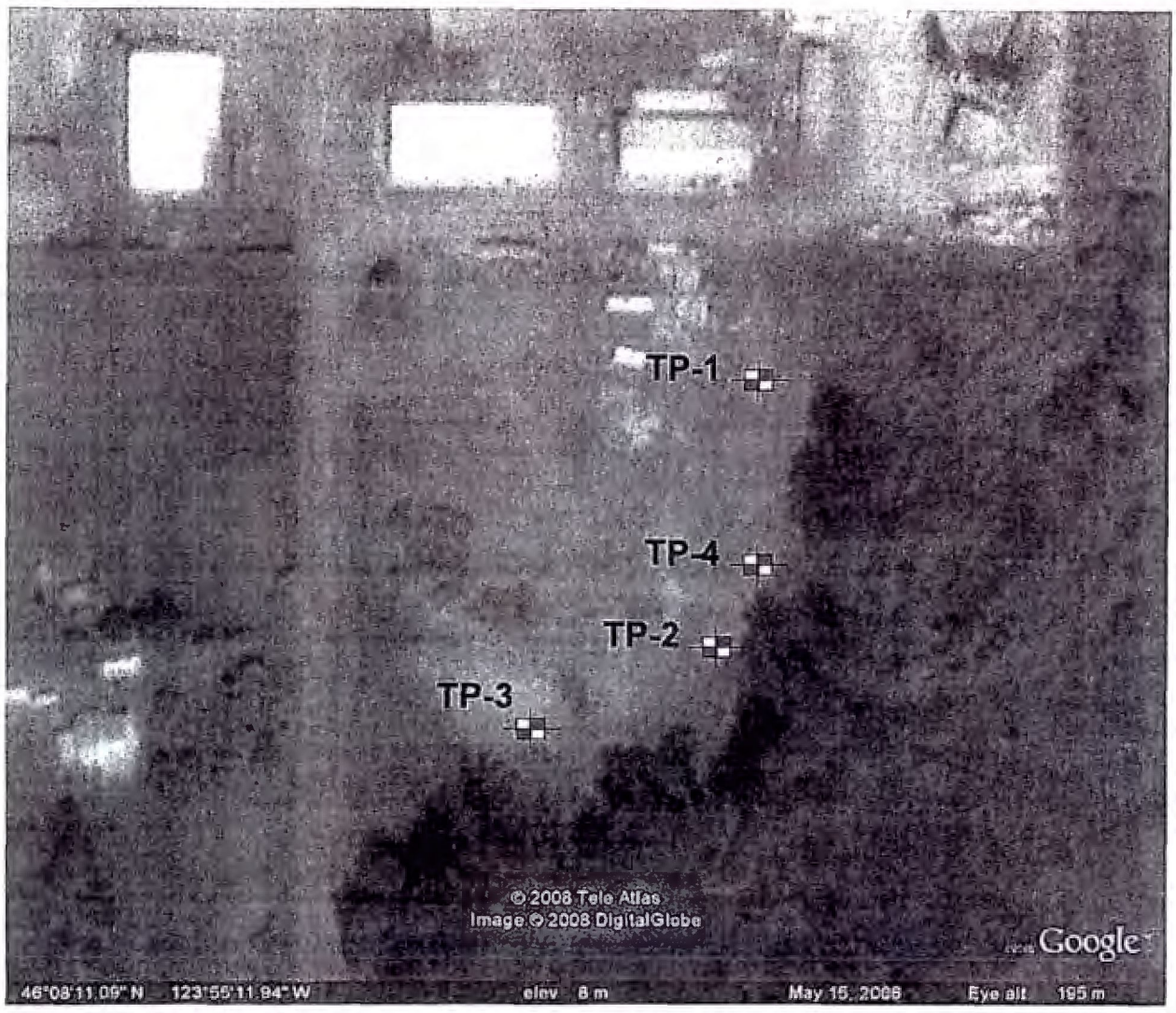
Chinook GeoServices Inc.

Structural Fill at Southeast Dolphin Road
T8N F10W Section 34, Tax Lot 2000 and Tax Lot 2100
Clatsop County, Oregon

Report No. 08-085-1

Date: July 11, 2008

FIGURE 2: AERIAL PHOTOGRAPH WITH EXPLORATIONS LOCATIONS



Legend

Approximate Location of Test Pit Explorations.

Source: Google Earth Scale: NA

Chinook GeoServices Inc.	**Structural Fill at Southeast Dolphin Road T8N F10W Section 34, Tax Lot 2000 and Tax Lot 2100 Clatsop County, Oregon**	**Report No. 08-085-1**
		Date: July 11, 2008

TP-1	
0 - 0.75'	Dry, black and dark brown silt with roots.
0.75' - 4.0'	Stiff, moist, mottled gray and red brown silt with clay and sand. Pocket Penetrometer at 3 feet: 3.0 ton/sq ft
4.0' - 5.0'	Medium stiff, moist, gray and red brown sand with clay.

TP-2	
0 - 1.5'	Fill- dry, black and dark brown silt with sand and roots.
1.5' - 4.5'	Fill- stiff, dry, black and red brown silt. Pocket Penetrometer at 2.5 feet: 4.5 ton/sq ft
4.5' - 5.0'	Stiff, moist, brown silt with clay.

TP-3	
0 - 0.75'	Dry, black and dark brown silt with roots.
0.75' - 4.5'	Stiff, moist to wet, red brown and gray mottled clay with silt and grades to trace sand. Pocket Penetrometer at 2.0 feet: 3.0 ton/sq ft

TP-4	
0 - 0.5'	Dry, black and dark brown silt with roots.
0.5' - 3.0'	Stiff, moist, red brown and gray clay and grades to trace sand. Pocket Penetrometer at 2.0 feet: 4.5 ton/sq ft

ATTACHMENT 6

WETLAND DELINEATION REPORT

Department of State Lands

October 14, 2009

Oregon
Theodore R. Kulongoski, Governor

Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279
(503) 986-5200
FAX (503) 378-4844
www.oregonstatelands.us.

State Land Board

Theodore R. Kulongoski
Governor

Kate Brown
Secretary of State

Ben Westlund
State Treasurer

October 14, 2009

Michael Benesch
3141 Harrison
Astoria, OR 97103

Re: Wetland Delineation Report for the Benesch Property on SE Dolphin Avenue, Clatsop County, T8N R10W Sec. 34, Tax Lots 2000 and 2100; WD #09-0222; City of Warrenton Local Wetlands Inventory, Wetland F-34-1

Dear Mr. Benesch:

The Department of State Lands has reviewed the wetland delineation report prepared by HLB Otak for the site refererenced above. Based upon the information presented in the report, and additional information submitted upon request, we concur with the wetland boundary as mapped in the revised map. Please replace all copies of the preliminary wetland map with this final Department-approved map. Within the study area, 1 wetland, totaling 2.72 acres, was identified. The wetland is subject to the permit requirements of the state Removal-Fill Law. A state permit is required for cumulative fill or annual excavation of 50 cubic yards or more in wetlands

This concurrence is for purposes of the state Removal-Fill Law only. Federal or local permit requirements may apply as well. The Army Corps of Engineers will review the report and make a determination of jurisdiction for purposes of the Clean Water Act at the time that a permit application is submitted. We recommend that you attach a copy of this concurrence letter to both copies of any subsequent joint permit application to speed application review.

Please be advised that state law establishes a preference for avoidance of wetland impacts. Because measures to avoid and minimize wetland impacts may include reconfiguring parcel layout and size or development design, we recommend that you work with Department staff on appropriate site design before completing the city or county land use approval process.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter, unless new information necessitates a revision. Circumstances under which the Department may change a determination and procedures for renewal of an expired determination are found in OAR 141-090-0045 (available on our web site or upon request). The applicant,

landowner, or agent may submit a request for reconsideration of this determination in writing within 60 calendar days of the date of this letter.

Thank you for having the site evaluated. Please phone me at (503) 986-5232 if you have any questions.

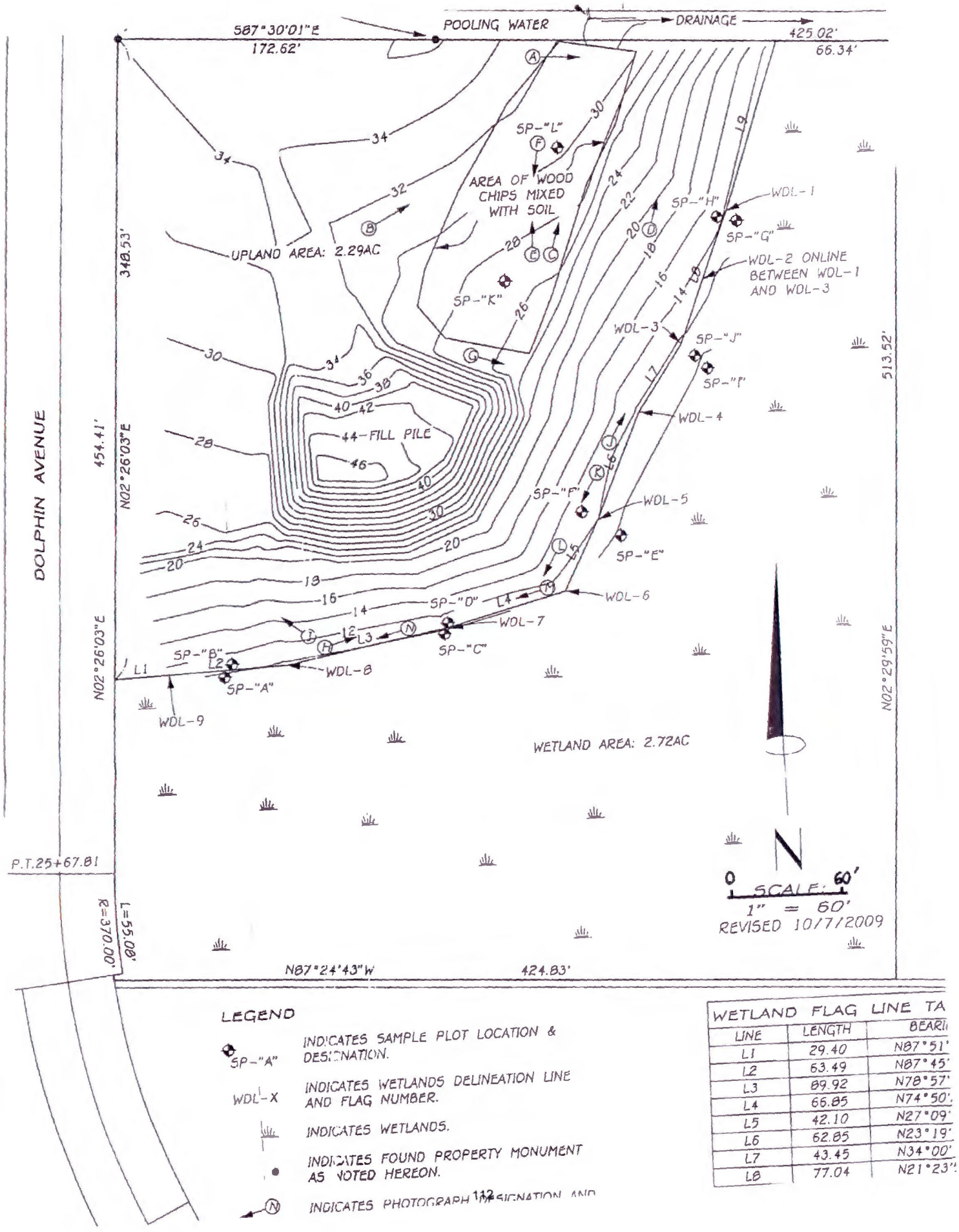
Sincerely,

Peter Ryan, PWS
Wetland Specialist

Approved by
Janet C. Morlan, PWS
Wetlands Program Manager

Enclosures

ec: Dale Barrett, HLB Otak
City of Warrenton Planning Department (Map enclosed for updating LWI)
Dominic Yballe, Corps of Engineers
Dan Cary, DSL



LEGEND

- SP-"A" — INDICATES SAMPLE PLOT LOCATION & DESIGNATION.
- WDL-X — INDICATES WETLANDS DELINEATION LINE AND FLAG NUMBER.
- INDICATES WETLANDS.
- INDICATES FOUND PROPERTY MONUMENT AS NOTED HEREON.
- INDICATES PHOTOGRAPH [illegible] DESIGNATION AND

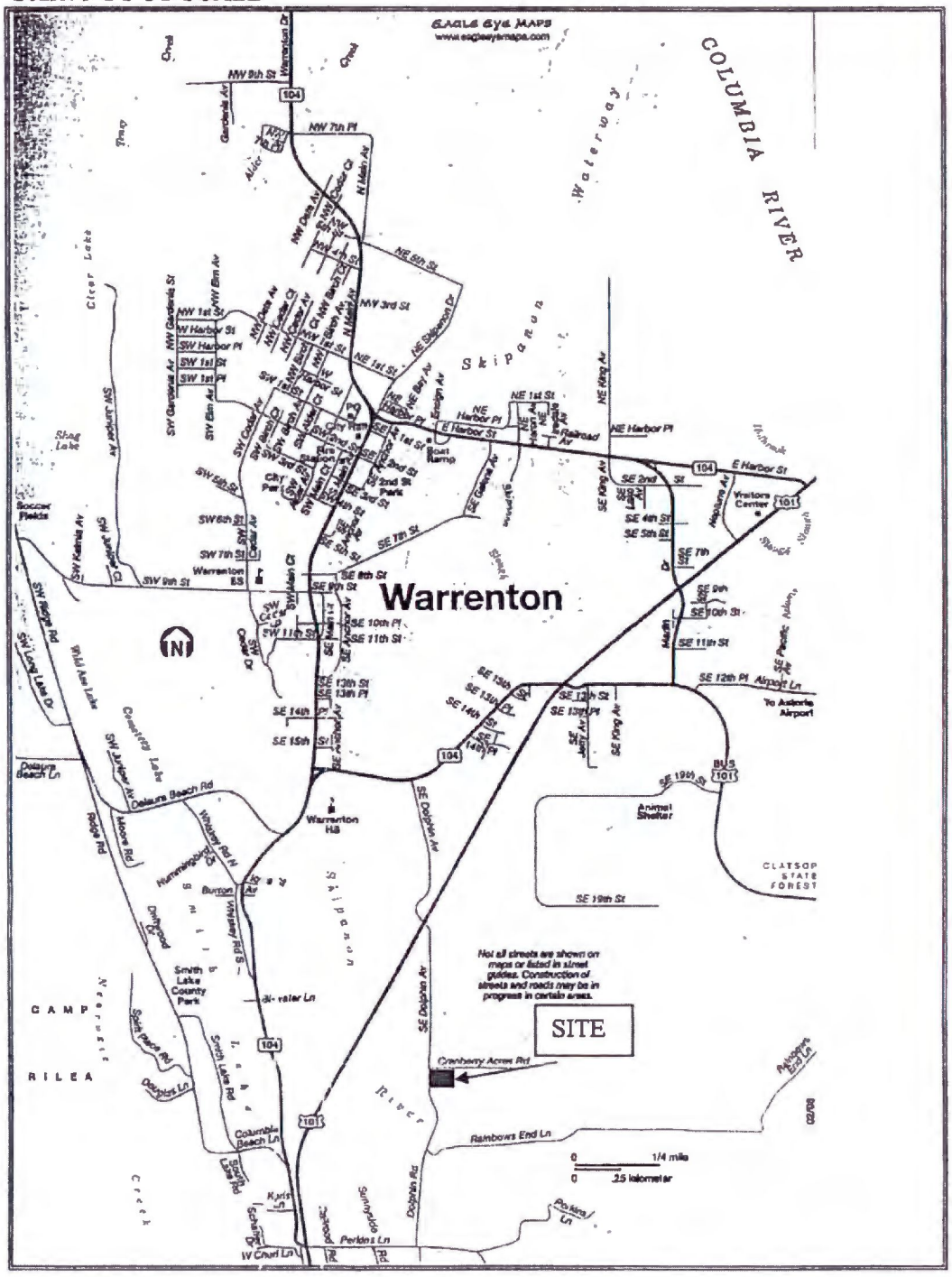
WETLAND FLAG LINE TA

LINE	LENGTH	BEARI
L1	29.40	N87°51'
L2	63.49	N87°45'
L3	89.92	N78°57'
L4	66.85	N74°50'
L5	42.10	N27°09'
L6	62.85	N23°19'
L7	43.45	N34°00'
L8	77.04	N21°23'

WD # 09-0222

1.0 SITE VICINITY MAP Exhibit "A"

Scale: NOT TO SCALE



ATTACHMENT 7

SITE PHOTOS



















































ATTACHMENT 8

LOT OF RECORD DETERMINATIONS

Tax Lots 800, 1000, & 1301

Clatsop County
Transportation & Development Svs
800 Exchange Street, Suite 100, Astoria, OR 97103
www.co.clatsop.or.us

ph: 503-325-86
fx: 503-338-3666
em: comdev@co.clatsop.or.us

STAFF REPORT
LOT OF RECORD DETERMINATION

STAFF REPORT DATE: August 16, 2010

REQUEST: Lot of Record Determination

APPLICANT/OWNER: Warrenton Fiber Co.
PO Box 100
Warrenton, OR 97146

PROPERTY DESCRIPTION: T8N, R10W, Sec.33A, TL 1000 (2.77 ac)
T8N, R10W, Sec.33A, TL 800 (0.72 ac)

ZONING DESIGNATION:

	RA-5	LW
TL 1000	~2.52 ac	~0.25
TL 800	~0.44 ac	~0.28

EXISTING STRUCTURES: Clatsop County Assessor's do not indicate any dwellings on the subject properties

COUNTY STAFF REVIEWER: Jennifer Bunch, Planner

LOT-OF RECORD BACKGROUND:
There are two steps to a lot of record determination. The first is to determine whether or not the subject property was created legally. The property must meet the definition of a "lot of record" under section 1.030, LWDUO #80-14: "any lot or parcel lawfully created by a subdivision or partition plat of record in the County Clerk's Office, or lawfully created by deed or land sales contract prior to land use partitioning requirements, and of record in the Deed Records of Clatsop County." Receiving this designation does not allow the owner to build on the property. In order to develop the property, the lot must also be considered a *"land use lot of record"* as in General Exception to Lot Size Standards; S1.030. "If, at the time of adoption of the zone for the subject property, a lot has an area or dimension which does not meet the lot size requirements of the zone, and the lot was not in the same ownership as any contiguous lot or lots which do not meet the minimum lot area requirements, the lot may be developed as allowed by the zone and applicable development requirements. If, at the time of adoption of the zone for the subject property, contiguous lots or parcels which individually do not have an area that meets the minimum lot area requirement of the zone, are held in the same ownership, the aggregate holdings constitute one land use parcel and that parcel may be developed as allowed by the zone and applicable development requirements. Once these two criteria are met, the current owner of the subject property will receive approval from the

County Planning Department to begin the process of obtaining a development permit. For lots in some zones, there may be more steps to take before a development permit is issued.

The following determination by Clatsop County Community Development Department is based in part on the following: Information provided by the applicant; Clatsop County deed and land use contract records; Clatsop County Land and Water Development and Use Ordinance #80-14 (LWDUO) and Kishpaugh vs. Clackamas County.

LOT OF RECORD STATUS:

Lot of Record Status is based on the following provision in Ordinance #80-14, Section 1.030, Definitions, "Lot-of-Record", which reads: "Any lot (defined in ORS 91.010 as *a single unit of land that is created by a subdivision of land*) or parcel (*defined in ORS 215.010 as a unit of land created: (A) By partitioning land as defined in ORS 92.010; (B) In compliance with all applicable planning, zoning and partitioning ordinances and regulations: or (C) By deed or land sales contract, if there were no applicable planning, zoning or partitioning ordinances or regulations.*) lawfully created by a subdivision or partition plat of record in the County Clerk's Office, or lawfully created by deed or land sales contract prior to the land use partitioning requirements, and of record in the deed records of Clatsop County."

Staff Finding:
The subject property (T8N, R10W, Sec.33A, TL 1000) was created Lot 14 of the Cranberry Acres subdivision and recorded with the Clatsop County Clerk on October 7, 1915. (Subdivision Records Bk 07, Pg 19).

The subject property (T8N, R10W, Sec.33A, TL 800) was created Lot 2 of the Cranberry Acres subdivision and recorded with the Clatsop County Clerk on October 7, 1915. (Subdivision Records Bk 07, Pg 19).

Both of the subject properties meet the county's definition of "lot of record". LWDUO §1.030.

LAND USE LOT OF RECORD STATUS:

Land Use Lot of Record Status is governed by Paragraph One of Standards Section S1.030, includes the following definition: "If, at the time of adoption of the zone for the subject property, a lot has an area or dimension which does not meet the minimum lot size requirements of the zone, and the lot was not in the same ownership as any contiguous lot or lots which do not meet the minimum lot area requirements, the lot may be developed as allowed by the zone and applicable development requirements."

Staff Finding:
Clatsop County records indicate that Clatsop County owned the both of the properties (T8N, R10W, Sec.33A, TL 1000 and T8N, R10W, Sec.33A, TL 800) on September 30, 1980 the effective date of Clatsop County Ordinance #80-14, which established the minimum lot size for the RA-5 zoning. Contiguous substandard lots were owned in common.

CONCLUSION

The LW zone is not a zoning designation that allows the construction of a dwelling; therefore, this conclusion will focus on the portion of the property that is zoned RA-5. TL 1000 and TL800 are

contiguous and were held in common ownership on September 30, 1980. Therefore, the lot are together considered one (1) "land use lot of record" and one (1) "buildable" lot.

This determination is a Type I procedure, as defined in Section 2.015, Type I Procedure. Pursuant to Ordinance #80-14, Section 2.230, Request for Review/Appeal, this determination may be appealed within twelve (12) days of this decision. The deadline for filing an appeal is 5:00 PM on September 7, 2010.

Clatsop County
Transportation & Development Svs
800 Exchange Street, Suite 100, Astoria, OR 97103
www.co.clatsop.or.us

ph: 503-325-86
fx: 503-338-3666
em: comdev@co.clatsop.or.us

STAFF REPORT
LOT OF RECORD DETERMINATION

STAFF REPORT DATE: August 16, 2010

REQUEST: Lot of Record Determination

APPLICANT/OWNER: Martin Nygaard
PO Box 100
Warrenton, OR 97146

PROPERTY DESCRIPTION: T8N, R10W, Sec.34, TL 1301 (10.16 ac)

ZONING DESIGNATION:

	RA-5	LW	AF
TL 1000	~1.15 ac	~3.94	~4.74

EXISTING STRUCTURES: Clatsop County Assessor's do not indicate any dwellings on the subject property.

COUNTY STAFF REVIEWER: Jennifer Bunch, Planner

LOT-OF RECORD BACKGROUND:
There are two steps to a lot of record determination. The first is to determine whether or not the subject property was created legally. The property must meet the definition of a "lot of record" under section 1.030, LWDUO #80-14: "any lot or parcel lawfully created by a subdivision or partition plat of record in the County Clerk's Office, or lawfully created by deed or land sales contract prior to land use partitioning requirements, and of record in the Deed Records of Clatsop County." Receiving this designation does not allow the owner to build on the property. In order to develop the property, the lot must also be considered a *"land use lot of record"* as in General Exception to Lot Size Standards; S1.030. "If, at the time of adoption of the zone for the subject property, a lot has an area or dimension which does not meet the lot size requirements of the zone, and the lot was not in the same ownership as any contiguous lot or lots which do not meet the minimum lot area requirements, the lot may be developed as allowed by the zone and applicable development requirements. If, at the time of adoption of the zone for the subject property, contiguous lots or parcels which individually do not have an area that meets the minimum lot area requirement of the zone, are held in the same ownership, the aggregate holdings constitute one land use parcel and that parcel may be developed as allowed by the zone and applicable development requirements. Once these two criteria are met, the current owner of the subject property will receive approval from the County Planning Department to begin the process of obtaining a development permit. For lots in some zones, there may be more steps to take before a development permit is issued.

The following determination by Clatsop County Community Development Department is based in part on the following: Information provided by the applicant; Clatsop County deed and land use contract records; Clatsop County Land and Water Development and Use Ordinance #80-14 (LWDUO) and Kishpaugh vs. Clackamas County.

LOT OF RECORD STATUS:

Lot of Record Status is based on the following provision in Ordinance #80-14, Section 1.030, Definitions, "Lot-of-Record", which reads: "Any lot (defined in ORS 91.010 as *a single unit of land that is created by a subdivision of land*) or parcel (*defined in ORS 215.010 as a unit of land created: (A) By partitioning land as defined in ORS 92.010; (B) In compliance with all applicable planning, zoning and partitioning ordinances and regulations: or (C) By deed or land sales contract, if there were no applicable planning, zoning or partitioning ordinances or regulations.*) lawfully created by a subdivision or partition plat of record in the County Clerk's Office, or lawfully created by deed or land sales contract prior to the land use partitioning requirements, and of record in the deed records of Clatsop County."

Staff Finding:
The subject property (T8N, R10W, Sec.34, TL 1301) was created as a portion of Lot 11, a portion of Lot 10, a portion of Lot 4 and a portion of Lot 5 of the Cranberry Acres subdivision and recorded with the Clatsop County Clerk on October 7, 1915. (Subdivision Records Bk 07, Pg 19).

The subject property meets the county's definition of "lot of record". LWDUO §1.030.

LAND USE LOT OF RECORD STATUS:

Land Use Lot of Record Status is governed by Paragraph One of Standards Section S1.030, includes the following definition: "If, at the time of adoption of the zone for the subject property, a lot has an area or dimension which does not meet the minimum lot size requirements of the zone, and the lot was not in the same ownership as any contiguous lot or lots which do not meet the minimum lot area requirements, the lot may be developed as allowed by the zone and applicable development requirements."

Staff Finding:
Clatsop County records indicate the Young Men's Christian Association (YMCA) owned taxlot 1300 on September 30, 1980 the effective date of Clatsop County Ordinance #80-14, which established the minimum lot size for the **RA-5** zoning. Contiguous substandard lots in the RA5 zone were not owned in common.

Clatsop County records indicate that Andrew Martin Nygaard owned taxlot 1300 on March 28, 1997 the effective date of Clatsop County Ordinance #80-14, which established the minimum lot size for the **AF** zoning. Andrew Martin Nygaard also owned T8N R10W Sec34 TL1400 and T8n R10W Sec34 TL101 (formerly TL 100). Contiguous substandard lots in the AF zone were owned in common.

CONCLUSION

The LW zone is not a zoning designation that allows the construction of a dwelling; therefore, this conclusion will focus on the portions of the property that are zoned RA-5 and AF.

That portion of T8n R10W Sec34 TL1301 that is zoned RA5 is considered "buildable" because additional RA5 zoned land was not owned in common on September 30, 1980.

That portion of T8n R10W Sec34 TL1301 that is zoned AF was held in common ownership on March 28, 1997 with TL1400 and TL 101. Therefore, the AF zoned land included in TL 1301 is not considered "buildable".

This determination is a Type I procedure, as defined in Section 2.015, Type I Procedure. Pursuant to Ordinance #80-14, Section 2.230, Request for Review/Appeal, this determination may be appealed within twelve (12) days of this decision. The deadline for filing an appeal is 5:00 PM on September 7, 2010.

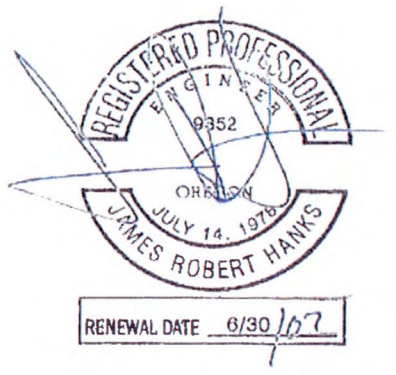
ATTACHMENT 9

2006 HOME DEPOT TRAFFIC IMPACT STUDY

WARRENTON HOME DEPOT
COMMERCIAL DEVELOPMENT

TRAFFIC IMPACT ANALYSIS

February 8, 2006



JRH TRANSPORTATION ENGINEERING
4765 VILLAGE PLAZA LOOP, SUITE 201, EUGENE, OREGON 97401 541.687.1081 FAX 541.345.6599 JRH@JRHWEB.COM

EXECUTIVE SUMMARY

This report documents that, with traffic generated by a Home Depot and related commercial development in Warrenton, Oregon, all affected transportation facilities will operate within accepted standards. The development property is located between Highway 101 and Highway 104 Spur, east of Dolphin Avenue. The development will include a Home Depot Home Improvement Store and four additional commercial parcels. Trip generation for the proposed development was calculated using the following land uses: Home Improvement Superstore, Fast Food Restaurant with Drive-thru, High-Turnover Sit-down Restaurant, and Shopping Center. Total weekday trips calculated were 7,245, with 582 trips occurring in the PM peak hour. On a Saturday 1,003 trips are expected during the peak afternoon hour. Development completion is anticipated in the Year 2007.

Peak hour time periods analyzed were from 2:45 PM to 3:45 PM on Saturday and from 4:30 PM to 5:30 PM on a weekday. All traffic volumes were seasonally adjusted and balanced. Analysis was performed for the years 2005, 2007, and 2022. Future year traffic volumes were achieved using the Astoria-Warrenton travel demand model according to ODOT methodology.

As planned by the City of Warrenton, and set out in an intergovernmental agreement between the City of Warrenton and ODOT, existing Dolphin Avenue, which runs between Highway 104 Spur and Highway 101, will be shortened to serve four existing single-family homes. It will no longer have a connection to Highway 101. A new connection is planned by ODOT to run between Highway 101 and Highway 105. This connection is planned to extend through the subject property and connect to Highway 104 Spur. The new connection will be called Dolphin Lane and will be located east of the existing Dolphin Avenue. Proposed Dolphin Lane will access Highway 101 at approximately MP 8.08 and Highway 104 Spur at approximately MP 4.80. This improvement is anticipated in all build and future year scenarios. Access to the subject property will be via proposed Dolphin Lane. There will be no direct access to the subject property from either Highway 101 or Highway 104 Spur. The following intersections were examined as part of this analysis:

- Highway 104 at Highway 104 Spur
- Highway 104 Spur at S.E. Dolphin Avenue (existing)
- Highway 104 Spur at S.E. Dolphin Lane (proposed)
- Highway 104 Spur at 14th Place
- Highway 101 at Highway 104 Spur
- Highway 101 at S.E. Dolphin Avenue (existing)
- Highway 101 at S.E. Dolphin Lane (proposed)

RESULTS

Based on the analysis contained within this document, the proposed development will meet applicable State and local adopted mobility standards, both at the year of opening and at the end of the planning horizon, with criterion listed below.

- Proposed Dolphin Lane at Highway 101 was found to operate acceptably as an at-grade intersection

- Warranted intersection improvements include a traffic signal at Highway 101 and proposed Dolphin Lane, southeastbound left and right-turn lanes on Dolphin Lane at its intersection with Highway 101, a right-turn lane eastbound on Highway 104 Spur at its intersection with Dolphin Lane, right and left-turn lanes were assumed to be placed on Highway 101 at its proposed intersection with Dolphin Lane, as that is the area standard.

- Mitigation included placing a median across Highway 101 at Highway 104 Spur and adding dual left turns northbound at Highway 101 and proposed Dolphin Lane. With this mitigation in place, all intersections operate at acceptable levels in all scenarios through Year 2022.

The traffic signal proposed at Dolphin Lane and Highway 101 exceeds the minimum signal spacing requirements and does not affect progression of other traffic signals on Highway 101.

The available intersection and stopping sight distance exceeds the minimum required for all studied Dolphin Lane at Highway 104 Spur and Highway 101 movements.

Access spacing standards between intersections on Highway 101 are met with proposed Dolphin Lane in place. Along Highway 104 Spur intersection access spacing also meets minimum spacing standards to the east. To the west a deviation will be required, as the distance of 410 feet to Dolphin Avenue from Dolphin Lane is shy of the desired 500 feet. Although the distance is short of the optimal distance, it is the best spacing, given the existing geometric layout, and its general location has been planned in the Warrenton Transportation System Plan. Additionally, with the addition of Dolphin Lane, existing Dolphin Avenue will no longer be a through street. It will serve only the four existing single-family homes and function as a joint driveway.

Home Depot has a plan for a truck entrance on Dolphin Lane on the Highway 101 side of the store. This entrance is approximately 160 feet away from Highway 101. Due to identified queue lengths of approximately 225 feet extending along Dolphin Lane from Highway 101, it is recommended that the truck entrance operate as a right-in right-out only.

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TABLE 18 STOPPING SIGHT DISTANCE....44

1.0 INTRODUCTION

This report addresses transportation and traffic issues related to the development of property located in Warrenton, Oregon. The property is found at Township 8, Range 10, Section 27, Tax Lots 2800, 2900, 2802 and Township 8, Range 10, Section 27, BC Tax Lots 2501, 2502, 2504, 2600, and 800. The total land is approximately 26.40 acres. The existing zoning is a combination of C-1 and R-10. The proposed zoning is C-1. The subject property is currently vacant. A Home Depot home improvement superstore is lanned on approximately 10.25 acres of the site. The remaining acreage is expected as a combination of restaurant and commercial uses. A vicinity map is provided in Figure 1, and a preliminary site plan is shown in Appendix A. The property fronts on Highway 101 and Highway 104 Spur, and is east of Dolphin Avenue. A preliminary site plan is shown in Figure 2.

As planned by the City of Warrenton, and set out in an intergovernmental agreement between the City of Warrenton and ODOT, existing Dolphin Avenue, which runs between Highway 104 Spur and Highway 101, will be shortened to serve four existing single-family homes. It will no longer have a connection to Highway 101. A new connection is planned by ODOT to run between Highway 101 and Highway 104. This connection is planned to extend through the subject property and connect to Highway 104 Spur. The new connection will be called Dolphin Lane and will be located east of the existing Dolphin Avenue. Proposed Dolphin Lane will access Highway 101 at approximate MP 8.08 and Highway 104 Spur at approximate MP 4.80. The relocation of the Dolphin roadway will support the goals stated in the Warrenton Transportation System Plan's preferred alternative. As stated in the TSP, "As part of an intergovernmental agreement (IGA) between ODOT and the City of Warrenton, the Dolphin Avenue approach to US Highway 101 will need to be realigned through future development of adjacent properties". At the request of the Oregon Department of Transportation this improvement is anticipated in all build and future year scenarios. Access to the subject property will be via proposed Dolphin Lane. There will be no direct access to the subject property from either Highway 101 or Highway 104 Spur.

This following analysis investigates traffic conditions, with and without the proposed development, within the study area. The analysis requirements were set forth by the City of Warrenton and the Oregon Department of Transportation (ODOT) in a scoping letter dated June 7, 2005. The scoping letter is provided in Appendix B. The following intersections were examined as part of this analysis:

- Highway 104 at Highway 104 Spur
- Highway 104 Spur/ Dolphin Avenue (Existing)
- Highway 104 Spur/ Dolphin Lane (Proposed)
- Highway 104 Spur at 14th Place
- Highway 101 at Highway 104 Spur
- Highway 101 at Dolphin Avenue (Existing)
- Highway 101 at Dolphin Lane (Proposed)


N
ASTORIA
YOUNGS
BAY
Site
Location
Figure 1: Vicinity Map
Site Location
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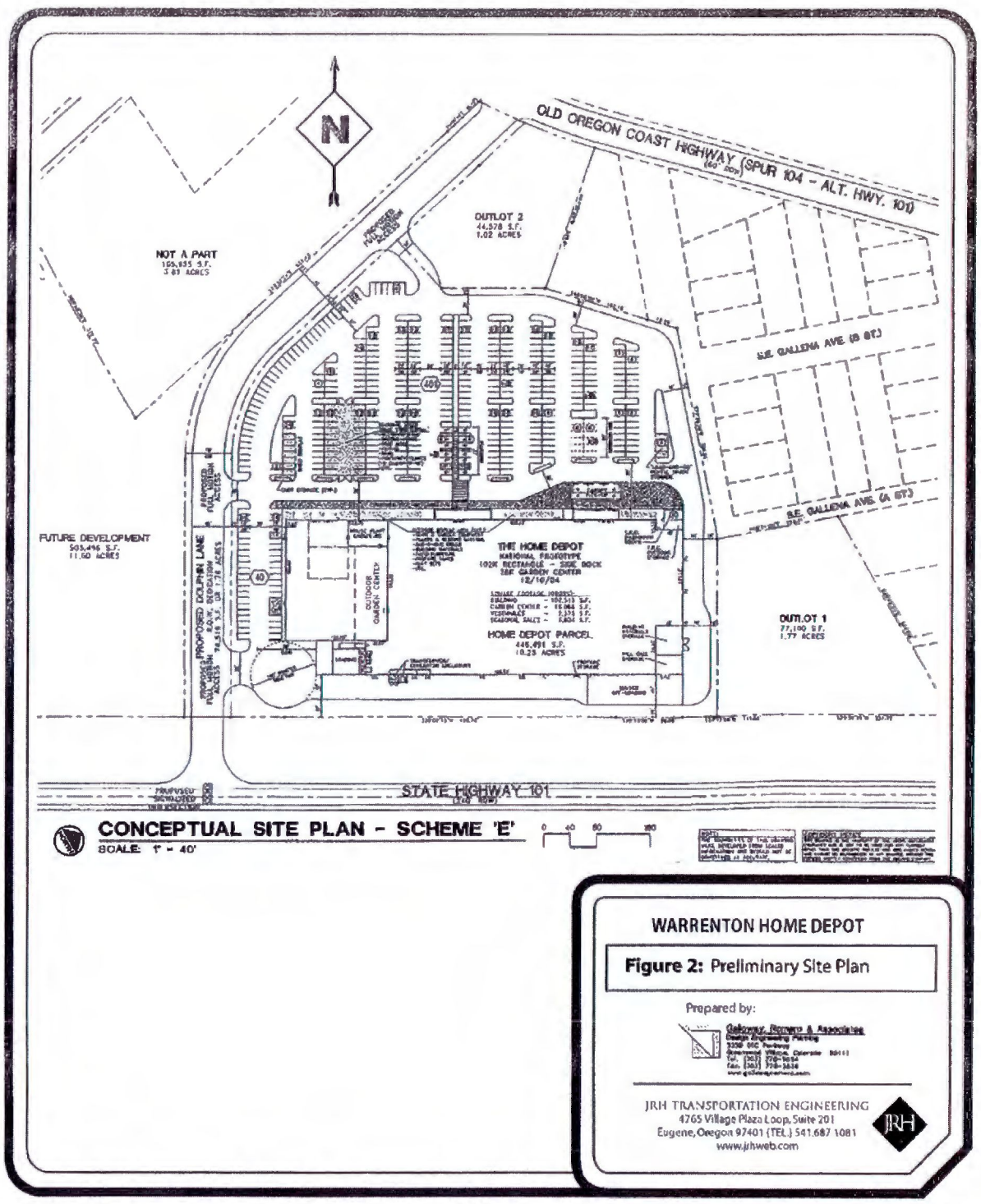
N
OLD OREGON COAST HIGHWAY (SPUR 104 - ALT. HWY. 101)
OUTLOT 2
44,578 S.F.
1.02 ACRES
NOT A PART
105,935 S.F.
2.43 ACRES
SE GALLENA AVE (8 ST.)
SE GALLENA AVE (4 ST.)
FUTURE DEVELOPMENT
505,496 S.F.
11.60 ACRES
PROPOSED DOLPHIN LANE
THE HOME DEPOT
NATIONAL PROTOTYPE
102K RECTANGLE - SIDE DOCK
GARDEN CENTER
12/10/04
HOME DEPOT PARCEL
445,491 S.F.
10.23 ACRES
OUTLOT 1
77,100 S.F.
1.77 ACRES
STATE HIGHWAY 101
CONCEPTUAL SITE PLAN - SCHEME 'E'
SCALE: 1" = 40'
0 40 80 160
WARRENTON HOME DEPOT
Figure 2: Preliminary Site Plan
Prepared by:
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Eugene, Oregon 97401 (TEL) 541.687.1081
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This report addresses the following items:

- Estimates of automobile trips generated by the proposed development
- Inventory of traffic and transportation facilities within the study area
- Trip generation distribution and assignment
- Existing weekday PM and Saturday peak hour traffic volumes
- Weekday PM and Saturday peak hour traffic volumes for year 2007 and 2022 traffic conditions, with and without development
- Performance of study area intersections for all conditions listed above
- Crash history of study area intersections
- Queue length analysis
- Intersection site distance and spacing
- Turn lane and signal warrants

2.0 EXISTING ROAD SYSTEM

There are several Oregon Department of Transportation facilities within the study area: Highway 101 (Oregon Coast Highway), Highway 104 (Fort Stevens Highway), and Highway 104 Spur (Fort Stevens Highway Spur). Dolphin Avenue and 14th Place are City of Warrenton facilities.

The study area along Highway 101 is from approximately MP 7.4 (Highway 104 Spur) to mp 8.41(Dolphin Avenue). The study area along Highway 104 Spur is from MP 4.44 (Highway 104) through MP 5.38 (Highway 101). Highway 101 is the main road in the study area. Study area roadway characteristics are shown in Table 1. Study area photos are shown below.

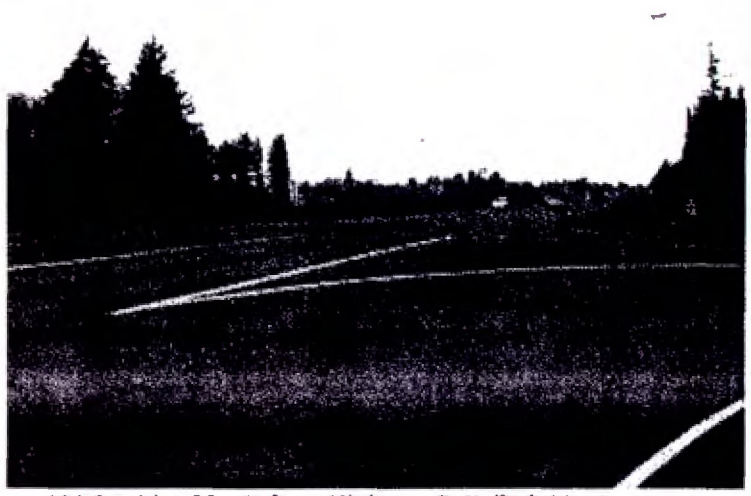


Photo 1: Highway 101 Looking North from Highway S. E. Dolphin Avenue

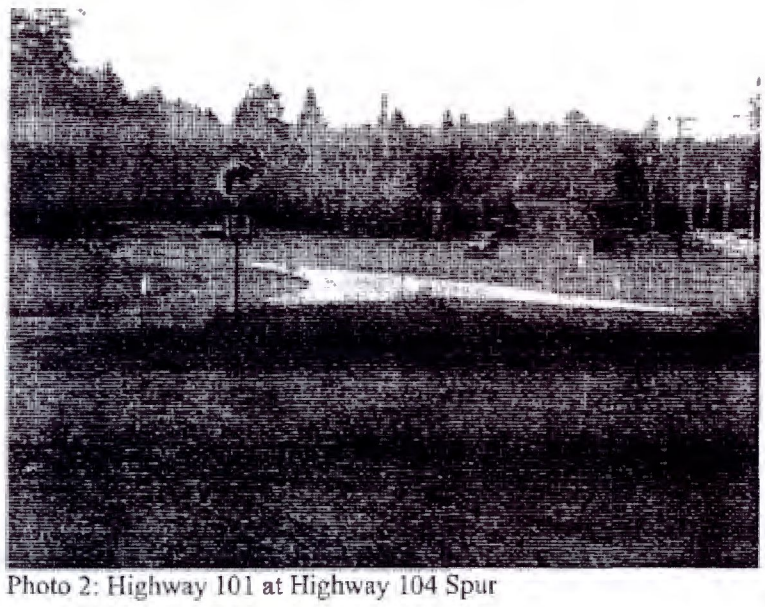


Photo 2: Highway 101 at Highway 104 Spur

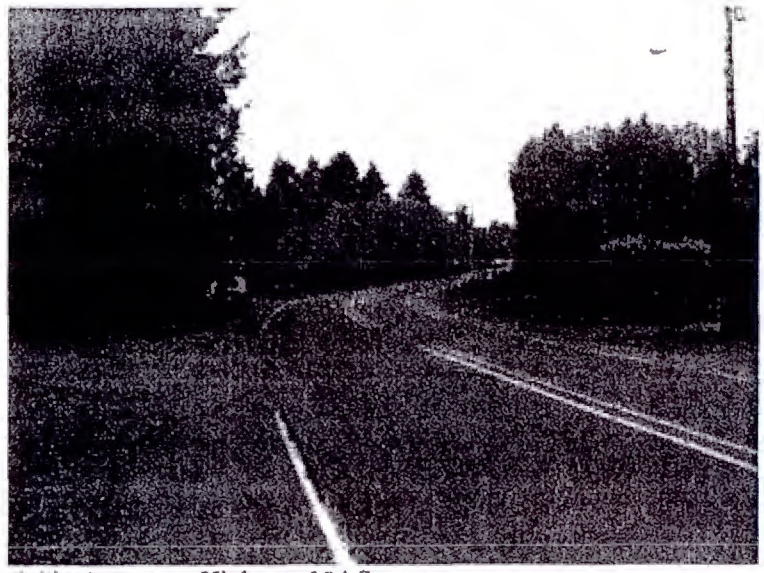
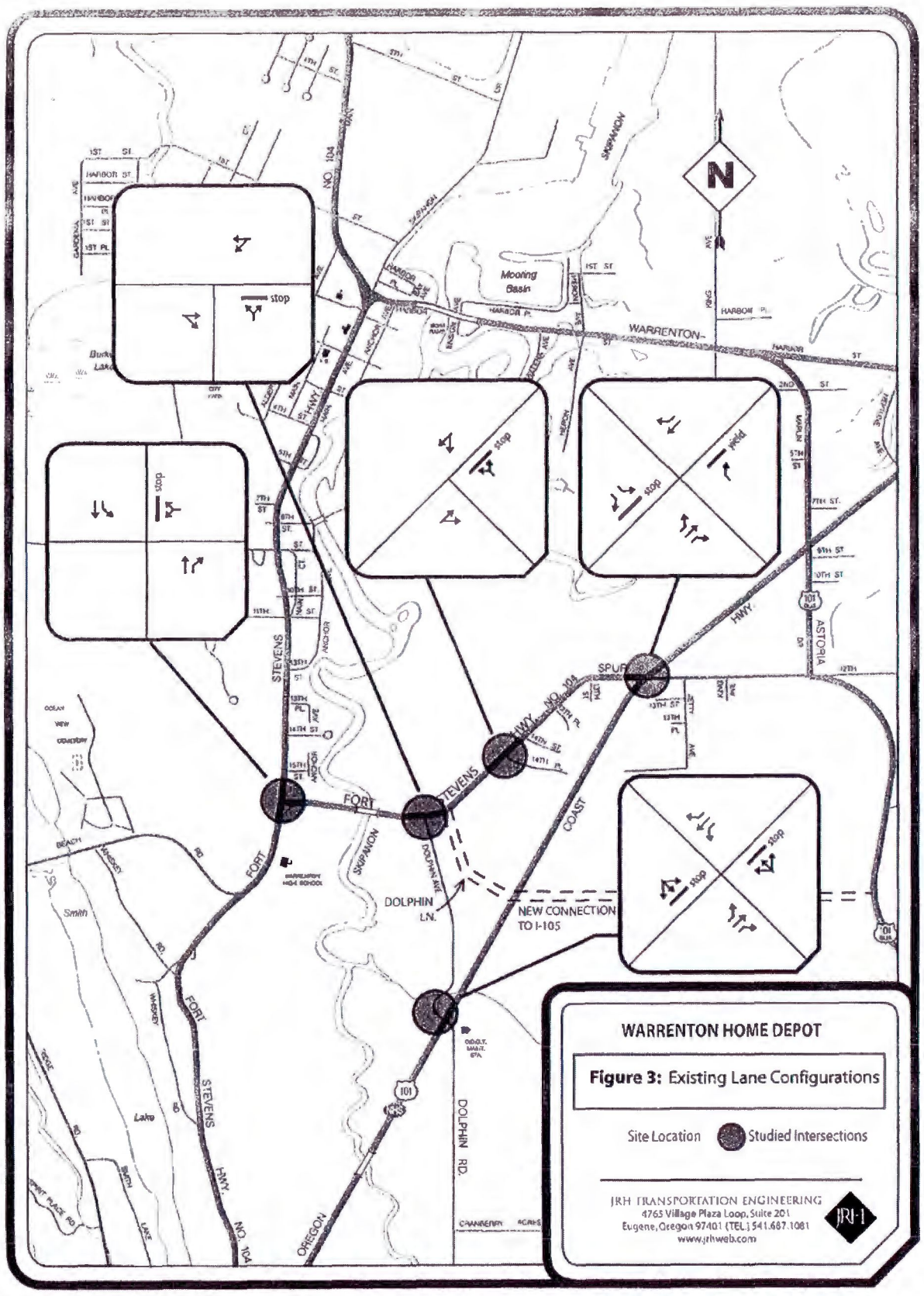


Photo 3: SE Dolphin Avenue at Highway 104 Spur

Table 1: Study Area Roadway Characteristics

Roadway	Number of Lanes/ Direction	Parking Allowed	Posted Speed	Jurisdiction	Classification
Highway 101	1-2	No	45-55	ODOT	Statewide Hwy. Urban Principal Arterial
Highway 104	1	No	35	ODOT	District Hwy. Urban Collector
Highway 104 Spur	1	No	45	ODOT	District Hwy. Urban Collector
Dolphin Avenue	1	No	25	City Of Warrenton	Collector
14th Place	1	No	Not Posted	City Of Warrenton	Local

All existing study area intersections are stop-controlled. Lane configurations of existing intersections are provided in Figure 3.


N
WARRENTON HOME DEPOT
Figure 3: Existing Lane Configurations
Site Location
Studied Intersections
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JRH
stop
yield
WARRENTON-
FORT STEVENS HWY. NO. 104
DOLPHIN LN.
NEW CONNECTION TO I-105
DOLPHIN RD.
OREGON
COAST
HWY.
ASTORIA
Mooring Basin
SKIPANON
101

3.0 TRAFFIC COUNTS

Traffic counts were taken by JRH Transportation Engineering at all study area intersections. 14 hour traffic counts were taken in April of 2005 on a Weekday at the following intersections: Dolphin Avenue at Highway 101, Highway 104 Spur at Highway 101, Highway 104 Spur at Dolphin Avenue, and Highway 104 Spur at Highway 104. Due to delays in obtaining the modeling data the analysis could not be started until after the peak summer season. Rather than make adjustments to the April traffic volumes, key Highway 101 intersections were recounted during the peak hours of peak summer. 14-hour counts and peak summer counts are provided in Appendix C. Count dates and times are provided in Table 2 below.

Table 2: Traffic Count Collection Dates

Intersection	Count Date	Time
▪ **Highway 104 at Highway 104 Spur**	Thursday, April 21, 2005 Saturday, April 23, 2005	6::30 AM-6:00 PM 2:00 PM to 6:00 PM
▪ **Highway 104 Spur Dolphin Avenue**	Wednesday, April 20, 2005 Saturday, April 23, 2005	6:30 PM-7:00 PM 2:00 PM to 6:00 PM
▪ **Highway 104 Spur at 14th Place**	Wednesday, June 22, 2005 Saturday, June 25, 2005	4:00 PM-6:00 PM 12:00 PM to 4:00 PM
▪ **Highway 101 at Highway 104 Spur**	Wednesday April 20, 2005 Thursday, July 21, 2005 Saturday, July 23, 2005	6:30 AM to 7:00 PM 3:30 PM-6:00 PM 2:00 PM to 6:00 PM
▪ **Highway 101 at Dolphin Avenue**	Wednesday April 20, 2005 Thursday, July 21, 2005 Saturday, July 23, 2005	7:00 AM to 7:30 PM 3:30 PM-6:00 PM 2:00 PM to 6:00 PM

The peak hours of the study area were found to be from 4:30 PM to 5:30 PM on weekdays and from 2:45 PM to 3:45 PM on Saturday.

The closest Automatic Traffic recorder (ATR) to the study area is located in Gearhart on Highway 101, station number 04-001. The top listings of the Gearhart ATR were provided by ODOT. The listings show that the 30th highest hour for a Saturday was slightly higher than that listed for a Sunday. As a result, Saturday was chosen for the weekend analysis. Using Saturday will provide a worst case analysis, as the proposed Home Depot project is also expected to have higher weekend volumes on a Saturday. The 30th highest hour on a Saturday shown by the Gearhart recorder was at 6:00 PM; however, this peak hour was unusual, as the 1st through the 29th highest hours consistently fell between 2:00 PM and 5:00 PM, with the average around 2:45. Since existing count Saturday global peak hour for the subject area was also found to start at 2:45 this time period was used for the weekend peak.

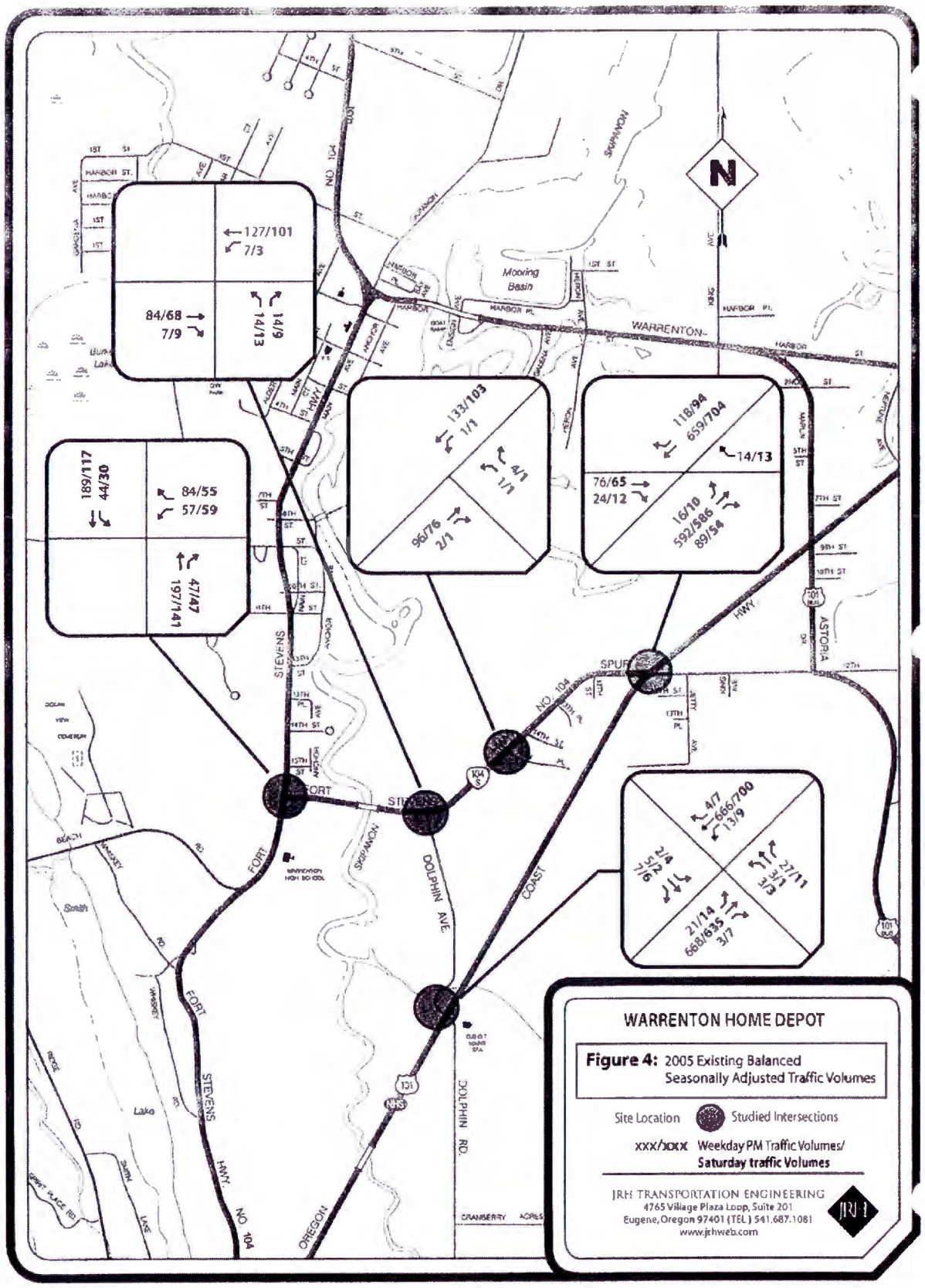
The existing count global peak hour for weekdays was found to be from 4:30 PM to 5:30 PM. This time period is consistent with the ATR data and was used in this analysis.

3.1 Seasonal Adjustment Factor

Application of seasonal adjustment factors accounts for the fact that the through volumes on State highways tend to fluctuate from month to month because of increased recreational traffic, etc. Information from the Gearhart ATR was used to estimate the seasonal adjustment factors. According to ODOT methodology the average peak month volume divided by the count month volume gives the seasonal adjustment factor. For counts taken in April at the intersections of Highway 104 Spur at Highway 104 and Highway 104 Spur at Dolphin Avenue the seasonal adjustment factor calculated was 1.34. For the count taken in June at the intersection of Highway 104 Spur at 14th Place the seasonal factor was 1.20. All Highway 101 counts in the study area were taken at the end of July, which falls within the peak season, so no seasonal adjustment was required for these counts.

Traffic volumes were increased by the seasonal adjustment rate to account for seasonal variation. The Gearhart historical traffic data and seasonal adjustment calculations are provided in Appendix D.

Once traffic volumes were seasonally adjusted they were then balanced between intersections. Existing Year 2005 seasonally adjusted, balanced traffic volumes are shown in Figure 4.


WARRENTON HOME DEPOT
Figure 4: 2005 Existing Balanced Seasonally Adjusted Traffic Volumes
Site Location
Studied Intersections
xxx/xxx Weekday PM Traffic Volumes/ Saturday traffic Volumes
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127/101
7/3
84/68
7/9
14/9
14/13
189/117
44/30
84/55
57/59
47/47
197/141
133/103
1/1
4/1
1/1
96/76
2/1
118/94
659/704
14/13
76/65
24/12
16/10
592/586
89/54
4/7
666/700
13/9
2/4
5/2
7/6
27/11
3/1
3/3
21/14
668/635
3/7
N
Mooring Basin
WARRENTON
HARBOR PL.
HARBOR ST.
NO. 104
STEVENS
FORT
SKIPANON
DOLPHIN AVE.
COAST
HWY.
ASTORIA
OREGON
DOLPHIN RD.
Lake

4.0 ACCIDENT ANALYSIS

In order to assess the safety of the study area intersections, accident data was obtained from the Oregon Department of Transportation. Accident data supplied was from January 1999 through December 2004. Years 2000 through 2004 are reviewed and summarized below.

4.1 Accident Pattern Summary

The accident data supplied was reduced to assess the propensity of various accident types on different approaches around the study area. Table 3 shows the accident breakdown by intersection.

Table 3: Study Area Accidents

Intersection	Date	Crash Type	Accident Severity	Direction	Cause
Highway 104 At Highway 104 Spur	No reported accidents between years 2000 and 2004				
Highway 104 Spur At Dolphin Ave.	No reported accidents between years 2000 and 2004				
Highway 101 At Dolphin Ave.	No reported accidents between years 2000 and 2004				
Highway 101 at Highway 104 Spur	01/03/2000	Angle	Injury	Car 1: NE to SW Car 2: W to E	Failure to Yield ROW*
	08/19/2000	Rear-end	Injury	Car 1: S to N Car 2: S to N	Excessive Speed
	12/13/2001	Angle	PDO**	Car 1: SW to NE Car 2: NW to SE	Failure to Yield ROW*
	01/06/2002	Rear-end	Injury	Car 1: N to S Car 2: N to S	Defective Brakes/ Excessive Speed
	01/10/2002	Angle	Injury	Car 1: S to N Car 2: W to N	Failure to Yield ROW*
	9/10/2003	Turn	PDO**	Car 1: W to E Car 2: E to SW	Failure to Yield ROW*
	09/23/2003	Turn	Injury	Car 1: NE to SW Car 2: SW to W	Failure to Yield ROW*

* (ROW) Right-of-way ** (PDO) Property damage only

No accidents were reported for Highway 104 at Highway 104 Spur, Highway 104 Spur at Dolphin Avenue, or Highway 101 at Dolphin Avenue during the analysis period.

Highway 101 at Highway 104 Spur had seven accidents. Of these, three were angle accidents, two were turning accidents, and two were rear-end accidents. All accidents involved personal injury or property damage only, no fatalities occurred.

Accidents listed in Table 3 above for Highway 101 at 104 Spur all occurred between 2000 and 2003. No accidents were reported in the year 2004. The reduction in accidents for 2004 is related to the construction of a concrete island that limits turn movements to a right in right out on the east side of the intersection. This island was constructed in 2004 (see Photo 2 on page 6) due to intersection sight distance and geometric issues. Accident data is included in Appendix E.

4.2 Safety Priority Index System

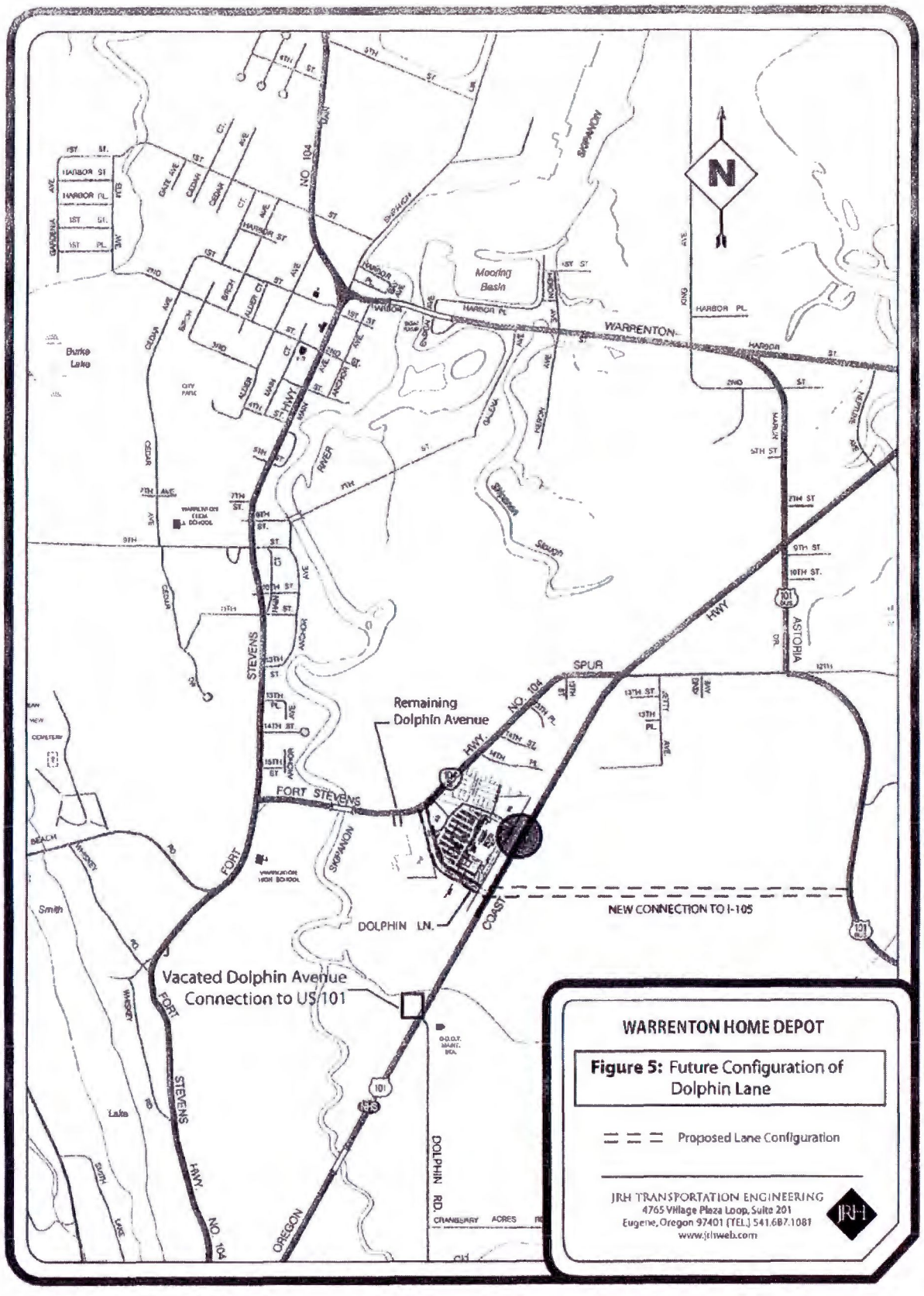
The safety priority index system (SPIS) is a method developed by ODOT to identify potential safety problems on the state highways. The SPIS score is based on three years of crash data and considers crash frequency, crash rate, and crash severity. A roadway segment becomes a SPIS site if a location has three or more crashes or one or more fatal crashes over a three-year period. SPIS sites are in 0.10-mile section.

An investigation into the ODOT Region 2 SPIS sites showed no SPIS sites in the top ten percent listed for Highway 104 or Highway 104 Spur. For Highway 101, no SPIS sites were in the study area. The closest SPIS site on Highway 101 is MP 4.05 - MP 4.20, three miles from the study area. The next closest is MP 21.31-MP 21.41.

5.0 PLANNED ROADWAY IMPROVEMENTS

The Statewide Transportation Improvement Program (STIP) is a funding and scheduling document for improvements to major road, highway projects. An investigation into the Oregon Statewide Transportation Improvement Program (STIP) found no identified projects within the study area in either the approved 2004-2007 or the Draft 2006-2009 documents. There is a potential project in the draft 2008-2011 STIP that involves the previously mentioned connection between Highway 104 Spur and Highway 101. While the exact nature of this connection has not been ascertained, it is expected that the existing Dolphin Avenue will be shortened to serve four existing single-family homes. It will no longer have a connection to Highway 101. A new connection between Highway 104 Spur and Highway 101 and continuing onto Highway 105 will be in place. This connection, named Dolphin Lane, will be located east of the existing Dolphin Avenue and will run through the subject property. Proposed Dolphin Lane will access Highway 101 at approximate MP 8.08 and Highway 104 Spur at approximate MP 4.80.

At the request of Oregon Department of Transportation, future year analysis assumes a new connection between 104 Spur and Highway 105. See Figure 5 for a schematic of the location of proposed Dolphin Lane and Appendix F for a copy of the draft STIP.


WARRENTON HOME DEPOT
Figure 5: Future Configuration of Dolphin Lane
Proposed Lane Configuration
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Eugene, Oregon 97401 (TEL) 541.687.1081
www.jrhweb.com
Remaining Dolphin Avenue
Vacated Dolphin Avenue Connection to US 101
NEW CONNECTION TO I-105
DOLPHIN LN.
WARRENTON
FORT STEVENS
SPUR
HWY. NO. 104
ASTORIA
OREGON
COAST
DOLPHIN RD.
Mooring Basin
Burke Lake
Smith Lake
N

6.0 FUTURE TRAFFIC VOLUMES

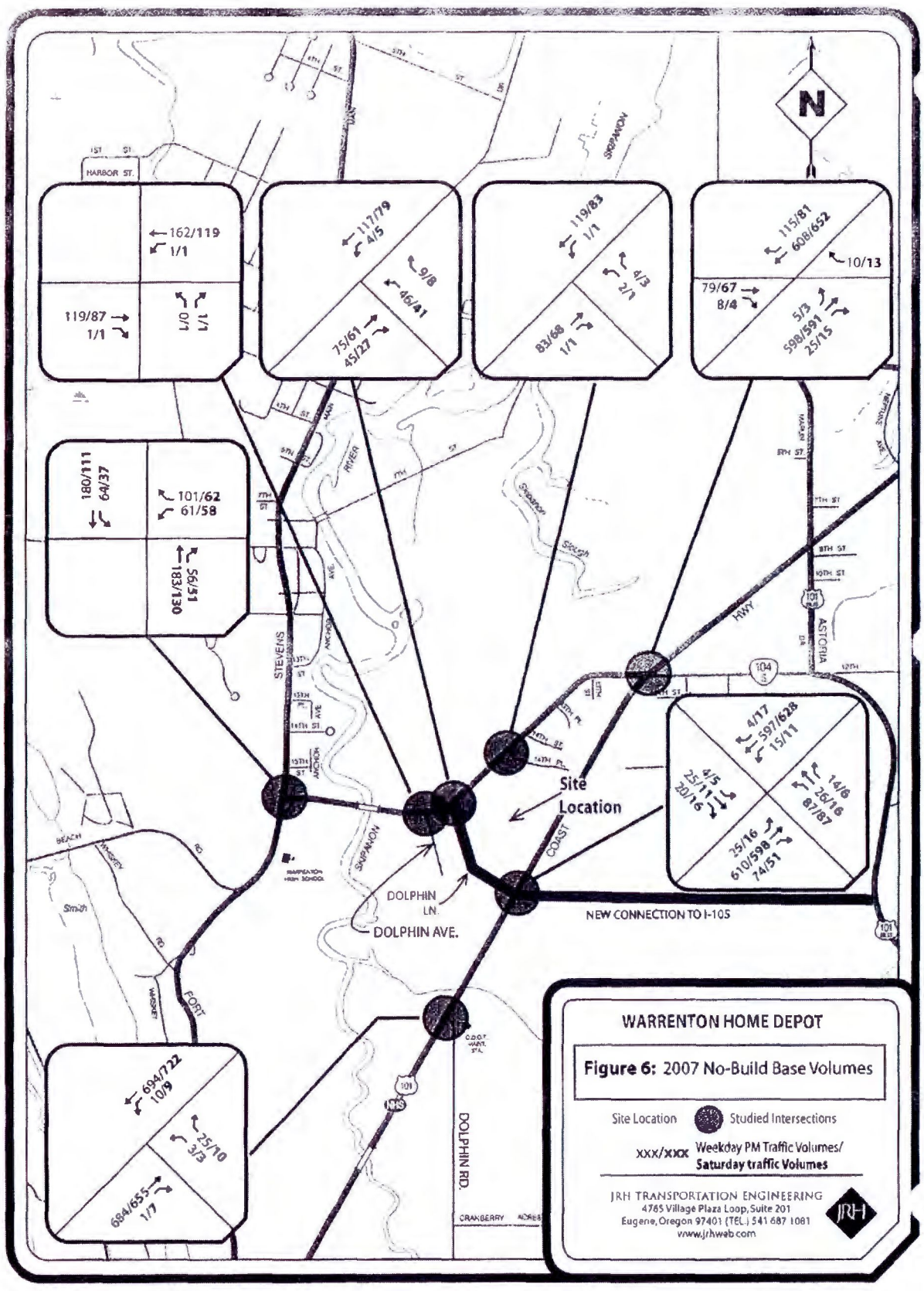
Background traffic represents the traffic growth in the area due to developments other than those being investigated as part of this study. The Astoria-Warrenton Travel Demand model developed by ODOT was used to establish background traffic volumes. The model adheres to the traditional four step process applied and implemented using "R" and VISUM software packages. The trip generation model is a cross-classification model, stratified by household characteristics (income, household size workers per household, etc,). The destination choice model utilizes local area highway travel time, demographic and land use characteristics, implemented within the specific trip purpose impedance utilities. All regionally significant roadways within the MPO are included in the VISUM model. Model output data was provided by ODOT for the following scenarios:

- Base year 2002 without future connection to Highway 105
- Base year 2002 connection with future connection to Highway 105
- Year 2022 No-build
- Year 2022 Build Home Depot only
- Year 2022 Full Build with Home Depot and Commercial Development

The model data contains approach inflow and outflow link volumes for the weekday PM peak hour. Future-year turning movement volumes were derived from the approach inflow and outflow volumes using TURNSW32, a software program that automates the iterative procedures outlined in National Cooperative Research Project Report 255. The iterative procedure aims to produce a set of intersection turning movements that match the post-processed approach inflow and outflow volumes to the turning movement "seed". TURNSW32 starts with the seed and adjusts individual turning movement volumes up or down until the post-processed approach inflow and outflow volumes are satisfied.

In Years 2007 and 2022 it is assumed the new connection to Highway 105 will be in place between Highway 104 Spur and Highway 101. This connection is in the center of the study area, and once in place the existing traffic volume splits for the study area intersections will change. Using existing traffic volumes as a seed would produce results inconsistent with the new roadway configuration. To account for this, ODOT Transportation Planning Analysis Unit (TPAU) produced two base year runs, one did not include the new extension and a second that included it. A percentage increase and decrease between the two models for each movement at all studied intersections was calculated. The increase or decrease is the effect on the no-connection model versus the model with the connection. This percentage increase or decrease was applied to the existing traffic volume splits and represents volumes with the new connection in place. Years 2007 and 2022 no-build volumes are derived by interpolating the approach inflow and outflow volumes between year's 2002 and 2025 model data. These inflow and outflow volumes are then post-processed using the TURNSW32 program as described in

the previous paragraph. No models are produced for weekend traffic conditions. To obtain Saturday future year traffic volumes, the future year weekday PM peak hour traffic volumes for each movement were increased or decreased in the same proportion as the existing weekday versus Saturday volumes. Model outputs and analysis calculations are in Appendix G. Figure 6 shows Year 2007 no-build volumes, and Figure 7 shows Year 2022 no-build volumes.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9/8
46/41
75/61
45/27
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1/1
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2/1
83/68
1/1
115/81
608/652
10/13
79/67
8/4
5/3
598/591
25/15
180/111
64/37
101/62
61/58
56/51
183/130
4/17
597/628
15/11
4/5
25/11
20/16
14/6
26/16
87/87
25/16
610/598
74/51
694/722
10/9
25/10
3/3
684/655
1/7
Site
Location
DOLPHIN
LN.
DOLPHIN AVE.
NEW CONNECTION TO I-105
DOLPHIN RD.
STEVENS
ASTORIA
HWY
COAST
FORT
HARBOR ST.
SKIPANON
WARRENTON HOME DEPOT
Figure 6: 2007 No-Build Base Volumes
Site Location
Studied Intersections
xxx/xxx Weekday PM Traffic Volumes/
Saturday traffic Volumes
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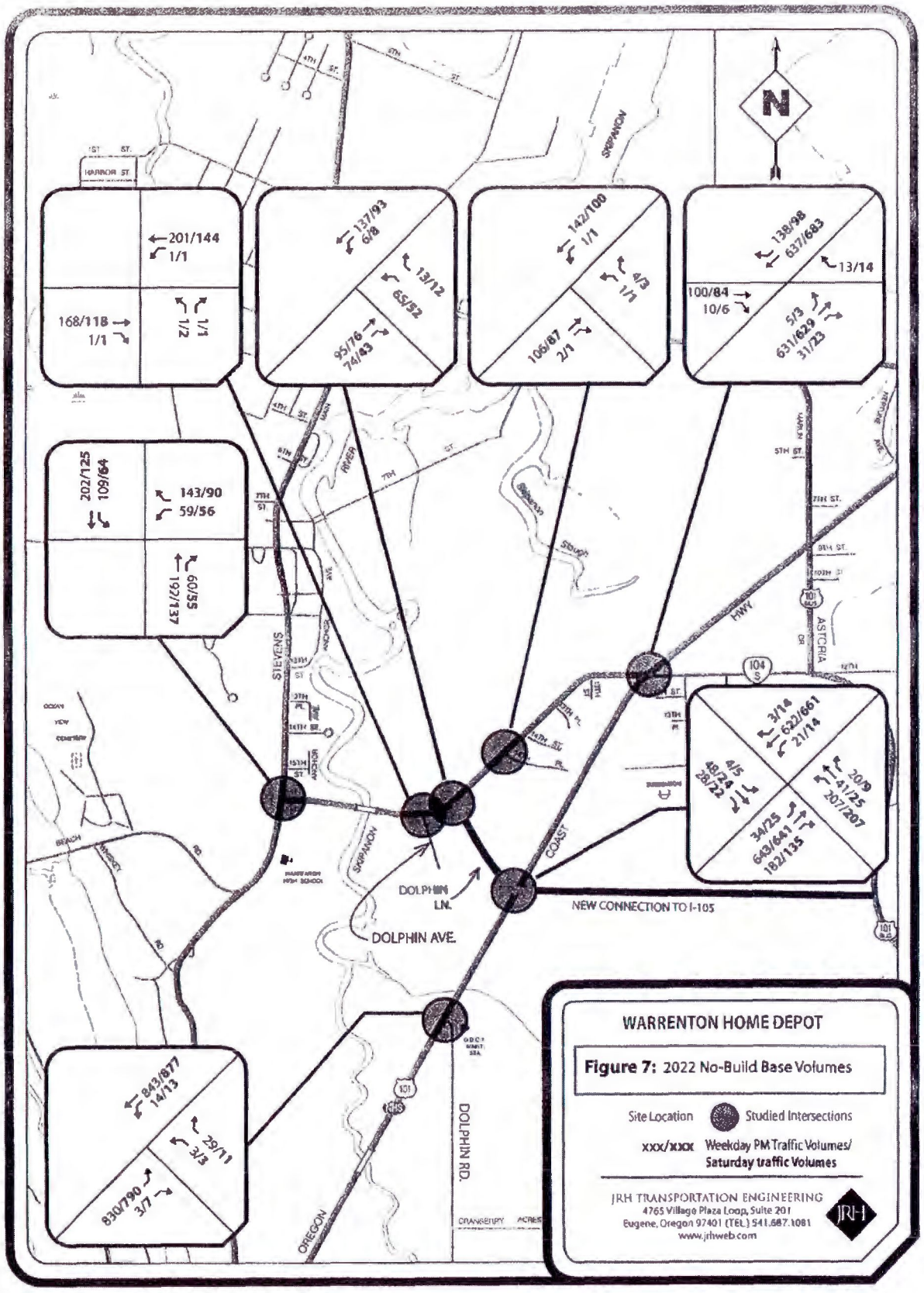
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13/12
65/52
95/76
74/43
142/100
1/1
4/3
1/1
106/87
2/1
138/98
637/683
13/14
100/84
10/6
5/3
631/629
31/23
202/125
109/64
143/90
59/56
60/55
192/137
STEVENS
RIVER
Slough
HWY
ASTORIA
104
3/14
622/661
21/14
4/5
48/24
28/22
20/19
41/25
207/207
34/25
643/641
182/135
COAST
DOLPHIN
LN.
DOLPHIN AVE.
NEW CONNECTION TO I-105
101
DOLPHIN RD.
OREGON
843/877
14/13
29/11
3/3
830/790
3/7
WARRENTON HOME DEPOT
Figure 7: 2022 No-Build Base Volumes
Site Location
Studied Intersections
xxx/xxx Weekday PM Traffic Volumes/
Saturday traffic Volumes
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7.0 TRIP GENERATION OF PROPOSED DEVELOPMENTS

To determine the traffic impacts of a development on a roadway system, the number of vehicle movements resulting from the development must be estimated. These movements are referred to as "trips". Trip generation is the estimated volume of vehicle trips resulting from the development. The first step in determining the trip generation is to itemize the size of the proposed development in terms of square footage. The size of the Home Depot building was provided in their site plan (130,599 square feet). The preliminary estimates of the out-parcel building sizes are 3,300 square feet of fast food restaurant, 5,900 square feet of high-turnover sit own restaurant, and 22,500 square feet of commercial.

The second step in determining trip generation is to find the proper relationship between development size and vehicle trips. For this study, the average rates provided in the Institute of Transportation Engineer's Trip Generation Manual, 7th Edition (ITE manual) were used for the proposed on-site uses. The rates provided in the ITE Manual predict the number of trips generated by a site based on its size.

For this analysis, the trips for the Home Depot were calculated using Land Use 862, Home Improvement Superstore. Since the peak use for a development of this type occurs within the observed weekday peak hour, the weekday trip generation was based on the peak hour of generator. The average peak hour of generator rate was also used for Saturday.

For the out-parcels the following categories were used: Land Use 934 Fast Food Restaurant with drive-thru, 932 High-Turnover Sit Down Restaurant and Land Use 820, Shopping Center. For the weekday analysis, average rates vs. peak hour of adjacent street were used for the above land uses center. For the Saturday analysis, the average peak hour of generator rate was used for the shopping center and the Home Depot. For the restaurants the peak hour of generator is provided in the ITE manual, but the peak usage is not expected to occur during the 2:45-3:45 analysis period. The ITE Parking Generation Manual 3rd Edition, provides parking usage by hour for facilities of this type. For fast food restaurants the percentage of peak hour parking between 2:00 PM and 3:00 PM is 75 and between 3:00 PM and 4:00 PM is 55. These rates were averaged (65 percent) and applied the average peak hour of generator rate to obtain trip generation fast food restaurant. The average peak hour of generator rate for the fast food restaurant is 59.2, 65 percent of this is 38.48.

Similarly, for the high turnover sit-down restaurant the percentage of peak hour parking between 2:00 PM and 3:00 PM is 53 and between 3:00 PM and 4:00 PM is 29. These rates were averaged (41 percent) and applied the average peak hour of generator rate to obtain trip generation a high turnover sit down restaurant. The peak hour of generator rate for the High Turnover restaurant is 20, 41 percent of this is 8.2. Trip generation is shown in Tables 4 and 5. Parking Generation Manual excerpts are provided in Appendix H.

Table 4: Weekday PM Peak Hour Trip Generation

Land Use Type	Land Use Code	Square Feet	Daily Trip Rate	Daily Trips	Peak Hour Rate	Peak Hour Trips	Inbound Splits	Inbound Trips	Outbound Splits	Outbound Trips
Home Improvement Superstore	862	130,599	29.8	3,892	2.45	320	0.47	150	0.53	170
Fast Food Restaurant	934	3,300	496.12	1,637	34.64	114	0.52	59	0.48	55
High Turnover Sit-Down Restaurant	932	5,900	127.15	750	10.92	64	0.61	39	0.39	25
Shopping Center	820	22,500	42.94	966	3.75	84	0.48	41	0.52	44
	Total			7,245		582		289		294

Table 5: Saturday Trip Generation

Land Use Type	Land Use Code	Square Feet	Daily Trip Rate	Daily Trips	Peak Hour Rate	Peak Hour Trips	Inbound Splits	Inbound Trips	Outbound Splits	Outbound Trips
Home Improvement Superstore	862	130,599	45.67	5,964	5.4	705	0.53	374	0.47	331
Fast Food Restaurant	934	3,300	722.03	2,383	38.48*	127	0.51	65	0.49	62
High Turnover Sit-Down Restaurant	932	5,900	158.37	934	8.2*	48	0.63	30	0.37	18
Shopping Center	820	22,500	49.97	1,124	4.97	112	0.52	58	0.48	54
	Total			8,962		1,003		529		474

*The peak hour rates were modified as described above.

The Institute of Transportation Engineer's Trip Generation Manual, an ITE Recommended Practice, contains pass-by trip percentages for a variety of commercial land uses. Commercial and restaurant uses have a high percentage of pass-by trips. Pass-by trips represent people who make an intermediate stop at the development between some other origin and destination pair. In the case of the subject development, pass-by trips would represent traffic already on Dolphin Lane that access on-site development before continuing to a final destination. The volumes of traffic predicted to use Dolphin Lane in future years is relatively small (see Figures 5 and 6.). If average pass-by trip rates were applied, the number of pass-by trips would exceed the projected roadway volume. Due to this, pass-by trip rates of the proposed development were reduced to 5 percent.

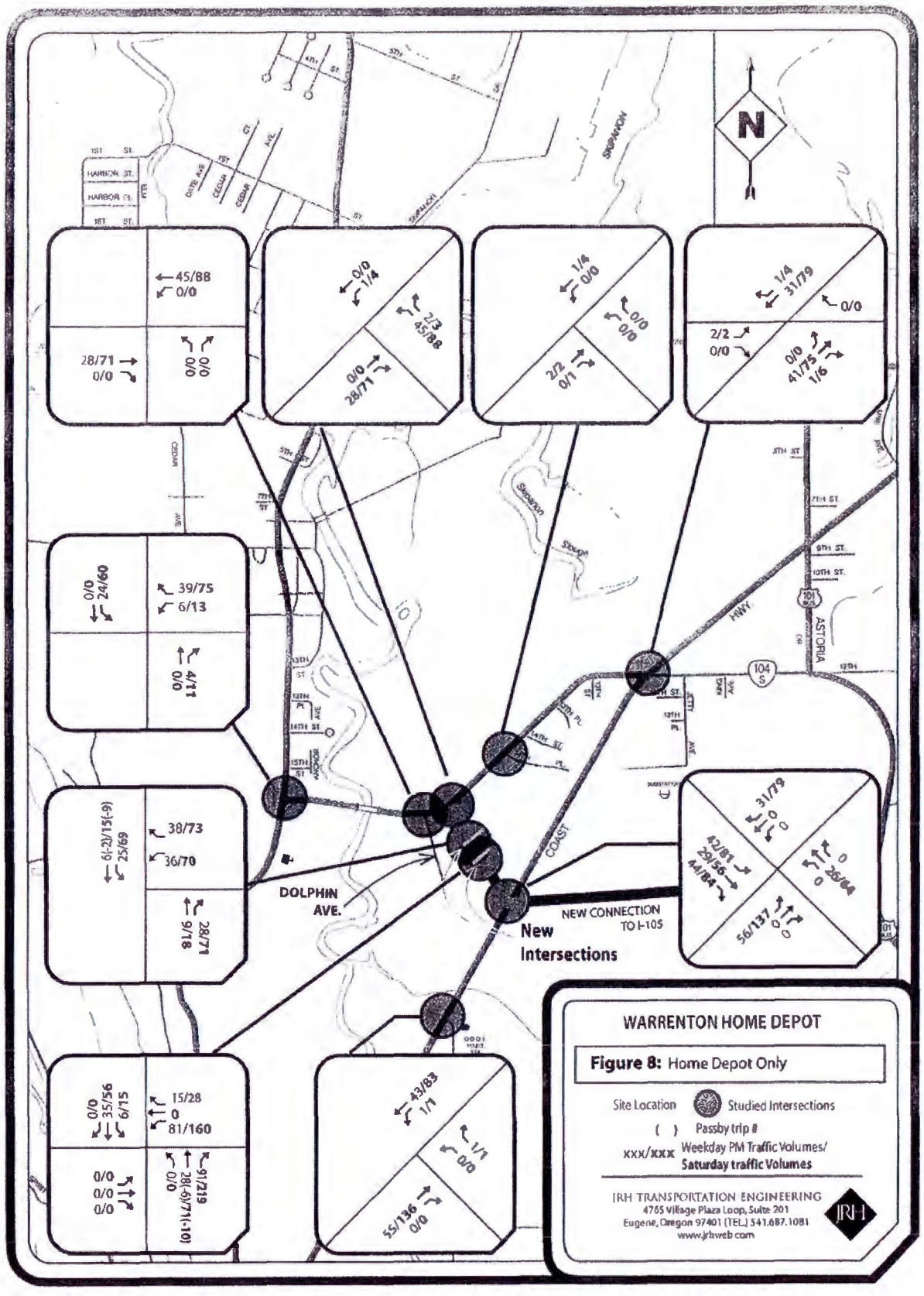
Under full build conditions 5 percent of the development-generated traffic volumes is assumed to be internal capture trips. These represent the people who make stops at both Home Depot and the commercial out-parcels. Trip generation totals are provided in Tables 4 and 5.

7.1 Trip Distribution and Assignment

After determining the trip generation, the next step in the analysis requires distributing and assigning the trips to the existing traffic network. Trip distribution allocates the trips generated from the developments to generalized destinations. The trip distribution for this project was based on .the Warrenton-Astoria Travel Demand Model. For each build condition a select zone analysis was produced. The select zone analysis predicts the volume of traffic on each roadway produced from the development location. For the build condition with the Home Depot only a select zone analysis was created, assuming only the Home Depot was constructed. For full build a separate model scenario was run which included both the Home Depot, and approximately 3,500 ADT of commercial development. The full build model matched expected ADT of the proposed project. The distribution of development-generated traffic to area roadways is the same percentage as predicted by the model for subject conditions. Model output is included in Appendix G.

7.2 Build Traffic Volumes

Build traffic volumes represent conditions with the proposed development in place. They are the sum of the predicted development volumes and the base year traffic volumes. Home Depot-generated traffic volumes are shown in Figure 8; Full build development generated traffic volumes are located in Figure 9; Year 2007 with Home Depot only volumes are provided in Figure 10; Year 2007 full build volumes are provided in Figure 11; Year 2022 full build volumes are provided in Figure 12 and Year 2022 full build mitigated volumes are provided in Figure 13.


N
45/88
0/0
28/71
0/0
0/0
0/0
0/0
1/4
2/3
45/88
0/0
28/71
1/4
0/0
0/0
0/0
2/2
0/1
1/4
31/79
0/0
2/2
0/0
0/0
41/75
1/6
0/0
24/60
39/75
6/13
4/11
0/0
6(-2)/15(-9)
25/69
38/73
36/70
28/71
9/18
0/0
35/56
6/15
15/28
0
81/160
0/0
0/0
0/0
91/219
281-6)/71(-10)
0/0
43/83
1/1
1/1
0/0
55/136
0/0
31/79
0/0
42/81
29/56
44/84
0
0
25/64
56/137
0/0
DOLPHIN
AVE.
COAST
NEW CONNECTION
TO I-105
New
Intersections
HWY
ASTORIA
104
S
WARRENTON HOME DEPOT
Figure 8: Home Depot Only
Site Location
Studied Intersections
( ) Passby trip #
xxx/xxx Weekday PM Traffic Volumes/
Saturday traffic Volumes
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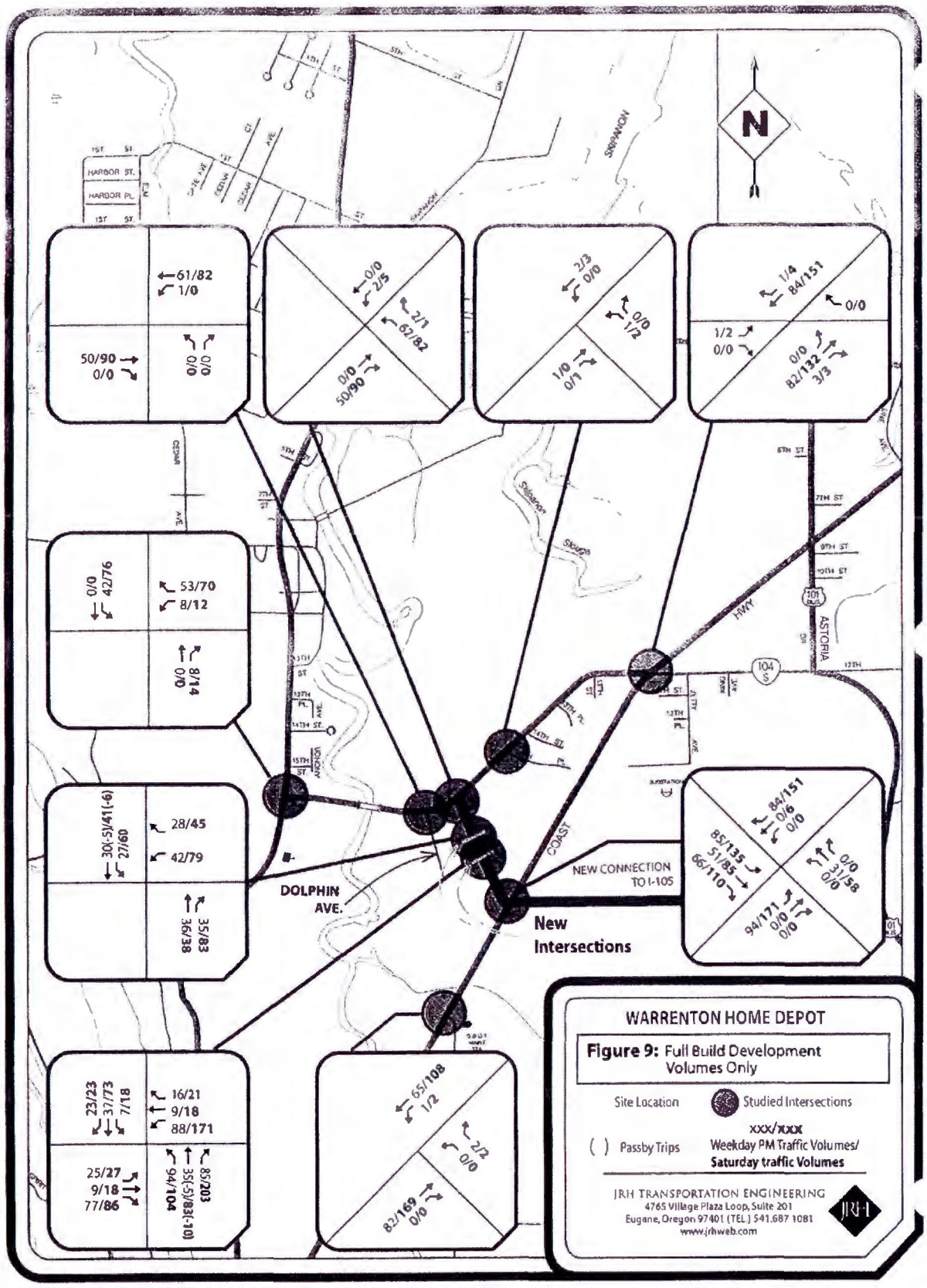
N
HARBOR ST.
HARBOR PL.
1ST ST.
SKIPANON
61/82
1/0
50/90
0/0
0/0
0/0
0/0
2/5
2/1
67/82
0/0
50/90
2/3
0/0
0/0
1/2
1/0
0/1
1/4
84/151
0/0
1/2
0/0
0/0
82/132
3/3
CEDAR AVE.
Skipanon Slough
HWY
ASTORIA
104
0/0
42/76
53/70
8/12
8/14
0/0
30(-5)/41(-6)
27/60
28/45
42/79
35/83
36/38
DOLPHIN AVE.
COAST
NEW CONNECTION TO I-105
New Intersections
84/151
0/6
0/0
85/135
51/85
66/110
0/0
31/58
0/0
94/171
0/0
0/0
23/23
31/73
7/18
16/21
9/18
88/171
25/27
9/18
77/86
35(-5)/83(-10)
94/104
85/203
65/108
1/2
2/2
0/0
82/169
0/0
WARRENTON HOME DEPOT
Figure 9: Full Build Development Volumes Only
Site Location
Studied Intersections
( ) Passby Trips
xxx/xxx
Weekday PM Traffic Volumes/
Saturday traffic Volumes
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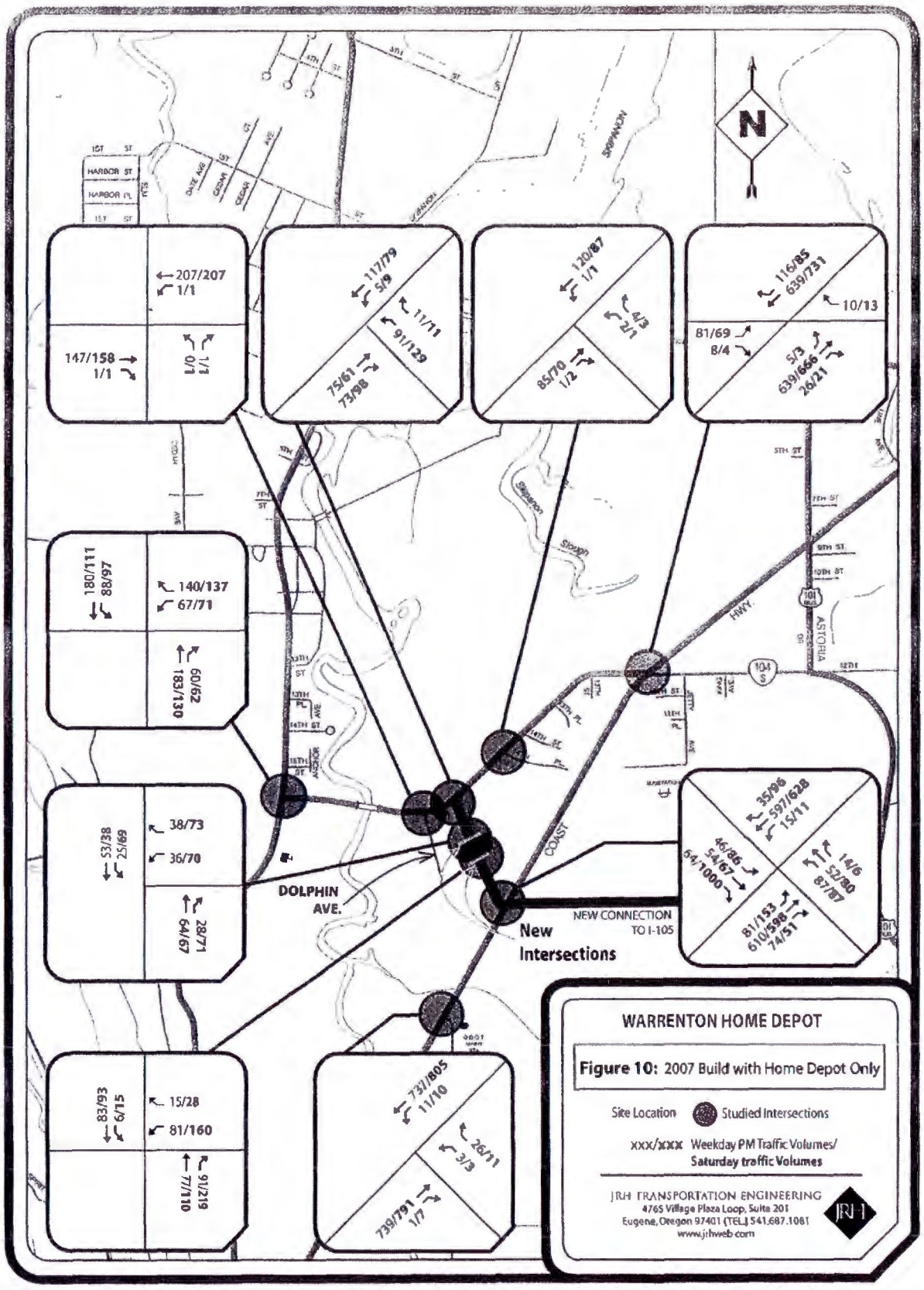
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HARBOR ST
HARBOR PL
1ST ST
DUNE AVE
CEDAR ST
CEDAR AVE
JOHNSON
207/207
1/1
147/158
1/1
1/0
1/1
117/79
5/9
11/11
91/129
75/61
73/98
120/87
1/1
4/3
2/1
85/70
1/2
116/85
639/731
10/13
81/69
8/4
5/3
639/666
26/21
180/111
88/97
140/137
67/71
60/62
183/130
53/38
25/69
38/73
36/70
28/71
64/67
DOLPHIN AVE.
COAST
HWY.
ASTORIA
NEW CONNECTION TO I-105
New Intersections
35/96
597/628
15/11
46/86
54/67
64/1000
14/6
52/80
87/87
81/153
610/598
74/51
83/93
6/15
15/28
81/160
91/219
77/110
737/805
11/10
26/11
3/3
739/791
1/7
WARRENTON HOME DEPOT
Figure 10: 2007 Build with Home Depot Only
Site Location
Studied Intersections
xxx/xxx Weekday PM Traffic Volumes/
Saturday traffic Volumes
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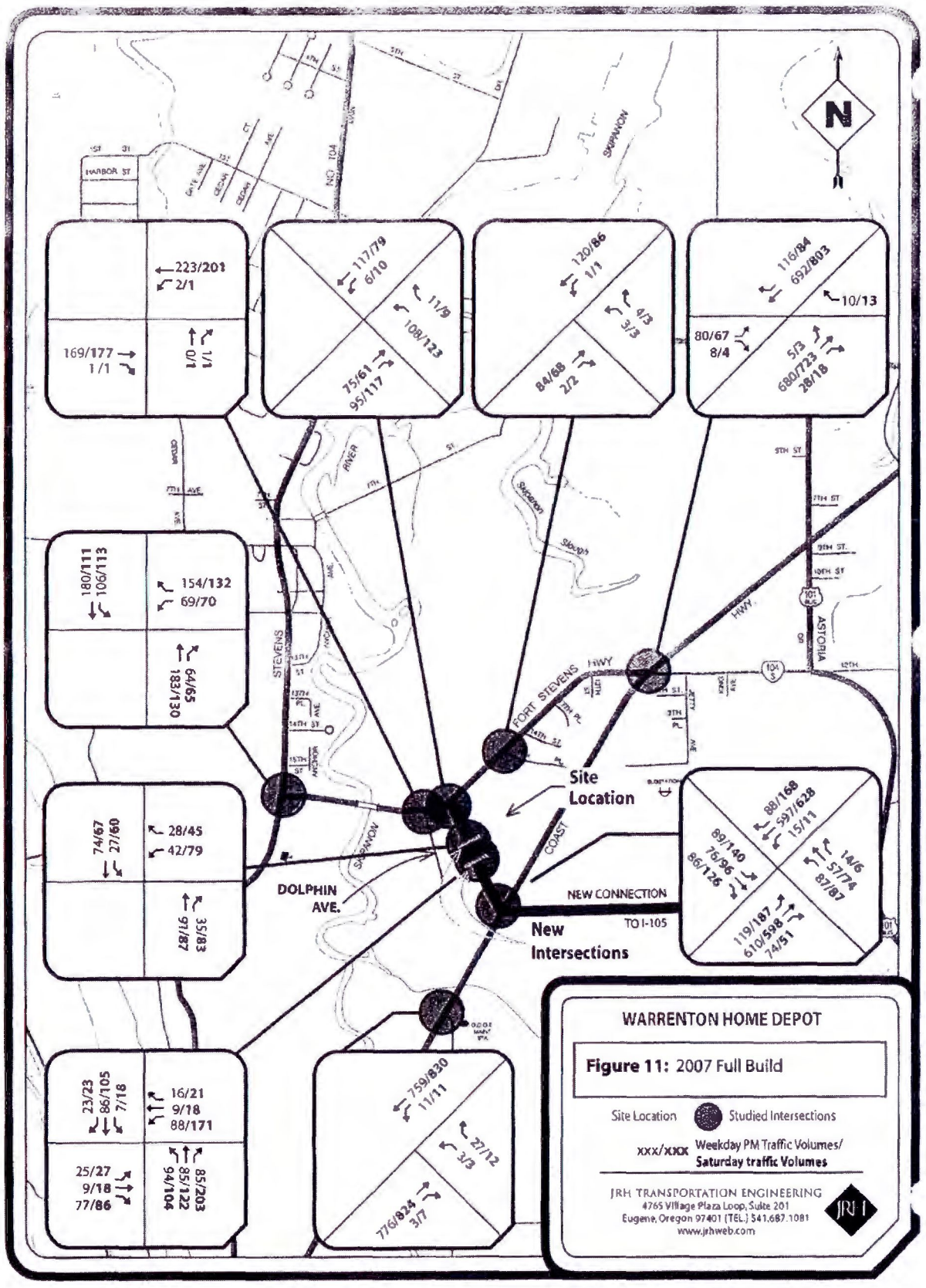
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2/1
169/177
1/1
1/1
0/1
117/79
6/10
11/9
108/123
75/61
95/117
120/86
1/1
4/3
3/3
84/68
2/2
116/84
692/803
10/13
80/67
8/4
5/3
680/723
28/18
180/111
106/113
154/132
69/70
64/65
183/130
74/67
27/60
28/45
42/79
35/83
91/87
23/23
86/105
7/18
16/21
9/18
88/171
25/27
9/18
77/86
85/203
85/122
94/104
759/830
11/11
27/12
3/3
776/824
3/7
88/168
597/628
15/11
89/140
76/96
86/126
14/6
57/74
87/87
119/187
610/598
74/51
Site Location
New Intersections
DOLPHIN AVE.
NEW CONNECTION
TO I-105
FORT STEVENS HWY
ASTORIA
STEVENS
SKIPANON
COAST
HARBOR ST
NO 104
WARRENTON HOME DEPOT
Figure 11: 2007 Full Build
Site Location
Studied Intersections
xxx/xxx Weekday PM Traffic Volumes/ Saturday traffic Volumes
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Eugene, Oregon 97401 (TEL.) 541.687.1081
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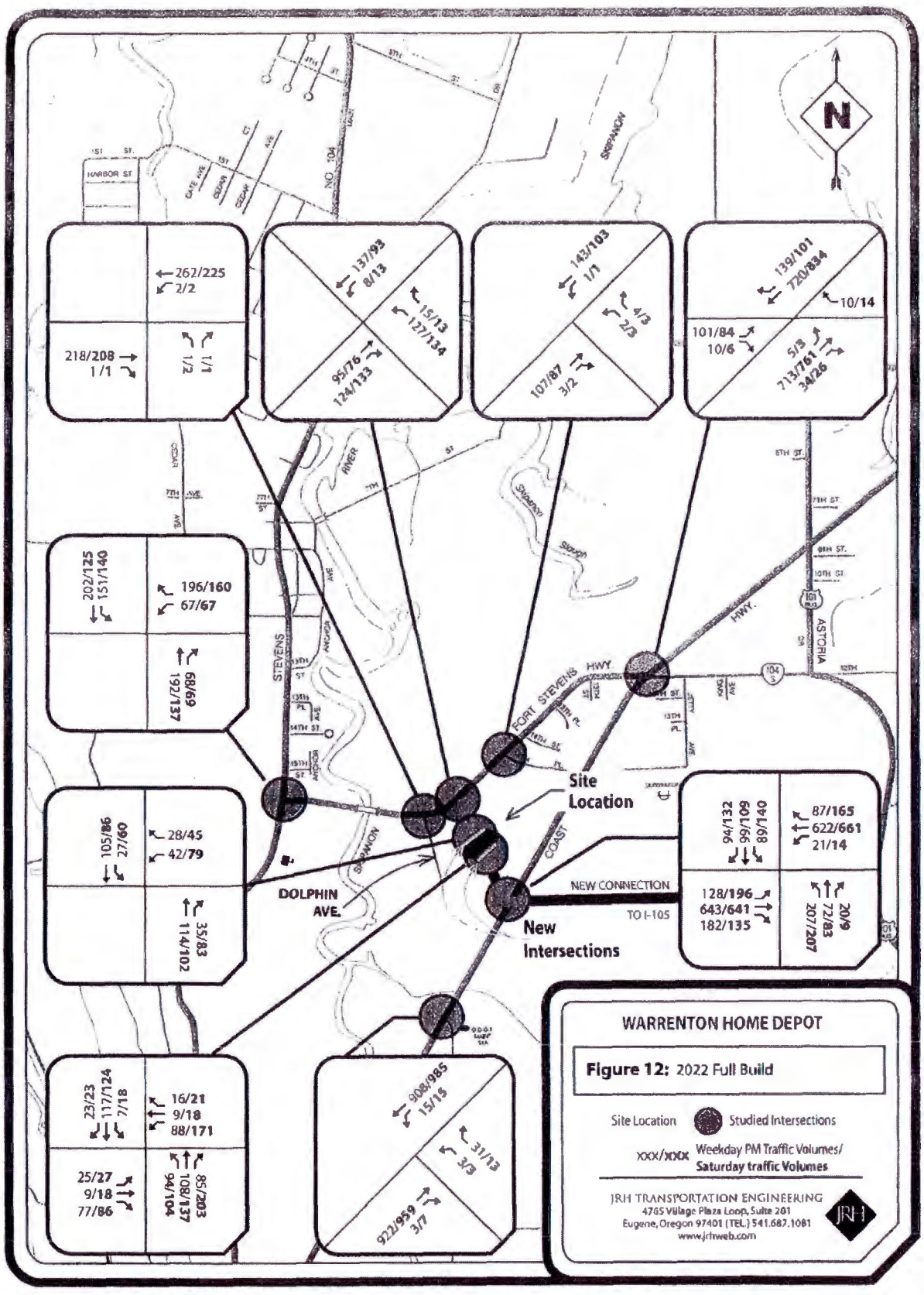
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262/225
2/2
218/208
1/1
1/1
1/2
137/93
8/13
15/13
127/134
95/76
124/133
143/103
1/1
4/3
2/3
107/87
3/2
139/101
720/834
10/14
101/84
10/6
5/3
713/761
34/26
202/125
151/140
196/160
67/67
68/69
192/137
105/86
27/60
28/45
42/79
35/83
114/102
23/23
117/124
7/18
16/21
9/18
88/171
25/27
9/18
77/86
85/203
108/137
94/104
908/985
15/15
31/13
3/3
922/959
3/7
94/132
99/109
89/140
87/165
622/661
21/14
128/196
643/641
182/135
20/9
72/83
207/207
Site Location
New Intersections
DOLPHIN AVE.
NEW CONNECTION
TO I-105
FORT STEVENS HWY
ASTORIA
STEVENS
SKIPANON
COAST
HWY.
RIVER
Skipanon Slough
WARRENTON HOME DEPOT
Figure 12: 2022 Full Build
Site Location
Studied Intersections
xxx/xxx Weekday PM Traffic Volumes/ Saturday traffic Volumes
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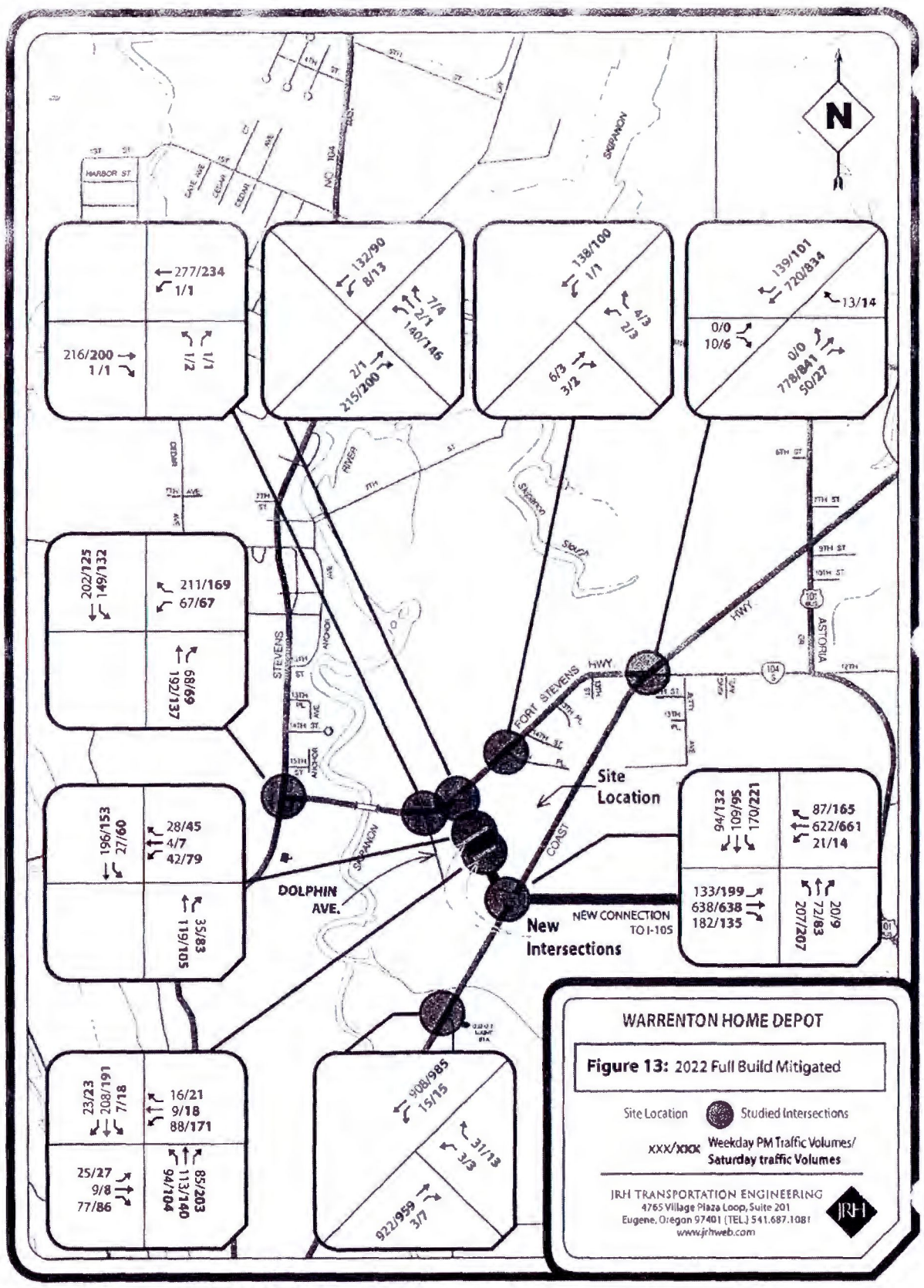
N
277/234
1/1
216/200
1/1
1/1
1/2
132/90
8/13
7/4
2/1
140/146
2/1
215/200
138/100
1/1
4/3
2/3
6/3
3/2
139/101
720/834
13/14
0/0
10/6
0/0
778/841
50/27
202/125
149/132
211/169
67/67
68/69
192/137
196/153
27/60
28/45
4/7
42/79
35/83
119/105
23/23
208/191
7/18
16/21
9/18
88/171
25/27
9/8
77/86
85/203
113/140
94/104
908/985
15/15
31/13
3/3
922/959
3/7
94/132
109/95
170/221
87/165
622/661
21/14
133/199
638/638
182/135
20/9
72/83
207/207
Site
Location
New
Intersections
NEW CONNECTION
TO I-105
DOLPHIN
AVE.
FORT STEVENS
HWY
COAST
SKIPANON
STEVENS
ASTORIA
HARBOR ST
RIVER
WARRENTON HOME DEPOT
Figure 13: 2022 Full Build Mitigated
Site Location
Studied Intersections
XXX/XXX
Weekday PM Traffic Volumes/
Saturday traffic Volumes
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8.0 TURN LANE CRITERIA WARRANTS

Right and left-turn lane warrants were investigated for proposed Dolphin Lane at its access with Highway 101 and Highway 104 Spur. The turn lane warrants were performed using ODOT methodology and were based on anticipated vehicular volume. Volume warrants are intended where the level of intersection traffic is the principal reason for considering the installation of a turn lane. The installation of turn lanes in high volume intersections improves the safety and capacity of the roadway by reducing the speed differential between the through and turning vehicles. The analysis was run for the 2007 build and no-build conditions. Results of the right and left-turn lane warrants are shown in Table 6. The preliminary turn lane warrant sheets are provided in Appendix I.

Table 6: Right and Left Turn Lane Warrants

Scenario	Movement	Left-Turn Warrant Met		Right-Turn Warrant Met	
		Weekday	Saturday	Weekday	Saturday
2007 No-Build	Southeastbound Dolphin Lane and Hwy 101	No	No	No	No
	Northbound Dolphin Lane and Hwy 104 Spur	Yes	No	No	No
	Eastbound Dolphin Lane and Hwy 104 Spur	N/A	N/A	No	No
2007 Full Build	Southeastbound Dolphin Lane And Hwy 101	Yes	Yes	No	Yes
	Northbound Dolphin Lane and Hwy 104 Spur	Yes	Yes	No	No
	Eastbound Dolphin Lane and 104 Spur	N/A	N/A	Yes	Yes

As shown in the table above, southeastbound left and right-turn lanes are warranted on Dolphin Lane at its intersection with Highway 101. A right-turn lane is warranted eastbound on Highway 104 Spur at its intersection with Dolphin Lane. The turn lanes are warranted in the build condition.

Right and left-turn lanes were assumed to be placed on Highway 101 at its proposed intersection with Dolphin Lane, so no turn lane warrants were run for those movements. The turn lanes are expected for two reasons. First, Highway 101 in this section is one lane wide with a speed of 55 MPH, making it important to reduce speed differential. Second, existing Highway 101 intersections in the vicinity all have turn lanes installed even when the side streets have low volumes; therefore, driver expectation would prescribe their installation.

9.0 TRAFFIC SIGNAL ANALYSIS

9.1 Signal Warrants

An investigation into the installation of a traffic signal on Highway 101 at proposed Dolphin Lane was undertaken. This evaluation is intended to help in determining whether a traffic control signal would be justified at this location. Oregon Administrative Rules 734-020-0460 states that "a traffic signal shall not be installed unless one or more of the warrants identified in the MUTCD are met". Both MUTCD Warrant 1, Case A and B, eight-hour vehicular volume and Warrant Three, peak hour volume were analyzed. Evaluations were performed for traffic conditions in the year 2007 weekday PM peak hour. Three conditions were analyzed, without the proposed development, with the Home Depot only and full build of the proposed development.

9.1.1 Warrant 1 Eight Hour Vehicular Volume

An excerpt from the Manual on Uniform Traffic Control Devices (MUTCD) describing Warrant 1 is provided in Figure 14 below. For both of the 2007 build conditions, Warrant 1, Case B, Interruption of Continuous Traffic warrant was met. Based on the MUTCD criteria for this warrant, if either condition A or B of the warrant is met, then the warrant is satisfied.

Warrant 1 was satisfied using the 70 percent condition which is appropriate, given the City of Warrenton's population of less than 10,000 and a speed of 55 MPH on Highway 101. Preliminary signal warrant analysis sheets are provided in Appendix J.

Section 4C.02 Warrant 1, Eight-Hour Vehicular Volume

Support:

The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then the criteria for Warrant 1 is satisfied and Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then the criteria for Warrant 1 is satisfied and the combination of Conditions A and B is not needed.

FIGURE 14: EXCERPT - MUTCD WARRANT 1

9.1.2 Peak Hour Warrant

MUTCD Warrant 3 peak hour volume was also run for the Year 2007 build condition. The peak hour signal warrant is intended for use at a location where conditions are such that for a minimum of one hour of an average day the minor street suffers undue delay when entering or crossing a major street. For both build conditions the peak hour volume warrant was satisfied.

9.2 Traffic Signal Spacing

According to OAR 734-020-0470, Traffic Signal Spacing Requirement, "The desirable spacing of signalized intersections on statewide and regional highways is $^1/_2$ mile. The State Traffic Engineer may approve the installation of a traffic signal at locations where $^1/_2$-mile spacing is inappropriate or infeasible".

The nearest traffic signal to proposed Dolphin Lane is Highway 101 at Marlin Avenue/101 Business, located at MP 7.07. Dolphin Lane is proposed to be located at MP 8.08. Since the nearest signalized intersection to the proposed Dolphin Lane at Highway 101 signal is over one mile away, it exceeds the minimum spacing standard.

9.3 Progression Analysis

An investigation was conducted to determine if the proposed traffic signal at Dolphin Lane and Highway 101 could benefit from coordinated operation. The general guideline is that coordination of signals $^1/_2$-mile or more apart does not provide substantial improvement in progression of traffic. Since the nearest signalized intersection (Highway 101 at Marlin Avenue) is more than a mile from the Highway 101 at Dolphin Lane intersection, little benefit would be gained by coordinating their operation.

According to OAR 734-020-0440, "A traffic signal progression analysis as established in OAR 734-020-0480 is required if the proposed location is within $^1/_2$-mile of an existing or possible future traffic signal." Again, the proposed traffic signal is more than one mile from the nearest signal; therefore, a progression analysis is not required.

9.4 Warrenton Transportation System Plan

The Warrenton Transportation System Plan has identified that a traffic signal at realigned Dolphin Lane and Highway 101 may be needed to address safety and capacity issues that occurs prior to the implementation of major infrastructure improvements. ODOT is currently investigating area wide improvements, but these are in the early stages of development. The proposed Home Depot Commercial development does not trigger the need for any of these area-wide improvements.

10.0 PERFORMANCE MEASURES

10.1 Performance Standards

Two different performance measures were analyzed for the study area intersections. These performance measures are level of service (LOS) and volume-to-capacity ratio (v/c).

Level of service is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. It was developed to quantify the quality of service of transportation facilities. LOS is based on average delay, defined as the average total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. Average delay is measured in seconds per vehicle per hour and then translated into a grade or level of service for each intersection. LOS is the performance standard for the City of Warrenton intersections. LOS ranges from A to F, with A indicating the most desirable condition and F indicating the most unsatisfactory condition. Table 7 shows the level of service criteria for signalized intersections. Table 8 lists the criteria for unsignalized intersections.

Table 7: Level of Service Criteria for Signalized Intersections

Level of Service	Average Delay per Vehicle Per Hour (Seconds)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Table 8: Level of Service Criteria for Unsignalized Intersections

Level Of Service	Average Delay Per Vehicle Per Hour (Seconds)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35.and ≤ 50
F	> 50

The other common performance measure is the volume-to-capacity ratio (v/c). Volume-to-capacity is a ratio describing the capability of an intersection to meet volume demand based upon the absolute maximum number of vehicles that could be served in an hour. The v/c is the ODOT mobility standard established through the *Oregon Highway Plan* for ODOT jurisdiction signalized intersections. Since Highway 101, Highway 104 and Highway 104 Spur are ODOT facilities, performance of these facilities is based on ODOT criteria.

The 1999 *Oregon Highway Plan* lists maximum volume-to-capacity ratios for all Oregon highways based on their level of importance within the statewide highway system. Volume-to-capacity ratio provides an indication of capacity sufficiency. The higher the volume-to-capacity ratio, the more congested the facility. Highway 101 is classified as a Statewide Highway on the National Highway System and is a non-freight route outside of a Metropolitan Planning Organization (MPO). Facilities of this type have a maximum volume-to-capacity ratio of 0.75 for 45 MPH or more.

Highway 104 and Highway 104 Spur are district level highways. Facilities of this type have a maximum v/c of 0.85 where speeds are less than 45 MPH and 0.80 where speeds are equal to or greater than 45 MPH.

To analyze signalized and stop-controlled intersections, the program "SYNCHRO" was used. SYNCHRO automates the analysis procedures outlined in the Highway Capacity Manual (HCM) for signalized intersections. SYNCHRO explicitly calculates the platoon factor used in the HCM method to account for the effect of signal progression. The program provides output data in the form of average intersection delay (in seconds per vehicle) and corresponding level of service (LOS), intersection volume-to-capacity ratios, 95th-percentile queue lengths, and signal phase lengths. SYNCHRO also optimizes phase splits, cycle lengths, and intersection offsets to minimize intersection and network delay.

In general, traffic facilities are analyzed for the worst fifteen-minute period of the annual 30th-highest hour intersection volume. The peak fifteen-minute volume is determined by dividing the 30th-highest hour traffic volumes by an applicable peak-hour factor. The peak-hour factor is defined as the 30th-highest hour volume divided by four times the maximum 15-minute volume during that hour. The peak-hour factor is always less than or equal to 1.00. Therefore, dividing the peak-hour volume by the peak-hour factor results in an increase in design volume. For this analysis the future year peak hour factors were provided by ODOT, and are as follows: 0.85 for minor streets, 0.90 for minor arterials, and 0.95 for major arterials. The following volume and roadway scenarios were analyzed:

- Year 2005 Weekday PM Peak and Saturday Peak Hour
- Year 2005 Weekday PM Peak and Saturday Peak Hour "Build" with Construction Of Home Depot only.

- Year 2007 Weekday and Saturday Peak Hour "No-Build" Traffic Volumes
- Year 2007 Weekday and Saturday Peak Hour "Build" Home Depot only.
- Year 2007 Weekday and Saturday Peak Hour "Full Build" with Construction of Home Depot And 60,000 Square Feet Of Commercial.

- Year 2022 Weekday and Saturday Peak Hour "No-Build" Traffic Volumes
- Year 2022 Weekday PM Peak and Saturday Peak Hour "Full Build"

The projected volume-to-capacity ratios for study area transportation facilities are discussed below. SYNCHRO output is located in Appendix K.

10.2 Year 2005 Existing Condition Intersection Performance

As shown in Table 9, given existing Year 2005 seasonally adjusted traffic volumes, all intersections operate with acceptable performance except the eastbound left-turns at the intersection of Highway 101 at Highway 104 Spur.

Table 9:Year 2005 Existing Intersection Performance

Intersection	Mobility Standard	Weekday Peak Hour 2005 Existing No-Build*	Saturday Peak Hour 2005 Existing No-Build*
Highway 104 At Highway 104 Spur			
Northbound Right	0.85	0.03 A	0.03 A
Northbound Thru	0.85	0.13 A	0.09 A
Southbound Left	0.85	0.04 A	0.02 A
Southbound Thru	0.85	0.12 A	0.08 A
Westbound Left-Right	0.80	0.24 B	0.17 B
Highway 104 Spur At Dolphin Avenue*			
Northbound Left-Right	0.85	0.04 A	0.03 A
Westbound Thru-Left	0.80	0.01 A	0.00 A
Eastbound Thru-Right	0.80	0.06 A	0.05 A
Highway 104 Spur At 14th Place			
Northbound Left-Right	0.85	0.01 A	0.00 A
Westbound Thru-Left	0.80	0.00 A	0.00 A
Eastbound Thru-Right	0.80	0.06 A	0.05 A
Highway 101 At Highway 104 Spur			
Northbound Left	0.75	0.02 A	0.01 A
Northbound Thru	0.75	0.39 A	0.38 A
Southbound Thru	0.75	0.43 A	0.46 A
Southbound Right	0.75	0.08 A	0.06 A
Westbound Right	0.80	0.03 B	0.03 B
Eastbound Left	0.80	**0.82 F**	0.71 F
Highway 101 At Dolphin Avenue			
Northbound Left	0.75	0.03 A	0.02 A
Northbound Thru	0.75	0.44 A	0.42 A
Southbound Left	0.75	0.02 A	0.01 A
Southbound Thru	0.75	0.44 A	0.46 A
Eastbound Left-Thru-Right	0.85	0.11 D	0.09 D
Westbound Left-Thru-Right	0.85	0.15 C	0.08 C

*The numeric performance listed is the v/c ratio and the letter indicates Level of Service

Bold indicates movements falling below acceptable performance

10.3 2005 Interim Performance

The interim performance represents 2005 conditions with Dolphin Lane in place from Highway 104 Spur to Highway 101, but without the connection from Highway 101 to Highway 105. The existing Dolphin Avenue is still in place and has not yet been vacated. Further, the interim condition assumes the completion of the Home Depot portion of the subject development. The interim condition is provided for informational purposes only and is not intended as a final intersection strategy. The interim condition may be realized if the Home Depot development proceeds at a faster pace than the anticipated State highway improvements.

Trip distribution of the development traffic for this scenario started with the Home Depot only volumes (shown in Figure 8) these were hand-adjusted to account for the available roadway network. These volumes were then added to the Year 2005 seasonally adjusted traffic volumes and balanced. For this scenario, signalization of Dolphin Lane at Highway 101 is assumed.

Performance of the intersections during the interim condition is shown in Table 10 below. As with the existing condition all intersections operate with acceptable performance except the eastbound left-turns at the intersection of Highway 101 at Highway 104 Spur.

Table 10: Year 2005 Interim Condition Performance

Intersection	Mobility Standard	Weekday Peak Hour 2005 Build Home Depot Only	Saturday Peak Hour 2005 Build Home Depot Only
Highway 104 At Highway 104 Spur			
Northbound Right	0.85	0.03 a	0.04 A
Northbound Thru	0.85	0.13 A	0.09 A
Southbound Left	0.85	0.06 A	0.08 A
Southbound Thru	0.85	0.12 A	0.07 A
Westbound Left-Right	0.80	0.33 B	0.33 B
Highway 104 Spur At Dolphin Avenue			
Northbound Left-Right	0.80	0.03 A	0.04 B
Westbound Thru-Left	0.80	0.01 A	0.00 A
Eastbound Thru-Right	0.80	0.08 A	0.10 A
Highway 104 Spur At Dolphin Lane Proposed			
Northbound Left	0.80	0.07 B	0.14 B
Northbound Right	0.80	0.00 A	0.00 A
Westbound Thru-Left	0.80	0.00 A	0.01 A
Eastbound Thru	0.80	0.06 A	0.05 A
Eastbound Right	0.80	0.02A	0.05A
Highway 104 Spur At 14th Place			
Northbound Left-Right	0.80	0.01 A	0.00 A
Westbound Thru-Left	0.80	0.00 A	0.00 A
Eastbound Thru-Right	0.80	0.07 A	0.05 A
Highway 101 At Highway 104 Spur			
Northbound Left	0.75	0.02 A	0.01 A
Northbound Thru	0.75	0.41 A	0.45 A
Southbound Thru	0.75	0.0.46 A	0.54 A
Southbound Right	0.75	0.08 A	0.06 A
Westbound Right	0.80	0.04 B	0.03 B
Eastbound Left	0.80	**1.02 F**	**1.10 F**
Highway 101 At Dolphin Lane Proposed*	0.75	**0.53 A	**0.59 B
Highway 101 At Dolphin Road			
Northbound Left	0.75	0.02 A	0.02 A
Northbound Thru	0.75	0.48 A	0.53 A
Southbound Left	0.75	0.02 A	0.01 A
Southbound Thru	0.75	0.47 A	0.52 A
Eastbound Left-Thru-Right	0.85	0.12 E	0.14 E
Westbound Left-Thru-Right	0.85	0.18 C	0.12 D

*The numeric performance listed is the v/c ratio and the letter indicates Level of Service.

**Signalized Performance. Bold indicates movements falling below acceptable performance

10.4 Year 2007 Performance

Table 11 provided Intersection performance for all 2007 conditions. The build conditions assume the addition of warranted turn lanes and traffic signal.

Table 11: Year 2007 Intersection Performance

Intersection	Mobility Standard	Weekday PM Peak Hour 2007			Saturday Peak Hour 2007		
		No Build	Build Option One	Full Build	No Build	Build Option One	Full Build
Highway 104							
At Highway 104 Spur							
Northbound Right	0.85	0.04 A	0.04 A	0.04 A	0.03 A	0.04 A	0.04 A
Northbound Thru	0.85	0.12 A	0.12 A	0.12 A	0.08 A	0.08 A	0.08 A
Southbound Left	0.85	0.05 A	0.07 A	0.09 A	0.03 A	0.07 A	0.09 A
Southbound Thru	0.85	0.12 A	0.12 A	0.12 A	0.07 A	0.07 A	0.08 A
Westbound Left-Right	0.80	0.28 B	0.36 B	0.39 B	0.18 B	0.33 B	0.33 B
Highway 104 Spur							
At Dolphin Avenue							
Northbound Left-Right	0.85	0.00 A	0.00 A	0.00 A	0.00 A	0.00 B	0.00 B
Westbound	0.80	0.00 A	0.00 A	0.00 A	0.00 A	0.00 A	0.00 A
Eastbound	0.80	0.08 A	0.10 A	0.11 A	0.06 A	0.10 A	0.12 A
Highway 104 Spur							
At Dolphin Lane Proposed							
Northbound Left	0.80	0.07 B	0.13 B	0.16 B	0.08A	0.18 B	0.17B
Westbound	0.80	0.00 A	0.00 A	0.00 A	0.00 A	0.01 A	0.01 A
Eastbound	0.80	0.08 A	0.05 A	0.06 A	0.06 A	0.08 A	0.08 A
Highway 104 Spur							
At 14th Place							
Northbound Left-Right	0.85	0.01 A	0.01 A	0.01 A	0.01 A	0.01 A	0.01 A
Westbound Thru-Left	0.80	0.00 A	0.00 A	0.00 A	0.00 A	0.00 A	0.00 A
Eastbound Thru-Right	0.80	0.05 A	0.06 A	0.06 A	0.05 A	0.05 A	0.05 A
Highway 101							
At Highway 104 Spur							
Northbound Left	0.75	0.01 A	0.01 A	0.01 A	0.00 A	0.00 A	0.00 A
Northbound Thru	0.75	0.37 A	0.40 A	0.42 A	0.37 A	0.41 A	0.45 A
Southbound Thru	0.75	0.38 A	0.40 A	0.43A	0.40 A	0.45 A	0.50 A
Southbound Right	0.75	0.07 A	0.07 A	0.07 A	0.05 A	0.05 A	0.05 A
Westbound Right	0.80	0.02 B	0.02 B	0.03 B	0.03 B	0.03 B	0.04 B
Eastbound Left	0.80	0.64 F	0.74 F	0.86 F	0.57 F	0.77 F	0.93 F
Highway 101	0.75**		0.55 C**	0.62 C**		0.69 C**	0.74 C**
At Dolphin Lane Proposed							
Northbound Left		0.03 A			0.02 A		
Northbound Thru		0.38 A			0.37 A		
Southbound Left		0.02 A			0.01 A		
Southbound Thru		0.37 A			0.39 A		
Westbound Left-Thru-Right		1.05 F			0.90 F		
Eastbound Left-Thru-Right		0.24 E			0.15 D		
Highway 101							
At Dolphin Road							
Northbound Thru	0.75	0.42 A	0.46 A	0.48 A	0.41 A	0.49 A	0.51 A
Northbound Right	0.75	0.00 A	0.00 A	0.00 A	0.00 A	0.00 A	0.00 A
Southbound Left	0.75	0.01 A	0.01 A	0.01 A	0.01 A	0.01 A	0.01 A
Southbound Thru	0.75	0.43 A	0.46 A	0.47 A	0.45 A	0.50 A	0.51 A
Westbound Left-Right	0.85	0.09 C	0.11 C	0.12 C	0.05 C	0.07 C	0.08 C

*The numeric performance listed is the v/c ratio and the letter indicates Level of Service.

**Signalized Performance Bold indicates movements falling below acceptable performance

As shown in Table 11, during year 2007 all movements at all intersections operate acceptably at the following intersections:

- Highway 104 at Highway 104 Spur
- Highway 104 Spur/ Dolphin Avenue (Existing)
- Highway 104 Spur/ Dolphin Lane (Proposed)
- Highway 104 Spur at 14th Place
- Highway 101 at Dolphin Lane (Proposed

During the no-build condition the westbound movement at the Highway 101 and Dolphin Lane intersection falls below acceptable standards. With the addition of a warranted traffic signal and turn lanes, the intersection will operate acceptably in all 2007 conditions. As with the existing condition, the eastbound left-turn lanes experience high v/c ratios. Mitigation for this condition was explored in the 2022 analysis.

10.5 Year 2022 Performance

As shown in Table 12 below, during the Year 2022 all movements at all intersections operate acceptably except the eastbound left-turn at Highway 101 and Highway 104 Spur, and the signalized intersection of Highway 101 and proposed Dolphin Lane. Mitigation was investigated to bring both of these intersections up to acceptable standards.

The intersection of Highway 101 at Highway 104 Spur currently operates with limited movements. The southeast approach is a right-in right-out due to site distance issues and geometric issues, and is not a good candidate for signalization. An investigation into placing a median across Highway 101 and eliminating all left turns was undertaken. For the investigation, the left-turning traffic predicted to use this intersection was rerouted according to the available roadway network. The bulk 90 percent was rerouted to the new Dolphin Lane at Highway 101 intersection; the remaining 10 percent was assumed to travel to the north by other routes. The median improved the performance of the intersection all permitted movements operated at acceptable levels.

The median placement at Highway 101 and Highway 104 Spur would route additional traffic through the Highway 101 at Dolphin Lane intersection. This intersection had a higher than accepted v/c of 0.75 during the full-build Saturday condition, without the additional traffic. Mitigation was investigated that would bring this intersection up to accepted performance standards even with the added traffic from the Highway 101 at Highway 104 Spur median. Adding a northbound dual left-turn lane at this intersection allowed it to operate acceptably in all analyzed conditions. The addition of dual left-turn lanes would require Dolphin Lane in front of the subject development to be two lanes wide. The lanes are needed to provide two lanes to receive traffic from the dual northbound lefts. The second lane would terminate at the main project driveway as a right-turn lane.

Table 12: Year 2022 Intersection Performance

Intersection	Mobility Standard	Weekday Peak Hour 2022 No-Build	Weekday Peak Hour 2022 Full Build	Weekday Peak Hour 2022 Full Build Mitigated	Saturday Peak Hour 2022 No-Build	Saturday Peak Hour 2022 Full Build	Saturday Peak Hour 2022 Full Build Mitigated
Highway 104 At Highway 104 Spur							
Northbound Right	0.85	0.04 B	0.04 A	0.04 A	0.04 A	0.05 A	0.05 A
Northbound Thru	0.85	0.13 A	0.13 A	0.13 A	0.09 A	0.09 A	0.09 A
Southbound Left	0.85	0.09 A	0.12 A	0.12 A	0.05 A	0.11 A	0.10 A
Southbound Thru	0.85	0.13 A	0.13 A	0.13 A	0.08 A	0.08 A	0.08 A
Westbound Left-Right	0.80	0.36 B	0.49 C	0.51 C	0.22 B	0.38 B	0.39 B
Highway 104 Spur At Dolphin Avenue							
Northbound Left-Right	0.85	0.00 B	0.00 B	0.00 B	0.00 A	0.01 B	0.01 B
Westbound Thru-Left	0.80	0.00 A	0.00 A	0.00 A	0.00 A	0.00 A	0.00 A
Eastbound Thru-Right	0.80	0.11 A	0.14 A	0.14 A	0.08 A	0.14 A	0.13 A
Highway 104 Spur At Dolphin Lane Proposed							
Northbound Left	0.85	0.10 B	0.20 B	0.19 B	0.07 B	0.20 B	0.19 B
Westbound Thru-Left	0.80	0.00 A	0.01 A	0.01 A	0.01 A	0.01 A	0.01 A
Eastbound Thru	0.80	0.06 A	0.06 A	0.00 A	0.05 A	0.05 A	0.00 A
Eastbound Right	0.80	0.05 A	0.08 A	0.14 A	0.03 A	0.09 A	0.13 A
Highway 104 Spur At 14th Place							
Northbound Left-Right	0.85	0.01 A	0.01 A	0.01 A	0.01 A	0.01 A	0.01 A
Westbound Thru-Left	0.80	0.00 A	0.00 A	0.00 A	0.00 A	0.00 A	0.00 A
Eastbound Thru-Right	0.80	0.07 A	0.07 A	0.01 A	0.06 A	0.06 A	0.00 A
Highway 101 At Highway 104 Spur							
Northbound Left	0.75	0.01 A	0.01 A	N/A***	0.00 A	0.00 A	N/A***
Northbound Thru	0.75	0.39 A	0.44 A	0.48 A	0.39 A	0.47 A	0.52 A
Southbound Thru	0.75	0.39 A	0.45 A	0.45 A	0.42 A	0.52 A	0.52 A
Southbound Right	0.75	0.09 A	0.09 A	0.09 A	0.06 A	0.06 A	0.06 A
Westbound Right	0.80	0.03 B	0.03 B	0.04 C	0.03 B	0.04 B	0.05 C
Eastbound Left	0.80	0.91 F	1.21F	N/A***	0.81 F	1.33 F	N/A***
Highway 101 At Dolphin Lane Proposed	0.75**	0.66 C**	0.75 D**	0.70 C**	0.65 C**	0.82 D**	0.73 D**
Highway 101 At Dolphin Road							
Northbound Thru	0.75	0.51 A	0.57 A	0.57 A	0.49 A	0.59 A	0.59 A
Northbound Right	0.75	0.00 A	0.00 A	0.00 A	0.00 A	0.00 A	0.00 A
Southbound Left	0.75	0.02 A	0.02 B	0.02 B	0.02 A	0.02 B	0.02 A
Southbound Thru	0.75	0.52 A	0.56 A	0.56 A	0.54 A	0.61 A	0.61 A
Westbound Left-Right	0.85	0.14 C	0.17 C	0.17 C	0.07 C	0.11 D	0.11 D

*The numeric performance listed is the v/c ratio and the letter indicates Level of Service. **Signalized Performance

***Mitigation includes median to prohibit left turns at Highway 101 and Highway 104 Spur

Bold indicates movements falling below acceptable performance

11.0 QUEUE LENGTHS

A queue length analysis was conducted for the intersection of Dolphin Lane at Highway 101 and Highway 104 Spur. The results are shown in Table 13. The analysis was conducted using SimTraffic. For each analyzed condition five SimTraffic runs were produced. Each run was seeded for 15 minutes prior to the full hour run. . These results are averaged and shown in Table 13. SimTraffic output is provided in Appendix L.

Table 13: 95th Percent Queue Lengths at Dolphin Lane Intersections

Intersection	Movement	2022 No Build		2022 Full Build		2022 Build With Access Mitigated	
		Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
Highway 101 At Dolphin Lane	Northbound Left	75	75	225	425	150	175
	Northbound Thru	350	300	550	900	475	475
	Northbound Right	150	100	150	150	175	125
	Southbound Left	50	50	100	100	75	75
	Southbound Thru	275	300	475	650	450	575
	Southbound Right	25	25	150	250	150	250
	Southeastbound Left	25	25	125	175	200	225
	Southeastbound Thru	75	50	150	125	175	225
	Southeastbound Right	50	50	100	100	100	100
	Northwestbound Left	200	200	250	275	275	275
	Northwestbound Thru-Right	75	50	125	125	125	125
Highway 104 Spur At Dolphin Lane							
	Northbound Left	75	50	50	50	50	50
	Northbound Right	50	25	50	25	25	25
	Westbound Left-Thru	25	25	25	25	25	25

11.1Turn Lane Lengths

Turn lane lengths include the taper distance and queue length. Table14 shows these variables along with total turn lane lengths.

Table 14: 95th Percentile Queue Turn Lane and Taper Calculations

Turn Lane	Lengths		
	Taper Distance	2022 Full-Build Mitigated Queue Length	Total Length
Southbound Left Highway 101 at Dolphin Lane	355	100	455
Southbound Right Highway 101 at Dolphin Lane	240	250	490
Northbound Left Highway 101 at Dolphin Lane	515*	200	200
Northbound Right Highway 101 at Dolphin Lane	240	175	415
Southeastbound Left Highway 101 at Dolphin Lane	150	225	375
Southeastbound Right Highway 101 at Dolphin Lane	240	100	340
Northwestbound Left Highway 101 at Dolphin Lane	235	275	510

*Taper length assumes dual left turn.

Left-turn taper and turn lane lengths were determined according to ODOT standard drawing RD 215. For left turns the taper length includes the deceleration length and distance required to achieve a 12-foot offset. This length is a function of the speed of the roadway. The turn bay length listed is the 95th-percentile queue for the 2022 full-build mitigated conditions rounded to 25 feet.

Right-turn deceleration tapers were calculated with a 20:1 ratio as advised in the ODOT Traffic Line Manual.

12.0 DOLPHIN LANE AND PROJECT ACCESS

Along proposed Dolphin Lane at the subject development driveways, turn lane warrants were run. Left turns lanes were found to be warranted southbound into the north project driveway and northbound into the south project driveway. A right-turn lane was also found to be warranted northbound at the south project driveway. Due to the warranted turn lanes, a three-lane cross-section for the road is recommended. This cross-section will work for all 2007 conditions. In the year 2022 northbound dual left turns at Highway 101 and Dolphin Lane were required to bring the intersection operation up to acceptable standards. The addition of dual left-turn lanes at this intersection would require Dolphin Lane to provide two westbound lanes to receive traffic from the dual northbound left-turn lanes. The second lane would terminate at the northerly project driveway in a right-turn lane.

The performance of proposed project driveways are shown in Table 15. The performance listed includes improvements as mentioned above.

Table 15: Year 2022 Full Build Project Driveway Intersection Performance

Intersection	Mobility Standard	Weekday Peak Hour 2022 Full Build	Saturday Peak Hour 2022 Full Build	Weekday Peak Hour 2022 Full Build Mitigated	Saturday Peak Hour 2022 Full Build Mitigated
Dolphin Lane at North Driveway					
Northbound Thru-Right	0.85	0.10 A	0.12 A	0.10 A	0.12 A
Southbound -Left	0.85	0.02 A	0.05 A	0.02 A	0.05 A
Southbound Thru	0.85	0.07 A	0.06 A	0.13 A	0.10 A
Westbound Left-Right	0.85	0.11 B	0.22 B	0.12 B	0.24 B
Dolphin Lane at South Driveway					
Northbound Left	0.85	0.07 A	0.08 A	0.08 A	0.09 A
Northbound Thru	0.85	0.07 A	0.09 A	0.07 A	0.13 A
Southbound Left	0.85	0.01 A	0.02 A	0.01 A	0.02 A
Southbound Thru-Right	0.85	0.09 A	0.01 A	0.15 A	0.14 A
Westbound Left	0.85	0.29 C	0.70 E	0.35 C	0.81 F
Westbound Thru-Right	0.85	0.04 B	0.08 B	0.05 B	0.09 B
Eastbound Left	0.85	0.07 B	0.09 C	0.08 C	0.10 C
Eastbound Thru Right	0.85	0.13 B	0.19 B	0.15 B	0.21 B

*The numeric performance listed is the v/c ratio and the letter indicates Level of Service

As shown, all driveways operate with acceptable v/c ratios in all conditions analyzed . During the year 2022 full build Saturday, the worst case level of service, is for the westbound lefts from the southern driveway which operates at LOS E. In the mitigated condition the LOS for this movement is F. This is a worst case scenario, as delays are experienced at this intersection, traffic will utilize the second driveway or northerly driveway more frequency, thereby reducing delays.

12.1 Truck Entrance

As shown in the site plan, Home Depot has a plan for a truck entrance on Dolphin Lane on the Highway 101 side of the store. This entrance is approximately 160 feet away from Highway 101. Due to identified queue lengths of approximately 225 feet extending on Dolphin Lane from Highway 101 it is recommended that the truck entrance operate as a right-in right-out only and all left turns into and out of the driveway be eliminated.

13.0 INTERSECTION SPACING OF PROPOSED DOLPHIN LANE

Highway 101 is an ODOT facility, with a Statewide classification. According to OAR 734-051-0115, access spacing on facilities of this type with a 55 MPH speed is 1,300 feet. The nearest intersection along Highway 101 to proposed Dolphin Lane are Dolphin Avenue to the south, and Highway 104 Spur to the north. The approximate distance to Dolphin Avenue is 1,584 feet, and to Highway 104 Spur is approximately one-half mile. The distance between the nearest intersections along Highway 101 to proposed Dolphin Lane exceed the minimum spacing standards.

Highway 104 Spur is also an ODOT facility, with a District level highway classification. Access spacing on facilities of this type with speeds of 45 MPH is 500 feet between intersections. The nearest intersections along Highway 104 Spur to proposed Dolphin Lane, is Dolphin Avenue to the west, and 14th Street to the east. The approximate distance to existing Dolphin Avenue is 410 feet, and to 14th Street is 980 feet. The minimum spacing requirement is exceeded to the east. To the west the distance of 410 feet is shy of the desired 500 feet. With the addition of Dolphin Lane, existing Dolphin Avenue will no longer be a through street. It will serve only the four existing single-family homes and function as a joint driveway. The minimum spacing for driveways is 175 feet.

14.0 SIGHT DISTANCE

Sight distance is the length of roadway ahead that is visible to the driver and should be sufficiently long to enable a vehicle traveling at or near design speed to stop before reaching a stationary object in its path. Two sight distance measurements were investigated for proposed Dolphin Lane at its intersections with state highways, intersection sight distance and stopping sight distance.

14.1 Intersection Sight Distance

Intersection sight distance should allow the driver of a vehicle approaching or departing an intersection to have an unobstructed view of the intersection. For stop-controlled intersections, sight distance is determined for left turn and right turns from the stopped approach. The intersection sight distance is the length of roadway required to enable an entering vehicle to safely make its maneuver. Table 16 gives the intersection sight distance for left and right turns onto a two-lane two-way roadway.

Table 16: Intersection Sight Distance

Intersection	Distance (Feet)	
	Left Turn	Right Turn
Major Street 60 MPH Minor Street 30 MPH	665	575
Major Street 60 MPH Minor Street 25 MPH	665	575
Major Street 45 MPH Minor Street 30 MPH	500	430
Major Street 45 MPH Minor Street 25 MPH	500	430

Table 17 below shows the available and required intersection sight distance for Dolphin Road approaches to Highway 101 and Highway 104 Spur. As shown in the table the intersection sight distance is adequate for all investigated movements.

Table 17: Intersection Sight Distance at Highway 104 Spur and Dolphin Lane

Intersection	Movement	Left Turn		Right Turn	
		Sight Distance Required	Sight Distance Available	Sight Distance Required	Sight Distance Available
Highway 101 at: Dolphin Lane	South Bound From Dolphin Lane	665	>1,320	575	>1,320
Highway 104 Spur at Dolphin Lane	Northbound From Dolphin Lane	500	>500	430	>500

WRG Design Inc. provided sight distance measurements. Sight distance measurements are approximate, as Dolphin Lane has not been constructed.

14.2 Stopping Sight Distance

Sight distance is the length of roadway ahead visible to the driver. The minimum sight distance available on a roadway should be sufficiently long to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path.

Stopping sight distance is the sum of two distances: the distance traversed by the vehicle from the instant the driver sights an object necessitating a stop to the instant the brakes are applied and the distance required to stop the vehicle from the instant brake application begins. These are referred to as brake reaction distance and braking distance, respectively. Stopping sight distances were calculated for 60, 45, 30 and 25 MPH, the distances are shown in Table 18.

Table 18: Stopping Sight Distance

Design Speed (mph)	Distance (Feet)
60	570
45	360
30	200
25	155

The available stopping sight distance exceeds the minimum required for all studied Dolphin Lane at Highway 104 Spur and Highway 101 movements.

15.0 ACCESS PERMIT APPLICATION

As anticipated by the Oregon Department of Transportation and the City of Warrenton, existing Dolphin Avenue which runs between Highway 104 Spur and Highway 101will be shortened and no longer have a connection to Highway 101. A new connection between Highway 104 Spur and Highway 101 and continuing onto Highway 105 will be in place. This connection, named Dolphin Lane, will be located east of the existing Dolphin Avenue and will run through the subject property. The relocation of Dolphin Avenue will support the goals stated in the Warrenton Transportation System Plan's preferred alternative. As stated in the TSP, "As part of an IGA between ODOT and the City of Warrenton, the Dolphin Avenue approach to US Highway 101 will need to be realigned through future development of adjacent properties".

The existing Dolphin Avenue will be barricaded or closed concurrent to the construction of proposed Dolphin Lane. This will eliminate the skewed intersection that currently exists at Highway 101 and Dolphin Avenue. A small portion of the existing Dolphin Avenue will remain to serve four existing single-family homes. The short section will continue to have access onto Highway 104 Spur, but not Highway 101. Mileposts of the existing and proposed access points are shown below.

- The milepost of the existing Dolphin Avenue measured along Highway 104 Spur is 4.80.
- The milepost of the proposed Dolphin lane measured along Highway 104 Spur is 4.88

- The milepost of the existing Dolphin Avenue measured along Highway 101 is 8.38.
- The milepost of the proposed Dolphin Lane measured along Highway 101 is 8.08.

Prior to construction of proposed Dolphin Lane a grant of access will need to be obtained for its intersections with state highways, in this case Highway 101 and Highway 104 Spur. If grants of access exist for existing Dolphin Avenue, they will be transferred to proposed Dolphin Lane. If no grants of access exist, then new grants of access will be required. A copy of the access permit application is located in Appendix M.

16.0 TRANSPORTATION PLANNING RULE

The requested zone change amendment is based on the States' updated Transportation Planning Rule (TPR) that became effective in May 2005. The first step in determining compliance with the TPR is to determine if there is a significant affect caused by the proposed commercial development. The following section will provide excerpts from the Transportation Planning Rule OAR 660-012-0060

PLAN AND LAND USE REGULATION AMENDMENTS

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) As measured at the end of the planning period identified in the adopted transportation system plan:

Response: Highway 101 is a Principal Arterial, as such additional traffic volume from the proposed development will not alter the functional classification of this roadway. Dolphin Lane is identified as a future collector. The functional classification of proposed Dolphin Avenue was addressed in the Warrenton TSP, with knowledge that its location and use would be tied to future development of the subject property. As such no change in the functional classification will result from the proposed zone change and development.

(A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

Response: The proposed level development planned does not change the functional classification of any affected transportation facility. Highway 101 is identified in the TSP as an Arterial. Dolphin Lane is identified as a future Collector.

(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or

Response: As identified in the above analysis, all studied intersections will meet adopted performance standards with the proposed zone change, development and recommended mitigation in place

(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

Response: The only intersection in the study area to perform below the minimal acceptable performance standards in the no-build or pre-development period, is Highway 104 Spur at Highway 101. With the proposed development and associated mitigation in place the performance of this intersection improves to acceptable levels.

As shown above, the proposed zone change and development will not significantly affect the transportation facilities.

17.0 RESULTS

This report addresses transportation and traffic issues related to the development of property in Warrenton, Oregon. The property is found at Township 8, Range 10, Section 27, Tax Lots 2800, 2900, 2802 and Township 8, Range 10, Section 27, BC Tax Lots 2501, 2502, 2504, 2600, and 800. The total land is approximately 26.40 acres. The existing zoning is a combination of C-1 and R-10. The proposed zoning is C-1. The subject property is currently vacant. A Home Depot home improvement superstore is planned on approximately 10.25 acres of the site. The remaining acreage will be divided into three out-parcels whose use is expected to be restaurant and commercial. The property fronts on Highway 101 and Highway 104 Spur, and is east of Dolphin Avenue.

As planned by the City of Warrenton, and set out in and intergovernmental agreement between the City of Warrenton and ODOT, existing Dolphin Avenue, which runs between Highway 104 Spur and Highway 101, will be shortened to serve four existing single-family homes. It will no longer have a connection to Highway 101. A new connection is planned by ODOT to run between Highway 101 and Highway 105 This connection is projected to extend through the subject property and connect to Highway 104 Spur. The new connection will be called Dolphin Lane and, will be located east of the existing Dolphin Avenue. Proposed Dolphin Lane will access Highway 101 at approximate MP 8.08 and Highway 104 Spur at approximate MP 4.80. The relocation of Dolphin Avenue will support the goals stated in the Warrenton Transportation System Plan's preferred alternative. As stated in the TSP, "As part of an IGA between ODOT and the City of Warrenton, the Dolphin Avenue approach to US Highway 101 will need to be realigned through future development of adjacent properties".

Highway 101 is an ODOT facility, with a Statewide classification. According to OAR 734-051-0115 access spacing on facilities of this type with a 55 MPH speed is 1,300 feet. The nearest intersections along Highway 101 to proposed Dolphin Lane are Dolphin Avenue to the south, and Highway 104 Spur to the north. The approximate distance to Dolphin Avenue is 1,584, and to 104 Spur is approximately one-half mile. The distance between the nearest intersections along Highway 101 to proposed Dolphin Lane exceed the minimum spacing standards. Highway 104 Spur is also an ODOT facility, with a District level highway classification. Access spacing on facilities of this type with speeds of 45 MPH is 500 feet between intersections. The nearest intersections along Highway 104 Spur to proposed Dolphin Lane are Dolphin Avenue to the west and 14th Street to the east. The approximate distance to existing Dolphin Avenue is 410 feet, and to 14th Street is 980 feet. The minimum spacing requirement is exceeded to the east. To the west the distance of 410 feet is shy of the desired 500 feet. Although the distance is short of the optimal distance, it is the best spacing, given the existing geometric layout. Additionally, with the addition of Dolphin Lane, existing Dolphin Avenue will no longer be a through street. It will serve only the four existing single-family homes and function as a joint driveway.

During the year 2007 build condition, southeastbound left and right-turn lanes were found to be warranted on Dolphin Lane at its intersection with Highway 101. A right-turn lane is warranted eastbound on Highway 104 Spur at its intersection with Dolphin Lane. Right and left-turn lanes were assumed to be placed on Highway 101 at its proposed intersection with proposed Dolphin Lane; therefore, no turn lane warrants were run for those movements. The turn lanes are expected for two reasons. First, Highway 101 in this section is one-lane wide with a speed of 55 MPH, making it important to reduce speed differential. Second, existing Highway 101 intersections in the vicinity all have turn lanes installed even when the side streets have low volumes as such driver expectation would prescribe their installation.

An investigation into the installation of a traffic signal on Highway 101 at proposed Dolphin Lane was undertaken. For both of the 2007 build conditions, Warrant 1, Case B, Interruption of Continuous Traffic, the warrant was met. MUTCD Warrant 3 peak hour volume was also run for the Year 2007 build condition. For both build conditions warrant 3, peak hour volume warrant was satisfied.

According to OAR 734-020-0470 Traffic Signal Spacing Requirement, "The desirable spacing of signalized intersections on statewide and regional highways is ½ mile. The nearest traffic signal to propose Dolphin Lane is Highway 101 at Marlin Avenue/101 Business, located at Milepost 7.07. Dolphin Lane is proposed to be located at Milepost 8.08. Since the nearest signalized intersection to the proposed Dolphin Lane at Highway 101 signal is over one mile away, it exceeds the minimum spacing standard.

With Year 2005 seasonally adjusted traffic volumes and conditions all intersections operate with acceptable performance except the eastbound left turns at the intersection of Highway 101 at Highway 104 Spur.

During the year 2007 no-build condition the westbound movement at the Highway 101 and Proposed Dolphin Lane intersection fall below acceptable standards. With the addition of a warranted traffic signal and turn lanes, the intersection will operate acceptably in all 2007 build and no-build conditions. As with the existing condition, the eastbound left-turn at Highway 101 at Highway 104 Spur experience high v/c ratios.

In the Year 2022 all movements at all intersections operate acceptably, except the eastbound left turn at Highway 101 and Highway 104 Spur and the intersection of Highway 101 and Proposed Dolphin Lane. Mitigation was investigated to bring both of these intersections up to acceptable standards. Mitigation included placing a median across Highway 101 at Highway 104 Spur and adding dual left turns northbound at Highway 101 and Proposed Dolphin Lane. With this mitigation in place, all intersections operate at acceptable level in all scenarios through the Year 2022.



JRH TRANSPORTATION ENGINEERING

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facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

Response: Please refer to the Traffic Impact Analysis in Exhibit E, which demonstrates that the proposed Land Use Map Amendment assures that allowed commercial land uses are consistent with the function, capacity, and level of service of the involved transportation facilities. Therefore, this criterion has been met.

4.13 TRAFFIC IMPACT STUDY

B. **B. Typical Average Daily Trips. Standards by which to gauge average daily vehicle trips include: 10 trips per day per single family household, 5 trips per day per apartment, and 30 trips per day per 1,000 square feet of gross floor area such as a new supermarket or other retail development.**

Response: The Traffic Impact Analysis assumes the above standards to gauge the daily trip generation of the Home Depot Commercial development and related out lots. The trip generation analysis is included in the Traffic Impact Analysis in Exhibit E and summarized below.

Weekday Trip Generation

Land Use Type	Land Use Code	Square Feet	Daily Trip Rate	Daily Trips
Home Improvement Superstore	862	130,599	29.8	3,892
Fast Food Restaurant	934	3,300	496.12	1,637
High Turnover Sit Down Restaurant	932	5,900	127.15	750
Shopping Center	820	22,500	42.94	966
	Total			7,245

C. **When Required. A Traffic Impact Study maybe required to be submitted to the City with a land use application, when the following conditions apply:**

1. **The development application involves a change in zoning or a plan amendment designation; or**

Response: The Applicant has submitted this Land Use District Map Amendment. Therefore, a traffic impact study is required. The Applicant engaged JRH Transportation Engineering to conduct a Traffic Impact Analysis, which is included in Exhibit E. Therefore, this criterion has been met.

2. **The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation manual; and information and studies provided by the local reviewing jurisdiction and/or ODOT:**

   a. **An increase in site volume generation by 300 Average Daily Trips (ADT) or more; or**

   b. **An increase in ADT hour volume of a particular movement to and from the State highway by 20 percent or more; or**

c. **An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or**

d. **The location of the access driveway does not meet the minimum site distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard; or**

e. **A change in internal traffic patterns that may cause safety problems, such as back up onto the highway or traffic crashes in the approach area.**

Response: With the proposed development in place, the site generated traffic volumes will increase by more than 300 Average Daily Trips. Effects of the additional traffic volume have been mitigated and all studied intersections will operate within accepted standards with the development in place. Dolphin Lane at its intersections with Highway 101 and Highway 104 Spur will have volumes increased by more than 20 percent. The proposed development will have one or more of the effects listed in the subsection above, specifically 4.13.C.2 (a) and (b). Therefore, a traffic impact analysis is required. Please refer to the Traffic Impact Analysis in Exhibit E, which was completed by JRH Transportation Engineering in January 2006.

D. Traffic Impact Study Requirements

1. **Preparation. A Traffic Impact Study shall be prepared by a professional engineer in accordance with OAR 734-051-180.**

2. **Transportation Planning Rule Compliance, Section 4.7.6.**

Response: The Traffic Impact Analysis, included in Exhibit E, was prepared by a professional engineer, JRH Transportation Engineering. Please refer to Section 4.7.6, which demonstrates compliance with the Transportation Planning Rule.

CONCLUSION

The above narrative and the attached exhibits set forth evidence meeting all applicable goals and policies set forth in the City of Warrenton Comprehensive Plan, Transportation System Plan, and Development Code. Approval of this application for a Land Use District Map Amendment will allow the Applicant to construct a Home Depot store, which will help meet the employment needs and retail demands of the local community.

ATTACHMENT 10

2000 KITTLESON & ASSOCIATES TRAFFIC IMPACT STUDY



Attachment 3
TRAFFIC Analysis
Kittelson & Associates

KITTELSON & ASSOCIATES, INC
TRANSPORTATION PLANNING/TRAFFIC ENGI
610 SW ALDER SUITE 700 • PORTLAND OR 97205 • (503) 228-5230 • FAX (503) 273-8169

August 4, 2000 Project #: 4211.00

Michael Robinson
Stoel Rives
900 SW Fifth Avenue. Suite 2600
Portland. Oregon 97204

RE: Warrenton Land & Investment Zone Change

Dear Mike:

At your request, we have evaluated the impact of some additional land use zoning scenarios as potential mitigation for the Warrenton Land & Investment project in Warrenton, Oregon. Specific descriptions of the potential zone changes are described in the attached letter from Mark R. Barnes, A.I.C.P. This letter is a supplement to the Traffic Impact Analysis dated June of 2000) we prepared for the Warrenton Land & Investment Zone Change. The purpose of this supplemental report is to document the traffic impacts associated with changing the zoning on two additional properties in Warrenton. The first property is approximately 11.6 acres, is zoned general commercial (C1), and is located north of Harbor Drive on the north side of the Shilo Inn property and is located west of Highway 101. The second property is approximately 8.18 acres, is zoned general commercial (C1), and is located west of Marlin and north of Highway 101.

For the purposes of this analysis it was assumed that the zoning on the Harbor Drive property would be changed from general commercial (C1) to residential (R-10). For the Marlin Avenue site, the analysis assumed the zoning would change from general commercial to residential (R-10).

SITE TRIP GENERATION

Trip generation estimates were prepared for both sites under the existing and proposed zoning development scenarios. All of the trip generation estimates were based on empirical data summarized in *Trip Generation 6th Edition* published by the Institute of Transportation Engineers.

Existing Zoning

Under the existing zoning, the reasonable worst-case development scenario for the sites was determined to be a shopping center type development, which is a permitted use under the existing C1 zoning. Based on the analysis performed by Mark Barnes, A.I.C.P., the net buildable area would result in approximately 130,000 gross square feet of floor area for the Harbor Drive site and approximately 90,000 gross square feet of floor area for the Marlin Avenue site. The estimated peak hour traffic volumes generated by the two sites are summarized in Table 1.

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Table 1
Trip Generation – Existing Zoning
(worst case development scenario)

Land Use	ITE Code	Size (square feet)	P.M. Peak Hour		
			In	Out	Total
Harbor Site					
Shopping Center	820	130,000	360	385	745
30% Pass-by Trips			110	110	220
Net New Trips			*250*	*275*	*525*
Marlin Site					
Shopping Center	820	90,000	280	305	585
30% Pass-by Trips			90	90	180
Net New Trips			*190*	*215*	*405*

Proposed Zoning

Based on information provided by Mark Barnes, the worst-case development for the proposed zoning at the Harbor Drive site was assumed to include 51 single family housing units. The worst-case development for the proposed zoning at the Marlin Avenue site was assumed to include 40 single family housing units. Table 2 illustrates the trip generation estimates for both sites.

Table 2
Trip Generation – Proposed Zoning

Land Use	ITE Code	Size (units)	P.M. Peak Hour		
			In	Out	Total
Harbor Site					
Single Family Housing	210	51	35	25	60
Marlin Site					
Single Family Housing	210	40	30	15	45

SITE TRIP DISTRIBUTION/ASSIGNMENT

The distribution of trips generated by development on both sites onto the road network in the study area used the same general trip distribution pattern that was used in the June 2000 Traffic Impact Study for the Warrenton Land & Investment zone change. Since the critical year for the evaluation is the 2015 horizon, the analysis focused on this horizon year. Figure 1 illustrates the traffic the 2015 total traffic volumes under the Existing Zoning scenario. This scenario also assumes that the zoning for the Dolphin site (evaluated in the June 2000 Traffic Impact Study) is developed with residential housing. Figure 2 illustrates the 2015 total traffic volumes under the Proposed Zoning scenario. Under this scenario it is assumed that the Dolphin site is developed with a 165,000 square foot shopping center, and the Harbor and Marlin sites are developed as described above.

INTERSECTION CAPACITY ANALYSIS

As with the analysis documented in the original June 2000 Traffic Impact Study, the HCM methodology has been used for unsignalized intersections and the SIGCAP2 model developed by ODOT has been used for signalized intersections. For the unsignalized (two-way stopped controlled) intersections, the volume-to-capacity ratio for the worst critical movement is reported in the tables.

Table 3 illustrates the results of the intersection analysis for each of the study intersections under the year 2015 conditions for both the existing and proposed zoning assuming no mitigation at any study area intersections. As indicated in the tables, none of the intersections along U.S. 101 meet the operational requirements set forth in the 1999 Oregon Highway Plan. Copies of the HCM and SIGCAP2 analysis results are included as an attachment to this letter.

Table 3
Year 2015 Weekday P.M. Peak Hour
Level of Service and Volume/Capacity Ratio Comparison
(No Mitigation)

Intersection	V/C	
	Existing Zoning[1]	Proposed Zoning[2]
Highway 101/Harbor Street	123%	117%
Highway 101/Neptune Avenue	97%	97%
Highway 101/Marlin Avenue	>150%	>150%
Highway 101/Alt. Highway 101	>150%	>150%
Highway 101/Dolphin Avenue	126%	>150%
Highway 101/Fort Stevens Highway-Perkins Road	135%	94%
Fort Stevens Highway/Dolphin Avenue	3%	3%
Fort Stevens Highway/Main Avenue	43%	39%

[1]**Existing Zoning** assumes Dolphin site is developed with residential housing, and the Harbor Drive and Marlin Avenue sites are developed as shopping centers.
[2]**Proposed Zoning** assumes the Dolphin Avenue site is developed as a shopping center, the Harbor Drive and the Marlin Avenue sites are developed with residential housing.

When evaluating the impact of a plan amendment or zone change, the Oregon Highway Plan states that when an intersection does not meet ODOT's standard, the plan amendment cannot further degrade the operation of the intersection (see action 1F.6). Since Table 3 does not show the relative impact of the zoning at a few of the unsignalized intersections, Table 4 was prepared to summarize which zoning scenario has the greatest impact at each of the intersections along U.S. 101. As indicated in Table 4, the only intersection that does not meet the criteria in Action 1.F.6 standard in the 1999 Oregon Highway Plan is the Highway 101/Dolphin intersection. To avoid further degradation at the Highway 101/Dolphin intersection, a traffic signal would be required at the Dolphin Avenue intersection.

Table 4
Zoning Scenario With Greatest Impact at Intersections Along U.S. 101

Intersection	Greatest Impact
Highway 101/Harbor Street	Existing Zoning
Highway 101/Neptune Avenue	Same Impact for Existing and Proposed Zoning
Highway 101/Marlin Avenue	Existing Zoning
Highway 101/Alt. Highway 101	Existing Zoning
Highway 101/Dolphin Avenue	Proposed Zoning
Highway 101/Fort Stevens Highway-Perkins Road	Existing Zoning

Based on the results of this analysis, it is concluded that with the mitigation discussed in this letter (mitigation includes the zone changes at the Harbor Drive and Marlin Avenue sites), the proposed Comprehensive Plan Amendment will not significantly affect the transportation system.

We trust the information presented in this supplemental report adequately documents the impact of the potential change in zoning at the Harbor Drive and Marlin Avenue sites. As always, please call me if you have any questions or comments.

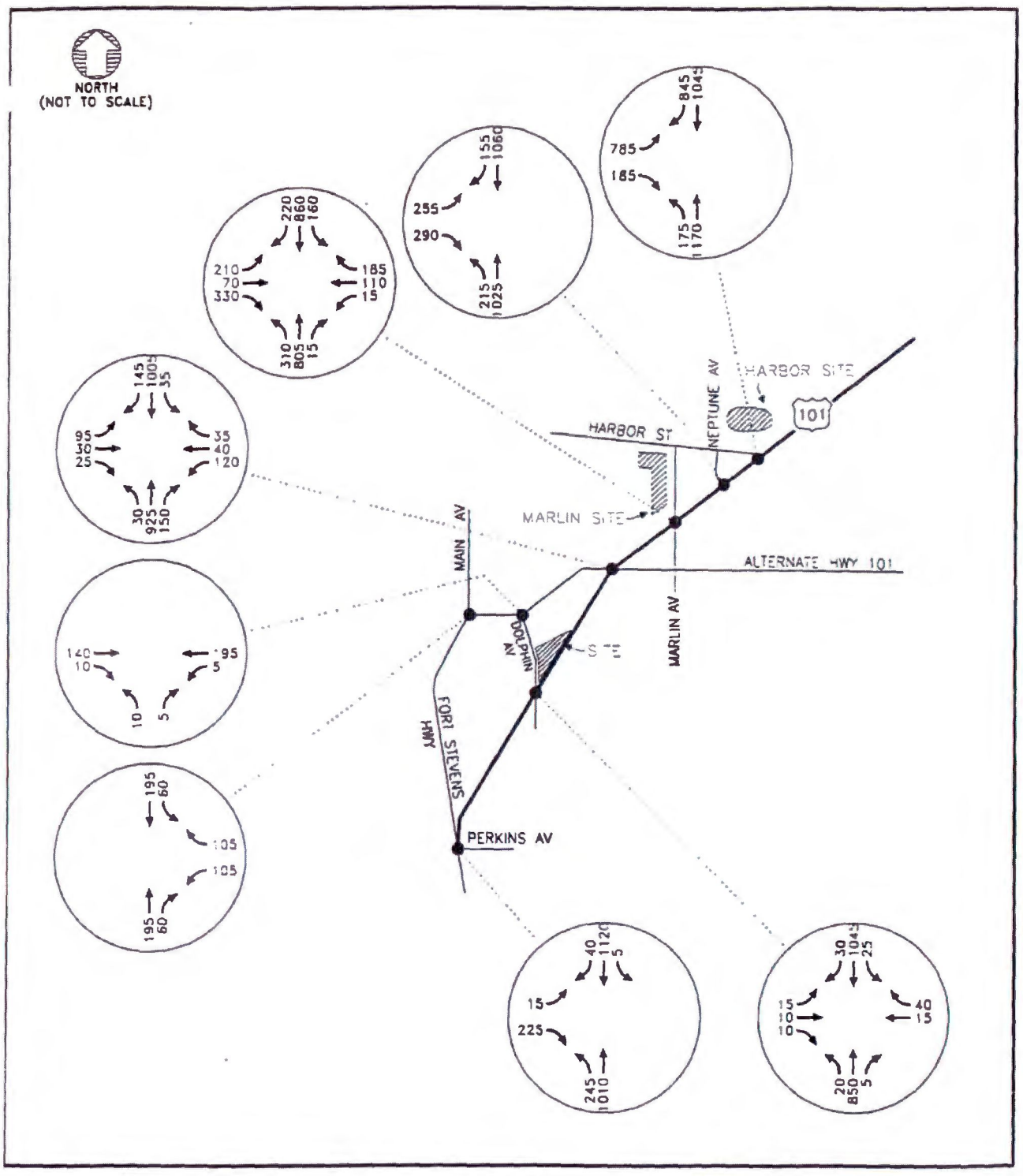
Sincerely,

KITTELSON & ASSOCIATES, INC.

Mark A. Vandehey, P.E.
Principal

cc: Mark Barnes, AICP
Ed Christie
Tony Martin, ODOT Region 2
Gerry Jester, ODOT Region 2
John Detar, ODOT Region 2
Mo Dichari, ODOT District

Attachments



2015 PM PEAK HOUR TRAFFIC
VOLUMES WITH EXISTING ZONING

WARRENTON ZONE CHANGE WARRENTON, OREGON	Fi
AUGUST 2000	

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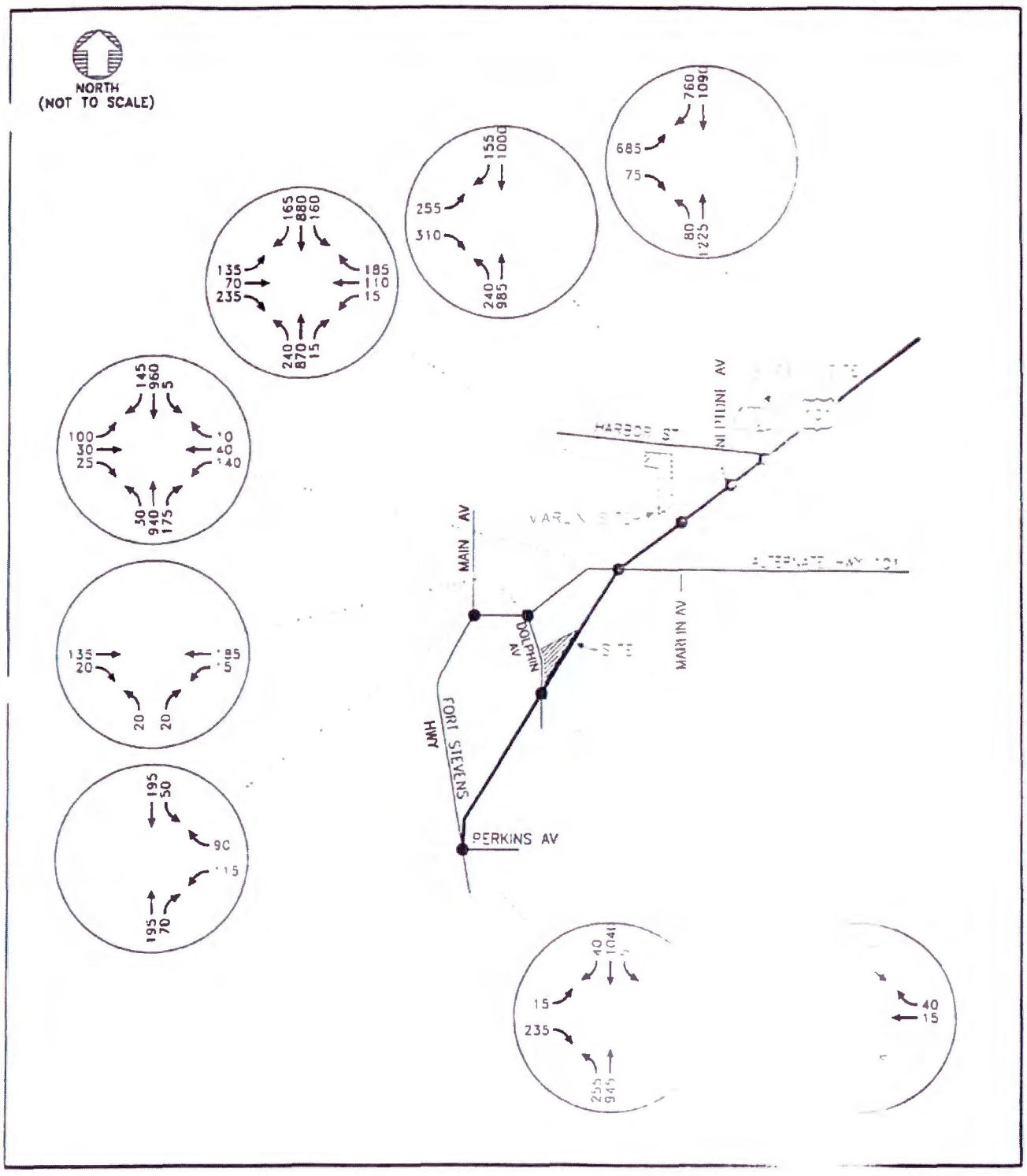

2015 PM PEAK HOUR TOTAL TRAFFIC VOLUMES WITH PROPOSED ZONING

WARRENTON ZONE CHANGE WARRENTON, OREGON	FIGU 2
AUGUST 2000	

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Warrenton Property Zone Change
2015 with existing zoning

Scenario Report

Scenario:	Default Scenario
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Warrenton Property Zone Change
2015 with existing zoning

Trip Generation Report

Forecast for R-2

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Zone Change	1.00	Zone Change	47.00	26.00	47	26	73	11.0
	Zone 2 Subtotal					47	26	73	11.0
4	Additional Z	1.00	proposed	160.00	185.00	160	185	345	52.0
	Zone 4 Subtotal					160	185	345	52.0
5	Additional Z	1.00	pass bys	-115.00	-115.00	-115	-115	-230	-34
	Zone 5 Subtotal					-115	-115	-230	-34.7
6	Additional L	1.00	Shopping Cente	225.00	250.00	225	250	475	71.6
	Zone 6 Subtotal					225	250	475	71.6
TOTAL						317	346	663	100.0

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Warrenton Property Zone Change
2015 with existing zoning

Turning Movement Report
R-2

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Harbor Street/Hwy 101 [Signalized intersection]													
Base	64	1086	0	0	960	746	672	0	64	0	0	0	3592
Added	111	86	0	0	85	101	113	0	121	0	0	0	617
Total	175	1172	0	0	1045	847	785	0	185	0	0	0	4209
#2 Neptune Avenue/Hwy 101 [Signalized intersection]													
Base	211	827	0	0	856	154	254	0	285	0	0	0	2587
Added	3	196	0	0	206	0	0	0	5	0	0	0	410
Total	214	1023	0	0	1062	154	254	0	290	0	0	0	2997
#4 Potential Site Access/Hwy 101													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	204	0	0	240	0	0	0	0	0	0	0	444
Total	0	204	0	0	240	0	0	0	0	0	0	0	444
#5 Aly Hwy 101/Hwy 101 [Unsignalized intersection]													
Base	29	765	146	3	814	130	83	32	24	115	40	3	2184
Added	0	161	3	34	191	15	13	0	0	5	0	31	453
Total	29	926	149	37	1005	145	96	32	24	120	40	34	2637
#6 Dolphin Avenue/Hwy 101 [Unsignalized intersection]													
Base	8	701	6	27	878	0	0	8	3	0	13	40	1685
Added	12	148	0	0	168	28	16	0	7	0	0	0	379
Total	20	849	6	27	1046	28	16	8	10	0	13	40	2064
#7 Perkins Road/Hwy 101													
Base	245	853	0	3	947	38	13	0	222	0	0	0	2322
Added	2	159	0	0	174	0	0	0	1	0	0	0	336
Total	247	1012	0	3	1121	38	13	0	223	0	0	0	2658
#8													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	0	0	0	31	5	0	34	0	73
Total	3	0	0	0	0	0	0	31	5	0	34	0	73
#9													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	35	0	0	37	0	72
Total	0	0	0	0	0	0	0	35	0	0	37	0	72
#10													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	5	0	0	0	0	0	0	0	3	8
Total	0	0	0	5	0	0	0	0	0	0	0	3	8

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Warrenton Property Zone Change
2015 with existing zoning

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#12													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	37	0	0	35	0	72
Total	0	0	0	0	0	0	0	37	0	0	35	0	72
#13													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#14													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	13	0	0	15	0	28
Total	0	0	0	0	0	0	0	13	0	0	15	0	28
#15 Main Avenue/Fort Stephens highway													
Base	0	197	59	50	194	0	0	0	0	102	0	90	691
Added	0	0	2	11	0	0	0	0	0	1	0	13	27
Total	0	197	61	61	194	0	0	0	0	103	0	103	718
#16 Fort Stephens Highway/Dolphin Avenue													
Base	8	0	6	0	0	0	0	131	6	3	182	0	338
Added	1	0	1	0	0	0	0	11	2	2	13	0	30
Total	9	0	7	0	0	0	0	142	8	5	195	0	368
#17													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	4	0	0	0	0	0	0	0	2	6
Total	0	0	0	4	0	0	0	0	0	0	0	2	6
#18													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	1	0	0	0	0	0	0	0	2	3
Total	0	0	0	1	0	0	0	0	0	0	0	2	3
#19 Marlin Avenue/hwy 101 [Unsignalized intersection]													
Base	109	802	16	160	837	35	11	69	112	13	110	186	2459
Added	203	1	0	0	23	187	198	0	217	0	0	0	829
Total	312	803	16	160	860	222	209	69	329	13	110	186	3288

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Warrenton Property Zone Change
2015 with existing zoning

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Harbor Street	64	1086	0	0	960	746	672	0	64	0	0	0
2	Neptune Avenu	211	827	0	0	856	154	254	0	285	0	0	0
5	Aly Hwy 101/H	29	765	146	3	814	130	83	32	24	115	40	3
6	Dolphin Avenu	8	701	6	27	878	0	0	8	3	0	13	40
7	Perkins Road/	245	853	0	3	947	38	13	0	222	0	0	0
15	Main Avenue/F	0	197	59	50	194	0	0	0	0	102	0	90
16	Fort Stephens	8	0	6	0	0	0	0	131	6	3	182	0
19	Marlin Avenue	109	802	16	160	837	35	11	69	112	13	110	186

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Warrenton Property Zone Change
2015 with existing zoning

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Harbor Street	175	1172	0	0	1045	847	785	0	185	0	0	0
2	Neptune Avenu	214	1023	0	0	1062	154	254	0	290	0	0	0
5	Aly Hwy 101/H	29	926	149	37	1005	145	96	32	24	120	40	34
6	Dolphin Avenu	20	849	6	27	1046	28	16	8	10	0	13	40
7	Perkins Road/	247	1012	0	3	1121	38	13	0	223	0	0	0
15	Main Avenue/F	0	197	61	61	194	0	0	0	0	103	0	103
16	Fort Stephens	9	0	7	0	0	0	0	142	8	5	195	0
19	Marlin Avenue	312	803	16	160	860	222	209	69	329	13	110	186

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Warrenton Property Zone Change
2015 with existing zoning

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Harbor Street/Hwy 101	F	99.9	1.224	F	157.6	1.403	+57.731 D/V
# 2 Neptune Avenue/Hwy 101	C	23.4	0.865	D	35.7	0.997	+12.324 D/V
# 5 Aly Hwy 101/Hwy 101	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C
# 6 Dolphin Avenue/Hwy 101	E	49.7	0.000	F	453.9	0.000	+ 0.000 V/C
# 7 Perkins Road/Hwy 101	F	80.3	0.000	F	236.0	0.000	+ 0.000 V/C
# 15 Main Avenue/Fort Stephens high	C	15.1	0.000	C	15.7	0.000	+ 0.000 V/C
# 16 Fort Stephens Highway/Dolphin	B	10.4	0.000	B	10.7	0.000	+ 0.000 V/C
# 19 Marlin Avenue/hwy 101	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C

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Warrenton Property Zone Change
2015 with existing zoning

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #1 Harbor Street/Hwy 101 (Signalized intersection)

Cycle (sec): 90 Critical Vol./Cap. (X): 1.224
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 99.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 0	0	0 1	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	40	679	0	0	600	466	420	0	40	0	0	0
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	64	1086	0	0	960	746	672	0	64	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	72	1221	0	0	1079	838	755	0	72	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1221	0	0	1079	838	755	0	72	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	1221	0	0	1079	838	755	0	72	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.64	0.00	0.00	0.57	0.52	0.42	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.05	0.52	0.00	0.00	0.49	0.83	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	1.16	1.22	0.00	0.00	1.16	0.62	1.22	0.00	0.13	0.00	0.00	0.00
Delay/Veh:	206.8	131	0.0	0.0	106	3.6	144.5	0.0	20.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	206.8	131	0.0	0.0	106	3.6	144.5	0.0	20.5	0.0	0.0	0.0
DesignQueue:	4	35	0	0	32	8	28	0	2	0	0	0

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Warrenton Property Zone Change
2015 with existing zoning

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Harbor Street/Hwy 101 [Signalized intersection]

Cycle (sec):	90	Critical Vol./Cap. (X):	1.403
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	157.6
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 0	0	0 1	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	40	679	0	0	600	466	420	0	40	0	0	0
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	64	1086	0	0	960	746	672	0	64	0	0	0
Added Vol:	111	86	0	0	85	101	113	0	121	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	1172	0	0	1045	847	785	0	185	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	197	1317	0	0	1174	951	882	0	208	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1317	0	0	1174	951	882	0	208	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	197	1317	0	0	1174	951	882	0	208	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.69	0.00	0.00	0.62	0.59	0.49	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.12	0.85	0.00	0.00	0.73	0.73	0.61	0.00	0.61	0.00	0.00	0.00
Volume/Cap:	0.91	0.81	0.00	0.00	0.85	0.81	0.80	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	85.2	7.3	0.0	0.0	13.0	11.8	14.0	0.0	9.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.2	7.3	0.0	0.0	13.0	11.8	14.0	0.0	9.0	0.0	0.0	0.0
DesignQueue:	11	15	0	0	25	21	18	0	3	0	0	0

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Warrenton Property Zone Change
2015 with existing zoning

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #2 Neptune Avenue/Hwy 101 [Signalized intersection]

Cycle (sec):	90	Critical Vol./Cap. (X):	0.865
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	23.4
Optimal Cycle:	169	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 0	0	0 1	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	132	517	0	0	535	96	159	0	178	0	0	0
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	211	827	0	0	856	154	254	0	285	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	246	962	0	0	995	179	296	0	331	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	962	0	0	995	179	296	0	331	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	246	962	0	0	995	179	296	0	331	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.51	0.00	0.00	0.52	0.11	0.16	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.16	0.76	0.00	0.00	0.61	0.84	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.86	0.66	0.00	0.00	0.86	0.13	0.69	0.00	0.86	0.00	0.00	0.00
Delay/Veh:	60.0	6.5	0.0	0.0	21.7	1.3	36.2	0.0	51.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	6.5	0.0	0.0	21.7	1.3	36.2	0.0	51.1	0.0	0.0	0.0
DesignQueue:	11	15	0	0	25	1	12	0	13	0	0	0

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Warrenton Property Zone Change
2015 with existing zoning

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #2 Neptune Avenue/Hwy 101 [Signalized intersection]

Cycle (sec):	90	Critical Vol./Cap. (X):	0.997
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	35.7
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 0	0	0 1	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	132	517	0	0	535	96	159	0	178	0	0	0
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	211	827	0	0	856	154	254	0	285	0	0	0
Added Vol:	3	196	0	0	206	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	1023	0	0	1062	154	254	0	290	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	249	1190	0	0	1235	179	296	0	337	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	1190	0	0	1235	179	296	0	337	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	249	1190	0	0	1235	179	296	0	337	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.63	0.00	0.00	0.65	0.11	0.16	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.79	0.00	0.00	0.65	0.86	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	1.00	0.79	0.00	0.00	1.00	0.13	0.78	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	94.7	8.2	0.0	0.0	40.3	1.0	43.9	0.0	83.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.7	8.2	0.0	0.0	40.3	1.0	43.9	0.0	83.5	0.0	0.0	0.0
DesignQueue:	11	15	0	0	26	1	12	0	14	0	0	0

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Warrenton Property Zone Change
2015 with existing zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Aly Hwy 101/Hwy 101 [Unsignalized intersection]

Average Delay (sec/veh):	2876.3	Worst Case Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0 1	0 1	1	0 1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	18	478	91	2	509	81	52	20	15	72	25	2
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	29	765	146	3	814	130	83	32	24	115	40	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	32	859	164	4	915	146	93	36	27	129	45	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	32	859	164	4	915	146	93	36	27	129	45	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1061	xxxx	xxxxx	1023	xxxx	xxxxx	1952	2010	915	1951	1992	859
Potent Cap.:	664	xxxx	xxxxx	686	xxxx	xxxxx	49	60	333	49	61	359
Move Cap.:	664	xxxx	xxxxx	686	xxxx	xxxxx	17	57	333	21	58	359
Level Of Service Module:												
Stopped Del:	10.7	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	16.7	xxxxx	xxxx	15.1
LOS by Move:	B	*	*	B	*	*	*	*	C	*	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx	25	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2691	xxxx	xxxxx	2935	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			2230.2			2876.3		
ApproachLOS:	*			*			F			F		

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Warrenton Property Zone Change
2015 with existing zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Aly Hwy 101/Hwy 101 [Unsignalized intersection]

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 1	1	0	1	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	18	478	91		2	509	81		52	20	15		72	25	2	
Growth Adj:	1.60	1.60	1.60		1.60	1.60	1.60		1.60	1.60	1.60		1.60	1.60	1.60	
Initial Bse:	29	765	146		3	814	130		83	32	24		115	40	3	
Added Vol:	0	161	3		34	191	15		13	0	0		5	0	31	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	29	926	149		37	1005	145		96	32	24		120	40	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	32	1040	167		42	1130	162		108	36	27		135	45	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	32	1040	167		42	1130	162		108	36	27		135	45	38	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.1	6.5	6.2		7.1	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	1292	xxxx	xxxxx		1207	xxxx	xxxxx		2443	2485	1130		2431	2481	1040	
Potent Cap.:	543	xxxx	xxxxx		585	xxxx	xxxxx		22	30	250		22	30	282	
Move Cap.:	543	xxxx	xxxxx		585	xxxx	xxxxx		0	26	250		0	26	282	
Level Of Service Module:																
Stopped Del:	12.0	xxxx	xxxxx		11.6	xxxx	xxxxx		xxxxx	xxxx	21.1		xxxxx	xxxx	19.8	
LOS by Move:	B	*	*		B	*	*		*	*	C		*	*	C	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0	xxxx	xxxxx		0	xxxx	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	*	*		*	*	*		*	*	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				xxxxxx			
ApproachLOS:	*				*				F				F			

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Warrenton Property Zone Change
2015 with existing zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Dolphin Avenue/Hwy 101 [Unsignalized intersection]

Average Delay (sec/veh): 49.7 Worst Case Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	0 1	1	0	1	0 1	0	0	1!	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	5	438	4		17	549	0		0	5	2		0	8	25	
Growth Adj:	1.60	1.60	1.60		1.60	1.60	1.60		1.60	1.60	1.60		1.60	1.60	1.60	
Initial Bse:	8	701	6		27	878	0		0	8	3		0	13	40	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	9	779	7		30	976	0		0	9	4		0	14	44	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	9	779	7		30	976	0		0	9	4		0	14	44	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	6.5	6.2		xxxxx	6.5	6.2	
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	4.0	3.3		xxxxx	4.0	3.3	
Capacity Module:																
Cnflict Vol:	976	xxxx	xxxxx		786	xxxx	xxxxx		xxxx	1840	976		xxxx	1833	779	
Potent Cap.:	715	xxxx	xxxxx		842	xxxx	xxxxx		xxxx	76	307		xxxx	77	399	
Move Cap.:	715	xxxx	xxxxx		842	xxxx	xxxxx		xxxx	73	307		xxxx	73	399	
Level Of Service Module:																
Stopped Del:	10.1	xxxx	xxxxx		9.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	B	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	93		xxxx	xxxx	192	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	49.7		xxxxx	xxxx	31.8	
Shared LOS:	*	*	*		*	*	*		*	*	E		*	*	D	
ApproachDel:	xxxxxx				xxxxxx				49.7				31.8			
ApproachLOS:	*				*				E				D			

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Warrenton Property Zone Change
2015 with existing zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Dolphin Avenue/Hwy 101 [Unsignalized intersection]

Average Delay (sec/veh): 453.9 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	1	1 0	1 0	1	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	5	438	4	17	549	0	0	5	2	0	8	25
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	8	701	6	27	878	0	0	8	3	0	13	40
Added Vol:	12	148	0	0	168	28	16	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	849	6	27	1046	28	16	8	10	0	13	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	22	943	7	30	1163	31	18	9	11	0	14	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	22	943	7	30	1163	31	18	9	11	0	14	44
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	1194	xxxx	xxxxx	950	xxxx	xxxxx	2244	2218	1163	xxxx	2242	943
Potent Cap.:	592	xxxx	xxxxx	731	xxxx	xxxxx	30	44	239	xxxx	43	321
Move Cap.:	592	xxxx	xxxxx	731	xxxx	xxxxx	18	41	239	xxxx	39	321
Level Of Service Module:												
Stopped Del:	11	xxxx	xxxxx	10.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	80	xxxxx	xxxx	xxxx	117
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	556	xxxxx	xxxxx	xxxx	xxxx	62.9
Shared LOS:	*	*	*	*	*	*	F	*	*	*	*	F
ApproachDel:	xxxxxx			xxxxxx			62.9					
ApproachLOS:	*			*			F					

Warrenton Property Zone Change
2015 with existing zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Perkins Road/Hwy 101

Average Delay (sec/veh): 80.3 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	153	533	0	2	592	24	8	0	139	0	0	0
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	245	853	0	3	947	38	13	0	222	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	272	948	0	4	1052	43	14	0	247	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	272	948	0	4	1052	43	14	0	247	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1095	xxxx	xxxxx	948	xxxx	xxxxx	2077	xxxx	526	xxxx	xxxx	xxxxx
Potent Cap.:	645	xxxx	xxxxx	733	xxxx	xxxxx	47	xxxx	502	xxxx	xxxx	xxxxx
Move Cap.:	645	xxxx	xxxxx	733	xxxx	xxxxx	32	xxxx	502	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	14.6	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	277	xxxxx	xxxx	0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	80.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			80.3			xxxxxx		
ApproachLOS:	*			*			F			*		

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Exhibit 121

Warrenton Property Zone Change
2015 with existing zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Perkins Road/Hwy 101

Average Delay (sec/veh): 236.0 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	1	1 0 2	0	1	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	153	533	0	2	592	24	8	0	139	0	0	0
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	245	853	0	3	947	38	13	0	222	0	0	0
Added Vol:	2	159	0	0	174	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	1012	0	3	1121	38	13	0	223	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	274	1124	0	4	1246	43	14	0	248	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	274	1124	0	4	1246	43	14	0	248	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx		6.9	xxxxx	xxxx xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx		3.3	xxxxx	xxxx xxxxx
Capacity Module:												
Cnflict Vol:	1288	xxxx	xxxxx	1124	xxxx	xxxxx	2363	xxxx		623	xxxx	xxxx xxxxx
Potent Cap.:	545	xxxx	xxxxx	629	xxxx	xxxxx	30	xxxx		434	xxxx	xxxx xxxxx
Move Cap.:	545	xxxx	xxxxx	629	xxxx	xxxxx	18	xxxx		434	xxxx	xxxx xxxxx
Level Of Service Module:												
Stopped Del:	18.1	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	194	xxxxx	xxxx	0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	236	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			236.0			xxxxxx		
ApproachLOS:	*			*			F			*		

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Warrenton Property Zone Change
2015 with existing zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Main Avenue/Fort Stephens highway

Average Delay (sec/veh): 15.1 Worst Case Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	1 0 1	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	123	37	31	121	0	0	0	0	64	0	56
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	0	197	59	50	194	0	0	0	0	102	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	232	70	58	228	0	0	0	0	120	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	232	70	58	228	0	0	0	0	120	0	105
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	301	xxxx	xxxxx	xxxx	xxxx	xxxxx	576	xxxx	232
Potent Cap.:	xxxx	xxxx	xxxxx	1271	xxxx	xxxxx	xxxx	xxxx	xxxxx	482	xxxx	813
Move Cap.:	xxxx	xxxx	xxxxx	1271	xxxx	xxxxx	xxxx	xxxx	xxxxx	466	xxxx	813
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	581	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.1		
ApproachLOS:	*			*			*			C		

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Warrenton Property Zone Change
2015 with existing zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Main Avenue/Fort Stephens highway

Average Delay (sec/veh): 15.7 Worst Case Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1	0 1	1	0 1	0 0	0 0	0 0	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	123	37	31	121	0	0	0	0	64	0	56
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	0	197	59	50	194	0	0	0	0	102	0	90
Added Vol:	0	0	2	11	0	0	0	0	0	1	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	197	61	61	194	0	0	0	0	103	0	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	232	72	71	228	0	0	0	0	122	0	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	232	72	71	228	0	0	0	0	122	0	121
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	304	xxxx	xxxxx	xxxx	xxxx	xxxxx	602	xxxx	252
Potent Cap.:	xxxx	xxxx	xxxxx	1269	xxxx	xxxxx	xxxx	xxxx	xxxxx	466	xxxx	813
Move Cap.:	xxxx	xxxx	xxxxx	1269	xxxx	xxxxx	xxxx	xxxx	xxxxx	446	xxxx	813
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	575	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:											15.7	
ApproachLOS:											C	

Warrenton Property Zone Change
2015 with existing zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Fort Stephens Highway/Dolphin Avenue

Average Delay (sec/veh): 10.4 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1!	0 0	0	0 0	0 0	0 0	0	1 0	0	1	0 0 0
Volume Module:												
Base Vol:	5	0	4	0	0	0	0	82	4	2	114	0
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	8	0	6	0	0	0	0	131	6	3	182	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	11	0	9	0	0	0	0	175	9	4	243	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	11	0	9	0	0	0	0	175	9	4	243	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	431	xxxx	179	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	183	xxxx	xxxxx
Potent Cap.:	585	xxxx	869	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1404	xxxx	xxxxx
Move Cap.:	584	xxxx	869	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1404	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	684	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Warrenton Property Zone Change
2015 with existing zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (future Volume Alternative)

Intersection #16 Fort Stephens Highway/Dolphin Avenue

Average Delay (sec/veh): 10.7 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	0 0 0	0	0	0 1 0	0	1	0 0 0
Volume Module:												
Base Vol:	5	0	4	0	0	0	0	82	4	2	114	0
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	8	0	6	0	0	0	0	131	6	3	182	0
Added Vol:	1	0	1	0	0	0	0	11	2	2	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	7	0	0	0	0	142	8	5	195	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	12	0	10	0	0	0	0	190	11	7	261	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	12	0	10	0	0	0	0	190	11	7	261	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	470	xxxx	195	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	201	xxxx	xxxxx
Potent Cap.:	556	xxxx	851	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1383	xxxx	xxxxx
Move Cap.:	554	xxxx	851	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1383	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	657	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.7			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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Warrenton Property Zone Change
2015 with existing zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #19 Marlin Avenue/hwy 101 [Unsignalized intersection]

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	1 0 1	1	0	1 0 1	0	0	1! 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	68	501	10	100	523	22	7	43	70	8	69	116
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	109	802	16	160	837	35	11	69	112	13	110	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	127	932	19	186	973	41	13	80	130	15	128	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	127	932	19	186	973	41	13	80	130	15	128	216
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1014	xxxx	xxxxx	951	xxxx	xxxxx	2712	2549	973	2656	2571	932
Potent Cap.:	692	xxxx	xxxxx	731	xxxx	xxxxx	14	27	309	15	26	326
Move Cap.:	692	xxxx	xxxxx	731	xxxx	xxxxx	0	17	309	0	16	326
Level Of Service Module:												
Stopped Del:	11.4	xxxx	xxxxx	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		xxxxxx			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		*			*			F			F	

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Warrenton Property Zone Change
2015 With existing zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 Marlin Avenue/hwy 101 (Unsignalized intersection)

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	1	1 0	1 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	68	501	10	100	523	22	7	43	70	8	69	116
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	109	802	16	160	837	35	11	69	112	13	110	186
Added Vol:	203	1	0	0	23	187	198	0	217	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	803	16	160	860	222	209	69	329	13	110	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	363	933	19	186	1000	258	243	80	383	15	128	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	363	933	19	186	1000	258	243	80	383	15	128	216
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1258	xxxx	xxxxx	952	xxxx	xxxxx	3212	3049	1000	3391	3289	933
Potent Cap.:	560	xxxx	xxxxx	730	xxxx	xxxxx	6	13	298	4	9	325
Move Cap.:	560	xxxx	xxxxx	730	xxxx	xxxxx	0	3	298	-0	2	325
Level Of Service Module:												
Stopped Del:	22.5	xxxx	xxxxx	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

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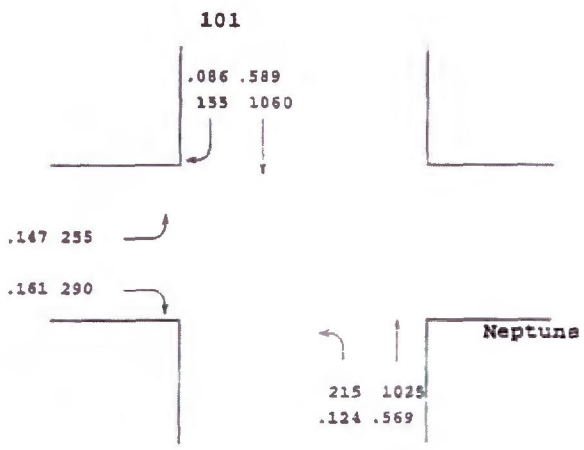
4260

INTERSECTION = 2	SCENARIO = 1	DATE/TIME: 8/4/2000 2:47:06 PM
PROJECT:	Warrenton Rezone	ANALYST: NXR
File:	H:\PROJFILE\4211\SIGCAP3.SIG	PEAK HOUR: PM
CITY:	Warrenton, Oregon	POPULATION: Fewer Than 20,000
DESCRIPTION:	2015 Existing Zoning	

INTERSECTION LOS = E

SATURATION = 97%

C= 120 G=108 Y= 12





SIGCAP 2

N-S V/C = .712
E-W V/C = .161
TOTAL AMBER = .100
MINIMUM V/C = .050

XXX = Adjusted Volumes .XXX = V/C

APPR	MOVMENT VOLUMES L	T	R	TOT	MOVE SATURATION L	T	R	MOVEMENT LOS L	T	R
SOUTH	215	1025	0	1240	97%	80%	0%			...
NORTH	0	1060	155	1215	0%	97%	23%			A
WEST	255	0	290	545	89%	0%	30%		..	A
EAST	0	0	0	0	0%	0%	0%		..	...

APPR	TRUCKS %	PED DIST	LANE WIDTH	PHASING
SOUTH	5.0%	0ft	12.ft	N-S -LEFT TURNS PROTECTED
NORTH	5.0%	0ft	12.ft	N-S - Right Turn Overlap
WEST	5.0%	0ft	12.ft	E-W -LEFT TURNS NOT PROTECTED
EAST	5.0%	0ft	12.ft	

LEG	LEG VOL AT LOS C
SOUTH	1838
NORTH	1771
WEST	649
EAST	0

APPR	TIME AVAIL(sec) L	T	R	RED TIME(sec) L	T	R	LT STORAGE(ft)	T	R
SOUTH	15.3	88.1	0.0	100.7	27.9	0.0	312	454	0
NORTH	0.0	72.8	72.8	0.0	43.2	43.2	0	695	102
WEST	19.9	0.0	88.1	96.1	0.0	27.9	354	0	
EAST	0.0	0.0	0.0	0.0	0.0	0.0	0	0	

Storage lengths are not reliable at this saturation

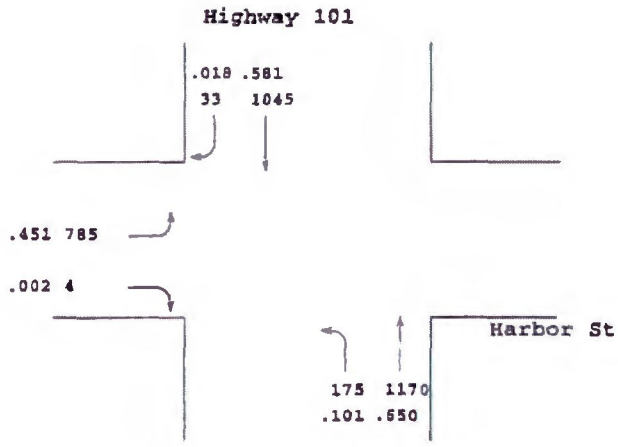
427

INTERSECTION = 1 SCENARIO = 1 DATE/TIME: 8/4/2000 2:46:48 PM

PROJECT: Warrenton Rezone ANALYST: NXR
File: H:\PROJFILE\4211\SIGCAP3.SIG PEAK HOUR: PM
CITY: Warrenton, Oregon POPULATION: Fewer Than 20,000
DESCRIPTION: 2015 Existing Zoning

INTERSECTION LOS = F
SATURATION = 123%

C= 120 G=108 Y= 12



N
SIGCAP 2

N-S V/C = .681
E-W V/C = .451
TOTAL AMBER = .100
MINIMUM V/C = .050

XXX = Adjusted Volumes .XXX = V/C

APPR	MOVMENT VOLUMES L	T	R	TOT	MOVE SATURATION L	T	R	MOVEMENT LOS L	T	R
SOUTH	175	1170	0	1345	123%	118%	0%	F	F	...
NORTH	0	1045	845	1890	0%	123%	12%	...	F	A
WEST	785	0	185	970	123%	0%	10%	F	...	A
EAST	0	0	0	0	0%	0%	0%	...	...	...

APPR	TRUCKS %	PED DIST	LANE WIDTH	PHASING
SOUTH	5.0%	0ft	12.ft	N-S -LEFT TURNS PROTECTED WITH OVERLAP
NORTH	5.0%	0ft	12.ft	N-S - Right Turn Overlap
WEST	5.0%	0ft	12.ft	E-W -DIRECTION SEPARATION
EAST	5.0%	0ft	12.ft	E-W - Right Turn Overlap

LEG	LEG VOL AT LOS C
SOUTH	1410
NORTH	2105
WEST	1090
EAST	0

APPR	TIME AVAIL(sec) L	T	R	RED TIME(sec) L	T	R	MOVE STORAGE(ft) L	T	R
SOUTH	9.6	65.0	0.0	106.4	51.0	0.0	268	894	0
NORTH	0.0	55.4	98.4	0.0	60.6	17.6	0	938	253
WEST	43.0	0.0	52.6	73.0	0.0	63.4	839	0	
EAST	0.0	0.0	0.0	0.0	0.0	0.0	0	0	

Storage lengths are not reliable at this saturation

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Warrenton Property Zone Change
2015 with proposed zoning

Scenario Report

Scenario:	Default Scenario
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

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Warrenton Property Zone Change
2015 with proposed zoning

Trip Generation Report

Forecast for Zone Change

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
2	Zone Change	1.00	Zone Change	265.00	300.00	265	300	565	76.4
	Zone 2 Subtotal					265	300	565	76.4
3	Passerbys	1.00	passby	150.00	150.00	150	150	300	40.5
	Zone 3 Subtotal					150	150	300	40.5
4	Additional Z	1.00	proposed	30.00	15.00	30	15	45	6.1
	Zone 4 Subtotal					30	15	45	6.1
5	Additional Z	1.00	pass bys	0.00	0.00	0	0	0	0.0
5	Additional Z	1.00	pass bys(2)	-115.00	-115.00	-115	-115	-230	-31
	Zone 5 Subtotal					-115	-115	-230	-31.1
6	Additional L	1.00	Shopping Cente	35.00	25.00	35	25	60	8.1
	Zone 6 Subtotal					35	25	60	8.1
TOTAL						365	375	740	100.0

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Warrenton Property Zone Change
2015 with proposed zoning

Turning Movement Report
Zone Change

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Harbor Street/Hwy 101 (Signalized intersection)													
Base	64	1086	0	0	960	746	672	0	64	0	0	0	3592
Added	17	141	0	0	131	16	11	0	13	0	0	0	329
Total	81	1227	0	0	1091	762	683	0	77	0	0	0	3921
#2 Neptune Avenue/Hwy 101 (Signalized intersection)													
Base	211	827	0	0	856	154	254	0	285	0	0	0	2587
Added	30	158	0	0	144	0	0	0	27	0	0	0	359
Total	241	985	0	0	1000	154	254	0	312	0	0	0	2946
#4 Potential Site Access/Hwy 101													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	197	0	0	165	0	0	0	0	0	0	0	362
Total	0	197	0	0	165	0	0	0	0	0	0	0	362
#5 Aly Hwy 101/Hwy 101 (Unsignalized intersection)													
Base	29	765	146	3	814	130	83	32	24	115	40	3	2184
Added	0	176	30	3	148	15	17	0	0	27	0	5	421
Total	29	941	176	6	962	145	100	32	24	142	40	8	2605
#6 Dolphin Avenue/Hwy 101 (Unsignalized intersection)													
Base	8	701	6	27	878	0	0	8	3	0	13	40	1685
Added	218	-125	0	0	-135	309	330	0	227	0	0	0	824
Total	226	576	6	27	743	309	330	8	230	0	13	40	2509
#7 Perkins Road/Hwy 101													
Base	245	853	0	3	947	38	13	0	222	0	0	0	2322
Added	12	93	0	0	92	0	0	0	14	0	0	0	211
Total	257	946	0	3	1039	38	13	0	236	0	0	0	2533
#8													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	30	0	0	0	0	0	0	5	27	0	3	0	65
Total	30	0	0	0	0	0	0	5	27	0	3	0	65
#9													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	32	0	0	33	0	65
Total	0	0	0	0	0	0	0	32	0	0	33	0	65
#10													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	27	0	0	0	0	0	0	0	30	57
Total	0	0	0	27	0	0	0	0	0	0	0	30	57

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Warrenton Property Zone Change
2015 with proposed zoning

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#12													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	33	0	0	32	0	65
Total	0	0	0	0	0	0	0	33	0	0	32	0	65
#13													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#14													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	17	0	0	15	0	32
Total	0	0	0	0	0	0	0	17	0	0	15	0	32
#15 Main Avenue/Fort Stephens highway													
Base	0	197	59	50	194	0	0	0	0	102	0	90	691
Added	0	0	12	2	0	0	0	0	0	14	0	1	29
Total	0	197	71	52	194	0	0	0	0	116	0	91	720
#16 Fort Stephens Highway/Dolphin Avenue													
Base	8	0	6	0	0	0	0	131	6	3	182	0	338
Added	14	0	15	0	0	0	0	2	12	13	1	0	57
Total	22	0	21	0	0	0	0	133	18	16	183	0	395
#17													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	25	0	0	0	0	0	0	0	29	54
Total	0	0	0	25	0	0	0	0	0	0	0	29	54
#18													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	14	0	0	0	0	0	0	0	12	26
Total	0	0	0	14	0	0	0	0	0	0	0	12	26
#19 Martin Avenue/hwy 101 (Unsignalized intersection)													
Base	109	802	16	160	837	35	11	69	112	13	110	186	2459
Added	132	66	0	0	42	129	122	0	123	0	0	0	614
Total	241	868	16	160	879	164	133	69	235	13	110	186	3073

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Warrenton Property Zone Change
2015 with proposed zoning

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Harbor Street	64	1086	0	0	960	746	672	0	64	0	0	0
2	Neptune Avenu	211	827	0	0	856	154	254	0	285	0	0	0
5	Aly Hwy 101/H	29	765	146	3	814	130	83	32	24	115	40	3
6	Dolphin Avenu	8	701	6	27	878	0	0	8	3	0	13	40
7	Perkins Road/	245	853	0	3	947	38	13	0	222	0	0	0
15	Main Avenue/F	0	197	59	50	194	0	0	0	0	102	0	90
16	Fort Stephens	8	0	6	0	0	0	0	131	6	3	182	0
19	Marlin Avenue	109	802	16	160	837	35	11	69	112	13	110	186

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Warrenton Property Zone Change
2015 with proposed zoning

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Harbor Street	81	1227	0	0	1091	762	683	0	77	0	0	0
2	Neptune Avenu	241	985	0	0	1000	154	254	0	312	0	0	0
5	Aly Hwy 101/H	29	941	176	6	962	145	100	32	24	142	40	8
6	Dolphin Avenu	226	576	6	27	743	309	330	8	230	0	13	40
7	Perkins Road/	257	946	0	3	1039	38	13	0	236	0	0	0
15	Main Avenue/F	0	197	71	52	194	0	0	0	0	116	0	91
16	Fort Stephens	22	0	21	0	0	0	0	133	18	16	183	0
19	Marlin Avenue	241	868	16	160	879	164	133	69	235	13	110	186

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Warrenton Property Zone Change
2015 with proposed zoning

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 Harbor Street/Hwy 101	F	99.9	1.224	F	136.4	1.328	+36.566 D/V
# 2 Neptune Avenue/Hwy 101	C	23.4	0.865	D	36.0	0.992	+12.610 D/V
# 5 Aly Hwy 101/Hwy 101	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C
# 6 Dolphin Avenue/Hwy 101	E	49.7	0.000	F	OVRFL	0.000	+ 0.000 V/C
# 7 Perkins Road/Hwy 101	F	80.3	0.000	F	172.0	0.000	+ 0.000 V/C
# 15 Main Avenue/Fort Stephens high	C	15.1	0.000	C	16.0	0.000	+ 0.000 V/C
# 16 Fort Stephens Highway/Dolphin	B	10.4	0.000	B	10.9	0.000	+ 0.000 V/C
# 19 Marlin Avenue/hwy 101	F	OVRFL	0.000	F	OVRFL	0.000	+ 0.000 V/C

Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #1 Harbor Street/Hwy 101 (Signalized intersection)

Cycle (sec): 90 Critical Vol./Cap. (X): 1.224
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 99.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	0	0	0 1	0	1	1	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	40	679	0		0	600	466		420	0	40		0	0	0	
Growth Adj:	1.60	1.60	1.60		1.60	1.60	1.60		1.60	1.60	1.60		1.60	1.60	1.60	
Initial Bse:	64	1086	0		0	960	746		672	0	64		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	72	1221	0		0	1079	838		755	0	72		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	1221	0		0	1079	838		755	0	72		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	72	1221	0		0	1079	838		755	0	72		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	1.00		1.00	1.00	0.85		0.95	1.00	0.85		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1805	1900	0		0	1900	1615		1805	0	1615		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.64	0.00		0.00	0.57	0.52		0.42	0.00	0.04		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green/Cycle:	0.05	0.52	0.00		0.00	0.49	0.83		0.34	0.00	0.34		0.00	0.00	0.00	
Volume/Cap:	1.16	1.22	0.00		0.00	1.16	0.62		1.22	0.00	0.13		0.00	0.00	0.00	
Delay/Veh:	206.8	131	0.0		0.0	106	3.6		144.5	0.0	20.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	206.8	131	0.0		0.0	106	3.6		144.5	0.0	20.5		0.0	0.0	0.0	
DesignQueue:	4	55	0		0	52	8		28	0	2		0	0	0	

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Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Harbor Street/Hwy 101 [Signalized intersection]

Cycle (sec):	90	Critical Vol./Cap. (X):		1.328
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):		136.4
Optimal Cycle:	180	Level Of Service:		F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 0	0	0 1	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	40	679	0	0	600	466	420	0	40	0	0	0
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	64	1086	0	0	960	746	672	0	64	0	0	0
Added Vol:	17	141	0	0	131	16	11	0	13	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1227	0	0	1091	762	683	0	77	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	91	1379	0	0	1226	856	767	0	87	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1379	0	0	1226	856	767	0	87	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	1379	0	0	1226	856	767	0	87	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.73	0.00	0.00	0.65	0.53	0.42	0.00	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.04	0.55	0.00	0.00	0.51	0.83	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	1.27	1.33	0.00	0.00	1.27	0.64	1.33	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	239.4	175	0.0	0.0	153	3.9	189.8	0.0	22.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	239.4	175	0.0	0.0	153	3.9	189.8	0.0	22.1	0.0	0.0	0.0
DesignQueue:	4	39	0	0	36	8	29	0	3	0	0	0

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Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #2 Neptune Avenue/Hwy 101 [Signalized intersection]

Cycle (sec):	90	Critical Vol./Cap. (X):		0.865
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):		23.4
Optimal Cycle:	169	Level Of Service:		C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 0	0	0 1	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	132	517	0	0	535	96	159	0	178	0	0	0
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	211	827	0	0	856	154	254	0	285	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	246	962	0	0	995	179	296	0	331	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	962	0	0	995	179	296	0	331	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	246	962	0	0	995	179	296	0	331	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.51	0.00	0.00	0.52	0.11	0.16	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.16	0.76	0.00	0.00	0.61	0.84	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.86	0.66	0.00	0.00	0.86	0.13	0.69	0.00	0.86	0.00	0.00	0.00
Delay/Veh:	60.0	6.3	0.0	0.0	21.7	1.3	36.2	0.0	51.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	6.3	0.0	0.0	21.7	1.3	36.2	0.0	51.1	0.0	0.0	0.0
DesignQueue:	11	13	0	0	23	1	12	0	13	0	0	0

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Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #2 Neptune Avenue/Hwy 101 (Signalized intersection)

Cycle (sec):	90		Critical Vol./Cap. (X):	0.992
Loss Time (sec):	0 (Y+R = 4 sec)		Average Delay (sec/veh):	36.0
Optimal Cycle:	180		Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 0	0	0 1	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	132	517	0	0	535	96	159	0	178	0	0	0
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	211	827	0	0	856	154	254	0	285	0	0	0
Added Vol:	30	158	0	0	144	0	0	0	27	0	0	0
Initial Fut:	241	985	0	0	1000	154	254	0	312	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	280	1146	0	0	1163	179	296	0	363	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1146	0	0	1163	179	296	0	363	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	280	1146	0	0	1163	179	296	0	363	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	1900	0	0	1900	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.60	0.00	0.00	0.61	0.11	0.16	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****								****			
Green/Cycle:	0.16	0.60			0.61	0.11	0.16	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.98	0.98			0.98	0.98	0.98	0.00	0.98	0.00	0.00	0.00
Delay/Veh:	84.1	24.1			24.5	84.1	84.1	0.0	77.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	24.1			24.5	84.1	84.1	0.0	77.5	0.0	0.0	0.0
DesignQueue:	6	24			24	6	6	0	11	0	0	0

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Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Aly Hwy 101/Hwy 101 (Unsignalized intersection)

Average Delay (sec/veh):	2876.3		Worst Case Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	18	478	91	2	509	81	52	20	15	72	25	2
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	29	765	146	3	814	130	83	32	24	115	40	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	32	859	164	4	915	146	93	36	27	129	45	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	32	859	164	4	915	146	93	36	27	129	45	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1061	xxxx	xxxxx	1023	xxxx	xxxxx	1952	2010	915	1951	1992	859
Potent Cap.:	664	xxxx	xxxxx	686	xxxx	xxxxx	49	60	333	49	61	359
Move Cap.:	664	xxxx	xxxxx	686	xxxx	xxxxx	17	57	333	21	58	359
Level Of Service Module:												
Stopped Del:	10.7	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	16.7	xxxxx	xxxx	15.1
LOS by Move:	B	*	*	B	*	*	*	*	C	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx	25	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2691	xxxx	xxxxx	2935	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			2230.2			2876.3		
ApproachLOS:	*			*			F			F		

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Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Aly Hwy 101/Hwy 101 [Unsignalized intersection]

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	0	1		1	0	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:																								
Base Vol:	18	478	91				2	509	81				52	20	15	72	25	2						
Growth Adj:	1.60	1.60	1.60				1.60	1.60	1.60				1.60	1.60	1.60	1.60	1.60	1.60						
Initial Bse:	29	765	146				3	814	130				83	32	24	115	40	3						
Added Vol:	0	176	30				3	148	15				17	0	0	27	0	5						
PasserByVol:	0	0	0				0	0	0				0	0	0	0	0	0						
Initial Fut:	29	941	176				6	962	145				100	32	24	142	40	8						
PHF Adj:	0.89	0.89	0.89				0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89						
PHF Volume:	32	1057	197				7	1081	162				113	36	27	160	45	9						
Reduct Vol:	0	0	0				0	0	0				0	0	0	0	0	0						
Final Vol.:	32	1057	197				7	1081	162				113	36	27	160	45	9						
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.1	6.5	6.2	7.1	6.5	6.2						
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0	3.3	3.5	4.0	3.3						
Capacity Module:																								
Cnflict Vol:	1244	xxxx	xxxxx				1254	xxxx	xxxxx				2343	2414	1081	2330	2380	1057						
Potent Cap.:	567	xxxx	xxxxx				561	xxxx	xxxxx				26	33	267	26	35	276						
Move Cap.:	567	xxxx	xxxxx				561	xxxx	xxxxx				0	31	267	0	32	276						
Level Of Service Module:																								
Stopped Del:	11.7	xxxx	xxxxx				11.5	xxxx	xxxxx				xxxxx	xxxx	20.0	xxxxx	xxxx	18.5						
LOS by Move:	B	*	*				B	*	*				*	*	C	*	*	C						
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT			LT - LTR - RT								
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				0	xxxx	xxxxx	0	xxxx	xxxxx						
Shrd StpDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*				*	*	*				*	*	*	*	*	*						
ApproachDel:	xxxxxx						xxxxxx						xxxxxx			xxxxxx								
ApproachLOS:	*						*						F			F								

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Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Dolphin Avenue/Hwy 101 [Unsignalized intersection]

Average Delay (sec/veh): 49.7 Worst Case Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	1	0	1		1	0	1	0	1		0	0	1!	0	0		0	0	0	1	0	
Volume Module:																								
Base Vol:	5	438	4				17	549	0				0	5	2				0	8	25			
Growth Adj:	1.60	1.60	1.60				1.60	1.60	1.60				1.60	1.60	1.60				1.60	1.60	1.60			
Initial Bse:	8	701	6				27	878	0				0	8	3				0	13	40			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90				0.90	0.90	0.90			
PHF Volume:	9	779	7				30	976	0				0	9	4				0	14	44			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	9	779	7				30	976	0				0	9	4				0	14	44			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				xxxxx	6.5	6.2	xxxxx	6.5	6.2						
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				xxxxx	4.0	3.3	xxxxx	4.0	3.3						
Capacity Module:																								
Cnflict Vol:	976	xxxx	xxxxx				786	xxxx	xxxxx				xxxx	1840	976	xxxx	1833	779						
Potent Cap.:	715	xxxx	xxxxx				842	xxxx	xxxxx				xxxx	76	307	xxxx	77	399						
Move Cap.:	715	xxxx	xxxxx				842	xxxx	xxxxx				xxxx	73	307	xxxx	73	399						
Level Of Service Module:																								
Stopped Del:	10.1	xxxx	xxxxx				9.4	xxxx	xxxxx				xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	B	*	*				A	*	*				*	*	*	*	*	*						
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT			LT - LTR - RT								
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	93	xxxx	xxxx	192						
Shrd StpDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	49.7	xxxxx	xxxx	31.8						
Shared LOS:	*	*	*				*	*	*				*	*	E	*	*	D						
ApproachDel:	xxxxxx						xxxxxx						49.7			31.8								
ApproachLOS:	*						*						E			D								

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Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Dolphin Avenue/Hwy 101 (Unsignalized intersection)

Average Delay (sec/veh): 15380.4 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	1	1 0	1 0	1	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	5	438	4	17	549	0	0	5	2	0	8	25
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	8	701	6	27	878	0	0	8	3	0	13	40
Added Vol:	218	-125	0	0	-135	309	330	0	227	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	576	6	27	743	309	330	8	230	0	13	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	251	640	7	30	826	343	367	9	256	0	14	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	251	640	7	30	826	343	367	9	256	0	14	44
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	1169	xxxx	xxxxx	647	xxxx	xxxxx	2061	2036	826	xxxx	2372	640
Potent Cap.:	605	xxxx	xxxxx	948	xxxx	xxxxx	41	58	375	xxxx	55	479
Move Cap.:	605	xxxx	xxxxx	948	xxxx	xxxxx	11	33	375	xxxx	20	479
Level Of Service Module:												
Stopped Del:	15.1	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	18	xxxxx	xxxx	xxxx	75
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	151.5	
Shared LOS:	*	*	*	*	*	*	*	C	*	*	F	C
ApproachDel:	xx						xxxx			151.5		
ApproachLOS:							C			F		

Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Perkins Road/Hwy 101

Average Delay (sec/veh): 80.3 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	153	533	0	2	592	24	8	0	139	0	0	0
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	245	853	0	3	947	38	13	0	222	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	272	948	0	4	1052	43	14	0	247	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	272	948	0	4	1052	43	14	0	247	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1095	xxxx	xxxxx	948	xxxx	xxxxx	2077	xxxx	526	xxxx	xxxx	xxxxx
Potent Cap.:	645	xxxx	xxxxx	733	xxxx	xxxxx	47	xxxx	502	xxxx	xxxx	xxxxx
Move Cap.:	645	xxxx	xxxxx	733	xxxx	xxxxx	32	xxxx	502	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	14.6	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	277	xxxxx	xxxx	0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	80.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			80.3			xxxxxx		
ApproachLOS:	*			*			F			*		

Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Perkins Road/Hwy 101

Average Delay (sec/veh): 172.0 Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	1	1 0 2	0	1	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	153	533	0	2	592	24	8	0	139	0	0	0
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	245	853	0	3	947	38	13	0	222	0	0	0
Added Vol:	12	93	0	0	92	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	946	0	3	1039	38	13	0	236	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	285	1051	0	4	1155	43	14	0	263	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	285	1051	0	4	1155	43	14	0	263	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1197	xxxx	xxxxx	1051	xxxx	xxxxx	2258	xxxx	577	xxxx	xxxx	xxxxx
Potent Cap.:	590	xxxx	xxxxx	670	xxxx	xxxxx	36	xxxx	465	xxxx	xxxx	xxxxx
Move Cap.:	590	xxxx	xxxxx	670	xxxx	xxxxx	22	xxxx	465	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	16.7	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	229	xxxxx	xxxx	0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	172	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			172.0			xxxxxx		
ApproachLOS:	*			*			F			*		

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Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Main Avenue/Fort Stephens highway

Average Delay (sec/veh): 15.1 Worst Case Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	1 0 1	0	0	0 0 0	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	0	123	37	31	121	0	0	0	0	64	0	56
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	0	197	59	50	194	0	0	0	0	102	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	232	70	58	228	0	0	0	0	120	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	232	70	58	228	0	0	0	0	120	0	105
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	301	xxxx	xxxxx	xxxx	xxxx	xxxxx	576	xxxx	232
Potent Cap.:	xxxx	xxxx	xxxxx	1271	xxxx	xxxxx	xxxx	xxxx	xxxxx	482	xxxx	813
Move Cap.:	xxxx	xxxx	xxxxx	1271	xxxx	xxxxx	xxxx	xxxx	xxxxx	466	xxxx	813
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	581	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.1		
ApproachLOS:	*			*			*			C		

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Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #15 Main Avenue/Fort Stephens highway

Average Delay (sec/veh): 16.0 Worst Case Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1	0	1	1 0	1	0 0	0 0	0	0 0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	123	37	31	121	0	0	0	0	64	0	56
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	0	197	59	50	194	0	0	0	0	102	0	90
Added Vol:	0	0	12	2	0	0	0	0	0	14	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	197	71	52	194	0	0	0	0	116	0	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	0	232	84	61	228	0	0	0	0	137	0	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	232	84	61	228	0	0	0	0	137	0	107
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	315	xxxx	xxxxx	xxxx	xxxx	xxxxx	581	xxxx	232
Potent Cap.:	xxxx	xxxx	xxxxx	1256	xxxx	xxxxx	xxxx	xxxx	xxxxx	479	xxxx	813
Move Cap.:	xxxx	xxxx	xxxxx	1256	xxxx	xxxxx	xxxx	xxxx	xxxxx	462	xxxx	813
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	569	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.0		
ApproachLOS:	*			*			*			C		

Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Fort Stephens Highway/Dolphin Avenue

Average Delay (sec/veh): 10.4 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0	0	0 0	0 0	1	0	0 1	0	0 0
Volume Module:												
Base Vol:	5	0	4	0	0	0	0	82	4	2	114	0
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	8	0	6	0	0	0	0	131	6	3	182	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	11	0	9	0	0	0	0	175	9	4	243	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	11	0	9	0	0	0	0	175	9	4	243	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	431	xxxx	179	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	183	xxxx	xxxxx
Potent Cap.:	585	xxxx	869	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1404	xxxx	xxxxx
Move Cap.:	584	xxxx	869	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1404	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	684	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	10.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Fort Stephens Highway/Dolphin Avenue

Average Delay (sec/veh): 10.9 Worst Case Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign Include			Stop Sign Include			Uncontrolled Include			Uncontrolled Include		
Rights:												
Lanes:	0	0	1! 0	0	0	0	0	0	1 0	0	1	0 0
Volume Module:												
Base Vol:	5	0	4	0	0	0	0	82	4	2	114	0
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	8	0	6	0	0	0	0	131	6	3	182	0
Added Vol:	14	0	15	0	0	0	0	2	12	13	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	21	0	0	0	0	133	18	16	183	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
PHF Volume:	29	0	29	0	0	0	0	178	25	22	245	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	29	0	29	0	0	0	0	178	25	22	245	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx xxxxx
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx xxxxx
Capacity Module:												
Cnflict Vol:	478	xxxx	190	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	202	xxxx	xxxxx
Potent Cap.:	550	xxxx	857	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1382	xxxx	xxxxx
Move Cap.:	543	xxxx	857	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1382	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	663	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	10.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #19 Marlin Avenue/hwy 101 [Unsignalized intersection]

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled Include			Uncontrolled Include			Stop Sign Include			Stop Sign Include		
Rights:												
Lanes:	1	0	1 0 1	1	0	1 0 1	0	0	1! 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	68	501	10	100	523	22	7	43	70	8	69	116
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	109	802	16	160	837	35	11	69	112	13	110	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	127	932	19	186	973	41	13	80	130	15	128	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	127	932	19	186	973	41	13	80	130	15	128	216
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1016	xxxx	xxxxx	951	xxxx	xxxxx	2712	2549	973	2656	2571	932
Potent Cap.:	692	xxxx	xxxxx	731	xxxx	xxxxx	14	27	309	15	26	326
Move Cap.:	692	xxxx	xxxxx	731	xxxx	xxxxx	0	17	309	0	16	326
Level Of Service Module:												
Stopped Del:	11.4	xxxx	xxxxx	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		xxxxxx			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		*			*			F			F	

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439

Warrenton Property Zone Change
2015 with proposed zoning

Level Of Service Computation Report
1997 HCM Unsignalized Method (Future Volume Alternative)

Intersection #19 Martin Avenue/huy 101 (Unsignalized intersection)

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	1	1 0	1 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	68	501	10	100	523	22	7	45	70	8	69	116
Growth Adj:	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Initial Bse:	109	802	16	160	837	35	11	69	112	13	110	186
Added Vol:	132	66	0	0	42	129	122	0	123	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	868	16	160	879	164	133	69	235	13	110	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	280	1009	19	186	1022	191	155	80	273	15	128	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	280	1009	19	186	1022	191	155	80	273	15	128	216
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1213	xxxx	xxxxx	1027	xxxx	xxxxx	3144	2981	1022	3235	3154	1009
Potent Cap.:	582	xxxx	xxxxx	684	xxxx	xxxxx	7	14	289	6	11	294
Move Cap.:	582	xxxx	xxxxx	684	xxxx	xxxxx	0	5	289	0	4	294
Level Of Service Module:												
Stopped Del:	16.8	xxxx	xxxxx	12.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			*			xxxxxx			xxxxxx		
ApproachLOS:	*						F			F		

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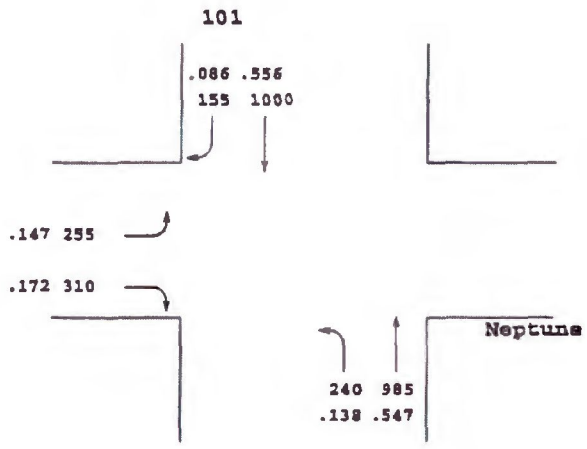
INTERSECTION = 2 SCENARIO = 3 DATE/TIME: 8/4/2000 10:55:13 AM

PROJECT:	Warrenton Rezone	ANALYST:	NXR
File:	H:\PROJFILE\4211\SIGCAP3.SIG	PEAK HOUR:	PM
CITY:	Warrenton, Oregon	POPULATION:	Fewer Than 20,000
DESCRIPTION:	2015 proposed with partial harbor re-zone		

INTERSECTION LOS = E
SATURATION = 97%

C= 120 G=108 Y= 12



N
SIGCAP 2

N-S V/C = .693
E-W V/C = .172
TOTAL AMBER = .100
MINIMUM V/C = .050

XXX = Adjusted Volumes .XXX = V/C

APPR	MOVMENT VOLUMES L	T	R	TOT	MOVE SATURATION L	T	R	MOVEMENT LOS L	T	R
SOUTH	240	985	0	1225	97%	78%	0%	E	D	...
NORTH	0	1000	155	1155	0%	97%	23%	...	E	A
WEST	255	0	310	565	84%	0%	31%	D-E	...	A
EAST	0	0	0	0	0%	0%	0%	...	...	...

APPR	TRUCKS %	PED DIST	LANE WIDTH	PHASING
SOUTH	5.0%	0ft	12.ft	N-S -LEFT TURNS PROTECTED WITH OVERLAP
NORTH	5.0%	0ft	12.ft	N-S - Right Turn Overlap
WEST	5.0%	0ft	12.ft	E-W -LEFT TURNS NOT PROTECTED
EAST	5.0%	0ft	12.ft	

LEG	LEG VOL AT LOS C
SOUTH	1816
NORTH	1715
WEST	688
EAST	0

APPR	TIME AVAIL(sec) L	T	R	RED TIME(sec) L	T	R	MOVE STORAGE(ft) L	T	R
SOUTH	17.2	86.5	0.0	98.8	29.5	0.0	343	458	0
NORTH	0.0	69.3	69.3	0.0	46.7	46.7	0	704	109
WEST	21.5	0.0	86.5	94.5	0.0	29.5	349	0	444
EAST	0.0	0.0	0.0	0.0	0.0	0.0	0	0	

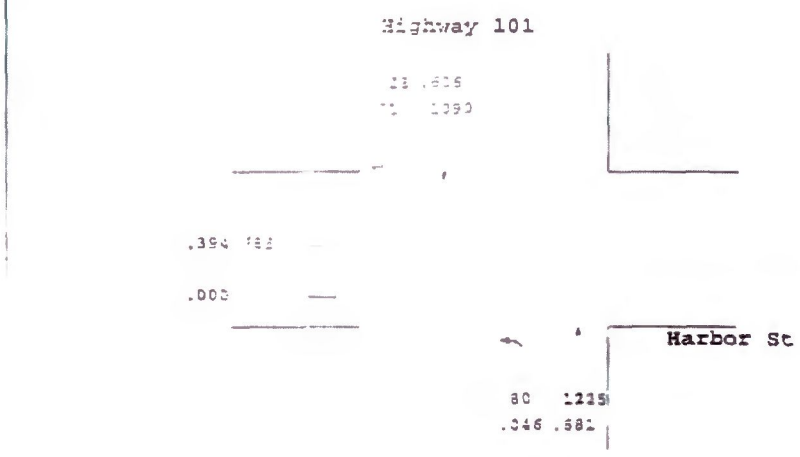
Storage lengths are not reliable at this saturation

441

PROJECT:	Warrenton Rezone	**ANALYST:**	NXR
File:	H:\PROJFILE\4211\SIGCAP3.SIG	**PEAK HOUR:**	PM
CITY:	Warrenton, Oregon	**POPULATION:**	Fewer Than 20,000
DESCRIPTION:	2015 proposed with partial Harbor Rezone		

INTERSECTION LOS = F
SATURATION = 117%

C= 120 G=108 Y= 12



N-S V/C = .681
E-W V/C = .394
TOTAL AMBER = .100
MINIMUM V/C = .050

XXX = Adjusted Volumes .XXX = V/C

APPR	MOVEMENT VOLUMES L	T	R	TOT	MOVE SATURATION L	T	R	MOVEMENT LOS L	T	R
SOUTH	90	1215	0	1305	109%	117%	0%	F	F	...
NORTH	0	1090	760	1850	0%	113%	13%	...	F	A
WEST	685	0	75	760	117%	0%	0%	F	...	A
EAST	0	0	0	0	0%	0%	0%	...	...	...

APPR	TRUCKS %	PED DIST	LANE WIDTH	PHASING
SOUTH	5.0%	0ft	12.ft	N-S -LEFT TURNS PROTECTED WITH OVERLAP
NORTH	5.0%	0ft	12.ft	N-S - Right Turn Overlap
WEST	5.0%	0ft	12.ft	E-W -DIRECTION SEPARATION
EAST	5.0%	0ft	12.ft	E-W - Right Turn Overlap

LEG	LEG VOL AT LOS C	APPR	TIME AVAIL(sec) L	T	R	RED TIME(sec) L	T	R	MOVE STORAGE(ft) L	T	R
SOUTH	1426	SOUTH	5.0	68.4	0.0	111.0	47.6	0.0	128	878	0
NORTH	2170	NORTH	0.0	63.4	103.0	0.0	52.6	13.0	0	857	180
WEST	923	WEST	39.6	0.0	44.6	76.4	0.0	71.4	765	0	
EAST	0	EAST	0.0	0.0	0.0	0.0	0.0	0.0	0	0	

Storage lengths are not reliable at this saturation

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ATTACHMENT 11

1999 LANCASTER ENGINEERING TRAFFIC IMPACT STUDY

Attachment 2
Lancaster Report

WARRENTON PROPERTY ZONE CHANGE
TRAFFIC IMPACT STUDY

WARRENTON, OREGON

PREPARED BY
LANCASTER ENGINEERING

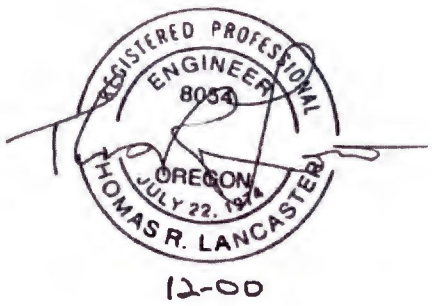
JUNE 1999

LANCASTER ENGINEERING
Traffic Studies • Planning • Safety

WARRENTON PROPERTY ZONE CHANGE

Traffic Impact Study

Warrenton, Oregon



12-00

Prepared By

TOM R. LANCASTER, P.E.

DAVID C. CRAM

June, 1999

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Appendix 27

SUMMARY

1. Under the proposed C-1 zoning, the site is expected to generate approximately 277 trips during the morning peak hour if the site is developed as a shopping center. Of these, 169 will be entering and 108 will be exiting the site. An estimated total of 1,074 trips will occur during the evening peak hour, with 516 entering and 559 exiting the site. The expected daily traffic volume is 11,502 trips, with half entering and half exiting the site. Under R-10 zoning, with a density of four dwelling units per acre, a total of 63 morning peak hour trips are expected, 84 evening peak hour trips, and 794 daily trips.

2. The unsignalized intersection of Highway 101 at Dolphin Avenue is currently operating at level of service D during the evening peak hour. The addition of site-generated traffic will result on a failing level of service. Traffic signal warrants are satisfied for existing plus site-generated traffic volumes at this intersection. With a five-phase traffic signal, the intersection is expected to operate at level of service D, or C if a southbound right-turn lane is added. Year 2020 background volumes will necessitate widening Highway 101 to a five-lane section and separate left-turn lanes on Dolphin Avenue. The expected level of service will be D with these improvements. With the addition of site-generated traffic, additional improvements will be needed. Right-turn lanes will be needed on Highway 101, and protected left-turn phasing will be needed on Dolphin Avenue.

3. The unsignalized intersection of Fort Stevens Highway at Dolphin is currently operating at level of service A during the evening peak hour. The addition of site-generated traffic will not change the level of service for the evening peak hour. With Year 2020 estimated background traffic volumes, this intersection is expected to continue to operate at level of service A. With the addition of site-generated traffic, this intersection is expected to degrade to level of service C. Neither left-turn lane warrants nor traffic signal warrants are expected to be satisfied at this intersection for any of the scenarios examined.

4. Left-turn lane warrants may be satisfied at the future site driveway intersections on Dolphin Avenue. If a grade-separated interchange is built on Highway 101 near the location of the proposed zone change, as recommended in the *US 101-Warrenton Vicinity Transportation Planning Study,* the site traffic will have better access to the highway

and the Dolphin Avenue intersection will be eliminated. No other mitigation measures are recommended at this time.

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INTRODUCTION

A 41.6 acre site on the west side of Highway 101 (US 101) and east of Dolphin Avenue, in Warrenton, Oregon has been proposed for a zone change. The site is currently zoned Intermediate Density Residential (R-2) and is proposed to be rezoned to General Commercial (C-1).

The purpose of this study is to assess the traffic impact of the proposed development on the nearby street system and to recommend any required mitigative measures. The analysis will include level of service calculations and a discussion of site access.

Detailed information on level of service, traffic counts, trip generation calculations, and level of service calculations is included in the appendix to this report.

LOCATION DESCRIPTION

The site is located west of Highway 101 and east of Dolphin Avenue in Warrenton, Oregon. The site is approximately 41.6 acres in size, with about 20.7 net buildable acres and is proposed to be rezoned to General Commercial. An area map showing the location is on page eight, and a vicinity map showing the proposed site and the existing lane configuration in the vicinity of the site is on page nine.

Under the C-1 zoning, the land use that will generate the most site trips during the evening peak hour is a shopping center. While the site contains nearly 42 total acres, only 20.7 acres are available for development as a result of wetlands. A specific development plan is not yet implemented, but an assumption was made that the building square footage will be approximately 25 percent of the net acreage, or 225,600 square feet gross leasable area. The site is proposed to have two or more points of access onto Dolphin Avenue. The exact location of the site driveways is not known at this time.

The study area consists of the intersections of Dolphin Avenue with Highway 101 and Fort Stevens Highway.

Highway 101, also known as US 101, is under the jurisdiction of the Oregon Department of Transportation (ODOT). Highway 101 is a two-lane facility with a through lane in each direction and left-turn lanes at selected intersections. The posted speed is 55 mph in the vicinity of the site.

Highway 101 is designated in the 1991 Oregon Highway Plan as a highway of statewide importance, and describes its utility as follows:

> *The primary function of highways in this level is to provide connections and links to larger urban areas, ports, and major recreation areas that are not directly served by interstate highways. Statewide highways provide links to the interstate system and alternate links to other states.*

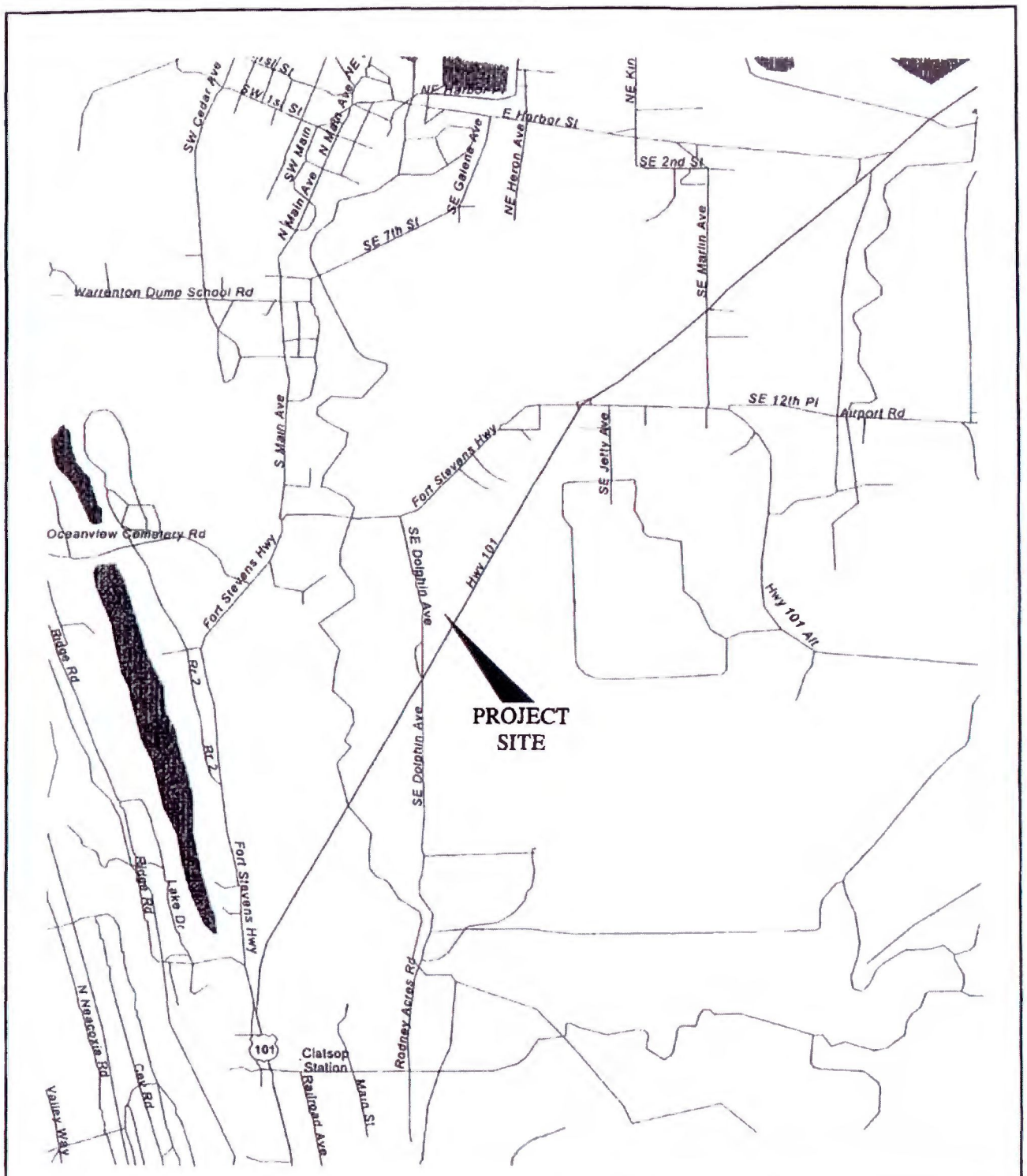
Fort Stevens Highway is a two-lane roadway in the vicinity of Dolphin Avenue. The roadway is approximately 36 feet in width, with five-foot wide striped shoulders in both directions. The posted speed is 45 mph in the vicinity of Dolphin Avenue, and reduces to 35 mph west of the intersection.

Dolphin Avenue is a two-lane roadway between Highway 101 and Fort Stevens Highway. It forms a tee-shaped intersection with Fort Stevens Highway, with a STOP sign on Dolphin Avenue. There is no left-turn lane on westbound Fort Stevens Highway at this intersection. Dolphin Avenue has a 21 foot width in the vicinity of Fort Stevens Highway, and there is no posted speed.

Dolphin Avenue forms a four-legged intersection with Highway 101, with STOP signs on both approaches of Dolphin Avenue. There are left-turn lanes on both approaches of Highway 101 of approximately 225 foot length. Highway 101 is also flared at the intersection for decelerating right-turn movements. Both approaches of Dolphin Avenue have a shared lane for left, through and right turns.

There is no transit service available to the site.

Manual turning movement counts were made at the study area intersections during May, 1999, from 4:00 to 6:00 PM. The peak hours are from 4:30 to 5:30 PM at the intersection of Dolphin Avenue and Highway 101, and from 4:00 to 5:00 at the intersection of Dolphin Avenue and Fort Stevens Highway. Since the proposed land use is a shopping center, the morning peak hour was not examined. As will be discussed in the *Trip Generation* section of this report, the trip generation during the evening peak hour is nearly four times the generation during the morning peak hour. The peak hour volumes for the evening peak hour are shown in the traffic flow diagrams on page ten.



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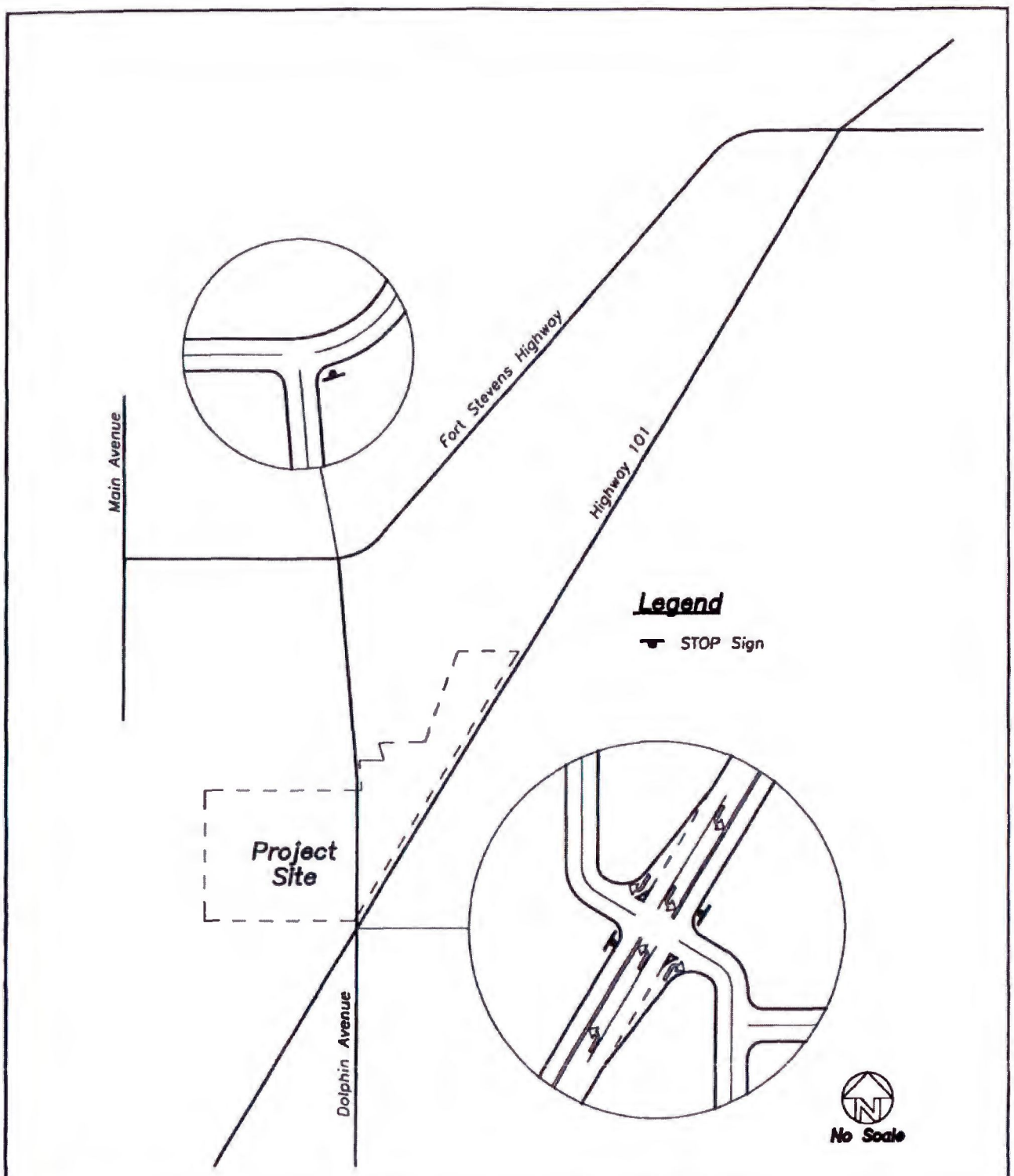
AREA MAP



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VICINITY MAP
Existing Lane Configurations
& Intersection Controls

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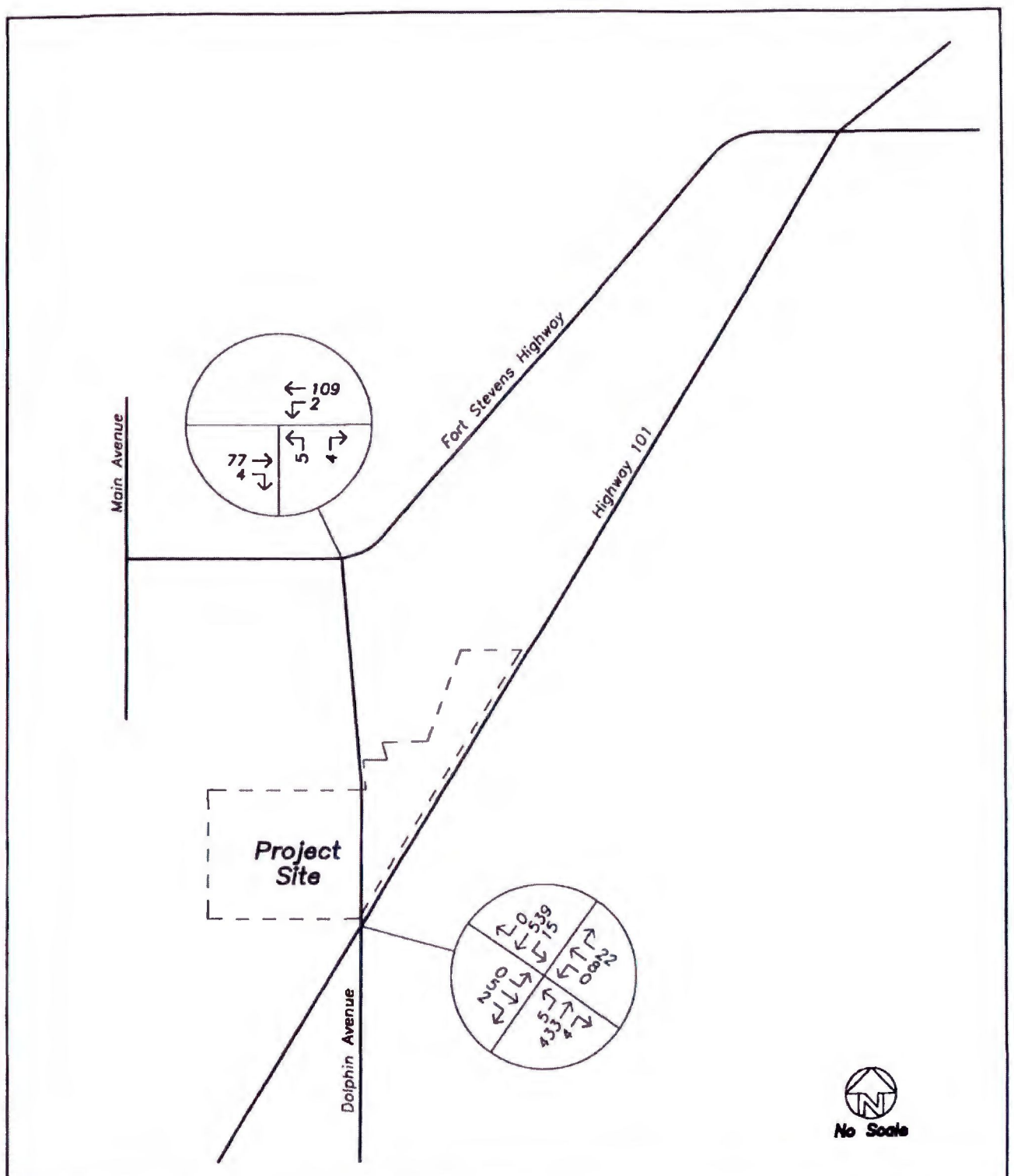

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TRAFFIC VOLUMES
Existing Conditions
PM Peak Hour

war_2.dwg

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TRIP GENERATION

No specific development plan has been made for the site at this time. It is common in dealing with a zone change application to assume a worst case scenario. In this case, it was assumed that the useable land would be developed with a land use which would maximize the traffic impacts on the roadway network. For this site, that land use would be a 225,600 square foot shopping center. Given the population density within the market area of a community or regional type shopping center, it is not likely that this site will generate nearly as many site trips as will a similar sized shopping center in an urban area such as Portland or Salem. However, this study will not discount the trip generation calculations in order to assess the worst case scenario. It should be noted that an actual shopping center developed on this site will probably have a much lower trip generation rate than calculated in this study.

To estimate the number of trips that will be generated by a shopping center land use under the proposed C-1 zoning, trip rates from *TRIP GENERATION,* Sixth Edition, published by the Institute of Transportation Engineers (ITE), were used. The trip rates used were for land-use code 820, *Shopping Center.* The trip generation rates are based on the square footage of the building(s). Again, it was assumed that the building area will be approximately 25 percent of the net acreage.

The calculations indicate that there will be an estimated total of 277 trips generated during the morning peak hour. Of these, 169 will be entering and 108 will be exiting the site. An estimated total of 1,074 trips will occur during the evening peak hour, with 516 entering and 559 exiting the site. The expected daily traffic volume is 11,502 trips, with half entering and half exiting the site.

Land uses such as shopping centers experience pass-by trips and diverted linked trips. Pass-by trips are vehicles that are on the adjacent street which enter the site and return to the adjacent street in the original direction of travel. Diverted linked trips are vehicles on a nearby street which divert momentarily to visit the site via an intermediate street and return via the intermediate street to return in the original direction of travel. For example, a southbound vehicle on Highway 101 may divert to the site via Dolphin Avenue and return to Highway 101 to continue southbound. Pass-by trips are part of the existing traffic volume and do not add trips to the roadway network, although they are part of the total driveway site trips. Diverted linked trips are part of the existing

traffic volume on the nearby street, and become new trips on the intermediate street and are part of the total driveway trips.

The *TRIP GENERATION HANDBOOK* has formulas and tables for pass-by and diverted linked trips. Based on the square footage of the shopping center, there will be approximately 31 percent pass-by or diverted linked trips. Based on the daily traffic volume on the adjacent street (Highway 101), there will be approximately 28 percent pass-by and diverted linked trips. Daily traffic volumes (11,900 vehicles per day) on Highway 101 were obtained from the *1997 Transportation Volume Tables*, published by ODOT. This study will assume 28 percent pass-by and diverted linked trips for a conservative analysis.

Since the site is not served by transit, no reduction in site trips was made.

Since the site is currently zoned R-10 with four dwelling units per acre, there is the potential for approximately 83 dwelling units to be built on the site. Using land-use code 221, *Single-Family Detached Housing*, the site would generate approximately 63 morning peak hour site trips, 84 evening peak hour site trips, and 794 daily site trips. Since these volumes are very small compared with the potential trip generation of a large shopping center, it was assumed that the trip generation under the current zoning is insignificant, and will not be considered in the traffic impact of the site.

A summary of the trip generation calculations is shown in the following table. The trip generation calculations are included in the appendix to this report.

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TRIP GENERATION SUMMARY
Warrenton Property Zone Change

	Entering Trips	Exiting Trips	Total Trips
AM Peak Hour			
C-1 Zoning	169	108	277
Pass-by Trips	-47	-47	-95
New Site Trips	122	61	182
R-2 Zoning	16	47	63
Net Increase	106	14	119
PM Peak Hour			
C-1 Zoning	516	559	1075
Pass-by Trips	-144	-144	-289
New Site Trips	372	415	786
R-2 Zoning	54	30	84
Net Increase	318	385	702
Daily			
C-1 Zoning	5751	5751	11502
Pass-by Trips	-1610	-1610	-3221
New Site Trips	4141	4141	8281
R-2 Zoning	397	397	794
Net Increase	3744	3744	7487

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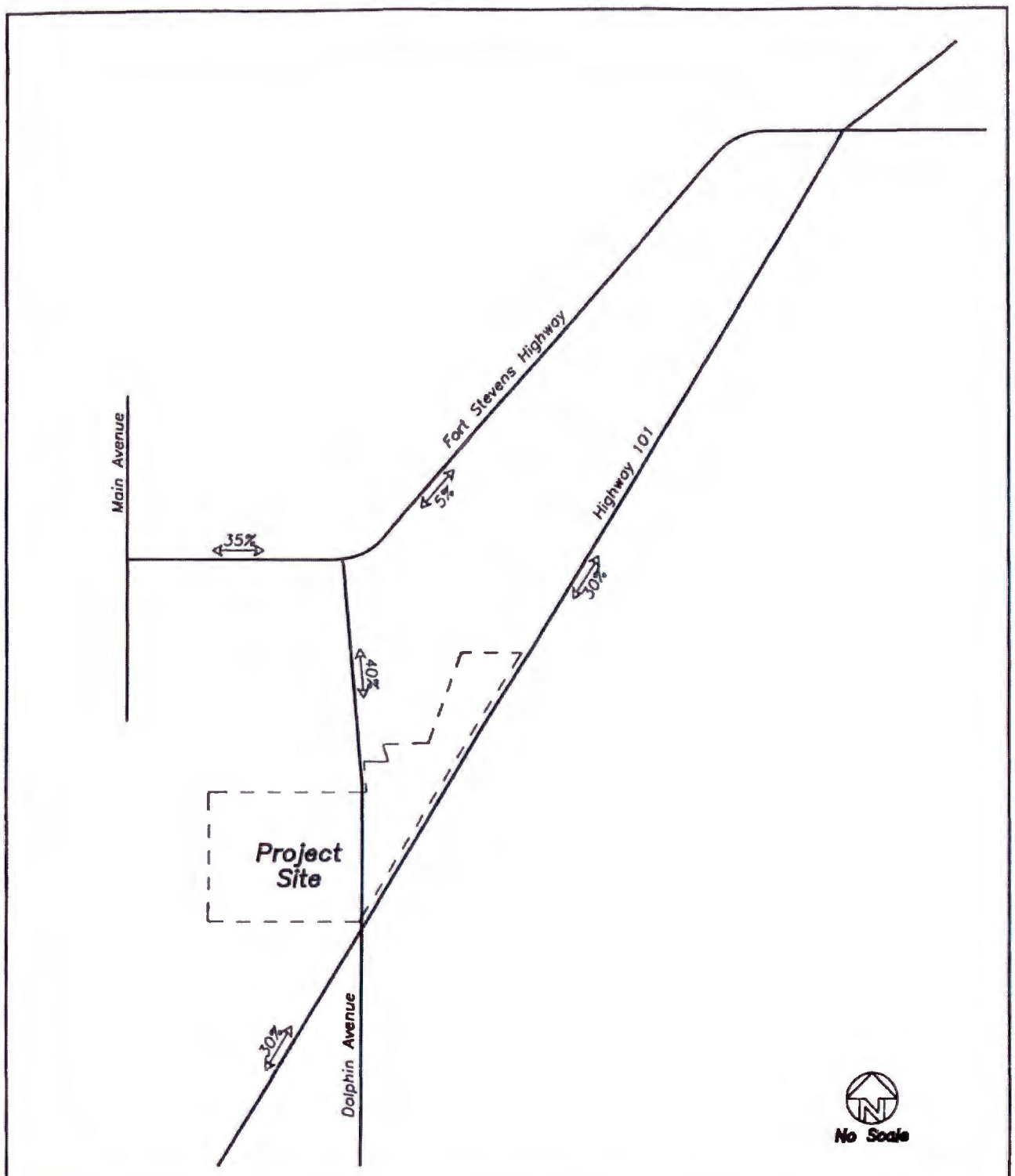
TRIP DISTRIBUTION

The directional distribution of the trips generated by the shopping center under the proposed zone change was estimated from the nature of the land use, the nearby land uses, and the primary routes which will serve the site. It was assumed that approximately 30 percent of the new site trips would be to and from the south on Highway 101, 30 percent would be to and from the north on Highway 101, 35 percent would be to and from the west on Fort Stevens Highway, and the remaining 5 percent would be to and from the east on Fort Stevens Highway.

The traffic flow diagram on page 15 shows the distribution of the projected site-generated trips for the proposed shopping center for the evening peak hour.

The traffic flow diagrams on pages 16 and 17 show the expected new and pass-by/diverted linked site trips for the evening peak hour. The diagram on page 18 shows the total of existing plus site-generated traffic for the evening peak hour.



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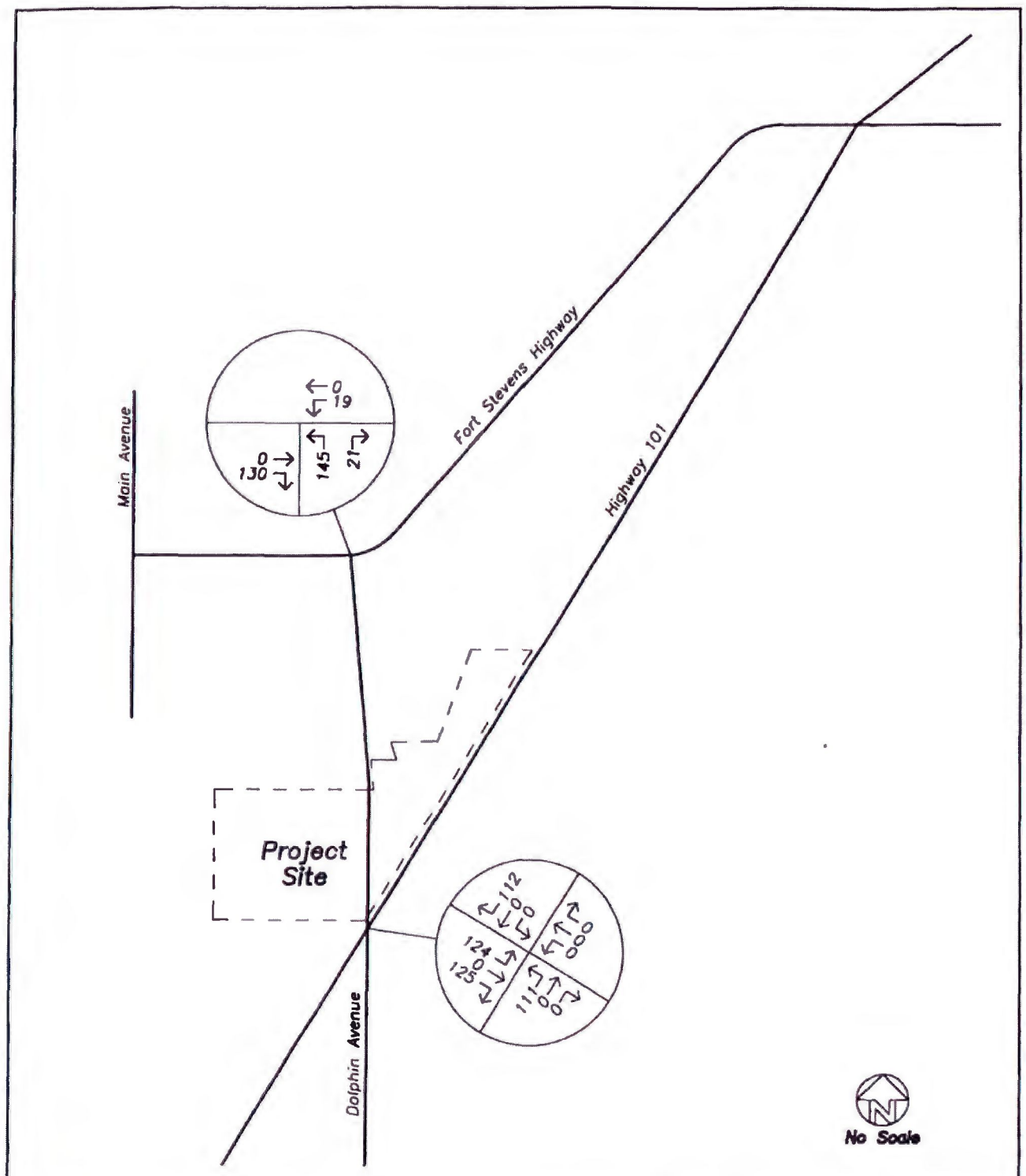
SITE TRIP DISTRIBUTION
Inbound & Outbound Percentages
PM Peak Hour

wor_3.dwg



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TRAFFIC VOLUMES
New Site Trips
PM Peak Hour

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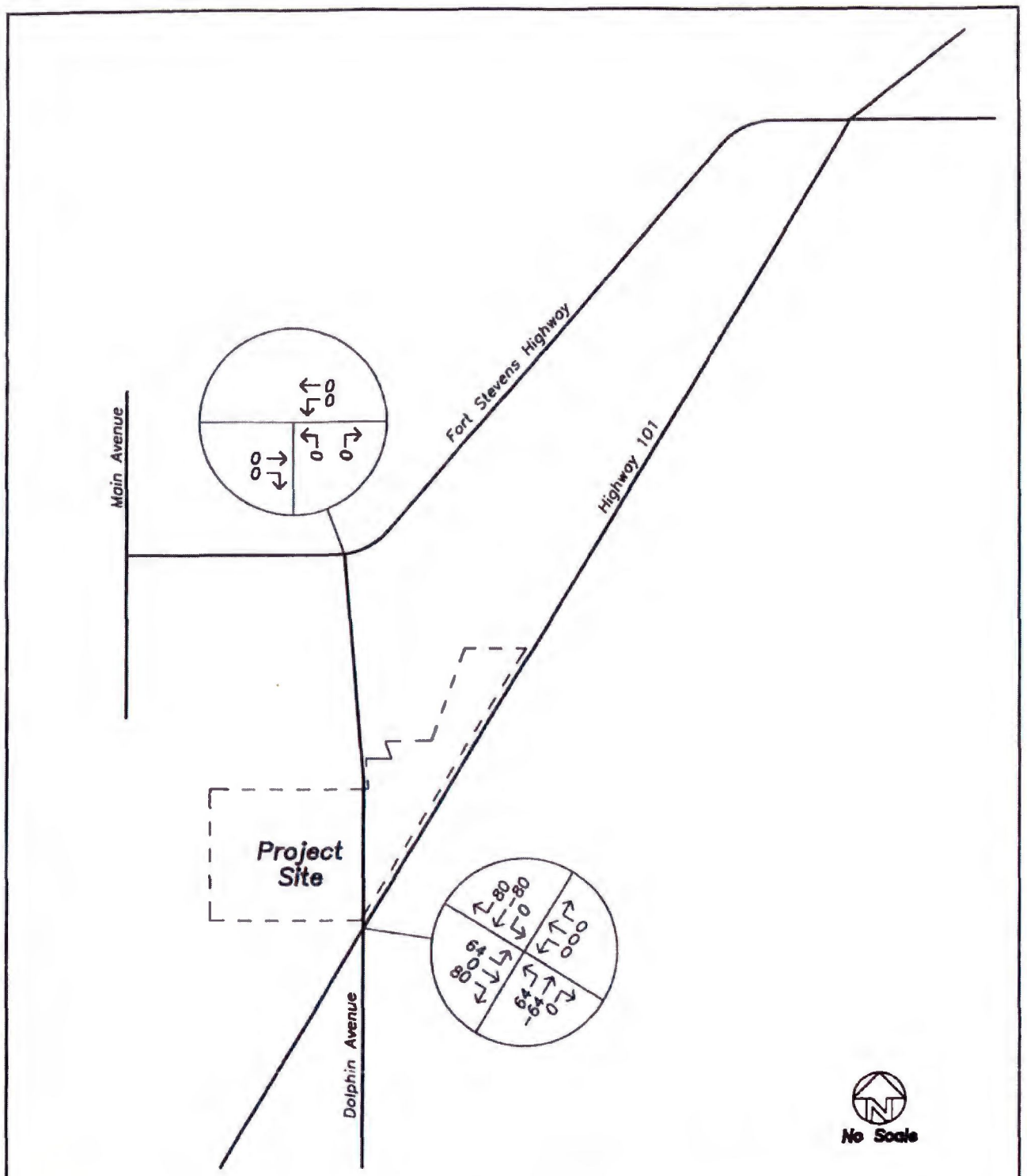
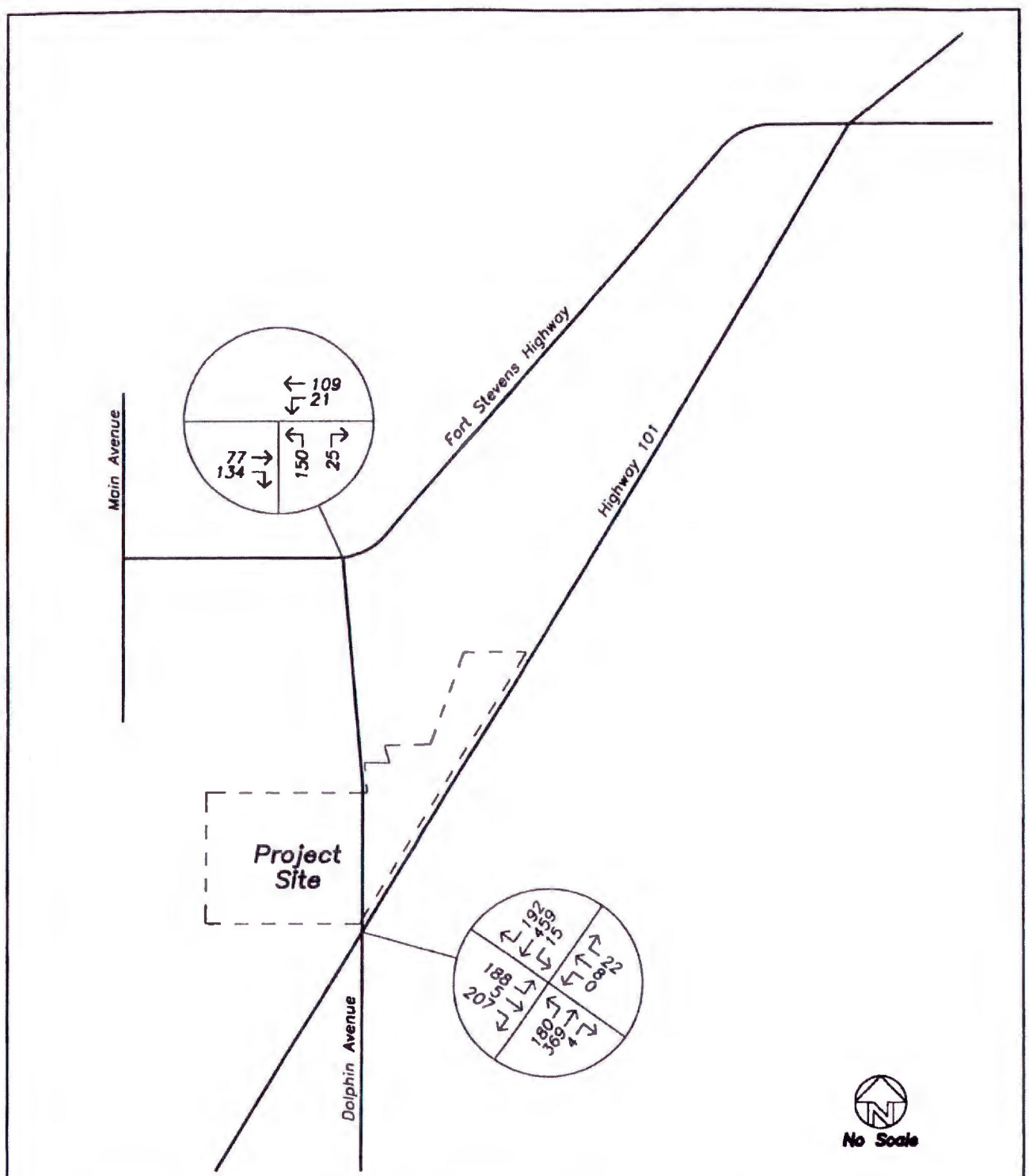


LANCASTER ENGINEERING

TRAFFIC VOLUMES
Pass-By/Diverted Linked Site Trips
PM Peak Hour

war_5.dwg



LANCASTER ENGINEERING

TRAFFIC VOLUMES
Existing + Site Trips
PM Peak Hour

war_6.dwg

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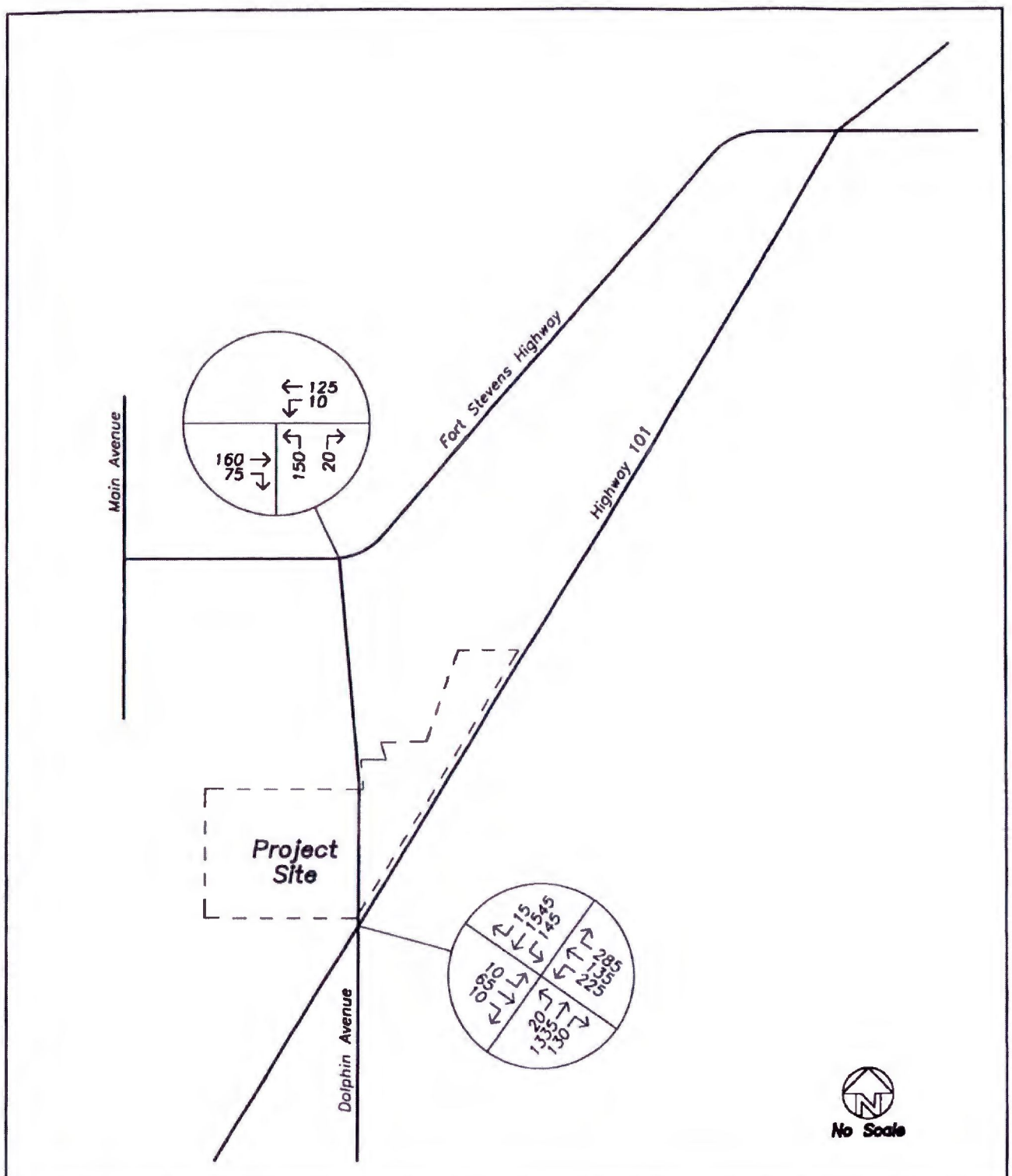
OPERATIONAL ANALYSIS

Background Traffic

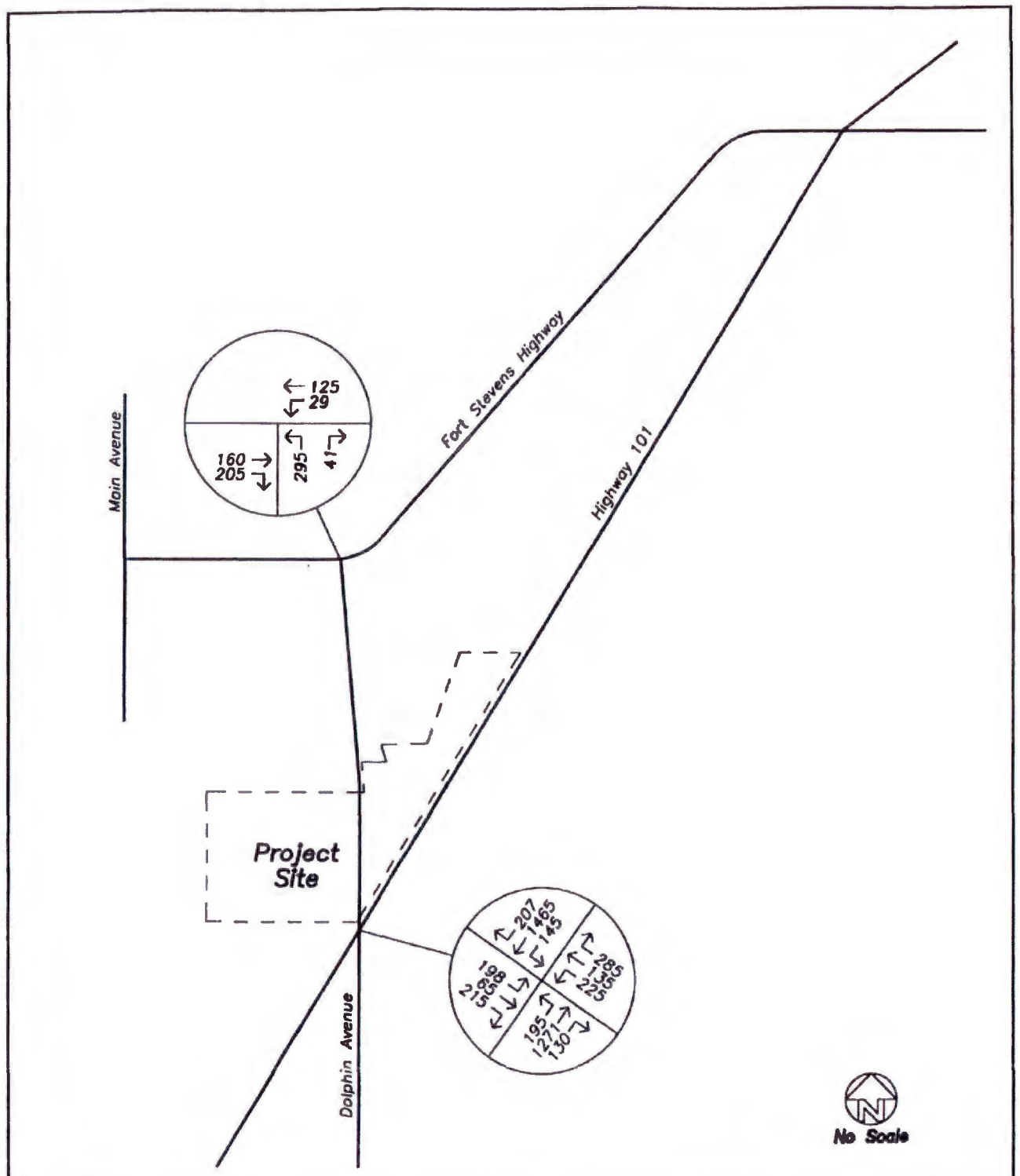
No other developments have been identified which would contribute significant traffic to the study area intersections. Since a zone change is involved, a 20-year horizon must be examined. Traffic volumes on Highway 101 at Dolphin Avenue were obtained from Year 2020 projections in the *US 101-Warrenton Vicinity Transportation Planning Study* prepared by Kittelson & Associates, August 1992. Extrapolations of traffic volumes at the intersection of Dolphin Avenue at Highway 101 and Fort Stevens Highway at Highway 101 were used to estimate volumes at the intersection of Dolphin Avenue at Fort Stevens Highway. Year 2020 background traffic volumes are shown on the diagram on page 20. The total of background traffic plus the site-generated traffic from the proposed shopping center is on page 21.



LANCASTER ENGINEERING

TRAFFIC VOLUMES
Year 2020 Background Conditions
PM Peak Hour

war_7.dwg



LANCASTER ENGINEERING

TRAFFIC VOLUMES
Year 2020 Background + Site Trips
PM Peak Hour

war_8.dwg

Left-Turn Lane Warrants

A left-turn lane warrant analysis was made to determine whether a left-turn lane will be warranted on westbound Fort Stevens Highway at Dolphin Avenue. The warrants used were those developed in *HIGHWAY RESEARCH RECORD NO. 211*, published by the Transportation Research Board, as adapted by the Oregon Department of Transportation. The warrants consider through volumes, left-turning volumes, and speeds. Warrants are minimum standards in determining the justification or need for traffic control facilities such as turn lanes or traffic signals.

Left-turn lane warrant comparisons were made for existing plus site-generated traffic conditions and for Year 2020 background plus site-generated traffic conditions. The left-turn lane warrants were not satisfied.

An analysis was not done for the site access intersections on Dolphin Avenue, as the number and location of driveways is not known at this time. It is likely that left-turn lanes may be needed at one or more of the driveway intersections.

Traffic Signal Warrants

A traffic signal warrant comparison was made to determine if a traffic signal is or will be warranted at the unsignalized study area intersections. The *Minimum Vehicular Volume Warrant*, the *Interruption of Continuous Traffic Warrant*, and the *Peak Hour Warrant* from the *MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES*, published by the Federal Highway Administration, were examined.

When evaluating the *Minimum Vehicular Volume Warrant* and the *Interruption of Continuous Traffic Warrant*, it is assumed that the evening peak hour is 10 percent of the average daily traffic (ADT) and that the 8th highest hour is 5.3 percent of the ADT. Seventy percent of the standard warrants were used because the major street speeds are greater than 40 mph.

The warrants were examined for existing conditions, existing plus site-generated traffic, Year 2020 background conditions, and Year 2020 background plus site-generated traffic conditions.

None of the warrants were satisfied at the intersection of Dolphin Avenue at Fort Stevens Highway for existing traffic conditions, existing plus site-generated traffic conditions, or Year 2020 background conditions. Year 2020 background plus site-

generated traffic conditions satisfied the Peak Hour Warrant. Since the volumes used for this scenario are dependent upon assumptions of trip generation and distribution of a theoretical shopping center and on background growth over a twenty year period, it is not clear when or if a traffic signal will actually be needed at this intersection. Traffic volumes should be monitored with development of the site to determine when a traffic signal should be installed at this intersection.

At the intersection of Highway 101 at Dolphin Avenue, none of the warrants are satisfied for existing traffic volumes. With the development of a shopping center, all of the warrants examined are satisfied. If the site is developed as a shopping center, particularly in phases, traffic volumes should be monitored to determine when a signal is actually warranted.

Capacity Analysis

To determine the level of service at the study area intersections, a capacity analysis was conducted. The level of service can range from A, which indicates very little or no delay, to level F, which indicates a high degree of congestion and delay. The analysis was made for existing conditions, existing plus site-generated traffic conditions, Year 2020 background conditions, and Year 2020 background plus site-generated traffic.

The study area intersections were analyzed using the unsignalized (UNSIG10) and signalized (SIGCAP2) software developed by ODOT.

The results of the capacity analysis show that the intersection of Highway 101 at Dolphin Avenue is currently operating at level of service D with a reserve capacity of 181 vehicles during the evening peak hour. Addition of site-generated traffic from a shopping center will result in level of service F. A five-phase traffic signal will need to be installed with full development of a shopping center under the maximum development scenario. With a 120-second cycle length and protected left-turn phasing on Highway 101, the level of service is expected to be D with a 79 percent saturation level. This level of service can be improved to C with an added right-turn lane on the north approach of Dolphin Avenue.

Year 2020 background volumes will result in level of service F with the existing lane configuration and a five-phase traffic signal. Highway 101 will require a five-lane section to accommodate the traffic on the highway, and Dolphin Avenue will require separate left-turn lanes on both approaches to achieve level of service D. With the addition of site-generated traffic from a fully-developed shopping center, additional improvements will be necessary. Highway 101 will require right-turn lanes in both direc-

tions, and Dolphin Avenue will require left-turn phasing to achieve level of service E. A grade separated interchange may be a better option with these volumes.

It should be noted that the *US 101-Warrenton Vicinity Transportation Planning Study* recommended a grade-separated interchange on Highway 101 near the location of the proposed zone change. If this interchange is built as recommended, the site traffic will have better access to the highway, and the Dolphin Avenue intersection will be eliminated.

The results of the capacity analysis, along with the Levels Of Service (LOS), reserve capacities and saturation levels are shown in the following table. Tables showing the relationships between reserve capacity, saturation levels and level of service are included in the appendix to this report.

LANCASTER ENGINEERING

LEVEL OF SERVICE SUMMARY
Warrenton Zone Change

	PM Peak Hour LOS	RC
Highway 101 at Dolphin Avenue (Unsignalized)		
Existing Conditions	D	181
Existing + Site Trips	F	-273
Fort Stevens Highway at Dolphin Avenue (Unsignalized)		
Existing Conditions	A	865
Existing + Site Trips	A	551
Year 2020 Background Conditions	A	498
Year 2020 Background + Site Trips	C	245

	PM Peak Hour LOS	Saturation
Highway 101 at Dolphin Avenue (Signalized)		
Existing Conditions	NA	-
Existing + Site Trips	D	79%
With right-turn lane	C	69%
Year 2020 Background Conditions	F	137%
With 5-lane section/left-turns on Dolphin	D	83%
Year 2020 Background + Site Trips		
With 5-lane section & right-turn lanes and left-turn lanes on Dolphin	E	97%

LOS = Level of Service
RC = Reserve Capacity in Vehicles Per Second
Saturation = Saturation Level (Volume-to-Capacity Ratio)

Proposed Mitigations

The extent of development under the new zoning is yet to be determined. Improvements such as traffic signals should be based on actual traffic volumes, or at least based on a known development plan. It is anticipated that a traffic signal will be needed at the intersection of Highway 101 and Dolphin Avenue with nearly any retail development on the site.

Future traffic volumes on Highway 101 will require widening to a five-lane section, with a traffic signal at Dolphin Avenue regardless of the development of the site. Additional improvements will depend on projected traffic volumes on Dolphin Avenue at this intersection as nearby development occurs.

If a grade-separated interchange is built on Highway 101 near the location of the proposed zone change, as recommended in the *US 101-Warrenton Vicinity Transportation Planning Study,* the site traffic will have better access to the highway and the Dolphin Avenue intersection will be eliminated.

Dolphin Avenue may require left-turn lanes at the site accesses as development occurs. No other mitigations measures are recommended at this time.

APPENDIX

LEVEL OF SERVICE

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

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

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

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

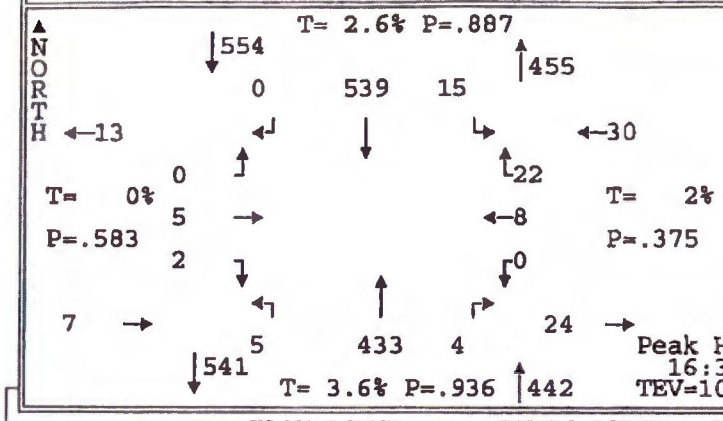
Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through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

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

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

INTERSECTION TURN MOVEMENT COUNT SUMMARY REPORT
US 101 AT DOLPHIN AVENUE (WARRENTON)

19783



DATE OF COUNT: 05/10/99
DAY OF WEEK: MON
TIME STARTED: 16:00
TIME ENDED: 18:00

TEV=TOTAL ENTRY VOLUME
T=%TRUCKS BY APPROACH
P=PHF BY APPROACH

MPW2

Peak Hour
16:30-17:30
TEV=1033

Traffic Smithy
(503) 641-6333

TIME PERIOD FROM - TO	EAST BOUND ↓	EAST BOUND →	EAST BOUND ↑	SOUTH BOUND ↵	SOUTH BOUND ↓	SOUTH BOUND ↳	NORTH BOUND ↰	NORTH BOUND ↑	NORTH BOUND ↱	WEST BOUND ↴	WEST BOUND ←	WEST BOUND ↰	ALL
16:00-16:05	0	0	0	0	43	1	0	45	1	0	1	0	91
16:05-16:10	0	0	0	0	43	0	1	36	0	0	1	3	84
16:10-16:15	1	0	0	0	43	3	1	38	0	0	0	5	91
16:15-16:20	0	0	0	0	43	1	0	47	0	0	0	2	93
16:20-16:25	0	0	0	0	43	3	1	40	0	0	0	0	87
16:25-16:30	0	0	0	0	47	0	0	33	0	0	0	1	81
16:30-16:35	1	1	0	0	43	1	0	44	0	0	0	0	90
16:35-16:40	0	1	0	0	61	2	0	42	0	0	0	1	107
16:40-16:45	0	0	0	0	41	1	1	31	0	0	1	1	76
16:45-16:50	0	0	0	0	33	2	0	37	1	0	1	0	74
16:50-16:55	0	0	0	0	41	2	0	28	0	0	0	2	73
16:55-17:00	0	1	0	0	38	2	0	34	0	0	1	2	78
17:00-17:05	1	0	0	0	48	1	1	27	0	0	0	9	87
17:05-17:10	0	0	0	0	32	0	3	35	2	0	3	3	78
17:10-17:15	0	1	0	0	56	2	0	42	0	0	2	3	106
17:15-17:20	0	0	0	0	56	1	0	31	0	0	0	0	88
17:20-17:25	0	1	0	0	41	0	0	42	1	0	0	1	86
17:25-17:30	0	0	0	0	49	1	0	40	0	0	0	0	90
17:30-17:35	0	0	0	0	34	1	0	27	0	0	0	0	62
17:35-17:40	0	0	0	0	40	0	1	45	0	0	0	1	87
17:40-17:45	2	0	0	0	47	2	1	50	0	0	0	0	102
17:45-17:50	0	2	0	1	33	0	0	22	0	1	0	1	60
17:50-17:55	0	1	0	0	36	1	0	32	0	0	0	2	72
17:55-18:00	0	1	1	1	29	3	1	25	0	1	1	1	64
Total Survey	5	9	1	2	1020	30	11	873	5	2	11	38	2007
PHF	.5	.63	0	0	.88	.63	.31	.93	.5	0	.4	.37	.922
% Trucks	0	0	0	0	2	23.3	9.1	3.6	0	0	9.1	0	3
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	
Peds	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Totals													
16:00-17:00	2	3	0	0	519	18	4	455	2	0	5	17	1025
16:15-17:15	2	4	0	0	526	17	6	440	3	0	8	24	1030
16:30-17:30	2	5	0	0	539	15	5	433	4	0	8	22	1033
16:45-17:45	3	3	0	0	515	14	6	438	4	0	7	21	1011
17:00-18:00	3	6	1	2	501	12	7	418	3	2	6	21	982

LANCASTER ENGINEERING

TRIP GENERATION CALCULATIONS

Land Use: Shopping Center
Land Use Code: 820
Variable: 1000 Sq Ft Gross Leasable Area
Variable Value: 225.6

AM PEAK HOUR

Trip Rate: Ln(T)=0.596Ln(X)+2.329

	Enter	Exit	Total
Directional Distribution	0.61	0.39	
Trip Ends	169	108	276

PM PEAK HOUR

Trip Rate: Ln(T)=.66Ln(X)+3.403

	Enter	Exit	Total
Directional Distribution	0.48	0.52	
Trip Ends	516	559	1074

WEEKDAY

Trip Rate: Ln(T)=.643Ln(X)+5.866

	Enter	Exit	Total
Directional Distribution	0.5	0.5	
Trip Ends	5751	5751	11502

SATURDAY

Trip Rate: Ln(T)=.628Ln(X)+6.229

	Enter	Exit	Total
Directional Distribution	0.5	0.5	
Trip Ends	7622	7622	15245

Source: TRIP GENERATION, Sixth Edition

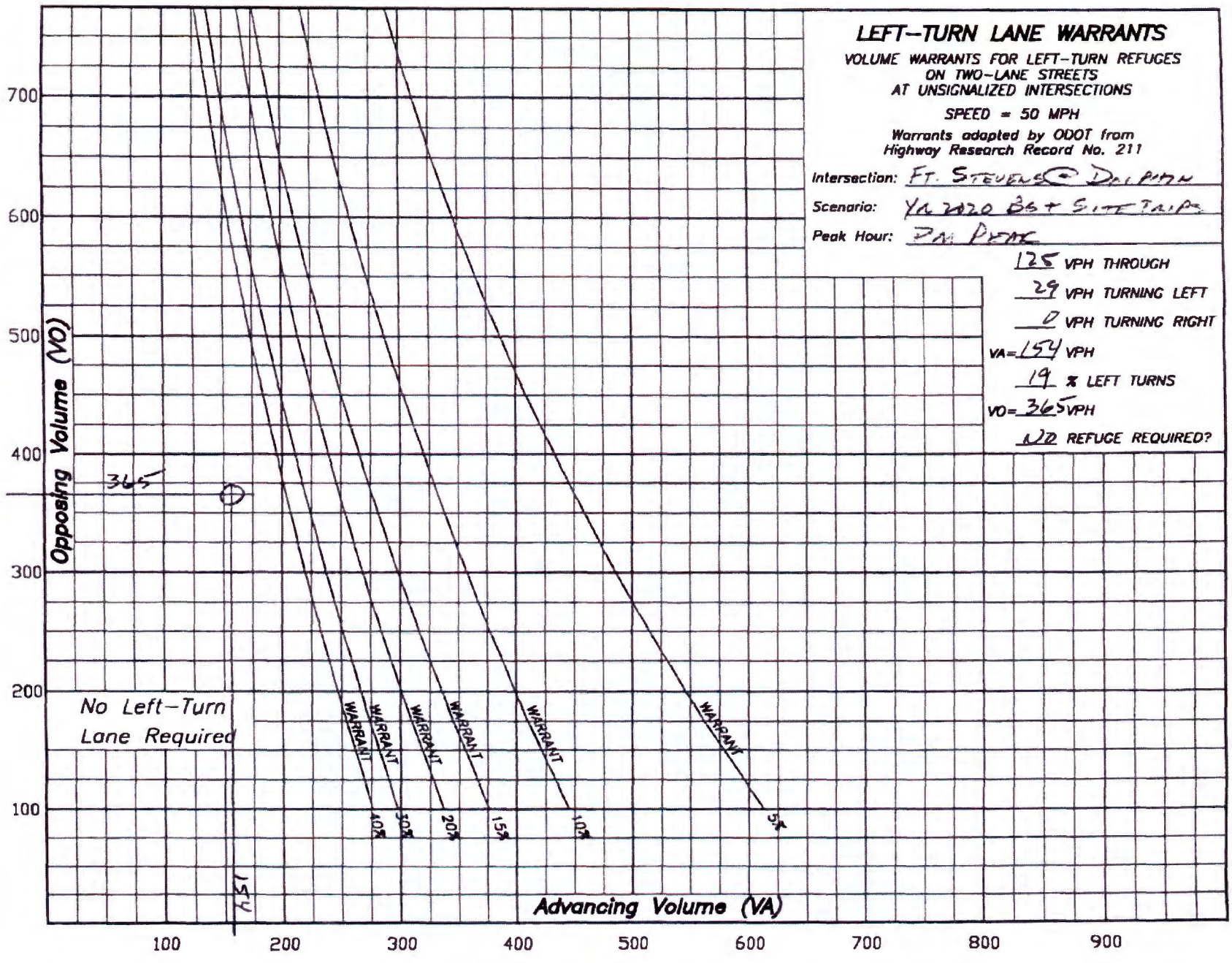
LANCASTER ENGINEERING

Pass-By Trips

Size of Shopping Center: 225.6 TSF

Pass-By Trip Percentage: 30.7 %

Ln (Pass-By Trip Percentage) = -0.291 Ln (X) + 5.001


LEFT–TURN LANE WARRANTS
VOLUME WARRANTS FOR LEFT–TURN REFUGES
ON TWO–LANE STREETS
AT UNSIGNALIZED INTERSECTIONS
SPEED = 50 MPH
Warrants adapted by ODOT from
Highway Research Record No. 211
Intersection: FT. STEVENS @ DELPHIN
Scenario: YA 2020 BG + SITE TRIPS
Peak Hour: PM PEAK
125 VPH THROUGH
29 VPH TURNING LEFT
0 VPH TURNING RIGHT
VA=154 VPH
19 % LEFT TURNS
VO=365 VPH
NO REFUGE REQUIRED?
Opposing Volume (VO)
Advancing Volume (VA)
No Left–Turn
Lane Required
WARRANT
40%
30%
20%
15%
10%
5%
365
154
0
100
200
300
400
500
600
700
800
900

LANCASTER ENGINEERING

TRAFFIC SIGNAL WARRANT CALCULATIONS

Major Street: Fort Stevens Hwy Minor Street: Dolphin Avenue

Existing + Site Trips

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

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

Warrant Used

_____ 100 percent of standard warrants used

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

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1: Minimum Vehicular Volume				
Major Street	1	2,410	6,200	
Minor Street	1	1,690	1,850	No
Warrant 2: Interruption of Continuous Traffic				
Major Street	1	2,410	9,300	
Minor Street	1	1,690	950	No
Warrant 11: Peak Hour Warrant - AM Peak Hour				
Major Street	1	-		
Minor Street	1	-	-	-
Warrant 11: Peak Hour Warrant - PM Peak Hour				
Major Street	1	241		
Minor Street	1	169	350	No

LANCASTER ENGINEERING

TRAFFIC SIGNAL WARRANT CALCULATIONS

Major Street: Fort Stevens Hwy Minor Street: Dolphin Avenue

Year 2020 Background + Site Trips

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

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

Warrant Used

_____ 100 percent of standard warrants used

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

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1: Minimum Vehicular Volume				
Major Street	1	5,190	6,200	
Minor Street	1	3,260	1,850	No
Warrant 2: Interruption of Continuous Traffic				
Major Street	1	5,190	9,300	
Minor Street	1	3,260	950	No
Warrant 11: Peak Hour Warrant - AM Peak Hour				
Major Street	1	-		
Minor Street	1	-	-	-
Warrant 11: Peak Hour Warrant - PM Peak Hour				
Major Street	1	519		
Minor Street	1	326	225	Yes

LANCASTER ENGINEERING

TRAFFIC SIGNAL WARRANT CALCULATIONS

Major Street: Highway 101 Minor Street: Dolphin Avenue

Existing + Site Trips

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

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

Warrant Used

_____ 100 percent of standard warrants used

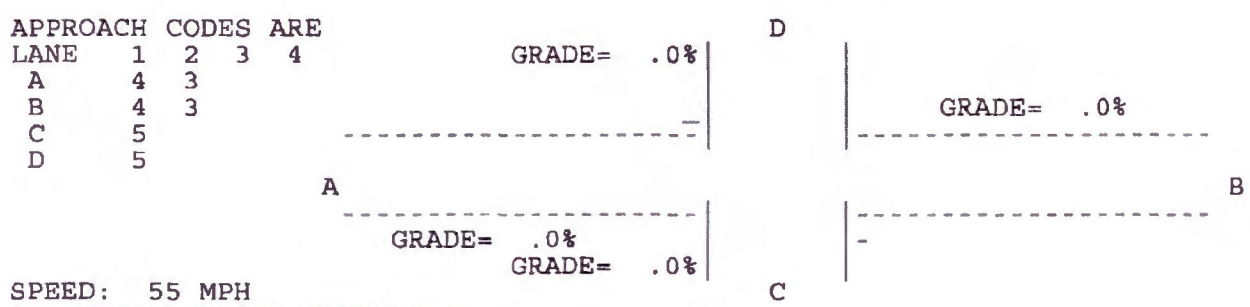
_X____ 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

	Number of Lanes	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1: Minimum Vehicular Volume				
Major Street	1	12,190	6,200	
Minor Street	1	3,480	1,850	**Yes**
Warrant 2: Interruption of Continuous Traffic				
Major Street	1	12,190	9,300	
Minor Street	1	3,480	950	**Yes**
Warrant 11: Peak Hour Warrant - AM Peak Hour				
Major Street	1			
Minor Street	1			-
Warrant 11: Peak Hour Warrant - PM Peak Hour				
Major Street	1	1,219		
Minor Street	1	348	75	**Yes**

UNSIGNALIZED INTERSECTION CAPACITY CALCULATION FORM
4-WAY INTERSECTION 5/18/1999 12:12:35

FILE NAME: WAR1EXPM

CITY: WARRENTON ANALYST: DAVE CRAM
INTERSECTION: HIGHWAY 101 @ DOLPHIN AVENUE
ALTERNATE: EXISTING CONDITIONS METRO SIZE: 20,000 TO 100,000
COUNT: PM PEAK HOUR TYPE OF CONTROL: STOP
LOCATION PLAN:



SPEED: 55 MPH
RESTRICTED SIGHT CODE IS 1
MINOR STREET ADJUSTMENTS -
ACCELERATION LANE? NO
CURB RADIUS OR TURN ANGLE? NO

APPR	A			B			C			D		
MOVE	AL	AT	AR	BL	BT	BR	CL	CT	CR	DL	DT	DR
VOL	5	433	4	15	539	0	0	8	22	0	5	2
PCH	6			17			0	9	24	0	6	2
LANES		2			2			1			1	

STEP 1	RIGHT TURN FROM C/D	CR	DR	
	CONFLICTING FLOWS = MH =	435.	539.	VPH
	CRITICAL GAP = TG =	6.0	6.0	SECS
	POTENTIAL CAPACITY = M1 =	586.	510.	PCH
	DEMAND =	24	2	PCH
	CAPACITY USED =	4.096	.392	%
	IMPEDANCE FACTOR =	.973	.998	
	SHARED LANE - SEE STEP 3			
	NO SHARED LANE - RESERVE =	0.	0.	PCH
	DELAY & LOS =	N/A	N/A	

STEP 2 -	LEFT TURNS FROM B/A	BL	AL	
	CONFLICTING FLOWS = MH =	437.	539.	VPH
	CRITICAL GAP = TG =	5.0	5.0	SECS
	POTENTIAL CAPACITY = M2 =	763.	682.	PCH
	DEMAND =	17	6	PCH
	CAPACITY USED =	2.23	.88	%
	IMPEDANCE FACTOR =	.986	.995	
	AVAILABLE RESERVE =	746.	676.	PCH
	DELAY & LOS =	A	A	

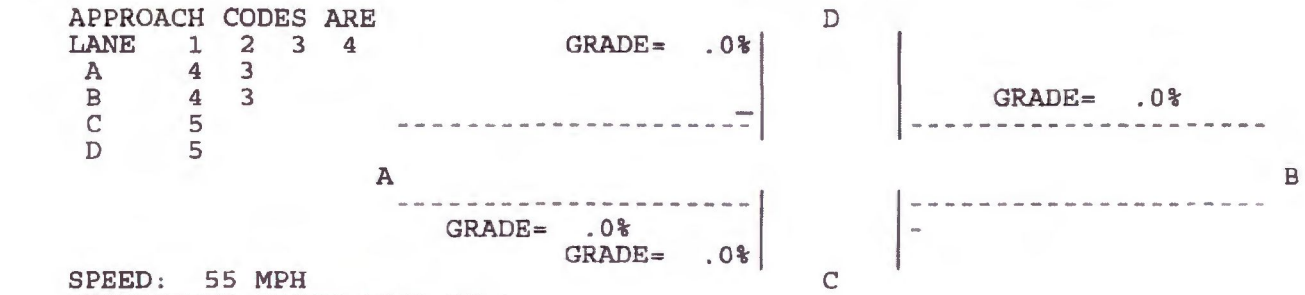
UNSIGNALIZED INTERSECTION CAPACITY CALCULATION FORM
4-WAY INTERSECTION 6/ 1/1999 7:11:42

FILE NAME: WAR1EPPM

CITY: WARRENTON ANALYST: DAVE CRAM
INTERSECTION: HIGHWAY 101 @ DOLPHIN AVENUE
ALTERNATE: EXISTING + SITE TRIP METRO SIZE: 20,000 TO 100,000
COUNT: PM PEAK HOUR TYPE OF CONTROL: STOP
LOCATION PLAN:

APPROACH CODES ARE

LANE	1	2	3	4
A	4	3		
B	4	3		
C	5			
D	5			



SPEED: 55 MPH
RESTRICTED SIGHT CODE IS 1
MINOR STREET ADJUSTMENTS -
ACCELERATION LANE? NO
CURB RADIUS OR TURN ANGLE? NO

APPR	A			B			C			D		
MOVE	AL	AT	AR	BL	BT	BR	CL	CT	CR	DL	DT	DR
VOL	180	369	4	15	459	192	0	8	22	188	5	207
PCH	198			17			0	9	24	207	6	228
LANES		2			2			1			1	

STEP 1	RIGHT TURN FROM C/D	CR	DR	
	CONFLICTING FLOWS = MH =	371.	555.	VPH
	CRITICAL GAP = TG =	6.0	6.0	SECS
	POTENTIAL CAPACITY = M1 =	637.	499.	PCH
	DEMAND =	24	228	PCH
	CAPACITY USED =	3.765	45.723	%
	IMPEDANCE FACTOR =	.975	.630	
	SHARED LANE - SEE STEP 3			
	NO SHARED LANE - RESERVE =	0.	0.	PCH
	DELAY & LOS =	N/A	N/A	

STEP 2 -	LEFT TURNS FROM B/A	BL	AL	
	CONFLICTING FLOWS = MH =	373.	651.	VPH
	CRITICAL GAP = TG =	5.0	5.0	SECS
	POTENTIAL CAPACITY = M2 =	817.	601.	PCH
	DEMAND =	17	198	PCH
	CAPACITY USED =	2.08	32.95	%
	IMPEDANCE FACTOR =	.987	.747	
	AVAILABLE RESERVE =	800.	403.	PCH
	DELAY & LOS =	A	A	

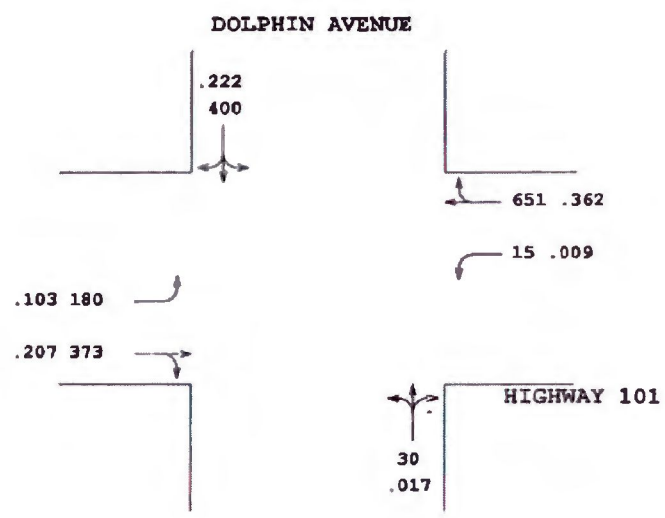
INTERSECTION = 1 SCENARIO = 1 DATE/TIME: 6/1/99 8:11:05 AM

PROJECT: WARRENTON ZONE CHANGE
File: C:\SIGCAP2\WAR1.SIG
CITY: WARRENTON
DESCRIPTION: EXISTING + SITE TRIPS

ANALYST: DAVE CRAM
PEAK HOUR: PM PEAK HOUR
POPULATION: Fewer Than 20,000

INTERSECTION LOS = D
SATURATION = 79%

C= 120 G=108 Y= 12



N

SIGCAP 2

N-S V/C = .222
E-W V/C = .465
TOTAL AMBER = .100
MINIMUM V/C = .050

XXX = Adjusted Volumes .XXX = V/C

APPR	MOVMENT VOLUMES L	T	R	TOT	MOVE SATURATION L	T	R	MOVEMENT LOS L	T	R
SOUTH	0	8	22	30	79%	79%	15%	...	D	A
NORTH	188	5	207	400	79%	79%	79%	D	D	D
WEST	180	369	4	553	79%	44%	44%	D	A	A
EAST	15	459	192	666	22%	79%	79%	A	D	D

APPR	TRUCKS %	PED DIST	LANE WIDTH	PHASING
SOUTH	5.0%	0m	3.6m	N-S -LEFT TURNS NOT PROTECTED
NORTH	5.0%	0m	3.6m	
WEST	5.0%	0m	3.6m	E-W -LEFT TURNS PROTECTED WITH OVERLAP
EAST	5.0%	0m	3.6m	

LEG	LEG VOL AT LOS C
SOUTH	49
NORTH	704
WEST	1100
EAST	1123

APPR	TIME AVAIL(sec) L	T	R	RED TIME(sec) L	T	R	MOVE STORAGE(m) L	T	R
SOUTH	34.9	34.9	34.9	0.0	81.1	81.1	11	11	11
NORTH	34.9	34.9	34.9	81.1	81.1	81.1	144	144	144
WEST	16.3	65.2	65.2	99.7	50.8	50.8	79	86	86
EAST	7.9	56.8	56.8	108.1	59.2	59.2	7	174	174

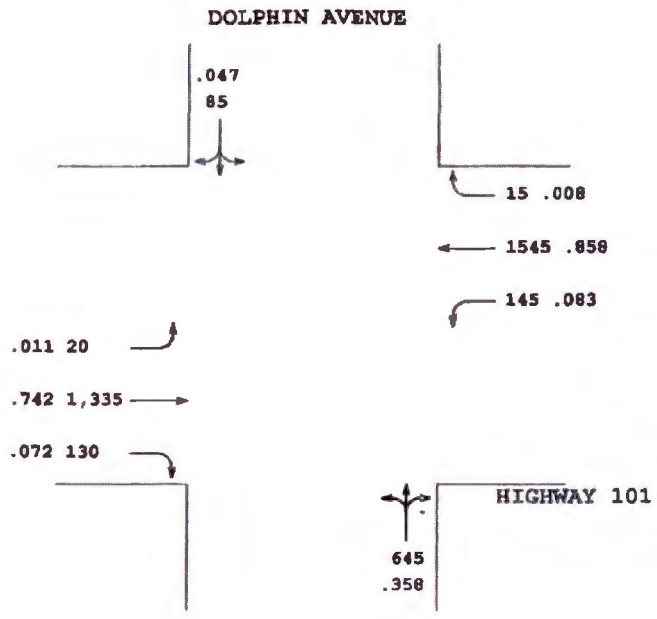
INTERSECTION = 1 SCENARIO = 2 DATE/TIME: 5/20/99 7:22:41 AM

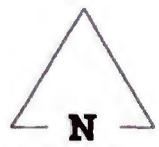
PROJECT: WARRENTON ZONE CHANGE
File: C:\SIGCAP2\WAR1.sig
CITY: WARRENTON
DESCRIPTION: YEAR 2020 BACKGROUND CONDITIONS

ANALYST: DAVE CRAM
PEAK HOUR: PM PEAK HOUR
POPULATION: Fewer Than 20,000

INTERSECTION LOS = F
SATURATION = 137%

C= 120 G=108 Y= 12





SIGCAP 2

N-S V/C = .364
E-W V/C = .908
TOTAL AMBER = .100
MINIMUM V/C = .050

XXX = Adjusted Volumes .XXX = V/C

APPR	MOVMENT VOLUMES L	T	R	TOT	MOVE SATURATION L	T	R	MOVEMENT LOS L	T	R
SOUTH	225	135	285	645	137%	137%	135%	F	F	F
NORTH	10	65	10	85	137%	137%	27%	F	F	A
WEST	20	1335	130	1485	39%	124%	21%	A	F	A
EAST	145	1545	15	1705	137%	137%	11%	F	F	A

APPR	TRUCKS %	PED DIST	LANE WIDTH	PHASING
SOUTH	5.0%	0m	3.6m	N-S -LEFT TURNS NOT PROTECTED
NORTH	5.0%	0m	3.6m	
WEST	5.0%	0m	3.6m	E-W -LEFT TURNS PROTECTED WITH OVERLAP
EAST	5.0%	0m	3.6m	

LEG	LEG VOL AT LOS C
SOUTH	480
NORTH	124
WEST	1591
EAST	1625

APPR	TIME AVAIL(sec) L	T	R	RED TIME(sec) L	T	R
SOUTH	30.9	30.9	30.9	85.1	85.1	85.1
NORTH	30.9	30.9	30.9	85.1	85.1	85.1
WEST	4.2	70.0	70.0	111.8	46.0	46.0
EAST	7.1	72.9	72.9	108.9	43.1	43.1

Storage lengths are not reliable at this level.

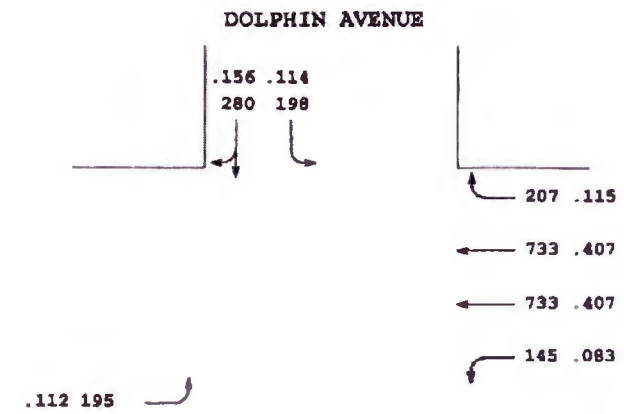
INTERSECTION = 1 SCENARIO = 4 DATE/TIME: 6/1/99 8:24:15 AM

PROJECT: WARRENTON ZONE CHANGE
File: C:\SIGCAP2\WAR2.sig
CITY: WARRENTON
DESCRIPTION: YEAR 2020 BACKGROUND CONDITIONS

ANALYST: DAVE CRAM
PEAK HOUR: PM PEAK HOUR
POPULATION: Fewer Than 20,000

INTERSECTION LOS = E
SATURATION = 97%

C= 120 G=108 Y= 12



N-S V/C = .347
E-W V/C = .519
TOTAL AMBER = .100
MINIMUM V/C = .050

XXX = Adjusted Volumes .XXX = V/C

APPR	MOVMENT VOLUMES L	T	R	TOT	MOVE SATURATION L	T	R	MOVEMENT LOS L	T	R
SOUTH	225	135	285	645	81%	68%	68%	D	C	C
NORTH	198	65	215	478	97%	49%	49%	E	B	B
WEST	195	1271	130	1596	97%	80%	24%	E	D	A
EAST	145	1465	207	1817	97%	97%	34%	E	E	A

APPR	TRUCKS %	PED DIST	LANE WIDTH	PHASING
SOUTH	5.0%	0m	3.6m	N-S -LEFT TURNS NOT PROTECTED
NORTH	5.0%	0m	3.6m	
WEST	5.0%	0m	3.6m	E-W -LEFT TURNS PROTECTED WITH OVERLAP
EAST	5.0%	0m	3.6m	

LEG	LEG VOL AT LOS C
SOUTH	705
NORTH	727
WEST	2506
EAST	2556

APPR	TIME AVAIL(sec) L	T	R	RED TIME(sec) L	T	R
SOUTH	43.3	43.3	43.3	72.7	72.7	72.7
NORTH	43.3	43.3	43.3	72.7	72.7	72.7
WEST	14.0	54.3	54.3	102.0	61.7	61.7
EAST	10.4	50.7	50.7	105.6	65.3	65.3

Storage [illegible]

UNSIGNALIZED - T - INTERSECTION CAPACITY CALCULATION FORM

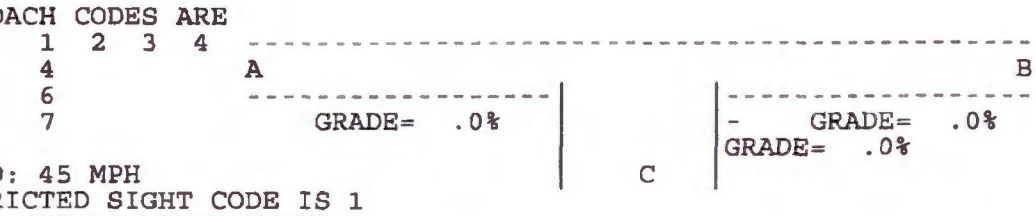
5/18/1999 12:11:59

FILE NAME: WAR2EXPM

CITY: WARRENTON ANALYST: DAVE CRAM
INTERSECTION: FORT STEWART HWY @ DOLPHIN AVENUE
ALTERNATE: EXISTING CONDITIONS METRO SIZE: 20,000 TO 100,000
COUNT: PM PEAK HOUR TYPE OF CONTROL: STOP
LOCATION PLAN:

APPROACH CODES ARE

LANE	1	2	3	4
A	4			
B	6			
C	7			



SPEED: 45 MPH
RESTRICTED SIGHT CODE IS 1
MINOR STREET ADJUSTMENTS -
ACCELERATION LANE? NO
CURB RADIUS OR TURN ANGLE? NO

APPROACH	A		B		C	
MOVE	AT	AR	BL	BT	CL	CR
VOLUME	77	4	2	109	5	4
PCH			2		6	4
LANES		1		1		1

STEP 1 RIGHT TURN FROM C CR

CONFLICTING FLOWS = MH =	79.	VPH
CRITICAL GAP = TG =	5.5	SECS
POTENTIAL CAPACITY = M1 =	1011.	PCH
SHARED LANE - SEE STEP 3		
NO SHARED LANE DEMAND =	0	PCH
AVAILABLE RESERVE =	0.	PCH
DELAY & LOS =	N/A	

STEP 2 LEFT TURN FROM B BL

CONFLICTING FLOWS = MH =	81.	VPH
CRITICAL GAP = TG =	5.0	SECS
POTENTIAL CAPACITY = M2 =	1108.	PCH
DEMAND = BL =	2	PCH
CAPACITY USED =	.18	%
IMPEDANCE FACTOR = P2 =	1.000	
AVAILABLE RESERVE =	1106.	PCH
DELAY & LOS =	A	

STEP 3 LEFT TURN FROM C CL

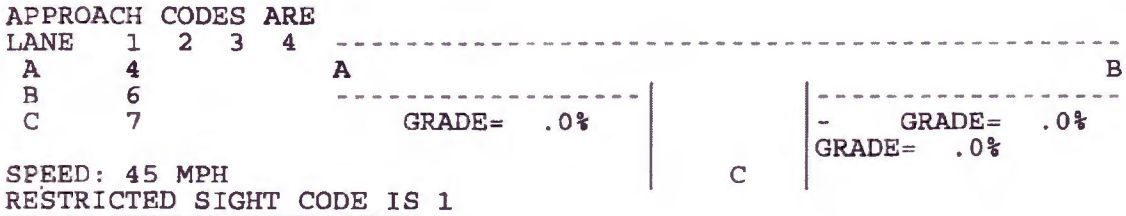
CONFLICTING FLOWS = MH =	190.	VPH
CRITICAL GAP = TG =	6.0	SECS
POTENTIAL CAPACITY = M3 =	803.	PCH
ADJUSTING FOR IMPEDANCE = M3 =	803.	PCH

UNSIGNALIZED - T - INTERSECTION CAPACITY CALCULATION FORM

6/ 1/1999 8: 8: 3

FILE NAME: WAR2EPPM

CITY: WARRENTON ANALYST: DAVE CRAM
INTERSECTION: FORT STEWART HWY @ DOLPHIN AVENUE
ALTERNATE: EXISTING + SITE TRIP METRO SIZE: 20,000 TO 100,000
COUNT: PM PEAK HOUR TYPE OF CONTROL: STOP
LOCATION PLAN:



APPROACH	A		B		C	
MOVE	AT	AR	BL	BT	CL	CR
VOLUME	77	134	21	109	150	25
PCH			23		165	28
LANES		1		1		1

STEP 1 RIGHT TURN FROM C CR
CONFLICTING FLOWS = MH = 67. VPH
CRITICAL GAP = TG = 5.5 SECS
POTENTIAL CAPACITY = M1 = 1025. PCH

SHARED LANE - SEE STEP 3

NO SHARED LANE DEMAND = 0 PCH
AVAILABLE RESERVE = 0. PCH
DELAY & LOS = N/A

STEP 2 LEFT TURN FROM B BL
CONFLICTING FLOWS = MH = 211. VPH
CRITICAL GAP = TG = 5.0 SECS
POTENTIAL CAPACITY = M2 = 970. PCH
DEMAND = BL = 23 PCH
CAPACITY USED = 2.37 %
IMPEDANCE FACTOR = P2 = .985
AVAILABLE RESERVE = 947. PCH
DELAY & LOS = A

STEP 3 LEFT TURN FROM C CL
CONFLICTING FLOWS = MH = 274. VPH
CRITICAL GAP = TG = 6.0 SECS
POTENTIAL CAPACITY = M3 = 722. PCH
ADJUSTING FOR IMPEDANCE = M3 = 711. PCH

UNSIGNALIZED - T - INTERSECTION CAPACITY CALCULATION FORM

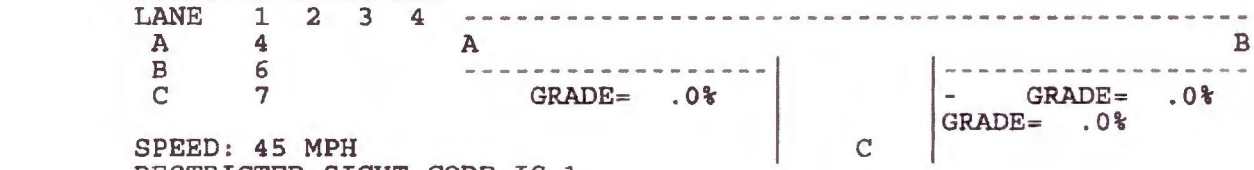
5/20/1999 7:57: 7

FILE NAME: war2bgpm

CITY: WARRENTON ANALYST: DAVE CRAM
INTERSECTION: FORT STEWART HWY @ DOLPHIN AVENUE
ALTERNATE: YEAR 2020 BACKGROUND METRO SIZE: 20,000 TO 100,000
COUNT: PM PEAK HOUR TYPE OF CONTROL: STOP
LOCATION PLAN:

APPROACH CODES ARE

LANE	1	2	3	4
A	4			
B	6			
C	7			



SPEED: 45 MPH
RESTRICTED SIGHT CODE IS 1
MINOR STREET ADJUSTMENTS -
ACCELERATION LANE? NO
CURB RADIUS OR TURN ANGLE? NO

APPROACH	A		B		C	
MOVE	AT	AR	BL	BT	CL	CR
VOLUME	160	75	10	125	150	20
PCH			11		165	22
LANES		1		1		1

STEP 1 RIGHT TURN FROM C — CR

CONFLICTING FLOWS = MH =	198. VPH
CRITICAL GAP = TG =	5.5 SECS
POTENTIAL CAPACITY = M1 =	883. PCH
SHARED LANE - SEE STEP 3	
NO SHARED LANE DEMAND =	0 PCH
AVAILABLE RESERVE =	0. PCH
DELAY & LOS =	N/A

STEP 2 LEFT TURN FROM B — BL

CONFLICTING FLOWS = MH =	235. VPH
CRITICAL GAP = TG =	5.0 SECS
POTENTIAL CAPACITY = M2 =	946. PCH
DEMAND = BL =	11 PCH
CAPACITY USED =	1.16 %
IMPEDANCE FACTOR = P2 =	.993
AVAILABLE RESERVE =	935. PCH
DELAY & LOS =	A

STEP 3 LEFT TURN FROM C — CL

CONFLICTING FLOWS = MH =	333. VPH
CRITICAL GAP = TG =	6.0 SECS
POTENTIAL CAPACITY = M3 =	670. PCH
ADJUSTING FOR IMPEDANCE = M3 =	665. PCH

UNSIGNALIZED - T - INTERSECTION CAPACITY CALCULATION FORM

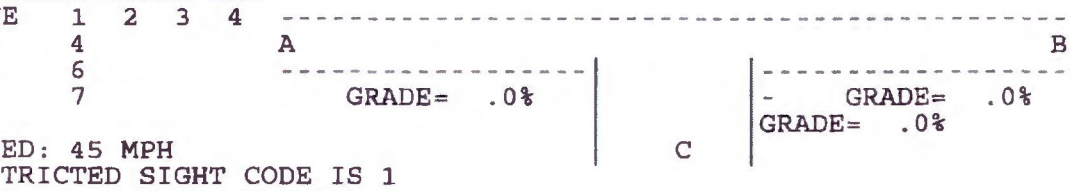
6/ 1/1999 8: 4:20

FILE NAME: WAR2CUPM

CITY: WARRENTON ANALYST: DAVE CRAM
INTERSECTION: FORT STEWART HWY @ DOLPHIN AVENUE
ALTERNATE: YEAR 2020 + SITE TRI METRO SIZE: 20,000 TO 100,000
COUNT: PM PEAK HOUR TYPE OF CONTROL: STOP
LOCATION PLAN:

APPROACH CODES ARE

LANE	1	2	3	4
A	4			
B	6			
C	7			



SPEED: 45 MPH
RESTRICTED SIGHT CODE IS 1
MINOR STREET ADJUSTMENTS -
ACCELERATION LANE? NO
CURB RADIUS OR TURN ANGLE? NO

APPROACH	A		B		C	
MOVE	AT	AR	BL	BT	CL	CR
VOLUME	160	205	29	125	295	41
PCH			32		325	45
LANES	1		1		1	

STEP 1 RIGHT TURN FROM C CR

CONFLICTING FLOWS = MH =	103.	VPH
CRITICAL GAP = TG =	5.5	SECS
POTENTIAL CAPACITY = M1 =	985.	PCH
SHARED LANE - SEE STEP 3		
NO SHARED LANE DEMAND =	0	PCH
AVAILABLE RESERVE =	0.	PCH
DELAY & LOS =	N/A	

STEP 2 LEFT TURN FROM B BL

CONFLICTING FLOWS = MH =	365.	VPH
CRITICAL GAP = TG =	5.0	SECS
POTENTIAL CAPACITY = M2 =	824.	PCH
DEMAND = BL =	32	PCH
CAPACITY USED =	3.88	%
IMPEDANCE FACTOR = P2 =	.974	
AVAILABLE RESERVE =	792.	PCH
DELAY & LOS =	A	

STEP 3 LEFT TURN FROM C CL

CONFLICTING FLOWS = MH =	417.	VPH
CRITICAL GAP = TG =	6.0	SECS
POTENTIAL CAPACITY = M3 =	600.	PCH
ADJUSTING FOR IMPEDANCE = M3 =	585.	PCH

Exhibit 1b
Supplemental Findings
OAR 660-004-0018
July 10, 2011

Frog Consulting LLC

469 Lexington Avenue * Astoria, OR 97103 * Ph: 503-325-5666 * frogconsultingllc@gmail.com

July 10, 2010

SUPPLEMENTAL FINDINGS SECOND AMENDMENT

SUMMARY

The applicant Frog Consulting on behalf of the owners Mike Benesch, Waldo Veele and Warrenton Fiber, has prepared the following findings to address deficiencies identified by the Clatsop County Planning Department and Oregon's Department of Land Conservation & Development.

The first portion of this second amendment to the Dolphin Road Industrial Project includes the missing findings identified by the County planning department and addresses OAR 660-004-0018. In order to address sound attenuation, the applicant has produced a brief noise mitigation plan that includes the planting of various tree species within the designated 50 foot buffer zones along the southern proposed zone boundary.

CRITERIA

OAR 660-004-0018

Plan and Zoning for Exception Areas

(1) Purpose. This rule explains the requirements for adoption of plan and zone designations for exceptions. Exceptions to one goal or a portion of one goal do not relieve a jurisdiction from remaining goal requirements and do not authorize uses, densities, public facilities and services, or activities other than those recognized or justified by the applicable exception. Physically developed or irrevocably committed exceptions under OAR 660-004-0025 and 660-004-0028 are intended to recognize and allow continuation of existing types of development in the exception area. Adoption of plan and zoning provisions that would allow changes in existing types of uses, densities, or services requires the application of the standards outlined in this rule.

Finding:

The Standards outlined in this rule are addressed below and further supported by additional findings in Exhibit D of the original application.

(2) For "physically developed" and "irrevocably committed" exceptions to goals, residential plan and zone designations shall authorize a single numeric minimum lot size and all plan and zone designations shall limit uses, density, and public facilities and services to those:

Finding:

The area was part of an irrevocably committed exception identifying residential development on average lot sizes of 4.39 acres. This finding remains accurate on the subject property.

The single numeric minimum lot size is depicted in the Light Industrial zone illustrated within the County's LWDUO and adopted by the Clatsop County Board of Commissioners and ratified by DLCD.

The proposal is consistent with this requirement.

(a) That are the same as the existing land uses on the exception site;

Finding:

No exception to Light Industrial development standards is proposed with this development. All development will be subject to the Standards outlined in the LWDUO. No expansions to public facilities are necessary to accommodate this proposal.

The proposal is consistent with this requirement.

(b) That meet the following requirements:

(A) The rural uses, density, and public facilities and services will maintain the land as "Rural Land" as defined by the goals and are consistent with all other applicable Goal requirements; and

Finding:

The land will be retained as "Rural Land" and is consistent with the applicable goal requirements.

The proposal is consistent with this requirement.

(B) The rural uses, density, and public facilities and services will not commit adjacent or nearby resource land to nonresource use as defined in OAR 660-004-0028; and

Finding:

All adjacent lands with exception to those within Warrenton's Urban Growth Boundary/City limits will be designated resource lands and remain as such. This proposal will not commit those lands to nonresource uses.

The proposal is consistent with this requirement.

(C) The rural uses, density, and public facilities and services are compatible with adjacent or nearby resource uses;

Finding:

The proposal includes a mandatory 50 foot buffer to resolve any compatibility issues with nearby resource uses. In addition the applicant is proposing a noise and runoff mitigation plan by planting trees and native vegetation within the buffer area.

The proposal is consistent with this requirement.

Exhibit 1c
Noise Mitigation Plan
July 11, 2011

DOLPHIN ROAD INDUSTRIAL PROJECT

7/11/2011

NOISE MITIGATION PLAN

SUMMARY

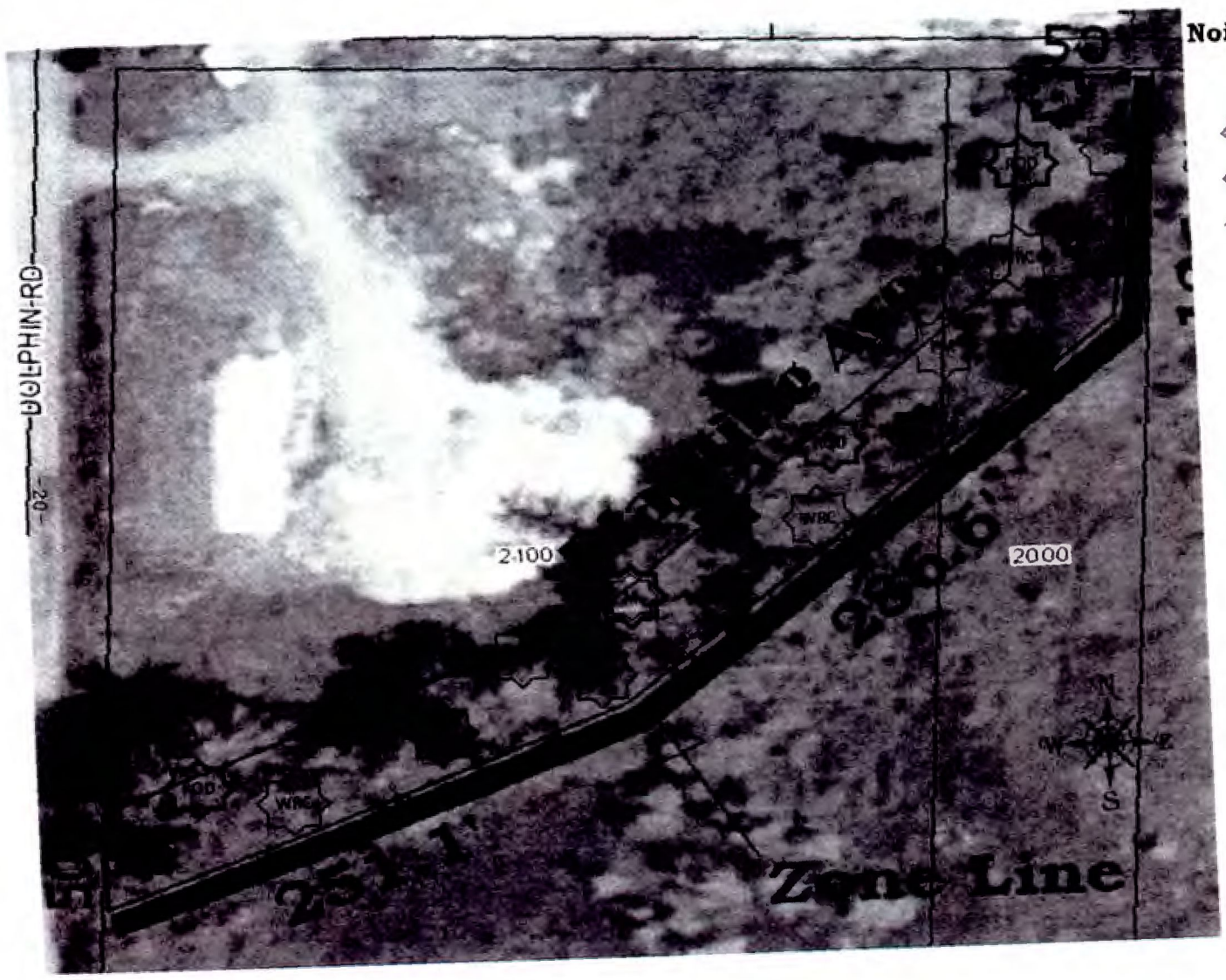
To address the noise concerns of homeowners across the Skipanon watershed the applicant was requested to address noise attenuation. The concern from most homeowners surrounded the current noise levels coming from the Asphalt/Concrete batch plant to the north of the subject property. As mentioned in the public hearing on June 27, 2011 neither client owning lands to be rezoned Light Industrial is interested in developing an Asphalt/Concrete batch plant. The applicant, Mr. Benesch already owns an Asphalt/Concrete batch plant within the city limits of Astoria, where he has invested a substantial amount to maintain the operation. Currently Mr. Veele has no intention of developing his property for anything other than current uses. Warrenton Fiber is down zoning all adjoining lands to "Natural Uplands", a conservation zone.

Along with these supplemental findings the applicant is providing a landscape plan that can be developed and started within two years from the date of approval for this request. The landscape plans calls for the planting of a variety of native plants within the identified buffer zone along the southeast zone line between the Light Industrial zone, and the Natural Upland zoned areas as well as the Lake & Wetland zones. As illustrated in the plan below the applicant is proposing to plant the following:

- 5 Sitka Spruce Trees — *Picea sitchensis*
- 3 Western Red Cedar Trees — *Thuja plicata*
- 3 Red-Osier Dogwoods — *Cornus sericea*
- 3 Sitka Willow Trees — *Salix sitchensis*
- 2 Oregon White Oak Trees — *Quercus garryana*
- 2 Pacific Wax Maple Trees — *Myrica californica*
- 2 Big Leaf Maple Trees — *Acer macrophyllum*

In addition to the tree planting, which should provide adequate sound attenuation and landscaping the applicant is proposing to plant a number of small shrubs and ground cover to help control erosion and runoff from the site. These will include a number of small vinemaples, salal bushes, pacific ninebark, salmon berry, and highbrush cranberry/mooseberry (dependent upon availability) within the planting area as identified on the image below. Of the five varities mentioned above most can be readily procured with the exception of the highbrush cranberry/mooseberry, which is a little more difficult to acquire.

In sum the applicant has produced an environmental and visually enhancing proposal for consideration as a noise reduction barrier and visual buffer between the residential activities a quarter mile across the Skipanon water shed and the industrial activities that would be permitted should this proposal be adopted.



Noise Attenuation Plan

MAP KEY

- = Sitka Spruce
- ROD = Red-Osier Dogwood
- WRC = Western Red Cedar
- = White Oak
- PM = Pacific Wax Myrtle
- SW = Sitka Willow
- M = Maple

Underbrush

The applicant agrees to plant

- Vinemaple
- Salal
- Pacific ninebark
- Salmon Berry
- Highbrush Cranberry

As underbrush between the proposed plantings and the development area.

Exhibit 1d
Partition Application
January 20, 2012

Receipt

This is not a Permit

Clatsop County Planning and Development
800 Exchange St Ste 100
Astoria, OR 97103

Ph. (503) 325 - 8611 Fax (503) 338 - 3666

For Department Use Only	
Permit #:	20120013
Permit Type:	Type II
Entry Date:	1/20/2012
Entered By:	Jennifer Bunch
Assigned To:	Jennifer Bunch
Permit Status:	Pending

Permit Timeline

User	Status	Date
Jennifer Bunch	Entered	01/20/2012
Jennifer Bunch	Assigned	01/20/2012

Proposed Use

Proposed Use: **Partition - Major**

Zone: **RA-5**

Description: cluster partion for Benesch/Nygaard Zone change.

Owner/Project Location

Owner: Name: **Nygaard Mardi** Ph. #: ( ) -
Address: PO Box 100 Cell: ( ) -
City, State, Zip: Warrenton, OR 97146 Fax: ( ) -

Situs Address: 33703 Rainbows End Ln
City: Warrenton State: OREGON

T	R	S	Q S	Qq S	Taxlot
8	10	34	0	0	01011

Applicant/Agent

Applicant: Name: Frog Consulting Ph. #: ( ) -
Address: Cell: ( ) -
City, State, Zip: Fax: ( ) -

Ph. #: ( ) -
Cell: ( ) -
Fax: ( ) -

Fees

Fee Type:	***Permit Fee Total:***
Planning/Development	$260.00
Total:	**$260.00**

Receipt

Payor Name:	***Pymnt Type***	***Check #***	***Pymnt Date***	***Pymnt Amount:***
Frog Consulting	Credit Card		01/20/2012	$260.00

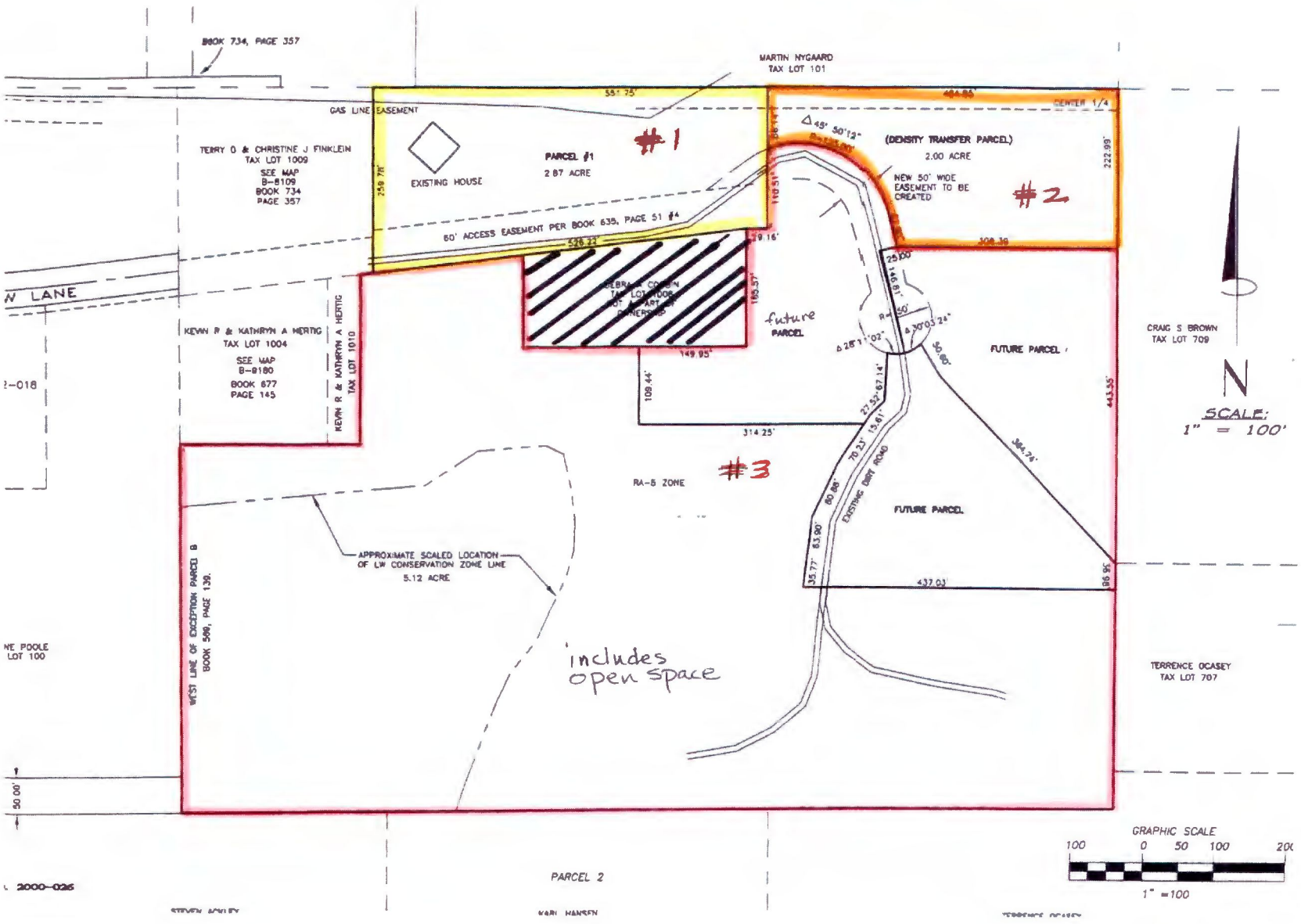
Balance Due: $0.00

Signatures

1. For Commercial and industrial uses, include parking and loading plan, sign plan and erosion control plan.
2. For residential and other uses, include an erosion control plan.
3. Review attached applicant's statement and sign below.

I have read and understand the attached APPLICANT'S STATEMENT and agree to abide by the terms thereof.

Applicant Signature: _____ ***Date:*** _____
Owner Signature: _____ ***Date:*** _____
Agent Signature: _____ ***Date:*** _____


BOOK 734, PAGE 357
MARTIN NYGAARD
TAX LOT 101
GAS LINE EASEMENT
TERRY O & CHRISTINE J FINKLEIN
TAX LOT 1009
SEE MAP
B-8109
BOOK 734
PAGE 357
EXISTING HOUSE
PARCEL #1
2.87 ACRE
#1
(DENSITY TRANSFER PARCEL)
2.00 ACRE
NEW 50' WIDE
EASEMENT TO BE
CREATED
#2
60' ACCESS EASEMENT PER BOOK 635, PAGE 51 #4
W LANE
KEVIN R & KATHRYN A HERTIG
TAX LOT 1004
SEE MAP
B-9180
BOOK 677
PAGE 145
KEVIN R & KATHRYN A HERTIG
TAX LOT 1010
future
PARCEL
FUTURE PARCEL
CRAIG S BROWN
TAX LOT 709
N
SCALE:
1" = 100'
RA-5 ZONE
#3
EXISTING DIRT ROAD
FUTURE PARCEL
APPROXIMATE SCALED LOCATION
OF LW CONSERVATION ZONE LINE
5.12 ACRE
WEST LINE OF EXCEPTION PARCEL B
BOOK 569, PAGE 139.
includes
open space
TERRENCE OCASEY
TAX LOT 707
NE POOLE
LOT 100
GRAPHIC SCALE
100 0 50 100 200
1" =100
PARCEL 2
2000-026

APPLICATION FOR
MAJOR PARTITION
Fee: $260.00 (required with application)
Extension - $43.00

APPLICANT: Frog Consulting LLC

Address: 469 Lexington Avenue
Astoria, OR 97103

Phone: 503-325-5666

OWNER: Mardi NyGaard

Address: 33703 Rainbows End Lane
Warrenton, OR 97146

Phone: 503-861-0669

Contiguous property description (if any): Tax Lot 101 to the North is owned by Martin

Number of parcels to be created: Phase 1 = 3 / Phase 2 = 3 Parcel Sizes: > 2 acres

Will access be provided by an easement? Yes, per Book 635, Page 51 #4

Present Zoning: RA-5

Property Description:

8N	10W	34	01011
Township	Range	Section	Tax lot(s)

Partition Map. Sketch proposed Partition (see section on Tentative Partition Plan Submission Requirements attached) OR sketch the requirements on an Assessor's map and attach.

The information contained in this application is in all respect true, complete, and correct to the best of my knowledge.

Applicant's Signature: _____ Date: January 20, 2012

Owner's Signature: _____ Date: January 20, 2012

Clatsop County
Community Development Department
800 Exchange, Suite 100
Astoria Oregon 97103
503-325-8611 * 503-338-3666

MAJOR PARTITIONS

Applicability - Whenever a landowner wishes to sell part of their property or place a second home or mobile home on property that already has a home on it, a land division is necessary. Partitions are divided into two types depending on road access. This information related only to MAJOR PARTITIONS. A major partition is defined as:

"When a tract of land is divided into no more than three (3) parcels in a calendar year when such tract of land existed at the beginning of the year and any parcel has less than 25 feet of frontage on a state, county or public road. Any partition which requires the creation of a state, county, public or private road or the utilization of a private road is also considered a major partition..."

Section S6.160 Private Road Minimum Requirements states: "Private roads shall provide access to no more than ten (10) abutting lots or parcels. A private road may serve more than ten (10) lots or parcels when the parcels are within a planned development or subdivision and when such road is constructed to the standards for a public road, and is approved as a part of the planned development or subdivision. Under no circumstances shall a private road serve other roads or areas." It also states: "Private roads shall not be approved if the road is presently needed, or is likely to be needed, for development of adjacent property, or to be utilized for public road purposes on the normal development of the area, or if the private road is intended to serve commercial, or industrial district uses. Private roads shall not be approved for commercial or industrial land divisions."

Processing Major Partitions (Section 5.203)

1. The applicant will submit a tentative partition plan, completed application and filing fee to the Department of Community Development.

2. The plan will be evaluated to determine conformity with lot size and dimension standards of the zone of the property. The tentative plan may be modified, if needed, to meet these standards. The plan may be conditionally approved or denied.

3. Conditional approval of a tentative partition plan is valid for two years from the date of recording and may be extended, upon written request, for one year only. The applicant shall meet the conditions of approval within that time frame. Any partition not completed prior to expiration of the tentative plan, and extension if granted, shall be considered void.

4. The final partition plat shall be reviewed for conformance with the tentative plan and any applicable conditions.

5. The applicant shall be afforded an opportunity to make corrections prior to the expiration date, should the partition plat submitted not conform to the tentative plan or applicable conditions.

6. If the final partition plat conforms to the tentative plan and all applicable conditions are satisfied, the final partition plat shall be signed and dated. The plat is then ready for recording with the County Clerk's Office.

General Standards for Major Partitions:

1. Road approach approval from the appropriate agency (state or county, depending on what road access is taken from).

2. If a private road or easement is created or utilized, the road easement shall meet the A-12 or A-20 road standards and the boundaries of the road easement shall be surveyed and monumented. Basically, the A-12 road standard requires a 25' easement, 12 foot road surface, 50' curve radius and one vehicle turnout shall be provided for every 250' of road surface. If the travel surface of the private road exceeds 18 feet no turnouts are required. Basically, the A-20 road standard requires a 50' easement, 18 foot road surface, and a 250' curve radius. Easements which bind all involved property owners and which specify the perpetual, non-exclusive nature of the roadway easement shall be signed and recorded with the County Clerk. An agreement shall also be signed and recorded with the County Clerk outlining the responsibilities of the private parties maintaining the road improvements (also known as a Road Maintenance Agreement). These maintenance responsibilities shall be enforced by the individual parties and not the County.

3. Required road improvements shall be completed or bonded prior to the sale of the partitioned parcels. In the event the applicant intends to retain ownership of a partitioned parcel, required road improvements shall be completed prior to the issuance of any development permit (building/placement permit) involving the partitioned parcel. Road improvements must be completed to the extent necessary to provide legal access frontage to the parcel proposed for sale or for second home placement. If the required road improvements are not completed at the time of final partition approval, the Community Development Department will record a development restriction upon the involved parcels to require the completion of these improvements prior to the sale of the parcels or prior to the issuance of a development permit to the partitioning party; whichever comes first. The restriction will be removed upon completion of the improvements prior to the sale of the parcels or prior to the issuance of any development permit involving the partitioned parcel.

General Standards for Major Partitions in Resource Zones (AF-20, F-38, F-80, EFU):

1. Road approach approval from the appropriate agency (state or county, depending on what road access is taken from).

2. County-wide Forest Lands Policy #22 shall be applied to all AF-20 and F-38 partitions. This policy reads: "Partitioning of land in the AF-20 zone and F-38 zone shall be approved only upon a finding that such newly created parcels shall be used only for forest uses. This policy does not apply to the small lots resulting from a cluster partition." The county no longer has cluster partitions.

3. If a private road or easement is created or utilized, the easement shall meet the standard noted above in #3 of General Standards for Major Partitions.

Exceptions:

1. When a partition is proposed which includes parcels that are greater than 10 (10) acres in size no survey of the parcel is required. However, a partition plat must still be submitted and approved.

2. Partitions creating parcels in excess of 80 acres do not need to be shown on a partition plat. Nothing in this subsection shall exempt Clatsop County from minimum area requirements established in the Clatsop County Comprehensive Plan and this Ordinance.

Tentative Partition Plan Submission Requirements:

1. A sketch of the original parcel of land (all contiguously owned land) on an 8 1/2" x 11" sheet of paper.
2. The date, north point and scale of the drawing.
3. The amount of acreage in the original parcel and the acreage of the resulting parcels, and dimensions of all parcels.
4. The location, names and widths of all roads and easements adjacent to and within the parcel to be partitioned.
5. The existing use or uses of the property, including approximate locations of all structures on the property.
6. The width and location of all easements for drainage or public utilities.
7. The location of zoning boundaries on the property, to the detail provided by the Department of Community Development.
8. Approximate location of physical features on the property, such as wetlands and streams.

Submission and Review of Final Plat:

A final plat shall be submitted and within ten (10) days of submission, the Director shall determine whether the material conforms with the approved tentative plan and with the applicable requirements of this Ordinance. If the Director determines that there is a failure to conform, the applicant shall be advised and afforded an opportunity to make corrections. When the plat is found to conform, it shall be signed and dated by the Director if other requirements for a development permit have been fulfilled.

Approval Signature for Final Partition Plat

1. Obtain the approval signature of the County Surveyor indicating the plat complies with all applicable survey laws. If it is determined that there has been a failure to comply, the applicant/surveyor shall be notified and afforded an opportunity to make corrections. When the plat is found to conform, it shall be dated and signed.

2. The final plat is then sent to the Clatsop County Department of Community Development. The Community Development Department reviews the file for satisfaction of conditions of approval.

3. If the Planning Director signs the final plat, the plat is forwarded to the County Tax Office for review of payment of taxes. The County Tax Office shall notify the applicant that all taxes must be paid prior to final plat recording with the County Clerk. The private surveyor shall provide a signature line on the final plat for the County Assessor/Tax Collection. The County Tax Office shall notify the applicant when the plat is ready for recording.

4. The applicant shall take the final partition plat to the County Clerk's Office for recording.

Congratulations! Your Partition is now final and you may sell the lots!

PARTITION PLAT CHECKLIST

Below is a checklist of steps in filing a Partition. This is provided as a convenience by Clatsop County to help the public to understand what is involved in the Partition process. For further information contact the Community Development Department, 503-325-8611.

☑ 1. Receive Partition application and zoning information from the Clatsop County Community Development Department and fill it out.

☑ 2. Return application and fee to the Clatsop County Community Development Department.

☑ 3. The Community Development Department reviews the application for conformance with Zoning Ordinance requirements. Ownership of the property is also checked. Application and fee are accepted when complete. If incomplete, application and fee are returned. Applicant can then resubmit the application and fee to meet the requirements. The application must be complete before the applicant can proceed with the rest of the checklist.

☐ 4. The Community Development Department writes a staff report (documentation of approval or denial). The staff report is recorded with the Clatsop County Clerk's office. A copy of the staff report and procedure for appeal is mailed to applicant and /or owner.

☐ 5. Applicant reviews the conditions of approval in the staff report (usually located at the end of the document). The applicant has 2 years from the date of recording to carry these out. No sale of the parcels may occur until the Partition Plat is final.

☐ 6. Applicant contacts a professional land surveyor to do a survey, if required, and a Partition Plan of the parcels and possibly of the road (check with your conditions of approval).

☐ 7. In the meantime, applicant continues to fulfill the conditions of approval and turns in copies, if required, of any documentation of the Community Development Department.

☑ 8. Your private surveyor develops a <u>draft</u> copy of the Survey/Partition Plan and provides one copy to the Clatsop County Community Development Department and two to the County Surveyor. These are reviewed to see that it complies with the request that was approved.

☐ 9. The Community Development Department determines which conditions of approval are satisfied and which are not. A letter is sent and a copy of the <u>draft</u> survey map, if necessary, to the applicant indicating which conditions of approval have not been met (see #5 above).

☐ 10. The private surveyor then turns in the mylar copy (original) of the survey (revised with any corrections) to the Clatsop County Surveyor's Office. The County Surveyor reviews the original plat for survey requirements. After the mylar is signed by the County Surveyor it is forwarded to the Clatsop County Community Development Department.

☐ 11. The County Community Development Department again reviews it to determine if the conditions of approval are satisfied. THE MYLAR CANNOT BE SIGNED BY THE COMMUNITY DEVELOPMENT DEPARTMENT UNTIL ALL CONDITIONS OF APPROVAL ARE FILLED.

☐ 12. Once all conditions of approval are satisfied, the Community Development Director or designate will sign the mylar and forward the mylar to the Assessment and Taxation Office.

☐ 13. Applicant is notified that the Partition Plat has been forwarded to the Assessment and Taxation Office and if any taxes are due. The taxes on the property must be paid on the property before final recording. If taxes are current, the applicant then takes the Partition Plat to the Clatsop County Clerk's office for recording. There is a recording fee.

☐ 14. The Partition Plat is final! Sales of the lots may now occur. Copies of the Partition Plat are available through the Assessor's Office, County Surveyor's Office or the private surveyor hired by the applicatant.

SUPPLEMENTAL PARTITION FINDINGS

SUMMARY OF APPLICABLE APPROVAL CRITERIA

The County Zoning Code criteria for approving this request are contained in the Clatsop County Land Water Development and Use Ordinance (LWDUO), codified as of February 28, 2011, Clatsop County Standards Document (SD), including amendments through February 28, 2011, and Clatsop County's Comprehensive Plan. In discussion below, the applicant identified what they believe are the applicable criteria and describes how those approval criteria are met.

CLATSOP COUNTY'S COMPREHENSIVE PLAN APPROVAL CRITERIA AND FINDINGS

Comprehensive Plan Policies applying to the Density Transfer and Partition are thoroughly addressed in Exhibit B & D Respectively. Consistency with the Comprehensive plan policies can be satisfied with the application of appropriate conditions.

The proposal is consistent with comprehensive plan policies and statewide planning goals.

LAND AND WATER DEVELOPMENT AND USE ORDINANCE

LAND WATER DEVELOPMENT AND USE ORDINANCE SECTION 4.040

CRITERIA LWDUO SECTION 4.042 APPLICABILITY

This section applies to all development in the following potentially hazardous areas:

(1) Areas subject to mass wasting including:

(A) Active landslides, inactive landslides, landslide topography and mass movement topography identified in the Oregon Department of Geology and Mineral Industries (DOGAMI) Bulletins 74 and 79;

(B) Faults including definite, indefinite, inferred and concealed in the Oregon Department of Geology and Mineral Industries (DOGAMI) Bulletins 74 and 79;

(C) All areas identified in the report, "A Field Inventory of Geologic Hazards from Silver Point to Cove Beach, Clatsop County, Oregon", prepared by Martin Ross in 1978, as needing site specific investigations;

(2) Areas subject to wave attack, including:

(A) All oceanfront lots; and

(B) The beach and dune hazard area as defined in Section 4.052.

(3) Areas with compressible soils identified in the Soil Survey of Clatsop County (SCS) and referenced in Clatsop County's Comprehensive Plan Background Report, Natural Hazards.

(4) The determination of whether a property is located in one of the above referenced potentially hazardous areas shall be made at the sole discretion of the Director. The mapping that forms the basis for the identification of the above areas may be generalized in nature. A specific site may not include the characteristics for which it is mapped. In these circumstances, the Director may grant a waiver from the requirements of Section 4.040. The waiver shall be in the form of a written finding. The finding shall be based on a report, from a professional specified in Section 4.044, detailing the basis for the determination that the site does not contain the identified potentially hazardous geologic condition.

FINDING LWDUO SECTION 4.042 APPLICABILITY

The subject property is outside the identified geological hazard areas per LWDUO section 4.042 subsections 1 & 3.

This proposal is consistent with the requirements identified in LWDUO section 4.040.

LAND WATER DEVELOPMENT AND USE ORDINANCE SECTION 5.205

CRITERIA LWDUO SECTION 5.205. GENERAL STANDARDS FOR MINOR AND MAJOR PARTITIONS.

Land within resource zones is evaluated by different standards than land in non-resource zones. This is because land divisions in resource zones are considered to be primarily for resource use in resource areas, not for development. Specific road improvement standards are not required except for cluster land divisions, which are evaluated as residential parcels since their purpose is for residential use. As a condition of approving residences as conditional uses in resource zones, road improvements will be required.

(1) *Standards for partitions in resource zones (as defined in Section 1.030):*

(A) Minor Partitions in Resource Zones shall meet the following standards:

1) Road approach approval from the appropriate agency shall be demonstrated.

2) Clustering in resource zones shall be subject to the standards for partitioning of non-resource lands in (2) below as well as any other applicable standards.

3) County-wide Forest Lands Policy #22 shall be applied to all AF and F-80 partitions.

(B) Major Partitions in Resource Zones shall meet the following standards:

1) Standards in Section 5.205(1)(A)(1-3) above shall be met.

2)

(a) If a County road is created, the right-of-way shall meet the standards from the "Basic Major Partition Improvement Standards Table" and the boundaries of the road right-of-way shall be surveyed and monumented. The road shall be improved to a standard established by the Board of Commissioners.

(b) If a public road is created, the right-of-way shall meet the standards from the "Basic Major Partition Improvement Standards Table" and the boundaries of the road right-of-way shall be surveyed and monumented.

(c) If a private road or easement is created or utilized, the easement shall meet the standards from the "Basic Major Partition Improvement Standards Table". Easements which bind all involved property owners and which specify the perpetual, non-exclusive nature of the roadway easement shall be signed and recorded with the County Clerk.

(2) *Standards for Partitions in Non-Resource Zones (as defined in Section 1.030).*

(A) Minor Partitions in All Zones other than Resource Zones shall meet the following standards:

1) Road approach approval from the appropriate agency shall be demonstrated.

2) Except as set out in Section 5.207(1) the boundaries of all parcels shall be surveyed and monumented.

(B) Major Partitions in Non-Resource Zones shall meet the following standards

1) Standards in 5.205(2)(A)(1-2) above shall be met.

2)

(a) If a County Road is created, the right-of-way shall meet the standards from the "basic Major Partition Improvement Standards Table" and the boundaries of the road right-of-way shall be surveyed and monumented. The road shall be improved to a standard established by the Board of Commissioners. All such roads shall be improved at least to the County's A-20 road standard.

(b) If a public road is created, the right-of-way shall meet the standards from the "Basic Major Partition Improvement Standards Table" and the boundaries of the road right-of-way shall be surveyed and

monumented. The road shall be improved to the County's A-20 road standard. An agreement shall be signed and recorded with the County Clerk outlining the responsibility of the private parties maintaining the road improvements. These maintenance responsibilities shall be enforced by the individual parties or the County at its discretion.

(c) If a private road or easement is created or utilized, the road easement shall meet the standards from the "Basic Major Partition Improvement Standards Table" and the boundaries of the road easement shall be surveyed and monumented. The road shall be improved to the County's A-12 road standard and one vehicle turnout shall be provided for every 250' of road and within 50' of each sight obscuring corner. If the travel surface width of the private road exceeds 18 feet no turnouts will be required. Easements which bind all involved property owners and which specify the perpetual, non-exclusive nature of the road way easement shall be signed and recorded with the County Clerk. An agreement shall also be signed and recorded with the County Clerk outlining the responsibilities of the private parties maintaining the road improvements. These maintenance responsibilities shall be enforced by the individual parties and not the County.

(d) Any required road improvements shall meet the applicable road standards from Section S6.000 of the Standards Document. Required road improvements shall be completed or bonded prior to the sale of any of the partitioned parcels. In the event that the partitioning party intends to retain ownership of a partitioned parcel, required road improvements shall be completed prior to the issuance of any development permit involving the partitioned parcel. Road improvements must be completed to the extent necessary to provide legal access frontage to the parcel proposed for sale or for second home placement. If the partitioning party has not completed required road improvements at the time of final partition approval, the Department of Community Development will record a development restriction upon the involved parcels to require the completion of these improvements prior to the sale of the parcels or prior to the issuance of a development permit to the partitioning party; whichever comes first. The restriction will be removed upon completion of the improvements prior to the sale of the parcels or prior to the issuance of any development permit involving the partitioned parcel.

FINDING LWDUO SECTION 5.205 GENERAL STANDARDS FOR MINOR AND MAJOR PARTITIONS

The relevant sections of LWDUO 5.205 have been highlighted for your convenience. The current proposal is to complete phase I of a serial cluster partition. Phase I will be comprised of 1 density credit, transferred from Tax Lot 1301 as described in Exhibit B, and two lots from the parent parcel (Tax Lot 1011) clustered to 2 acres in size.

Tax Lot	Zoning	Acreage	Overall Density
810340001301	RA5 / LW	11.18	1 (LOR) Transfers
810340001011	RA5 / LW	26.29	5 Potential Sites
NEW TOTALS	**RA5**	**- 30% = 18.40 (DVLP AREA)**	**6 BUILDING SITES**

The parent parcel, which currently has the capacity for 5 developable lots in accordance with RA5 development standards section 3.228(1), will receive the density credit from Tax Lot 1301, which will in turn be downzoned to Natural Uplands. The transfer will result in 6 developable building sites/lots. Per cluster partition requirements 30% of the parent parcel is dedicated as permanent common open space. The parent parcel is approximately 26 acres in size; therefore, 7.88 acres in the southeastern portion of the parent parcel will be designated permanent common open space and a deed restriction recorded with the final plat for phase 1 of the serial partition. Phase I will create Parcel 1, Parcel 2, & the "Density Transfer Parcel" as designated on the preliminary partition plat. Phase II will create Parcel 3, Parcel 4, and leave the parent parcel ("Remainder Parcel"). Road development shall adhere to the County's A-20 road standards. An appropriate condition will ensure compliance with applicable standards.

The general standards for a major partition can be satisfied with appropriate conditions.

LAND WATER DEVELOPMENT AND USE ORDINANCE SECTION 5.206

CRITERIA LWDUO SECTION 5.206 EXTENT OF ROAD IMPROVEMENTS.

(1) *Required access road improvements shall be completed to provide access from the partitioned parcels to an existing public, county or state road.*

FINDING LWDUO SECTION 5.206 EXTENT OF ROAD IMPROVEMENTS

The owner is aware of road improvements and proposes to adhere to County's A-20 standards as illustrated on the preliminary partition plat. This criterion can be satisfied through application of appropriate conditions.

The Extent of Road Improvements criterion will be assessed through appropriate conditions.

LAND WATER DEVELOPMENT AND USE ORDINANCE SECTION 5.207

CRITERIA LWDUO SECTION 5.207. EXCEPTIONS TO GENERAL STANDARDS FOR MINOR AND MAJOR PARTITIONS AND PROPERTY LINE ADJUSTMENTS.

(1) *Surveys for Large Parcel Partitions and Property Line Adjustments.*

(A) When a partition is proposed which includes parcels that are greater than ten (10) acres in size no survey of the parcel is required. However, a partition plat must still be submitted and approved. For a major partition the entire roadway being created shall be surveyed and monumented.

(B) Partitions creating parcels in excess of 80 acres do not need to be shown on a partition plat. Nothing in this subsection shall exempt Clatsop County from minimum area requirements established in the Clatsop County Comprehensive Plan and this Ordinance.

(C) A property line adjustment created by the relocation of a common boundary as described in ORS 92.010(7)(b) shall be surveyed and monumented in accordance with Oregon law and it shall be filed with the County Surveyor.

(D) The provisions of Section 5.207(1)(C) shall not apply to the relocation of a common boundary of a lot in a subdivision or a parcel in a partition when the adjusted property line is a distance of even width along the common boundary except for the following reasons:

1) if the Community Development Director determines that a yard setback requirement might be violated; or

2) if the Community Development Director determines that the lot size requirement of the zone might be violated; or

3) if the Community Development Director determines that a dimensional requirement of the zone might be violated.

(E) No survey or monumentation is required for a property line adjustment when both parcels affected are greater than 10 acres. Nothing in this subsection shall exempt Clatsop County from minimum area requirements established in the Clatsop County Comprehensive Plan and this Ordinance.

(2) *Altering Access to Improve Public Safety. If, in reviewing a minor partition application, the Community Development Director, in conjunction with the County Roadmaster or State Highway Engineer, determines that a consolidated, single access would better serve the public health, safety and welfare by reducing access points onto a public road such a condition of approval may be attached. The area utilized for such a consolidated access shall not be reduced from a parcel's lot area for the purpose of determining minimum lot size. Such a consolidated access shall serve a minimum of 3 parcels; if additional partitioning is proposed off a consolidated access, major partition road standards will be applied. Access easements shall be provided for the involved parcels.*

(3) *A shared common driveway may be utilized in a proposed minor partition if the following circumstances exist:*

(A) Each parcel in the minor partition has the required 25 foot minimum frontage on a state, county or public road.

(B) Each parcel has an alternate means of access to the adjoining state, county or public road within its own boundaries.

(C) The shared common driveway serves no more than three parcels.

(D) Recorded access easements shall be provided for the involved parcels.

FINDING LWDUO SECTION 5.207. EXCEPTIONS TO GENERAL STANDARDS FOR MINOR AND MAJOR PARTITIONS AND PROPERTY LINE ADJUSTMENTS.
The proposed partitions do not qualify for the exceptions identified in this section, and therefore is not applicable to this request.

The criteria for exceptions to general standards are not applicable.

LAND WATER DEVELOPMENT AND USE ORDINANCE SECTION 5.208

CRITERIA LWDUO SECTION 5.208. TENTATIVE PARTITION PLAN SUBMISSION REQUIREMENTS.
An applicant for a minor or major partition shall submit a copy of a plan for partitioning showing the following information (except as otherwise provided herein, the following does not require a survey):

(1) *A sketch of the original parcel of land (all contiguously owned land) on an 8 ½" x 11" sheet of paper.*

(2) *The date, northpoint, and scale of the drawing.*

(3) *The amount of acreage in the original parcel and the acreage of the resulting parcels, and dimensions of all parcels.*

(4) *The location, names and widths of all roads and easements adjacent to and within the parcel to be partitioned.*

(5) *The existing use or uses of the property, including approximate locations of all structures on the property.*

(6) *The width and location of all easements for drainage or public utilities.*

(7) *The location of zoning boundaries on the property, to the detail provided by the Department of Community Development.*

(8) *Approximate location of physical features on the property, such as wetlands and streams.*

FINDING LWDUO SECTION 5.208. TENTATIVE PARTITION PLAN SUBMISSION REQUIREMENTS.
Items 1-8 are illustrated on the submitted partition plat.

Criteria are satisfied.

LAND WATER DEVELOPMENT AND USE ORDINANCE SECTION 5.208

CRITERIA LWDUO SECTION 5.209. SUBMISSION OF FINAL PARTITION PLAT.
Prior to expiration of a tentative partition approval, a final plat shall be submitted subject to the Standards of Section S5.200.

FINDING SECTION 5.209. SUBMISSION OF FINAL PARTITION PLAT.
Criteria are addressed prior to final approval, not applicable at this time.

LAND WATER DEVELOPMENT AND USE ORDINANCE SECTION 5.210

CRITERIA LWDUO SECTION 5.210. SUBMISSION AND REVIEW OF FINAL PLAT.
A final plat shall be submitted and within ten (10) days of submission, the Director shall determine whether the material conforms with the approved tentative plan and with the applicable requirements of this Ordinance. If the Director determines that there is a failure to conform, the applicant shall be advised and afforded an opportunity to make corrections. When the plat is found to conform, it shall be signed and dated by the Director if other requirements for a development permit have been fulfilled.

FINDING SECTION 5.210. SUBMISSION AND REVIEW OF FINAL PLAT
Criteria are addressed prior to final approval, not applicable at this time.

LAND WATER DEVELOPMENT AND USE ORDINANCE SECTION 5.212

CRITERIA SECTION 5.212. APPROVAL SIGNATURE FOR FINAL PARTITION PLAT.
Following review and approval of a final partition plat, the Director shall take the following actions:

(1) *Obtain the approval signature thereon by the County Surveyor certifying that it complies with all applicable survey laws. The Surveyor may cause field investigations to be made to certify that the map survey is sufficiently accurate. If it is determined that there has been a failure to comply, the applicant shall be notified and afforded an opportunity to make corrections. When the plat is found to conform, it shall be signed and dated by the Surveyor.*

(2) *The County Surveyor shall submit the final partition plat to the Clatsop County Department of Community Development. The Planning Department will review the file for completion of conditions of approval.*

(3) *The Clatsop County Department of Community Development shall notify the applicant that the approved partition plat has been signed by the Community Development Director.*

(4) *The Department of Community Development will forward the Plat to the County Tax Office for review of payment of taxes. The County Tax Office shall notify the applicant that all taxes must be paid prior to final plat recording with the County Clerk. The private surveyor shall provide a signature line on the final plat for the County Assessor/Tax Collector. The County Tax Office shall notify the applicant when the Plat is ready for recording.*

(5) *The applicant shall take the final partition plat to the County Clerk's Office for recording.*

FINDING SECTION 5.212. APPROVAL SIGNATURE FOR FINAL PARTITION PLAT.
Criteria are addressed prior to final approval, not applicable at this time.

STANDARDS DOCUMENT

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.151: PURPOSE

CRITERIA
The intent of these standards is to preserve large contiguous forest and agricultural lands, other resource lands, and lands suitable for open space by providing an alternative to the division of forest, agricultural and resource lands into the minimum sized lots allowed in the appropriate zones, and to apply standards to rural residential lands consistent with state administrative rules governing cluster developments.

FINDINGS
This is not a criterion and therefore does not apply.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.152: PROCEDURES FOR CLUSTER DEVELOPMENT (1)

CRITERIA
A cluster development shall comply with the procedures and standards in this section.

- (2) The applicant shall discuss the proposed cluster development with the staff of the Clatsop County Department of Community Development in a pre-application conference pursuant to Section 2.020.

FINDINGS
An informal pre-application conference has been conducted for this proposal.

The applicant has satisfied criteria 1.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.152: PROCEDURES FOR CLUSTER DEVELOPMENT (2)

CRITERIA
- (2) An applicant for a cluster development must submit a development plan and receive approval of the plan prior to development.

FINDINGS
The applicant is submitting a preliminary plat illustrating a cluster development. Approval of the preliminary plat is essential for the development to move forward.

The proposal will satisfy criteria 2.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.152: PROCEDURES FOR CLUSTER DEVELOPMENT (3)

CRITERIA
- (3) As soon as plan approval is given, the plan and any conditions of approval shall be recorded in the Office of the County Clerk by book and page and shall constitute an agreement not to divide the property as long as it remains in its present zoning.

FINDINGS
These criteria will need to be assessed through appropriate conditions.

The proposal will satisfy criteria 3.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.152: PROCEDURES FOR CLUSTER DEVELOPMENT (4A, 4B, 4C)

CRITERIA
- (4)

(A) As a condition to the approval that may be given for partitioning under this section, the applicant shall provide all deeds or contracts affecting the original farm use parcel to assure that the maximum density will not be exceeded.

- (B) For each partition application under this Standard the Community Development Director or designate shall determine and include with the approved plan map a statement including:

- (1) the number of homesite lots allowable on the original parcel,

- (2) a legal description of the original parcel,

- (3) the number of homesite lots that will result from the proposed partition, and

- (4) the number of homesite lots, if any, that could be allowed in the future on the original parcel.

FINDINGS
The subject site is not in farm use; therefore criterion "A" is not applicable. Criterion "B" is to be completed by the Community Development Director in order to justify the open space and density provisions are satisfied. Calculations pertaining to these are included in this report.

The proposal is consistent with these provisions.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.158: RESIDENTIAL CLUSTER DEVELOPMENT STANDARDS (1)

CRITERIA

- (1) The tract of land to be developed shall not be less than 4 contiguous acres in size, provided that land divided by a road shall be deemed to be contiguous.

FINDINGS

The acreage on the site exceeds the required 4 acres.

The proposal satisfies criteria 1.

Standards Document Section 3.150: Cluster Development and Density Transfer, Subsection 3.158: Residential Cluster Development Standards (2)

CRITERIA

- (2) The development may have a density not to exceed the equivalent of the number of dwelling units allowed per acre in the zone or zones.

FINDINGS

The number of dwelling units does not exceed the number of permissible dwelling units from the sending sites and receiving sites.

The proposal satisfies criteria 2.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.158: RESIDENTIAL CLUSTER DEVELOPMENT STANDARDS (3)

CRITERIA

- (3) The cluster development shall not contain commercial or industrial developments.

FINDINGS

The proposal does not include commercial or industrial developments.

The proposal satisfies criteria 3.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.158: RESIDENTIAL CLUSTER DEVELOPMENT STANDARDS (4)

CRITERIA

- (4) The minimum percentage of common open space shall be 30% excluding roads and property under water (MHHW).

FINDINGS

The 30% requirement would require 7.887 acres to be designated open space. The applicant will designate the appropriate acreage as permanent common open space and record the deed restriction with the final plat.

The proposal satisfies criteria 4.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.158: RESIDENTIAL CLUSTER DEVELOPMENT STANDARDS (5)

CRITERIA

- (5) Attached residences are permitted provided the density allowed per acre in the zone is not exceeded (this does not apply in the Clatsop Plains planning area).

FINDINGS

Attached residences are not proposed.

The proposal is consistent with provision 5.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.158: RESIDENTIAL CLUSTER DEVELOPMENT STANDARDS (6)

CRITERIA

-(6) The prescribed common open space may be used to buffer adjacent forest, farm, hazard areas or other resource lands such as but not limited to archeological and historical sites, water bodies, etc.

FINDINGS

The common open space in this instance is used to preserve a large swath of marginal lands located in the Southeast corner of the property that provide excellent habitat for wildlife.

The proposal is consistent with provision 6.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.158: RESIDENTIAL CLUSTER DEVELOPMENT STANDARDS (7)

CRITERIA

- (7) Land in the same ownership or under a single development application that is divided by a road can be used in calculating the acreage that can be used in the clustering option.

FINDINGS

This is not an approval criterion. The proposal does not take this aspect into consideration.

The proposal is consistent with provision 7.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.158: RESIDENTIAL CLUSTER DEVELOPMENT STANDARDS (8)

CRITERIA

-(8) For lands zoned primarily for rural residential uses located outside urban growth boundaries, unincorporated community boundaries, and located outside non-resource lands as defined in OAR660-004-000(5)(3), the following additional conditions must be met.

- (A) The number of new dwellings units to be clustered does not exceed 10;

- (B) None of the new lots or parcels created will be smaller than two acres;

-(C) The development is not served by a new community sewer system or by any extension of a sewer system from within an urban growth boundary or from within an unincorporated community, unless the new service or extension is authorized consistent with OAR 660-011-0060;

-(D) The overall density of the development will not exceed one dwelling for each unit of acreage specified in the base zone designations effective on October 4, 2000 as the minimum lot size for the area;

-(E) Any group or cluster of two or more dwelling units will not force a significant change in accepted farm or forest practices on nearby lands devoted to farm or forest uses and will not significantly increase the cost of accepted farm or forest practices there; and

-(F) For any open space or common area provided as part of the cluster development under this subsection (8), the owner shall submit proof of non-revocable deed restrictions recorded in the deed records. The deed restrictions shall preclude all future rights to construct a dwelling on the lot, parcel or tract designated as open space or common area for as long as the lot, parcel or tract remains outside an urban growth boundary.

FINDINGS

No cluster of more than ten lots is proposed with this proposal. The area is located outside of the defined non-resource exception area and proposes lots 2 acres in size or larger.

The proposal is consistent with the provisions of the Criteria 8.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.160: ADDITIONAL RESIDENTIAL CLUSTER DEVELOPMENT STANDARDS FOR THE CLATSOP PLAINS PLANNING AREA (1)

CRITERIA

- (1) All planned developments and subdivisions shall designate and retain areas as permanent common open space.

FINDINGS

These areas are designated on the preliminary plat. See Attachment S3.

The proposal satisfies criteria 1.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.160: ADDITIONAL RESIDENTIAL CLUSTER DEVELOPMENT STANDARDS FOR THE CLATSOP PLAINS PLANNING AREA (2)

CRITERIA

- (2) The minimum percentage of common open space shall be 30% excluding roads.

FINDINGS

As mentioned previously the requirement on this parcel is 7.88 acres, the applicant is proposing to designate the appropriate acreage as open space with a deed restriction.

The proposal satisfies criteria 2.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.160: ADDITIONAL RESIDENTIAL CLUSTER DEVELOPMENT STANDARDS FOR THE CLATSOP PLAINS PLANNING AREA (3)

CRITERIA

- (3) Permanent common open space shall include, whenever possible, steep dunes which would require substantial alterations for building, buffers along streams, water bodies, deflation plains, and farm and forest lands.

FINDINGS

These aspects were taken into consideration when designating the areas of permanent common open space.

The proposal is consistent with provision 3.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.160: ADDITIONAL RESIDENTIAL CLUSTER DEVELOPMENT STANDARDS FOR THE CLATSOP PLAINS PLANNING AREA (4)

CRITERIA
- *(4) Buffers (screening) shall be provided in all subdivisions and planned developments along all property lines adjacent to arterials and/ or collectors.*

FINDINGS
The proposal is not a subdivision or planned development. This criteria is not applicable to this request

Criterion 4 is not applicable.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.160: ADDITIONAL RESIDENTIAL CLUSTER DEVELOPMENT STANDARDS FOR THE CLATSOP PLAINS PLANNING AREA (5)

CRITERIA
- *(5) Permanent common open space as part of subdivisions or planned developments adjoining one another shall be interrelated and continuous whenever possible. This could mean that the common open space could continuously follow ridge tops, deflation plains or shorelands. The Clatsop County Department of Community Development shall prepare a map of potential systems of common open space to be used as a guide for developers.*

FINDINGS
The common open space is contiguous.

The proposal satisfies criteria 5.

STANDARDS DOCUMENT SECTION 3.150: CLUSTER DEVELOPMENT AND DENSITY TRANSFER, SUBSECTION 3.160: ADDITIONAL RESIDENTIAL CLUSTER DEVELOPMENT STANDARDS FOR THE CLATSOP PLAINS PLANNING AREA (6)

CRITERIA
- (6) Streams and drainages which form a system of common open space shall be preserved.

FINDINGS
Wetland areas in the southwestern section of the property are protected from development through the Coastal Shorelands and Wetland development restrictions. The other low-lying areas within the property boundaries are designated common open space.

The proposal satisfies criteria 6.

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (1)

CRITERIA

- (1) T*raffic Impact Study*

FINDINGS
In accordance with the provisions outlined in LWDUO Section 5.350 a traffic impact study for the partition portions of this development are not required for this proposal. A traffic impact study was performed and submitted as a function of the request to rezone other portions of this consolidated proposal.

The proposal satisfies these criteria.

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (2)

CRITERIA
- (2) Consolidation of Access Points, other Transportation Mitigation

FINDINGS
The proposal consolidates all access points from the proposed parcels to the access road with one access point to Rainbow Lane. All lots have more than 25 feet of frontage along the proposed access road and will likely require county road access approval prior to construction. It is likely that a couple of the lots will be able to consolidate their access points should they desire to do so.

The proposal satisfies this criterion.

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (3)

CRITERIA
- (3) Access Options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (a minimum of 10 feet per lane is required). These methods are "options" to the developer/subdivider.

> *- (A) Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.*
>
> *- (B) Option 2. Access is from a private street or driveway connecting to an adjoining property that has direct access to a public street (i.e., shared driveway"). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.*
>
> *-(C) Option 3. Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street access shall comply with the access spacing standards in Subsection (6) below.*
>
> *- (D) Access to and from off-street parking areas shall not permit backing onto a public street. Except that in limited situations where no alternative design is possible and site distances are acceptable, parking areas having three or fewer spaces may allow for backing onto a collector or local street subject to the approval of the Public Works Director.*

FINDINGS
All access points are in accordance with Option 3 identified above.

The proposal satisfies the access provisions.

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (4)

CRITERIA

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

FINDINGS

The partition does not front onto an arterial street.

These criteria are satisfied.

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (5)

CRITERIA

- (5) Double Frontage Lots. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. Except for corner lots, the creation of new double-frontage lots shall be prohibited in the RSA-SFR, RSA-MFR, CR, SFR-1, RA-1, RA-5, or CBR Zones, unless topographic or physical constraints require the formation of such lots. When double-frontage lots are permitted in the RSA-SFR, RSA-MFR, CR, SFR-1, RA-1, RA-5, or CBR Zones, a landscape buffer with trees and/or shrubs and ground cover not less than 20 feet wide shall be provided between the back yard fence/wall and the sidewalk or street; maintenance shall be assured by the owner (i.e., through homeowner's association, etc.).

FINDINGS

No double frontage lots are created as a function of this development.

The proposal satisfies the criteria regarding double frontage lots.

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (6)

CRITERIA

- (6) Reverse Frontage Lots. When a lot has frontage opposite that of the adjacent lots, access shall be provided from the street with the lowest classification.

FINDINGS

No reverse frontage lots are proposed.

The proposal satisfies the criteria for reverse frontage lots.

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (7)

CRITERIA

- (7) Access Spacing

FINDINGS

Minimum spacing standards for driveways to each lot do not apply along the private road (Local Street).

The proposal satisfies the access spacing criteria.

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (8)

CRITERIA
- *(8) Number of Access Points*

FINDINGS
There is one access point currently proposed with this partition. Some lots may share driveway access points, but most will have direct access to the private road proposed within the partition.

The proposal satisfies the criteria regarding access points

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (9)

CRITERIA
- *(9) Shared Driveways*

FINDINGS
Where appropriate and feasible shared driveways will be implemented.

The proposal satisfies the shared driveway criteria.

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (10A)

CRITERIA
- *(10) Street Connectivity and Formation of blocks Required*

    - *(A) Block Length and Perimeter*

FINDINGS
The proposed road will satisfy Block Length and perimeter requirements.

All proposed roads within the partition boundaries satisfy these criteria.

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (10B)

CRITERIA
- *(10) Street Connectivity and Formation of blocks Required*

    - *(B) Street Standards*

FINDINGS
All streets servicing the partition shall be built to County Road Standards identified in Clatsop County's SD S6.050, Table 1.

The proposal will satisfy applicable street standards.

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (10C)

CRITERIA
- *(10) Street Connectivity and Formation of blocks Required*

    -(C) Driveway Openings

FINDINGS
The driveways that will connect the parcels to the road system shall be 10-24 feet in width. Consistency with this standard will be confirmed at the development review/building permitting stage for each parcel.

The proposal will satisfy applicable driveway opening criteria.

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (11)

CRITERIA
- *(11) Fire Access and Parking Area Turnarounds*

FINDINGS
The road network is built in conformance with the fire department recommendations. A supplementary letter from the Warrenton Fire Department to illustrate compliance with these criteria is appended to this report as attachment S1.

The proposal is consistent with fire access and parking area turnarounds.

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (12)

CRITERIA
- *(12) Vertical Clearances*

FINDINGS
No obstructions currently exist.

The proposal is consistent with the vertical clearance criteria.

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (13)

CRITERIA
- *(13) Vision Clearance*

FINDINGS
All clear vision areas shall be maintained at the access points.

The proposal satisfies the clear vision criteria.

STANDARDS DOCUMENT SECTION 5: VEHICLE ACCESS CONTROL AND CIRCULATION, SUBSECTION 5.033: ACCESS CONTROL STANDARDS (14)

CRITERIA
- (14) Construction

FINDINGS
Development and construction of streets, driveways, and stormwater drainage systems shall be in conformance with the standards approved by the county's Public Works Department.

This criterion can be conditionally satisfied.

STANDARDS DOCUMENT CHAPTER 6: ROAD STANDARD SPECIFICATIONS FOR DESIGN AND CONSTRUCTION, SUBSECTION 6.005: GENERAL ROAD AND ACCESS POLICIES

CRITERIA
- (1) Purpose. The establishment of the criteria to be used in Clatsop County for evaluating the appropriateness of proposed roads which are intended to provide access to lots or parcels. This criteria shall form the basis for determining what requirements are necessary to ensure that there will be adequate provisions available now, and in the future, to provide for the transportation needs of lots, parcels, or developments.

The Clatsop County Road Standards are the intended to provide access to new development in a manner which reduces construction cost, makes efficient use of land, allows emergency vehicles access while discouraging inappropriate traffic volumes and speeds, and which accommodates convenient pedestrian and bicycle circulation. The standards apply to County roads, dedicated roads and private roads.

The Road Standards to be applied are based on the density of the zone in which it will be built and shall be constructed to that standard. The Clatsop County Department of Community Development, Planning Commission or Board of County Commissioners will on a case by case basis consider possible future parcelization and whether or not the road being built should be private or dedicated.

Where a partition is proposed in Major or Peripheral Big Game Range areas, the road shall be located to minimize its impact on big game range.

- (2) Conditions of Development Approval. No development may occur unless required transportation facilities are in place or guaranteed, in conformance with the provisions of this document. Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of development on public facilities and services. Findings in the development approval shall indicate how the required improvements are roughly proportional to the impact.

- (3) Criteria. Roads in Clatsop County shall be designed, constructed, and maintained to:

- (A) be capable of ensuring unrestricted travel to and from a property.

- (B) Provide adequate, safe, and legal access with minimum public cost.

-(C) Place the burden of the costs on the benefited person(s).

- (D) Provide access for fire protection, ambulance, police, mail, school bus, public transit, and garbage services.

- (E) Provide for drainage ways and utility services.

- (F) Be compatible with adjoining land use.

-(G) Minimize, with the constraints of reasonable engineering practices and costs, the creation of roads within lands designated for Exclusive Farm Use, Forest Resource,

- (H) Ensure that the new road will minimize interference with forest management or harvesting practices.

- (I) Minimize within the constraints of reasonable engineering practices and costs the loss of productive agricultural or forest land, and be located on that portion of such land that is least suitable for timber or agricultural production, taking into consideration, but not limited to, the following: topography, soil capability or classification, erosion potential, and the size and resultant configuration of the affected tracts.

-(J) Minimize the loss of important wildlife habitat, such as sensitive deer and elk range, identified natural areas, and other significant natural features.

- (K) Facilitate safe and convenient pedestrian and bicycle trips to meet local travel needs in developed areas.

- (L) Streets within or adjacent to a development shall be improved in accordance with the Transportation System Plan and the provisions of this Section.

- (4) Standards, Generally:

- (A) The following are a variety of types or forms of access used to gain ingress and egress to property within Clatsop County:

- (1) County roads

- (2) Federal roads

- (3) State highways

- (4) Dedicated ways

- (5) Flag lots

- (6) Ways of necessity

- (7) Public roads

- (8) Private roads

- (9) Prescriptive roads

- (B) Publicly dedicated and maintained roads provide superior access.

-(C) Flag lots may provide access, but can hinder future development of the surrounding area.

- (D) Private roads function best if they are designed to serve a predetermined, limited amount of development.

- (E) Paved roads are safer, less of a nuisance, and more economical to maintain than gravel roads.

- (F) Road requirements should support a complete transportation network, and not inhibit new land development innovations and concepts.

- (G) Dedicated ways or County roads shall be the ordinary standard recommended for subdivisions, except as may be dictated by natural hazards, topography, or other special circumstances.

- (5) Standards, Specifically:

- (A) As far as is feasible, roads shall be in alignment with existing or appropriate projections of existing roads by continuation of their centerline.

-(B) When necessary to give access to, or permit a satisfactory future division of adjoining lands, rights-of-way or easements shall be extended to the boundary of a major partition, subdivision, or development. The County may also require the improvement of such rights-of-way or easements in a Class "a" division. A temporary turnaround may be required for the resulting dead end road.

-(C) Frontage roads, or double frontage parcels or lots may be required by the County when a proposed parcel or lot would otherwise abut an arterial or collector road in order to effect separation of through and local traffic. In addition, screening or other treatments may be required along arterials and collectors in order to provide adequate noise and visual protection to adjacent properties.

-(D) Whenever a proposed division or development is intended to abut a public road, the County shall restrict or limit as to location and number, vehicular access points unless specifically exempted in any approval thereof.

- (E) Where a cut or fill road slope is outside the normal right-of-way, a slope easement shall be required of sufficient width to permit maintenance of the cut or fill and drainage structure.

FINDINGS

If the applicant proposed to meet the minimum standard required per county road standards the road system would consist of an A-20 access road, with an appropriate turnaround apparatus at the end of the road. The applicant is designating a 50 foot wide road easement to provide future capacity to the adjacent lots should the need arise in the future. The applicant has provided a statement from the County Road Master verifying that the proposed development conforms to county road standards. See Attachment S2.

The proposal will be consistent with County road standards including access policies.

STANDARDS DOCUMENT CHAPTER 6: ROAD STANDARD SPECIFICATIONS FOR DESIGN AND CONSTRUCTION, SUBSECTION 6.010: IMPROVEMENT PLANS

CRITERIA

The Improvement Plans will include, but not be limited, to the following:

- (1) A plan view showing:

- (A) Dimensioning necessary to survey and relocate the roadway.

- (B) Right-of-way lines as shown on the final plat.

-(C) Proposed drainage structures, showing both size and type of structure.

- (D) Location of all existing and proposed utilities.

- (E) Location and dimensions of the pedestrian circulation system.

- (F) Location of bicycle parking.

- (G) Location and type of signs.

- (H) Toe of slope and top of cut lines showing the limits of the construction area within the dedication.

-(I) Section lines, fractional section lines and/or Donation Land Claim lines tie to corner from which dedication description is prepared.

-(J) Vicinity map in the upper left hand corner of the first plan sheet showing roughly the relationships of the proposed road to cities, state highways, county roads, or other well defined topographical features.

- (K) The stamp and signature of the Registered Professional Engineer preparing the plans.

- (2) A profile showing:

- (A) Centerline grades and vertical curves.

- (B) Curb profiles where curbs are required.

-(C) Super elevation transition diagrams for horizontal curves shall be shown if curbs are not required.

- (3) Typical roadway cross-section showing:

- (A) Width and depth of base.

- (B) Width and depth of paving.

-(C) Curbs if required.

- (D) Side slopes.

- (E) Ditch section in cut areas.

- (4) Detail plans of all bridges, stamped by a registered professional engineer.

- (5) Detail plans of any drainage and irrigation structures, sewer lines, or other structures.

- (6) Any other information required by the County Road Department.

FINDINGS

The road layout shown on the preliminary plat application has been reviewed and approved by the county and local fire protection district.

The proposal will adhere to improvement plan policies.

STANDARDS DOCUMENT CHAPTER 6: ROAD STANDARD SPECIFICATIONS FOR DESIGN AND CONSTRUCTION, SUBSECTION 6.050: PUBLIC AND COUNTY ROAD STANDARDS

CRITERIA

(1) Road Design:

-(A) The radius of curvature, grade and intersection curb return radius of streets shall conform with the minimum standards prescribed in Tables 1, 2, 3, and 4 of these standards.

- (B) Alignment of streets: Streets located on opposite sides of an intersecting street shall have their centerlines directly opposite each other where possible; otherwise, the centerlines shall be separated by not less than 125 feet.

-(C) Intersection angles: Street intersections shall be as near right angles as possible except where topography requires a lesser angle, but in no case shall the acute angle be less than 60 degrees.

- (D) Location of centerline: The centerline of the paving shall correspond to the centerline of the right-of-way where possible and practical.

- (E) Continuation of streets: Subdivision streets which constitute the continuation of streets in contiguous territory shall be aligned so that their centerlines coincide. Where straight-line continuations are not possible, such centerlines shall be continued by curves. New streets or the continuation of a street in contiguous territory may be required by the Planning Commission where such continuation is necessary to maintain the function of the street or a desirable existing or planned pattern of streets and blocks in the surrounding area. Any road or street which does not connect directly to a County maintained road, City maintained street or state highway will not be accepted for maintenance by the County.

- (F) Streets in Subdivision Adjoining Unsubdivided Land:

- (1) Stubbed streets: Where a subdivision adjoins unsubdivided land, streets which may be necessary to assure the proper subdivision of the adjoining land or the continuation of the function of a major arterial or collector street shall be provided through to the boundary line of the subdivision.

- (2) Half streets: Half streets proposed adjacent and parallel to the boundary line of the subdivision, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision when in conformity with other requirements of this ordinance and when the Planning Commission finds it will be practical to require the dedication and improvement of the other half when the adjoining property is subdivided. Half streets shall not be permitted where lots would front on such streets. Where half streets are provided, a performance bond may be required to insure all improvements until such time as the remaining half street on adjacent property is dedicated and improved. Whenever an existing half street is adjacent and parallel to the boundary line of a proposed subdivision, the subdivider shall dedicate and improve such additional right-of-way as may be necessary to meet the standards for the type of streets involved.

- (G) Subdivision roads: All roads not to be maintained by the County shall be posted with an approved sign stating roads are not County maintained.

- (H) Existing streets: Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of the subdivision. When existing streets are to be used as access to the subdivision they shall be constructed as to provide reasonable access as determined by the County Public Works Director or County Engineer.

- (I) Cross Sections and Tables. All new arterials, collectors, and local streets must conform with design standards of Table 1 Road Right-of-Way and Improvement Standards.

-(2) <u>Improvement Plans</u>: A complete set of Improvement Plans shall be submitted and approved by the County Public Works Director prior to the start of construction on any County maintained road, public way or subdivision road which is to become a public way.

- (3) <u>Surveying</u>: All roads shall be located by a survey crew so as to insure that the road is constructed in the location shown on the improvement plans. The construction of the road improvement shall be within 0.3' more or less of the horizontal and vertical location shown on the improvement plans.

-(4) <u>Monumentation</u>: All P.C. and P.T. points on horizontal curves shall be referenced with a 5/8" x 30" steel rod driver twenty-four (24) inches into the ground set at the intersection of the R/W line and a line perpendicular to the tangent at the P.C. or P.T. point and shall be witnessed by a white 4" x 4" cedar post forty-eight (48) inches in length set eighteen (18) inches into the ground set twelve (12) inches from and in line with the P.C. or P.T. point. As an alternative to the white cedar posts, a forty-eight (48) inch steel post painted white may be used for such witness posts.

-(5) <u>Standard Specifications</u>: All roadway excavation, fill construction, subgrade preparation, aggregate bases, surfacing, prime coats and paving will be built in accordance with the 1974 edition of the Oregon State Highway Division's "Standard Specifications for Highway Construction". Whenever these specifications refer to the State, consider that to mean the County of Clatsop, the appropriate County Department or appropriate County address. In case of discrepancy or conflict in the plans, standard specifications, supplemental standard specifications and special provisions, they shall govern in the following order:

- (A) Special Provisions

- (B) Plans specifically applicable to the project.

-(C) Standard or general plans.

- (D) Supplemental Standard Specifications.

- (E) Standard Specifications.

- (6) Testing: All testing except as herein noted, will conform to methods described in "A.A.S.H.T.O. Materials, Part 11, Tests", 11th Edition 1974. All lab costs for testing will be borne by the developer.

- (7) Inspection: The County Road Department shall be notified 48 hours in advance of the time for subgrade inspection, 48 hours in advance of the time for base inspection and 48 hours in advance of the time for paving inspection. The subgrade is to be inspected before placing the base. The base is to be inspected before placing the pavement.

If proper notification for inspection has not been given, the Clatsop County Road Department will not grant approval of the road for twelve months. In this way, the County can observe any deficiencies that may develop in the road and have them corrected before acceptance.

- (8) Subgrade: All subgrades will be compacted in accordance with Section 203.41 of the Standard Specifications.

-(9) Aggregate Base: Aggregates for aggregate base shall be gravel or rock, crushed or uncrushed, including sand, reasonably well graded from coarse to fine. The grading shall be such that the maximum size shall not exceed 75 percent of the compacted thickness of the layer in which it is incorporated. The aggregate fraction passing a 1/4" sieve shall constitute not less than 10 percent nor more than 50 percent of the whole, by weight, and not more than 8 percent of the total aggregate shall pass a no. 200 sieve. Within the above limits, the subbase aggregate shall be so graded that the materials will be dense and firm when watered and compacted. If crushed aggregate meeting the requirements of Section 703.07 of the Standard Specifications is used, a 2-inch reduction in aggregate base depth will be allowed.

- (10) Asphalt Prime Coat: For all roadway sections using an oil mat, an asphalt prime coat will be applied to the aggregate base in addition to the oil mat. The prime coat will be applied in accordance with Section 408 of the Standard Specifications. Application rate and type of oil will be as approved by the County Public Works Director. The aggregate shall be 3/4 to 1/2 or as approved by the County Public Works Director and specified in Section 703.12 of the Standard Specifications. The aggregate shall be applied approximately at the rate of 0.01 cubic yards/square yard. A three-day curing period will be required.

- (11) Asphalt Penetration Macadam: Where any oil mat is required it shall be applied in accordance with Section 406 of the Standard Specifications. It shall be equal to or greater than Type 0-9 penetration macadam as shown on the O.S.H.D. Standard Table of Details (Drawing No. 1833). The bituminous material used in the first two spreads shall be as approved by the County Public Works Director. The bituminous material used in the seal coat may be as approved by the Public Works Director.

- (12) Asphalt Concrete Pavement: Where asphalt concrete pavement is required it shall be done in accordance with Sections 401 and 403 of the Standard Specifications. The asphalt cement shall be as approved by the County Public Works Director. The class of asphalt concrete shall be Class B.

- (13) Concrete Curb: Where required Portland cement concrete curbs shall be constructed in accordance with Clatsop County "curb-driveway" Standard Drawing and Section 609 of Standard Specifications. The concrete shall be Class 3300 as specified in Section 504 of Standard Specifications.

- (14) Select Backfill: The curbs shall be backfilled in the areas shown on the plans with select backfill. This select backfill shall consist of materials with a maximum size of three inches. The material shall compacted to at least 90 percent of its relative maximum density.

- (15) Clearing: The right-of-way shall be cleared of all trees. However, in subdivisions where traffic safety would not be involved and a lesser requirement would not create a hazard, the right-of-way shall be cleared a minimum of forty-feet (40) or four-feet (4) beyond the edge of shoulder or curb line or the finished road. Also in subdivision, the case of an individual tree which is considered an exceptional or stately tree, an allowance can be made to leave the tree within the above mentioned four (4) foot area. In some instances, consideration can also be given to allow the prism of the road to shift slightly toward one side of the right-of-way. Any change in the alignment should be done to provide a safe and aesthetic looking roadway.

- (16) Signs: Clatsop County has jurisdiction concerning the location of all signs on County maintained roads and public ways.

When in the Public Works Director's opinion there may be a need for a change in the speed limit for a road, he shall request the Oregon State Speed Control Board to study the road in question. If the Speed Control Board issues an order to post a speed limit on the road, Clatsop County will furnish and install the speed limit signs at the County's expense.

Name signs for County maintained roads shall have reflective green background with reflective white letters.

Signing at intersections will be paid for as follows:

- *(A) Intersection of two County maintained roads:*
    - *(1) Stop signs - County.*
    - *(2) Name signs - County.*
- *(B) Intersection of a County maintained road and a public way:*
    - *(1) Stop signs - County.*
    - *(2) Name signs - County.*
- *(C) Intersection of two public ways:*
    - *(1) Stop signs - Others.*
    - *(2) Name signs - Others.*
- *(D) Intersection of two private ways:*
    - *(1) Stop signs - Others.*
    - *(2) Name signs - Others.*
- *(E) Intersection of private way and public way:*
    - *(1) Stop signs - Others.*
    - *(2) Name signs - Others.*

Clatsop County Road Department may furnish and install the signs which were referred to above as paid for by "others". However, they shall be paid by "others" for the County's expense.

- *(17) Drainage:*

    - *(A) Size of culverts: The design and construction of all drainage facilities within a project shall be of sufficient size and quality to receive and transport, at a 25 year storm frequency standard all surface drainage and natural drainage course waters coming to and passing through the project from the watershed or watersheds to which it is servient, when the lands located in such are at full planned development, according to the Comprehensive Framework Plan. The minimum diameter pipe to be used shall be 12 inches.*

    Prior to approval being granted for a project, it must be shown that the existing downstream facilities be adequate to receive and pass storm water runoff discharged through and from the proposed project from a 25 year storm based on the present development plus any proposed developments of the lands of the watershed or watersheds to which the proposed project is servient.

    In those areas located in the 100-year floodplain, the design and construction of all drainage facilities shall be of sufficient size and quality to receive and transport the 100- year storm without raising the floodplain elevation. The drainage facilities may be designed to pass less than a 100-year storm provided retention or detention of the runoff is designed and that such retention or detention does not raise the floodplain upstream.

    - (B) Drainage easements: When, due to topographical or other reason, all or any portion of the water collected in the project must be discharged at the boundary of the project, such that it is concentrated and must run across other private property before reaching a natural or existing drainage course, the developer shall make all necessary arrangements with the affected property owner or owners. Arrangements shall include, but are not limited to, a proper easement for drainage in favor of the public executed by the affected

owner or owners and a method of transporting the water, i.e. ditch, sewer, etc., satisfactory to the Department and said owner or owners.

If it is necessary to carry water across portions of the land being developed hereunder, which are not to become public, and a satisfactory easement has not been provided in the official plat of the area, the developer shall prepare and cause to be executed a proper easement to the public for such purpose.

-(C) Connections to roadside ditches: Where drainage is to be connected to an existing roadside ditch, the ditch shall not be deepened so as to produce a finished ditch more than two (2) feet below the maximum of two (2) foot depth, the developer shall cause to be constructed a proper size storm sewer line in said roadside ditch.

Table 1- Right-of-Way and Improvement Standards Table

Functional Road Class	A.D.T	Design Standard Typical	Travel Width	R-O-W Width	Surface Type	Design Speed MPH	Max. % Grade	Min. Curve Radius	Street Signs
Arterial	>1000	A - 32	24	80	A.C.	45	12	750	(1)
Collector	300 – 1000	A - 28	24***	60	A.C.	40	12	500	(1)
Local	60 – 300	A - 24	22	60	A.C./Oil	35	12	350	(1)
Subdivision (10+ lots)	>60	A - 22	20	50	A.C.(5)	25	12	250	(1)
Subdivision (4-9 lots)	30 – 60	A - 20	18	50	A.C.(5)	20	12**	150	(1)
Partition (> 3 ***)	<60	A - 20	18	50	Gravel	20	12**	150	(1)
Partition (1-3 lots)	<30	A – 12(4)	12	25	Gravel	15	16*	50	(1)

* If unavoidable conditions exist a grade of 2% greater than that shown may be allowed with A.C. paving.
** If unavoidable conditions exist a grade of 4% greater than that shown may be allowed with A.C. paving
*** May be reduced to 22 feet as specified in AASHTO if approved by the County Engineer.
(1) One (1) approved street sign will be provided at each intersection for each named street
(2) All dead-end streets will be terminated with a cul-de-sac or approved turnaround. See Design Standard Typical Cul-de-sac for details.
(3) Drainage/slope easements may be required if roadway slopes extend beyond the right-of-way.
(4) A-12 roads require turn-outs at a maximum distance of 250 feet, or at a lesser interval that will maintain a continuous visual contact between each successive turn-out
(5) Minimum A.C. thickness is 3" nominally compacted ODOT Class C, or approved equal

(Amended 11/1/2004)

Table 1A - Road Improvement Policy Matrix

(For Reference Purposes Only)

	Resources Zones	Non-Resource Zones	
	New Road Created or Existing Road Used	New Road Created	Existing Road Used
1.Must a road be improved in conjunction with a partition?			
A. Private Road	No	Yes	Yes (1)
B. Public Road	No	Yes	No
C. County Road	Yes (2)	Yes	No
2. Minimum Road Standard Required?			
A. Private Road	n/a	A-12	A-12(1)
B. Public Road	n/a	A-20	A-20
C. County Road	(2)	A-20(3)	A-20

(1) If an existing private road provides access to a parcel, this road must be improved to at least an A-12 standard. See Table 1, Road Right-of-way and Improvement Standards.
(2) If a County road is created or utilized in a resource zone to provide access to a partitioned parcel, the Board of Commissioners shall establish minimum improvement standards and control the timing of the improvement.
(3) If a new portion of a County road is created to provide access to a non-resource zone partition, the Board of Commissioners shall set the improvement standards (the minimum improvement shall be an A-20 standard)

FINDINGS

The road servicing the lots will be located within a 50-foot wide easement and meet the county's A-20 requirements. The road shall be provided with suitable turnaround/cul-de-sac in accordance with the Uniform Fire Code and the applicable requirements from the local Fire Chief. See attachments S1 & S2

The proposal is consistent with County road development standards.

Exhibit 2
Planning Commission
Resolution & Order 10-12-02
December 14, 2010

BEFORE THE PLANNING COMMISSION
FOR THE COUNTY OF CLATSOP

In the Matter of

A REQUEST TO AMEND THE ZONING AND COMPREHENSIVE PLAN DESIGNATION ON APPROXIMATELY 13 ACRES

Applicant: Frog Consulting, LLC

Property Owners: Michael Benesch, Warrenton Fiber Co. and Waldo Veelle

Subject Property: T8N, R10W, Sec. 33A, Tax Lots 800, 900 & 1000 and T8N, R10W, Sec. 34, Tax Lots 1301, 2000 & 2100

RESOLUTION AND ORDER

 # 10-12-02

Recording Date: December 21, 2010

RECITALS

THE ABOVE ENTITLED MATTER came before the Planning Commission on December 15, 2010, for public hearing in accordance with Clatsop County's Land Water Development and Use Ordinance (LWDUO) Section 2.105. Staff provided evidence and testimony to the Planning Commission for consideration. In accordance with LWDUO Sections 2.115-2.120, staff notified all interested parties, property owners and public agencies.

There were comments from the applicant, property owners, public agencies and interested citizens. Concerns from the public regarded transportation, urbanization, noise and wildlife habitat.

All applicable criteria and standards against which the proposal was tested, the hearing body's interpretation of what would be required to achieve compliance with the criteria and standards, and facts used by the hearing body to establish compliance and assurance of compliance with applicable standards are contained in Exhibit A, Memorandum.

The Commission finds and resolves that the evidence provided by the applicant and staff thereby satisfy the criteria for the request.

WHEREFORE:

THE PLANNING COMMISSION, considering all evidence and testimony provided by the Planning Department Staff, the Applicant, Public Agencies and Citizens of the area, hereby **adopts the findings of fact and conclusions as amended by this document and attached Exhibit A Memorandum**, attached hereto and by this reference made a part hereof.

Dated the 21st day of December 2010.

THE PLANNING COMMISSION
FOR CLATSOP COUNTY

Cary T. Johnson, Chairperson
Clatsop County Planning Commission

Director of Transportation & Development for Mr. Johnson P.C Chair.
12/21/10

Wingard Planning & Development Services, LLC

Patrick Wingard, AICP
Owner

1475 5th Street
Astoria, OR 97103
503.717.3995
wingardpds@gmail.com
www.wingardplanning.com

EXHIBIT A

MEMORANDUM

DATE: December 19, 2010

TO: Director, Clatsop County Department of Transportation and Development, Land Use Planning Division

FROM: Clatsop County Planning Commission

THROUGH: Patrick Wingard, AICP, Clatsop County Contract Planner Pat W

RE: **Planning Commission Recommendation to Board of Commissioners on Benesch, Warrenton Fiber Co., & Veelle Consolidated Land Use Application**

Summary
The applicant, Frog Consulting, LLC, representing property owners Mike Benesch, Warrenton Fiber Company and Waldo Veelle, proposes to amend the zoning and comprehensive plan designation on approximately 13 acres of contiguous land located along Dolphin Road just south of the Warrenton City Limits/Urban Growth Boundary. The subject property includes all or portions of T8N, R10W, Sec. 33A, Tax Lots 800, 900 & 1000 and T8N, R10W, Sec. 34, Tax Lots 1301, 2000 & 2100. Several subject property maps are included in the attached application (Exhibit 1) and public notice (Exhibit 2).

In its October 11, 2010 application (attached, Exhibit 1), the applicant separates the proposal into four project components:

- A **Density Transfer** involving two (2) density credits;
- A Zoning Ordinance **Text Amendment** to reflect the density transfer;
- A **Zone Change** [RA-5 to LI (8 acres) and RA-5 to NU (5 acres)]; and,
- A **Goal 14 Exception.**

The applicant provides findings of fact for the county's consideration on each of the project components. Note, the applicant's findings of fact have been revised to incorporate supplemental findings contained in the applicant's December 14, 2010 document entitled, 'Proposed Revisions Dolphin Road Industrial Project'.

The Planning Commission has assessed the application for consistency with applicable standards and draws the following conclusions:

Table 1. Benesch Warrenton Fiber Co. Veelle Consolidated Land Use Application Summary of Application's Consistency with Applicable Standards and Planning Commission Action Taken

Project Component	Consistent? (Y/N)	Planning Commission Action Taken; Notes
Density Transfer	Y	Approved.
Text Amendment	Y	Approved.
Zone Change	Y	Approved. Applicant to provide additional transportation findings.
Goal Exception	N	No action taken. Applicant has withdrawn its request.

Assessment of Application against Applicable Standards
The Planning Commission generally concurs with the applicant in its analyses for three of the four project components. The findings of fact below detail the Planning Commission's decision in this matter.

Finding of Fact #1 - Density Transfer
Findings provided by the applicant (attached, Exhibit 1) satisfactorily address county standards pertinent to the transfer of development rights in the Clatsop Plains planning area.

Finding of Fact #2 – Text Amendment
Findings provided by the applicant (attached, Exhibit 1) satisfactorily address county standards pertinent to amendments to the text of the Clatsop County Land and Water Development and Use Ordinance.

Finding of Fact #3 – Zone Change
Findings provided by the applicant (attached, Exhibit 1) satisfactorily address the county zone change criteria [LWDUO Sec. 5.412(1)-(8)]. The applicant is expected to provide additional transportation findings, as applicable, to address concerns raised by the Oregon Department of Transportation in its December 13, 2010 letter (attached, Exhibit 6).

Finding of Fact #4 – Goal 14 Exception
The applicant has withdrawn its request for an Exception to Statewide Planning Goal 14, Urbanization. The Planning Commission takes no action on this project component. Prior to the Board of Commissioners' public hearing on this matter, the applicant shall remit to Clatsop County a revised set of findings that remove references to a goal exception request.

Other Considerations
Carol Parker, City of Warrenton Community Development Director, provided the following comments on the application:

> >>> "Carol Parker" <cparker@ci.warrenton.or.us> 10:09 AM 11/23/2010 >>>
>
> Julia, thank you for the notice of the above application submitted by Frog Consulting to rezone property located off of Dolphin Road and abutting the southern Warrenton city

limits boundary. The City's zoning is General Industrial (I-1) for properties abutting the north boundary lines of the subject properties; therefore, the city has no objections to the request for a rezone from RA-5 to Light Industrial; however, the City does not have a Light Industrial zoning district, hopefully the list of uses (permitted and conditional) in this zone will be compatible with the City's General Industrial zone.

Carol Parker
Warrenton Community Development Director

A comparison of permitted and conditionally permitted uses in the City's I-1 (General Industrial) Zone and the County's LI (Light Industrial) Zone is contained on the following page:

Table 2 Comparison of City and County Industrial Zones

Permitted and Conditionally Permitted Uses	
Clatsop County	**City of Warrenton**
Light Industrial (LI) Zone	**General Industrial (I-1) Zone**
Automobile wrecking yard	Production, processing, assembling products
Food products manufacturing	Research and development laboratories
Concrete, ready-mix or asphalt batching plant	Printing facilities
Solid waster transfer station	Public utility facilities
Communication facilities	Storage and distribution services and facilities
Retail, wholesale or service business est.	Automobile and vehicle repair, welding
Lumber yard, retail, including mill works	Airport support structures
Machine shops	Mini-warehouse or similar storage uses
Bottling works	Contractor shop or equipment storage yard
Equipment storage yard	Cabinet, carpenter, woodworking, sheet metal shop
Hauling, freighting and trucking yard / terminal	Professional, financial or business office
Welding shop	Public utility structure
Wholesale business, storage bldg or warehouse	Government buildings and uses
Manufacturing, compounding, assembling products	Passive restoration
Laboratory for experiment, research or testing	Fairgrounds
Recycling collection center	Heavy fabrication of finished or semi-finished product
Splitting and sale of firewood	Airport runway extension or relocation
Land transportation facility	Single caretaker unit per parcel

Permissible uses in the City's I-1 Zone are very similar to those found in the County's LI Zone. Future light industrial development on the subject property is expected to be compatible with existing and future uses on the adjoining general industrial lands within the City of Warrenton.

Exhibits

The following Exhibits and associated attachments are hereby incorporated into this memorandum and identified as follows:

Exhibit 1 – Frog Consulting LLC Consolidated Land Use Application dated 10/11/10 and Revisions dated 12/14/10

- Note, the Application includes Exhibits A-E and Attachments 1-7 and the Revisions include Attachments 1-2.

Exhibit 2 – Notice of Public Hearing mailed 11/19/10 with Recipient List
Exhibit 3 – Letter from Matt Spangler, DLCD, to Clatsop County dated 12/2/10
Exhibit 4 – Email from Carol Parker, Warrenton Community Development Director, dated 11/23/10
Exhibit 5 – Written Comments from Interested Parties
Exhibit 6 – Letter from Bill Johnston, ODOT, to Clatsop County dated 12/13/10

Respectfully submitted,

Patrick Wingard, AICP
Contract Planner for
Clatsop County Planning Division

Exhibit 1
Frog Consulting LLC Consolidated Land Use Application,
Dated 10/11/2010, and Revisions Dated 12/14/2010

RECEIVED
DEC 14 2018
Community
Development
CLATSOP COUNTY

Frog Consulting LLC

Dolphin Road Industrial Project

Density Transfer

Text Amendment

Zone Change

SUBMITTED TO:

CLATSOP COUNTY

SUBMITTED BY:

MICHAEL WESTON, CEO & CO-FOUNDER
FROG CONSULTING LLC

PREPARED FOR:

MICHAEL BENESCH, WARRENTON FIBER COMPANY, INC. & WALDO VEELLE

Frog Consulting LLC

469 Lexington Avenue * Astoria, OR 97103 * Ph: 503-325-5666 * frogconsultingllc@gmail.com

December 14, 2010

PROPOSED REVISIONS DOLPHIN ROAD INDUSTRIAL PROJECT

SUMMARY

The applicant Frog Consulting on behalf of the owners Mike Benesch, Waldo Veele and Warrenton Fiber, respectfully requests to withdraw our application for a goal 14 exception. The Goal 14 Exception has been deemed unnecessary by DLCD to satisfy our primary intent of rezoning to Light Industrial.

The applicant has also provided a Traffic Impact Study conducted by Lancaster Engineering in June of 1999. Furthermore the findings in this report illustrate a reserve capacity on Dolphin Rd of approximately 181 vehicular trips per hour, or nearly 4500 trips per day. In our findings we estimate the maximum increase to traffic volumes between 150 – 200 Average Daily Trips (ADT)[1]. Based on our estimates of maximum traffic volume the impact on service levels for Dolphin Road should be relatively negligible. In addition to the evidence provided in the Lancaster Report illustrating capacity, the report is also a good indicator to the volume of traffic generated by the current industrial uses and the projected service levels in the year 2020. Another relevant outlier to the Lancaster Report is the fact that the northern portion of Dolphin Road was closed, which according to traffic generation models should have greatly improved the safety and operational aspects of the Dolphin Avenue and Hwy 101 intersection by reducing the Volume to Capacity Ratio (v/c) by an estimated 775 vehicular trips per hour or approximately 1097.4 ADT.

In sum our request to withdraw the Goal Exception portion juxtaposed with the findings provided in this report relating to OAR 660-012-0060 adequately address the concerns presented by DLCD and ODOT, and allow a finding of no significant impact to service levels on Dolphin Road/Avenue and the service levels at the intersection of Dolphin Avenue and Highway 101.

CRITERIA

OAR 660-012-0060

Plan and Land Use Regulation Amendments

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:

---

[1] ADT ate calculated using the theory that evening peak hour is 10% of the average daily traffic. Our estimated average daily trips were calculated using Trip Generation, 8th Edition published by the Institute of Transportation Engineers (ITE). The trip rates were for land use code 110 (General Light Industrial) with a maximum of 30 units or a 30,000 ϕ of building/s.

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

Finding: Prior to the closer of the northern intersection of Dolphin Avenue and Highway 101 the southern portion of Dolphin Avenue intersecting Highway 101 was at a service level "C". The reserve capacity at the intersection was 181 trips per hour or 4500 trips per day. The 150 – 200 average daily trips generated from this zone change will not create a change in service levels.

The findings weigh in favor of approval.

(b) Change standards implementing a functional classification system; or

Finding: The proposal will not change the standards for a functional classification system.

The findings weigh in favor of approval.

(c) As measured at the end of the planning period identified in the adopted transportation system plan:

Finding: Warrenton's TSP extends through the 2020 plan year. Prior to the closure of the northern portion of the Dolphin Avenue intersection this intersection was predicted to have a level of service "F". With the mitigation measures applied in 2008 by the Home Depot the classification for the Dolphin Road intersection was improved to a "B" with an estimated level of service "C" in 2020. The proposal will not cause degradation to the service levels at the Dolphin Avenue / Highway 101 exchange.

The findings weigh in favor of approval.

(A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

Finding: The proposal will not allow land uses or levels of development that would result in a reduction to the levels of service of Dolphin Road. Furthermore the proposed rezoning will not degrade the functional classification of the existing and planned development of Dolphin Road or the Dolphin Avenue / Highway 101 intersection.

The findings weigh in favor of approval.

(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or

See Findings Above.

(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

Finding: Dolphin Road was projected to fail in 2020 prior to the mitigation measures developed in 2008 with the closing of the portion of Dolphin Road north of Highway 101. Projections now indicate that Dolphin Road will have a sufficient level of service through the projected planning year 2020.

The findings weigh in favor of approval.

TRIP CALCULATOR

See Attachment 1.

DENSITY TABLE CORRECTIONS

Sending Sites	Existing Zoning	New Zoning	Applicable Acreage	Density Units	Remaining Density	Receiving Site/s	Receiving Zone	Density Credits
510334001000	RA5 / LW	NU / LW	RA5 = 2.5	1 / 2	0	TBD	TBD	1 Unit
510334000500	RA5 / LW	NU / LW	RA5 = .25	1 / 20				
Comb = 1 "LOR"			Subtotal = .55 (du)				Subtotal = 1 (dc)	
510340001301	RA5 / LW / AF	NU / LW / AF	RA5 = 1	0	0	TBD	TBD	1 Unit
"LOR"			Subtotal = 1/5 (du)				Subtotal = 1 (dc)	

PROPOSED MODIFICATION TO FINDINGS ON PAGE 15 OF EXHIBIT 1

The following modification has been proposed to adequately address the concerns of staff. In addition all contexts relating to a goal exception throughout the document will be removed in and presented for final approval within 7 days of the Planning Commission's decision.

Criteria:

Goal 2 – Land Use Planning

The County's land and water have been placed in one of six (6) Plan designations. (1) Conservation Forest Lands, (2) Conservation Other Resources, (3) Natural, (4) Rural Agricultural Lands, (5) Rural Lands, and (6) Development

Finding:

This proposal rezones approximately 13 acres of Residential Agricultural 5(RA5) to Light Industrial(LI) and Natural Uplands(NU). Both the RA5 and LI zoning designations are currently listed under the Rural Lands designation in LWDUO Table 3.010. The portions of the property proposed to be designated Natural Uplands adequately satisfy the County's criteria for lands designated Natural. The lands proposed for development to Light Industrial also meet the criteria and guidelines for areas designated as Rural Lands based on the service and infrastructure levels and uses on surrounding lands.

Attachment 1 Trip Generator



14-Dec-10

Spack

ITE Trip Generation Rates - 8th Edition
Pass-by rates from ITE Trip Generation Handbook - 2nd Edition

Instructions: Enter Expected Unit Volumes into Column "M"

Description/ITE Code	Units	ITE Vehicle Trip Generation Rates (peak hours are for peak hour of adjacent street traffic unless highlighted)								Expected Units	Total Generated Trips			Total Distribution of Generated Trips					
		Weekday	AM	PM	Pass-By	AM In	AM Out	PM In	PM Out		Daily	AM Hour	PM Hour	AM In	AM Out	Pass-By	PM In	PM Out	Pass-By
Waterport/Marine Terminal 010	Acres	11.93	NA	NA		NA	NA	NA	NA		0	NA	NA	NA	NA	0	NA	NA	0
Waterport/Marine Terminal 010	Berths	171.52	NA	NA		NA	NA	NA	NA		0	NA	NA	NA	NA	0	NA	NA	0
Commercial Airport 021	Employees	13.40	0.82	0.90		55%	45%	54%	46%		0	0	0	0	0	0	0	0	0
Commercial Airport 021	Avg Flights/Day	104.73	5.40	7.18		54%	46%	45%	55%		0	0	0	0	0	0	0	0	0
Commercial Airport 021	Com. Flights/Day	122.21	6.43	8.08		56%	45%	54%	46%		0	0	0	0	0	0	0	0	0
General Aviation Airport 022	Employees	14.24	0.69	1.01		53%	47%	45%	55%		0	0	0	0	0	0	0	0	0
General Aviation Airport 022	Avg. Flights/Day	1.97	0.24	0.30		NA	NA	NA	NA		0	0	0	NA	NA	0	NA	NA	0
General Aviation Airport 022	Based Aircraft	5.00	0.24	0.31		63%	37%	45%	55%		0	0	0	0	0	0	0	0	0
Truck Terminal 030	Acres	81.50	7.28	8.55		41%	59%	43%	57%		0	0	0	0	0	0	0	0	0
Truck Terminal 030	Employees	4.99	0.65	0.95		46%	60%	47%	53%		0	0	0	0	0	0	0	0	0
Park&Ride w/ Bus Service 090	Parking Spaces	4.90	0.72	0.82		81%	19%	23%	77%		0	0	0	0	0	0	0	0	0
Park&Ride w/ Bus Service 090	Acres	322.30	48.81	43.75		NA	NA	NA	NA		0	0	0	NA	NA	0	NA	NA	0
Park&Ride w/ Bus Service 090	Occ. Spaces	9.82	1.36	0.91		69%	31%	26%	72%		0	0	0	0	0	0	0	0	0
Light Rail Station w/ Park 093	Parking Spaces	3.61	1.07	1.24		50%	20%	58%	42%		0	0	0	0	0	0	0	0	0
Light Rail Station w/ Park 093	Occ. Spaces	3.91	1.14	1.33		50%	20%	58%	42%		0	0	0	0	0	0	0	0	0
General Light Industrial 110	KSF	6.97	0.92	0.97		88%	12%	12%	88%	30.0	209	28	29	24	3	0	3	26	0
General Light Industrial 110	Acres	51.80	7.51	7.26		83%	17%	22%	78%		0	0	0	0	0	0	0	0	0
General Light Industrial 110	Employees	3.22	0.44	0.42		83%	17%	21%	79%		0	0	0	0	0	0	0	0	0
General Heavy Industrial 120	KSF	1.50	0.51	0.13		NA	NA	NA	NA		0	0	0	NA	NA	0	NA	NA	0
General Heavy Industrial 120	Acres	8.75	1.28	2.16		NA	NA	NA	NA		0	0	0	NA	NA	0	NA	NA	0
General Heavy Industrial 120	Employees	0.82	0.51	0.68		NA	NA	NA	NA		0	0	0	NA	NA	0	NA	NA	0
Industrial Park 130	KSF	8.86	0.84	0.88		82%	18%	21%	79%	30.0	266	25	26	21	3	0	5	20	0
Industrial Park 130	Acres	63.11	8.52	8.54		83%	17%	21%	79%		0	0	0	0	0	0	0	0	0
Industrial Park 130	Employees	2.54	0.47	0.46		86%	14%	20%	80%		0	0	0	0	0	0	0	0	0
Manufacturing 140	KSF	3.82	0.73	0.73		78%	22%	36%	64%	30.0	115	22	22	17	5	0	8	14	0
Manufacturing 140	Acres	38.86	7.44	8.35		93%	7%	53%	47%		0	0	0	0	0	0	0	0	0
Manufacturing 140	Employees	2.13	0.40	0.36		73%	27%	44%	56%		0	0	0	0	0	0	0	0	0
Warehousing 150	KSF	3.56	0.30	0.32		79%	21%	28%	72%	30.0	107	9	10	7	2	0	2	7	0
Warehousing 150	Acres	57.23	10.03	8.58		72%	28%	35%	65%		0	0	0	0	0	0	0	0	0
Warehousing 150	Employees	3.89	0.57	0.59		72%	28%	35%	65%		0	0	0	0	0	0	0	0	0
Min. Warehouse 151	KSF	2.50	0.18	0.26		59%	41%	51%	49%	30.0	75	5	8	3	2	0	4	4	0
Min. Warehouse 151	Storage Units	0.29	0.02	0.02		67%	33%	NA	NA		0	0	0	0	0	0	NA	NA	0
Min Warehouse 151	Acres	35.43	2.62	3.45		NA	NA	53%	48%		0	0	0	NA	NA	0	0	0	0
Min Warehouse 151	Employees	61.90	5.29	6.04		67%	33%	52%	48%		0	0	0	0	0	0	0	0	0
High-Cube Warehouse 152	KSF	1.44	0.08	0.10		65%	35%	33%	67%		0	0	0	0	0	0	0	0	0

Red Rates = CAUTION - Use Carefully - Small Sample Size
Green Rates = peak Hour of Generator - (no peak rate for rush hour of adjacent street traffic
*Pass-by % are Rates from Weekday PM Peak Period
*The Total Pass-By Trips will be Distributed: 50% On / 50% Out

* Units are calculated as 1/1000 square feet of building size

Attachment 2
Lancaster Report

WARRENTON PROPERTY ZONE CHANGE
TRAFFIC IMPACT STUDY

WARRENTON, OREGON

Entire Traffic Study available for review at Clatsop County Planning Department Office

PREPARED BY
LANCASTER ENGINEERING

JUNE 1999

Entire Traffic Study available for review at Clatsop County Planning Dept office

RECEIVED
OCT 13 2010
DEPT. OF PLANNING
AND DEVELOPMENT
CLATSOP COUNTY

Frog Consulting LLC

Dolphin Road Industrial Project

Density Transfer

Text Amendment

Zone Change

Goal Exception

SUBMITTED TO:

CLATSOP COUNTY

SUBMITTED BY:

MICHAEL WESTON, CEO & CO-FOUNDER
FROG CONSULTING LLC

PREPARED FOR:

MICHAEL BENESCH, WARRENTON FIBER COMPANY, INC. & WALDO VEELLE

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EXHIBIT A – EXECUTIVE SUMMARY

INTRODUCTION

The applicants Frog Consulting LLC, on behalf of the owners, Mike Benesch, Warrenton Fiber Company, Inc., and Waldo Veelle, are pleased to present our application for the Dolphin Road Industrial Project.

BACKGROUND

This application is a four-tier application involving the following components:

- **Exhibit B** - A density transfer (2 dc[1])
- **Exhibit C** - A text amendment (Standards Document S3.162 "*Density Table*" & Exception)
- **Exhibit D** - A zone change (Residential Agriculture 5 to Light Industrial & Natural Uplands)
- **Exhibit E** - A Goal 14 Exception

The applicants are proposing to rezone approximately 13 acres. Eight acres of land adjacent to the Warrenton urban growth boundary and industrial zone is to be rezoned Light Industrial {LI}. The Remaining 5 acres will be rezoned Natural Uplands as a function of the density transfer provisions.

There are essentially three components of this proposal, which we have identified as tracts A, B, & C. Tracts A&B are the subject of the density transfer provisions. Tract C, which includes Benesch and Veelle's properties, is the subject of the Goal Exception and Zone Change to Light Industrial. Both procedures require text amendments per the provisions of OAR 660 division 4 and ORS 197.610.

The two sending sites (tracts A&B), and exception area (tract C) constitutes three tracts:

Tract A, which is comprised of two contiguous lots comprising one Land Use Lot of Record are identified as:

T8N	R10W	Section 33A	Tax Lot 1000
T8N	R10W	Section 33A	Tax Lot 800

Tract B, which is also a Land Use Lot of Record is:

T8N	R10W	Section 34	Tax Lot 1301

and;

Tract C, which is comprised of three lots:

T8N	R10W	Section 33A	Tax Lot 900
T8N	R10W	Section 34	Tax Lot 2100
T8N	R10W	Section 34	Tax Lot 2000

All areas within the Tracts A &B currently zoned Residential Agriculture 5 {RA5), will be rezoned to Natural Uplands per the requirements described in SD S3.161(1A). The owner of the property will retain the density credits as an affidavit attached to the property at their expense. The affidavit will run

[1] dc = density credits as illustrated in Exhibit C's "*density table*".

with the property and not the owner as required in the SD section 3.161, until such time that the owner can identify a suitable receiving site.

All areas in Tract C currently zoned RA5 will be considered within the proposed exception area potentially to be rezoned to Light Industrial in accordance with the criteria for an irrevocably committed exception.

The applicants have provided the findings of fact necessary to grant an approval of this request. Exhibit B addresses the criteria as outlined in Standards Document (SD) section 3.161. Exhibit C addresses the requirements under OAR 660 division 4, Land Water Development and Use Ordinance (LWDUO) 3.010, and SD section 3.161(3). Exhibit D provides findings of consistency with the Clatsop County Comprehensive Plan, Statewide Planning Goals 1-19 and compliance with the zone change criteria identified in the LWDUO 80-14 Section 5.412. Exhibit E provides findings of fact consistent with the rules and regulations under OAR 660-004-0028 for an "*irrevocably committed*" exception to Statewide Planning Goal 14.

SUMMARY TABLE OF APPLICABLE CRITERIA

Criterion	Summary Finding	Exhibit	Page/s
Density Transfer & Text Amendment			
LWDUO Section 3.220	Satisfied	B	6-7
SD S3.161(1A)	Satisfied w/ Zone Change	B	8
(1B)	Consistent	B	8
(1C)	Consistent	B	8
(1D)	Consistent	B	8-9
(1E)	Consistent	B	9
(1F)	Consistent	B	9
SD S3.161(2)	Consistent	B	9-10
SD S3.161(3)	Consistent w/ Amendment	B & C	B(10) / C (12)
Zone Change			
LWDUO 5.412 #1 Consistency with Comp Plan	Satisfied	D	13-50
Goal 1 Element - Citizen Involvement	Consistent	D	14-15
Goal 2 Element - Land Use Planning	Consistent	D	15-16
Goal 3 Element -Agricultural Lands	Consistent	D	16-17
Goal 4 Element - Forest Lands	Consistent	D	17
Goal 5 Element -Open Space, Scenic, Historic, & Natural Resources	Consistent	D	17-19
Goal 6 Element - Air, Water, and Land Quality	Consistent	D	19-21
Goal 7 Element - Natural Hazards	Consistent	D	21
Goal 8 Element - Recreation	Consistent	D	22
Goal 9 Element - Economy	Consistent	D	23
Goal 10 Element - Housing	Consistent	D	23-24
Goal 11 Element – Public Facilities	Consistent	D	24-25
Goal 12 Element - Transportation	Consistent	D	25-30
Goal 13 Element - Energy Conservation	Consistent	D	30-31
Goal 14 Element - Urbanization	Consistent	D	31
Goal 16 Element - Estuarine	Consistent	D	31

Resources			
Goal 17 Element - Coastal Shorelands	Consistent	D	31
Goal 18 Element - Beaches and Dunes	Consistent w/ Application for Cluster Subdivision	D	31
Clatsop Plains Community Plan	Consistent w/ Appropriate Conditions	D	31-49
LWDUO 5.412 #2 Consistency with Statewide Planning Goals	Satisfied	D	49
LWDUO 5.412 #3 Provisions for adequate Public Facilities and Services	Satisfied	D	49
LWDUO 5.412 #4 Adequate and Safe Transportation	Consistent w/ Appropriate Conditions	D	49
LWDUO 5.412 #5 Compatibility with the Character of the Area and Zoning Pattern	Consistent	D	49-50
LWDUO 5.412 #6 Suitability of the Property for the Use	Consistent	D	50
LWDUO 5.412 #7 Appropriate Use of Land	Consistent	D	50
LWDUO 5.412 #8 Health, Safety and General Welfare	Consistent	D	50
Exception OAR 660-004-0028			
Purpose	Consistent	E	51
660-004-0028(1)	Consistent	E	53
660-004-0028(2)	Consistent	E	53
660-004-0028(3) (ORS 197.732)	Consistent	E	54-55
660-004-0028(4)	Consistent	E	55
660-004-0028(5)	Consistent	E	55-56
660-004-0028(6)	Consistent	E	56-57
660-004-0028(7)	Consistent	E	57
660-004-0028(8)	Consistent	E	58
A conclusion of "Consistency" can be achieved by applying appropriate conditions to ensure compliance with the relevant policies and criteria.			

CONCLUSION

As illustrated in the "Summary Table" and detailed in the identified exhibit (column 3), the hearing body can adopt a summary finding of consistency with the provisions and criteria, and conditionally approve the request based on the analysis presented by the applicants and illustrated throughout this report.

Thank you in advance for your help and cooperation in reviewing this land use matter.

Respectfully,

Mike Benesch

Warrenton Fiber Company, Inc.

See Attached

Waldo Veelle



EXHIBIT B – DENSITY TRANSFER

APPLICABLE APPROVAL CRITERIA:

The County Zoning Code criteria for approving this request are contained in the Clatsop County Land Water Development and Use Ordinance ("LWDUO")(Codified as of August 23, 2007), and the Clatsop County Standards Document ("SD")(Including amendments through December 9, 2009). In discussion below, the applicant identified what they believe are the applicable criteria and describes how those approval criteria are met:

LAND AND WATER DEVELOPMENT AND USE ORDINANCE

Approval Criterion:

> Section 3.220 Residential Agriculture 5 Zone specifies under section 3.224 that, "The following developments and their accessory developments are permitted under a Type I procedure subject to applicable development standards.
>
> (11) "Cluster developments subject to the provisions of Clatsop County Standards Document, Section S3.150. Cluster developments containing lots less than one (1) acres, pursuant to S3.160(7), in size require notice pursuant to Section 2.020."

Finding:

> This section of code does not reference Standards section 3.161 therefore this action is not permitted as a type I.
>
> Section 3.227 Conditional Development and Use Permitted:
>
> The following developments and their accessory developments may be permitted under a Type II procedure and Sections 5.000 to 5.030 subject to applicable criteria and development standards and site plan review:
>
> (14) Cluster development subject to the provisions of Clatsop County Standards Document, S3.150-S3.161.

Findings:

> Cluster developments and density transfers, subject to applicable standards, are permissible in accordance with Section 3.227(11). SD sections S3.150-S3.160 will be addressed upon application for a subdivision. The applicant would prefer to retain their density credits by way of an affidavit. SD section S3.161-S3.162 will be addressed with Exhibits C.
>
> The text amendment (Exhibit C), zone change (Exhibit D), and goal exception (Exhibit E) portions of this application require Type IV procedures (LWDUO Section 2.035) per LWDUO Sections 2.310 & 5.410. In order to streamline this proposal the applicant requests these applications be consolidated in accordance with section 2.060(2) and processed simultaneously through LWDUO sections 2.035 & 2.300.

In accordance with Section 2.310 the Community Development Director shall prepare a notice program designed to reach persons believed to have a particular interest and to provide the general public with a reasonable opportunity to be aware of the hearings on the proposal.

In Sum:

- The Community Development Director per LWDUO Section 2.310 will satisfy notification requirements.
- Cluster Requirements, SD sections S3.150-S3.160, will be addressed upon application for a "*Subdivision*".
- Density Transfer Requirements, SD Sections S3.161-S3.162, will be addressed in Exhibits B "Density Transfer" and Exhibit C "Zoning Text Amendment"

Criteria under section 3.220 are satisfied.

STANDARDS DOCUMENT

Approval Criterion:

Section 3.161 Density Transfer Standards for the Clatsop Plains Planning Area:

(1) Transfer of residential development rights between sites in the Clatsop Plains Planning Area is allowed as follows:

(A) The remaining parcel of the sending site shall be rezoned to either the Open Space Parks and Recreation zone or Natural Uplands zone or Conservation Shorelands zone or Natural Shorelands zone. The applicant shall file the rezone request at the same time as the density transfer request is submitted, and

(B) Prior to final approval of a density transfer the County shall require that deed restrictions be filed in the Clatsop County Deed Records in a form approved by County Counsel, that prohibits any further development beyond that envisioned in the approved density transfer until such time as the entire area within the density transfer approval has been included within an urban growth boundary; and

(C) The Community Development Director shall demarcate the approved restrictions on the official Zoning Map, and

(D) No parcel of land shall be involved in more than one (1) density transfer transaction, and

(E) Density transfer goes with the property - not the owner; and

(F) Minimum lot size shall be one (1) acre for the receiving site but in no case may any lot be less than one-half (½) acre in size. Approval of lots less than one (1) acre in size shall meet the applicable standards set forth in S3.150-S3.161.

(2) ESEE consequences are the same as those found in Appendix C of the Clatsop Plains Community Plan.

(3) All sending and receiving parcels shall be recorded in the "Density Table" (S3.162) and the appropriate sections filled out completely prior to approval. At the applicant's expense, if a receiving parcel cannot be identified at the time of application for a density transfer, the applicant can choose to record the remaining credits with an affidavit, which shall be recorded by the applicant, and maintained with the County Planning Department. Staff will review the

requisite comprehensive plan text and map amendments for conformity with the down zone & density transfer requirements[2].

Findings:

SD section S3.161(1)(A): *The remaining parcel of the sending site shall be rezoned to either the Open Space Parks and Recreation zone or Natural Uplands zone or Conservation Shorelands zone or Natural Shorelands zone. The applicant shall file the rezone request at the same time as the density transfer request is submitted*

The applicant has submitted an application for a down zone on the sending sites. The zone change application and findings can be reviewed in Exhibit D "Zone Change". The sending sites are currently zoned Residential Agriculture 5 and Lake and Wetlands (LW). The combination of all sites minus areas zoned LW, equate to approximately 5 acres in which are two Land Use Lots of Record. This application proposes to rezone all identified areas outside of the exception area currently zoned RA5 to Natural Uplands {NU}.

Criteria under SD S3.161(1)(A) are satisfied.

SD section S3.161(1)(B): *Prior to final approval of a density transfer the County shall require that deed restrictions be filed in the Clatsop County Deed Records in a form approved by County Counsel, that prohibits any further development beyond that envisioned in the approved density transfer until such time as the entire area within the density transfer approval has been included within an urban growth boundary.*

The applicant proposes to insert the following language in the deeds of the parcels to be rezoned NU:

"*This restriction precludes all future rights to construct a dwelling on the lot, parcel or tract for as long as the lot, parcel or tract remain outside of urban growth boundaries. The lot, parcel or tract, shall be designated permanent common open space, and zoned Natural Uplands for as long as the lot, parcel, or tract remain outside of urban growth boundaries. Prior to the removal of this restriction authorization shall be acquired from the Clatsop County Community Development and Planning Department.*"

Criteria under SD S3.161(1)(B) are satisfied.

SD section S3.161(1)(C): *The Community Development Director shall demarcate the approved restrictions on the official Zoning Map.*

This is a requirement for Clatsop County's Community Development Director. The applicant has provided maps attained from Clatsop County that illustrate the area to be rezoned. Regardless updating the official zoning maps is not the applicant's responsibility according to this criterion.

Criteria under SD S3.161(1)(C) shall be completed by the Community Development Director and are satisfied for the purposes of assessing this application against the criteria.

SD section S3.161(1)(D): *No parcel of land shall be involved in more than one (1) density transfer transaction.*

The applicant assumes the criteria are speaking to the sending site, this being the case no parcel of land is proposed for more than one transaction. This is illustrated in the Density Table updates proposed as a function of the Zoning Text Amendments identified in Exhibit C. Currently this proposal involves 13 acress of land 5 of which are being downzoned and the density credits being removed, the other 8 acres is proposed to be rezoned to Light Industrial {LI}.The proposal results in

[2] SD Section 3.161(3) is currently proposed for modification in Ordinance 10-05, for purposes of this application the applicant is assuming those revisions will be adopted on October 13 and finaled prior to the first evidentiary hearing.

a total of two (2) Density Credits. The applicant is proposing to place the 2 remaining density credits on another site not yet determined in accordance with the recent revision to SD section S3.161(3).

Table 1 below is a quick description of the proposal illustrating total acreage and eligible credits.

Lot, Parcel, Tract	Map Key	Zoning	Applicable Acreage	Density Credits
Tract A "Lot of Record"	81033A001000	RA5 / LW	2.0	Total = 2.25 acres **1 dc.**
	81033A000800	RA5 / LW	.25	
Tract B "Lot of Record"	810340001301	RA5 / LW / AF	1.5	Total = 1.5 acres **1 dc.**
Tract C	**81033A000900**	**RA5 / LW**	**4.0**	**Area To Be Zoned LI**
	810340002100	**RA5 / LW**	**3.87**	
	810340002000	**RA5 / LW**	**.40**	

(a) Table 1

Criteria under SD S3.161(1)(D) are satisfied.

SD section S3.161(1)(E): *Density transfer goes with the property - not the owner.*

The applicants understand and agree to this requirement. Residential density credits transferred under this proposal will be assigned to the sending sites until they can be placed in accordance with cluster provisions.

Criteria under SD S3.161(1)(E) are satisfied.

SD section 3.161(1)(F): *Minimum lot size shall be one (1) acre for the receiving site but in no case may any lot be less than one-half (½) acre in size. Approval of lots less than one (1) acre in size shall meet the applicable standards set forth in S3.150-S3.161.*

Upon an application for a cluster subdivision the applicant will adhere to the minimum lot size as described herein and the Clatsop County Comprehensive plan.

Criteria under SD S3.161(1)(F) are satisfied.

SD section 3.161(2): *ESEE consequences are the same as those found in Appendix C of the Clatsop Plains Community Plan.*

The proposed development is in accordance with Appendix C of the Clatsop Plains Community Plan. Appendix C takes a Goal 18 exception to the Beaches and Dunes requirements. The receiving site has not been identified at this time. Upon application for a cluster subdivision and placement of the density credits the applicant will need to ensure the proposal is consistent with the provisions of Appendix C of the Clatsop Plains Community Plan. The applicable components of Appendix C to this proposal would surround the uses proposed with this development.

Appendices C Section 7 states, "*Construction in this area would be single family only, similar to the existing development and, therefore, compatible. There would be no adverse social impact.*"

Given the content of Appendix C (1-9) it is assumed that development in accordance with this section is (1) Within the Surf Pines area as indicated on the map; and/or, (2) For single-family

purposes only. A simple condition requiring the density credits be used only for single-family purposes should suffice to satisfy this criterion.

Criteria under SD S3.161(2) are satisfied.

SD Section 3.161(3): *All sending and receiving parcels shall be recorded in the "Density Table" (S3.162) and the appropriate sections filled out completely prior to approval. At the applicant's expense, if a receiving parcel cannot be identified at the time of application for a density transfer, the applicant can choose to record the remaining credits with an affidavit, which shall be recorded by the applicant, and maintained with the County Planning Department. Staff will review the requisite comprehensive plan text and map amendments for conformity with the down zone & density transfer requirements.*

The criteria identified here are satisfied through the completion of the text amendment portion of this approval and the satisfactory recordation of the affidavit and requisite cluster provisions. In accordance with the provisions for retaining an affidavit the applicant (Warrenton Fiber) agrees to pay all administrative fees associated with maintaining the affidavit, and the staff time required to update the density table when a receiving site has been identified. (See Exhibit C)

Criteria under SD S3.161(3) are satisfied.

EXHIBIT C – TEXT AMENDMENT

APPLICABLE APPROVAL CRITERIA:

The County Zoning Code criteria for approving this request are contained in the Clatsop County Land Water Development and Use Ordinance ("LWDUO")(Codified as of August 23, 2007), and the Clatsop County Standards Document ("SD")(Including amendments through December 9, 2009). In discussion below, the applicant identified what they believe are the applicable criteria and describes how those approval criteria are met:

LAND AND WATER DEVELOPMENT AND USE ORDINANCE

Section 2.310 Legislative Action Under this Ordinance:

(1) The Following are legislative actions under this Ordinance:
  (A) An amendment to this Ordinance.
  (B) A district or zone change action the County Commission has designated as legislative after finding the matter at issue involves such a substantial area and number of property owners or such broad public policy changes that administrative processing would be inappropriate.

(2) A legislative action shall follow the Type IV procedures subject to the modification and supplements of Section 2.310 to 2.335.

Finding:

As Part 1 the application proposes a text amendment to this ordinance per OAR 660-004-0028 addressed in Exhibit E "Goal Exception". Part 2 addresses SD section 3.161(3), which requires an update to the Density Table S3.162 and part 3 are the map change designations, which require a text amendment from "Rural Lands" to "Conservation Other Resources". The modifications to the Clatsop County Standards Documents and Comprehensive Zoning Map require this application to follow "Post-Acknowledgement Procedures" in accordance with ORS 197.610.

The applicant has provided findings of fact for adoption in accordance with the provisions contained in ORS 197. The zone change portion (Exhibit D) of this application addresses compliance with statewide planning goals. Exhibit E "Goal Exception" provides findings of fact in accordance with OAR 660 division 4. Exhibit B addresses the criteria for the density transfer; this exhibit illustrates the modifications proposed excluding Exhibits D & E, which will be appended to this document and the comprehensive plan through ordinance procedures.

Map Key	Current Plan Designation	Proposed Plan Designation
81033A001000	Rural Lands	Conservation Other Resources
81033A000800		
810340001301		

STANDARDS DOCUMENT

Approval Criterion:

> SD section 3.161(3) *All sending and receiving parcels shall be recorded in the "Density Table" (S3.162) and the appropriate sections filled out completely prior to approval. Staff will review the requisite comprehensive plan text and map amendments for conformity with the down zone & density transfer requirements.*

Findings:

Part two of the text amendment requires amendments to the Density Table identified in SD section 3.162 mentioned above. The applicant proposed the following addition to the "Density Table":

The proposal involves 22.66 acres of land 3.75 of which is being downzoned and the density credits being removed, 8 acres is proposed to be rezoned to Light Industrial {LI}, the remaining 10 acres will retain its current zoning of Lake and Wetland (LW – Conservation Other Resources) and Agriculture Forestry (Conservation Forest Lands). The proposal results in a total of two (2) Density Credits. The applicant is proposing to place the 2 remaining density credits on another site not yet determined in accordance with the recent revision to SD section S3.161(3).
The applicant proposes to make to the following addition to the "Density Table".

Sending Sites	Existing Zoning	New Zoning	Applicable Acreage	Density Units	Remaining Density	Receiving Site/s	Receiving Zone	Density Credits
81033A001000	RA5 / LW	NU / LW	RA5 = 2.5	1/2	0	TBD	TBD	1 Unit
81033A000800	RA5 / LW	NU / LW	RA5 = .25	1/20				
Comb = 1 "LOR"			**Subtotal = .55 (du)**					**Subtotal = 1 (dc)**
810340001301	RA5 / LW / AF	NU / LW / AF	RA5 = 1	1	0	TBD	TBD	1 Unit
"LOR"			**Subtotal = 1 (du)**					**Subtotal = 5 (dc)**

Exhibit C -Table 2 Density Table Amendments

Table 2 above contains all the fields illustrated in the "Density Table" section S3.162. Table 2 identifies the sending parcels, estimates the acreage, the proposed zoning, the receiving sites, and indicates the number of Density Credits that are being transferred.

Criteria under SD S3.161(3) are satisfied.



EXHIBIT D – ZONE CHANGE

APPLICABLE APPROVAL CRITERIA:

The County Zoning Code criteria for approving this request are contained in the Clatsop County Land Water Development and Use Ordinance ("LWDUO")(Codified as of August 23, 2007), and the Clatsop County Standards Document ("SD")(Including amendments through December 9, 2009). In discussion below, the applicant identified what they believe are the applicable criteria and describes how those approval criteria are met:

LAND AND WATER DEVELOPMENT AND USE ORDINANCE

As discussed in Exhibit B, the criteria for a Density Transfer begin with SD section 3.161(1)(A), which states,

> *The remaining parcel of the sending site shall be rezoned to either the Open Space Parks and Recreation zone or Natural Uplands zone or Conservation Shorelands zone or Natural Shorelands zone. The applicant shall file the rezone request at the same time as the density transfer request is submitted.*

In accordance with SD section 3.161(1)(A), the applicant is submitting application for a down zone to Open Space Parks and Recreation (OPR), in accordance with the LWDUO requirements depicted under Section 5.400 – 5.412. However the applicant is also requesting a zone change to Light Industrial for the areas that are considered irrevocably committed. The applications for the zone change, goal exception and text amendment is being submitted simultaneously with the density transfer request.

Clatsop County's LWDUO identifies zone change criteria and procedures under section 5.410-5.412. Section 5.412 identifies eight components in addition to compliance with section 1.040 that a governing body must consider in order to approve a non-legislative zone change. The following pages detail the zone change criteria and provide suitable findings for adoption.

Approval Criterion:

> **Section 5.410 Purpose:**
> This section provides the criteria for amending the boundaries of any base zone or overlay district delineated on the official Clatsop County "Comprehensive Plan/Zoning Map". A change in a base zone or overlay district may be made according to the criteria set forth in Section 5.412. The process for changing a zone designation shall be a Type IV procedure initiated by the governing body, Planning Commission, or by petition of a majority of property owners in the area proposed for change. Mailed notice of the hearing shall include the owners of the property within 250 feet of the area proposed for the change. If the change involves a Goal 5 resource, a Plan amendment must also be requested and the Goal 5 Administrative Rule used to justify the decision.

Findings:

> This application will be processed in accordance with LWDUO Section 2.035 (Type IV Procedures). The criteria contained in LWDUO Section 5.412 are addressed within this

document. Mailed notice is customarily provided by Clatsop County. The proposed zoning amendment will not involve Goal 5 resources identified in the Clatsop County Comprehensive Plan; therefore the Goal 5 Administrative Rule is not applicable to this request.

Criteria for processing a zone change, under LWDUO Section 5.410 are satisfied.

Approval Criterion:

Section 5.412. Zone Change Criteria.

The governing body shall approve a non-legislative zone designation change if it finds compliance with Section 1.040, and all of the following criteria:

1. The proposed change is consistent with the policies of the Clatsop County Comprehensive Plan.
2. The proposed change is consistent with the statewide planning goals (ORS 197).
3. The property in the affected area will be provided with adequate public facilities and services including, but not limited to:
    a. Parks, schools and recreational facilities
    b. Police and fire protection and emergency medical service
    c. Solid waste collection
    d. Water and wastewater facilities
4. The proposed change will insure that an adequate and safe transportation network exists to support the proposed zoning and will not cause undue traffic congestion or hazards.
5. The proposed change will not result in over-intensive use of the land, will give reasonable consideration to the character of the area, and will be compatible with the overall zoning pattern.
6. The proposed change gives reasonable consideration to peculiar suitability of the property for particular uses.
7. The proposed change will encourage the most appropriate use of land throughout Clatsop County.
8. The proposed change will not be detrimental to the health, safety and general welfare of Clatsop County.

Findings Section 5.412(1):

Per LWDUO Section 5.412(1), the proposed zone change must be consistent with the Comprehensive Plan. The County Comprehensive Plan consists of several separate documents: a County – wide element, and five community plans. The subject property is in the Clatsop Plains Community Boundaries. In order to assess this application for consistency with the Comprehensive Plan the applicant has assessed this proposal with the policies identified in the Countywide Element and Clatsop Plains Community Plan.

Criteria:

Goal 1 – Citizen Involvement (Policies)

1. The Committee for Citizen Involvement shall be the Clatsop County Planning Commission, consisting of seven members. The Planning Commission shall strive to represent a cross section of affected citizens in all phases of the planning process. As an appropriate component, five Planning Commission members shall be representatives of the six designated geographic areas (with a seven member Commission, one area may have two members). No more than two Planning Commission members may reside within incorporated cities. Each member of the Planning Commission shall be selected by an open, well-publicized, public process by the Board of Commissioners.

2. The Planning Commission and active Citizen Advisory Committees shall hold their meetings in such a way that the public is notified in advance and given the opportunity to attend and participate in a meaningful fashion.
3. Active Citizen Advisory Committees may submit their comments to the Clatsop County Department of Planning and Development, Clatsop County Planning Commission and Clatsop County Board of Commissioners. These bodies shall answer the CAC request in a timely manner.
4. The Board of Commissioners, through the Planning Department, should provide adequate and reasonable financial support; technical assistance shall be available and presented in a simplified form, understandable for effective use and application.
5. Citizens shall be provided the opportunity to be involved in the phases of the planning process as set forth and defined in the goals and guidelines for Land Use Planning, including Preparation of Plans and Implementation Measures, Plan Content, Plan Adoption, Minor Changes and Major Revisions in the Plan and Implementation Measures.
6. Clatsop County shall encourage organizations and agencies of local, state and federal government and special districts to participate in the planning process.
7. Clatsop County shall use the news media, mailings, meetings, and other locally available means to communicate planning information to citizens and governmental agencies. Prior to public hearings regarding major Plan revisions, notices shall be publicized.
8. Clatsop County shall establish and maintain effective means of communication between decision-makers and those citizens involved in the planning process. The County shall ensure that ideas and recommendations submitted during the planning process will be evaluated, synthesized, quantified, and utilized as appropriate.
9. Public notices will also be sent to affected residents concerning zone and Comprehensive Plan changes, conditional uses, subdivisions and planned developments.

Finding:

Public and published notices affording the public the opportunity to participate in evidentiary hearings are a function of satisfying the Goal 1 policies described herein. The local planning department has established procedures for notifying the public, establishing type of review, and the procedures the matter will be heard. Satisfactory compliance with the procedures identified in Clatsop County's Zoning Ordinance Section 2.100 satisfy the criteria for Citizen Involvement.

This proposal is consistent with Goal 1 policies.

Criteria:

Goal 2 – Land Use Planning

The County's land and water have been placed in one of six (6) Plan designations. (1) Conservation Forest Lands, (2) Conservation Other Resources, (3) Natural, (4) Rural Agricultural Lands, (5) Rural Lands, and (6) Development.

Finding:

This proposal rezones approximately 13 acres of Residential Agricultural 5{RA5} to Light Industrial{LI} and Natural Uplands{NU}. Both the RA5 and LI zoning designations are currently listed under the Rural Lands designation in LWDUO Table 3.010. Despite the Rural Lands designation, this site is better suited under the definition of "Development" lands. The Clatsop County Comprehensive plan identified development areas as follows:

"Development areas are those with a combination of physical, biological, and social/economic characteristics which make them necessary and suitable for residential, commercial, or industrial development and includes those which can be adequately served by existing or planned urban services and facilities."

Industrial lands within the urban growth boundary of Warrenton surround the proposal site. Approximately 8 acres of land is consider the "exception area". The exception area is being rezoned to LI. The remainder, approximately 5 acres of RA5 property to the east and west is proposed to be rezoned as Natural Uplands as a function of the density transfer request. The lands to the south form a natural barrier which separates this area from other residential purposes. Neighboring parcels house A-1 Ready Mix, Bruske Industrial Complex, Pacific Power, Bens Computers, Platt Electric and other heavy industrial uses with large stockyards and heavy equipment that create obtrusive noise and dust that make residential development impractical.

The County Comprehensive Plan's Land Use Planning Element implements Statewide Planning Goal 2, which requires coordinated land use plans and establishes a process for taking exceptions to one or more of the Statewide Lane Use Goals. An exception to Goal 14 is part of this proposal. The exception is needed because of the perceived increase in density when changing the zoning on the site to Light Industrial. The Goal exception criteria under statewide planning goal 2 are addressed in Exhibit E. The remaining relevant rural lands policies are detailed below.

Residential densities are <u>generally</u> designated through the following additional criteria:

a. Where subdivisions or partitioning or both have occurred in a one acre pattern of development the area will be placed in one of the one acre zones;
b. In areas with a development pattern of two to five acre parcels (some smaller and some larger), the areas will be placed in a two acre zone;
c. In areas adjacent to resource (forest, agriculture, wetlands, estuary areas) lands, or Camp Rilea, the areas will be placed in a five acre zone;
d. In areas where large parcels (15 acres or greater) of non-resource land are located, the areas will be placed in a five acre zone;
e. In addition to criteria a through d, minimum lot sizes increase with increasing distance from the following areas:

    1. all urban growth boundaries
    2. Svensen center
    3. Knappa center

This policy establishes criteria for determining the appropriate zoning classification to designate a particular lot or parcel. The site is consistent with the rural lands policy and currently designated RA5, because the parcels are adjacent to resource lands zoned Lake and Wetlands (LW). However this does not take into account "e" above that states: "In addition to criteria a through d, minimum lot sizes increase with increasing distance from the following areas: Urban Growth Boundaries" In order to satisfy this policy the applicant has proposed a goal exception based on surrounding uses that make residential habitation impractical

With the requisite goal exception this proposal is consistent with Goal 2 policies.

Criteria/Finding:

<u>Goal 3 – Agricultural Lands</u>: The subject property is not agricultural land subject to the requirements of the plan's Agricultural Lands Element. Additionally, the County adopted a

report in 1982 indicating that several hundred acres in the Clatsop Plains was not suitable for farming. For this reason, Agricultural Lands Policies are not applicable to this proposal.

This proposal is consistent with Goal 3 policies.

Criteria/Finding:

Goal 4 – Forest Lands: The subject property is not forestland subject to the plan's Forest Lands Element. Reiterating the finding above, the 1982 study/report indicates that these areas in the Clatsop Plains Planning Area were not only unsuitable for farming, but also from forest practices. Therefore policies in the Forest Lands Plan Element are not applicable to this proposal.

This proposal is consistent with Goal 4 policies.

Criteria:

Goal 5 – Open Spaces, Scenic & historic Areas and Natural Resources

Mineral and Aggregate Resources* – Not Applicable to this proposal

Energy Sources -- The Clatsop Plains has not been identified as a potential energy source. These policies are not applicable.

Scenic Sites -- There are no Goal 5 scenic sites identified on the Clatsop Plains. Sites inventoried in different elements of the County's plan are considered "local desires" and are not portrayed or referenced as Goal 5 "Scenic Sites". These policies are not applicable.

Fish and Wildlife Areas and Habitats -- Applicable Policies:

1. To ensure that future development does not unduly conflict with Major Big Game Range, the County shall:
   a. designate the majority of its timber lands F-80;
   b. require that review and conditional uses in the F-38 and AF-20 zone be allowed only if they are found to be consistent with the maintenance of big game range;
   c. require that review and conditional uses in the F-38 and AF-20 zone be subject to clustering and siting criteria;
   d. submit proposed review and conditional use applications to the Oregon Department of Fish and Wildlife for their comments on consistency with Major Big Game habitat and recommendations on appropriate siting criteria to minimize any conflicts; and
   e. submit all proposed Plan and zone changes of land zoned F-80, F-38, and AF-20 to a more intensive use zone to the Oregon Department of Fish and Wildlife for a determination of possible conflicts with big game habitat requirements. If the Department identified conflicts, the County will consider recommendations for resolving these conflicts.
2. To ensure that future development does not unduly conflict with Peripheral Big Game Range, the County shall:
   a. require that review and conditional uses in the AF-20 zone be allowed only if they are found to be consistent with the maintenance of big game range;
   b. require that review of conditional uses in the AF-20 zone be subject to clustering and siting criteria;
   c. submit proposed review and conditional use applications to the Oregon Department of Fish and Wildlife for their comments on consistency with Peripheral Big Game Range and recommendations on appropriate siting criteria to minimize any conflict; and

d. submit all proposed plan and zone changes of land zoned AF-20 to the Oregon department of Fish and Wildlife for a determination of possible conflicts with big game habitat requirements. If the Department identifies conflicts, the County will consider recommendations for resolving these conflicts.

3. The County shall rely on strict enforcement of the Oregon Forest Practices Act to protect riparian vegetation along Class I streams and lakes, and Class II streams affecting Class I streams, from potential adverse affects of forest practices.
4. To protect riparian vegetation along streams and lakes not covered by the Forest Practices Act, the County shall require a setback for non-water dependent uses.
5. The County shall rely on the State Department of Water Resources to insure that minimum stream flow standards required for the maintenance of fish habitat are developed and implemented.
6. Building permit applications, where a stream is proposed as the water source, shall be accompanied by a water right permit.
7. The County shall rely on the Division of State Lands' permit process, under the Fill and Removal Law, to insure that proposed stream alterations such as bridges, channelization, or filling do not adversely affect the stream's integrity or its value as fish habitat.
8. New developments shall not restrict existing public access to rivers, streams, or lakes. New developments are encouraged to provide additional public access to rivers, streams and lakes where such access is consistent with the area's environmental characteristics.
9. The County shall submit all proposals with a potential for substantial impact on identified Columbian White-tail deer habitat (e.g. subdivision, dredge material disposal, industrial development, and land clearing of more than one acre) to the Oregon Department of Fish and Wildlife and the U.S. Fish & Wildlife for their determination of conflicts. If either agency identifies conflicts and makes recommendations for resolving these conflicts, the County shall implement those recommendations to the maximum extent feasible, consistent with other land use planning requirements. If in the future subpopulation of the Columbia White-tailed deer are located which are not within identified essential habitat, the County will consider recommendations for protection of these areas to the extent feasible consistent with other land use planning requirements including but not limited to the Goal 5 Administrative Rule.*
10. The County will establish a procedure for protecting sensitive nesting sites from incompatible uses and activities.
11. The County will require that any additional rural residential development at River Ranch be clustered on the more northerly portion of the site. The County will implement other measures recommended to it, by the Oregon Department of Fish and Wildlife and the U.S. Fish & Wildlife Service, for minimizing the impact of additional rural residential development on Columbian White-tail deer.*
12. Clatsop County shall rely upon the Forest Practices Act and any supplemental agreements between the Fish and Wildlife Commission and the Board of Forestry to protect critical wildlife habitat sites.*

Finding:

Fish and wildlife habitat is a Goal 5 resource. The site is inventoried as Peripheral Big Game Habitat in the Goal 5 County-wide element. No change to this designation is sought or needed.

Elk are found on or near the site. Northern bald eagles, osprey, herons and snowy plovers are identified as important non-game species. Other that an Osprey nest that is known to exist adjacent to the development area there is no other known use of the site. Previous discussions with Oregon's Department of Fish and Wildlife and Department of Forestry have provided measures that will ensure the area is protected from encroachment.

Policies two, four, eight, nine, and ten can be construed to apply to this request. The applicant is proposing to designate a buffer area between the development site and the wetland areas. The wetland areas are also identified as peripheral big game habitat (mentioned above) and known nesting areas are nearby. This proposal ensures that all sensitive areas are protected from the encroachment of development by identifying a buffer between the zones. All other policies can be satisfied through conformance with applicable standards for development.

This proposal is consistent with fish and wildlife areas and habitat policies.

Wetlands -- No Goal 5 "Wetlands" have been identified within the zone change area of this proposal. Goal 5 wetlands border the development area, to reduce conflict with these sensitive areas the Applicant is proposing a 50 foot buffer that is consistent with the County's LWDUO requirements.

Natural Areas -- No Goal 5 "Natural Areas" have been identified within the development area of this proposal.

Water Resources and Watersheds – No impacts to Goal 5 "Water Resources and Watersheds" are projected with this development. The proposal intends to acquire water from the City of Warrenton.

Wilderness Areas -- There are no Goal 5 "Wilderness Areas" present on the subject property.

Historic Sites -- There are no Goal 5 "Historic Sites" present on the subject property.

Cultural Areas – No Goal 5 "Cultural Sites" have been identified on the site

Bald Eagle Nests and Nesting Activity / Great Blue Heron Rookeries -- There are no known Bald Eagle Nests or Blue Heron Rookeries in the vicinity of the development area. As mentioned previously an Osprey nest is known to exist to the south of the development area. No development will encroach upon this area.

Finding:

This proposal is consistent with Goal 5 policies.

Criteria:

Goal 6 – Air, Water and Land Quality

1. The County shall encourage the maintenance of a high quality of air, water and land through the following actions:
   (a) encouraging concentration of urban development inside Urban Growth Boundaries,
   (b) encouraging maintenance and improvement of pollution control facilities,
   (c) cooperating with the State Highway Department to provide an efficient transportation system. Methods to reduce congestion and air pollution on Marine Drive/Commercial Street should be explored.
   (d) encouraging indigenous, clean industries such as fishing, boat building, tourism, and forest products utilization and

(e) encouraging development of resource recovery mechanisms such as recycling centers and wood waste processing.

2. The County Planning Department shall work with the Department of Environmental Quality (DEQ) to monitor and keep its environmental data base current including information on air quality, surface and groundwater quality, and land quality including waste disposal and erosion problems.
3. The cumulative effect of development on the County's environment should be monitored and, where appropriate, regulated. When evaluating proposals that would affect the quality of the air, water or land in the County, consideration should be given to the impact on other resources important to the County's economy such as marine resource habitat and recreational and aesthetic resources important to the tourist industry.
4. The County shall continue its efforts to find an acceptable regional solid waste disposal site or an acceptable alternative (i.e. recycling, electricity generation).
5. Recovery of wood wastes, rather than slash burning, shall be encouraged as a means of reducing air and water pollution, improving the economy, and for producing energy.
6. Upon completion of the Clatsop Plains Groundwater Study, the County shall reevaluate the Clatsop Plains Community Plan to determine whether existing policies and standards are adequate to protect water quality in the aquifer, lakes and streams. Consideration shall be given to protection of the lakes from Further degradation (eutrophication), and possible remedial actions to improve water quality.
7. The County shall work to maintain the quality of its estuarine waters through participation in the regional Columbia River estuary planning process.
8. The County shall cooperate with DEQ, State Forestry Department, State Transportation Department and other agencies in implementing best management practices to reduce non-point pollution.
9. The County shall recommend that state agencies regulate the issuance of water rights so as to insure that the total water rights of a stream bed do not exceed the minimum stream flow.
10. Subdivisions adjacent to major arterials shall address the reduction of noise impacts in their site plans.
11. Performance standards for noise will be considered for inclusion as standards in the County's industrial-commercial zones.
12. The District Conservationist shall be used for technical evaluation of all development activities (including subdivisions and major partitions) that could create erosion and sedimentation problems with his/her recommendations incorporated into planning approvals.
13. Any development of land, or change in designation of use of land, shall not occur until it is assured that such change or development complies with applicable state and federal environmental standards.
14. Waste discharges from any development, when combined with existing discharges from existing developments, shall not result in a violation of state or federal environmental quality statutes, rules, or standards.

Findings:

Potentially applicable Goal 6 criteria include two, six, thirteen, and fourteen described above. These policies are implemented through adherence to development standards in the zoning district. #2 above is addressed at the development stage and satisfied prior to the issuance of a development permit.

#6 A ground water study was conducted on the Clatsop plains and determined that adequate water was present to support development. Regardless this proposal is not proposing to access water via wells that might influence the aquifer. Instead the proposal has access to a public water source and intends to use that system. This proposal satisfies policy 6.

#13, the proposed use complies with state and federal environmental standards. This policy is satisfied.

#14, waste discharges shall be contained in a manner that does not result in a violation of state or federal regulation.

This proposal is consistent with the Goal 6 policies.

Criteria

Goal 7 – Natural Hazards: The following policies of Clatsop County's Goal 7 element apply to the proposal site, which is an identified quake hazard area having compressible soils subject to liquefaction.

High Groundwater and Compressible Soils

Basic Findings

In the alluvial lowland areas near streams and rivers and in the interdune areas of the Clatsop Plains, the ground water table is at or near the ground surface much of the year. Problems associated with high groundwater include hydrostatic pressure causing buoyancy of underground tanks or fracturing of basement floors and walls and health hazards from improperly working septic systems. Much of the problem of building in areas of high groundwater has been addressed by the present DEQ rules, which prohibit the issuance of septic tank permits when the groundwater level is within 5 ½ feet of the ground surface.

Most of the soils with high groundwater levels also experience problems due to the compressible properties of the soils. Construction on compressible soils can result in differential settling of development such as homes, roads, railroads, airport runways and pipelines.

Engineering solutions include excavation and backfilling with more suitable material, preloading, and the use of piling or spread footings depending upon the nature of the specific structure being considered and the degree of severity of the hazard.

Policies for Areas with High Groundwater and/or Compressible Soils

1. The county shall recognize the development limitation of lands with high groundwater and compressible soils during its planning process.
2. It is recommended that in all areas identified as having a high groundwater level, DEQ conduct a winter water check before issuing any septic tank permits.
3. Prior to the approval of a subdivision in areas of compressible soils, the County shall require a sire investigation prepared by a soils engineer, geologic engineer or other expert. The report shall indicate what techniques can be used to address the hazards on the property.

4. Prior to the issuance of a building permit in an area of compressible soils the building official may require that special provisions be made in the foundation design and construction to safeguard against damage. The building official may require a site investigation and report to provide this design and construction criteria.
5. The County shall update its compressible soils and high water table maps as detailed soils information becomes available.

Table 2.

Compressible Soils and Soils that Exhibit High Groundwater Levels in Clatsop County

Soil	Detailed Soils Map Symbol	Compressible	High Groundwater
Peat	21A	X	X
Braillier muck	3A	X	X
Clatsop silty clay loam	5A	X	X
Coquille silty clay loam	7A	X	X
Warrenton loamy fine sand	23A		X

Finding:

The subject parcel has soils identified as "Braillier muck" which, in accordance with Table 2 above, is known to have high groundwater and compressible soils. In July of 2008 Chinook GeoServices Inc completed a geotechnical review of the site. All fill and site preparation was done in accordance with the Geotechnical engineer's recommendations. The applicant applied for the fill permit in September of 2008 and began fill operations shortly thereafter. Other development of the site will be required to adhere to the policies identified above. These are applied at the individual development stage and can be ensured through an appropriate condition of approval.

The policies under this section of the County's Goal 7 Element can be satisfied through an appropriate condition requiring compliance with a Geotechnical analysis where necessary.
This proposal is consistent with the Goal 7 policies.

Criteria/Finding:

Goal 8 – Recreation: The subject parcel does not contain any resources relevant to the Goal 8 policies. The sending site will be rezoned natural uplands {NU} in accordance with the density transfer provisions outlined in the County's SD Section S3.161§1A. In accordance with cluster provisions the applicant will be required to designate permanent common open space when the density credits are placed on a receiving site, those areas can be used to satisfy any recreational needs of prospective homeowners. Regardless, these policies are not applicable to the proposal or to planned development on these privately owned tax lots.

This proposal is consistent with the Goal 8 policies.

Criteria/Finding:

Goal 9 – Economy: The County's Goal 9 element does not have any policies establishing mandatory approval criteria applicable to this proposal or to the subject property. The site is not included in the County's inventory of buildable industrial or commercial lands.

This proposal is consistent with the Goal 9 policies.

Criteria:

Goal 10 – Housing

Population Policies

1. Community plans should provide for orderly growth, which reduces the cost of essential services while preserving the basic elements of the environment.
2. Promote population to locate in established service areas.
3. Promote the accommodation of growth within areas where it will have minimal negative impacts on the County's environment and natural resources.
4. Utilize current vacant land found between developments or within committed lands.
5. Direct new urban growth within Clatsop County to existing urban growth boundary or rural service areas where under utilized public or semi-public facilities exist or utility and/or investments have already been made.
6. Encourage development of land with less resource value.
7. Coordinate planning efforts of local governments and special districts to maximize efficiency of public facilities, and have land use actions reflect the goals and policies of the Plan.

Housing Policies (Residential)

1. Clatsop County shall encourage residential development only in those areas where necessary public facilities and services can be provided and where conflicts with forest and agricultural uses are minimized.
2. Clatsop County shall assist in planning for the availability of adequate numbers of housing units at price ranges and rent levels commensurate with the financial capabilities of County residents.
3. Clatsop County shall encourage planned developments and subdivisions to cluster dwelling units. The clustering of dwellings in small numbers and the provision of common open space assures good utilization of the land, increased environmental amenities, and may be used as an open space buffer between the residential use and adjacent agricultural or forest uses.
4. Clatsop County shall permit residential development in those designated areas when and where it can be demonstrated that:
   a. Water is available which meets state and federal standards;
   b. Each housing unit will have either an approved site for a sewage disposal system which meets the standards of the County and the Department of Environmental Quality or ready access to a community system;
   c. The setback requirements for the development of wells and septic systems on adjacent parcels have been observed;
   d. Development of residential units will not result in the loss of lands zoned or designated for agriculture or forestry and will not interfere with surrounding agricultural or forestry activities.
5. Clatsop County shall permit temporary siting of mobile homes in specified locations in the event of an emergency.
6. Clatsop County shall encourage multi-family housing and mobile home park developments to develop within the various urban growth boundaries.

7. Clatsop County shall encourage the development of passed over lots that already have services such as water and roads be preferred for development over tracts requiring an extension of services.
8. Clatsop County shall make provisions for housing in areas designated for Rural, Urban Growth Boundaries, and Rural Service Areas, which provide variety in location, type, density, and cost where compatible with development on surrounding lands.

Findings:

The majority of the policies in this section are not applicable to this proposal or to the subject property. The change of 8 acres to Light Industrial would allow industrial uses on marginal lands that are better suited for industrial purposes. The decrease in residential lots (2 residential lots) would be negligible to the County's overall housing stock.

The density transfer and change to natural uplands are in accordance with provisions governing the Clatsop Plains, which adopted a total density provision in 1993 when the density transfer amendments were enacted. The proposal does not increase the number of overall homesites from what is already allocated on the Clatsop Plains. Additionally, in accordance with housing policy 3 listed above, the proposal will be required to cluster residential dwelling units and dedicates lands less suitable for development for preservation purposes including open space, big game & wetland habitat.

This proposal intends to utilize existing public facilities to the maximum extent possible. The Department of Environmental Quality has already approved septic systems on adjacent properties that illustrates the capacity of the land to accommodate the development proposed.

This proposal is consistent with Goal 10 policies.

Criteria/Findings:

Goal 11 – Public Facilities and Services

Goal 11, like Goal 2 has 6 different designations for land and water in Clatsop County. The subject property is again designated "Rural Lands". Public Facility policies pertaining to Rural Lands are addressed below with findings immediately following the relevant criteria.

In addition to the Rural Lands policy there are general provisions that apply to the extension and utilization of public facilities, these include transportation systems, water systems, sewer systems, protection services, school districts, etc. Consistency with the Goal 11 Element requires acknowledgement from some service providers (i.e. the Rural Fire Protection District and the School District), and while water is being provided by the City of Warrenton it is not a quintessential comment of approval, as studies indicate an ample water reservoir exists below the Clatsop Plains.

Furthermore access is provided via Dolphin Road, which is a public road used to service the industrial and commercial uses on Dolphin Road as well as the residential uses further to the South.

Applicable Policies:

General public facilities policy 9: "When a Comprehensive Plan or Zone Change or both are requested that would result in a higher residential density, commercial or industrial development it shall be demonstrated and findings made that the appropriate public facilities and services (especially water, sanitation (septic feasibility or sewage) and schools) are available to the area being changed without adversely impacting the remainder of the public facility or utility service area."

The proposed zone change would result in an overall reduction in residential development, but might increase the intensity of the use on the subject parcel. Water is provided by the City of Warrenton and the industrial uses would have to comply with the Department of Environmental Quality for septic approvals. Industrial and commercial uses on adjacent lots within the Urban Growth Boundary are serviced by private sewer systems. It is a reasonable assumption that the sites contained within the proposal area can be serviced by individual septic systems or public sewer should it become available.

The proposed zone change on the remaining 5 acres (i.e. the sending site) will lower the potential development density on the subject property so policy 9 is essentially not applicable to the rezoning aspect of this portion of the proposal. The placement of the density credits shall be credited to a lot or parcel in a better-suited location.

This proposal is consistent with Goal 11 policies.

Criteria:

Goal 12 – Transportation

Clatsop County's Comprehensive Plan contains sixteen transportation policies. The County's Transportation System Plan (TSP) includes Goals and Objectives, which are written in policy language. Those goals and policies are listed below with appropriate findings following applicable policies.

TSP Goal 1: Mobility

Develop a multimodal transportation system that serves the travel needs of Clatsop County residents, businesses, visitors, and freight transport.

Objectives:

1. Provide a network of arterials and collectors that are interconnected, appropriately spaced, and reasonably direct.
2. Balance the simultaneous needs to accommodate local traffic and through-travel.
3. Minimize travel distances and vehicle-miles traveled.
4. Safely, efficiently, and economically move motor vehicles, pedestrians, bicyclists, transit, trucks, and trains to and through the County.
5. Use appropriate, adopted Clatsop County road standards during development of new roadways.
6. Encourage development patterns that offer connectivity and mobility options for members of the community.
7. Work to enhance the connection of the Port of Astoria and the Warrenton Harbor to the surrounding communities.
8. Coordinate with rail and shipping entities to promote intermodal linkages for passengers and goods.
9. Recognize and balance freight needs with needs for local circulation, safety, and access.
10. Provide an interconnected system of roads, pedestrian and bicycle facilities, and other forms of transportation that will link communities.
11. Promote intercity connectivity between major population areas, including linkages to the Portland metropolitan area.

Finding:

Policy 1 provides a framework for the local government cooperation and general guidelines to follow in providing services throughout the county. These policies provide no approval criteria for this project and are therefore not applicable to this request.

TSP Goal 2: Livability

Provide a transportation system that balances transportation system needs with the desire to maintain pleasant, economically viable communities.

Objectives:

1. Minimize adverse social, economic, and environmental impacts created by the transportation system, including balancing the need for road connectivity and the need to minimize neighborhood cut-through traffic.
2. Preserve and protect the County's significant natural features and historic sites.
3. Promote a transportation system that is adequate to handle the truck, transit, and automobile traffic in such a way to encourage successful implementation of County economic goals and the preservation of existing residential neighborhoods.
4. Work with local and State governments to develop alternate transportation facilities that will allow development without major disruption of existing neighborhoods or downtown areas.

Finding:

Transportation access is provided via Dolphin Road. Access to parcels 1000 and 1301 are ensured through personal easements and right-of-ways.

TSP Goal 3: Coordination

Maintain a transportation system plan that is consistent with the goals and objectives of local communities, the County, and the State.

Objectives:

1. Coordinate transportation planning and implementing actions with state agencies, local governments, special districts and providers of transportation services.
2. Provide a County transportation system that is consistent with other elements and objectives of the Clatsop County Comprehensive Plan.
3. Provide a County transportation system that coordinates with other local transportation system plans and rural community plans.
4. Coordinate land use and transportation decisions to efficiently use public infrastructure investments to:
   a. Maintain the mobility and safety of the roadway system
   b. Foster compact development patterns in incorporated and rural communities
   c. Encourage the availability and use of transportation alternatives
   d. Enhance livability and economic competitiveness
5. Cooperate with local jurisdictions and rural communities in establishing and maintaining zoning standards that will prevent the development of incompatible or hazardous uses around airports.
6. Work to protect airspace corridors and airport approaches.

Finding:

The transportation network proposed will have no negative impact upon the County's transportation system and network. Dolphin Road was repaved about two years ago and is in fairly good condition; regardless the impacts of this proposal are negligible in comparisons to the impacts of surrounding uses.

TSP Goal 4: Public Transportation

Work to improve cost-effective and safe public transportation throughout Clatsop County.

Objectives:

1. Coordinate with the Sunset Empire Transportation District (SETD) to encourage commuter bus service to serve communities throughout Clatsop County.
2. Encourage a carpooling program for County employees and others to increase vehicle occupancy and minimize energy consumption.
3. Work with SETD to develop transit systems and stations and related facilities in convenient and appropriate locations that adequately and efficiently serve resident and employee needs.
4. Work to improve the signage and amenities at transit stops and stations.

Finding:

Goal 4 is pointed at local jurisdictions and does not present any relevant criteria for evaluation.

TSP Goal 5: Pedestrian and Bicycle Facilities

Provide for an interconnected system of pedestrian and bicycle facilities throughout Clatsop County to serve commuters and recreational users.

Objectives:

1. Coordinate with the goals and objectives and recommended improvements set forth in the Clatsop County Bicycle Master Plan.
2. Use unused rights-of-way for greenbelts, walking trails, or bike paths where appropriate.
3. Develop and periodically update inventory information on existing bicycle routes and support facilities.
4. Promote multimodal connections where appropriate.
5. Promote increased bicycle awareness and support safety education and enforcement programs.
6. Develop safe and convenient pedestrian and bicycle systems that link all land uses, provide connections to transit facilities, and provide access to publicly owned land intended for general public use, such as the beach.
7. Promote development standards that support pedestrian and bicycle access to commercial and industrial development, including, but not limited to, direct pathway connections, bicycle racks and lockers, and signage where appropriate.
8. Protect and expand public access via pedestrian ways, bikeways, and trails for recreational purposes.

Finding:

There are limited pedestrian and bicycle facilities on or near the subject property. This proposal does not address the development of these facilities. Should a development of a commercial or industrial nature occur in the near future these facilities may be constructed at that time; however there is no network to access at this time, and without the cooperation of the City of Warrenton or Clatsop County to enhance these features they would likely go without use. Therefore the applicant would request to forego the development of such facilities at this time.

TSP Goal 6: Accessibility

Provide a transportation system that serves the needs of all members of the community.

Objectives:

1. Coordinate with SETD to encourage programs that serve the needs of the transportation disadvantaged.

2. Provide for the transportation disadvantaged by complying with State and Federal regulations and cooperating with local, County and State agencies to provide transportation services for the disadvantaged.
3. Upgrade existing transportation facilities and work with public transportation providers to provide services that improve access for all users.
4. All improvements to the transportation system (traffic, transit, bicycle & pedestrian) in the public right-of-way shall comply with the Americans with Disabilities Act of 1990.

Finding:

These policies will be addressed at the individual development stage.

TSP Goal 7: Environment

Provide a transportation system that balances transportation services with the need to protect the environment and significant natural features.

Objectives:

1. Provide a transportation system that encourages energy conservation, in terms of efficiency of the roadway network and the standards developed for road improvements.
2. Encourage use of alternative modes of transportation and encourage development that minimizes reliance on the automobile.
3. Work to balance transportation needs with the preservation of significant natural features and viewsheds.
4. Minimize transportation impacts on wetlands and wildlife habitat.

Finding:

All road development will be designed to facilitate the impact of traffic and provide suitable access and circulation. Environmental matters will be incorporated at the planning stage of development and ensured through Clatsop County's environmental protection measures.

TSP Goal 8: System Preservation

Work to ensure that development does not preclude the construction of identified future transportation improvements, and that development mitigates the transportation impacts it generates.

Objectives:

1. Require developers to aid in the development of the transportation system by dedicating or reserving needed rights-of-way by constructing half- or full-road improvements needed to serve new development, and by constructing off-road pedestrian, bicycle, and transit facilities when appropriate.
2. Consider transportation impacts when making land use decisions, and consider land use impacts (in terms of land use patterns, densities, and designated uses) when making transportation-related decisions.
3. Ensure that amendments to the comprehensive plan, land use designation amendments and land use regulation changes that are found to significantly affect a transportation facility are consistent with the identified function and capacity of that facility.

Finding:

The applicant is proposing to use existing right-of-ways as necessary to provide adequate transportation and connectivity to adjacent parcels and minimize impacts to the existing network.

TSP Goal 9: Capacity

Provide a transportation system that has sufficient capacity to serve the needs of all users.

Objectives:

1. Protect capacity on existing and improved roads to provide acceptable service levels to accommodate anticipated demand.
2. Limit access points on highways and major arterials, and use alternative access points when possible to protect existing capacity.
3. Provide frontage setback requirements from the public right-of-way for all designated arterials within the County adjacent to commercial and industrial development.
4. Minimize direct access points onto arterial rights-of-way by encouraging common driveways or frontage roads.
5. Update and maintain County access management standards to preserve the safe and efficient operation of County roadways, consistent with functional classification.

Finding:

The proposed development will not create a detrimental impact to the existing road network. Access points will be minimized and right-of ways are already established to ensure capacity and potential future growth of the area.

TSP Goal 10: Transportation Funding

Provide reasonable and effective funding mechanisms for countywide transportation improvements identified in the TSP.

Objectives:

1. Develop a Capital Improvements Program that establishes transportation priorities and identifies funding mechanisms for implementation.
2. Identify funding opportunities for a range of projects, and coordinate with local, State, and Federal agencies.

Finding:

These provisions are not applicable to this proposal.

TSP Goal 11: Safety

Provide a transportation system that maintains adequate levels of safety for all users.

Objectives:

1. Undertake, as needed, special traffic studies in problem areas, especially around schools, to determine appropriate traffic controls to effectively and safely manage automobile and pedestrian traffic.
2. Work to improve the safety of rail, bicycle, and pedestrian routes and crossings.
3. Coordinate lifeline and tsunami evacuation routes with local, State, and private entities.

Findings:

These provisions are also not applicable to this proposal

Summary:

This proposal is consistent with Goal 12 policies.

Criteria:

Goal 13 – Energy Conservation

1. The County recognizes the need for energy conservation through support of a County-wide conservation program in which the County government will play a leading role.
   a. Methods to reduce energy consumption should be explored, such as enforcing strict temperature and lighting controls in government buildings and incentive programs for carpooling, etc.
   b. New government buildings shall be energy efficient. Decisions on design and selection of equipment should not be based on the lowest initial cost alone. Operating and energy costs for a reasonable life expectancy of the building must receive equal consideration. Further, consideration should be given to the use of solar energy in heating and cooling all new government buildings.
   c. The County, cities, Extension Service and Community College should work together to establish an Energy Conservation Service with the assistance of private and public funds and expertise. This service could provide the following:
      1) Promote energy conservation through seminars, other educational programs, and information dissemination.
      2) Develop climate maps, energy efficient building standards and other guidelines for energy conservation.
      3) With the help of local utility companies, provide technical assistance to individuals desiring to retrofit their homes or buildings with improved insulation of alternative energy sources.
      4) Conduct audits with the assistance of local utility companies to identify sources of greatest energy wastes in buildings and recommend ways in which to reduce this waste.
      5) Provide technical assistance to evaluate the energy efficiency of new residential, industrial, and commercial building plans submitted for approval.
      6) Maintain information on the energy efficiency of brands and models of appliances, autos, etc.
   d. The County and cities should work together to establish a County-wide recycling operation (i.e. through a sheltered workshop program).
2. The following land use policies shall be adopted as part of the Comprehensive Plan to conserve energy and promote the use of alternative systems:
   a. Shopping, cultural, medical, educational and other public facilities shall be encouraged to cluster in urban growth boundaries so that one trip can serve several purposes and so that the possibility of public transportation will be enhanced.
   b. In new subdivisions, major or minor partitions:
      1) Should maximize the opportunity for solar orientation of windows in buildings by running streets in east-west directions, and lots on a north-south axis.
      When topographic conditions or natural features make street orientation for good solar orientation of units undesirable or difficult, lots shall be laid out so that units can be oriented to the south to the greatest extent possible. Clustering, innovative yard and setback approaches may be used in lieu of the street and lot plan if good solar orientation is achieved.

2) Open space should be located whenever possible to buffer structures from shadows cast by other buildings.
3) Easements for protecting solar access should be provided for every lot.

3. The County shall promote the application of renewable and alternative energy sources, by encouraging the use of total energy systems where, for example, electricity is generated and the waste heat is utilized for space heating and cooling purposes.

4. The County shall consider energy conservation in the designation of Rural Lands and Development Lands.

Findings:

Policies established in the Goal 13 element do not establish mandatory criteria for approval of the proposed zone change. Regardless many aspects of energy conservation are applied at the individual development stage. Components of the Goal 13 element that can be implemented in the design phase center around distance to facilities, and adequacy of alternative transportation networks (i.e. bike and pedestrian mobility). These aspects of the proposal have been addressed in the Goal 12 Element of the Comprehensive Plan.

This proposal is consistent with the Goal 13 policies.

Criteria/Finding:

Goal 14 – Urbanization: Policies contained in the Goal 14 element of the County's Comprehensive Plan apply to areas within urban growth boundaries and city limits. The proposal is on lands designated rural, outside of city limits and urban growth boundaries. The applicant is requesting an exception to Goal 14 in accordance with the Goal 2 exception process. The applicant has provided those findings as a function of this application (see Exhibit E). Additionally, goal 14 exceptions have been taken across the Clatsop Plains and land use studies encouraging cluster developments and open space preservation have been adopted as supporting documents to the County's Comprehensive Plan. Additionally the Clatsop Plains has a total density provision that allows the transfer and clustering of density rights on the Clatsop Plains. This proposal is in accordance with county ordinances designed with these aspects in mind.

With the adoption of the Goal 14 exception this proposal will be consistent with te Goal 14 element.

Criteria/Finding:

Goal 16 and 17 – Estuarine Resources and Coastal Shorelands: This development is outside the coastal shorelands and estuarine resources.

This proposal is consistent with the Goal 16 & 17 policies.

Criteria/Finding:

Goal 18 – Beaches and Dunes: This development is outside the Beaches and Dunes overlay. Therefore the goal 18 Element of the Clatsop County Comprehensive plan is not applicable to this request. Should the applicant place their density credits on an area subject to the Goal 18 Policies they will be addressed at that time.

This proposal is consistent with the Goal 18 policies.

Clatsop Plains Community Plan

OVERALL GOAL FOR THE CLATSOP PLAINS

The Clatsop Plains and Seaside-Gearhart Citizen Advisory Committees recognize that the natural resources and amenities of the Clatsop Plains are in fact the features which make it a desirable place in which to live. Protection of these resources (the forest, dunes, open spaces, views, animal life and habitat, ocean beaches, lakes and streams, and the absence of urban noises to name a few) is paramount if the quality of life is to be maintained for both existing and future residents. Development must be required to respect these resources and amenities since poor development or over development could very easily destroy these values, which make up the present character of the Clatsop Plains.

Out of the various meetings with the two CACs, an OVERALL GOAL for the Clatsop Plains was developed which summarizes the policies to be applied to the Clatsop Plains area. This OVERALL GOAL reads as follows:

OVERALL GOAL

The Clatsop Plains Community Plan shall provide for planned and orderly growth of the Clatsop Plains planning area, which is in keeping with a majority of its citizens and without unduly depriving landowners and/or residents of the reasonable use of their land. The Plan shall:

1. protect and maintain the natural resources, natural environment and ecosystems,
2. respect the natural processes,
3. strive for well designed and well placed development, and
4. preserve the semi-rural, agricultural, open space and marine characteristics of the area.

In order to meet the Goal, the County shall:

1. Use the physical characteristics described in the section on landscape units as the major determinants of the location and intensity of the use of the land.
2. Retain as much of the land as possible in its natural state.
3. Review, update and amend the Plan on a regular basis as needs, additional data and/or economics demand.

The community goals and policies, which follow in this Plan, are the basis from which the Zoning Ordinance will be developed.

The Clatsop Plains planning area encompasses approximately 16,307 acres in the northwest section of Clatsop County along the coast. This planning area, for the most part, relates toward the ocean, with the various beaches and rolling dunes; and toward the several lakes in the planning area. The Clatsop Plains is essentially bisected by U.S. Highway 101. This highway is a major line for north-south movement down the Oregon Coast as well as a corridor of travel between the two population centers in the plains.

The Clatsop Plains Community Plan is an amplification of some of the policies in the County-wide Elements section of the Comprehensive Plan, and also contains policies addressing particular concerns people have for the Clatsop Plains. The County-wide Elements section issued at the community level to identify policies and strategies for addressing specific local opportunities/problems.

Criteria:

General Landscape Units

Policies

1. Excavations in sedimentary highland (Toms) should be properly engineered to assure against slope failure.

2. Proposed projects involving modifications of established drainage patterns should be evaluated in terms of potential for altering land stability.
3. Loss of ground cover for moderately to steeply sloping land may cause erosion problems by increasing runoff velocity and land slumpage. Vegetative cover for moderately to steeply sloping areas shall be maintained.

Findings:

No excavation in the sedimentary highlands is proposed.
No modifications to drainage patterns are proposed with this project
All disturbed areas shall be re-vegetated upon completion of development in accordance with Clatsop County's erosion control measures.

General Landscape policies are satisfied.

Criteria:

Coastal Shorelands and Other Shorelands

Clatsop Plains Planning Area Goal: To preserve to the fullest possible extent the scenic, aesthetic, and ecological qualities of the Coastal Shorelands and other shorelands in the Clatsop Plains in harmony with those uses which are deemed essential to the life and well-being of its citizens.

Policies

The following are in addition to those found in the Ocean and Coastal Lakes of the Estuarine Resources and Coastal Shorelands Element and Open Space, Scenic and Historic Areas and Natural Areas Element.

1. No filling or alteration to designated and mapped critical natural holding basins such as lakes, wetlands, or marshlands.
2. Culverts and other roadway or driveway improvements considered necessary by the Clatsop County Department of Planning and Development, County Road Department, and State agencies shall be installed in such a manner as not to impede the flow of the drainage way nor impede the passage of resident or migratory population of fish.
3. Mining, dredging, or removal of gravel and similar materials from streams and other surface water shall be strictly controlled to prevent adverse alterations to flow characteristics, siltation pollution, and destruction or disruption of spawning areas.
4. Shorelands identified in this Plan for their aesthetic, scenic, historic or ecological qualities shall be preserved. Any private or public development, which would degrade shoreland qualities, shall be discouraged.
5. The public has a right to enjoy and utilize all the public water bodies. No improvement shall be permitted which impedes this ability. Care also must be exercised in protecting the privately owned shorelands.
6. Public and private bridge crossings over public water bodies shall be constructed to standards that insure maximum protection to the persons utilizing the structure and to the water system it crosses. To the maximum extent possible, minimum fill and/or removal shall take place during construction of the bridge.
7. Shorelands in Rural areas shall be used as appropriate for the following:

1. farm use,
2. private and public water dependent recreation,
3. aquaculture, and
4. to fulfill the open space requirements in subdivisions and planned developments.

Finding:

Shoreland policies pertaining to this proposal apply to the public beaches and water bodies. The wetland areas and Skipanon watershed adjacent to the proposal site could be construed as public water bodies. This proposal does not restrict access to these areas and the proposal will not impact those areas.

Coastal Shoreland policies are satisfied.

Criteria:

Beaches

Policies

See Goal 18 Beaches and Dunes Background Report and County-wide Element (Ord 03-08)

Dunes

See Goal 18 Beaches and Dunes Background Report and County-wide Element (Ord 03-08)

Findings:

Policies pertaining to the Goal 18 county-wide element were addressed previously on page 18 of this document and found to be consistent.

Beaches and Dunes policies are satisfied.

Criteria:

Fort Stevens State Park Subarea Policy

Off-road vehicles should not be permitted on dune or wetland areas in the park and shall not traverse the Natural wetland-salt marsh in Clatsop Spit.

For additional information, policies and mapping for these areas see the Columbia River Estuary section of the Estuarine Resources and Coastal Shorelands Background Report and County-wide Element.

Finding:

Not Applicable to this application.

Criteria:

Alluvial Lowlands Policy

Development on peat and other compressible soils shall be discouraged. In those areas where development has already occurred on peat and other compressible soils, policies on those soils in the County-wide Element shall apply.

Finding:

Soil types on the subject parcel include "Brallier Mucky Peat" and "Walluski Silt Loam"the applicant has addressed the development standards pertaining to development of this site

previously on page 9-10 of this report. The applicable policies are applied at the development stage and do not provide approval criteria for this proposal.

The alluvial lowlands policy is satisfied.

Criteria:

Alluvial Terraces Policy

The County should encourage development on this type of landscape unit due to the slight to moderate slopes and the moderately well drained soils.

Finding:

Alluvial terraces are defined as: "A terraced embankment of loose material adjacent to the sides of a river valley. Also known as built terrace; drift terrace; fill terrace; stream-built terrace; wave-built platform; wave-built terrace." The subject property is located on wave & stream built terraces in conjunction with alluvial lowlands mentioned previously.

The application is in conformance with this policy.

Criteria:

Coast Range Foothills Policy

The predominant land use on this landscape unit should be forestry and low-density residential use. This is due to the characteristics of soils in this landscape unit, which have potential for mass movement.

Findings:

The area is not located in the Coast Range Foothills.

This policy is not applicable to this request.

Criteria:

Natural Resources

Post 208 Water Quality Study*

The study made several recommendations:

(a) The groundwater protection strategy of this study should promote the maximum present and future beneficial uses of the Clatsop Plains aquifer. On-site wastewater disposal has been shown to be a significant beneficial use of the aquifer, and thus, the moratorium should be lifted in all areas of the Clatsop Plains study area.

(b) The Camp Rilea wastewater spray irrigation field should be rehabilitated with a cover material that is conducive to plant growth. A suitable crop management plan should be developed so that the selected crop can be periodically harvested to remove the nutrients. The crop should be planted during March-April 1982, so that the spray irrigation field will be operable during the heavy summer use period.

(c) The Warrenton landfill should be closed through an approved closure plan as directed by DEQ. The closure plan should provide for prohibition of further leachate contamination of the aquifer and the necessary gas removal facilities.

(d) The wastewater disposal recommendations for the unincorporated Clatsop Plains are as follows:

(1) Continue with current zoning requiring a minimum of 1 acre lot size and permit the use of a standard septic tank and disposal field.
(2) For lots of record between 1/2 acre and 1 acre, a septic tank with a low pressure disposal field or sand filter should be used.
(3) For lots of record between 10,000 square feet and 1/2 acre, septic tank systems should use a sand filter with a low pressure disposal field, if DEQ's regulations on house size, setbacks and system redundancy can be accommodated.
(4) Allow no septic systems on lot sizes smaller than 10,000 square feet.

(e) All future development in Gearhart, in accordance with the current Comprehensive Plan, should be required to use low pressure disposal fields and/or sand filters to maximize nitrogen removal in the system prior to disposal in the soil. DEQ should be requested to adopt a special geographic rule exempting the DEQ house size regulations in Gearhart.

(f) Wastewater disposal recommendations for the seven sensitive areas are:

(1) Install low pressure distribution and/or sand filter systems for all new wastewater sources (including the aggregate of one development) under 5,000 gallons per day.
(2) For all new wastewater sources exceeding 5,000 gallons per day, construction of sewers and wastewater treatment facilities using land disposal or other disposal techniques acceptable to DEQ should be required.
(3) Present uses of the aquifer for wastewater disposal should not be prohibited.

(g) No action should be taken on surface water conditions at this time.

(h) Aquifer reserve areas should be maintained to protect the aquifer as a possible future drinking water source through the following measures:

(1) A minimum of 2.5 square miles of aquifer should be set aside for water supply development, including an area set aside by the City of Warrenton, the area within the boundaries of Camp Rilea, and the 40 acres of County-owned land at Del Ray Beach.
(2) The County should preserve the necessary recharge area within Camp Rilea by developing an agreement with the Oregon Department of Military within 6 months.
(3) Additional areas for aquifer protection should be sought through land use planning, and open space requirements.
(4) Land use in the reserve areas should be controlled so that the potential for groundwater contamination from nitrogen and other possible pollutants is kept to a minimum.

(i) The groundwater monitoring program should be continued as a part of the DEQ statewide monitoring program for the wells identified in Section VII of the report with samples taken on a semi-annual basis."

Findings:

These are recommendations and not policies or criteria and thereby are not approval criteria. Regardless the measures described and recommended in the study will likely be implemented in the individual lot development stage.

These are not applicable criteria for approval and thereby satisfied.

Criteria:

Clatsop Plains Aquifer Policy

1. Land use actions (i.e. Comprehensive Plan changes, zone changes, subdivisions and partitions, planned developments, conditional use permits, etc.) shall be reviewed by the Planning Commission and the Department of Planning and Development to insure that the proposed activity(ies) will not:

   (a) adversely affect the water quality;
   (b) result in the drawdown of the groundwater supply;
   (c) result in the loss of stabilizing vegetation, or
   (d) salt water intrusion into the water supply.

Recommended Actions

1. To avoid desiccation of the groundwater lakes and encroachment of sea water, a water management program which is consistent with the water-budget equation for the Clatsop Plains should be developed. The County should request technical and financial assistance from state and federal agencies in evaluating water development potentials.

2. The County, in cooperation with other local jurisdictions, should consider a cost/benefit comparison of developing the Clatsop Plains aquifer as a water source with other sources of water supply.

Findings:

As mentioned previously the applicant is proposing to supply water to the development area via Warrenton Water District. By acquiring water from the Warrenton Water District no adverse impacts to the Clatsop Plains Aquifer are created with this development.

The application satisfies this policy.

Criteria:

Critical Hazards

Wind and Ocean Shoreline Erosion Policies

1. Clatsop County shall prohibit:

   (a) the destruction of stabilizing vegetation (including the inadvertent destruction by moisture loss or root damage).
   (b) the exposure of stable and conditionally stable areas to erosion, and
   (c) construction of shore structures which modify current or wave patterns or the beach sand supply.

2. Erosion shall be controlled and the soil stabilized by vegetation and/or mechanical and/or structural means on all dune lands. After stabilization, continuous maintenance shall be provided. In those areas where the County has taken an Exception to the Beaches and Dunes Goal, the County shall have building permits reviewed by the Soil Conservation Service and use their recommendations as conditions of approval.

3. Removal of vegetation during construction in any sand area shall be kept to the minimum required for building placement or other valid purpose. Removal of vegetation should not occur more than 30 days prior to grading or construction. Permanent revegetation shall be started on the site as soon as practical after construction, final grading or utility placement. Storage of sand and other materials should not suffocate vegetation.

4. In all open sand areas, revegetation must be clearly monitored and carefully maintained, which may include restrictions on pedestrian traffic. Revegetation shall return the area to its pre-construction level of stability or better. Trees should be planted along with ground cover such as grass or shrubs. To encourage stabilization, a revegetation program with time limits shall be required by the Planning Department as a condition of all building permits and land use actions (i.e. Comprehensive Plan changes, zone changes, subdivisions and partitions, planned developments, conditional use permits etc.).

5. Removal of vegetation, which provides wildlife habitat, shall be limited. Unnecessary removal of shoreline vegetation shall be prohibited.

6. Site specific investigations by a qualified person such as a geologist, soils scientist, or geomorphologist may be required by the County prior to the issuance of building permits in open sand areas, on the ocean front, in steep hillsides of dunes, regardless of the vegetative cover, and in any other conditionally stable dune area which, in the view of the Planning Director or Building Official, may be subject to wind erosion or other hazard potential. Site investigations may be submitted to the State Department of Geology and other agencies for review of recommendations.

7. Log debris plays an important role in the formation and maintenance of foredunes. Therefore, driftwood removal from sand areas and beaches for both individual and commercial purposes should be regulated so that dune building processes and scenic values are not adversely affected.

Recommended Action

The County should work with the Clatsop Soil and Water Conservation District in determining whether their three zones affecting dunes are needed in light of new State law requirements.

Findings:

Proper erosion control measures satisfying these policies can be implemented through appropriate conditions of approval. The applicant agrees to conditions necessary to ensure proper erosion control.

These policies are satisfied with the application of appropriate conditions.

Criteria:

Cultural

Clatsop Plains Housing Goal:

To provide adequate numbers of housing units at price ranges and rent levels commensurate with financial capabilities of the households in the region and to allow for flexibility in housing location, type and density.

Housing Policies

1. Planned developments, the replatting of old subdivisions, and other land use actions shall encourage the preservation of steep slopes and other sensitive areas in their natural condition.

2. The location of a mobile home on an individual parcel of land shall be allowed in CONSERVATION FOREST LANDS* and RURAL EXCLUSIVE FARM USE* areas which are in conjunction with a farm or forestry use. In areas designated RURAL LANDS*, a double wide or wider mobile home shall be allowed except in Surf Pines

(zones SFR-1 and CBR*), Smith Lake (zone SFR-1*) and Shoreline Estates (zone RSA-SFR*).

3. Areas shall be provided for mobile home parks within the cities' Urban Growth Boundaries.

4. Opportunities shall be provided for elderly and low income housing within the cities' Urban Growth Boundaries due to the availability of services provided.

Findings:

There are no steep slopes in the proposal area and the proposal preserves sensitive habitat by maintaining a vegetative buffer between uses. Policy 2 is not applicable to industrial uses but can otherwise be addressed through conditions upon the placement of the density credits. The area is located outside of city limits and urban growth boundaries, therefore Policies 3&4 are not applicable to this request.

This policy can be satisfied with appropriate conditions.

Criteria:

Public Facilities and Services

Sewer Policies

1. Sewage systems shall be allowed in those areas outside of the Urban Growth Boundary only to alleviate a health hazard or water pollution problem, which has been identified by the Department of Environmental Quality and will be used only as a last resort.

2. The Shoreline Estates sewer system located near Cullaby Lake shall expand its sewer service area only to the current existing treatment plant's design capacity of approximately 500 people. Further development of this intensity on the Clatsop Plains shall occur within the Urban Growth Boundaries.

Findings:

The sites will be serviced by individual septic systems approved by the Department of Environmental Quality

The proposal is consistent with these policies.

Criteria:

Transportation

Fire Protection Policy

The County shall encourage the improvement of fire protection for the Rural and Rural Service Areas in the Clatsop Plains. The County shall work with local residents as well as the two Rural Fire Protection Districts in examining the various methods available to improve fire protection. One method, which could be used, is to require subdivisions and planned developments to dedicate a site, funds, or construction materials for a fire station in the Clatsop Plains.

Clatsop Plains Transportation Goal:

The County will develop policies, which minimize the number of access points on U.S. 101.

Transportation Policies

1. The development of new access points onto U.S. 101 shall be kept to a minimum number. It is the intent of this policy to reduce the potential for accidents, and to provide the most efficient means of maintaining highway capacity. Planned development, subdivision, major partition regulations shall be written so as to implement this policy.
2. Minor partitioning shall be required for all property adjacent to U.S. 101. Minor partition proposals will be reviewed in order to prevent numerous access points along this highway. The requirement for minor partition review shall take effect on the date of adoption of the Clatsop Plains Community Plan.
3. Streets in new developments shall be designed to minimize disturbance of the land by following contour lines (as an alternative to a grid pattern) and avoiding cut-and-fill construction techniques.
4. Unnecessary rights-of-way should be used as green belts, walking trails or bike paths where appropriate.
5. To minimize negative visual and noise impacts of U.S. 101, a buffer screen of existing vegetation shall be required for residential properties along U.S. 101. Planted vegetation should be encouraged in those areas along U.S. 101 where none presently exists. The buffer shall be 25 feet wide, unless the size of the lot and natural topography would create a hardship.
6. Clatsop County shall restrict direct access to arterials (i.e., U.S. 101) where alternative access is available.
7. At the time of a major or minor partition, access points shall be examined. Consolidation of existing access points or easements for adjoining properties to allow a common access point shall be considered.
8. It is the County's intent to develop a system of collectors, frontage roads and common access points to solve the problems that many access points create along U.S. 101. In order to carry out this intent the County shall do the following:
   (a) Require new developments to have access taken from the existing collectors and frontage roads unless a variance is given.
   (b) New access points shall be reviewed by the County. New access points shall be reviewed based upon proximity to existing access points and safety standards developed by the Department of Transportation.
9. Clatsop County should conduct a study of the Clatsop Plains to analyze access controls and problems in establishing criteria for collectors and frontage roads. The study should include: designation of specific access points, location of frontage roads, criteria for temporary access points, etc.

Findings:

Access roads to the site will be created and developed in a manner that limits disturbed areas to those necessary to provide access. All disturbed areas will be revegetated in accordance with erosion policies. The access road will be designed around areas designated for habitat preservation. The access roads will access Dolphin Road, a local road, which later intersects with highway 101. The area is currently within the boundaries of the Warrenton Rural Fire Protection District and all development will be in accordance with the Oregon Fire Code. The combination of these measures complies with the policies as illustrated above.

The proposal is consistent with the intent of these policies.

Criteria:

Rail

Recommended Action

Further study should be done by the County Department of Planning and Development on what portions of the rights-of-way will not revert back to property owners. And if some of the rights-of-way do not revert back, further work should be done on how the rights-of-way should be used.

Air Transportation

Recommended Action

The Seaside-Gearhart Citizen Advisory Committee, the County, the Cities of Seaside and Gearhart, and the State Aeronautics Division should work together in developing the Seaside Airport Plan.

Findings:

These are recommended policies and do not pose approval criteria.

These criteria are not applicable to this application.

Criteria:

Historic Areas

Clatsop Plains Planning Goal:

To preserve Historic Resources of our past that might otherwise be lost due to unnecessary and unwise development.

Historic Area Policies

1. The County shall work with the Clatsop County Historical Advisory Committee and other organizations to identify and protect important local historical and archeological sites. Compatible uses and designs of uses should be encouraged for property nearby important historical or archeological sites.
2. Clatsop County shall protect significant historical resources by:
   (a) encouraging those programs that make preservation economically possible;
   (b) implementing measures for preservation when possible;
   (c) recognizing such areas in public and private land use determinations subject to County review.

Finding:

There are no areas of historic significance on this site.

These policies are not applicable to this request.

Criteria:

Fish and Wildlife Areas

Clatsop Plains Planning Goal:

To preserve wildlife habitats and natural vegetation as an essential part of the ecosystem for both men and wildlife.

Fish and Wildlife Policies

1. Maintain important fish and wildlife sites by protecting vegetation along many water bodies, classifying suitable land and water locations as NATURAL or CONSERVATION, and otherwise encouraging protection of valuable fish and wildlife habitats.
2. Private and public owners of property on which valuable habitat is located will be encouraged to adequately protect important fish and wildlife sites. The private owners, which participate in preserving the natural character of these sites, will be assisted in taking advantage of reduced property taxes for protecting such areas. New subdivisions shall be required to leave undeveloped reasonable amounts of property, which is needed for protection of valuable fish and wildlife habitat.
3. Intensive recreational development shall not locate within sensitive crucial habitat areas.
4. Habitat of all species indicated as endangered, threatened or vulnerable shall be preserved. Nesting sites of endangered bird species shall be protected and buffered from conflicting uses.
5. * Wildlife refuges:

   Existing wildlife refuges which are owned/leased and managed by the Oregon Department of Fish and Wildlife (ODFW) located in areas designated Conservation Forest or in other lowland areas under any plan designation shall be reviewed by the County for compliance with the approval standards listed below. Such hearings shall be conducted according to a Type IV procedure at a time and place convenient to residents of the affected planning area. ODFW shall provide an evaluation of the economic, social, environmental and energy consequences of the proposal** information sufficient to support findings with respect to the following approval criteria:

   1. Identification of the need for the proposed new wildlife management area. "Need" means specific problems or conflicts that will be resolved or specific ODFW objectives that will be achieved by establishing the proposed area.
   2. Alternative lands and management actions available to the ODFW, and an analysis of why those alternatives or management actions will not resolve identified problems or achieve objectives.

Findings:

The area is not identified as a preservation area. However, policy 4 is applicable to this proposal as there is an Osprey nest near the site. Appropriate measures have been taken and will continue to be followed with consideration to the impacts of this area. The applicant has worked collaboratively with Oregon's Department of Fish and Wildlife and Department of Forestry to preserve the integrity of this site. This proposal should have no negative impacts on the functionality and continued use of the Osprey nest.

The Fish and Wildlife policies are satisfied.

Criteria:

Recreation

Recreational Policies

1. Recreational vehicle parks shall only be permitted in the urban growth boundaries in the Clatsop Plains.
2. The World War II lookout site, dune area west of Sunset Lake and the land northeast of Camp Rilea should be kept in County ownership. These areas should be preserved for their scenic value as well as for wildlife value.
3. The designated bike trail going down the Coast shall be changed to follow U.S. 101 instead of along the Lewis and Clark Road.
4. Recreational users shall not be allowed complete and free use of the more delicate beach/dune land forms (active dune areas). Access to these areas shall be limited and only via stabilized trails.
5. Clatsop County shall adopt the Fort Stevens State Park Plan as part of the Clatsop Plains Community Plan.
6. State and local jurisdictions shall cooperate to evolve the most efficient traffic flow patterns, parking arrangements and policy requirements for areas on and adjacent to active dune areas, especially parks and beach accesses.*

Recommended Action

Further research should be done on a possible trail going from Fort Clatsop National Park to the coastal beaches.

Findings:

These policies are not applicable to this request.

Criteria:

Scenic Areas

Clatsop Plains Planning Goal:

Important vistas, views of the ocean, and other significant visual features should be preserved and the obstruction of these vistas should be discouraged.

The following discussion and policies are in addition to those found in the Open Space, Scenic and Historic Areas and Natural Resources, Recreational Needs and Estuarine Resources and Coastal Shorelands Elements. Sites inventoried (i.e. views along U.S. 101 of dune ridges and coastal foothills) that are in addition to those inventoried in the Open Space, Scenic and Historic Areas and Natural Resources, Recreational Needs and Estuarine and Coastal Shorelands Element are local desires and are not to be construed as additional Goal site requirements (e.g. they are not exceptional views).*

Scenic Area Policies

Area	Perspectives	Policy or Control
Beach/ocean	All directions	1. In order to provide the greatest view potential for properties along the ocean, the building height shall be limited to 18' on beach front lots and 26' for adjacent properties.

World War II Viewing Point	Ocean beaches, Clatsop Plains	2. The County owns about 40 acres of land. This land should be set aside for its scenic value.
Lewis & Clark Road above Thompson Falls	Seaside-Gearhart area, ocean, and Tillamook Head	3. If property above Thompson Falls is developed, some areas shall be set aside as open space.
Views along U.S. 101	The dunes to the west and Coastal Foothills to the east	4. Excessive sign sizes and numbers of signs shall be discouraged by local regulations. No new billboards or other off-premise signs shall be allowed, except in commercial or industrial zoned land with strict controls.
Coastal Foothills and dune ridges	All directions	5. No intensive development on the foothills or on top of dune ridges should be permitted.

Findings:

The proposal is not in one of the identified scenic areas.

These policies are not applicable to this request.

Criteria:

Open Space

Policies

1. Land owners shall be encouraged to retain or preserve large parcels of undeveloped land as open space under the provisions of the open space taxation program.
2. The County shall carefully consider the feasibility of all methods for the preservation of open space as the opportunities arise.
3. The County Zoning Ordinance shall prescribe a maximum lot coverage in those areas designated DEVELOPMENT.
4. All planned developments and subdivisions in the Clatsop Plains planning area designated RURAL LANDS** shall cluster land uses and designate areas as permanent common open space. No reversionary clause shall be permitted in common open space. The minimum percentage of common open space shall be 30%, excluding roads and property under water. The clustering of dwellings in small numbers and the provision of common open space assures good utilization of land, increased environmental amenities, maintenance of a low density semi-rural character, maintenance of natural systems (dunes, wetlands), and may be used as an open space buffer between the residential use and adjacent agricultural or forest uses. This policy shall apply in all RURAL LANDS** areas in the Clatsop Plains except for the area commonly known as Surf Pines.* Clustering shall be prohibited in the area known as Surf Pines.* Surf Pines is further described by the following description (see Appendix B) and map.*

5. Permanent open space shall include, whenever possible, steep dunes which would require substantial alterations for building, buffers along streams, water bodies, deflation plains, and farm and forest lands.

6. Buffers (screening) shall be provided in all subdivisions and planned developments along property lines adjacent to arterials and/or collectors.

7. Permanent open space as part of subdivisions or planned developments adjoining one another shall be interrelated and continuous whenever possible. This could mean that open space could continuously follow ridge tops, deflation plains or shorelands. The Clatsop County Department of Planning and
Development shall prepare a map of potential systems of open space to be used as a guide for developers.

8. Streams and drainages, which form a system of open space, shall be preserved.

Findings:

These policies pertain to development of the site. The applicant is not proposing to develop the site with this application. These policies will be applied at the individual development stage. Open space areas will likely be identified along the wetland boundaries to ensure protection of the wetland habitat and nesting activity.

Many of these policies will be addressed when the applicant places the density credits on a receiving site and submits an application for a subdivision.

The open space policies are satisfied.

Criteria:

Community Development

General Development Policies

1. The predominant growth (residential, commercial, and industrial) shall occur within the Cities of Seaside, Warrenton, Gearhart and the Town of Hammond, as well as those areas in the Urban Growth Boundaries.

2. Residential, commercial and industrial development shall be directed away from those areas designated CONSERVATION FOREST LANDS, CONSERVATION OTHER RESOURCES, and NATURAL.

3. In divisions of land into lots where future partitions or resubdivisions could occur, lots should be designed to take the potential for future divisions of land into consideration.

4. Natural features such as creeks and ridges should be used wherever possible as a boundary between intensive uses such as commercial activities and low intensive uses.

5. Plot plans or building plans may be required to indicate on them how storm water is to be drained. Access permits shall be reviewed by the State Highway Department and County Road Department to insure adequate drainage is provided.

6. Incentives shall be provided to encourage developers to use innovative methods to provide a high quality of design, energy conservation and low-income housing.

7. The following policies shall be used when examining commercial development in the Clatsop Plains:

a. To direct and encourage commercial activities to locate within urban growth boundaries. This will be most convenient for customers because most people will live in the urban areas. Also, business requirements for water, sewer, fire protection and other public services can best be met.
b. To group business activities into clusters or "centers". This will be more convenient for patrons, permitting them to accomplish more than one purpose during a stop. It will also avoid mixing homes with scattered businesses. Joint use of vehicular access and parking at commercial centers will be more economical and be less disruptive for street traffic.
c. To prevent "strip" commercial development along arterials, particularly U.S. Highway 101, and to limit business to designated strategic locations. To reserve non-commercial portions of arterials so that property owners may develop residential or other uses without fear of disruptive business development next door.
d. To emphasize and support existing town centers as business places. These centers are important for community identify, social cohesion, civic activity, public service, convenience, attractions and amenities. They should continue to be a focus for commercial activities as well.
e. To concentrate new commercial development in and adjacent to existing, well-established business areas. To increase the patronage and vitality of these areas and to avoid undue dispersal of new commercial activities.

Findings:

This proposal is adjacent to existing industrial and commercial lands and the Warrenton Urban Growth Boundary. With the exception of policies 5 & 7, these policies do not apply to this request. In accordance with policy 5, storm water drainage plans will likely be a function of a development permit and assessed at that time. Where necessary, storm water drainage from improved surfaces will be directed to bio-swales and appropriate drainage areas. The proposal, while not within the existing urban growth boundary is consistent with these policies. In particular Policy 7e is relevant to this request and supports the request of the applicants in designating this area for industrial uses.

The proposal is consistent with the policies regarding community development.

Criteria:

Rural Service Area

Policies

1. The minimum building site in Rural Service Area shall be 7,500 square feet in sewered areas and 15,000 square feet in unsewered areas.
2. The area known as Shoreline Estates shall be designated a RURAL SERVICE AREA, due to the existing facilities available. The land area for this designation shall not be larger than the existing treatment plant's capacity. The expansion of the RURAL SERVICE AREA designation should NOT be allowed. It is the intent of the Community Plan to encourage urban densities to occur within the cities and the Urban Growth Boundaries where more facilities and services are available.

Findings:

This area is not located within a rural service area. Should the density credits be placed in a rural service area these criteria would become applicable to the request.

The policies regarding rural service areas are not applicable to this request.

Criteria:

Rural Lands

Clatsop Plains RURAL LANDS Goal:

To preserve and maintain the present overall rural quality of life now enjoyed in the Clatsop Plains.

Policies

1. The minimum parcel size for building sites in RURAL LANDS* areas shall be one acre.*
2. Rural residential subdivisions shall be required to have paved streets, except if the subdivision involves extremely large land parcels or only a few land parcels are involved and there is no potential for increase traffic demand on the roadway.
3. In recognition of the existing commercial uses at Cannon Beach Junction and the area south of Warrenton, a general commercial zone shall be provided at the Cannon Beach Junction and south of Warrenton.*
4. A neighborhood commercial zone allowing such uses as a gas station, or "Ma or Pa" grocery store shall be provided at the following locations along U.S. 101; Reed and Hertig, Sunset Lake and Dugan's Store and the West Lake Store.
5. When considering new commercial areas or expansion of existing commercially zoned land the policies pertaining to commercial land in the General Development policies, as well as the following standards, shall be used:
   (a) Adequate off-street parking shall be provided to prevent traffic congestion resulting from on-street parking.
   (b) A buffer and screen shall be provided between commercial and residential uses.
   (c) Signs shall be designed so as not to distract from the surrounding area.
   (d) The size of neighborhood commercial uses shall be sized to serve every day personal needs of the surrounding rural population and generate little or no traffic from outside of the rural area.
   (e) Review by State and County Road officials for safe access including adequate site distance.
6. Clatsop County intends to encourage a majority of the County's housing needs to occur within the various cities' urban growth boundaries. Approval of subdivisions and planned developments shall relate to the needs for rural housing. Through the County's Housing Study, the County has determined the Clatsop Plains rural housing needs to be approximately 900 dwelling units for both seasonal and permanent by the year 2000. The rural housing needs should be reexamined every two (2) years from the date of adoption of the Plan.
7. Subdivisions and planned development shall be encouraged to phase development over several years to provide for rural housing needs.
8. * Grandfather the following lots:
   (a) Block 4, lots 1-4
   Block 13, lots 3, 4, 15-18
   Block 19, lots 7 & 8**

Block 19, lots 9-12
Block 20, Lots 1-4, 9-14, 17-20
Block 29, lots 2, 3, 6, 7, 14, 15

All in Sunset Beach subdivision, Clatsop County, Oregon provided, however, that a 10,000 sq.ft. minimum lot size be required and that any other conditions for development applicable to this area shall be enforced.

(b) The five (5) lot area commonly referred to as RAM West (see attached map) provided, however, that there are no more than five lots exclusive of the coastal shoreland area.**

Findings:

Policies 1,2,6, & 7 will apply to the placement of the density credits at some point in the future. However that is not a part of this proposal at this time.

Policy 5 is applicable to this request; the majority of these policies will be addressed at the individual development stage. 5a will be a function of a commercial or industrial development and site plan review; 5b will be rendered not applicable should the proposed application be approved. If the proposal is approved there will be no residential zones adjacent to the project area; 5c will be addressed at the time of application for a sign permit; 5d &5e are addressed as a function of a conditional use application for a particular development

The proposal is consistent with the rural lands policies.

Criteria:

Rural Agricultural Lands

Policies*
See Agricultural Lands Background Report and County-wide Element.

Conservation Forest Lands

Policy**
Forest Lands shall be designated Conservation Forest in the County's Comprehensive Plan. When considering a zone change to a forest zone, the Planning Commission or other reviewing body shall review the proposal against the acreage, management, and other approval criteria in County-wide Forest Lands Policies #19, #20 and #21.

Conservation Other Resources

Policy*
See Open Space, Scenic and Historic Areas and Natural Resources, Recreational Needs, Estuarine Resources and Coastal Shorelands and Beaches and Dunes Background Reports and County-wide Elements.

Findings:

Policies addressing the Rural Agricultural Lands, Conservation Forest Lands, & Conservation Other Resources are not applicable to this proposal.

Criteria:

Natural

Policies

1. Areas rich in wildlife or of a fragile ecological nature, shall be preserved as Natural areas. The following areas shall be designated NATURAL: Clatsop Spit, Tillamook Chute, portions of Fort Stevens, Carnahan Lake, Slusher Lake and portions of the Necanicum Estuary.
2. The NATURAL aquatic designations for Carnahan Lake and Slusher Lake shall extend 100 feet measured horizontally from the aquatic-shoreland boundary.

Findings:

The proposal site does not consist of the attributes mentioned above; therefore, the policies are not applicable to this request.

With appropriate conditions Zone Change Criteria 1 will be satisfied.

Findings Section 5.412(2): *The proposed change is consistent with the statewide planning goals (ORS 197).*

Per LWDUO Section 5.412(2), the proposed zone change must be consistent with the Statewide Planning Goals (ORS 197). Clatsop County has a ratified comprehensive plan; consistency with Statewide Planning Goals is determined through a review for consistency with the County's Comprehensive Plan. As the factors indicate in the review of the comprehensive plan, this proposal is consistent with the policies and criteria detailed both in the County Wide Element and the Clatsop Plains Community Plan.

Based on the analysis of the Clatsop County Comprehensive Plan and the proposed Goal Exception to Statewide Planning Goal 14 the proposal is consistent with the Statewide Planning Goals (ORS 197).

The proposal is consistent with Zone Change Criteria 2.

Findings Section 5.412(3): *The property in the affected area will be provided with adequate public facilities and services including, but not limited to:*

a. Parks, schools and recreational facilities
b. Police and fire protection and emergency medical service
c. *Solid waste collection*
d. *Water and wastewater facilities*

Mentioned previously in the analysis for Goal 11 on page 11, the proposal has adequate public facilities. The applicant has provided map illustrating the boundaries of the local rural fire protection district and a letter from the local water district that would service potential developments on the site. DEQ Site evaluations will be required prior to an application for development. Letters from the school districts are not necessary because the proposal is for industrial uses and the residential density credits are being held in an affidavit at the applicant's expense. Western Oregon Waste provides solid waste collection and Clatsop County provides police protection.

The applicant has documented that adequate public facilities are available for development of this site.

The proposal is consistent with Zone Change Criteria 3.

Findings Section 5.412(4): *The proposed change will insure that an adequate and safe transportation network exists to support the proposed zoning and will not cause undue traffic congestion or hazards.*

The site is currently serviced by Dolphin Road, which was recently improved and in good working conditions. A transportation network is readily available to the site.

The proposal is consistent with Zone Change Criteria 4.

Findings Section 5.412(5): *The proposed change will not result in over-intensive use of the land, will give reasonable consideration to the character of the area, and will be compatible with the overall zoning pattern*

This project proposes industrial uses adjacent to the City of Warrenton's Industrial area. Projected uses on the lands are consistent with those on the adjacent parcels to the north. The density credits will likely be incorporated into a project on the Clatsop Plains at some point in the future.

The proposal is consistent with Zone Change Criteria 5.

Findings Section 5.412(6): *The proposed change gives reasonable consideration to peculiar suitability of the property for particular uses.*

This proposal is designed around the characteristics and terrain of the site. It preserves the characteristics of the wetland and natural habitat to the south and is compatible with the industrial and commercial uses adjacent to the property boundaries.

The proposal is consistent with Zone Change Criteria 6.

Findings Section 5.412(7): *The proposed change will encourage the most appropriate use of land throughout Clatsop County.*

The primary objective of this proposal is to ensure compatibility of this site with adjacent uses. The City of Warrenton has designated this area as a commercial and industrial area. Some of these uses are not compatible with residential uses on our parcels. It is our intention to rezone this area to a more appropriate use that is compatible with the uses already established on neighboring parcels.

This proposal is consistent with Zone Change Criteria 7.

Findings Section 5.412(8): *The proposed change will not be detrimental to the health, safety and general welfare of Clatsop County.*

The proposal does not pose any threats to the health, safety, and general welfare of Clatsop County.

This proposal is consistent with Zone Change Criteria 8.



EXHIBIT E – GOAL EXCEPTION

APPLICABLE APPROVAL CRITERIA:

The criteria for approving a goal exception in accordance with statewide planning goal 2 are detailed in the Oregon Administrative Rules section 660 Division 4. In discussion below, the applicant identified what they believe are the applicable criteria and describes how those approval criteria are met:

OAR 660-004-0000

Purpose

(1) The purpose of this rule is to explain the three types of exceptions set forth in Goal 2 "Land Use Planning, Part II, Exceptions." Except as provided for in OAR chapter 660, division 14, "Application of the Statewide Planning Goals to Newly Incorporated Cities and to Urban Development on Rural Lands" and OAR chapter 660, division 12, "Transportation Planning", section 0070, "Exceptions for Transportation Improvements on Rural Land", this division interprets the exception process as it applies to statewide Goals 3 to 19.

(2) An exception is a decision to exclude certain land from the requirements of one or more applicable statewide goals in accordance with the process specified in Goal 2, Part II, Exceptions. The documentation for an exception must be set forth in a local government's comprehensive plan. Such documentation must support a conclusion that the standards for an exception have been met. The conclusion shall be based on findings of fact supported by substantial evidence in the record of the local proceeding and by a statement of reasons, which explain why the proposed use not allowed by the applicable goal should be provided for. The exceptions process is not to be used to indicate that a jurisdiction disagrees with a goal.

(3) The intent of the exceptions process is to permit necessary flexibility in the application of the Statewide Planning Goals. The procedural and substantive objectives of the exceptions process are to:

  (a) Assure that citizens and governmental units have an opportunity to participate in resolving plan conflicts while the exception is being developed and reviewed; and

  (b) Assure that findings of fact and a statement of reasons supported by substantial evidence justify an exception to a statewide Goal.

(4) When taking an exception, a local government may rely on information and documentation prepared by other groups or agencies for the purpose of the exception or for other purposes, as substantial evidence to support its findings of fact. Such information must be either included or properly incorporated by reference into the record of the local exceptions proceeding. Information included by reference must be made available to interested persons for their review prior to the last evidentiary hearing on the exception.

Finding:

This proposal is for a zone change (Exhibit D) goal exception and text amendment on lands currently zoned Residential Agriculture 5 (RA5). The proposal area is approximately 13 acres adjacent to a Light Industrial (LI) and Commercial Zone within the urban growth boundary of the City of Warrenton. The proposed "exception area" will rezone approximate 7.9 acres of RA5

to LI, the remaining 5 acres will be rezoned to Natural Uplands (NU) as a function of the application for a density transfer (Exhibit B). Adjacent uses include: A-1 Concrete and Ready Mix, Brusky Industrial Complex, Ben's Computers, Oregon Computer Recycling, an Auto Repair Shop, Platt Electric Supply, Pacific Public Safety and Communication, MEDIX, and Pacific Power. (An image provide by Google Maps is appended to this document, Attachment 1).

An exception is a decision to exclude certain land from the requirements of one or more applicable statewide goals, Goal 14 in this case. None of the exception area is subject to flooding, and only a small fraction on the western edge that fronts the Skipanon River is considered within the Tsunami hazard area. The area is identified as a quake hazard zone with the majority of compressible soils along fringe of this development.

This proposal is a request to rezone the area to Light Industrial (LI) in order to be more consistent with surrounding uses. The exception area is identified on the attached map, labeled Attachment 2. This exception is taken to the restrictions on "Rural Residential Areas" as identified in OAR 660-004-0040. The application addresses the criteria under a "committed lands" exception permitted under OAR 660-004-0028, "Exception Requirements for Land Irrevocably Committed to Other Uses". Criteria for this exception are detailed below and supported with findings of fact that support the applicant's request for a zone change.

This proposal is consistent with the aforementioned exception provisions.

Approval Criterion:

660-004-0028

Exception Requirements for Land Irrevocably Committed to Other Uses

(1) A local government may adopt an exception to a goal when the land subject to the exception is irrevocably committed to uses not allowed by the applicable goal because existing adjacent uses and other relevant factors make uses allowed by the applicable goal impracticable:

(a) A "committed exception" is an exception taken in accordance with ORS 197.732(1)(b), Goal 2, Part II(b), and with the provisions of this rule;

(b) For the purposes of this rule, an "exception area" is that area of land for which a "committed exception" is taken;

(c) An "applicable goal," as used in this section, is a statewide planning goal or goal requirement that would apply to the exception area if an exception were not taken.

Finding:

The applicable goal in this case are components of Goal 14 "Urbanization", which would be required anytime an increase in density is proposed on lots or parcels smaller than 10 acres in size. In addition it is also necessary to address the nature of the proposed use, which could be considered an urban use (i.e. Light Industrial). This exception applies to the "Exception Area" only, which is comprised of all areas currently zoned RA5 on Tax Lots 900 (T8N, R10W, Sec 33A), 2100 (T8N, R10W, Sec 34), & 2000. This exception is consistent with the intent of an exception explained under OAR 660-004-000 subsection 2 addressed previously and illustrated below:

"An exception is a decision to exclude certain land from the requirements of one or more applicable statewide goals in accordance with the process specified in Goal 2, Part II, Exceptions. The documentation for an exception must be set forth in a local government's comprehensive plan. Such documentation must support a conclusion that the standards for an exception have been met. The conclusion shall be based on

findings of fact supported by substantial evidence in the record of the local proceeding and by a statement of reasons, which explain why the proposed use not allowed by the applicable goal should be provided for. The exceptions process is not to be used to indicate that a jurisdiction disagrees with a goal."

The findings provided in this document will service as the documentation illustrating consistency with the provisions for a committed exception as identified in ORS 197.732(1)(b). A function of this application is a text amendment (also includes Exhibit C) this document juxtaposed with the supporting findings in exhibits A-D shall be appended to the Clatsop County Comprehensive Plan in order to ensure compliance with guidelines for a goal exception.

The proposed exception is consistent with the provisions outlined in OAR 660-004-0028(1)

(2) Whether land is irrevocably committed depends on the relationship between the exception area and the lands adjacent to it. The findings for a committed exception therefore must address the following:
  (a) The characteristics of the exception area;
  (b) The characteristics of the adjacent lands;
  (c) The relationship between the exception area and the lands adjacent to it; and
  (d) The other relevant factors set forth in OAR 660-004-0028(6).

Finding:

"The characteristics of the exception area"- The exception area was previously used as an old land fill for junk vehicles and scrap waste. Upon purchasing the subject property the applicant cleared the junk from the site. In 2008 the applicant acquired a geotechnical review and fill permit and has since established a building site approximately 3 acres in size. The neighboring parcel to the west is currently used for residential purposes. Current operations on adjacent parcels make the feasibility of retaining a residence or the sale of the property nearly impossible. Therefore the owner of parcel 900 (T8N, R10W, Sec. 33A) also seeks a zone change.

"The characteristics of the adjacent lands" - As addressed previously, the proposal area is approximately 8 acres adjacent to a Light Industrial and Commercial Zone within the urban growth boundary of the City of Warrenton. Adjacent uses include: A-1 Concrete and Ready Mix, Brusky Industrial Complex, Ben's Computers, Oregon Computer Recycling, an Auto Repair Shop, Platt Electric Supply, Pacific Public Safety and Communication, MEDIX, and Pacific Power.

"The relationship between the exception area and the lands adjacent to it" - The proposed *exception area* is the last buildable area before a large wetland area to the south. It is identical in features to those neighboring parcels to the north save the industrial uses currently established on those parcels. There is little likelihood of future industrial uses on lands to the south. The features on the site form natural barriers to expansion of the development area and provide a buffer between the agricultural and residential lands to the south.

"The other relevant factors set forth in OAR 660-004-0028(6)" - OAR 660-004-0028 Subsection 6 is addressed in complete detail later in this report. OAR 660-004-0028(6) focuses on exceptions taken to agricultural or forest lands and many of the criteria are not applicable to this request. In the analysis of subsection 6, none of the identified criteria excludes this proposal from satisfying the provisions for a goal exception.

The proposed exception is consistent with the provisions as outlined in OAR 660-004-0028(2).

(3) Whether uses or activities allowed by an applicable goal are impracticable as that term is used in ORS 197.732(1)(b), in Goal 2, Part II(b), and in this rule shall be determined through consideration of factors set forth in this rule. Compliance with this rule shall constitute compliance with the requirements of Goal 2, Part II. It is the purpose of this rule to permit irrevocably committed exceptions where justified so as to provide flexibility in the application of broad resource protection goals. It shall not be required that local governments demonstrate that every use allowed by the applicable goal is "impossible." For exceptions to Goals 3 or 4, local governments are required to demonstrate that only the following uses or activities are impracticable:
   (a) Farm use as defined in ORS 215.203;
   (b) Propagation or harvesting of a forest product as specified in OAR 660-033-0120; and
   (c) Forest operations or forest practices as specified in OAR 660-006-0025(2)(a).

Finding:

The uses and activities currently allowed under the provisions of goal 14 within the exception area are deemed impractical due to the surrounding industrial uses and zoning. The 13 acre proposal site is an isolated area zoned RA5 adjacent to the City of Warrenton's Industrial Park. Of that 13 acres approximately 8 acres are considered the exception area, while the other 5 acres will be rezoned to Natural Uplands NU. The uses on the surrounding lands make the development and sale of residential property nearly impossible.

ORS 197.732 states the following:

197.732 Goal exceptions; criteria; rules; review.

(1) As used in this section:
   (a) "Compatible" is not intended as an absolute term meaning no interference or adverse impacts of any type with adjacent uses.
   (b) "Exception" means a comprehensive plan provision, including an amendment to an acknowledged comprehensive plan, that:
      (i) Is applicable to specific properties or situations and does not establish a planning or zoning policy of general applicability;
      (ii) Does not comply with some or all goal requirements applicable to the subject properties or situations; and
      (iii) Complies with standards under subsection (2) of this section.
(2) A local government may adopt an exception to a goal if:
   (a) The land subject to the exception is physically developed to the extent that it is no longer available for uses allowed by the applicable goal;
   (b) The land subject to the exception is irrevocably committed as described by Land Conservation and Development Commission rule to uses not allowed by the applicable goal because existing adjacent uses and other relevant factors make uses allowed by the applicable goal impracticable; or
   (c) The following standards are met:
      (i) Reasons justify why the state policy embodied in the applicable goals should not apply;
      (ii) Areas that do not require a new exception cannot reasonably accommodate the use;
      (iii) The long term environmental, economic, social and energy consequences resulting from the use at the proposed site with measures designed to reduce adverse impacts are not significantly more adverse than would typically result from the same proposal being located in areas requiring a goal exception other than the proposed site; and
      (iv) The proposed uses are compatible with other adjacent uses or will be so rendered through measures designed to reduce adverse impacts.

The text highlighted in yellow signifies the applicable components of ORS 197.732(1)(b) as identified in OAR 660, and are addressed herein:

- The proposal is specific to 7.87 acres located adjacent to the Urban Growth boundary of the City of Warrenton and bordering Commercial/Industrial lands. The proposal does not establish a planning or zoning policy for general applicability.
- The proposal without the goal exception would not comply with certain elements of Statewide Planning Goal 14, which is applicable to the subject property.
- For the reasons and relevant factors addressed previously, which essentially make residential homesites impractical, the proposal area is considered "irrevocably committed" as described by the Land Conservation and Development Commission rule.

Given the factors previously identified, including uses on surrounding lands, the natural features of the proposed exception area, and surrounding lands; the local government can justly make a determination in accordance with the rules and provisions outlined herein.

This exception is in compliance with the requirements for an "irrevocably committed" exception in accordance with goal 2, Part II(b) and OAR 660-004-0028(3).

(4) A conclusion that an exception area is irrevocably committed shall be supported by findings of fact which address all applicable factors of section (6) of this rule and by a statement of reasons explaining why the facts support the conclusion that uses allowed by the applicable goal are impracticable in the exception area.

Finding:

- The predominant use permitted under the current rule is residential homesites on 5 acres.
- No parcel within the proposal area is 5 acres in size.
- Natural features to the south prevent expansion of the proposed industrial area, but in its current status isolate two small residential lots from any other residential development. Those features including wetlands and geologic hazards, which prevent residential or industrial development. In addition, with the adoption of the Goal Exception and Zone Change the natural features will provide a buffer alleviating any possibility of future conflicts.
- Surrounding uses on adjacent lands are not compatible for residential development due to their industrial nature. As mentioned previously those uses include: A-1 Concrete and Ready Mix, Brusky Industrial Complex, Ben's Computers, Oregon Computer Recycling, an Auto Repair Shop, Platt Electric Supply, Pacific Public Safety and Communication, MEDIX, and Pacific Power.
- Uses on surrounding lands are industrial in nature with a tendency to generate noise, dust, vibrations, fumes, and traffic that make residential homesites impractical.

The proposed exception is consistent with the provisions outlined in OAR 660-004-0028(4)

(5) Findings of fact and a statement of reasons that land subject to an exception is irrevocably committed need not be prepared for each individual parcel in the exception area. Lands which are found to be irrevocably committed under this rule may include physically developed lands.

Finding:

The proposal is consistent with these provisions and is for the entire proposal area (13 areas) including the proposed exception area (7.9 acres within the proposal area).

The proposed exception is consistent with the provisions outlined in OAR 660-004-0028(5)

(6) Findings of fact for a committed exception shall address the following factors:

(a) Existing adjacent uses;

Surrounding uses include: A-1 Concrete and Ready Mix, Brusky Industrial Complex, Ben's Computers, Oregon Computer Recycling, an Auto Repair Shop, Platt Electric Supply, Pacific Public Safety and Communication, MEDIX, and Pacific Power.

(b) Existing public facilities and services (water and sewer lines, etc.);

Public facilities to the exception area include: Warrenton Water, Pacific Power, Dolphin Road, and Warrenton Rural Fire Protection

(c) Parcel size and ownership patterns of the exception area and adjacent lands:

(A) Consideration of parcel size and ownership patterns under subsection (6)(c) of this rule shall include an analysis of how the existing development pattern came about and whether findings against the Goals were made at the time of partitioning or subdivision. Past land divisions made without application of the Goals do not in themselves demonstrate irrevocable commitment of the exception area. Only if development (e.g., physical improvements such as roads and underground facilities) on the resulting parcels or other factors make unsuitable their resource use or the resource use of nearby lands can the parcels be considered to be irrevocably committed. Resource and nonresource parcels created pursuant to the applicable goals shall not be used to justify a committed exception. For example, the presence of several parcels created for nonfarm dwellings or an intensive commercial agricultural operation under the provisions of an exclusive farm use zone cannot be used to justify a committed exception for land adjoining those parcels;

The parcel size and patterns are a result of an urban growth expansion by the City of Warrenton, this area was left out of the expansion because it was not previously developed, and did not present desirable tax revenues. The parcels are not the subject of past land divisions and the parcels are not identified as resource lands. Therefore the proposal is in compliance with this provision.

(B) Existing parcel sizes and contiguous ownerships shall be considered together in relation to the land's actual use. For example, several contiguous undeveloped parcels (including parcels separated only by a road or highway) under one ownership shall be considered as one farm or forest operation. The mere fact that small parcels exist does not in itself constitute irrevocable commitment. Small parcels in separate ownerships are more likely to be irrevocably committed if the parcels are developed, clustered in a large group or clustered around a road designed to serve these parcels. Small parcels in separate ownerships are not likely to be irrevocably committed if they stand alone amidst larger farm or forest operations, or are buffered from such operations.

The proposed exception area is not surrounded by farm or forest operations; rather they are stranded between industrial complexes to the north and wetlands and natural hazards to the south.

(d) Neighborhood and regional characteristics;

As mentioned previously the neighborhood is an industrial complex, which is analogous with the larger regional area.

(e) Natural or man-made features or other impediments separating the exception area from adjacent resource land. Such features or impediments include but are not limited to roads, watercourses, utility lines, easements, or rights-of-way that effectively impede practicable resource use of all or part of the exception area;

The adjacent water course, wetlands, and geologic hazards to separate the proposed exception area from resources lands located

(f) Physical development according to OAR 660-004-0025; and

OAR 660-004-0025 states the following:

Exception Requirements for Land Physically Developed to Other Uses

(1) A local government may adopt an exception to a goal when the land subject to the exception is physically developed to the extent that it is no longer available for uses allowed by the applicable goal.

(2) Whether land has been physically developed with uses not allowed by an applicable Goal, will depend on the situation at the site of the exception. The exact nature and extent of the areas found to be physically developed shall be clearly set forth in the justification for the exception. The specific area(s) must be shown on a map or otherwise described and keyed to the appropriate findings of fact. The findings of fact shall identify the extent and location of the existing physical development on the land and can include information on structures, roads, sewer and water facilities, and utility facilities. Uses allowed by the applicable goal(s) to which an exception is being taken shall not be used to justify a physically developed exception.

The proposed exception area has not been physically developed for industrial uses. The industrial uses on adjacent lands make development in accordance with the applicable Goal impractical. The applicant is requesting an exception in accordance with the provisions identified for an "irrevocably committed exception", this provision relates to lands that are physically developed. Of the proposed exception area only about 3.9 acres on Tax Lot 2100 could be defined as "physically developed" in accordance with this provision. Regardless when considering the exception area and the reasons for this exception, you cannot logically consider one portion without the other, therefore the proposed exception area in its entirety is consistent with the intent and purpose of these provision.

(g) Other relevant factors.

Finding:

Relevant factors to this exception have been discussed in length and weigh in favor of an exception. Findings of fact are supported by the evidence and exhibits in the record. The proposed exception area can be legitimately considered as irrevocably committed to industrial and commercial uses.

The proposed exception is consistent with the provisions outlined in OAR 660-004-0028(6)

(7) The evidence submitted to support any committed exception shall, at a minimum, include a current map, or aerial photograph which shows the exception area and adjoining lands, and any other means needed to convey information about the factors set forth in this rule. For example, a local government may use tables, charts, summaries, or narratives to supplement the maps or photos. The applicable factors set forth in section (6) of this rule shall be shown on the map or aerial photograph.

Finding:

These provisions have been satisfied and are attached as Attachment 1 to this document. (See Attachment 1 "Aerial Images").

The proposed exception is consistent with the provisions outlined in OAR 660-004-0028(7)

(8) The requirement for a map or aerial photograph in section (7) of this rule only applies to the following committed exceptions:

(a) Those adopted or amended as required by a Continuance Order dated after the effective date of section (7) of this rule; and

(b) Those adopted or amended after the effective date of section (7) of this rule by a jurisdiction with an acknowledged comprehensive plan and land use regulations

Finding:

The applicant has provided an aerial image for the purposes of this application. The local governing body (Clatsop County) may want to construct their own Aerial image with the aforementioned information for clarification purposes.

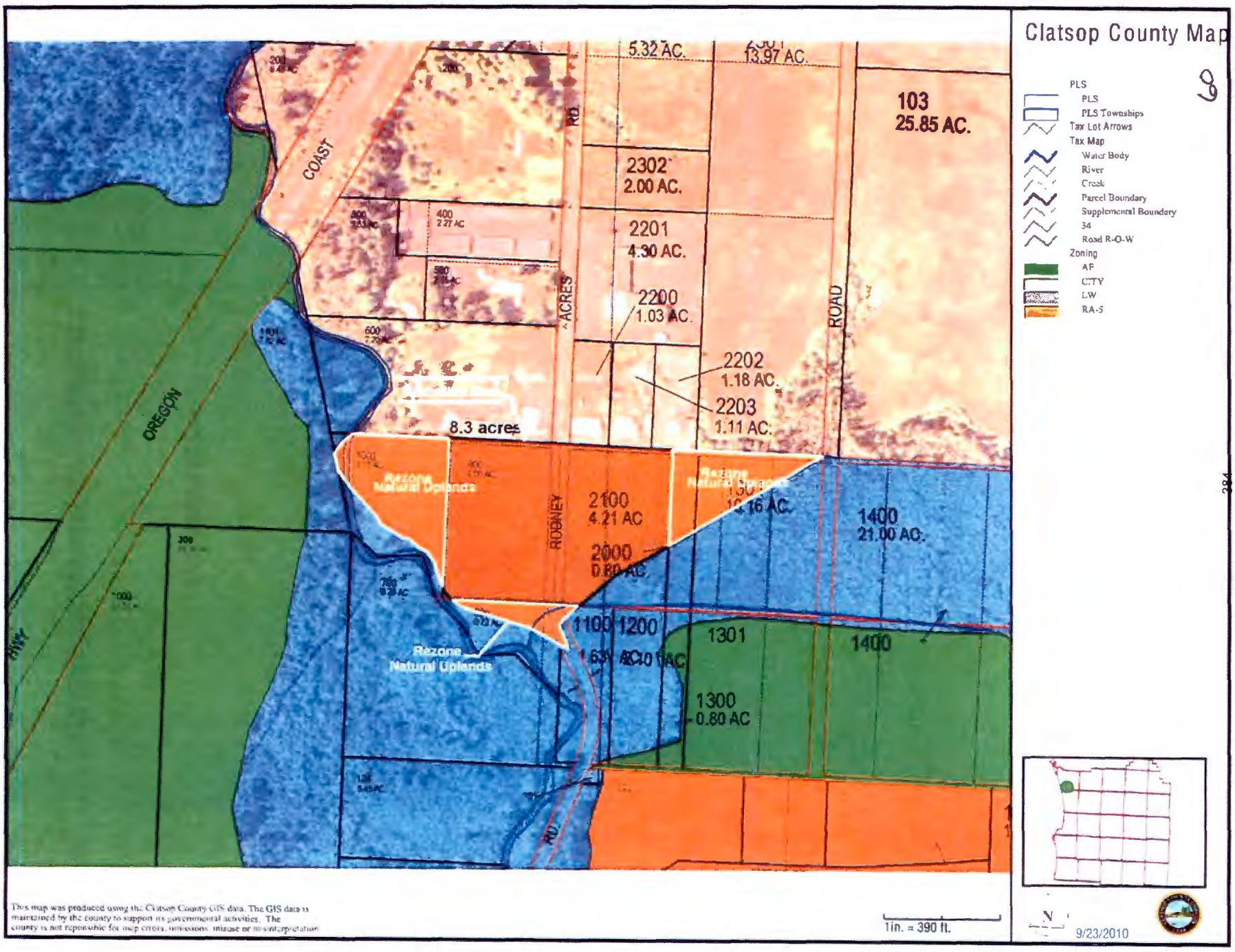
The proposed exception is consistent with the provisions outlined in OAR 660-004-0028(8)

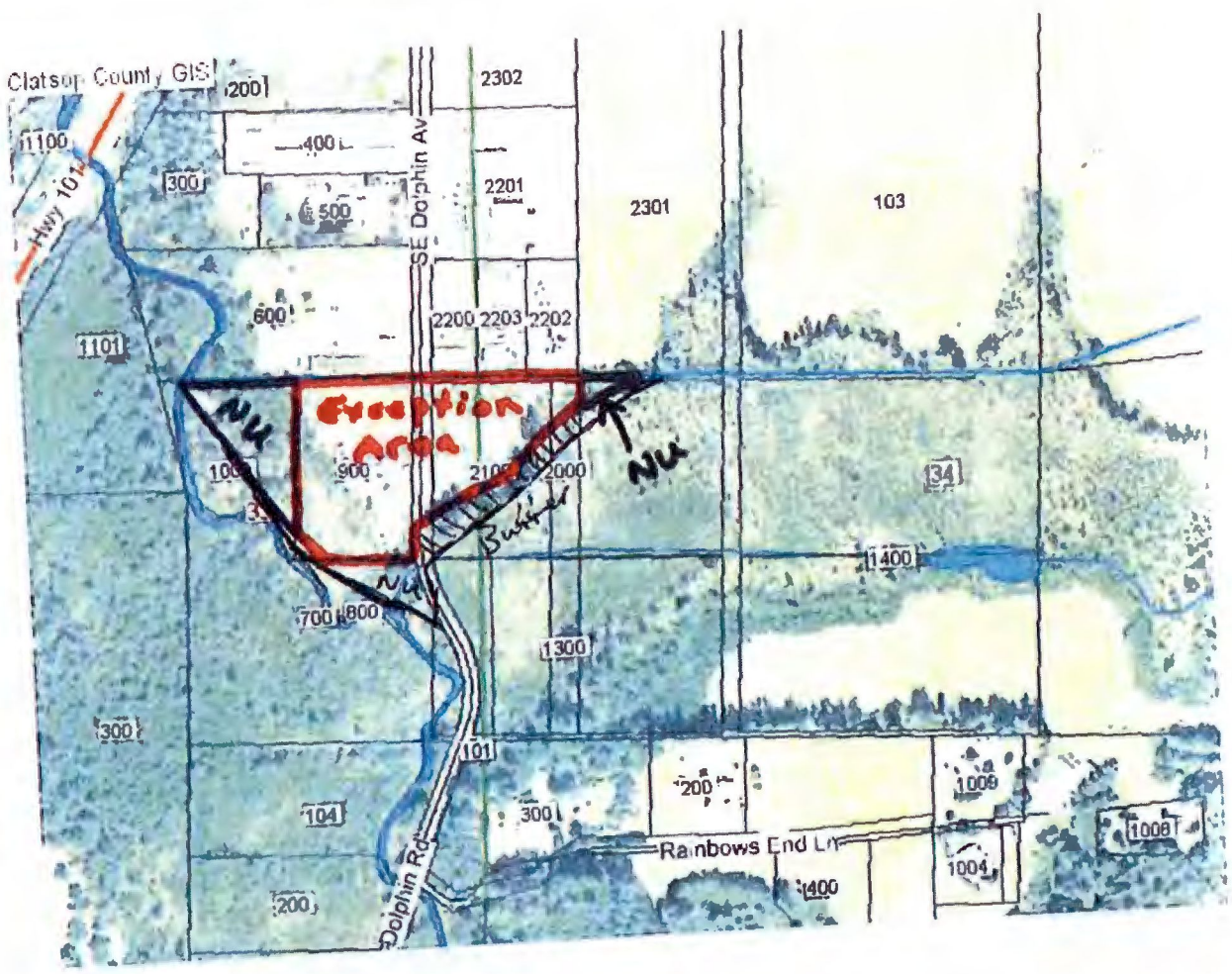
ATTACHMENT 1

AERIAL IMAGES PROVIDED BY CLATSOP COUNTY & GOOGLE MAPS

Images Indicate:

Surrounding Uses, The Proposal Area, The Exception Area, and Natural Features


Clatsop County Map
PLS
PLS
PLS Townships
Tax Lot Arrows
Tax Map
Water Body
River
Creek
Parcel Boundary
Supplemental Boundary
34
Road R-O-W
Zoning
AF
CITY
LW
RA-5
5.32 AC.
13.97 AC.
103
25.85 AC.
COAST
RD.
2302
2.00 AC.
400
2.27 AC
2201
4.30 AC.
2200
1.03 AC.
ACRES
ROAD
2202
1.18 AC.
2203
1.11 AC.
8.3 acres
OREGON
Rezone
Natural Uplands
2100
4.21 AC
ROONEY
2000
0.80 AC.
1400
21.00 AC.
1100
1200
1301
1400
1300
0.80 AC
Rezone
Natural Uplands
This map was produced using the Clatsop County GIS data. The GIS data is maintained by the county to support its governmental activities. The county is not reponsible for map errors, omissions, misuse or misinterpretation
1in. = 390 ft.
N
9/23/2010



NU = Natural Uplands

□ = Exception Area
Proposed LI

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Google maps Address

To see all the details that are visible on the screen, use the "Print" link next to the map.

Get Directions My Maps Print Send Link



Hide

- [x] **46.137241,-123.920374**
- [ ] Photos from Panoramio
- [ ] MEDIX

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ATTACHMENT 2

WILL SERVE LETTER FROM WARRENTON WATER DISTRICT

Providing Service to the Area

Contact Phone number 503-338-095=

Fax number 503-325-7869

CITY OF WARRENTON
WATER AND/OR SEWER AVAILABILITY STATEMENT

REQUESTED BY: Michael Benesch DATE: 6/2/10

To Whom It May Concern:

SEWER IS AVAILABLE: _____ WATER IS AVAILABLE: X

SEWER IS NOT AVAILABLE: X WATER IS NOT AVAILABLE: _____

TO THE PROPERTY OR BUILDING LOCATED AT:

ADDRESS: _____

_____

MAP & TAX LOT NO: 81034 02100

LOT NO: 2100

BLOCK NO: _____

REMARKS: _____

WATER COST: $1,300.00

SEWER COST: N/A

(signature) PUBLIC WORKS OFFICIAL

(Date) 6/24/10

This form is for one single family residence water & sewer availability including a ¾ inch meter unless otherwise noted.

WARRENTON UTILITY DEPARTMENT
WORK ORDER for Water and/or Sewer Connection **Date:** _____

_____
(Applicant)

_____
(Service Address)

_____
(Applicant Signature)

Meter Only/Admin $ _____

Complete Service.. $ _____

Sewer Admin ..... $ _____

Full Service Sewer $ _____

Ref. Number _____

Meter Size _____

Meter No. _____

Install Date _____

For office use only – please initial & date

B&P _____ Cashier _____ PW _____ UB _____

Address: _____

Tax Lot: 81034 02100

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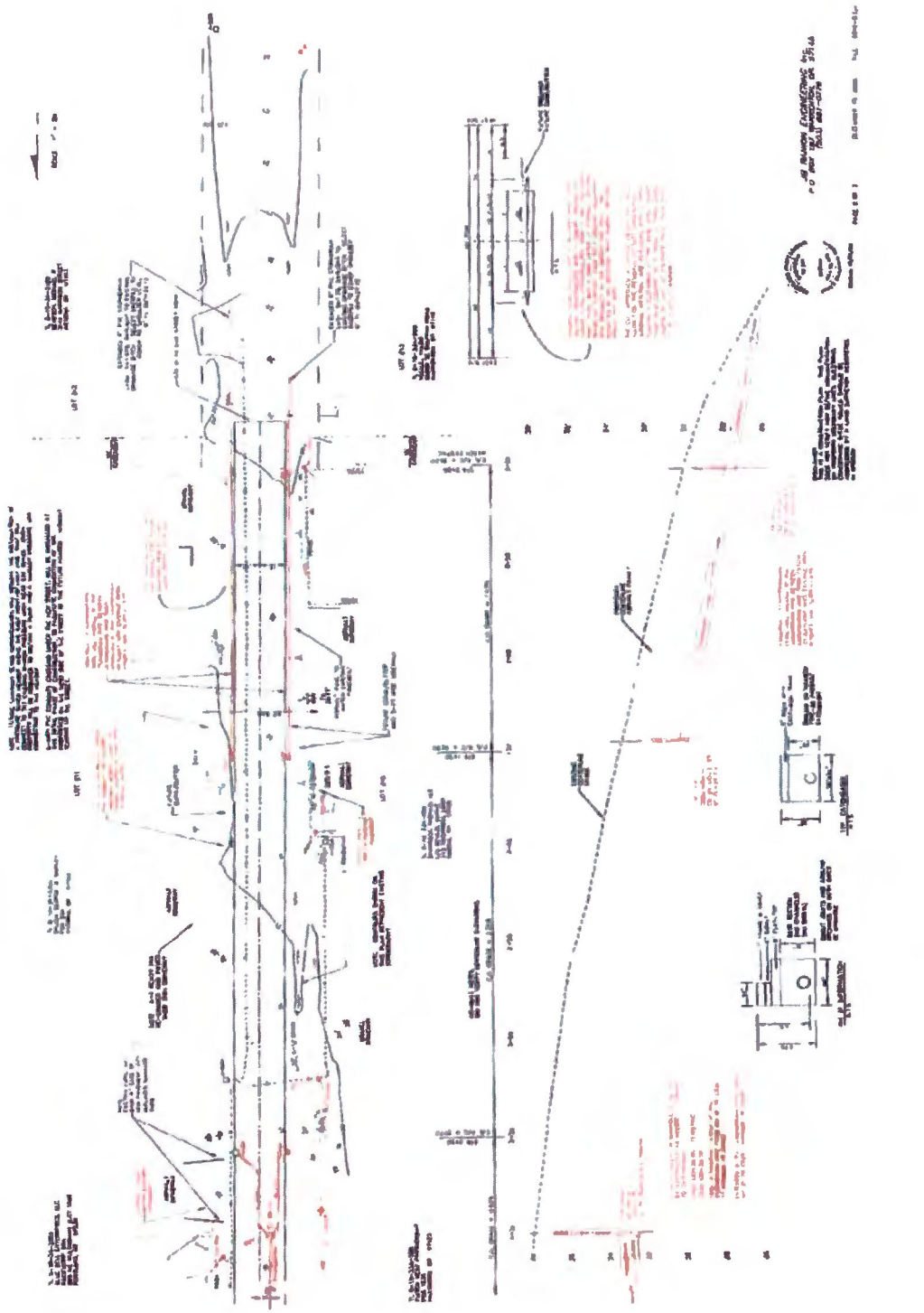
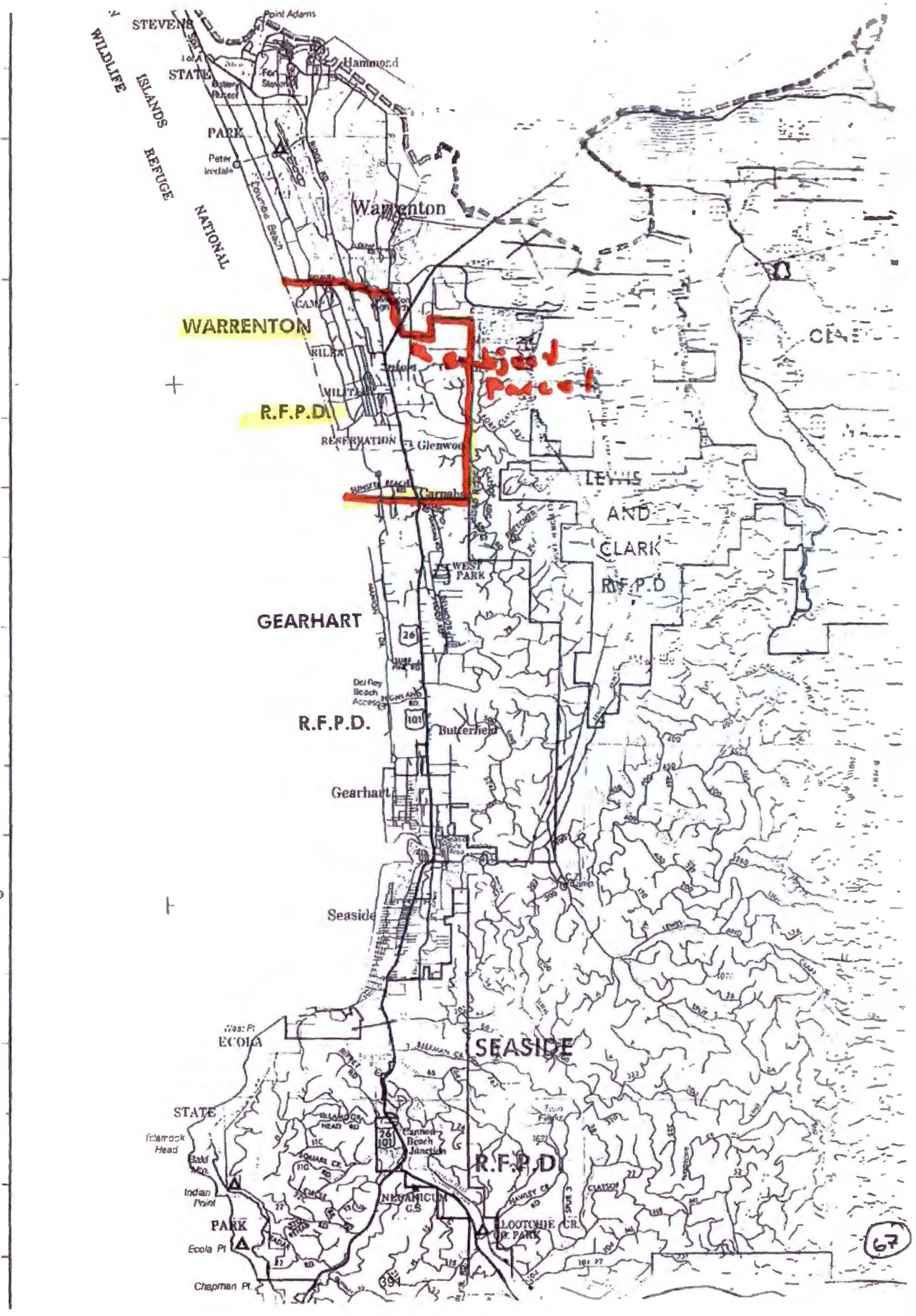


ATTACHMENT 3

MAP ILLUSTRATING BOUNDARIES OF THE WARRENTON RURAL FIRE PROTECTION DISTRICT

Providing Service for the Area


STEVENS
WILDLIFE
ISLANDS
REFUGE
NATIONAL
STATE
PARK
Point Adams
Hammond
Warrenton
WARRENTON
R.F.P.D.
Glenwood
LEWIS
AND
CLARK
R.F.P.D
GEARHART
R.F.P.D.
Butterfield
Gearhart
Seaside
SEASIDE
ECOLA
STATE
PARK
R.F.P.D
Tillamook Head
Indian Point
Ecola Pt
Chapman Pt
46°
00'
67

ATTACHMENT 4

CHINOOK GEOSERVICES INC. GEOTECHNICAL ENGINEERING RECOMMENDATIONS

Development on Alluvial Lowlands

Chinook GeoServices Inc.

July 11, 2008

Mr. Mike Benesch
3141 Harrison
Astoria, Oregon 97103

Subject: **Geotechnical Engineering Recommendations Letter**
Structural Fill at Southeast Dolphin Road
T8N R10W Section 34, Tax Lot 2000 and Tax Lot 2100
Clatsop County, Oregon
CGI Report No.: 08-085-1

Dear Mr. Benesch:

As you requested, Chinook GeoServices, Inc. (CGI) is pleased to submit our Geotechnical Engineering Recommendations Letter for your property east of Southeast Dolphin Road in Clatsop County, Oregon. The parcel is located just outside of the Warrenton City Limits at the location shown in Figure 1. Our services were completed in general accordance our Professional Services Agreement dated June 30, 2008 and authorized by you when you signed the agreement on June 30, 2008.

The purpose of our services is to provide geotechnical engineering recommendations for the proposed structural fill that will be located in low areas of you property. We understand that the filled site will be used for commercial purposes. This recommendations letter does not preclude the need for additional study for the lot specific development after the fill has been placed. In fact, additional study should be conducted once the site development details are known.

Scope of Work

As requested, Marcella M. Boyer, P.E., G.E., CGI Principal Geotechnical Engineer visited the site on June 30, 2008. We observed site conditions at the proposed fill location and observed excavation of test pits in selected locations of the planned fill area. CGI prepared this report for your use.

Site Description

The site is located southeast of the intersection between Southeast Dolphin Road and the access road to the A-1 Ready Mix Plant in Clatsop County, Oregon. The site is currently undeveloped, although equipment is being stored on the site. Gravel access roads and staging areas have been constructed on the site. Thick trees and brush are present along the eastern and southern edge of the property. The surface of the site is relatively level in the upper portion of the site, and then slopes downward toward the east and south edges with relatively gently to

moderate slopes. Asphalt and concrete pieces and other debris is present along the surface of the site. Figure 2 shows an aerial photograph of the site from Google Earth that was accessed on May 15, 2008. The aerial photograph shows what appears to be some newly placed fill piles in the west central portion of the site and the staging area in the northeast corner.

Proposed Construction

We understand that new fill will be placed in the low areas of the property between the flat upper portion and the existing trees. Some trees may be removed to create a larger area for fill. Fill will be generated from local construction sites.

Subsurface Soil Conditions

Subsurface conditions were explored by excavating four test pits to depths between 3 feet and 5 feet at the approximate locations shown in Figure 2. We observed preexisting fill in test pit TP-2. The fill was stiff and suitable for support of the proposed structural fill. The native soils observed in the test pits consisted primarily of medium stiff to very stiff silty/clayey soils. Sand with clay was observed in test pit TP-1 at a depth of 4 feet. Pocket penetrometer readings showed that the unconfined compressive strength of the native soils is between 2.5 tons per square foot (tsf) and 4.5 tsf. The unconfined compressive strength of the fill soil was greater than 4.5 tsf.

Fill Recommendations

Areas to receive fill should be stripped of debris, vegetation and the root zone. Removed trees should be grubbed to remove roots larger than an inch or so. Debris should be removed if encountered. Concrete and asphalt pieces can remain on-site if they are broken into chunks smaller than 6 inches and thoroughly mixed with the fill material so that no voids are created in the fill. The proposed fill subgrade should be proofrolled with a loaded dump truck or other heavy construction vehicle to evaluate the firmness of the subgrade soils. It is possible that not all of the on-site fill is compacted as adequately as the soil observed in test pit TP-2. If the preexisting fill is not adequately compacted, the material will need to be removed and recompacted until firm.

The existing on-site slopes should be horizontally benched to key the fill into the existing slopes. The benching can occur as the fill height increases.

The first layer of fill material should be placed in a relatively uniform horizontal lift on the prepared subgrade. Fill materials should be free of organic or other deleterious materials, have a maximum particle size less than 3 inches for future ease of excavation, be relatively well graded, and have a liquid limit less than 40 and plasticity index less than 15. Structural fill should be thoroughly compacted and tested by proof-rolling with a loaded dump truck or similar heavily loaded rubber tired construction equipment.

Fill should be placed in maximum lift thickness of 12 inches of loose material and should be compacted within the range of 3 percentage points below to 2 percentage points above the optimum moisture content value. If water must be added, it should be uniformly applied and thoroughly mixed into the soil by disking or scarifying. The compacted engineered fill should be tested for adequate compaction by proof-rolling of the fill under observation by a representative of the Geotechnical Engineer prior to placement of subsequent lifts.

We recommend that the finished slopes be no steeper than 2 horizontal to 1 vertical. The slope should be overbuilt and excavated to the prescribed slope after fill placement. Constructing the slope using this method will provide a compacted slope face. The finished slope should be observed by a representative of the Geotechnical Engineer. Erosion control media approved by a registered professional civil engineer should be applied after geotechnical engineer approval.

Geotechnical Construction Observation

We recommend that CGI be requested to observe the adequacy of site stripping and the initial proofrolling, and also observe the site benching and fill compaction of subsequent lifts. Fill compaction can be tested using proofrolling.

Limitations

This letter addresses only the fill that will be placed on the site during this phase of work. The study is not intended for use with future development that may occur. A development specific geotechnical evaluation will be needed to determine the geotechnical engineering and geologic hazards on the site.

The geotechnical engineering services performed for this project have been conducted with that level of care, skill, and judgment ordinarily exercised by members of the professional community currently practicing in this area under similar budget and time restraints. No warranty, expressed or implied, is made.

We will be available for further consultation and geotechnical observation of fill placement. If you have any questions regarding our recommendations, please call Marcy Boyer at (360) 695-8500.

Sincerely,
Chinook GeoServices, Inc.

REGISTERED PROFESSIONAL ENGINEER 16,590 OREGON JULY 20, 1993 MARCELLA M. BOYER
7/11/08
EXPIRES 12/31/09

Marcella M. Boyer, P.E., G.E.
Principal Geotechnical Engineer

CERTIFIED OREGON R. WARREN KRAGER E 957 ENGINEERING GEOLOGIST
Exp 12.31.08

R. Warren Krager, R.G., C.E.G.
Principal Engineering Geologist

Attachments: **Figure 1: Site Location Plan**
Figure 2: Aerial Photograph with Exploration Locations
Test Pit Logs

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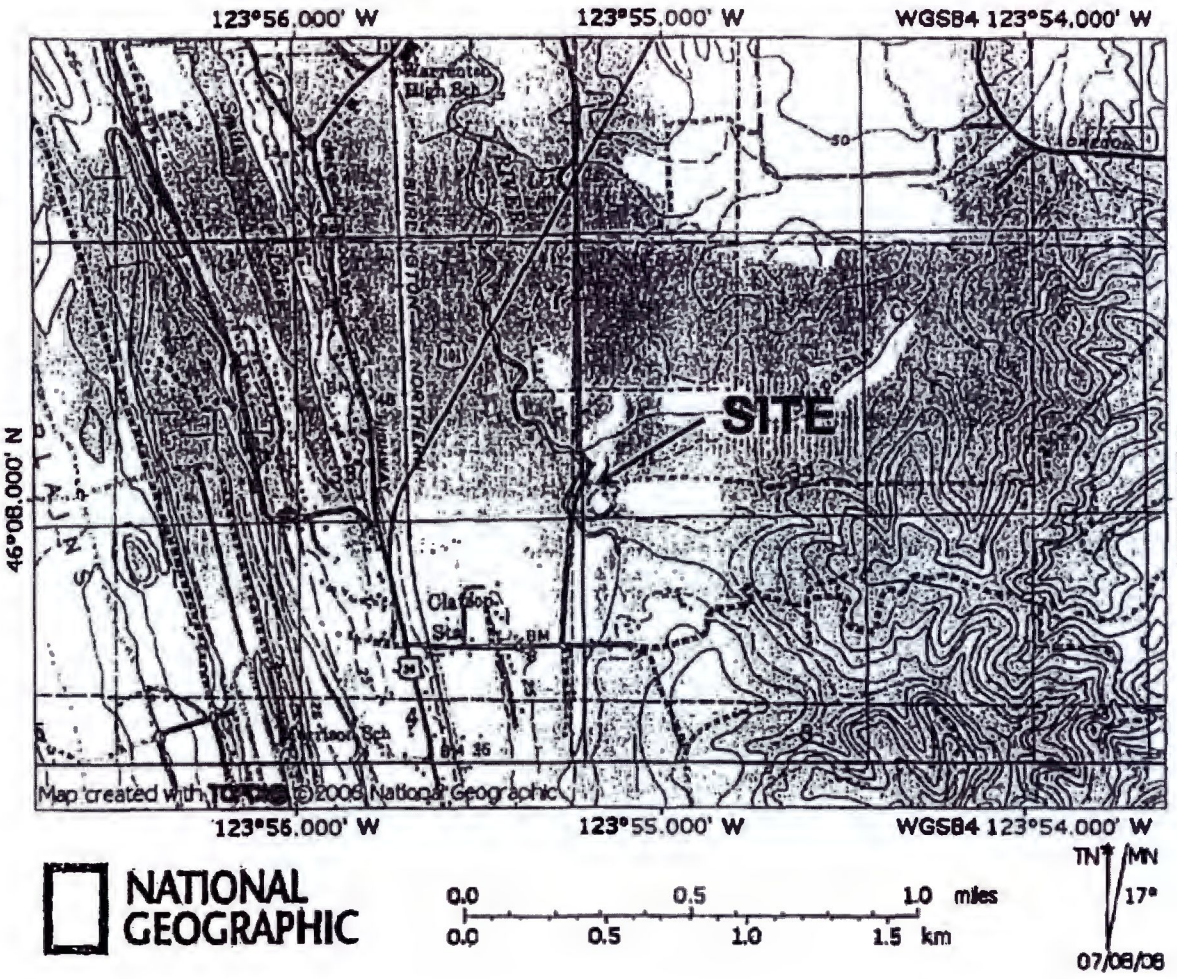
FIGURE 1: SITE LOCATION PLAN



Scale: 1 inch = 2,000 feet

Chinook GeoServices Inc.	**Structural Fill at Southeast Dolphin Road T8N F10W Section 34, Tax Lot 2000 and Tax Lot 2100 Clatsop County, Oregon**	**Report No. 08-086-1**
		Date: July 11, 2008

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FIGURE 2: AERIAL PHOTOGRAPH WITH EXPLORATIONS LOCATIONS



Legend

Approximate Location of Test Pit Explorations.

Source: Google Earth Scale: NA

Chinook GeoServices Inc.	**Structural Fill at Southeast Dolphin Road T8N F10W Section 34, Tax Lot 2000 and Tax Lot 2100 Clatsop County, Oregon**	**Report No. 08-085-1**
		Date: July 11, 2008

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TP-1	
0 - 0.75'	Dry, black and dark brown silt with roots.
0.75' - 4.0'	Stiff, moist, mottled gray and red brown silt with clay and sand. Pocket Penetrometer at 3 feet: 3.0 ton/sq ft
4.0' - 5.0'	Medium stiff, moist, gray and red brown sand with clay.

TP-2	
0 - 1.5'	Fill- dry, black and dark brown silt with sand and roots.
1.5' - 4.5'	Fill- stiff, dry, black and red brown silt. Pocket Penetrometer at 2.5 feet: 4.5 ton/sq ft
4.5' - 5.0'	Stiff, moist, brown silt with clay.

TP-3	
0 - 0.75'	Dry, black and dark brown silt with roots.
0.75' - 4.5'	Stiff, moist to wet, red brown and gray mottled clay with silt and grades to trace sand. Pocket Penetrometer at 2.0 feet: 3.0 ton/sq ft

TP-4	
0 - 0.5'	Dry, black and dark brown silt with roots.
0.5' - 3.0'	Stiff, moist, red brown and gray clay and grades to trace sand. Pocket Penetrometer at 2.0 feet: 4.5 ton/sq ft

Chinook GeoServices Inc.

Report No.
08-085-1

Test Pit Logs
SE Dolphin Road

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ATTACHMENT 5

WETLAND DELINEATION REPORT

Department of State Lands

October 14, 2009

Oregon
Theodore R. Kulongoski, Governor

Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279
(503) 986-5200
FAX (503) 378-4844
www.oregonstatelands.us.

State Land Board

Theodore R. Kulongoski
Governor

Kate Brown
Secretary of State

Ben Westlund
State Treasurer

October 14, 2009

Michael Benesch
3141 Harrison
Astoria, OR 97103

Re: Wetland Delineation Report for the Benesch Property on SE Dolphin Avenue, Clatsop County, T8N R10W Sec. 34, Tax Lots 2000 and 2100; WD #09-0222; City of Warrenton Local Wetlands Inventory, Wetland F-34-1

Dear Mr. Benesch:

The Department of State Lands has reviewed the wetland delineation report prepared by HLB Otak for the site referenced above. Based upon the information presented in the report, and additional information submitted upon request, we concur with the wetland boundary as mapped in the revised map. Please replace all copies of the preliminary wetland map with this final Department-approved map. Within the study area, 1 wetland, totaling 2.72 acres, was identified. The wetland is subject to the permit requirements of the state Removal-Fill Law. A state permit is required for cumulative fill or annual excavation of 50 cubic yards or more in wetlands

This concurrence is for purposes of the state Removal-Fill Law only. Federal or local permit requirements may apply as well. The Army Corps of Engineers will review the report and make a determination of jurisdiction for purposes of the Clean Water Act at the time that a permit application is submitted. We recommend that you attach a copy of this concurrence letter to both copies of any subsequent joint permit application to speed application review.

Please be advised that state law establishes a preference for avoidance of wetland impacts. Because measures to avoid and minimize wetland impacts may include reconfiguring parcel layout and size or development design, we recommend that you work with Department staff on appropriate site design before completing the city or county land use approval process.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter, unless new information necessitates a revision. Circumstances under which the Department may change a determination and procedures for renewal of an expired determination are found in OAR 141-090-0045 (available on our web site or upon request). The applicant,

landowner, or agent may submit a request for reconsideration of this determination in writing within 60 calendar days of the date of this letter.

Thank you for having the site evaluated. Please phone me at (503) 986-5232 if you have any questions.

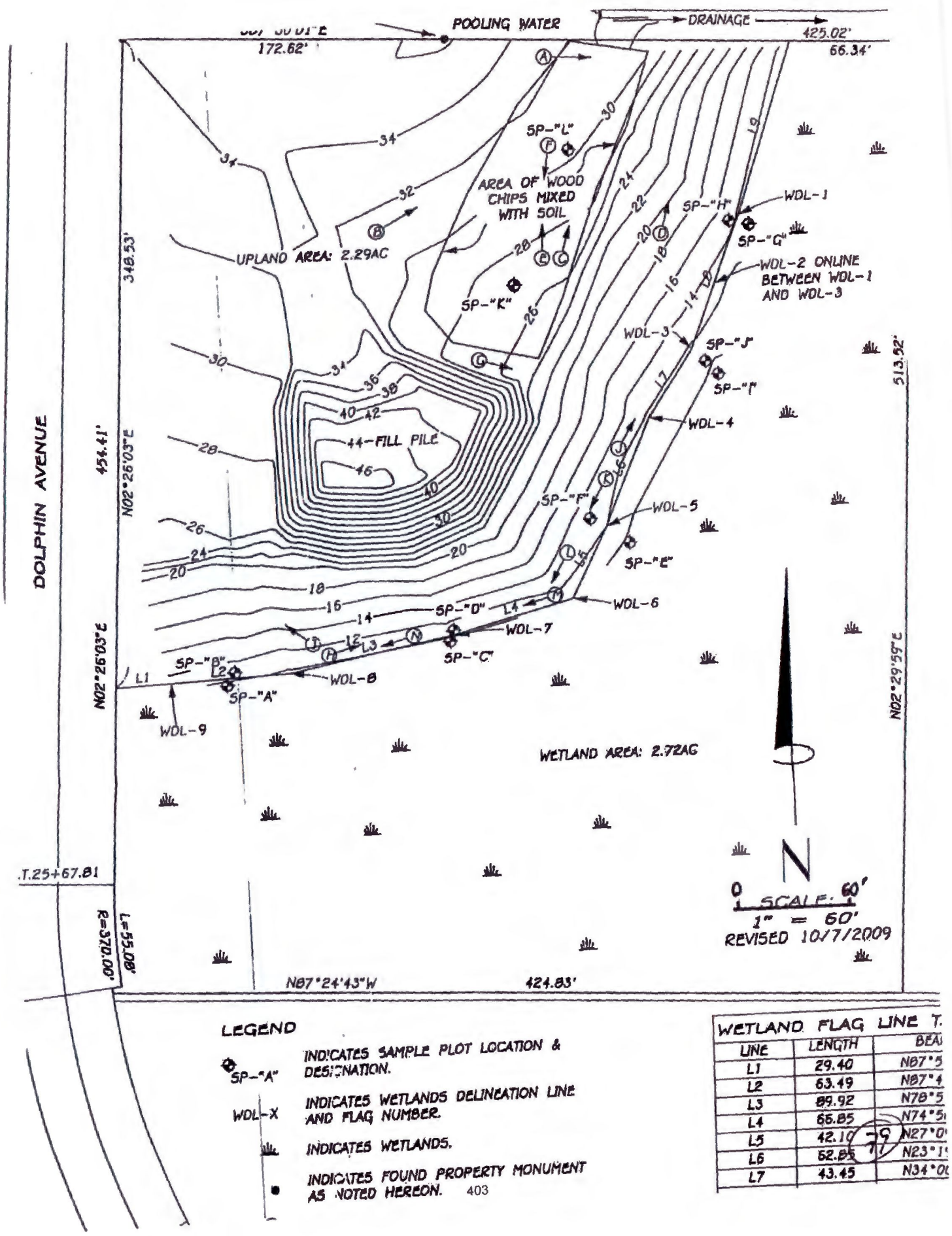
Sincerely,

Peter Ryan, PWS
Wetland Specialist

Approved by
Janet C. Morlan, PWS
Wetlands Program Manager

Enclosures

ec: Dale Barrett, HLB Otak
City of Warrenton Planning Department (Map enclosed for updating LWI)
Dominic Yballe, Corps of Engineers
Dan Cary, DSL



LEGEND

SP-"A"	INDICATES SAMPLE PLOT LOCATION & DESIGNATION.
WDL-X	INDICATES WETLANDS DELINEATION LINE AND FLAG NUMBER.
	INDICATES WETLANDS.
●	INDICATES FOUND PROPERTY MONUMENT AS NOTED HEREON.

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WETLAND FLAG LINE T.

LINE	LENGTH	BEA
L1	29.40	N87°5
L2	63.49	N87°4
L3	89.92	N78°5
L4	66.85	N74°5
L5	42.10	N27°0
L6	52.85	N23°1
L7	43.45	N34°0

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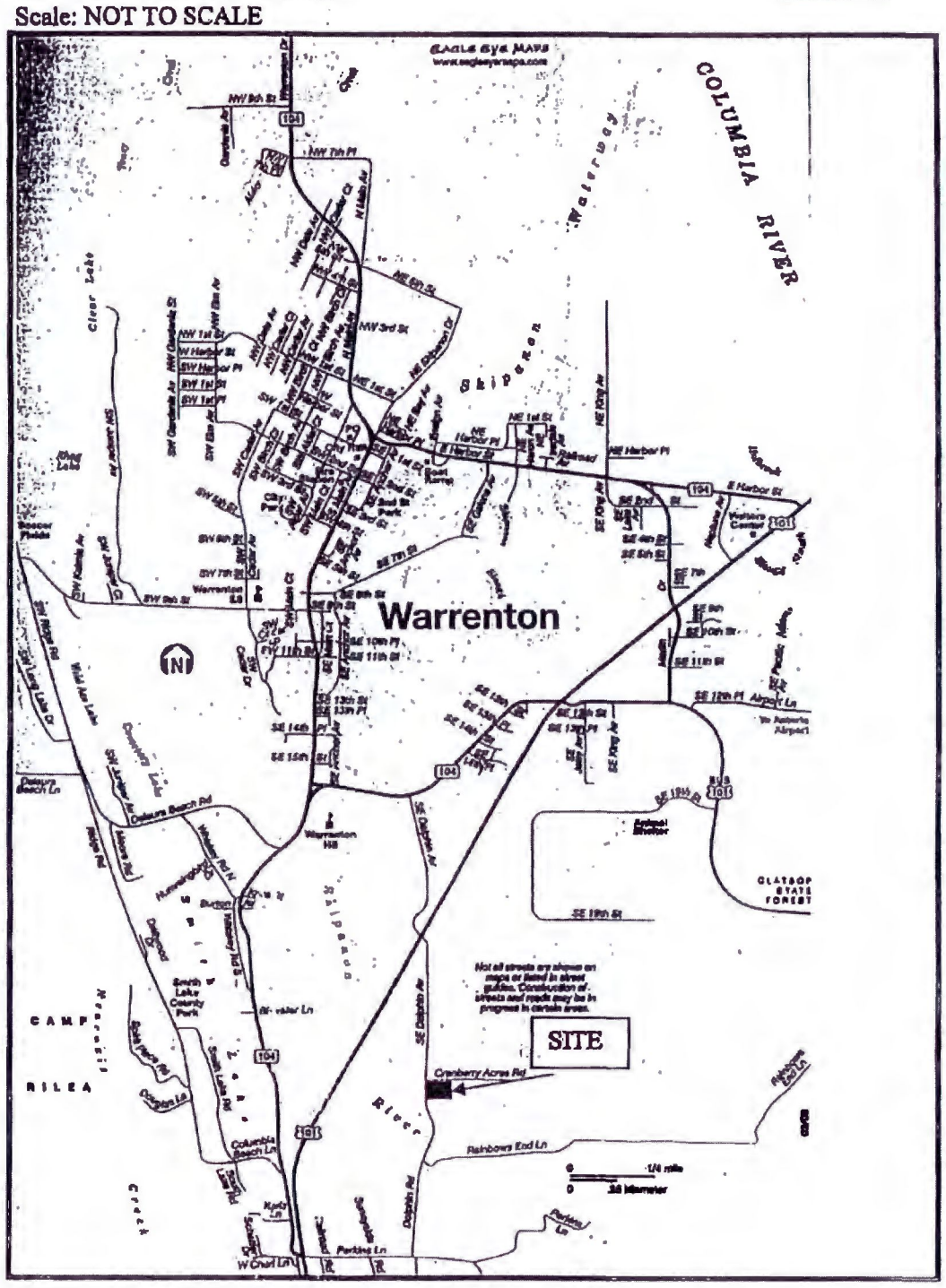
WD # 09-0222

1.0 SITE VICINITY MAP Exhibit "A"

Scale: NOT TO SCALE

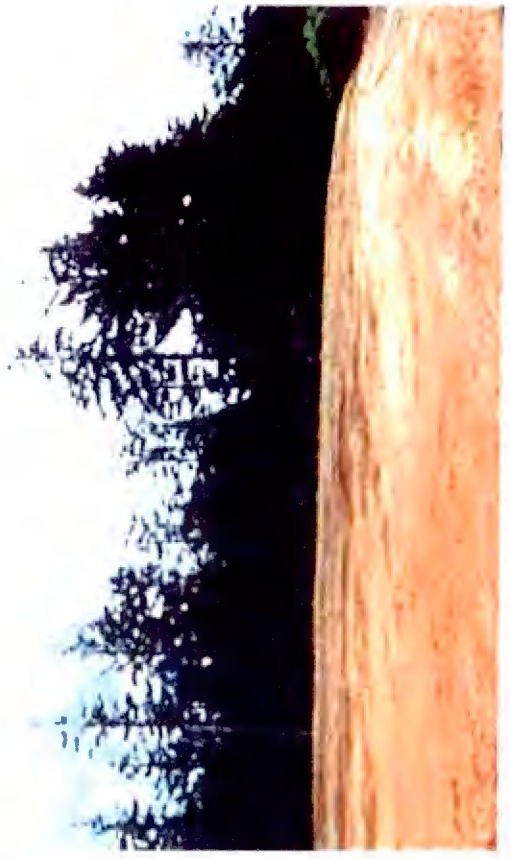


80

ATTACHMENT 6

SITE PHOTOS







P3









407



































ATTACHMENT 7

LOT OF RECORD DETERMINATIONS

Tax Lots 800, 1000, & 1301

Clatsop County
Transportation & Development Svs
800 Exchange Street, Suite 100, Astoria, OR 97103
www.co.clatsop.or.us

ph: 503-325-86
fx: 503-338-3666
em: comdev@co.clatsop.or.us

STAFF REPORT
LOT OF RECORD DETERMINATION

STAFF REPORT DATE: August 16, 2010

REQUEST: Lot of Record Determination

APPLICANT/OWNER: Martin Nygaard
PO Box 100
Warrenton, OR 97146

PROPERTY DESCRIPTION: T8N, R10W, Sec.34, TL 1301 (10.16 ac)

ZONING DESIGNATION:

	RA-5	LW	AF
TL 1000	~1.15 ac	~3.94	~4.74

EXISTING STRUCTURES: Clatsop County Assessor's do not indicate any dwellings on the subject property.

COUNTY STAFF REVIEWER: Jennifer Bunch, Planner

LOT-OF RECORD BACKGROUND:
There are two steps to a lot of record determination. The first is to determine whether or not the subject property was created legally. The property must meet the definition of a "lot of record" under section 1.030, LWDUO #80-14: "any lot or parcel lawfully created by a subdivision or partition plat of record in the County Clerk's Office, or lawfully created by deed or land sales contract prior to land use partitioning requirements, and of record in the Deed Records of Clatsop County." Receiving this designation does not allow the owner to build on the property. In order to develop the property, the lot must also be considered a *"land use lot of record"* as in General Exception to Lot Size Standards; S1.030. "If, at the time of adoption of the zone for the subject property, a lot has an area or dimension which does not meet the lot size requirements of the zone, and the lot was not in the same ownership as any contiguous lot or lots which do not meet the minimum lot area requirements, the lot may be developed as allowed by the zone and applicable development requirements. If, at the time of adoption of the zone for the subject property, contiguous lots or parcels which individually do not have an area that meets the minimum lot area requirement of the zone, are held in the same ownership, the aggregate holdings constitute one land use parcel and that parcel may be developed as allowed by the zone and applicable development requirements. Once these two criteria are met, the current owner of the subject property will receive approval from the County Planning Department to begin the process of obtaining a development permit. For lots in some zones, there may be more steps to take before a development permit is issued.

The following determination by Clatsop County Community Development Department is based in part on the following: Information provided by the applicant; Clatsop County deed and land use contract records; Clatsop County Land and Water Development and Use Ordinance #80-14 (LWDUO) and Kishpaugh vs. Clackamas County.

LOT OF RECORD STATUS:

Lot of Record Status is based on the following provision in Ordinance #80-14, Section 1.030, Definitions, "Lot-of-Record", which reads: "Any lot (defined in ORS 91.010 as *a single unit of land that is created by a subdivision of land*) or parcel (*defined in ORS 215.010 as a unit of land created: (A) By partitioning land as defined in ORS 92.010; (B) In compliance with all applicable planning, zoning and partitioning ordinances and regulations: or (C) By deed or land sales contract, if there were no applicable planning, zoning or partitioning ordinances or regulations.*) lawfully created by a subdivision or partition plat of record in the County Clerk's Office, or lawfully created by deed or land sales contract prior to the land use partitioning requirements, and of record in the deed records of Clatsop County."

Staff Finding:
The subject property (T8N, R10W, Sec.34, TL 1301) was created as a portion of Lot 11, a portion of Lot 10, a portion of Lot 4 and a portion of Lot 5 of the Cranberry Acres subdivision and recorded with the Clatsop County Clerk on October 7, 1915. (Subdivision Records Bk 07, Pg 19).

The subject property meets the county's definition of "lot of record". LWDUO §1.030.

LAND USE LOT OF RECORD STATUS:

Land Use Lot of Record Status is governed by Paragraph One of Standards Section S1.030, includes the following definition: "If, at the time of adoption of the zone for the subject property, a lot has an area or dimension which does not meet the minimum lot size requirements of the zone, and the lot was not in the same ownership as any contiguous lot or lots which do not meet the minimum lot area requirements, the lot may be developed as allowed by the zone and applicable development requirements."

Staff Finding:
Clatsop County records indicate the Young Men's Christian Association (YMCA) owned taxlot 1300 on September 30, 1980 the effective date of Clatsop County Ordinance #80-14, which established the minimum lot size for the RA-5 zoning. Contiguous substandard lots in the RA5 zone were not owned in common.

Clatsop County records indicate that Andrew Martin Nygaard owned taxlot 1300 on March 28, 1997 the effective date of Clatsop County Ordinance #80-14, which established the minimum lot size for the AF zoning. Andrew Martin Nygaard also owned T8N R10W Sec34 TL1400 and T8n R10W Sec34 TL101 (formerly TL 100). Contiguous substandard lots in the AF zone were owned in common.

CONCLUSION

The LW zone is not a zoning designation that allows the construction of a dwelling; therefore, this conclusion will focus on the portions of the property that are zoned RA-5 and AF.

That portion of T8n R10W Sec34 TL1301 that is zoned RA5 is considered "buildable" because additional RA5 zoned land was not owned in common on September 30, 1980.

That portion of T8n R10W Sec34 TL1301 that is zoned AF was held in common ownership on March 28, 1997 with TL1400 and TL 101. Therefore, the AF zoned land included in TL 1301 is not considered "buildable".

This determination is a Type I procedure, as defined in Section 2.015, Type I Procedure. Pursuant to Ordinance #80-14, Section 2.230, Request for Review/Appeal, this determination may be appealed within twelve (12) days of this decision. The deadline for filing an appeal is 5:00 PM on September 7, 2010.

Clatsop County
Transportation & Development Svs
800 Exchange Street, Suite 100, Astoria, OR 97103
www.co.clatsop.or.us

ph: 503-325-86
fx: 503-338-3666
em: comdev@co.clatsop.or.us

STAFF REPORT
LOT OF RECORD DETERMINATION

STAFF REPORT DATE: August 16, 2010

REQUEST: Lot of Record Determination

APPLICANT/OWNER: Warrenton Fiber Co.
PO Box 100
Warrenton, OR 97146

PROPERTY DESCRIPTION: T8N, R10W, Sec.33A, TL 1000 (2.77 ac)
T8N, R10W, Sec.33A, TL 800 (0.72 ac)

ZONING DESIGNATION:

	RA-5	LW
TL 1000	~2.52 ac	~0.25
TL 800	~0.44 ac	~0.28

EXISTING STRUCTURES: Clatsop County Assessor's do not indicate any dwellings on the subject properties

COUNTY STAFF REVIEWER: Jennifer Bunch, Planner

LOT-OF RECORD BACKGROUND:
There are two steps to a lot of record determination. The first is to determine whether or not the subject property was created legally. The property must meet the definition of a "lot of record" under section 1.030, LWDUO #80-14: "any lot or parcel lawfully created by a subdivision or partition plat of record in the County Clerk's Office, or lawfully created by deed or land sales contract prior to land use partitioning requirements, and of record in the Deed Records of Clatsop County." Receiving this designation does not allow the owner to build on the property. In order to develop the property, the lot must also be considered a *"land use lot of record"* as in General Exception to Lot Size Standards; S1.030. "If, at the time of adoption of the zone for the subject property, a lot has an area or dimension which does not meet the lot size requirements of the zone, and the lot was not in the same ownership as any contiguous lot or lots which do not meet the minimum lot area requirements, the lot may be developed as allowed by the zone and applicable development requirements. If, at the time of adoption of the zone for the subject property, contiguous lots or parcels which individually do not have an area that meets the minimum lot area requirement of the zone, are held in the same ownership, the aggregate holdings constitute one land use parcel and that parcel may be developed as allowed by the zone and applicable development requirements. Once these two criteria are met, the current owner of the subject property will receive approval from the

County Planning Department to begin the process of obtaining a development permit. For lots in some zones, there may be more steps to take before a development permit is issued.

The following determination by Clatsop County Community Development Department is based in part on the following: Information provided by the applicant; Clatsop County deed and land use contract records; Clatsop County Land and Water Development and Use Ordinance #80-14 (LWDUO) and Kishpaugh vs. Clackamas County.

LOT OF RECORD STATUS:

Lot of Record Status is based on the following provision in Ordinance #80-14, Section 1.030, Definitions, "Lot-of-Record", which reads: "Any lot (defined in ORS 91.010 as *a single unit of land that is created by a subdivision of land*) or parcel (*defined in ORS 215.010 as a unit of land created: (A) By partitioning land as defined in ORS 92.010; (B) In compliance with all applicable planning, zoning and partitioning ordinances and regulations: or (C) By deed or land sales contract, if there were no applicable planning, zoning or partitioning ordinances or regulations.*) lawfully created by a subdivision or partition plat of record in the County Clerk's Office, or lawfully created by deed or land sales contract prior to the land use partitioning requirements, and of record in the deed records of Clatsop County."

Staff Finding:
The subject property (T8N, R10W, Sec.33A, TL 1000) was created Lot 14 of the Cranberry Acres subdivision and recorded with the Clatsop County Clerk on October 7, 1915. (Subdivision Records Bk 07, Pg 19).

The subject property (T8N, R10W, Sec.33A, TL 800) was created Lot 2 of the Cranberry Acres subdivision and recorded with the Clatsop County Clerk on October 7, 1915. (Subdivision Records Bk 07, Pg 19).

Both of the subject properties meet the county's definition of "lot of record". LWDUO §1.030.

LAND USE LOT OF RECORD STATUS:

Land Use Lot of Record Status is governed by Paragraph One of Standards Section S1.030, includes the following definition: "If, at the time of adoption of the zone for the subject property, a lot has an area or dimension which does not meet the minimum lot size requirements of the zone, and the lot was not in the same ownership as any contiguous lot or lots which do not meet the minimum lot area requirements, the lot may be developed as allowed by the zone and applicable development requirements."

Staff Finding:
Clatsop County records indicate that Clatsop County owned the both of the properties (T8N, R10W, Sec.33A, TL 1000 and T8N, R10W, Sec.33A, TL 800) on September 30, 1980 the effective date of Clatsop County Ordinance #80-14, which established the minimum lot size for the RA-5 zoning. Contiguous substandard lots were owned in common.

CONCLUSION

The LW zone is not a zoning designation that allows the construction of a dwelling; therefore, this conclusion will focus on the portion of the property that is zoned RA-5. TL 1000 and TL800 are

contiguous and were held in common ownership on September 30, 1980. Therefore, the lot are together considered one (1) "land use lot of record" and one (1) "buildable" lot.

This determination is a Type I procedure, as defined in Section 2.015, Type I Procedure. Pursuant to Ordinance #80-14, Section 2.230, Request for Review/Appeal, this determination may be appealed within twelve (12) days of this decision. The deadline for filing an appeal is 5:00 PM on September 7, 2010.

Receipt

This is not a Permit

Clatsop County Planning and Development
800 Exchange St Ste 100
Astoria, OR 97103

Ph. (503) 325 - 8611 Fax (503) 338 - 3666

For Department Use Only	
Permit #:	20100547
Permit Type:	Type IV
Entry Date:	10/13/2010
Entered By:	Julia Decker
Assigned To:	
Permit Status:	Entered

Permit Timeline		
User	Status	Date
Julia Decker	Entered	10/13/2010

Proposed Use

Proposed Use: **Comp Plan/Zone Map Amendment**

Zone: **LW , RA-5** Description: Application for goal exception

Overlay District: **GHO , NWI**

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OCT 13 2010
DEPT. OF PLANNING AND DEVELOPMENT
CLATSOP COUNTY

Owner/Project Location

Owner:

Situs Address:

	T	R	S	Q S	Qq S	Taxlot
City: State: OREGON	8	10	34	0	0	01301

Applicant/Agent

Applicant:	Name:	Michael Benesch	Ph. #: (503) 338-0953
	Address:	3141 Harrison	Cell: ( ) -
	City, State, Zip:	Astoria, OR 97103	Fax: ( ) -
Agent:	Name/Type:	Frog Consulting / Mike Weston (Consultant)	Ph. #: (503) 325-5666
	Address:	469 Lexington	Cell: ( ) -
	City, State, Zip:	Astoria, OR 97103	Fax: ( ) -

Fees

Fee Type:	***Permit Fee Total:***
Planning/Development	$7,965.00
Total:	**$7,965.00**

Receipt

Payor Name:	***Pymnt Type***	***Check #***	***Pymnt Date***	***Pymnt Amount:***
Micheal Benesch	Check	4273	10/13/2010	$5,223.50
Nygaard Andrew Martin	Check	79709	10/13/2010	$2,741.50
			Balance Due:	**$0.00**

Signatures

1. For Commercial and industrial uses, include parking and loading plan, sign plan and erosion control plan.
2. For residential and other uses, include an erosion control plan.
3. Review attached applicant's statement and sign below.

I have read and understand the attached APPLICANT'S STATEMENT and agree to abide by the terms thereof.

Applicant Signature: _____ ***Date:*** _____
Owner Signature: _____ ***Date:*** _____
Agent Signature: _____ ***Date:*** _____

	Receipt	For Department Use Only
	Clatsop County Planning and Development 800 Exchange St Ste 100 Astoria, OR 97103 Ph. (503) 325 - 8611 Fax (503) 338 - 3666	Permit #: 20100547

Zoning District Requirements

Property Access Info

Access to Property:

County Permit Required?

State Permit Required?

	Direction	Setbacks Req.	Setbacks Actual
F:			
S1:			
S2:			
R:			

Property Information

Compliance/Permit Requirements

Clatsop County Compliance

Except as noted, the Clatsop County Community Development Department finds the proposed use(s)/action(s) in compliance with the Clatsop County Land & Water Development and Use Ordinance and with the Clatsop County Comprehensive Plan.

The evaluation of the land parcels outlined above is based on the information presented at this time, standards provided in the Clatsop County Land & Water Development & Use Ordinance, and policies of the Comprehensive plan, and the Zoning/ Comprehensive Plan Map.

The applicant or property owner must comply with the conditions noted below and on the attached applicants statement. This permit is not valid unless the conditions are met.

Entered by: **Julia Decker**
Entered Date: **10/13/2010**

Applicants Signature: _____ ***Date:*** _____

Clatsop County Authorization: Julia Decker ***Date:*** _____

Receipt

Applicant's Statement

1. *Pertaining to the subject property described, I hereby declare that I am the legal owner of record, or an agent having the consent of the legal owner of record, and am authorized to make the application for a Development Permit/Action so as to obtain the following permits: Building, Sanitation, U.S. Army Corps of Engineers, Oregon Division of State Lands, Oregon Department of Transportation, Oregon Department of Parks and Recreation, or a Clatsop County Road Approach. I shall obtain any and all necessary permits before I do any of the proposed uses or activities. The statements within this application are true and correct to the best of my knowledge and belief. I understand that if the permit authorized was based on false statements, or it is determined that I have failed to fully comply with all conditions attatched to and made a part of this permit, this permit approval is hereby revoked and null and void.*

2. *It is expressly made a condition of this permit that I at all times fully abide by all State, Federal, and local laws, rules, and regulations governing my activities conducted or planned pursuant to this permit.*

3. *As a condition for issuing this Development Permit/Action, the undersigned agrees that he/she will hold Clatsop County harmless from and indemnify the County for any and all liabilities to the undersigned, his/her property or any other person or property, that might arise from any and all claims, damages, actions, causes of action or suits of any kind or nature whatsoever, which might result from the undersign's failure to build, improve or maintain roads which serve as access to the subject property or from the undersign's failure to fully abide by any of the conditions included in or attached to this permit.*

4. **WAIVER OF VESTED RIGHTS DURING APPEAL PERIOD FOR ZONING AUTHORIZATIONS.**
I have been advised that this Land and Water Development Permit/Action by the Clatsop County Community Development Director may be appealed within twelve (12) calendar days of the date of of permit issuance and authorization (note: if the twelfth day is a Saturday, Sunday or legal holiday, the appeal period lasts until the end of the next day which is not a Saturday, Sunday or legal holiday). I understand that if the approval authorized by the County and referenced above is reversed on appeal, then the authorization granted prior to the end of the appeal period will be null and void. I further understand and consent to the fact that any actions taken by me in reliance upon the authorization granted during the appeal period shall be at my own risk, and that I hereby agree not to attemp to hold Clatsop County responsible for consequenses or damages in the event that removal of improvements constructed during the appeal period is ordered because an appeal is sustained.

5. *I am aware that failure to abide by applicable Clatsop County Land and Water Development and Use Ordinance 80-14, as amended and Standards Document regulations may result in revocation of this permit or enforcement action by the County to resolve a violation and that enforcement action may result in levying of a fine.*

6. *I understand that a change in use, no matter how insignificant, may not be authorized under this permit and may require a new Development Permit/Action (check first, with the Clatsop County Community Development Department).*

7. *I understand that this Development Permit/Action expires 180 days from the date of issuance unless substantial construction or action pursuant to the permit has taken place. Upon expiration, a new development permit must be obtained.*

APPLICATION FOR
GOAL EXCEPTION
Fee: $2,481 (Required with application)

PROPOSED USE: Rezone to Light Industrial

ZONE: RA5 to LI

EXCEPTION TO GOAL ☐ 3 ☐ 4 ☐ 10 ☐ 12 ☒ 14

☐ 16 ☐ 17 ☐ 18 ☐ other: _____ ☐ amend existing exception

LEGAL DESCRIPTION OF PROPERTY:

T: 8N R: 10W S: 34 TL: 1301 ACRES: 10.16

OTHER ADJACENT PROPERTY OWNED BY THE APPLICANT:

	8N		10W		34		2000		.80
T:	8N	R:	10W	S:	34	TL:	2100	ACRES:	4.21
	8N		10W		33A		0800		.72
T:	8N	T:	10W	S:	33A	TL:	0900	ACRES:	4.00
	8N		10W		33A		1000		2.77

APPLICANT / OWNER 1: (mandatory)

Name: Michael Benesch Phone # (Day): 503-338-0953

Mailing Address: 3141 Harrison Fax#: _____

City/State/Zip: Astoria, OR 97103 Signature: Michael R Benesch

PROPERTY OWNER: (mandatory if different than applicant)

Name: Warrenton Fiber Company, Inc. Phone # (Day): 503-861-3305

Mailing Address: PO Box 100 Fax#: _____

City/State/Zip: Warrenton, OR 97146 Signature: Martin Maggard

ARCHITECT/ENGINEER/SURVEYOR/CONSULTANT: (optional)

Name: Frog Consulting LLC Phone # (Day): 503-325-5666

Mailing Address: 469 Lexington Avenue Fax #: _____

City/State/Zip: Astoria, OR 97103 Signature: [signature]

Community Development Department

800 Exchange, Suite 100 * Astoria, Oregon 97103 * (503) 325-8611 * FAX 503-338-3666

Each of the following criteria and standards must be addressed by the applicant. The information needed to address these criteria should be submitted on separate 8.5" by 11" sheets of paper, typed.

1. An **exception** is a comprehensive plan provision, including an amendment to an acknowledged comprehensive plan, that:

   a. is applicable to specific properties or situations and does not establish a planning or zoning policy of general applicability;

   b. does not comply with some or all goal requirements applicable to the subject properties or situations; and

   c. complies with standards for an exception.

2. There are three kinds of goal exceptions :

   a. The land subject to the exception is physically developed to the extent that it is no longer available for uses allowed by the applicable goal.

   b. The land subject to the exception is irrevocably committed to uses not allowed by the applicable goal because factors make uses allowed by the applicable goal impracticable.

   c. The following four-part test is met (a reasons exception):

      (1) Reasons justify why the state policy embodied in the applicable goals should not apply;

      (2) Areas which do not require a new exception cannot reasonably accommodate the use;

      (3) The long term environmental, economic, social and energy consequences resulting from the use at the proposed site with measures designed to reduce adverse impacts are not significantly more adverse than would typically result from the same proposal being located in areas requiring a goal exception other than the proposed site;

      (4) The proposed uses are compatible with other adjacent uses or will be so rendered through measures designed to reduce adverse impacts.

Requirements for exception "a" are described under paragraph 3, below. Requirements for exception "b" are found in paragraph 4. Requirements for exception "c" are in paragraph 5.

3. The county may adopt an exception to a goal when the land subject to the exception is physically developed to the extent that it is no longer available for uses allowed by the applicable goal. Whether land has been physically developed with uses not allowed by the applicable goal will depend on the situation at the site of the exception. The exact nature and extent of the areas found to be physically developed shall be clearly set forth in the justification for the exception. The specific area(s) must be shown on a map or otherwise described and keyed to the appropriate findings of fact. The findings of fact shall identify the extent and location of the existing physical development on the land and can include information on structures, roads, sewer and water facilities, and utility facilities. Uses allowed by the applicable goal(s) to which an exception is being taken shall not be used to justify a physically developed exception.

4. The county may adopt an exception to a goal when land is irrevocably committed to uses not allowed by the applicable goal because factors make uses allowed by the goal impracticable. Whether land is irrevocably committed depends on the relationship between the exception area and the lands adjacent to it. The findings for a committed exception must address:

a. characteristics of the exception area;

b. characteristics of adjacent lands;

c. the relationship between the exception area and adjacent lands;

d. adjacent uses;

e. existing public facilities and services;

f. parcel size and ownership patterns on the exception area and on adjacent lands;

g. neighborhood and regional characteristics;

h. natural or man-made features or other impediments separating the exception area from adjacent resource land;

i. physical development;

j. other relevant factors.

5. The county may adopt an exception to a goal if all four of the following standards are met:

a. Reasons justify why the state policy embodied in the applicable goals should not apply;

b. Areas which do not require a new exception cannot reasonably accommodate the use;

c. The long term environmental, economic, social and energy consequences resulting from the use at the proposed site with measures designed to reduce

adverse impacts are not significantly more adverse than would typically result from the same proposal being located in areas requiring a goal exception other than the proposed site;

d. The proposed uses are compatible with other adjacent uses or will be so rendered through measures designed to reduce adverse impacts.

Oregon Administrative Rules Chapter 660, Division 4, provide a great deal of information about the exception requirements for this type of exception. County Community Development department staff can provide a copy of these rules, or they can be obtained from the Oregon Department of Land Conservation and Development.

FINDINGS:

The attached Exhibits A-E provides evidence and findings addressing the matters listed on the previous pages as criteria. Of particular interest to this element of the application is Exhibit E, which addresses the Goal Exception Criteria in relation OAR 660 Division 4. The applicant has addressed what they believe to be the applicable criteria for an exception under the Irrevocably Committed requirements.
After review of all relevant and applicable criteria the applicant feels this application satisfies the requirements for a Goal 14 exception in accordance with OAR 660-004-0028, and has provided factual findings and evidence illustrating compliance with the aforementioned criteria.

OFFICE USE ONLY: date received:_____ application #:_____
date complete:_____ R&O/Ord#: _____

COMPREHENSIVE PLAN/ZONING MAP AMENDMENT
Fee: $977.00 (required with application)
$2175.00 (required with application)

PROPOSED USE: Light Industrial & Conservation Lands

	Zoning	Comprehensive Plan Designation
Current:	RA5	Rural Lands
Proposed:	LI / NU	Rural Lands / Conservation Other Resources

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OCT 13 2010
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CLATSOP COUNTY

LEGAL DESCRIPTION OF PROPERTY:

T: 8N R: 10W S: 34 TL: 1301 ACRES: 10.16

OTHER ADJACENT PROPERTY OWNED BY THE APPLICANT:

	8N	10W	34	2000		.80	
T:	8N	R: 10W	S: 34	TL: 2100	ACRES:	4.21	
	8N	10W	33A	0800		.72	LI
T:	8N	T: 10W	S: 33A	TL: 0900	ACRES:	4.00	
	8N	10W	33A	1000		2.77	

NU

APPLICANT 1: (Mandatory)

Name: Frog Consulting LLC Phone # (Day): 503-325-5666

Mailing Address: 469 Lexington Avenue FAX #:

City/State/Zip: Astoria, OR 97103 Signature:

PROPERTY OWNER: (Mandatory if different than applicant)[1]

Name: Michael Benesch Phone # (Day): 503-338-0953

Mailing Address: 3145 Harrison FAX #:

City/State/Zip: Astoria, OR 97103 Signature:

PROPERTY OWNER #2 / SURVEYOR / AGENT / CONSULTANT / ATTORNEY: (optional)

Name: Warrenton Fiber Company, Inc. Phone # (Day): 503-861-3305

Mailing Address: PO Box 100 FAX #:

City/State/Zip: Warrenton, OR 97146 Signature:

[1] The third owner, Waldo Veelle, has submitted a signed affidavit authorizing Mr. Benesch to act on his behalf for this project. See the attached signed and notarized letter.

Community Development Department
800 Exchange, Suite 100 * Astoria Oregon 97103 * (503) 325-8611 * FAX 503-338-3666

Each of the following criteria and standards must be addressed by the applicant. The information needed to address these criteria should be submitted on separate 8.5" by 11" sheets of paper, typed.

1. The map change must be consistent with the Comprehensive Plan. The Comprehensive Plan includes the following elements:

   Goal 1 – Citizen Involvement
   Goal 2 – Land Use Planning
   Goal 3 – Agricultural Lands
   Goal 4 – Forest Lands
   Goal 5 – Open Space
   Goal 6 – Air, Water and Land Resources Quality
   Goal 7 – Natural Hazards
   Goal 8 – Recreational Needs
   Goal 9 – The Economy
   Goal 10 – Housing
   Goal 11 – Public Facilities and Services
   Goal 12 – Transportation
   Goal 13 – Energy Conservation
   Goal 14 – Urbanization
   Goal 16 – Estuarine Resources
   Goal 17 – Coastal Shorelands
   Goal 18 – Beaches and Dunes
   Southwest Coastal Community Plan
   Northeast Community Plan
   Elsie/Jewell Community Plan
   Seaside Rural Community Plan
   Lewis and Clark/Olney/Walluski Community Plan
   Clatsop Plains Community Plan

   Some of these elements of the Comprehensive Plan are not applicable to the proposed map amendment. County staff will help identify applicable plan elements and policies.

2. **Also address the following from** Section 5.412. Zone Change Criteria of the Clatsop County Land and Water Development and Use Ordinance #80-14.

   1. The proposed change is consistent with the policies of the Clatsop County Comprehensive Plan.
   2. The proposed change is consistent with the statewide planning goals (ORS 197)
   3. The property in the affected area will be provided with adequate public facilities and services including, but not limited to:
      1. Parks, schools and recreational facilities
      2. Police and fire protection and emergency medical service
      3. Solid waste collection
      4. Water and wastewater facilities
   4. The proposed change will insure that an adequate and safe transportation network exists to support the proposed zoning and will not cause undue traffic congestion or hazards.
   5. The proposed change will not result in over-extensive use of the land, will give reasonable consideration to the character of the area, and will be compatible with the overall zoning pattern.
   6. The proposed change gives reasonable consideration to peculiar suitability of the property for particular uses .
   7. The proposed change will encourage the most appropriate use of land throughout Clatsop County
   8. The proposed change will not be detrimental to the health, safety, and general welfare of Clatsop County.

3. The property in the affected area must be presently provided with adequate public facilities, services and transportation networks to support the use; or the governing body by condition requires their provision by condition attached to any approval of use.

FINDINGS:

The attached Exhibits A-E provides evidence and findings addressing the matters listed above as criteria. Of particular interest to this element of the application is Exhibit D, which addresses the Goal Exception Criteria in relation to the 19 Statewide Planning Goals and the Clatsop County Comprehensive Plan.

OFFICE USE ONLY: date received : _____ application #: ___

date complete: R&O/Ord#:

COMPREHENSIVE PLAN/ZONING ORDINANCE TEXT AMENDMENT
Fee: $3,309.00 (Required with application)

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CLATSOP COUNTY

APPLICANT: (Mandatory)

Name: Michael Benesch Phone # (Day): 503-338-0953

Mailing Address: 3141 Harrison FAX #: _____

City/State/Zip: Astoria, Or 97103 Signature: [signature]

APPLICANT #2 / AGENT / CONSULTANT / ATTORNEY: (Optional) [signature] Warrenton Fiber Co.

Name: Frog Consulting LLC Phone # (Day): 503-325-5666

Mailing Address: 469 Lexington Avenue FAX #: _____

City/State/Zip: Astoria, OR 97103 Signature: [signature]

Check all that apply:

- ☐ Amendment to Zoning Ordinance
- ☐ Amendment to Standards Document
- ☒ Amendment to Comprehensive Plan
- ☐ Amendment to Community Plan
- ☐ Amendment to Background Report

Proposed amendment:
The proposed amendment changes the rural lands designation to conservation other resources, appends goal exception findings to the Goal 14 Element of the Comprehensive Plan, & modifies the density table in the Clatsop County Standards Document Section S3.162.
See Exhibit C for more details.

OFFICE USE ONLY: date received: _____ application: _____

date completed: _____ R&O /Ord #: _____

Community Development Department
800 Exchange, Suite 100 * Astoria Oregon 97103 * (503)325-8611 * FAX 503-338-3666

E:\Personal Misc\Frog Consulting\Dolphin Lane\Exhibit C Text Amendment\APPLICATION_Comprehensive_Plan_Zoning_Ordinance_Text_Amendment.doc8/1/03

1 D

Date: 8-21-10

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OCT 13 2010
DEPT. OF PLANNING AND DEVELOPMENT
CLATSOP COUNTY

To whom it may concern,

I, Waldo Veelle, do hereby allow Michael Benesch to act on my behalf, and include my property into a consolidated application before the Board of Commissioners for Clatsop County. The application includes a request for authorization to re-zone my property from its current zoning, Residential Agricultural-5, to Light Industrial (LI). I further understand that this process requires a goal exception and would request my property also be included in that application as well. My parcel is located adjacent to Mr. Benesch's property and is legally identified as T:8, R:10, S:33A, Tax lot 900.

Thank you for your cooperation and if you have any further questions please contact me at 1-503-440-0610.

Sincerely,

Waldo Veelle

Waldo Veelle

91880 SE Dolphin Rd.

Warrenton, OR. 97146

Notary of the Public

~~Waldo Veelle~~ WOV
Mallory M Pittard

OFFICIAL SEAL
MALLORY MICHELLE PITTARD
NOTARY PUBLIC-OREGON
COMMISSION NO. 450079
MY COMMISSION EXPIRES JUNE 16, 2014

II

Exhibit 2
Notice of Public Hearing
Mailed 11/19/2010 with Recipient List

Owner_line	Ownerline(2)	Owner Address	Ownerline(3)	City	State	Zip Code
Benesch Michael R		3141 Harrison Ave		Astoria	OR	97103
Blue Bell Enterprises LLC	Pacificorp DBA	825 NE Multnomah #1900	Pacific Power & Light Lessee	Portland	OR	97232
Brugh George D	Brugh Shirley I	PO Box 204		Astoria	OR	97103
Finklein Terry O/Christine J		33671 Rainbows End Ln		Warrenton	OR	97146
Fuiten West Partnership		PO Box 1635		Hillsboro	OR	97123
Gerttula Steven D/Suzanne M		92658 Simonsen Rd		Astoria	OR	97103
Hertig Kevin R/Kathryn A		33676 Rainbows End Ln		Warrenton	OR	97146
KDA Inc (c)		PO Box 1178		Warrenton	OR	97146
Northwest Natural Gas Co		220 NW Second Avenue		Portland	OR	97209
Nygaard Andrew Martin		PO Box 100		Warrenton	OR	97146
Nygaard David 1/4	Warrenton Fiber Company 1/2	PO Box 100	Nygaard John 1/4	Warrenton	OR	97146
P & C Land Co LLC		1790 SE 3rd St		Astoria	OR	97103
Pack Linda N		33349 Perkins Ln		Warrenton	OR	97146-7242
Poole Wayne E/Lynn Y		33605 Rainbows End Ln		Warrenton	OR	97146
Ratzlaf Walter/Carol 90.01%	White Gerald W/M Therese 4.06%	3234 NE Wasco St	Ratzlaf Walter 5.93%	Portland	OR	97232
Shamrock Yachats LLC		243 Rockridge Lp		Eugene	OR	97405
Switzer Charles F/Shoko		33559 Rainbows End Ln		Warrenton	OR	97146
Veelle Waldo		91880 Dolphin Rd		Warrenton	OR	97146-9727
Warila John R Est		89317 Youngs River Rd		Astoria	OR	97103
Warrenton Fiber Company		PO Box 100		Warrenton	OR	97146
Steve Thornton	County Surveyor	1100 Olney Avenue		Astoria	OR	97103
Ron Ash	County Engineer	1100 Olney Avenue		Astoria	OR	97103
Matt Spangler	DLCD - Oregon Coast	810 SW Alder St, Suite B		Newport	OR	97365
Clatsop Soil & Water Conservation		750 Commercial St, #207		Astoria	OR	97103
CREST		750 Commercial St, #205		Astoria	OR	97103
Planning & Development Manag	ODOTR2PLANMGR@ODOT.STATI	455 Airport Road SE Bldg B	USE EMAIL Emailed	Salem	OR	97301-5395
Oregon Dept of Forestry		92219 Highway 202		Astoria	OR	97103
Dept of Environmental Quality		65 N. Highway 101, Suite G		Warrenton	OR	97146
Dept of Fish and Wildlife		4907 3rd Street		Tillamook	OR	97141
Carol Parker	City of Warrenton Planning Dept.	P.O. Box 250		Warrenton	OR	97146
Public Works	City of Warrenton	P.O. Box 250		Warrenton	OR	97146
Fire Department	City of Warrenton	P.O. Box 250		Warrenton	OR	97146
Wingard, Patrick	Wingard Planning & Development	1475 5th Street		Astoria	OR	97103

Emailed 11-19-10 [illegible]

11-19 10 mailed [illegible]

Clatsop County
Transportation & Development Services
800 Exchange Street, Suite 100,
Astoria, OR 97103

ph: 503-325-8611
fx: 503-338-3666
em:
comdev@co.clatsop.or.us
www.co.clatsop.or.us

PLANNING COMMISSION
NOTICE OF PUBLIC HEARING

Permit Application #20100547

Regarding an application submitted by Frog Consulting LLC, on behalf of Michael Benesch, Warrenton Fiber Company, Inc., and Waldo Veelle, for a proposed Comprehensive Plan Map and Text Amendment, Density Transfer and Exception to Statewide Planning Goal 14 (Urbanization) on 13 acres located along Dolphin Road just south of the City of Warrenton City Limits / Urban Growth Boundary. Please see attached maps. The applicant proposes rezoning approximately eight (8) acres from Residential Agriculture-5 (RA-5) to Light Industrial (LI) and approximately five (5) acres from Residential Agriculture-5 (RA-5) to Natural Uplands (NU). The five (5) acre rezone includes a comprehensive plan map amendment from Rural Lands to Conservation – Other Resources and a transfer of two (2) development rights.

DATE OF HEARING:	**December 14, 2010**
TIME:	10:00 AM
LOCATION:	Judge Guy Boyington Building, 857 Commercial Street - Astoria, Oregon 97103
CONTACT PERSON:	Julia Decker, Planner

You are receiving this notice because you either own property within 750 feet of the property that serves as the subject of the land use application described in this letter, or you are considered to be an affected state or federal agency, local government, or special district. A vicinity map for the subject property is attached.

NOTICE IS HEREBY GIVEN that Clatsop County Transportation & Development Services has received the land use application described in this letter. Pursuant to Section 2.105 of the Clatsop County Land and Water Development and Use Ordinance (LWDUO), the Department Director has scheduled a public hearing on this matter before the Planning Commission at 10:00 AM on **Tuesday, December 14,** 2010, at the Judge Guy Boyington Building, 857 Commercial St, Astoria, OR 97103.

All interested persons are invited to testify in person by attending the hearing, or they may testify in writing by addressing a letter to the Clatsop County Planning Commission, 800 Exchange Street, Suite 100, Astoria, OR 97103. Written comments may also be sent via FAX to 503-338-3666 or via email to comdev@co.clatsop.or.us. **Written comments must be received in this office no later than 5PM on Monday, December 13, 2010,** in order to be considered at the December 14, 2010 public hearing.

NOTE: Failure of an issue to be raised in a hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes an appeal based on that issue.

The following criteria from Clatsop County Land and Water Development and Use Ordinance (LWDUO) apply to the request: §2.030 (Type III Procedures), §2.035 (Type IV Procedures), §2.300 (Legislation), §3.220 (Residential Agriculture 5 Zone), §3.440 (Light Industrial Zone), §3.600 (Natural Uplands Zone), §5.412 (Zone Change Criteria) and §S3.161 (Density Transfer Standards for the Clatsop Plains Planning Area).

In addition, the following elements of the Clatsop County Comprehensive Plan apply to the request: Goal 1 (Citizen Involvement), Goal 2 (Land Use Planning), Goal 5 (Natural Resources, Scenic and Historic Areas and Open Spaces), Goal 6 (Air, Water, and Land Quality), Goal 7 (Natural Hazards), Goal 9 (Economic Development), Goal 10 (Housing), Goal 11 (Public Facilities & Services), Goal 12 (Transportation), Goal 13 (Energy Conservation), Goal 14 (Urbanization), Goal 16 (Estuarine Resources), Goal 17 (Coastal Shorelands) and the Clatsop Plains Community Plan.

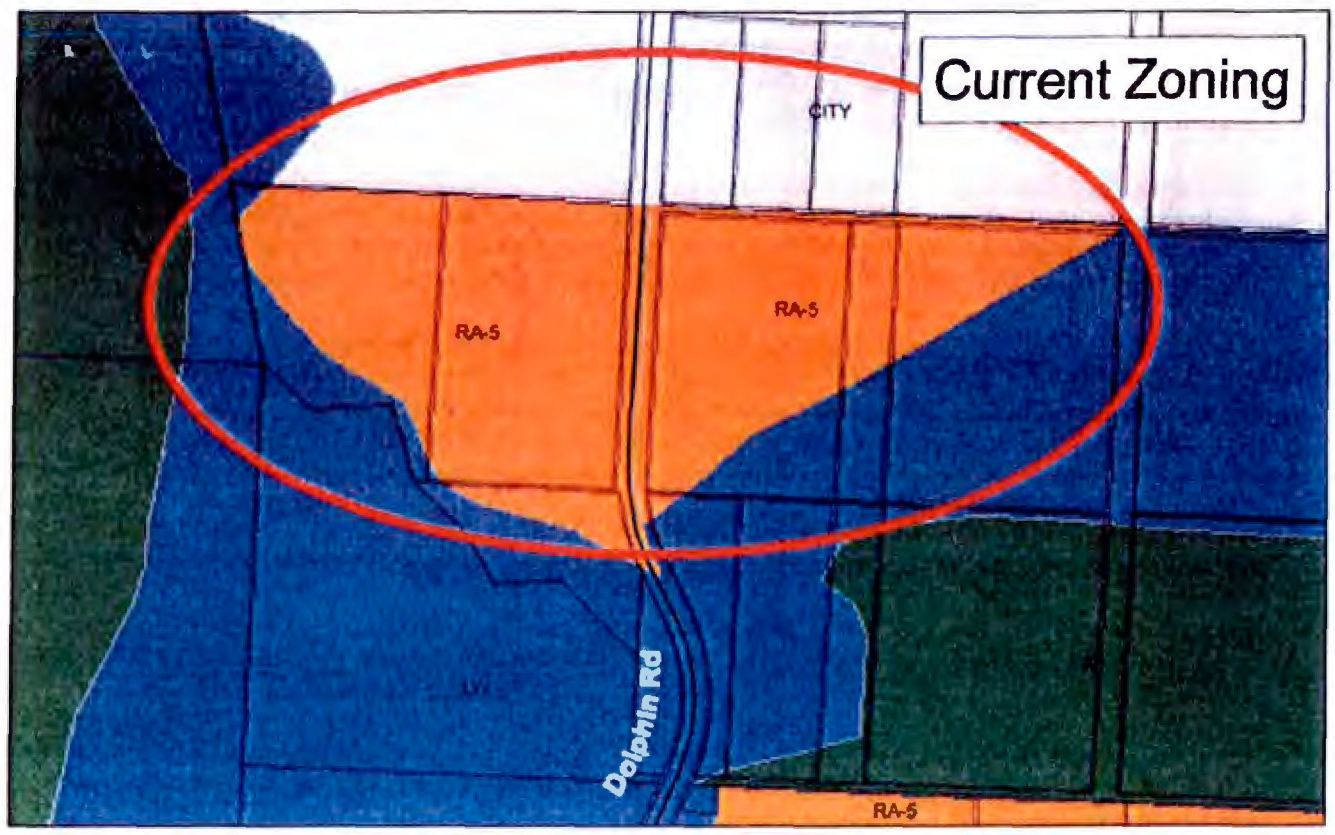
Lastly, the Goal Exception criteria contained in Oregon Administrative Rules (OAR) 660-004-0028 apply to the request.

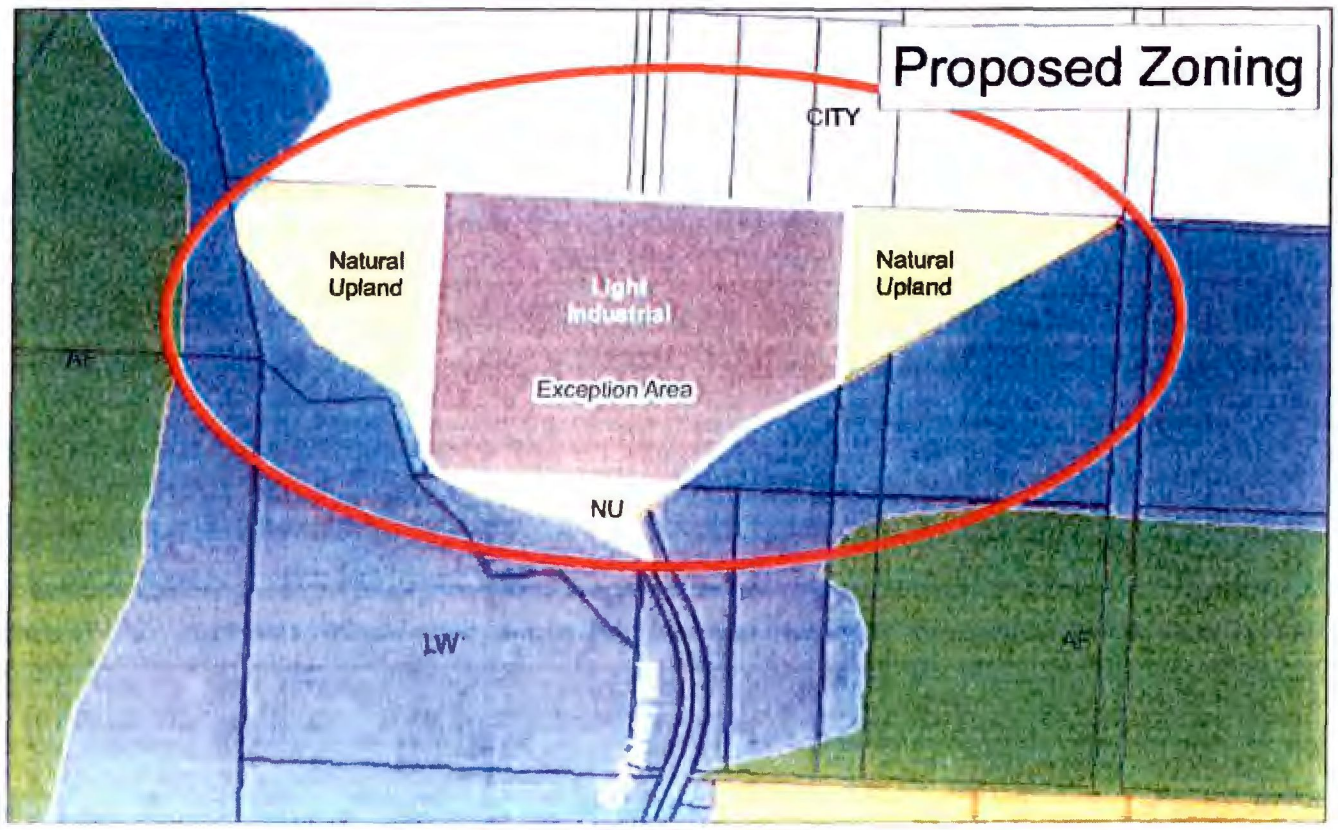
These documents are available for review at the Clatsop County Transportation & Development Services office, 800 Exchange Street, Suite 100, Astoria, Oregon. A copy of the application, all documents and evidence submitted by or on behalf of the applicant and applicable criteria are available for inspection at the department office during normal business hours (M-F, 8-5) at no cost and will be provided at reasonable cost. A copy of the staff report will be available for inspection at the Department office at no cost at least seven days prior to the hearing and will be provided at a reasonable cost.

In general, the procedure for conduct of the public hearing will be as follows: Introductory statements by the Planning Commission Chairperson, Planning Commission disclosures, staff report, applicant's presentation, testimony in favor, testimony in opposition, applicant rebuttal, conclusion of hearing, Planning Commission deliberations, and Planning Commission decision (in this case, a recommendation to the Board of Commissioners).

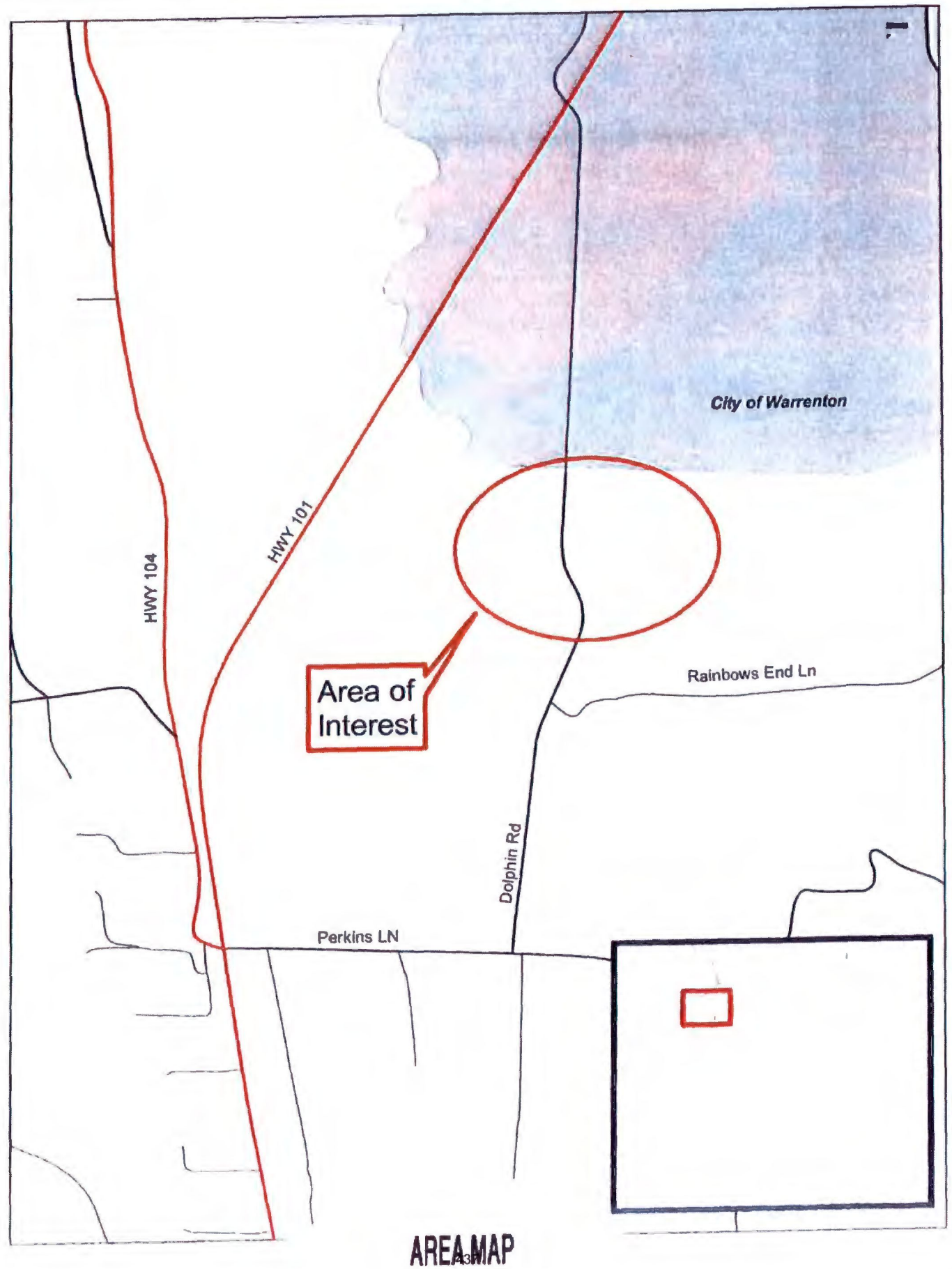
If you have questions about this land use matter or need more information, please contact Julia Decker, Planner, at (503) 325-8611 or via email at jdecker@co.clatsop.or.us.

Notice to Mortgagee, Lien Holder, Vendor or Seller: ORS Chapter 215 requires that if you receive this notice it must promptly be forwarded to the purchaser.





AREA ZONING FOR BENESCH/WARRENTON FIBER CO./VELLE ZONE CHANGE APPLICATION


City of Warrenton
HWY 101
HWY 104
Area of Interest
Rainbows End Ln
Dolphin Rd
Perkins LN

AREA MAP

Exhibit 3
Letter From Matt Spangler, DLCD, to Clatsop County
Dated 12/2/2010

Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
Coastal Services Center
810 SW Alder Street, Suite B
Newport, OR 97365
North Coast Rep. (541) 574-0811
South Coast Rep. (541) 574-1584
Coastal Hazards (541) 574-1095
Fax: (541) 574-4514
www.oregon.gov/LCD

December 2, 2010

Patrick Wingard
Clatsop County Transportation and Development Services
800 Exchange Street, Suite 100
Astoria, OR 97103

RE: Proposed Comprehensive Plan Map Amendment, File 20100547

Dear Patrick:

Thanks for taking the time to discuss with me the proposed comprehensive plan and zone map amendment referenced above. As we discussed, the proposed findings submitted on behalf of the applicants do not, in several instances, address the appropriate requirements of the applicable Oregon Administrative Rules. The department recommends that revised findings be provided for review prior to any final action by the county on this proposal. Specifically, revised findings addressing the following administrative rule provisions need to be provided.

Planning and Zoning for Exception Areas

The application indicates that the subject properties are not farm lands or forest lands subject to Goal 3 or Goal 4. However, according to the Clatsop County Comprehensive Plan, the lands in question are subject to an acknowledged "irrevocably committed" exception to Goals 3 and 4 (See Clatsop County Comprehensive Plan, Goal 2 Element, Exception Map D, exception area 55 and Exception Findings, exception area 55, page 193.) As such, the zoning of these lands is subject to the requirements of OAR 660-004-0018 which specifies requirements for the planning and zoning of exception areas. The applicants' proposed findings do not address conformance of the proposed Light Industrial (LI) zoning with the provisions of this section, which is necessary in order to comply with Statewide Planning Goal 2.

Proposed Goal 14 Exception

The applicants propose and provide findings for an exception to Statewide Planning Goal 14. Although the application narrative references potential "increase in density" for the land to be rezoned to Light Industrial as the basis for the Goal 14 exception, no specific uses or levels of future development are identified. The department would note that the Light Industrial zone proposed to be applied to the subject property provides for a 30,000 square foot floor area limitation on industrial development, and has been acknowledged as appropriately limiting uses to those rural in scale. A Goal 14 exception is not required

if the floor area limitation of the LI zone is applied to any future development on the property.

Alternatively, if the applicants seek authorization for a higher intensity of development (i.e. greater than 30,000 square feet of building area permitted in the LI zone), then a Goal 14 exception is required. However, the applicants' current findings for a "committed" Goal 14 exception incorrectly address the requirements of OAR 660, Division 4. Instead, for an exception to Goal 14 to authorize urban development on rural lands, findings are needed which address either OAR 660-014-0030 (Lands Irrevocably Committed) or OAR 660-014-0040 (Reasons Exception). As currently submitted, the application does not address these requirements and therefore does not provide adequate justification for a Goal 14 exception.

Transportation Planning Rule Requirements

The Transportation Planning Rule (OAR 660-012-0060) requires that plan amendments which authorize new or expanded land uses must be evaluated to determine whether such amendments would significantly affect existing or planned transportation facilities. As submitted, the application does not provide any analysis as to whether the land uses authorized by the proposed LI zoning may significantly affect transportation facilities in the area. Any final decision to approve the requested change in zoning must incorporate findings and measures that comply with OAR 660-12-0060.

Thank you again for the opportunity to review and comment on this proposal. Please enter these comments into the record for the December 14, 2010 planning commission hearing and subsequent hearings on this matter. If you have any questions regarding our comments, please contact me by phone at (541) 574-1095 or by e-mail at matt.spangler@state.or.us

Yours truly,

Matt Spangler
Regional Representative

Cc: Michael Weston, Frog Consulting, LLC, Darren Nichols, Jon Jinnings (DLCD); DLCD files

Exhibit 4
Email from Carol Parker, Warrenton Community Development Director
Dated 11/23/2010

Julia Nevan Decker - Permit Application 20100547

From: "Carol Parker" <cparker@ci.warrenton.or.us>
To: "Julia Nevan Decker" <JDECKER@co.clatsop.or.us>
Date: 11/23/2010 10:09 AM
Subject: Permit Application 20100547
CC: "Carol Parker" <cparker@ci.warrenton.or.us>, "Ted Ames" <tames@ci.warren...

Julia, thank you for the notice of the above application submitted by Frog Consulting to rezone property located off of Dolphin Road and abutting the southern Warrenton city limits boundary.

The City's zoning is General Industrial (I-1) for properties abutting the north boundary lines of the subject properties; therefore, the city has no objections to the request for a rezone from RA-5 to Light Industrial; however, the City does not have a Light Industrial zoning district, hopefully the list of uses (permitted and conditional) in this zone will be compatible with the City's General Industrial zone.

Carol Parker
Warrenton Community Development Director

Exhibit 5
Written Comments from Interested Parties

RECEIVED
DEC 13 2010
DEPT. OF PLANNING AND DEVELOPMENT
CLATSOP COUNTY

December 13, 2010

TO: Clatsop County Planning Commission

RE: Benesch, Warrenton Fiber Co., & Veelle Consolidated Land Use Application aka, "Dolphin Road Industrial Project"

VIA FACSIMILE: 503-338-3666
We are residents on Rainbow's End Lane in the vicinity of the proposed zone change referenced above. We have the following comments to offer on the proposed zone change.

Noise: The change from RA-5 to light industrial has the potential to generate a lot more noise from the property. As it is now sound does carry to our residences from the currently zoned industrial property and especially the cement plant. The sound of trucks and gravel dumping is loud and very noticeable and in the spring and summer starts before 6am.

Traffic and Road Conditions: Dolphin Road to the South of the property in question is not suitable for industrial traffic. It is the same construction as Dolphin was to the North of the site before it was improved about a year or two ago. Prior to that improvement, industrial use on that portion of the road, severely damaged it and made it almost unusable for passenger vehicles. It is also not wide enough for industrial truck traffic and has no improved shoulders.

These same comments and concerns also apply to Perkins Road which connects Dolphin Road to highway 101 and serves many more residences.

Thank you for your consideration.

Wayne and Lynn Poole

Wayne and Lynn Poole
33605 Rainbows End Lane
Warrenton, Or 97146

Kevin and Katie Hertig
33676 Rainbow's End Lane
Warrenton, Or 97146
Kevin L. Hertig
Katie Hertig for Kevin Hertig

Chuck and Shoko Switzer
33559 Rainbow's End Lane
Warrenton, Or 97146
Chuck and Shoko Switzer

Dec. 14, 2010

B-1

Attention: Julia Decker, Planner
Clatsop County Planning Commission
Transportation & Development Services
800 Exchange Street, Suite 100
Astoria, OR 97103

Dear Planning Commission Members,

My wife and I purchased our home over 20 years ago just south of the area being proposed for rezoning from Residential Agriculture-5 (RA-5) to Light Industrial (LI) and Natural Uplands (NU). We have always been supportive of development provided that it did not negatively impact on our home value, quality of life, the habitat that we love and enjoy or the infrastructure we rely heavily on. This has already been compromised with the development of some existing businesses, such as the concrete plant noise and trucks starting early in the morning and running late in the day especially during the spring through fall months.

Our concerns focus on the following:

1. We question the type of potential businesses should the zone change be granted.
2. How the infrastructure will be provided and what impact it could have on the current users that are down-stream from the proposed development.
    a. Water pressure and quality
    b. Disruption of services for connections, etc.
    c. Access to water for fire protection
    d. Any cost increase for utilities
3. Traffic congestion into and out of Dolphin Road. We have already seen a substantial increase with the existing businesses and residents.
4. The quality and maintenance of Dolphin Road on the part of both the City of Warrenton and Clatsop County. As residents that live in this area we endured many months of severely damaged roads that were not only neglected but even continually further damaged by the concrete and gravel truck traffic. This not only increased expenses for vehicle maintenance, such as wheel alignments, but negatively impacted the value of our property to potential buyers.
    a. What will happen in the future?
5. The continued erosion of land available for wildlife that currently inhabits our area.

Based on our stated questions and concerns as property owners potentially negatively impacted by the requested rezoning, we are opposed to the change and respectfully ask that the members of the Planning Commission reject this request.

Sincerely,

Terry Finklein
Owners
33671 Rainbows End Lane
Warrenton, OR 97146

Christine Finklein

12/13/10 emailed to Patrick w/ [illegible]

CLATSOP

Soil and Water Conservation District

750 Commercial Rm 207 Astoria, Oregon 97103

December 9, 2010

RECEIVED
DEC 13 2010
DEPT. OF PLANNING AND DEVELOPMENT
CLATSOP COUNTY

Clatsop County
Transportation & Development Services
800 Exchange Street, Suite 100
Astoria, OR 97103

Re: Permit application #20100547

The land proposed for land use changes stands at the mouth of the old Skipanon Creek drainage where the drainage enters the Skipanon River. The old Skipanon Creek drains approximately 366 acres of land. One inch of rainfall on this acreage is equivalent to a little under 10 million gallons of water.

The soil type of the land proposed to be rezoned as Natural Upland is Brallier mucky peat. This is one of the primary hydric soils in our county. Our Clatsop County Soil Survey lists major uses of this soil as Wetland Wildlife Habitat or cropland suitable for cranberry and blueberry production.

Thank you.

David L. Ambrose

Dave Ambrose
District Technician
503-325-4571

Old Skipanon Creek Watershed

- Watershed drainage, approximately 366 acres

- Taxlots in proposal

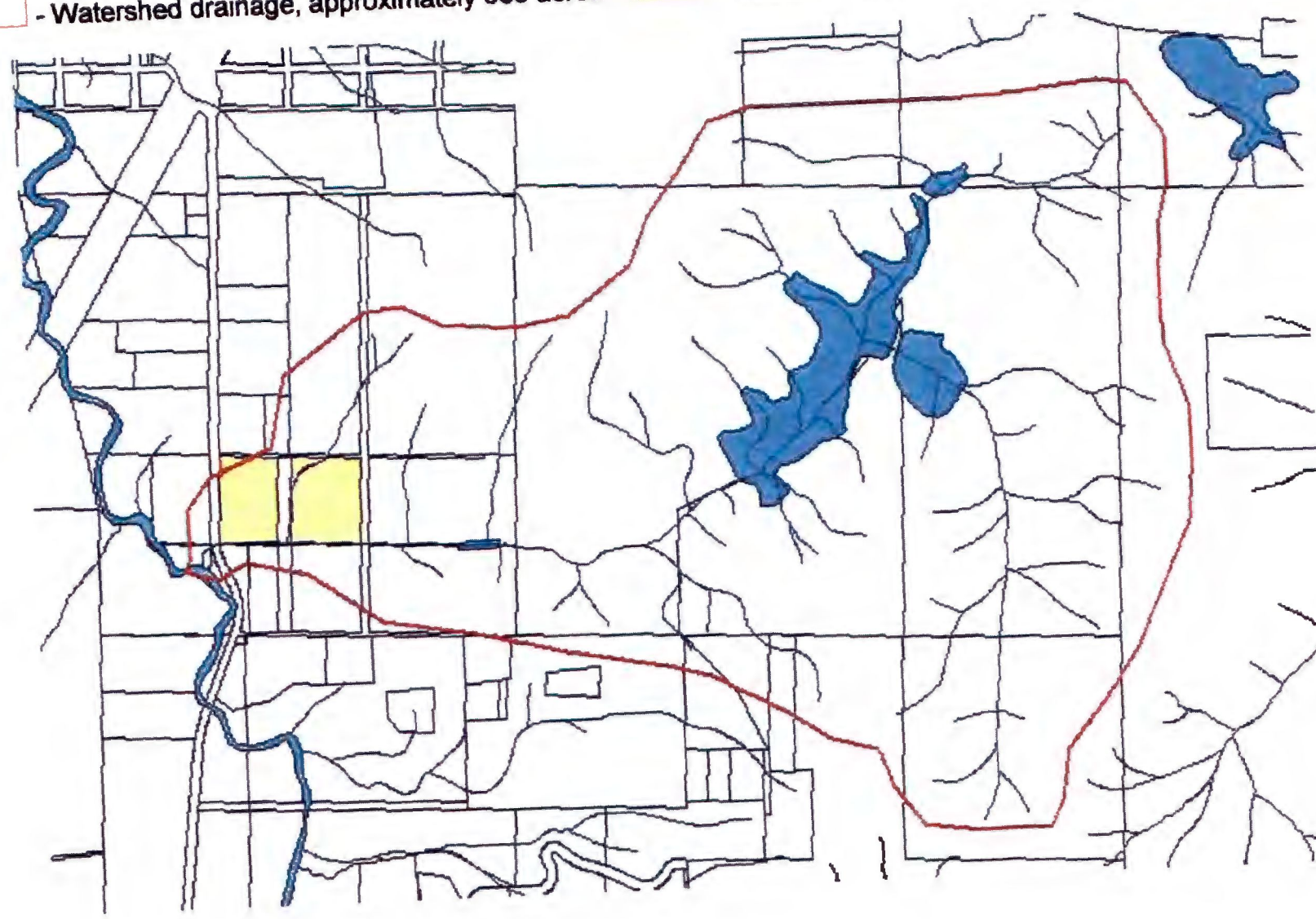


Exhibit 6
Letter from Bill Johnston, ODOT, to Clatsop County,
Dated December 13, 2010

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Region 2, Area 1
350 West Marine Drive
Astoria, OR 97103
(503) 325-5281

December 13. 2010

Julia Decker
Clatsop County Transportation and Development Services
800 Exchange Street, Suite 100
Astoria, OR 97103

RE: Benesch, et al (aka, Dolphin Road Industrial Project)

Dear Ms. Decker:

Thank you for providing the Oregon Department of Transportation (ODOT) the opportunity to comment on this proposed amendment to the Clatsop County comprehensive plan and zoning map.

Future development in this area will be served by Dolphin Road, which is a County facility. No new road approaches connecting to any ODOT facility are proposed at this time. If such facilities are proposed in the future, ODOT permits would be required.

ODOT also concurs with comments submitted by Matt Spangler from the Department of Land Conservation and Development regarding the Transportation Planning Rule (OAR 660-012-0060). In his letter dated December 2, he notes the applicant has not provided an analysis of the impact of future development on transportation facilities.

Although the 13 acres included in this proposed amendment appears to be a relatively small area compared to the existing industrial area to the north, without some analysis it is not clear what the cumulative impact of future development on existing transportation facilities would be, especially the intersections at US 101 and Perkins Lane, and US 101 and Dolphin. ODOT recommends that, at a minimum, a safety and operations analysis be performed.

Thank you again for the opportunity to comment. Please include this letter in the record of the December 14 Planning Commission hearing and any subsequent hearings on this matter. If you have any questions regarding these comments, please contact me at (503) 325-5281 or bill.johnston@odot.state.or.us.

Sincerely,

Bill Johnston

Bill Johnston
Transportation Planner

Exhibit 3a
Planning Commission
Meeting Minutes
December 14, 2010

CLATSOP COUNTY PLANNING COMMISSION

REGULAR MEETING AGENDA
Tuesday, December 14, 2010
10:00 a.m.

Judge Guy Boyington Building
857 Commercial
Astoria, Oregon 97103

1. CALL MEETING TO ORDER (Cary Johnson, Chairperson)
2. FLAG SALUTE
3. ROLL CALL
4. BUSINESS FROM THE PUBLIC - This is an opportunity for anyone to give a brief presentation about any land use planning issue or county concern that is not on the agenda.
5. MINUTES
   - November 9, 2010
6. PUBLIC HEARINGS
   - CONDITIONAL USE REQUEST – Request for Conditional Use Approval for solid waste disposal (septic piping and drain field) in the AF zone as described in the Clatsop County Land and Water Development and Use Ordinance 80-14, §3.555(6).
   - Proposal by Frog Consulting LLC, representing Mike Benesch, Warrenton Fiber Co. and Waldo Veele, to AMEND THE ZONING AND COMPREHENSIVE PLAN DESIGNATION on approximately 13 acres of contiguous land located along Dolphin Road just south of the Warrenton City Limits/Urban Growth Boundary.
7. OTHER BUSINESS
8. ADJOURN

The agenda and staff reports are available for review at www.co.clatsop.or.us (click on Land Use Planning.)

NOTE TO MEMBERS: Please contact Transportation and Development (503-325-8611) if you cannot attend the meeting.

ACCESSIBILITY: This meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting by contacting Transportation and Development Services – Land Use Planning Division, 503-325-8611.

Minutes of December 14, 2010
Clatsop County Planning Commission **Regular** Session
Judge Guy Boyington Building
857 Commercial Street
Astoria, OR 97103

Chairperson Johnson called the Clatsop County Planning Commission meeting to order at 1005.

Planning Commissioners (PC) Present:	PCs absent:	Staff Present:
Cary Johnson, Chair	Clarke Powers, Excused	Ed Wegner
Mike Autio		Julia Decker
Marcia Harper-Vellutini		Blair Henningsgaard
Stephen Malkowski		Jennifer Bunch
Brian Pogue		
Pat O'Grady		

Business from the Public

No one from the public asked to speak.

Minutes:

PC Pogue moved and PC Harper-Vellutini seconded to approve the November 9, 2010 minutes as presented. Motion passed unanimously.

Public Hearings:

A request for conditional use approval for solid waste disposal (septic piping and drain field) in the F80 zone as described in the Clatsop County Land and Water Development and Use Ordinance 80-14, §3.555(6) for applicant, Goutam Debnath.

No ex parte contact or conflicts of interest were reported.

Jennifer Bunch, Planner, gave the staff report. Due to geo hazards on his property, Mr. Debnath needs to put his drain field on an adjacent property owned by Tom Butori. DEQ has granted a permit and Ms. Bunch recommended approval with conditions as presented in staff report.

PCs Johnson and Autio questioned item number two in the proposed conditions of approval.

No public agencies asked to speak.

Goutam Debnath, applicant, gave a brief PowerPoint presentation regarding the geo hazard and reasons for requesting the conditional use permit.

No one from the public asked to speak.

Public testimony was closed.

PC Malkowski moved and PC Autio seconded to approve the application with the exclusion of recommendation number two, with recommendations one and three [as presented by staff]. Motion passed unanimously.

Chairperson Johnson called a short break at 1020. Meeting was called back to order at 1030.

The next hearing before the commission was a proposal by Frog Consulting LLC, representing Mike Benesch, Warrenton Fiber Company, and Waldo Veelle, to amend the zoning and comprehensive plan designation on approximately 13 acres of contiguous land located along Dolphin Road just south of the Warrenton City limits/urban growth boundary.

No ex parte contacts or conflicts of interest were reported. Chair Johnson reported that he knows Martin Nygaard but has never discussed this project with him and doesn't believe that any conflict exists.

Patrick Wingard, Clatsop County Contract Planner, presented the staff report. The applicant submitted revised findings dated December 14, 2010. Mr. Wingard noted that the department's concerns had been addressed, largely concerning the traffic and transportation issues. Mr. Wingard questioned the use of data by the applicant's consultant from a transportation study produced in 1999. Mr. Wingard went on to describe some of the details of the report, including the zone change request from an RA-5 to LI. Mr. Wingard continued to explain that after contacting the city of Warrenton, they had no objections.

PC O'Grady expressed his concerns about emergency vehicle access.

Comments from ODOT, Clatsop Soil and Water Conservation District, and Terry Finklein were received subsequently to the packets being printed so they were presented to the planning commission.

No public agencies asked to speak.

Mike Weston, Frog Consulting, representing the applicant stated that he had been in touch with ODOT to get new data and that new data will be included in findings that will be presented to the Board of Commissioners.

Steve Fulton, representing Martin Nygaard and Warrenton Fiber, stated that they support this project as a company.

Terry Finklein, 33671 Rainbows End Lane, Warrenton, a 20+ year resident asked to speak. Mr. Finklein stated that he is pro-development unless it affects the value and use of their property. He continued, stating his concerns with traffic issues, especially with big trucks trying to make left hand turns. He went on to describe his concerns with the wildlife habitat being disturbed. From a personal aspect, he stated that some of the property is fill property. At this point, Mr. Finklein recommended the planning commission reject the proposal.

Jim Scheller, 32607 Turlay Ln, Warrenton, lives a mile or two south of this property. He stated that the Skipanon River runs through this area and he had some concerns about flood control, loss of habitat and urban buffer compatibility.

Mr. Fulton responded that they feel this project would have no negative impacts.

Mr. Wingard stated that the goal exception would not be needed; this would be removed and the maps would be cleaned up prior to presentation to Board of Commissioners.

Chair Johnson stated that changing the zone doesn't, in and of itself, change the traffic.

Mr. Wingard noted that this property is not in the city of Warrenton's urban growth boundary.

Following a discussion amongst the planning commissioners, the public testimony was closed.

PC Pogue moved and PC Harper-Vellutini seconded to recommend approval of the density transfer, the text amendment and the zone change request but ignore the goal 14 exception and make the approvals contingent on satisfactory new and revised findings. [Motion withdrawn].

Mr. Wingard, PC Pogue, and Chair Johnson discussed what was meant by the motion, the definition of "satisfactory" and to whom it was directed. They further discussed what Mr. Wingard was recommending.

Blair Henningsgaard, County Counsel, recommended that the planning commissioners not get hung up on the findings; in this particular procedure the planning commission doesn't need to adopt findings. Instead, they are making a recommendation to the Board; the Board will ultimately adopt findings. He further stated that's what the quasi-judicial hearing is. What the Board is looking for is the Planning Commission's recommendation.

PC Pogue withdrew the previous motion.

PC Pogue moved and PC Harper-Vellutini seconded to recommend [to the Board of Commissioners] approval of the density transfer, the text amendment and the zone change request but ignore the goal 14 exception request. Motion passed unanimously.

Mr. Wingard, Mr. Henningsgaard and the planning commissioners continued discussing their role in approving this request. As there was no other business, the meeting was adjourned at 1150.

Respectfully submitted,

_____

Cary Johnson
Chairperson - Planning Commission

Exhibit 3b
Board of Commissioners
Meeting Minutes
June 22, 2011

RECORDED

AUG 26 2011

Doc# 201108006 8

Clatsop County Board of Commissioners
Regular Meeting
June 22, 2011

Chair Dirk Rohne called the meeting to order at 6 p.m. in the Judge Guy Boyington Building, 857 Commercial Street, Astoria, Oregon. Also present were Commissioners Scott Lee, Peter Huhtala, Patricia Roberts, and Debra Birkby.

Staff Present:

Duane Cole	County Manager
Heather Reynolds	County Counsel
Jennifer Bunch	Planner
Mike Robison	Finance and Assessment and Taxation Director
Ed Wegner	Transportation and Development Director
Paul Williams	Chief Deputy

AGENDA APPROVAL

Huhtala made and Birkby seconded a motion to approve the agenda. Motion passed unanimously.

BUSINESS FROM THE PUBLIC

Ann Samuelson, 80672 Hwy 202, Seaside, addressed the Board and said she cares about the community, wants to talk about the truth, and does not see a lot going well. She said she was given copies of email correspondence that took place between county staff and three commissioners targeting the planning commission two days into Birkby's term. Samuelson said there is dialog in the emails between Commissioners, Birkby, Rohne, and Huhtala and County Staff mid-January through March. She said it is reasonable to assume that they had earlier discussions regarding strategy to eliminate the planning commission. Samuelson said correspondence between three elected officers is a quorum and is an illegal meeting by statute. Samuelson said the action has damaged the County and the relationships with other counties and is now known for the undoing of governance by many. She asked for transparency regarding the planning commission. She asked Commissioner Birkby how many constituents she spoke to her first two days as a commissioner about replacing the planning commission. Samuelson said she was recalled for stacking the planning commission something she said she did not do. Samuelson accused the Board of stacking the planning commission and disregarding process.

Judith Kujala, 225 SE Galena, Warrenton, addressed the Board regarding the planning commission, asked why the commission was fired and submitted a letter for the record, here to attached.

Dale Barrett, 4253 Hwy 101 N, Seaside, said he is concerned about the planning commission dismissal and that he has heard no formal reason for the action other than in the media which is not reliable. He said we must rely on the planning commission actions to conduct work in the County. Barrett said he had to tell an Arch Cape client he did not know if the new planning commission would be in favor of development. Barrett accused the Board of having an agenda they are unwilling to share with constituents and that they must let citizens know their intentions of replacing the planning commission.

CONSENT CALENDAR

Roberts moved and Huhtala seconded a motion to remove item q as requested by the County Manager and place item b. May 11, 2011 minutes under Other Business as item I and approve the consent calendar as amended. Motion passed unanimously.

a. Board of Commissioners Jan. 26, 2011 regular meeting minutes ..... {Page 1}
~~b. Board of Commissioners May 11, 2011 regular meeting minutes ..... {Page 11}~~
c. Accept high bids from June 6, 2011 Sheriff's sale ..... {Page 27}
d. Approval of Sheriff's return of sale ..... {Page 43}
e. Amendment to State Parks agreement for beach approach hauling ..... {Page 59}
f. Oregon Health Authority 2011-13 Public Health agreement ..... {Page 67}
g. Community Development Block Grant support agreement ..... {Page 219}
h. Oregon Health Authority 2011-13 intergovernmental agreement for Addiction and Mental Health Services ..... {Page 225}
i. Oregon Health Authority 2011-2013 food-borne illness prevention agreement ..... {Page 253}
j. Appointment of Sheriff as Clatsop County Supervisory Authority ..... {Page 259}
k. Transfer of Community Corrections and Animal Control to Sheriff's Office ..... {Page 263}
l. Dispatch services agreement ..... {Page 267}
m. Interfund loan to Marine Patrol ..... {Page 275}
n. Contract with Bio-Oregon for fish food ..... {Page 277}
o. May 17, 2011 Rural Law Enforcement District election abstract ..... {Page 287}
p. Fiscal Year 2010-11 budget adjustments ..... {Page 289}
~~q. Community Corrections 2011-12 mental health contract ..... {Page 293}~~
r. Community Corrections 2011-12 alcohol and drug treatment contract ..... {Page 307}

PUBLIC HEARINGS

a. Ordinance 11-01 amending the Clatsop County zoning map on an application filed by Stan Eglas

There were no commissioner ex-parte contacts, conflicts or objection to the jurisdiction of the Board to hear the matter. Jennifer Bunch, Planner, gave an overview of the zone change and the discovery that the ordinance contained text errors that were corrected. Bunch gave an overview of the zoning on the property and non-conforming use. Citing the applicable goals, Bunch said they are all satisfied as are the land use planning goals. She said the proposed zoning creates a nice strip of zoning along Hwy 30; the property is already used in a commercial fashion adjacent to the Berry Patch; ODOT is not concerned with the zone change and the Planning Commission recommends approval.

Rohne opened the hearing for public comment; hearing none, Rohne closed the public hearing. Rohne said he is familiar with the area and is in favor of the ordinance. *Roberts moved and Lee seconded a motion to conduct the second reading, and approve the ordinance.* Bunch conducted the second reading: 'An ordinance amending the Clatsop County zoning map from RC-MFR to RCC on property owned by Stan Egaas and known as T8N R6W SEC36CA TL3300.' *Motion carried unanimously.*

b. Ordinance 11-02 amending Clatsop County zoning map from RCC to RC-MFR on an application filed by Wilma Devries

There were no commissioner ex-parte contacts, conflicts or objection to the jurisdiction of the Board to hear the matter. Bunch gave the staff report stating the property is adjacent to Westport. Bunch gave an overview of zoning beginning in 1980 when the property was zoned Rural Service Area-Multi Family Residential up to 2003 when the zoning was changed to Rural Community Commercial. She

said the structure is currently used as apartments and the applicant wants to amend the zoning map to ensure the use is conforming and to resolve issues with a mortgage company. Bunch said the applicable goals are satisfied as are land use planning goals and the Planning Commission recommended approval.

Rohne opened the hearing for public comment; hearing none, Rohne closed the public hearing. *Birkby moved and Roberts seconded a motion to conduct the second reading and approve the proposed zoning map amendment as recommended by the Planning Commission.* Bunch conducted the second reading: 'An ordinance amending the Clatsop County zoning map from RCC to RC-MFR on property owned by Wilma Devries and known as T8N R6W SEC36CA TL2400'. *Motion carried unanimously.*

c. Ordinance 11-03 amending Clatsop County zoning map from RC-MFR to RCC-LI on an application filed by Clatsop County

There were no commissioner ex-parte contacts, conflicts or objection to the jurisdiction of the Board to hear the matter. Bunch gave an overview of zoning dating back to 1980 through 2010 when a 2003 zoning error was discovered when Mr. Morrisey made inquiries regarding expansion of commercial activities on the property. To correct the error, Bunch said Clatsop County must complete the zoning map amendment process. Bunch said goals and criteria have been met as outlined in the staff report and Mr. Morrisey was not charged fees due to County errors. Bunch said the Planning commission recommends approval.

Rohne opened the hearing for public comment; hearing none, Rohne closed the public hearing. *Huhtala moved and Roberts seconded a motion to conduct the second reading and approve the proposed zoning map amendment as recommended by the Planning Commission.* Bunch gave the second reading: 'An ordinance amending and correcting the Clatsop County zoning map from RC-MFR to RCC-LI on property owned by the Morrisey Family Trust and known as T8N R6W SEC36 TL1402'. *Motion was adopted unanimously.*

d. Ordinance 11-04 amending Clatsop County zoning map, comprehensive plan map and zoning ordinance text on an application filed by Michael Benesch, Warrenton Fiber Co. and Waldo Veelle

Roberts declared an ex-parte contact while attending a meeting she saw Mr. Steve Fulton and their only exchange was that he was also attending the meeting; nothing else was discussed. There were no commissioner conflicts or objection to the jurisdiction of the Board to hear the matter.

Patrick Wingard, contract planner for Clatsop County, 1475 5th St. Astoria, addressed the Board. Wingard said the property is located on Dolphin Road and is a mix of light industrial and commercial warehousing; further south on Rainbow's End is a residential area. Wingard feels confident the Lake and Wetlands and Natural Uplands zoning which would not allow development other than ecological restoration plus the 50 foot buffer allows for several hundred feet from the Switzer property which is the closest property. Wingard said the county would have the right to impose conditions should an industrial permit be submitted. Wingard said there are density credits with the Clatsop Plains Community Planning Area portion of the comprehensive plan that do allow in instances where there is a down zoning, as is the case here, to be stored and used in another area of Clatsop Plains. Wingard asked and Commissioners confirmed receipt of communications from Rainbows End residents. Wingard said he wants to change his recommendation and asked the Board to look at the December 2, 2010 letter from Matt Spangler, with the Department of Land Conservation and Development (DLCD), pages 328 and 329 of the agenda packet that raises three issues: Planning and Zoning for Exception Areas,

Proposed Goal 14 Exception, and Transportation Planning Rule Requirements. Wingard said back in 1979 the subject property was established as an exception area pursuant to state land use rules. Wingard explained with that comes additional responsibility of the applicant that the proposed zoning conforms to OAR 664-18 and thought that was satisfied; however in discussions with DLCD he discovered additional work is required. Wingard asked to continue the hearing to 6 p.m., July 27 to allow the applicant to gather additional findings. Huhtala asked if the 50-foot buffer is a setback. Wingard said the county requires a 50 foot buffer to any resource zone. Wingard said a 50-foot setback runs with land characteristics rather than property lines.

Rohne called for testimony from the applicant. Mike Weston, Frog Consulting, addressed the Board and requested rezoning of approximately eight of thirteen acres adjacent to the City of Warrenton to light industrial. Weston said all adjacent property owners involved are on board to downzone 5 of the 13 acres to wetland and the rest light industrial. Weston said the rezone adheres to all county ordinances and codes, a traffic impact study was conducted and there is ample space at the intersection to address traffic. Weston said infrastructure issues are not relevant as they are using their own facilities and fire protection is in place. Weston proposed to draft findings to address the issues raised by Spangler to make the record complete. Steve Fulton representing Warrenton Fiber addressed the Board and said Warrenton Fiber has 130 acres with high density residential and cranberry bogs. He pointed out the zoning was changed in 2007 to high density residential and that they intend to use the cranberry bogs for mitigation; he said they are paying close attention to Mr. Benesch's intentions and feel comfortable that run off will not impede environmental use.

Rohne called for additional testimony.

Jim Scheller, 32607 Turlay Ln., Warrenton, addressed the Board with concerns about the Skipanon River that runs through the property. He said he does not want a batch plant in his back yard. He said the City of Warrenton has certified in its urban growth boundary plan that they have enough industrial land. He said fill has gone into this land for years and urged the Board to protect the integrity of the area and deny the rezoning.

Chuck Switzer, 33559 Rainbow's End Lane, Warrenton, said the cement plant was built without any consideration given to the environment. He said it was nice to hear the development may be storage or other light industrial. Switzer said noise from the cement factory can be heard before 6 am by neighbors to the east of his property. He said he wished the county had oversight of the city planning to make them more responsible.

Rohne called for staff response. Wingard said in the late 1990's the batch plant impacts were reduced to a one page checklist. Wingard said a Department of State Lands fill permit and discharge permit are in the record. Cole said he wanted to discuss Goal 9 and the economy, how to measure and quantify the amount of industrial property in cities and the county, how to measure jobs and how to design a community. Roberts asked for a map showing detail including houses, the batch plant, Perkins Road, and city zoning to see the pattern of zone use to scale. Wingard said he would provide a map.

Following discussion regarding the addition of conditions and buffers to the ordinance, *Roberts made and Huhtala seconded a motion to continue the hearing to July 27, 2011. Motion passed unanimously.*

Exhibit 3c
Board of Commissioners
Meeting Minutes
July 27, 2011

RECORDED

AUG 26 2011

Doc# 201108007 3

Clatsop County Board of Commissioners
Regular Meeting
July 27, 2011

Chair Dirk Rohne called the meeting to order at 6 p.m. in the Judge Guy Boyington Building, 857 Commercial Street, Astoria, Oregon. Also present were Commissioners Patricia Roberts, Peter Huhtala, Debra Birkby and Scott Lee.

Staff Present:

Duane Cole	County Manager
Blair Henningsgaard	County Counsel

AGENDA APPROVAL

Lee made and Huhtala seconded a motion to approve the agenda. Motion carried unanimously.

BUSINESS FROM THE PUBLIC

There was no business from the public.

CONSENT CALENDAR

Roberts moved and Birkby seconded a motion to approve the consent calendar. Motion passed unanimously.

a. Letter requesting Oregon Coastal Zone Management Act grant ..... {Page 1}
b. Oregon Department of Fish and Wildlife fish propagation facility intergovernmental agreement ..... {Page 11}
c. Clatsop County Fisheries FY 2011-12 budget adjustment ..... {Page 23}
d. Oregon Commission on Children and Families 2011-13 intergovernmental agreement .... {Page 27}
e. Oregon Commission on Children and Families 2011-13 intergovernmental agreement amendment – Juvenile Crime Prevention ..... {Page 63}
f. Relinquishing property reversionary interest to City of Cannon Beach ..... {Page 98}

PUBLIC HEARINGS

a. Ord. 11-04 amending Clatsop County zoning map, comprehensive plan map and zoning ordinance text on an application filed by Michael Benesch, Warrenton Fiber Co. and Waldo Veelle (*public hearing continued from June 22*)

Patrick Wingard, contract planner, addressed the Board and brought forward additional maps as requested to provide detail of the proposal. Wingard said the applicant is providing a landscape plan including how concerns can be mitigated to provide relief from a light industrial site. Wingard explained the third map shows the terrain to give scale as to where the residential areas are in relation to the industrial site. Wingard pointed out the cranberry bogs and the elevation of the properties. Regarding issues of compatibility, Cole said when urban zones abut city limits it causes the county to look at their annexation issues. He said there is a spot zone situation here that gives pause and looking at the staff report Cole said the findings are not adequate for the Board to adopt. Cole said the City of Warrenton should be asked for their urbanization plans; the downside is the county would give up the density transfers that would encourage additional

development on Clatsop Plains where there are water and sewer issues. Weston addressed the Board and said he spoke with the City of Warrenton to find out if there were any conflicts and that service there is not going to be expanded. Cole said there are no clear guidelines and a needs analysis should be conducted. Wingard said at this point he has concluded his report.

Rohne opened the public hearing and called for testimony from the applicant. Mike Weston, Frog Consulting, addressed the Board and said there is need for light industrial in the county. Weston explained that the property lot sizes are not changing; therefore the proposal satisfies Goal 14. Weston said the argument is that the rezone will not encourage additional development. Weston explained the map and the loss of light industrial zoning in the City of Warrenton and the chance of expanding the urban growth boundary is slim; moving on to the aerial maps Weston explained where the residential areas are located and the proposed and current zoning on the property. Weston explained the project area is surrounded by properties that can be used for mitigation; trees currently on the boundary provide buffers and they are proposing to add trees with varying canopies for a visual buffer.

Birkby declared ex-parte contact with Matt Spangler of the Department of Land Conservation and Development and his response that the Land Use Board of Appeals would approve the application upon appeal. Birkby asked if the density transfers are open-ended. Weston gave an overview of the density credit transfers, banking credits, and how they have been dealt with in the past; the idea was to create tracts of land for land conservancy and place housing in areas better suited to development. Counsel Henningsgaard said most density credits have been placed in Clatsop Plains.

Cole said it is not the county's job to provide light industrial zoning for the city. Cole said the urban growth management agreement has not been addressed in the findings, the county must keep the city's best interest in mind and the findings need additional work. His recommendation is to send the proposal back to the planning commission and staff for additional work. Wingard agreed with Cole. Roberts recommended requesting a formal response from Warrenton. Birkby said the concentration of density credits going into one area with water and sewer issues is concerning. Huhtala said the proposal makes sense to him, but it is prudent to ask staff to prepare additional findings to bring to the Board. Wingard said he will call Matt Spangler for an understanding of the state's position on the findings. *Rohne called for a motion to continue the hearing to September 14, 2011; Roberts so moved with Lee seconding the motion.* Huhtala asked who would prepare the findings. Cole clarified staff would prepare the findings and that he would talk to Warrenton's city manager. *Motion passed unanimously.*

OTHER BUSINESS

a. Lower Columbia Enterprise Zone participation for Columbia Pacific Bio-Refinery ethanol plant

Birkby moved and Roberts seconded a motion to approve the resolution and order authorizing Columbia Pacific Bio-Refinery Ethanol Plant to participate in the Enterprise Zone program. Motion carried unanimously.

b. Electronic monitoring lease agreement with Satellite Tracking of People

Exhibit 3d
Board of Commissioners
Meeting Minutes
September 14, 2011

RECORDED

OCT 1 2 2011

Doc# 201110 0008

Clatsop County Board of Commissioners
Regular Meeting
September 14, 2011

Vice-Chair Peter Huhtala called the meeting to order at 10 a.m. in the Judge Guy Boyington Building, 857 Commercial Street, Astoria, Oregon. Also present were Commissioners Patricia Roberts, and Scott Lee. Commissioner Debra Birkby participated telephonically. Chair Dirk Rohne was excused.

Staff Present:

Duane Cole	County Manager
Heather Reynolds	County Counsel
Jeff Bennett	County Counsel
Jennifer Bunch	Planner
Dean Perez	Human Resources Director / Emergency Management Director

Huhtala noted the passing of former Commissioner Bob Green with a moment of silence.

AGENDA APPROVAL

Roberts made and Lee seconded a motion to approve the agenda; motion carried unanimously.

PROCLAMATION

National Preparedness Month

Vice-Chair Huhtala gave an explanation of National Preparedness Month and the importance of being prepared. *Roberts made and Lee seconded a motion to adopt and read the proclamation; motion carried unanimously.* Huhtala read the proclamation.

BUSINESS FROM THE PUBLIC

Laurie Durhiem, 398 Atlantic, Astoria, would like two public comment periods one at the beginning and one later in the meeting and asked the Board to consider adding a public comment after other business.

CONSENT CALENDAR

Roberts asked to move item g Southwest Coastal Citizen Advisory Committee bylaws revision to item e under other business. *Lee moved to approve the consent calendar as amended; Roberts seconded the motion and it passed unanimously.*

a. Board of Commissioners Aug. 10, 2011 work session minutes ..... {Page 3}
b. Board of Commissioners Aug. 10, 2011 regular meeting minutes ..... {Page 5}
c. Board of Commissioners Aug. 24, 2011 work session minutes ..... {Page 9}
d. Certification of Clatsop Community Action emergency shelter funding ..... {Page 13}
e. Agreement with ODOT for Westport Ferry slip design ..... {Page 15}
f. Quitclaim to Pier 38 Marine and RV Park ..... {Page 25}
~~g. Southwest Coastal Citizen Advisory Committee bylaws revision ..... {Page 29}~~
h. Permission for Commission on Children and Families agency contribution assistance {Page 43}
i. Fairgrounds bleacher purchase ..... {Page 45}

PUBLIC HEARING

Ord. 11-04 amending Clatsop County zoning map, comprehensive plan map and zoning ordinance text on an application filed by Michael Benesch, Warrenton Fiber Co. and Waldo Veelle *(continued from July 27).*

Jennifer Bunch, Planner, addressed the Board explaining the inconsistencies raised by Counsel Bennett; the applicant has asked for a suspension of the application and staff asks that it be remanded back to the Planning Commission to assure compliance with standards. Bennett said it would be appropriate to reopen the public hearing after the suspension. Roberts asked about the standards the applicant is held to. Bennett said the goal post rule applies; Bennett clarified as the suspension occurs there will be dialogue between staff and the applicant which will result in modifications being made to the application and the code.

Huhtala opened the public hearing.

Mike Weston, Frog Consulting, addressed the Board explaining the suspension request to work through the code and the density credits as related to the partition and partition cluster. Weston explained the options he sees available for partitioning the property and applying the density credits. Roberts asked if the application would be divided into two parts. Bennett said there is no residential cluster development component to the application; and there is a site that will receive a density credit or the applicant could take one and bank one. Bennett said there are challenges as to how this works and Planner, Jennifer Bunch, has done research on how density credit provisions were developed. Bennett said Weston proposes to add land in order to fix the fundamental problem. Bennett said one component is industrial, the other is residential and the density credit comes in with the residential to natural resource zone; what the applicant is proposing to do is to add land and they must first partition land to be able to add the land to the development.

Bunch had no further comments.

Huhtala closed the public hearing.

Huhtala made and Roberts seconded a motion to suspend the processing of the application and remand the matter to the Planning Commission for reconsideration; motion passed unanimously.

OTHER BUSINESS

a. Regional sediment management plan

Cole addressed the Board, explaining the plan has been a work in progress for 10 years or so and is a major regional accomplishment. He said the request before the Board is to authorize the chair to sign the declaration of cooperation and letter of recognition and to direct staff to review the plan with the Planning Commission. Huhtala said he has been involved in the project and it was challenging with the multiple uses of the ocean and an agreement is a remarkable accomplishment. Huhtala read the declaration of cooperation. Roberts noted it takes about a decade to see results and supports the plan.

Birkby moved and Lee seconded a motion to authorize the Chair to sign the declaration of cooperation, prepare a letter of recognition for the Board Chair to sign and review the plan with the Planning Commission; motion carried unanimously.

Exhibit 4
Notice of Hearing

CERTIFICATE OF MAILING

I hereby certify that I emailed a copy of the attached **Notice of Hearing** for the consolidated application submitted by Benesch, et al, to those listed on the attached page on said day.

Date: March 16, 2012

Jennifer Bunch, Planner

Taxlotkey	Owner	OwnerLine1	Mailing Address	City	State	Zip
810340000900	ACKLEY STEVEN B/PAMELA M		1570 Pine Ct	Warrenton	OR	97146
810340000801	ANGUS GEORGE S		33812 Perkins Ln	Warrenton	OR	97146
810340002100	BENESCH MICHAEL R		3141 Harrison Ave	Astoria	OR	97103
810340002201	BLUE BELL ENTERPRISES LLC	PACIFICORP DBA	825 NE Multnomah #1900	Portland	OR	97232
810340000702	BROWN CRAIG S	BROWN LORRAINE E	33861 Perkins Ln	Warrenton	OR	97146
810340000904	BROWN RONALD LEE/ TIFFANY CHRISTINE		33754 Perkins Ln	Warrenton	OR	97146
810340002200	BRUGH GEORGE D	BRUGH SHIRLEY I	PO Box 204	Astoria	OR	97103
810340000901	BULLETSET ROBERT D AND	BULLETSET DORIS	33607 Perkins Ln	Warrenton	OR	97146
810340000907	BULLETSET ROBERT D/DORIS M TR	BULLETSET ROBERT D/DORIS M FAMILY TRI	33607 Perkins Ln	Warrenton	OR	97146
810340000711	CARTWRIGHT PETER M/LIZ H		PO Box 86	West Linn	OR	97068
81034CB00500	CLATSOP COUNTY	Attn: Sirpa Duoos	820 Exchange Street, #210	Astoria	OR	97103
810340001008	CORBIN DEBRA A	MILLER REX A	145 Larmon Rd	Ethel	WA	98542
810340001009	FINKLEIN TERRY O/CHRISTINE J		33671 Rainbows End Ln	Warrenton	OR	97146
81033A000300	FUITEN WEST PARTNERSHIP		5475 NE Dawson Creek DR	Hillsboro	OR	97124-5797
81033A001101	GERTTULA STEVEN D/SUZANNE M		92658 Simonsen Rd	Astoria	OR	97103
810340000909	HANSEN KARL R/DIANE M		PO Box 996	Warrenton	OR	97146
810340001010	HERTIG KEVIN R/KATHRYN A		33676 Rainbows End Ln	Warrenton	OR	97146
810340001004	HERTIG KEVIN R/KATHRYN A		33676 Rainbows End Ln	Warrenton	OR	97146
810340000906	JOHNSON MICHAEL G/CINTHIA M		33555 Perkins Ln	Warrenton	OR	97146
810340002202	KDA INC		PO Box 1178	Warrenton	OR	97146
810340002203	KDA INC (C)		PO Box 1178	Warrenton	OR	97146
810340000903	MIDDLETON JEFFREY N		33616 Perkins Ln	Warrenton	OR	97146
81033D000101	NORTHWEST NATURAL GAS CO		220 NW 2nd Avenue	Portland	OR	97209
810340002301	NYGAARD ANDREW MARTIN		PO Box 100	Warrenton	OR	97146
810340001300	NYGAARD DAVID 1/4	WARRENTON FIBER COMPANY 1/2	PO Box 100	Warrenton	OR	97146
810340001011	NYGAARD MARDI		PO Box 100	Warrenton	OR	97146
810340000707	OCASEY TERRENCE M/CAROL E		53509 Kokanee Way	La Pine	OR	97739
81033D000104	P & C LAND CO LLC		1790 SE 3rd St	Astoria	OR	97103
81033D000300	PACK LINDA N		33349 Perkins Ln	Warrenton	OR	97146-7242
81034CB00200	POOLE WAYNE E	POOLE LYNN Y	33605 Rainbows End Ln	Warrenton	OR	97146
81033A000400	RATZLAF WALTER/CAROL 90.01%	WHITE GERALD W/M THERESE 4.06%	3234 NE Wasco St	Portland	OR	97232
810340000910	RUSH DENNIS Z/ LINDA J		PO Box 502	Warrenton	OR	97146
81033A000600	SHAMROCK YACHATS LLC		1430 Willamette St	Eugene	OR	97401

81034CB00300	SWITZER CHARLES F	SWITZER SHOKO	33559 Rainbows End Ln	Warrenton	OR	97146
810340000701	UNITED STATES OF AMERICA		92343 Fort Clatsop Rd	Astoria	OR	97103
81033A000900	VEELLE WALDO		91880 Dolphin Rd	Warrenton	OR	97146-9727
81033D001000	WARILA FAMILY FARM LLC		PO Box 409	Parkdale	OR	97041
81033A001000	WARRENTON FIBER COMPANY		PO Box 100	Warrenton	OR	97146

Jennifer Bunch

From:	Jennifer Bunch
Sent:	Friday, March 16, 2012 2:09 PM
To:	Jennifer Bunch
Cc:	'ODOT Planning & Dev Manager'; abancke@columbiaestuary.org; District technician (clatsopswcd@iinet.com); Ron Ash; Vance Swenson; 'Warrenton FD'; 'caroline.stimson@state.or.us'; 'cityrecorder@ci.warrenton.or.us'; 'citymanager@ci.warrenton.or.us'; 'JOHNSTON Bill'
Subject:	Notice of Hearing
Attachments:	Public Notice_PC.pdf

See attached notice of hearing for the April 10, 2012, Clatsop County Planning Commission meeting.

Jennifer Bunch, CFM
Planner / GIS Specialist
Clatsop County

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NOTICE OF PUBLIC HEARING
BEFORE THE CLATSOP COUNTY PLANNING COMMISSION

Permit #20100547

ORDINANCE 11-04

A consolidated request by Frog Consulting, LLC on behalf of Michael Benesch, Warrenton Fiber Company, Inc., and Waldo Veelle. The applicants propose Comprehensive Plan Map and Text Amendments, Density Transfer, and Cluster Partition on 13 acres located along Dolphin Road just south of the City of Warrenton City Limits / Urban Growth Boundary. Please see attached maps. The applicant proposes rezoning approximately eight (8) acres from Residential Agriculture-5 (RA-5) to Light Industrial (LI) and approximately five (5) acres from Residential Agriculture-5 (RA-5) to Natural Uplands (NU). The five (5) acre rezone also includes the transfer of two (2) development credits, one of which will be used in the proposed cluster partition.

DATE OF HEARING:	April 10, 2012
TIME:	10:00 am
LOCATION:	Judge Guy Boyington Building, 857 Commercial Street, Astoria, Oregon 97103
CONTACT PERSON:	Jennifer Bunch, Clatsop County Planner

You are receiving this notice because you either own property within 750 feet of the property that serves as the subject of the land use application described in this notice or you are considered to be an affected state or federal agency, local government, or special district. Maps illustrating the affected areas are included.

NOTICE IS HEREBY GIVEN that the Planning Division of Clatsop County's Department of Community Development has scheduled a public hearing on this matter before the Planning Commission at **10:00 AM on Tuesday, April 10, 2012**, at the Judge Guy Boyington Building, 857 Commercial St, Astoria, OR 97103.

Interested persons are invited to submit testimony in writing or in person by attending the hearing. Alternately, interested persons may submit testimony in writing by addressing a letter to the Clatsop County Planning Commission, 800 Exchange Street, Suite 100, Astoria, OR 97103. Written comments may also be sent via FAX to 503-338-3666 or via email to comdev@co.clatsop.or.us. Written comments must be received in this office no later than **5PM on Monday, April 9, 2012,** in order to be presented by staff at the April 10, 2012, public hearing.

The subject property includes all or portions of the following tax lots:

Map Number	Owner	Proposed Action
81033A001000	Warrenton Fiber	Zone Change to NU/Transfer Density
81033A000800	Warrenton Fiber	Zone Change to NU/Transfer Density
810340001301	Martin Nygaard	Zone Change to NU/Transfer Density
81033A000900	Waldo Veelle	Zone Change to LI
810340002100	Michael Benesch	Zone Change to LI
810340002000	Michael Benesch	Zone Change to LI
810340001011	Mardi Nygaard	Cluster Partition

NOTE: Failure of an issue to be raised in a hearing, in person, or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes an appeal based on that issue.

The following criteria apply to the request:

County Land and Water Development and Use Ordinance (LWDUO)
1.030 (Definitions)
2.035 (Type IV Procedures)
2.105-2.125 (Notice Requirements for Public Hearings)
3.220 (Residential Agriculture 5 Zone)
3.440 (Light Industrial Zone)
3.600 (Natural Uplands Zone)
5.200 (Subdivisions, Partitions, & Property Lines Adjustments)
5.350 (Transportation System Impact Review)
5.400 (Zone Changes)

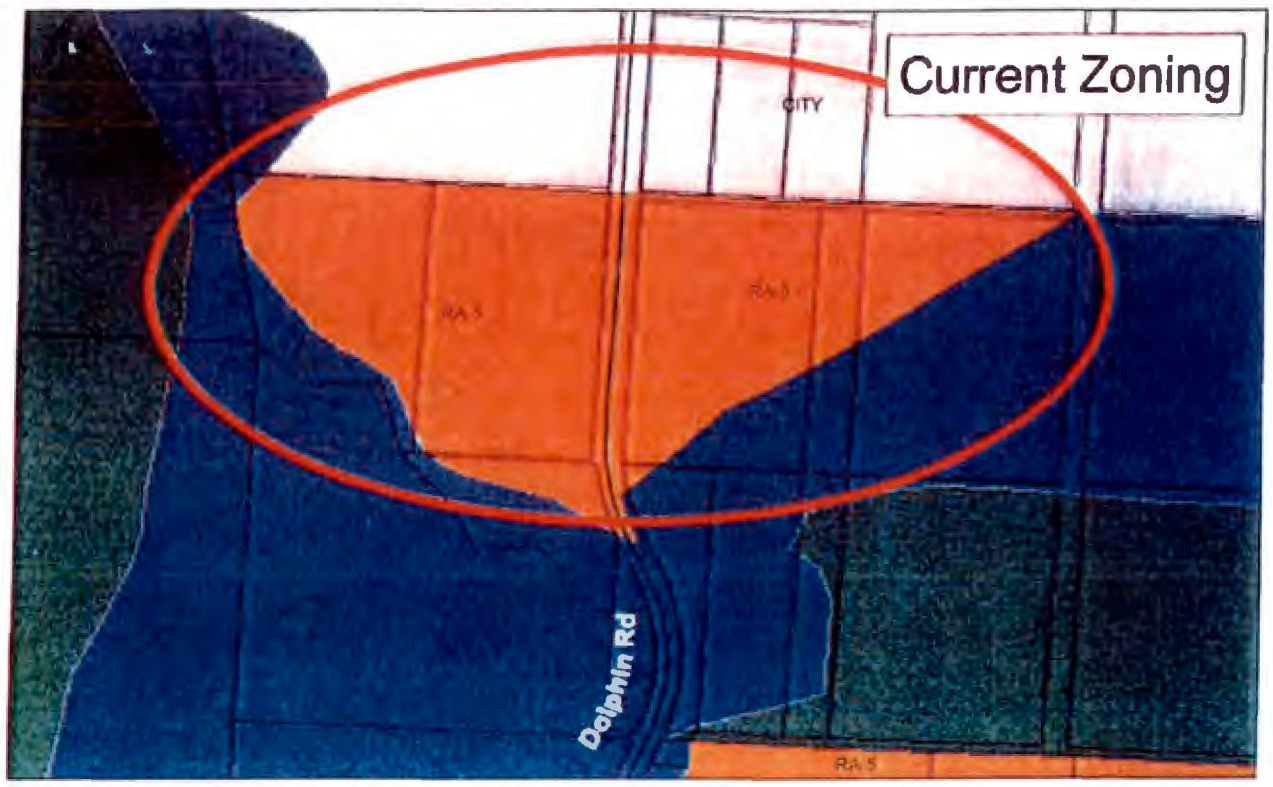
Clatsop County's Standards Document
Chapters 1-3 (Site Oriented Development)
Chapter 3 (S3.150 – S3.162 Cluster Development and Density Transfer)
Chapter 4 (Environmental Protection)
Chapter 5 (Vehicle Access Control and Circulation)
Chapter 6 (Road Standard Specifications for Design and Construction)

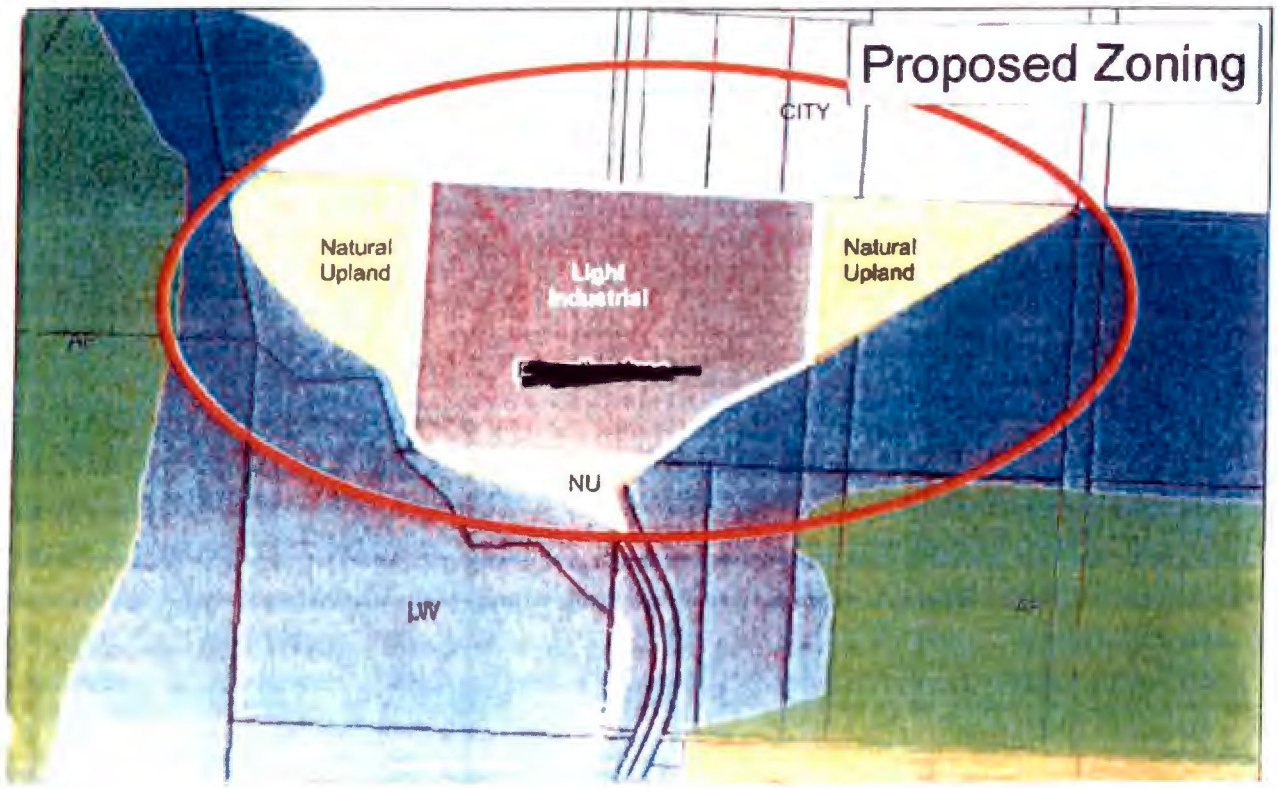
Clatsop County Comprehensive Plan
Goal 1 (Citizen Involvement)
Goal 2 (Land Use Planning)
Goal 5 (Natural Resources, Scenic and Historic Areas and Open Spaces)
Goal 6 (Air, Water, and Land Quality)
Goal 7 (Natural Hazards)
Goal 8 (Recreation)
Goal 9 (Economic Development)
Goal 10 (Housing)
Goal 11 (Public Facilities & Services)
Goal 12 (Transportation)
Goal 13 (Energy Conservation)
Goal 14 (Urbanization),
Goal 16 (Estuarine Resources)
Goal 17 (Coastal Shorelands)
Clatsop Plains Community Plan

A copy of the application, all documents and evidence submitted by or on behalf of the applicant and applicable criteria are available for inspection at the Planning Office during normal business hours (M-F, 8-5) at no cost and will be provided at reasonable cost. A copy of the staff report will be available for inspection at the Clatsop County Planning office at no cost at least seven days prior to the hearing and will be provided at a reasonable cost. If you have questions about this land use matter or need more information, please contact Jennifer Bunch, Clatsop County Planner, at (503) 325-8611 or via email at jbunch@co.clatsop.or.us.

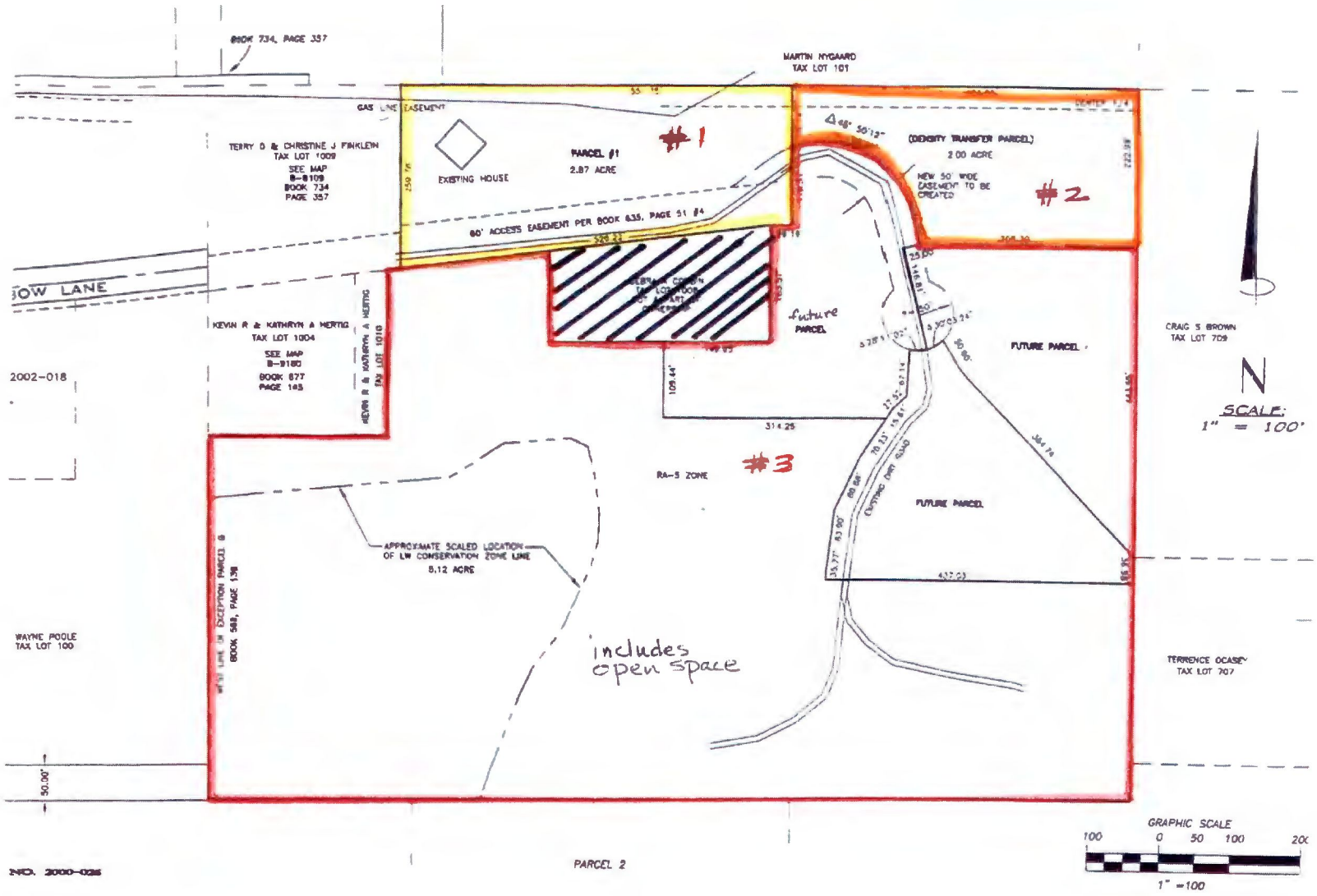
Notice to Mortgagee, Lien Holder, Vendor or Seller: ORS Chapter 215 requires that if you receive this notice it must promptly be forwarded to the purchaser.

Mailed: March 16, 2012





AREA ZONING FOR BENESCH/WARRENTON FIBER CO./VELLE ZONE CHANGE APPLICATION



Cluster Partition

Exhibit 5
Public Comments

RECEIVED
DEC 13 2010
DEPT. OF PLANNING AND DEVELOPMENT
CLATSOP COUNTY

December 13, 2010

TO: Clatsop County Planning Commission

RE: Benesch, Warrenton Fiber Co., & Veolle Consolidated Land Use Application aka, "Dolphin Road Industrial Project"

VIA FACSIMILE: 503-338-3666
We are residents on Rainbow's End Lane in the vicinity of the proposed zone change referenced above. We have the following comments to offer on the proposed zone change.

Noise: The change from RA-5 to light industrial has the potential to generate a lot more noise from the property. As it is now sound does carry to our residences from the currently zoned industrial property and especially the cement plant. The sound of trucks and gravel dumping is loud and very noticeable and in the spring and summer starts before 6am.

Traffic and Road Conditions: Dolphin Road to the South of the property in question is not suitable for industrial traffic. It is the same construction as Dolphin was to the North of the site before it was improved about a year or two ago. Prior to that improvement, industrial use on that portion of the road, severely damaged it and made it almost unusable for passenger vehicles. It is also not wide enough for industrial truck traffic and has no improved shoulders.

These same comments and concerns also apply to Perkins Road which connects Dolphin Road to highway 101 and serves many more residences.

Thank you for your consideration.

Wayne and Lynn Poole

Wayne and Lynn Poole
33605 Rainbows End Lane
Warrenton, Or 97146

Kevin and Katie Hertig
33676 Rainbow's End Lane
Warrenton, Or 97146
Kevin L. Hertig
Katie Hertig BY Kevin Hertig

Chuck and Shoko Switzer
33559 Rainbow's End Lane
Warrenton, Or 97146
Chuck and Shoko Switzer

Dec. 14, 2010

Attention: Julia Decker, Planner
Clatsop County Planning Commission
Transportation & Development Services
800 Exchange Street, Suite 100
Astoria, OR 97103

Dear Planning Commission Members,

My wife and I purchased our home over 20 years ago just south of the area being proposed for rezoning from Residential Agriculture-5 (RA-5) to Light Industrial (LI) and Natural Uplands (NU). We have always been supportive of development provided that it did not negatively impact on our home value, quality of life, the habitat that we love and enjoy or the infrastructure we rely heavily on. This has already been compromised with the development of some existing businesses, such as the concrete plant noise and trucks starting early in the morning and running late in the day especially during the spring through fall months.

Our concerns focus on the following:

1. We question the type of potential businesses should the zone change be granted.
2. How the infrastructure will be provided and what impact it could have on the current users that are down-stream from the proposed development.
    a. Water pressure and quality
    b. Disruption of services for connections, etc.
    c. Access to water for fire protection
    d. Any cost increase for utilities
3. Traffic congestion into and out of Dolphin Road. We have already seen a substantial increase with the existing businesses and residents.
4. The quality and maintenance of Dolphin Road on the part of both the City of Warrenton and Clatsop County. As residents that live in this area we endured many months of severely damaged roads that were not only neglected but even continually further damaged by the concrete and gravel truck traffic. This not only increased expenses for vehicle maintenance, such as wheel alignments, but negatively impacted the value of our property to potential buyers.
    a. What will happen in the future?
5. The continued erosion of land available for wildlife that currently inhabits our area.

Based on our stated questions and concerns as property owners potentially negatively impacted by the requested rezoning, we are opposed to the change and respectfully ask that the members of the Planning Commission reject this request.

Sincerely,

Terry Finklein
Owners
33671 Rainbows End Lane
Warrenton, OR 97146

Christine Finklein

Jennifer Bunch

From: Jim Scheller <jimscheller@charter.net>
Sent: Monday, April 09, 2012 12:11 PM
To: Jennifer Bunch
Cc: Hiller West
Subject: Comments on the Benesch proposal

Dear County Planning Staff and Planning Commissioners,

I previously offered oral testimony in opposition to the rezoning and now offer my written comments relative to the Benesch rezoning proposal:

Neighbors, that include the salmon bearing Skipanon River and associated wetlands, have a right to protection and consideration, in spirit, if not the intentions of State Land Use Goals 5, 6, 7, and 14. Urbanization, Goal 14, is an impact when former 5 acre farms are rezoned to light industrial areas with no assurance regarding future tenant use and the applicant makes the Warrenton Urban Growth Boundary meaningless. I believe the County is spending huge sums to facilitate light industrial properties nearby that provide alternative sites. The adjacent lake and wetlands zones already require a 50 foot buffer and I question wether an additional 50 foot buffer will be created or effective for noise attenuation. Osprey currently nest in this buffer but may be impacted by further commercial construction and use. Open spaces, including the former small farm on the subject property will disappear. Soils that are both compressible and filled exist on this property and will continue to be a source of sediments. Increased amounts of impervious surfaces from industrial rooftops and parking lots may increase the potential for flooding in this estuarine area.
I have been involved, for decades, with several conservation, natural resource and recreational groups within the Skipanon River watershed that inform my opinions and animate these concerns. I urge you to deny the rezoning of these properties and allow the Skipanon River and neighbors some rural peace and quiet.

Sincerely,

Jim Scheller
32607 Turlay Ln.
Warrenton, OR. 97146

Jennifer Bunch

From: Clatsop Development
Sent: Monday, April 09, 2012 8:54 AM
To: Jennifer Bunch
Subject: FW: Response to Ordinance 11-04

From: Chris Finklein [mailto:cfinklein@gmail.com]
Sent: Saturday, April 07, 2012 1:28 PM
To: Clatsop Development
Subject: Response to Ordinance 11-04

April 10, 1210

Clatsop County Board of Commissioners
800 Exchange Street, Suite 100
Astoria, OR 97103

Re: Warrenton Property Zone Change (Dolphin Road Industrial Project) Ordinance 11-04

Dear Commissioners:

We are full time residents living on Rainbows End Lane just west & north of the area being proposed for rezoning from Residential Agriculture-5 (RA-5) to Light Industrial (LI) and Natural Uplands (NU). We are supportive of development provided that it does not negatively impact our home value, quality of life, the habitat that we love and enjoy or the infrastructure we rely heavily upon. This has already been compromised with the development of businesses north of the proposed zone change property, with concrete plant noise and trucks starting early in the morning and running late into the early evening especially during the spring through fall months. The proposed change would add eight (8) more acres of industrial land and five acres of natural uplands that, when fully developed, has the potential to negatively impact the quality and tranquility of our home and substantially decrease our property value.

Our concerns include the following:

1. We question the type of potential development that would occur should the zone change be granted.
2. How the infrastructure will be provided and what impact it could have on the current users.
    a. Water pressure and quality
    b. Disruption of services for connections, etc.
    c. Access to water for fire protection
    d. Any cost increase for utilities
3. Increased traffic noise on Rainbows End Lane & Dolphin Road.
4. Increased traffic and safety for residential home owners that walk & bike on the area roads. From a practical standpoint, the bridge over the Skipanon River on Dolphin Road is only a one-lane bridge, the turns on Dolphin Road just south of Pacific Power are dangerously narrow and somewhat blinded and there are no improved shoulders.
5. Perkins Road is also not designed for commercial traffic and has no improved shoulders. Its intersection with Highway 101 is very dangerous and difficult to negotiate during times of heavy traffic.
6. The quality and maintenance of Dolphin Road on the part of both the City of Warrenton and Clatsop County.
    a. As residents that live in this area we endured many months of severely damaged roads that were neglected by the city and the county and continually damaged by concrete and gravel truck traffic. This not only increased expenses for vehicle maintenance, such as wheel alignments, but negatively impacted the value of our property to potential buyers.

b. What will happen in the future?

7. The continued erosion of land available for wildlife that currently inhabits our area.
8. Having industrial & commercial businesses built immediately adjacent or across from our home. This is the very antithesis of why we purchased our homes in the existing natural, quiet and beautiful setting.

As property owners we have paved and maintained Rainbows End Lane at our own expense. Contrary to the maps provided NO dirt road exists past the Corbin property. The road identified on the map is nothing more than an overgrown trail that is difficult to walk and absolutely impossible to drive.

We purchased our homes knowing that we would have the protection of the Residential Agricultural 5 (RA5) zoning from development that would shatter the beauty of where we live.

As affected property owners negatively impacted by the requested rezoning, we are **opposed** to the change and respectfully ask that you reject this request.

Sincerely,

Terry and Christine Finklein
Owners
33671 Rainbows End Lane
Warrenton, OR 97146

Kevin and Katie Hertig
Owners
33676 Rainbows End Lane
Warrenton, OR 97146

Wayne and Lynn Poole
Owners
33605 Rainbows End Lane
Warrenton, OR 97146

Charles and Shoko Switzer
Owners
33559 Rainbows End Lane
Warrenton, OR 97146

Jennifer Bunch

From: Wayne E. Poole on Yahoo <wayneepoole@yahoo.com>
Sent: Monday, April 09, 2012 4:15 PM
To: Clatsop Development; Jennifer Bunch
Cc: 'Chris Finklein'
Subject: Warrenton Property Zone Change (Dolphin Road Industrial Project) Ordinance 11-04

April 10, 1210

Clatsop County Board of Commissioners
800 Exchange Street, Suite 100
Astoria, OR 97103

Re: Warrenton Property Zone Change (Dolphin Road Industrial Project) Ordinance 11-04

Dear Commissioners,

We are full time residents living on Rainbows End Lane just west & north of the area being proposed for rezoning from Residential Agriculture-5 (RA-5) to Light Industrial (LI) and Natural Uplands (NU). We are supportive of development provided that it does not negatively impact our home value, quality of life, the habitat that we love and enjoy or the infrastructure we rely heavily upon. This has already been compromised with the development of businesses north of the proposed zone change property, with concrete plant noise and trucks starting early in the morning and running late into the early evening especially during the spring through fall months.

We have expressed concerns in prior correspondence and we would reiterate those by reference. We would like to specifically mention our concerns with increased traffic on Dolphin Road. It is true that Dolphin Road in the area of the proposed zone change and north to highway 101 was improved in the past couple years. However, the majority of Dolphin road which continues on to the South to Perkins Road has not been improved. The bridge over the Skipanon River on Dolphin Road is essentially one way traffic only. It is simply not wide enough for two vehicles to pass at the same time. Vehicles always wait for oncoming traffic to clear the bridge before crossing themselves. The turns on Dolphin Road just south of Pacific Power are dangerously narrow and somewhat blinded. The roadway has several areas where the surface is breaking out and sinking. There are no improved shoulders on the entire section from the subject property south to Perkins Road and the road bed is not made for heavy vehicles or heavy usage. It is certainly not improved to the standards on the north end of Dolphin between the subject property and the intersection with Highway 101. Right now this unimproved south section of Dolphin road is used heavily by vehicles accessing the industrial area. This includes ambulance, vans and other oversized work trucks. We are concerned with increased commercial or industrial traffic on this substandard section of Dolphin Road.

We would also like to request that the road standards on the Rainbow's End Lane be examined in connection with the proposed cluster partition. It is our understanding that Rainbow's End Lane is required to be improved to A-20 standards before any further partitions are allowed which are served by this road.

Wayne & Lynn Poole
33605 Rainbows End Lane
Warrenton, Or 97146

Terry & Christine Finklein
33671 Rainbows End Lane

Exhibit 6
Agency Comments

Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
Coastal Services Center
810 SW Alder Street, Suite B
Newport, OR 97365
North Coast Rep. (541) 574-0811
South Coast Rep. (541) 574-1584
Coastal Hazards (541) 574-1095
Fax: (541) 574-4514
www.oregon.gov/LCD

RECEIVED
DEC - 6 2010
Community Development
CLATSOP COUNTY

December 2, 2010

Patrick Wingard
Clatsop County Transportation and Development Services
800 Exchange Street, Suite 100
Astoria, OR 97103

RE: Proposed Comprehensive Plan Map Amendment, File 20100547

Dear Patrick:

Thanks for taking the time to discuss with me the proposed comprehensive plan and zone map amendment referenced above. As we discussed, the proposed findings submitted on behalf of the applicants do not, in several instances, address the appropriate requirements of the applicable Oregon Administrative Rules. The department recommends that revised findings be provided for review prior to any final action by the county on this proposal. Specifically, revised findings addressing the following administrative rule provisions need to be provided.

Planning and Zoning for Exception Areas

The application indicates that the subject properties are not farm lands or forest lands subject to Goal 3 or Goal 4. However, according to the Clatsop County Comprehensive Plan, the lands in question are subject to an acknowledged "irrevocably committed" exception to Goals 3 and 4 (See Clatsop County Comprehensive Plan, Goal 2 Element, Exception Map D, exception area 55 and Exception Findings, exception area 55, page 193.) As such, the zoning of these lands is subject to the requirements of OAR 660-004-0018 which specifies requirements for the planning and zoning of exception areas. The applicants' proposed findings do not address conformance of the proposed Light Industrial (LI) zoning with the provisions of this section, which is necessary in order to comply with Statewide Planning Goal 2.

Proposed Goal 14 Exception

The applicants propose and provide findings for an exception to Statewide Planning Goal 14. Although the application narrative references potential "increase in density" for the land to be rezoned to Light Industrial as the basis for the Goal 14 exception, no specific uses or levels of future development are identified. The department would note that the Light Industrial zone proposed to be applied to the subject property provides for a 30,000 square foot floor area limitation on industrial development, and has been acknowledged as appropriately limiting uses to those rural in scale. A Goal 14 exception is not required

if the floor area limitation of the LI zone is applied to any future development on the property.

Alternatively, if the applicants seek authorization for a higher intensity of development (i.e. greater than 30,000 square feet of building area permitted in the LI zone), then a Goal 14 exception is required. However, the applicants' current findings for a "committed" Goal 14 exception incorrectly address the requirements of OAR 660, Division 4. Instead, for an exception to Goal 14 to authorize urban development on rural lands, findings are needed which address either OAR 660-014-0030 (Lands Irrevocably Committed) or OAR 660-014-0040 (Reasons Exception). As currently submitted, the application does not address these requirements and therefore does not provide adequate justification for a Goal 14 exception.

Transportation Planning Rule Requirements

The Transportation Planning Rule (OAR 660-012-0060) requires that plan amendments which authorize new or expanded land uses must be evaluated to determine whether such amendments would significantly affect existing or planned transportation facilities. As submitted, the application does not provide any analysis as to whether the land uses authorized by the proposed LI zoning may significantly affect transportation facilities in the area. Any final decision to approve the requested change in zoning must incorporate findings and measures that comply with OAR 660-12-0060.

Thank you again for the opportunity to review and comment on this proposal. Pleasc enter these comments into the record for the December 14, 2010 planning commission hearing and subsequent hearings on this matter. If you have any questions regarding our comments, please contact me by phone at (541) 574-1095 or by e-mail at matt.spangler@state.or.us

Yours truly,

Matt Spangler
Regional Representative

Cc: Michael Weston, Frog Consulting, LLC, Darren Nichols, Jon Jinnings (DLCD); DLCD files

Soil and Water Conservation District

750 Commercial Rm 207 Astoria, Oregon 97103

December 9, 2010

RECEIVED
DEC 13 2010
DEPT OF PLANNING AND DEVELOPMENT
CLATSOP COUNTY

Clatsop County
Transportation & Development Services
800 Exchange Street, Suite 100
Astoria, OR 97103

Re: Permit application #20100547

The land proposed for land use changes stands at the mouth of the old Skipanon Creek drainage where the drainage enters the Skipanon River. The old Skipanon Creek drains approximately 366 acres of land. One inch of rainfall on this acreage is equivalent to a little under 10 million gallons of water.

The soil type of the land proposed to be rezoned as Natural Upland is Brallier mucky peat. This is one of the primary hydric soils in our county. Our Clatsop County Soil Survey lists major uses of this soil as Wetland Wildlife Habitat or cropland suitable for cranberry and blueberry production.

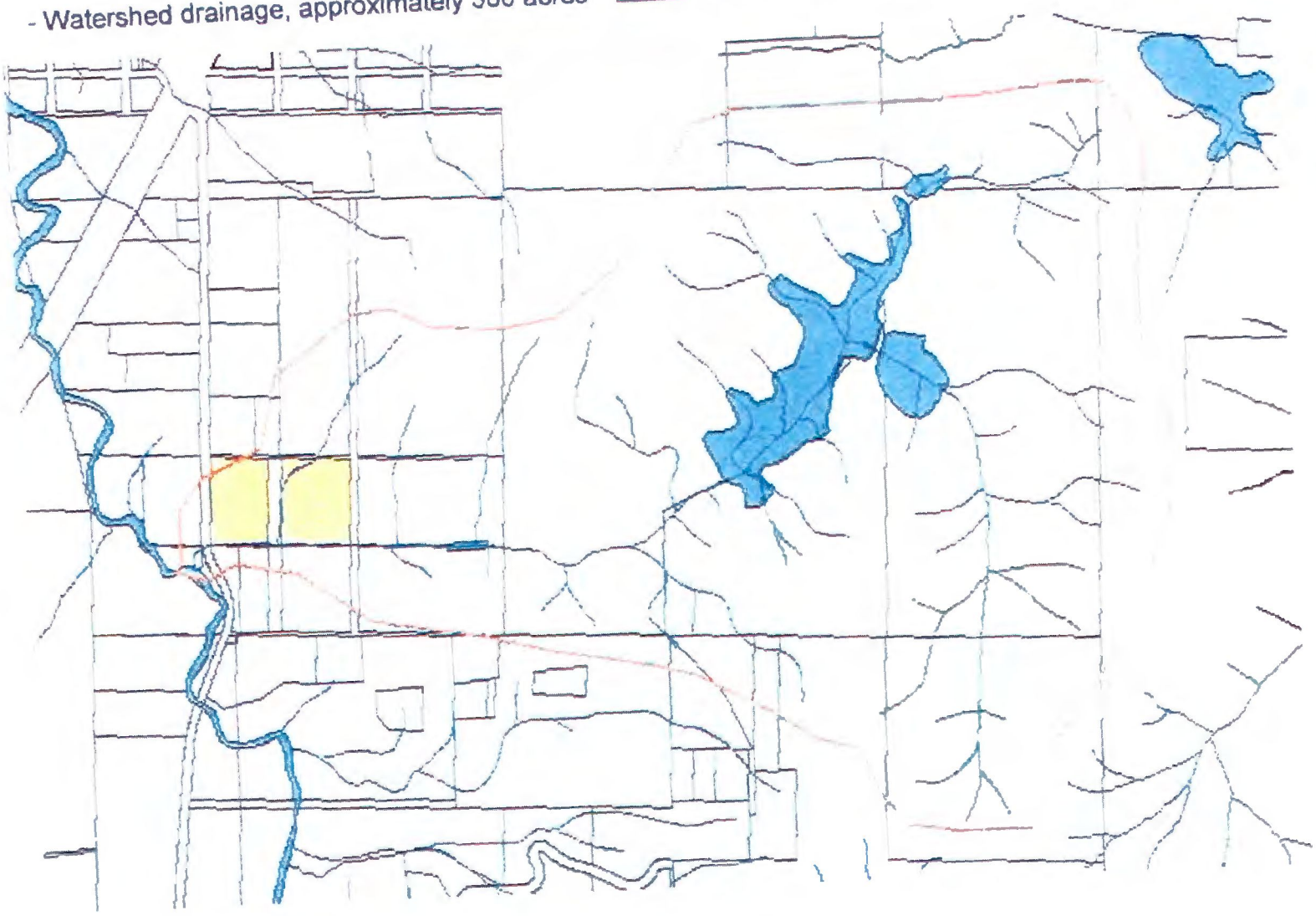
Thank you.

Dave Ambrose
District Technician
503-325-4571

Old Skipanon Creek Watershed

- Watershed drainage, approximately 366 acres

- Taxlots in proposal



Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Region 2, Area 1
350 West Marine Drive
Astoria, OR 97103
(503) 325-5281

December 13. 2010

Julia Decker
Clatsop County Transportation and Development Services
800 Exchange Street, Suite 100
Astoria, OR 97103

RE: Benesch, et al (aka, Dolphin Road Industrial Project)

Dear Ms. Decker:

Thank you for providing the Oregon Department of Transportation (ODOT) the opportunity to comment on this proposed amendment to the Clatsop County comprehensive plan and zoning map.

Future development in this area will be served by Dolphin Road, which is a County facility. No new road approaches connecting to any ODOT facility are proposed at this time. If such facilities are proposed in the future, ODOT permits would be required.

ODOT also concurs with comments submitted by Matt Spangler from the Department of Land Conservation and Development regarding the Transportation Planning Rule (OAR 660-012-0060). In his letter dated December 2, he notes the applicant has not provided an analysis of the impact of future development on transportation facilities.

Although the 13 acres included in this proposed amendment appears to be a relatively small area compared to the existing industrial area to the north, without some analysis it is not clear what the cumulative impact of future development on existing transportation facilities would be, especially the intersections at US 101 and Perkins Lane, and US 101 and Dolphin. ODOT recommends that, at a minimum, a safety and operations analysis be performed.

Thank you again for the opportunity to comment. Please include this letter in the record of the December 14 Planning Commission hearing and any subsequent hearings on this matter. If you have any questions regarding these comments, please contact me at (503) 325-5281 or bill.johnston@odot.state.or.us.

Sincerely,

Bill Johnston
Transportation Planner

Oregon
John A. Kitzhaber, M.D., Governor

Department of Transportation
Region 2, Area 1
350 W Marine Dr
Astoria, OR 97103-6206
503.325.7222

April 21, 2011

Julia Decker
Clatsop County Transportation and Development Services
800 Exchange Street, Suite 100
Astoria, OR 97103

RE: Benesch, et al consolidated land use application

Dear Ms. Decker:

I'm following up on the Planning Commission's December 21 decision concerning the application from Frog Consulting, LLC on behalf of Benesh et al to amend the zoning and comprehensive plan designation for a 13-acre tract on Dolphin Road (Resolution 10-12-02).

In compliance with the conditions of approval (Finding of Fact #3), the applicant has provided the Oregon Department of Transportation (ODOT) with additional information to assist in analyzing the impact of this future development on nearby state transportation facilities.

ODOT is satisfied that the additional traffic volume generated from this relatively small development is not significant enough to require mitigation at either of the affected intersections (US101@Dolphin and US101@Perkins).

Thank you again for the opportunity to comment on this proposed development. If you have any questions regarding these comments, please contact me at 503.325.5281 or bill.johnston@odot.state.or.us.

Sincerely,

Bill Johnston

Bill Johnston
Transportation Planner

c: Mike Weston, Frog Consultants, LLC
Matt Spangler, DLCD

"Making a difference through excellence of service"

CITY OF WARRENTON

August 24, 2011

Mr. Duane Cole, County Manager
Clatsop County
800 Exchange Street, Suite 410
Astoria, OR 97103

Re: Dolphin Road Industrial Project Zone Change et al

Dear Mr. Cole:

City staff has reviewed the materials provided us by Clatsop County on the application identified above. Please note that the previous city Director of Community Development commented on the application last November stating the city had no objections to the rezone and hoped that the uses permitted outright or by conditional use permit in the county light industrial zone would be compatible with the adjacent city general industrial zone. We continue to hold that position.

Transportation impacts of the proposed rezone arose during the initial hearing, and the applicant was directed to provide additional findings on this issue. The Oregon Department of Transportation responded on April 21, 2011, that it's staff had reviewed additional information submitted by the applicant and it was "satisfied that the additional traffic volume generated by this relatively small development is not significant enough to require mitigation at either of the affected intersections (US101@Dolphin and US101@Perkins). While city staff has not seen the additional traffic forecast information, we will defer to the opinion of ODOT that if the US101/Dolphin intersection will continue to function satisfactorily, so too will SE Dolphin Avenue.

Thank you for the opportunity to comment. Should you have any questions, please contact Skip Urling, Interim Planning Director.

Very truly yours,

Kurt Fritsch
City Manager

P.O. Box 250 Warrenton, OR 97146-0250
503/861-2233 FAX: 503/861-2351

Exhibit 7
Planning Commission Meeting Minutes
April 10, 2012
DRAFT

Minutes of April 10, 2012
Clatsop County Planning Commission Regular Session
Judge Guy Boyington Building
857 Commercial Street
Astoria, Oregon 97103

The meeting was called to order at 10:00 a.m. by Chair Francis.

PL Commissioners Present	PL Commissioners Absent	Staff Present
Kay Foetisch-Robb	Susana Gladwin	Jeff Bennett
Bruce Francis		Jennifer Bunch
Jan Mitchell		Hiller West
Robert Stricklin		Clancie Adams
Lianne Thompson		
Michael Tiedeman		

Business from the Public:

There was no business from the Public.

Minutes:

PC Tiedeman moved and PC Stricklin seconded to approve minutes from the March 13, 2012 Planning Commission meeting as corrected and presented by staff. Motion passed unanimously.

Goal 19 (Ocean Resources) Element and related policies:

Hiller West presented an overview of the findings and conclusions in support of a recommendation of approval to the Board of Commissioners for review at their April 25, 2012 meeting. Final drafts reviewed:

- Attachment A - Proposed Goal 19 Element and related policies
- Attachment B - Goal 19 Amendments: Proposed Findings

Requests were made for minor corrections to the drafts by the Planning Commission.

PC Stricklin moved and PC Thompson seconded to adopt the findings in "Attachment B", as modified, in support of a recommendation of adoption of the draft Goal 19 Element and related policies to the Board of Commissioners. Motion passed unanimously.

Chair Francis called for a recess at 10:30 a.m. He reconvened the meeting at 10:45 a.m.

Quasi-Judicial Hearing - Benesch Ordinance 11-04 - Michael Benesch, Warrenton Fiber Co., Waldo Veelle, and Mardi Nygaard Applicants:

Jennifer Bunch presented information regarding Benesch - Ordinance 11-04 consolidated application for a zoning map amendment, comprehensive plan map amendment, comprehensive plan text amendment and cluster partition including the following:

- Overview of staff report and addendums
- Background and timeline information
- PowerPoint presentation outlining:
  - properties affected

- transportation and current road/bridge issues
- identification of potential future parcels
- current and proposed zone changes by property
- overview of light industrial zoning county wide
- discussion of urban growth boundaries and City of Warrenton zoning
- definition of light industrial zoning and comparison to RA5 zoning
- overview of natural buffers and wetlands properties

Counsel Jeff Bennett presented information regarding:

- Original zoning determinations and clarification of exceptions citing OAR 660-004-00181
- Zoning request is in compliance with LCDC
- Impacts of zoning changes from rural to urban use

Staff recommends approval based on the applicant submissions.

No ex parte contacts of interest were reported.
No conflicts of interest were reported.
No objections to the jurisdiction of the Commission to hear the matter at this time were reported.

Chair Francis called for Public Testimony at 11:45 a.m.

Mike Weston, Frog Consulting, representing the applicants, Benesch, Warrenton Fiber, Veele, and Nygaard, spoke in support of the application. Mr. Weston presented an applicant statement of intent which outlined a proposed mitigation project, and defined the existing natural buffers and wetlands restrictions.

It was explained to the commission that there is an asphalt plant adjoining this property which creates serious noise issues for the subject property. In effect this property would never be developed in a residential capacity. Information regarding the following was presented to the commission:

- DLCD agrees with the applicants that this property should be zoned as light industrial
- A Traffic Impact Study was completed and provided to the commission.
- This property borders the City of Warrenton. The properties located in the City of Warrenton are currently zoned industrial and are being utilized as industrial properties.
- Property is not large enough to accommodate a 30,000 square foot building. Size restrictions would possibly accommodate a mini storage facility or small retail businesses.

Discussion ensued regarding buffer zones, future development plans, and mitigation proposals.

Chair Francis recessed the public testimony for lunch at noon. He reconvened public testimony at 1:00 p.m.

Steve Fulton, PO Box 100, Warrenton, representing the applicant Warrenton Fiber, spoke in support of the application. Mr. Fulton detailed several current Warrenton Fiber mitigation projects and future mitigation plans for the subject property. Information was presented regarding:

- Decommissioning the abandoned cranberry bogs. This would create a natural buffer between the properties involved in the zone change and the existing residential neighbors on Rainbows End Lane.
- Run-off impacts affecting the Skipanon and the lower Columbia and flood zone information. He stated that there was no difference in the run-off potential if the property was zoned light industrial or residential as RA5 has no impervious surface limitations.
- Intention of Warrenton Fiber to be a "good neighbor" by joining with Mr. Benesch in this application.

Chuck Switzer, 33559 Rainbows End Lane, Warrenton spoke in support of the application. He stated that he agrees with the zoning changes but had concerns regarding Dolphin Road and traffic impacts. He feels that the changes mesh well with the other properties that border on the application properties. Mr. Switzer also notes that the old cranberry bogs provide a good natural buffer and that no one would utilize the RA zoning due to the asphalt plant that already exists. However, he is concerned that if the property is developed in a way that would increase large truck (semi) traffic on Dolphin Road, the current road infrastructure is inadequate and unsafe.

Linda Pack, 33349 Perkins Lane, Warrenton spoke in opposition to the application. Her concerns center around the traffic impacts on Dolphin Road. Ms. Pack also has concerns about vanishing animal habitat and the impacts that future development will have on her property.

Mike Weston rebutted with information regarding county off street parking standards (2.204). He summarized prior arguments in favor of the application and stated that the DLCD, ODOT and staff were all in favor of the application. Discussion ensued regarding elevations and property contours.

Jennifer Bunch rebutted by expanding on the parking requirements per the county standards document. Due to the requirements, she feels that any development on the property will be substantially smaller than the maximum allowed; which is a 30,000 square foot building that requires 7,600 square foot of parking and 500 square foot of loading, turn-around and driveway surface. She pointed out that the current zoning of RA5 has no limitations on maximum lot coverage.

Jeff Bennett rebutted the concerns regarding construction of "Box Stores" on this property. He pointed out that the light industrial zoning limits retail to a maximum of 3,000 square feet.

Public Testimony was closed at 1:33 p.m.

Chair Francis called for any procedural motions pursuant to Ordinance 197.763. Hearing none, a request was made for a motion and a second.

PC Stricklin moved and PC Thompson seconded to approve the consolidated application for a zoning map amendment, comprehensive plan map amendment, comprehensive plan text amendment and cluster partition with the prescribed conditions submitted by the applicant. Motion passed unanimously.

Other Business

Hiller West presented information on possible commission training options and asked for input from the commission as to what type of training they would like to have provided. Discussion ensued and the commission members indicated the following:

- Commission members agreed that there was little interest in scheduling parliamentary procedure training. There was interest in having presentations and/or training regarding background information on septic tank permit regulations, water regulations, soil hydrology, county geology, etc., and how these elements relate to development.
- Commissioner Thompson would like an assessment of commission members current knowledge and experience prior to the scheduling of training.
- Commission members requested training and clarification regarding the roles and responsibilities of the planning commission and planning ethics.
- Chair Francis would like an overview of how the commission interfaces with the state rules and regulations and what the ramifications are for commission decisions, as well as information on how to effectively work within the framework of the government.

A discussion ensued regarding the possibility of creating a Hearings Officer to conduct hearings. This position would have the ability to review and approve applications not needing to be heard by the planning commission.

Staff member, Jennifer Bunch, asked the Commission for their input regarding alternatives to providing all meeting packet materials printed on paper and sent through the mail. As it is imperative that the Commission receive and review the entire record of any application, there is no alternative to cut down on the materials provided. Several ideas were put forward on alternative methods including:

- Thumb Drives
- Discs
- E-mail
- Providing Information in stages as it is received by the Planning Department instead of in bulk at the time of the hearing

A discussion ensued regarding the election of officers for the commission. It was decided that the election would take place at the July 2012 meeting as that is the first meeting of the new fiscal year.

It was brought to the attention of the commission that the term of two commission members, Michael Tiedeman and Kay Foetisch-Robb, expire on June 30, 2012.

There was no further discussion by staff or the commission.

As there was no further business, the meeting was adjourned at 2:35 p.m.

Respectfully Submitted,

_____

Bruce Francis
Chairperson - Planning Commission

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