



Oregon

Theodore R. Kubongski, Governor

Department of Land Conservation and Development

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Salem, OR 97301-2540

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NOTICE OF ADOPTED AMENDMENT

7/23/2010

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 002-10

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, August 05, 2010

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
Bob Cortright, DLCD Regional Representative

<paa> YA



FORM 2

DLCD

Notice of Adoption

In person electronic mailed

DEPT OF

JUL 16 2010

LAND CONSERVATION
AND DEVELOPMENT

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

Jurisdiction: **Clatsop County**

Local file number: **20090313**

Date of Adoption: **July 14, 2010**

Date Mailed: **March 17, 2010**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date:

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other: **Transportation System Plan**

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

The preferred alternative of the 2003 Clatsop County Transportation System Plan (TSP) established the need for the Miles Crossing/Jeffers Garden Refinement Plan. This refinement plan addresses improvements such as a bicycle and pedestrian facilities, design upgrades, turn lanes, bridge replacements, and access management. In addition the County adopted text amendments that were necessary to implement the refinement plan's recommendations. The text amendments focus on: 1) coordinated review, 2) connectivity, and 3) right-of-way improvements.

Does the Adoption differ from proposal? No, no explanation is necessary

Plan Map Changed from: **n/a**

to: **n/a**

Zone Map Changed from: **n/a**

to: **n/a**

Location:

Acres Involved:

Specify Density: Previous:

New:

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-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. DLCD File No. 002-10 (18182) [16219]

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Local Contact: **Jennifer Bunch**

Phone: **(503) 325-8611** Extension:

Address: **800 Exchange St. #100**

Fax Number: **503-338-3666**

City: **Astoria**

Zip: **OR**

E-mail Address: **jbunch@co.clatsop.or.us**

**BEFORE THE BOARD OF COMMISSIONERS
FOR THE COUNTY OF CLATSOP**

In the Matter of:

AN ORDINANCE AMENDING THE
CLATSOP COUNTY TRANSPORTATION
SYSTEM PLAN AND THE TEXT OF THE
LAND AND WATER DEVELOPMENT AND
USE ORDINANCE

ORDINANCE NO. 10-02

Doc # 2010070016

Recording Date: 7-15-2010

RECITALS

WHEREAS, an extensive public process was conducted to create the Miles Crossing/Jeffers Garden Refinement Plan as required by the Clatsop County Transportation System Plan.

WHEREAS, the refinement plan and associated text amendments were considered by the Planning Commission at a public hearing on June 9, 2010, The Commission unanimously recommended approval, which is attached as Exhibit "PC"; and

WHEREAS, consideration for this ordinance complies with the Post Acknowledgement rules of the Oregon Land Conservation and Development Commission and the Clatsop County Planning Commission has sought review and comment and has conducted the public hearing process pursuant to the requirements of ORS 215.050 and 215.060, and the Board of Commissioners received and considered the Planning Commission's recommendations on this request and held a public hearing on July 14, 2010, on this ordinance pursuant to law on; and

WHEREAS, public notice has been provided pursuant to law; now therefore,

THE BOARD OF COMMISSIONERS OF CLATSOP COUNTY ORDAIN AS FOLLOWS:

SECTION 1. The Clatsop County Transportation System Plan is modified to adopt the Miles Crossing/Jeffers Garden Refinement Plan by reference.

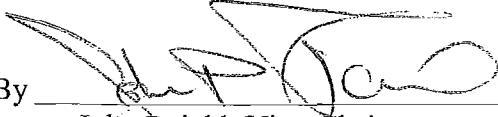
SECTION 2. The Clatsop County Land and Water Development and Use Ordinance text is hereby amended to reflect the changes as recommended by Staff and contained in the Staff Report, Exhibit *PC-A*.

SECTION 3. In support of this ordinance, the Board adopts the findings in the Staff Report dated May 4, 2010, and associated exhibits contained in Exhibit "PC".

Approved this 14th day of July, 2010

THE BOARD OF COUNTY COMMISSIONERS
FOR CLATSOP COUNTY, OREGON

By



John Raichl, Vice-Chair

**BEFORE THE PLANNING COMMISSION
FOR THE COUNTY OF CLATSOP**

In the Matter of

THE MILES CROSSING/JEFFERS GARDEN
REFINEMENT PLAN LEGISLATIVE
AMENDMENTS TO THE CLATSOP
COUNTY TRANSPORTATION SYSTEM
PLAN AND LAND USE ORDINANCE

RESOLUTION AND ORDER

10-05-04

THE ABOVE ENTITLED MATTER came before the Planning Commission on May 11, 2010, for a public hearing and consideration of the Miles Crossing/Jeffers Garden Refinement Plan Amendments to the Clatsop County Transportation System Plan and Land and Water Development and Use Ordinance 80-14.

The Planning Commission after reviewing the findings of fact in Exhibit "A" (*Staff Report*) has determined the proposed changes, except for those changes affecting LWDUO §2.045, are consistent with Clatsop County's Comprehensive Plan and Statewide Planning Goals.

THE PLANNING COMMISSION considering all evidence and public testimony provided by the Planning Department Staff and the Applicant at the public hearing, hereby **RECOMMENDS** **APPROVAL** of the Miles Crossing/Jeffers Garden Refinement Plan as presented in "Exhibit A" *Staff Report*, and the associated Text Amendments, as modified in "Exhibit B", 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 Miles Crossing Refinement Plan Legislative Amendments to Transportation System Plan and Land and Water Development and Use Ordinance, as modified.

SO ORDERED this 21 day of May 2010

THE PLANNING COMMISSION FOR
CLATSOP COUNTY



Cary T. Johnson, Chair
Clatsop County Planning Commission

EXHIBIT "B"

Resolution and Order # 10-05-04

Language recommended to be added to the County's Comprehensive Plan or code is be indicated by underlining and language to be deleted by ~~strike-through~~.

Article 5. Permit and Issue Determinations

Section 5.205 General Standards for Minor and Major Partitions

(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.
- 4) Streets shall be provided consistent with local connectivity plans, as adopted in the County's Transportation System Plan. The connectivity plans illustrate the general location of streets; the exact location and design of streets shall be determined during the development review process. Street location and design shall be determined with consideration for existing and other planned streets, significant natural resources, topography and other environmental constraints, accessibility, safety, and existing and planned land uses to be served by the street(s).

(B) Major Partitions in Resource Zones shall meet the following standards

- 1) Standards in 5.205(1)(A)(1-~~34~~) above shall be met.

(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.
- 3) Streets shall be provided according to Local Connectivity Plans included in the County's Transportation System Plan or Transportation Refinement Plans where applicable. The Connectivity Plans illustrate the general location of streets, and the exact location and design shall be determined during the development review process. The location and design shall be determined with consideration for existing and other planned streets, significant natural resources, topography and other environmental constraints, accessibility, safety, and existing and planned land uses to be served by the street(s).

(B) Major Partitions in Non-Resource Zones shall meet the following standards

- 1) Standards in 5.205(2)(A)(1-23) above shall be met.

Section 5.226 Preliminary Plat Information

The Preliminary Plat of the proposed subdivision shall include the following information:

- (14) Location, width, name, approximate grade, and radii of curves of all proposed streets, their connection or relationship of such streets to any projected or existing streets adjoining the proposed subdivision. Streets shall be provided according to Local Connectivity Plans included in the County's Transportation System Plan. The Connectivity Plans illustrate the general location of streets, and the exact location and design shall be determined with consideration for existing and other planned streets, significant natural resources, topography and other environmental constraints, accessibility, safety, and existing and planned land uses to be served by the street(s). The subdivider shall submit documented preliminary approval, from the County Roadmaster, of his road design.

Section 5.240. Supplementary Information with Final Plat.

- (4) Improvement Plans. Improvement plans shall be submitted for various facilities that are to be constructed by the subdivider, including drainage plans, sewer plans, water plans, curb and gutter, sidewalk and street plans, and any other construction plans that may be required. Improvement plans shall indicate driveways or any other modifications in property access consistent with access management plans or strategies adopted as part of the County's Transportation System Plan. Street plans shall conform to streets proposed in the preliminary plat, except for refinements to location and design that may need to be made given existing and other planned streets, significant natural resources, topography and other environmental constraints, accessibility, safety, and existing and planned land uses to be served by the street(s).

These improvement plans shall indicate design criteria, assumptions and computations for proper analysis in accordance with sound engineering practice. Where such plans are or would be the same as those included in the County's Standard Specifications, they may be submitted by reference to such Standard Specifications.

Article 6. General Provisions

Section 6.020. Access.

Every lot shall abut a street, other than an alley, for at least twenty-five (25) feet. Lots which were created prior to adoption of Ordinance No. 66-2 which do not meet this provision may be built on if it is determined by the Community Development Director under a Type I procedure that: (1) (2)

- (1) Access to be provided is adequate to handle the types and amount of traffic expected for the use.

(2) Access width is adequate for fire protection vehicles.

(3) Access is consistent with applicable access management plans or strategies that are adopted as part of the County's Transportation System Plan.

Section 6.025. Local Street Connectivity.

Local street improvements proposed as part of a land development or land use proposal shall be consistent with the development standards and local connectivity plans of the adopted County's Transportation System Plan. Connectivity Plans illustrate the general location of streets, and the exact location and design shall be determined during the development review process. The location and design shall be determined with consideration for existing and other planned streets, significant natural resources, topography and other environmental constraints, accessibility, safety, and existing and planned land uses to be served by the street(s).

Section 5.240. Supplementary Information with Final Plat.

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Street plans shall conform to streets proposed in the preliminary plat, except for refinements to location and design that may need to be made given existing and other planned streets, significant natural resources, topography and other environmental constraints, accessibility, safety, and existing and planned land uses to be served by the street(s).

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(1) Access to be provided is adequate to handle the types and amount of traffic expected for the use.

(2) Access to be provided complies with access management plans or strategies adopted as part of the County's Transportation System Plan.

~~(2)~~ (3) Access width is adequate for fire protection.

Clatsop County
Transportation & Development Services
Land Use Planning Division
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Astoria, OR 97103

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www.co.clatsop.or.us



“Exhibit A”
Staff Report

REPORT DATE: May 4, 2010

HEARING DATE: May 11, 2010

APPLICANT: Clatsop County

REQUESTS: Legislative Amendments to the Clatsop County Transportation System Plan (TSP) and the Clatsop County Land and Water Development and Use Ordinance

PROPERTY DESCRIPTION: Refer to study area map attached as Exhibit 3.

LOCATION: The study area is located along Highway 101 Business in the Miles Crossing/Jeffers Garden area of Clatsop County. The study area extends from the Highway 202/Highway 101 Bus intersections within the City of Astoria to the Highway 101 Bus/Ft. Clatsop Rd/Airport Lane intersection near the City of Warrenton.

CURRENT ZONING: RCC – Rural Community Commercial
RCR – Rural Community Residential
RCI – Rural Community Industrial
RA-1 – Residential Agriculture 1

STAFF: Jennifer Bunch, Planner

DEPARTMENT RECOMMENDATION: Adopt the findings of this report and recommend approval to the Board of County Commissioners

EXHIBITS:

1. Miles Crossing/Jeffers Garden Refinement Plan (CD)
2. Proposed text amendments to the Clatsop County Land and Water Development and Use Ordinance (LWDUO), Sections 2.045, 4.108, 5.205, 5.226, 5.240, 6.020, and 6.025 (new) [deletions are ~~struck through~~ and additions are underlined]
3. Study Area Map
4. Notice of Public Hearing and Mailing List

I. Overview

In December 2002, Clatsop County adopted the Miles Crossing/Jeffers Gardens Rural Community Plan. The plan created new rural community zones and supports a rural community sewer system that will allow the area to accommodate more development. The Clatsop County Transportation System Plan (TSP), completed in 2003, recommends upgrades to the "Astoria-Warrenton Parkway" (US 101 Business or Highway 105) through the Miles Crossing/Jeffers Gardens Rural Community. The Miles Crossing/Jeffers Gardens Transportation Refinement Plan ("Refinement Plan") was undertaken to address these issues, as well as to maintain local and regional mobility on US 101 Business, particularly as it may serve as an alternate route to US 101.

Objectives of the Refinement Plan include identifying improvements such as sidewalks, bicycle facilities, access management, intersection safety, design upgrades, bridge replacements, and turn lanes to support mobility, safety, and transportation alternatives to the automobile.

The Refinement Plan began in January 2005, was temporarily suspended in November 2005, was resumed in June 2008, and was completed in June 2009. The Refinement Plan was developed through the involvement of a Project Management Team (PMT), Project Advisory Committee (PAC), and the members of the public. PMT members included Ingrid Weisenbach, ODOT; Ed Wegner and Jennifer Bunch, Clatsop County; Carol Parker, City of Warrenton; Brett Estes, City of Astoria; and Laren Woolley and Matt Crall, DLCD. PAC members included: John Raichl, Clatsop County; Mark Kujala, City of Warrenton; Russ Warr, City of Astoria; Jack Crider, Port of Astoria; John Riekkola, Area Resident; Fred Mestrich, Area Business Owner/Water District; Linda Brim, Area Business Owner; Tom Tetlow, Sewer District; Klyde Thompson, Miles Crossing Volunteer Fire Department; Tom Bergin, Clatsop County Emergency Services; Craig Hoppes, Astoria School District; Jim Gedenberg, Logging Truck Representative; Captain Peter Troedsson, Coast Guard; Larry McKinley, ODOT; Skip Hauke, Chamber of Commerce; and Cindy Howe, Sunset Empire Transportation District. The process included two PMT meetings and two PAC meetings to review technical information and provide guidance to the consultant team, and four public workshops on October 28, 2008 and January 22, 2009 to gather a broad range of comments and suggestions included. A project website, hosted by ODOT, was used to provide information about the project to members of the public, including opportunities for participation and feedback. The product is a Final Refinement Plan (Exhibit 1) and proposed code amendments that accompany and implement the plan (Exhibit 2).

Improvement projects that are recommended in the Refinement Plan and this proposal were designed to accommodate traffic that uses US 101 Business as an alternative to US 101, without changing the functional classification or mobility standards for US 101 Business. Recommended improvements include the following projects.

- Three lane cross-sections on US 101 Business, with two travel lanes, a center turn-lane, and sidewalks and bicycle lanes on both sides
- A roundabout at the Miles Crossing intersection in the long-term (with improved signage and striping in the short-term)
- A local connectivity plan
- An access management strategy.

Amendments to the County Land and Water Development and Use Ordinance that are proposed in order to implement the Refinement Plan and its recommendations address the following topics in Sections 2.045 (Pre-application Conference), 4.108 (Application Procedure), 5.205 (General Standards for Minor and Major Partitions), 5.226 (Preliminary Plat Information), 5.240 (Supplementary Information with Final Plat), 6.020 (Access), and 6.025 (Local Street Connectivity [new]).

- Coordinated review

- Connectivity of the local street network
- Right-of-way improvements, particularly driveways/access control.

For detailed information about the recommended improvements and proposed amendments, refer Exhibits 1 and 2.

The proposal before the Planning Commission is to recommend adoption of the Refinement Plan by reference into the Clatsop County Transportation System Plan (TSP), an element of the County's Comprehensive Plan, and to recommend adoption of the proposed amendments to the County's Land and Water Development and Use Ordinance (LWDUO).

II. Applicable Criteria

This staff report has been developed pursuant to Section 2.330, Planning Commission Recommendation, of the Clatsop County Land and Water Development and Use Ordinance (LWDUO):

In preparing its recommendation the Planning Commission shall do the following:

- (1) Identify the provisions of the Comprehensive Plan that govern the decision and prepare findings describing how the proposal complies or fails to comply with these Plan provisions.
- (2) Review the nature of the proposal and describe whether the proposal warrants processing as a legislative matter.
- (3) State reasons for the recommendations and make the recommendations. Recommendations may include policy advice of the Planning Commission in addition to determinations described in (1) and (2) above.

Clatsop County's Comprehensive Plan is acknowledged by the Oregon Land Conservation and Development Commission (LCDC) as being consistent with the 19 Statewide Planning Goals. Proposed amendments to the acknowledged Comprehensive Plan and its implementing ordinances must be supported by findings that demonstrate how the proposed amendments are consistent with current Statewide Planning Goals and associated regulations. The Clatsop County TSP is an element of the County's Comprehensive Plan; adopting the Refinement Plan by reference into the TSP will amend the Comprehensive Plan.

III. Findings

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.

Findings – Goal 1: Citizen involvement occurred throughout the process of developing the Refinement Plan. The process involved a Project Management Team (PMT), Project Advisory Committee (PAC), and the members of the public. PMT members included Ingrid Weisenbach, ODOT; Ed Wegner and Jennifer Bunch, Clatsop County; Carol Parker, City of Warrenton; Brett Estes, City of Astoria; and Laren Woolley and Matt Crall, DLCD. PAC members included: John Raichl, Clatsop County; Mark Kujala, City of Warrenton; Russ Warr, City of Astoria; Jack Crider, Port of Astoria; John Riekkola, Area Resident; Fred Mestrich, Area Business Owner/Water District; Linda Brim, Area Business Owner; Tom Tetlow, Sewer District; Klyde Thompson, Miles Crossing Volunteer Fire Department; Tom Bergin, Clatsop County Emergency Services; Craig Hoppes, Astoria School District; Jim Gedenberg, Logging Truck Representative; Captain Peter Troedsson, Coast Guard; Larry McKinley, ODOT; Skip Hauke, Chamber of Commerce; and Cindy Howe, Sunset Empire Transportation District. The process included two PMT meetings and two PAC meetings to review technical information and provide guidance to the consultant team, and two public workshops on October 28, 2008 and January 22, 2009 to gather a broad range of comments and suggestions included. A project website, hosted by ODOT, was used to provide information about the project to members of the public, including opportunities for participation and feedback. Notices of meetings were provided on the website, through postcard mailings and press releases. The public involvement process is described in detail in the refinement plan and Appendix A of the Plan Appendices.

The process involved pertinent public agencies including the Oregon Department of Transportation (ODOT), Department of Land Conservation and Development (DLCD), Clatsop County, City of Astoria, City of Warrenton, Port of Astoria, Miles Crossing Sanitary Service District, Youngs River Water District, Miles Crossing Volunteer Fire Department, Astoria School District, Coast Guard, and Sunset Empire Transportation District.

Goal 2 - Land Use Planning

The County's land and water have been placed in one of six (6) Plan designations. They are:

1. Development

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.

In Clatsop County, the County has three types of such areas: cities and their urban growth boundaries; rural communities; and rural service areas, which are areas similar to cities (sewer and water) but lack size and a government structure.

b. Urban Growth Boundaries. See land use plans of Astoria, Cannon Beach, Gearhart, Seaside and Warrenton. Clatsop County has adopted each of the city's land use plans for areas outside of the city limits and inside the urban growth boundary. The cities and the County have adopted Urban Growth Boundary Management Agreements. Currently, all cities administer and enforce land use regulations in their respective urban growth areas.

c. Rural Communities. Clatsop County has identified and established boundaries for the following rural communities: Miles Crossing - Jeffers Gardens, Arch Cape, Svensen, Knappa, and Westport. Land use plans in these areas recognize the importance of communities in rural Clatsop County. These communities are established through a process that applies OAR 660 Division 22 requirements. Portions of land identified in the Miles Crossing and Jeffers Gardens rural community plan take an exception to Statewide Planning Goal 3 and Goal 4 for portions of land zoned EFU or AF. The exceptions documentation for a portion of the Miles Crossing and Jeffers Gardens rural community boundary is adopted as part of the Comprehensive Plan, and is located at the end of this section.

2. Rural Agricultural Lands

Agricultural lands are those lands that are to be preserved and maintained for farm use, consistent with existing and future needs for agricultural products, forest and open space. *In land use changes involving a change from Conservation Forest Lands or Rural Agricultural Lands to Rural Lands or Development designations an Exception to the Agricultural Lands or Forest Lands Goals must be taken.*

Findings – Goal 2: Miles Crossing/Jeffers Gardens is an acknowledged Rural Community in the Clatsop County Comprehensive Plan. A combination of Rural Community Residential, Commercial, and Light Industrial zoning has been adopted for Miles Crossing/Jeffers Gardens. There are also small areas of agricultural (EFU) and agricultural/forestry (AF) zoning within the community boundaries, for which exceptions were approved upon acknowledgement of this area as a Rural Community by the County and the State.

The recommendations made in the Refinement Plan support planned land uses in the study area. The recommended three-lane cross-section of US 101 Business, particularly the addition of the center turn-lane, will increase the safety of turn movements and improve access to businesses along the highway in the Miles Crossing/Jeffers Gardens. Recommended sidewalks and striped bike lanes will also improve access, safety, and mobility for multiple modes in the community. The recommended conceptual local connectivity plan enhances local circulation and access to uses off of the highway.

Access management strategies that are recommended in the plan – including approach modifications, alternate access, and consolidated access – are designed to serve existing and future land uses while maintaining or improving safety on the highway mainly by limiting the number of access points and potential sources of conflict.

Statewide Goal 2 also requires coordination between affected agencies. Improvements recommended by the Refinement Plan have been developed in coordination with Clatsop County, the Cities of Warrenton and Astoria, and ODOT. Further, adoption of proposed code amendments will result in increased coordination between the County and ODOT when land use applications within 750-feet of a state highway are submitted.

Goal 3 - Agricultural Lands

Goal

To preserve and maintain agricultural lands.

Findings – Goal 3: The Miles Crossing/Jeffers Gardens Rural Community includes only small areas of land zoned for agricultural uses. Exceptions to this goal were approved by the State upon adoption of the Miles Crossing/Jeffers Gardens Rural Community designation and zoning. Proposed amendments will enhance transportation safety and access to existing employment and residential areas within Miles Crossing/Jeffers Gardens and will not directly impact agricultural lands in the community.

Goal 4 - Forest Lands

Goal

To conserve forest lands for forest uses.

Findings – Goal 4: There is not land designated for forest uses in the study area for this proposal. The Goal 4 policies of the Comprehensive Plan do not apply to this proposal.

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

Goal

To conserve open space and protect natural and scenic resources.

Wetlands

1. The County will protect identified significant freshwater wetlands, for which no conflicting uses have been identified, from incompatible uses.

Findings – Goal 5: Goal 5 resources identified in the Clatsop County Comprehensive Plan include big game areas, wetland sites, quarries/pits, nesting sites, and historic sites. These resources are not found in the study area for the proposal.

The roadway cross-sections recommended for US 101 Business in the Refinement Plan can be implemented within the existing public right-of-way. However, additional pavement in the public right-of-way for the recommended cross-sections increases impervious surface and potentially impacts wetlands or sensitive lands in the north-south segment of the highway as indicated in Technical Memo 4B. Any impacts that result from improvements to US 101 Business will be identified as part of project planning and mitigated at the time of project construction. No additional impacts to wetlands, sensitive lands, or wildlife are anticipated outside the right-of-way for the recommended cross-sections.

The local connectivity plan in the Refinement Plan indicates general alignments of local roads to provide and improve local circulation. Detailed alignments must be determined at the time that development is proposed, and the specific alignments will be required to avoid, minimize, and/or mitigate natural resource impacts.

Goal 6 - Air, Water and Land Quality

Goal

To maintain and improve the quality of the air, water and land resources of the state.

Policies

1. The County shall encourage the maintenance of a high quality of air, water and land through the following actions:

(c) cooperating with the State Highway Department to provide an efficient transportation system.

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.

Findings – Goal 6: The recommendations in the Refinement Plan are intended to improve the safety and efficient operation of the transportation system in Miles Crossing/Jeffers Gardens. Specifically, the recommended center turn lane allows for turning cars to pull out of the travel lanes, allowing through traffic to travel more continuously while improving safety. The recommended roundabout also supports continuous travel along the highway, reducing queuing at the intersection. The recommended cross-sections are not projected to create any land and water impacts outside of the existing US 101 Business right-of-way in the community.

Goal 7 - Natural Hazards

Goal

To protect life and property from natural disasters and hazards.

Flood Hazard Policies

2. Through an integrated flood hazard management program, the county will implement and administer appropriate land use planning techniques and construction standards.

Policies for Streambank Erosion and Deposition

2. A buffer of riparian vegetation along streams and rivers should be encouraged in order to protect and stabilize the banks.

Findings – Goal 7: Most of the land in the study area, except for higher land along Lewis & Clark Road south of US 101 Business, is located within 100-year floodplain according to Map 2 (Hazards, Lewis and Clark-Olney-Wallooskee Planning Area) in the Lewis & Clark, Youngs and Wallooskee River Valleys Community Plan. However, the recommended cross-sections and intersection treatments in the Refinement Plan do not create any additional impact on, or conflict with, identified natural hazard areas in the Miles Crossing/Jeffers Gardens Rural Community.

The local connectivity plan in the Refinement Plan indicates general alignments of local roads to provide and improve local circulation. Detailed alignments must be determined at the time that development is proposed, and the specific alignments will be required to avoid, minimize, and/or mitigate natural resource impacts.

The study area borders streams and Youngs Bay and does not propose projects affecting or spanning into these water bodies.

Goal 8 – Recreational Lands

Findings – Goal 8: There are not recreational lands within the proposal study area and the recommended improvements do not impact access to recreational lands. Therefore the Goal 8 Recreational Lands policies of the Comprehensive Plan do not apply to the proposal.

Goal 9 - Economy

Goal

To diversify and improve the economy of the state and Clatsop County.

Findings – Goal 9: The economic development policies of the Comprehensive Plan address topics of forest products, fisheries, tourism, and human resources, and do not have direct bearing on the proposed adoption of the Refinement Plan and its recommendations. However, the improvements in safety, mobility, and transportation choices that the recommendations represent all support business and economic development in Miles Crossing/Jeffers Gardens Rural Community.

Goal 10 - Population and Housing

Goal

To provide for the housing needs of citizens of the state.

Findings – Goal 10: The Goal 10 Housing policies of the Comprehensive Plan do not apply to the proposal. However, implementation of the recommended local connectivity plan will improve access to existing and future residential development in the community.

Goal 11 - Public Facilities and Services

Public Facilities Goals

2. Outside of Urbanizable Areas -

a. To support the provision of needed public facilities for rural areas at levels appropriate for rural densities;

Findings – Goal 11: Transportation modeling of future conditions performed for the Refinement Plan was based on population and employment forecasts that were, in turn, based on projected water and sewer system capacity (Plan Appendix C). Recommended projects were developed in response to the findings from the transportation modeling.

The sewer system currently being constructed in the Miles Crossing/Jeffers Gardens Rural Community to address environmental and public health issues was part of the assumptions used in the population and employment forecasts. Public sewer systems are prohibited outside urban growth boundaries (UGBs) in Oregon except to protect environmental and public health. The sewer system will support levels of development greater than septic systems, however development in the area will otherwise be limited by zoning and water supply and system capacity.

Goal 12 - Transportation

Goal 1: Mobility

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

Goal 2: Livability

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

Goal 3: Coordination

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

Goal 4: Public Transportation

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

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.

Goal 6: Accessibility

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

Goal 7: Environment

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

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.

Goal 9: Capacity

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

Goal 10: Transportation Funding

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

Goal 11: Safety

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

Findings – Goal 12: The alternatives and recommendations in the Refinement Plan were evaluated against criteria that generally reflect the goals listed above under Goal 12 of the Comprehensive Plan. (Goals and policies are not identified in the County's TSP.) Refinement Plan criteria included connectivity, safety, mobility, environmental impacts, quality of life, and multi-modal solutions.

The proposal is intended to improve mobility and safety by recommending a center turn lane in the study area, allowing turning vehicles to pull out of the travel lane and through-traffic to move with minimal delay. The recommended center turn-lane supports mobility and transit accessibility by allowing through-traffic to pass transit vehicles when they are stopped. The center turn lane also is intended to improve access to businesses and residences along US 101 Business. Access to uses off of US 101 Business should be improved by implementation of the local connectivity plan in this proposal.

The proposal supports livability, pedestrian and bicycle facilities, and accessibility by recommending sidewalks and bike lanes for pedestrians and cyclists. Having designated pedestrian and bicycle facilities should increase not just the accessibility but the safety of walking and biking. Recommended access management strategies such as alternate access and access consolidation should also improve safety for walking, bicycling, and driving by limiting the number of access points and potential sources of conflict on the highway.

The recommended cross-sections for US 101 Business minimize environmental impacts and preserve and maximize the existing transportation system by not requiring additional right-of-way or taking residential or employment land along US 101 Business, with the exception of one of two properties that will be taken if the recommended roundabout is implemented. However, property owners of each of the two properties have responded favorably to the proposal in meetings.

The projects recommended in the Refinement Plan meet mobility (capacity) standards with the exception of one leg of the recommended roundabout, which is projected to exceed standards in 2030 (Plan Appendix C). However, the roundabout reduces queues and increases safety, which were challenges for the other alternatives being evaluated.

In terms of coordination, the Refinement Plan has been developed in cooperation with Clatsop County, the Cities of Warrenton and Astoria, ODOT, and members of the public. Proposed code amendments that implement the Refinement Plan also increase the level of coordination between the County and ODOT.

The Refinement Plan identifies potential funding sources for the recommended improvements such as the State Transportation Improvement Program (STIP), ODOT Bicycle and Pedestrian Program (grants), local gas taxes, local improvement districts (LIDs), system development charges (SDCs), developer exactions, and transportation utility fees. Access improvements, including driveways and sidewalks, will be required with private development and redevelopment in the Miles Crossing/Jeffers Gardens according to existing County code and proposed code amendments (Exhibit 2). Similarly, local roads to be implemented according to approved plats and the local connectivity plan recommended as part of this proposal will be required as part of proposed development and subdivisions in the community.

**Transportation Planning Rule (TPR)
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:
 - (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;
 - (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
 - (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.

Findings – OAR 660-012-0060: Because adoption of the Refinement Plan constitutes an amendment to the County's Transportation System Plan (an element of the County's Comprehensive Plan), its adoption is subject to the plan amendment provisions of the Transportation Planning Rule. However, the Refinement Plan and its recommendations do not "significantly affect" transportation facilities as defined by OAR 660-012-0060(1) because they do not change the functional classification of roadways in the study area or the standards by which they are implemented.

There is a potential significant effect where one leg of the roundabout recommended for the Miles Crossing/Jeffers Gardens intersection exceeds the State mobility standard. However, this is offset by the larger improvements in safety and queuing length that the roundabout makes in comparison to the other alternatives, and by its better mobility/capacity performance in comparison to the "T" intersection alternative.

Goal 13 - Energy Conservation

Goal

To conserve energy.

Findings – Goal 13: There are not specific Goal 13 policies that apply to the proposal. However, the proposal generally supports energy conservation in recommending improvements for mobility, connectivity, and transportation alternatives.

Mobility will be improved (and potential congestion reduced) by providing a center turn lane for turning vehicles. The center turn lane also serves transit and mobility by allowing vehicles to pass transit vehicles as they stop. Implementation of the local connectivity plan will create more direct connections between locations on local roads off of US 101 Business. Recommended sidewalks and bike lanes improve existing conditions for walking and bicycling. Implementation of the local connectivity plan will improve

Goal 14 - Urbanization

Goal

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

Unincorporated Rural Communities:

Clatsop County has identified and established boundaries for the following rural communities:

Miles Crossing - Jeffers Gardens, Arch Cape, Svensen, Knappa and Westport. Land use plans in these areas recognize the importance of communities in rural Clatsop County.

Policy:

In unincorporated communities outside urban growth boundaries the county may approve uses, public facilities and services more intensive than allowed on rural lands by Goal 11 and 14, either by exception to those goals, or as provided by OAR 660 rules, which ensure such uses do not;

- (1) Adversely effect agricultural and forest operations, and
- (2) Interfere with the efficient functioning of urban growth boundaries.

District Agreements:

Clatsop County has adopted agreements with the service districts with respect to land use planning and coordination. These agreements are contained in separate documents located in the Clatsop County Community Development Department and the respective district offices.

Policy:

The County shall review these agreements every three to six years, or as needed and update accordingly.

Policy Implementation:

1. The type, location and phasing of public facilities and services are factors which should be utilized to direct urban expansion.
2. The type, design, phasing and location of major public transportation facilities (i.e., all modes: air, marine, rail, mass transit, highways, bicycle and pedestrian), and
3. Improvements thereto are factors which should be utilized to support urban expansion into urbanizable areas and restrict it from rural acres.

Findings – Goal 14: The Miles Crossing/Jeffers Gardens area is an officially designated Rural Community in Clatsop County. The adoption of the Miles Crossing/Jeffers Gardens Community Plan included approval of exceptions to Goals 3 and 4.

The Refinement Plan and its recommended improvements are designed to serve only that development that can be supported in Rural Community, as limited by the estimated 20 year-capacity of the water and sewer systems. This area is not planned for intensive or urban-level development. The recommended improvements accommodate traffic that uses US 101 Business as an alternative to US 101, without changing its functional classification or its mobility standards or “oversizing” the roadway and improvements to create inappropriate development pressure on the community.

Goal 15 – Willamette River Greenway

To protect, conserve, enhance, and maintain the natural scenic, economic, and recreational qualities of lands along the Willamette River as the Willamette River Greenway

Findings – Goal 15: The recommendations of the Refinement Plan do not impact the Willamette River Greenway. Goal 15 does not apply to Clatsop County or the proposal.

Goal 16 and 17 - Estuarine Resources and Coastal Shorelands

Goal 16

To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and

To protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon’s estuaries.

Goal 17

To conserve, protect, where appropriate, development and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and To reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.

Findings – Goal 16 and 17: The study area for the proposal is adjacent to the Lewis and Clark River, Youngs River, and Youngs Bay but does not impact them. If recommendations pertaining to bridge improvements included in this proposal are developed into projects in the future, detailed findings for these goals will need to be made in at that time.

Goal 18 - Beaches and Dunes

Goal 18

To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and To reduce the hazard to human life and property from natural or man-induced actions associated with these areas.

Findings – Goal 18: The recommendations of the Refinement Plan do not impact beaches and dunes. The Goal 18 policies of the Comprehensive Plan do not apply to the proposal.

Goal 19 – Ocean Resources

To conserve marine resources and ecological functions for the purpose of providing long-term ecological, economic, and social value and benefits to future generations.

Findings – Goal 19: The recommendations of the Refinement Plan do not impact ocean resources. The Goal 19 policies of the Comprehensive Plan do not apply to the proposal.

Lewis & Clark, Youngs and Wallooskee River Valleys Community Plan

Alluvial Lowlands Policy

Low density activities such as agriculture shall be the preferred uses in the alluvial lowlands.

Alluvial Terrace Policy

Development on this landscape unit should be encouraged to take place nearest to presently urbanized areas, in order to utilize public services most efficiently.

Coastal Foothills Policy

The predominant land use of this landscape unit should be forestry and acreage homesites. This is due to the generally poor foundation characteristics and of severe septic tank limitations of soils in this landscape unit.

[Note: There are sections of the community plan that address public facilities and transportation but do not provide policies.]

Findings – Community Plan: The study area for the proposal is comprised of alluvial lowlands, alluvial terrace, and coast range foothills according to Map 1 (Generalized Landscape Units, Lewis and Clark-Olney-Wallooskee Planning Area) in the community plan, although primarily of alluvial lowlands.

While agriculture is permitted in areas of the Miles Crossing/Jeffers Gardens community, rural residential, commercial, and industrial uses area also permitted. Exceptions to agricultural and forestry Goals 3 and 4 were approved and zoning permitting these uses was adopted with the Miles Crossing/Jeffers Gardens Rural Community boundary in 2002.

A sewer system is being constructed in the community for environmental and public health reasons, but development in the community will be limited to low-density development as allowed for by rural zoning and water system capacity. This proposal does not include recommendations to expand the community boundary and focuses recommended improvements on existing areas of development so as to make efficient use of these facilities and services in areas of the Lewis and Clark-Olney-Wallooskee Planning Area that are already developed.

IV. Recommendation to the Planning Commission

Adopt the findings of this report and recommend approval of the legislative to the Board of Commissioners

Respectfully Submitted,

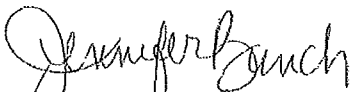

Jennifer Bunch, Planner

Exhibit 1

The Miles Crossing/Jeffers Garden Refinement Plan is available on the enclosed disk.

Miles Crossing/Jeffers Gardens Refinement Plan - Proposed Amendments for Clatsop County

PREPARED FOR: Project Team

PREPARED BY: Frank Angelo, Darci Rudzinski, and Shayna Rehberg, Angelo Planning Group

DATE: Revised May 14, 2009
Modified by Clatsop County May 3, 2010

Introduction

The objectives of the Miles Crossing/Jeffers Gardens Transportation Refinement Plan ("Refinement Plan") have been to analyze improvements such as sidewalks, bicycle facilities, access management, intersection safety, design upgrades, bridge replacements, and turn lanes for the Miles Crossing/Jeffers Gardens Rural Community. Illustrations of the recommendations that have emerged from the Refinement Plan process can be found in the Refinement Plan.

The study area for the Refinement Plan generally coincides with the boundaries of the Miles Crossing/Jeffers Gardens Rural Community, which includes the area around the Warrenton-Astoria Highway (US 101 Business) from the Lewis and Clark Bridge (MP 4.67) to the Old Youngs Bay Bridge (MP 7.08) in unincorporated Clatsop County. In developing recommended improvements for the Refinement Plan, however, the study area expanded to the west to include the US 101 Business/Airport Road intersection in Warrenton and to the north to include the US 101 Business/OR 202 intersection in Astoria.

The final Refinement Plan will be adopted into the County's Transportation System Plan (TSP) by reference. The purpose of this memorandum is to propose amendments to the County's Comprehensive Plan and Land and Water Use and Development Ordinance ("code") that are necessary to implement the Refinement Plan's recommendations shown in Figures 13-16 and included in the narrative of the Refinement Plan. The proposed amendments focus on the following topics:

1. Coordinated review
2. Connectivity of the local street network
3. Right-of-way improvements, particularly driveways/access control.

Language recommended to be added to the County's Comprehensive Plan or code is indicated by underlining and language to be deleted by ~~strike-through~~.

This memorandum does not address amendments for the projects recommended for Warrenton and Astoria. In order to further develop and implement these projects, it will be necessary to

describe them as they are presented in the Refinement Plan in a staff report and adopting ordinance, and then to adopt them by reference into each jurisdiction's TSP. Amendments to Astoria and Warrenton's Comprehensive Plans and codes will not be necessary.

Clatsop County Transportation System Plan (2003)

The Preferred Alternative in the 2003 Clatsop County Transportation System Plan (TSP) establishes the need for the Miles Crossing/Jeffers Gardens Refinement Plan. The Refinement Plan is needed in order to facilitate regional mobility, in which US 101 Business serves as an alternate route to US 101, while allowing for local access, circulation, and livability.

The set of improvements for the area is referred to as the "Astoria-Warrenton Parkway" in the TSP. General recommended projects for the Astoria-Warrenton Parkway identified in the TSP include improvements to the Old Youngs Bay Bridge and Lewis and Clark Bridge and to the Miles Crossing intersection. The Refinement Plan addresses the bridges and the intersection among other recommended projects and improvements. The plan also provides potential roadway cross-sections for the Astoria-Warrenton Parkway.

The TSP also proposes that a change in classification of US 101 Business through Miles Crossing/Jeffers Gardens from a District Highway to a Regional Highway or Expressway be explored in the Refinement Plan. The Refinement Plan does not recommend that the highway classification be changed.

There are no amendments to the County's TSP needed beyond adopting the Refinement Plan into the TSP by reference. The project lists and diagrams, cross-sections, access management strategies, and other implementation measures included in the Refinement Plan's text and figures supplement, refine, and supercede any of those applicable to the Miles Crossing/Jeffers Gardens Rural Community in the 2003 TSP.

Clatsop County Land and Water Development and Use Ordinance (2004)

Coordinated Review

The State's Transportation Planning Rule (OAR 660-012) requires local jurisdictions to have provisions in their codes to coordinate review of land use decisions with the Oregon Department of Transportation (ODOT) and other relevant agencies, when the decisions potentially have impacts on property or facilities under these agencies' jurisdiction.

Clatsop County does address coordination specifically with ODOT in the following provisions of its existing code.

- Per Section 2.110 (Mailed Notice of a Public Hearing), Subsection (2)(D), notice of public hearings must be provided: "to the Oregon Department of Transportation (ODOT) for Type II A and Type III applications related to property within 750 feet of a state highway or that in the opinion of the Community Development Director may be found to have a significant impact on State facilities." Section 2.115 (Mailed Notice for a Type II procedure), Subsection (1)(D) makes the same provision for notice to ODOT.

- In reviewing an application for minor and major partitions, Section 5.203 (Processing Minor and Major Partitions and Property Line Adjustments) requires the Community Development Director to consult with ODOT under the following conditions: “Where a partition is located within 750 feet of a state highway, the Community Development Director will notify the Oregon Department of Transportation (ODOT) of the application and will consider its comments in taking action on the partition request. The tentative plan may be modified, if needed, to meet these standards.”
- As part of the County’s Transportation System Impact Review regulations (Section 5.350), one of the conditions under which a Traffic Impact Study must be prepared is when ODOT determines that the proposed development or land use action may have a significant operational or safety impact on a state highway (Subsection 5.352(2)(A)(2)).

In order to involve ODOT earlier in the review of proposals that may affect State facilities, it is recommended that provisions be made to include the agency in pre-application conferences. This would be done in the same cases that the code already establishes for coordinating with ODOT.

Section 2.045 Pre-application Conference. An applicant or the applicant's authorized representative shall request the Director to arrange a pre-application conference. Unless the applicant and Director agree that a conference is not needed, the conference shall be held within 15 days of the request. The purpose of the conference shall be to acquaint the applicant with the substantive and procedural requirements of the Ordinance, provide for an exchange of information regarding applicable elements of the Comprehensive Plan and development requirements, arrange such technical and design assistance as will aid the applicant, and to otherwise identify policies and proposed development. If the applicant’s proposal is located within 750 feet of a state highway, the Oregon Department of Transportation (ODOT) shall be invited to participate in the conference. The Director, if requested by the applicant, shall provide the applicant with a written summary of the conference within 5 days of the conference. The summary shall include confirmation of the procedures to be used to process the application, a list of materials to be submitted and the criteria and standards which may apply to the approval of the application.

Local Connectivity and Street Layout Plans

The Refinement Plan includes a local connectivity plan for the Miles Crossing/Jeffers Gardens Rural Community. The plan is conceptual and the general alignments shown in the plan will be refined and designed as development occurs in the general alignment areas. It is recommended that requirements for conformance with local connectivity plans be included in the County’s code for major partitions, subdivisions, and general provisions. Incorporating these requirements into the County’s development requirements will implement both this Refinement Plan and any future local connectivity plans that may be developed for other areas of the county.

Partitions

Partitions are distinguished as minor and major based on whether new roadway needs to be constructed. Major partitions involve construction of new roadways, therefore, provisions for local connectivity should apply to all major partitions. New code language addressing

connectivity is proposed below. *Note: The addition of new subsections in Section 5.205 will require the renumbering of subsequent subsections.*

Article 5. Permit and Issue Determinations

Section 5.205 General Standards for Minor and Major Partitions

(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.
- 4) Streets shall be provided consistent with local connectivity plans, as adopted in the County's Transportation System Plan. The connectivity plans illustrate the general location of streets; the exact location and design of streets shall be determined during the development review process. Street location and design shall be determined with consideration for existing and other planned streets, significant natural resources, topography and other environmental constraints, accessibility, safety, and existing and planned land uses to be served by the street(s).

(B) Major Partitions in Resource Zones shall meet the following standards

- 1) Standards in 5.205(1)(A)(1-~~3~~4) above shall be met.

(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.
- 3) Streets shall be provided according to Local Connectivity Plans included in the County's Transportation System Plan or Transportation Refinement Plans where applicable. The Connectivity Plans illustrate the general location of streets, and the exact location and design shall be determined during the development review process. The location and design shall be determined with consideration for existing and other planned streets, significant natural resources, topography and other environmental constraints, accessibility, safety, and existing and planned land uses to be served by the street(s).

(B) Major Partitions in Non-Resource Zones shall meet the following standards

- 1) Standards in 5.205(2)(A)(1-~~2~~3) above shall be met.

Subdivisions

The County's subdivision requirements also include specifications for new streets. Therefore, recommended language below requires that local connectivity plans be referenced in the preliminary and final plat requirements for streets and improvement plans. In addition, access information should also be required information in the improvement plans that are part of the final plat. Additional provisions related to access are discussed in the next section of this memorandum.

Section 5.226 Preliminary Plat Information

The Preliminary Plat of the proposed subdivision shall include the following information:

- (14) Location, width, name, approximate grade, and radii of curves of all proposed streets, their connection or relationship of such streets to any projected or existing streets adjoining the proposed subdivision. Streets shall be provided according to Local Connectivity Plans included in the County's Transportation System Plan. The Connectivity Plans illustrate the general location of streets, and the exact location and design shall be determined with consideration for existing and other planned streets, significant natural resources, topography and other environmental constraints, accessibility, safety, and existing and planned land uses to be served by the street(s). The subdivider shall submit documented preliminary approval, from the County Roadmaster, of his road design.

Section 5.240. Supplementary Information with Final Plat.

- (4) Improvement Plans. Improvement plans shall be submitted for various facilities that are to be constructed by the subdivider, including drainage plans, sewer plans, water plans, curb and gutter, sidewalk and street plans, and any other construction plans that may be required. Improvement plans shall indicate driveways or any other modifications in property access consistent with access management plans or strategies adopted as part of the County's Transportation System Plan. Street plans shall conform to streets proposed in the preliminary plat, except for refinements to location and design that may need to be made given existing and other planned streets, significant natural resources, topography and other environmental constraints, accessibility, safety, and existing and planned land uses to be served by the street(s).

These improvement plans shall indicate design criteria, assumptions and computations for proper analysis in accordance with sound engineering practice. Where such plans are or would be the same as those included in the County's Standard Specifications, they may be submitted by reference to such Standard Specifications.

General Provisions

General provisions provide a way of globally addressing land use proposals in Clatsop County. It is recommended to include requirements related to local connectivity plans for land divisions in these provisions, not as a primary way of implementing the plans but as reinforcement for the requirements proposed in the amendments above.

Article 6. General Provisions

Section 6.020. Access.

Every lot shall abut a street, other than an alley, for at least twenty-five (25) feet. Lots which were created prior to adoption of Ordinance No. 66-2 which do not meet this provision may be built on if it is determined by the Community Development Director under a Type I procedure that: (1) (2)

(1) Access to be provided is adequate to handle the types and amount of traffic expected for the use.

(2) Access width is adequate for fire protection vehicles.

(3) Access is consistent with applicable access management plans or strategies that are adopted as part of the County's Transportation System Plan.

Section 6.025. Local Street Connectivity.

Local street improvements proposed as part of a land development or land use proposal shall be consistent with the development standards and local connectivity plans of the adopted County's Transportation System Plan. Connectivity Plans illustrate the general location of streets, and the exact location and design shall be determined during the development review process. The location and design shall be determined with consideration for existing and other planned streets, significant natural resources, topography and other environmental constraints, accessibility, safety, and existing and planned land uses to be served by the street(s).

Right-of-Way Improvements and Access Management

There are several sections of the code that require improvement plans, including street improvements, and that address access. Requirements for subdivisions, Site Design Review Overlay zones, conditional uses, and site plans, already include provisions either for improvement plans or identification of access points. According to County staff, access to County and State roadways is always evaluated during land division and development application procedures. Existing access points are reviewed for compliance with standards and new access points must go through a permit process. Combined access for properties is implemented wherever possible.

The amendments proposed below implement the Refinement Plan by clearly identifying the TSP, including Refinement Plans that are adopted by reference into the TSP, as a document for guiding and regulating access, and specifying compliance with access management plans or strategies as conditions of approval. Proposed code language will allow for the implementation the Miles Crossing/Jeffers Gardens Refinement Plan and any future access management plans or strategies that the County adopts through a refinement plan or TSP update.

Subdivisions

Improvement plans for facilities are required for final subdivision platting pursuant to Section 5.240(4); Section 5.242 regulates the agreements that implement and guarantee those improvement plans. Sidewalks, curbs, gutters, and streets must be included in an improvement plan as applicable. Proposed amendment language adds the requirement to identify driveways

and other access features or changes according to adopted access management plans or strategies.

Section 5.240. Supplementary Information with Final Plat.

(4) Improvement Plans. Improvement plans shall be submitted for various facilities that are to be constructed by the subdivider, including drainage plans, sewer plans, water plans, curb and gutter, sidewalk and street plans, and any other construction plans that may be required. Improvement plans shall indicate driveways or any other modifications in property access consistent with access management plans or strategies adopted as part of the County's Transportation System Plan.

Street plans shall conform to streets proposed in the preliminary plat, except for refinements to location and design that may need to be made given existing and other planned streets, significant natural resources, topography and other environmental constraints, accessibility, safety, and existing and planned land uses to be served by the street(s).

These improvement plans shall indicate design criteria, assumptions and computations for proper analysis in accordance with sound engineering practice. Where such plans are or would be the same as those included in the County's Standard Specifications, they may be submitted by reference to such Standard Specifications.

General Provisions

General provisions related to access only apply to particular cases in which a lot has less than 25 feet of roadway frontage. These may be rare instances, but should include references to access management plans and strategies as well.

Article 6. General Provisions

Section 6.020. Access.

Every lot shall abut a street, other than an alley, for at least twenty-five (25) feet. Lots which were created prior to adoption of Ordinance No. 66-2 which do not meet this provision may be built on if it is determined by the Community Development Director under a Type I procedure that:

(1) Access to be provided is adequate to handle the types and amount of traffic expected for the use.

(2) Access to be provided complies with access management plans or strategies adopted as part of the County's Transportation System Plan.

~~(2)~~ (3) Access width is adequate for fire protection.



Exhibit 3

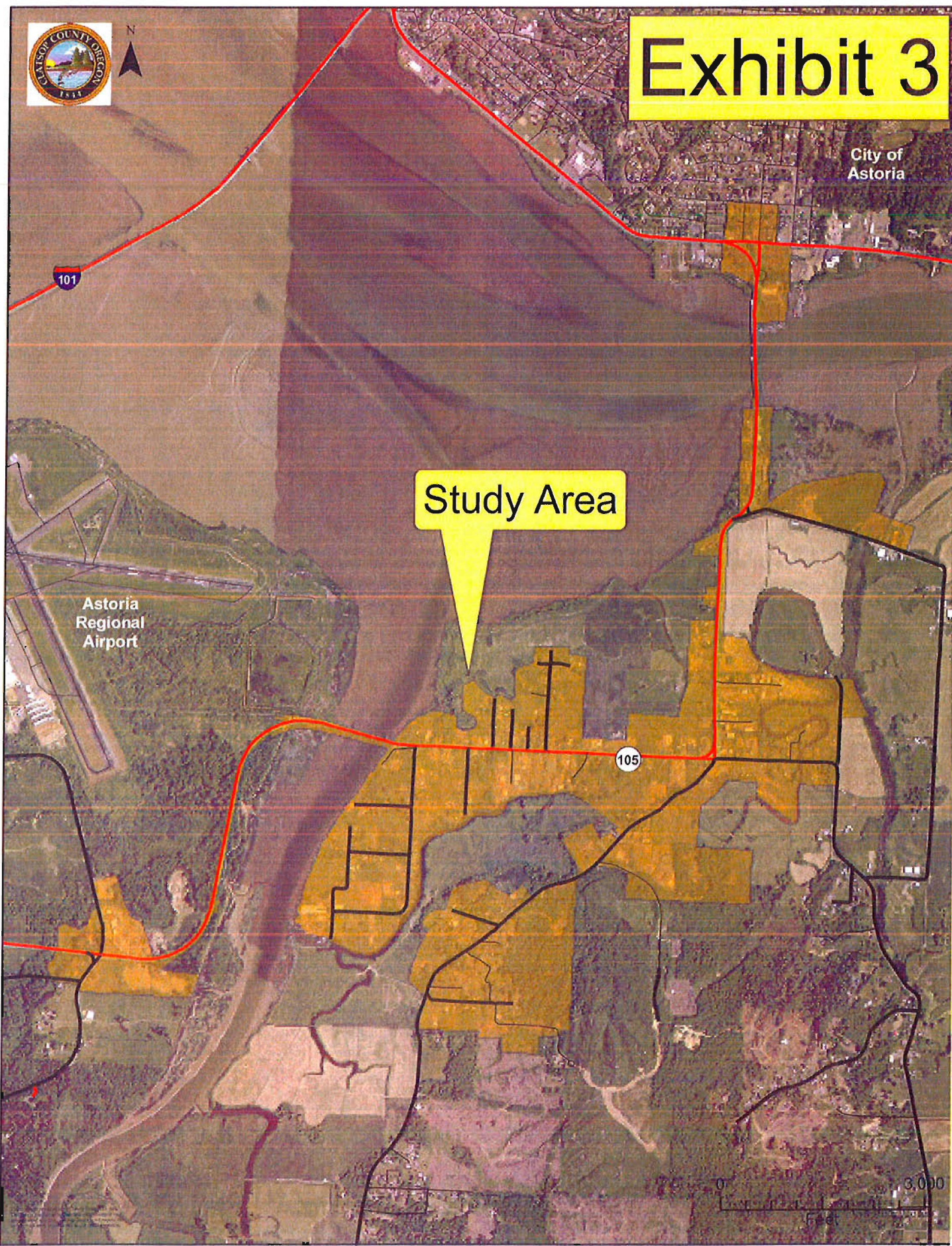
City of Astoria

Study Area

Astoria Regional Airport

101

105



Clatsop County
Transportation & Development Services
Land Use Planning
800 Exchange Street, Suite 100, Astoria, OR 97103

ph: 503-325-8611
fx: 503-338-3666



PLANNING COMMISSION NOTICE OF PUBLIC HEARING

~ ORDINANCE 10-02 ~

Miles Crossing/Jeffers Garden Transportation Plan Amendment
to the Clatsop County Transportation System Plan and Related Text Amendments to the
Land and Water Development and Use Ordinance 80-14

You are receiving this notice because you own property within the Miles Crossing/Jeffers Garden study area that serves as the subject of the land use action described in this letter or you are considered to be an affected state or federal agency, local government, special district, or interested party. A vicinity map for study area included in this notice.

NOTICE IS HEREBY GIVEN that the Clatsop County Transportation & Development Services, 800 Exchange Street, Suite 100, Astoria, Oregon 97103, will be holding a public hearing to consider legislative amendments to the County's Transportation System Plan and the Land and Water Development and Use Ordinance. Pursuant to Section 2.035 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 on **Tuesday, May 11, 2010, at 10:00 AM** in the Judge Guy Boyington Building located at 857 Commercial Street in Astoria, Oregon.

All interested persons may 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 at **503-338-3666**. Written comments must be received in this office prior to **5PM on Monday, May 10, 2010** in order to be considered at the 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 appeal based on that issue.

THE APPLICATION DESCRIBED:

In December 2002, Clatsop County adopted the Miles Crossing/Jeffers Garden Rural Community Plan. The plan created new rural community zones and supports a rural community sewer system that will allow the area to accommodate more development. The Clatsop County Transportation System Plan (TSP), completed in 2003, recommends upgrades to the "Astoria-Warrenton Parkway" (US 101 Business or Highway 105) through the Miles Crossing/Jeffers Gardens Rural Community. The Miles Crossing/Jeffers Gardens Transportation Plan ("Transportation Plan") was undertaken to address these issues, as well as to maintain local and regional mobility on US 101 Business, particularly as it may serve as an alternate route to US 101. Objectives of the Transportation Plan include identifying improvements to improve mobility, safety, and connectivity through the rural communities of Miles Crossing and Jeffers Gardens.

The Planning Commission will hear a proposal to adopt the Miles Crossing Transportation Plan as an amendment to the Clatsop County Transportation System Plan and text amendments to the following LWDUO zoning regulations, which may have an effect on future development: §2.045 Pre-Application Conference, §5.205 General Standards for Minor and Major Partitions, §5.226 Preliminary Plat Information, §5.240 Supplementary Information with Final Plat, §6.020 Access.

In general, the procedure for conduct of the public hearing is as follows:

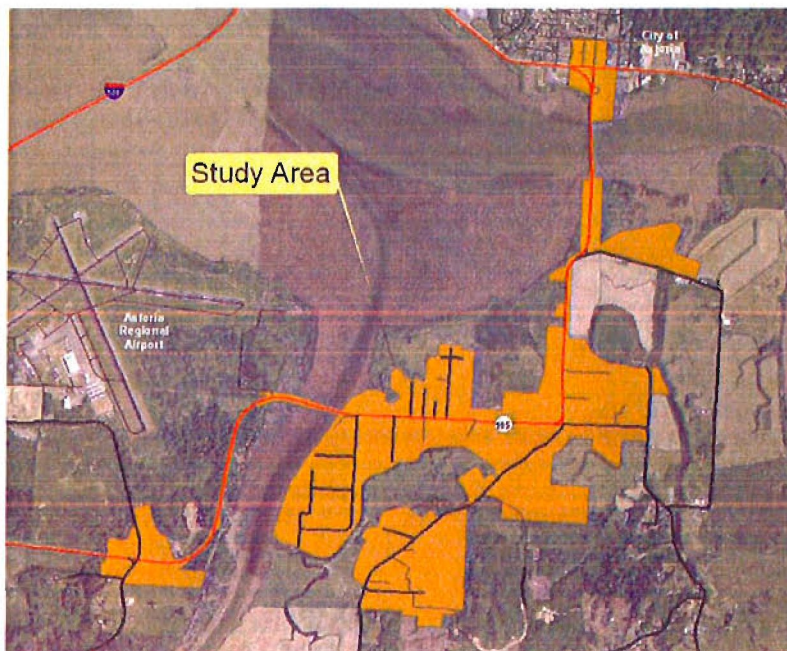
- Introductory statements by the Planning Commission Chair
- Planning Commission disclosures
- Staff report
- Testimony in favor and in opposition
- Staff comments
- Closure of hearing
- Planning Commission deliberation
- Planning Commission decision (in this case, a recommendation to the Board of Commissioners)

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 Clatsop County Transportation and Development Services Office during normal business hours (M-F, 8-5) at no cost and will be provided at reasonable cost. These materials can also be viewed at:

<http://www.co.clatsop.or.us/default.asp?deptid=12&pageid=22>

A copy of the staff report will be available for inspection at no cost at least seven days prior to the hearing and can be viewed in the office or be provided at a reasonable cost.

If you have questions about this land use matter or need more information, please contact the Clatsop County Planning representative for this matter, Jennifer Bunch, Clatsop County Planner, at (503) 325-8611 or 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 Notice Of Hearing
Clatsop County Planning Commission

OWNER_LINE	OWNER_LL_1	STREET_ADD	CITY	STATE
NYGAARD ANDREW MARTIN	NYGAARD DORIS	PO Box 100	Warrenton	OR
TEMPLE CHERI D		PO Box 1016	Warrenton	OR
JESTER & LETHIN PROPERTIES LLC		PO Box 1020	Rochester	WA
BLUE GOOSE PROPERTIES LLC		PO Box 1067	Seaside	OR
EVERSON VIOLA		PO Box 1076	St Helens	OR
GARCIA JULIO LOPEZ	GARCIA ANTONIA GARCIA	PO Box 1094	Astoria	OR
GREEN LYAL L/ELIZABETH M		PO Box 1103	Astoria	OR
EPSTEIN TERESA		PO Box 1112	Ben Lomond	CA
JOHNSON BRIAN		PO Box 1136	Goldendale	WA
KAUPPI KENNETH H		PO Box 1168	Astoria	OR
LEMPEA JOANN/BRIAN E		PO Box 129	North Plains	OR
BUCKINGHAM POLLY		PO Box 1406	Medical Lake	WA
BRUGH GEORGE D/SHIRLEY I		PO Box 204	Astoria	OR
JAMES FRANK W/SYLVA P		PO Box 207	Ocean Park	WA
WHALEY CURTIS L/DEBRA	PERDUE RONALD J/SUSAN M (C)	PO Box 215	Hammond	OR
EGAN JAY L		PO Box 2207	Gearhart	OR
DARLING DAVID		PO Box 2442	Gearhart	OR
SVENSEN FISHING INC		PO Box 274	Astoria	OR
REEVES JEANNE M		PO Box 304	Astoria	OR
DCW PROPERTIES LLC		PO Box 312	Warrenton	OR
KRUEGER RICHARD A		PO Box 32	North Plains	OR
RICHARDS JIMMIE K/DELORES (C)		PO Box 334	Astoria	OR
SHELDON RICHARD N/RUTH E		PO Box 365	Ocean Park	WA
JUNES PEGGY JOHANSEN		PO Box 385	Astoria	OR
BEHNKE EDWIN J JR	SHUMAN BEHNKE HEIDI	PO Box 4	Astoria	OR
MANNERS BETTY JEAN		PO Box 508	Astoria	OR
CADONAU NORMAN/PATSY		PO Box 513	Warrenton	OR
S CULLEN LLC		PO Box 521	Astoria	OR
TAGG ELIZABETH M		PO Box 567	Warrenton	OR
TAGG ELIZABETH M TR	TAGG DONALD L TEST TRUST	PO Box 567	Warrenton	OR
BUTCHER JAMES/KATHRYN L		PO Box 571	Astoria	OR
SCOTT RICHARD E/DAPHNE J		PO Box 7	Warrenton	OR
PHILLIPAKIS CONSTANTINE	PHILLIPAKIS FAMILY TRUST	PO Box 741	Astoria	OR
DOUBLE B INVESTMENTS LLC		PO Box 766	Warrenton	OR
ADAMONIS CHARLES A/MARCENE K		PO Box 776	Warrenton	OR
HENGESTEG FAMILY LIVING TRUST	HENGESTEG PETER O TRUSTEE	PO Box 779	Lake Oswego	OR

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HALL MATTHEW LEON		PO Box 793	Warrenton	OR
NEIKES THOMAS R		PO Box 804	Astoria	OR
CULLEN SALLY A		PO Box 809	Astoria	OR
MESTRICH BRYAN C/TARA R		PO Box 846	Astoria	OR
BRUNICK JOSEPH		PO Box 949	Astoria	OR
BERGHOLM COREEN		PO Box 971	Reno	NV
FIRST NATIONAL ACCEPTANCE CO	QUASHNICK DAVID C/ KARI (C)	PO Box 980	East Lansing	MI
NIEMI ED OIL CO INC		PO Box 989	Astoria	OR
3 HAMMERS LLC		615 Village Terr	Seaside	OR
A TO Z COMPANY		301 Spruce Ave	Gearhart	OR
ABOVE WATER INVESTMENTS LLC		1545 SW 14th Pl	Warrenton	OR
ABRAHAMS MIKE T/MICHELE D		4880 Ash St	Astoria	OR
ADAMS CRAIG/CARRIE L		92319 Stoner Rd	Astoria	OR
AHOLA KAI A		35089 5th Ln	Astoria	OR
ALAN EDLA E	HANSON AMANDA	92253 Clover Rd	Astoria	OR
ALDERMAN JERRY L/MARY L		92168 Lewis & Clark Rd	Astoria	OR
ALLEN EDLA		92253 Clover Rd	Astoria	OR
ALLEN EDLA/HAROLD B		92253 Clover Rd	Astoria	OR
ALTIERI CYNTHIA K		92041 Lewis & Clark Rd	Astoria	OR
AMBER DAWN FISHERIES LLC		2324 NW 90th St	Seattle	WA
ANDERSON JOAN D		92203 Youngs River Rd	Astoria	OR
ARFANIS JOHN		7353 SW 9th Ct	Plantation	FL
ARTMAN BETTY JEAN		92387 G Rd	Astoria	OR
ASPMO BEVERLY J TR	ASPMO EDELL G TRUST	2705 Mill Pond Ln	Astoria	OR
ASSEMBLIES OF GOD OREGON DIST		1775 7th St	Astoria	OR
ASTORIA AUTO WRECKING/RADIATOR		34522 Hwy 101 Business	Astoria	OR
ASTORIA CITY OF				
ASTORIA MARINE CONST CO		92134 Front Rd	Astoria	OR
ASTORIA PORT OF		422 Gateway Ave #100	Astoria	OR
AZEVEDO FRANK E/BEVERLY		92278 Willow Rd	Astoria	OR
BAILEY RICHARD L		92476 G Rd	Astoria	OR
BANHOLZER JOHN A/ELIZABETH A		1556 Coxcomb Dr	Astoria	OR
BARNETT PERCY LEON/BONNIE		1814 4th St	Astoria	OR
BAUMANN LAWRENCE R	BAUMANN SUSAN H	414 Silvergate Ave	San Diego	CA
BAYSHORE APARTMENTS OREGON LTD		1301 Dove St #1080	Newport Beach	CA
BAYVIEW BAPTIST CHURCH			Astoria	OR
BINGHOM BEVERLY K (LEMPKE)		34590 Hwy 105	Astoria	OR

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BISH TIMOTHY		35242 Orchard Ln	Astoria	OR
BLAIR JANENE L		89322 Hwy 202	Astoria	OR
BLOMQUIST JOSHUA R		35384 Highway 101 Business	Astoria	OR
BONDIETTI JOYCE		1036 Grand Ave	Astoria	OR
BOWERS MARY/STEVE F		92254 Front Rd	Astoria	OR
BOWERS STEPHEN F/MARY I		92254 Front Rd	Astoria	OR
BRANDON BERNARDINE O	BRANDON JIM L	92450 G Rd	Astoria	OR
BRANDON VIRGINIA		92152 Lewis & Clark Rd	Astoria	OR
BREWER NANCY JUNE		35208 Orchard Ln	Astoria	OR
BRIGGS MARY L	BRIGGS CHARLES R	6645 SW Alfred St	Tigard	OR
BRIM MICHAEL EUGENE/LINDA J		89503 Lewis & Clark Rd	Astoria	OR
BRIM STACEY R	BRIM BROOK L	91932 Lewis and Clark Rd	Astoria	OR
BROWN FRANK J JR	BROWN RICHARD A	90971 Hwy 101 #63	Warrenton	OR
BROWN MICHAEL L/LYNN J		35188 Laila Ln	Astoria	OR
BROWNING J M LOGGING INC		#10 6th St #203	Astoria	OR
BROWNING JAY		34755 Hwy 101 Business	Astoria	OR
BROWNING JAY M		41901 Hwy 30	Astoria	OR
BUE DAVID A/ PAULA M		35210 Orchard Ln	Astoria	OR
BURGHER BARBARA		92232 Lewis & Clark Rd	Astoria	OR
BURNS FRANK A	BURNS ANGEL K	92192 Lewis & Clark Rd	Astoria	OR
CABALLERO FELIX G		74638 Olson Rd	Clatskanie	OR
CAIN LELAND N/LORENA R		35269 Lyngstad Heights Ln	Astoria	OR
CALVERT DOUGLAS G/SANDRA		92195 Lewis & Clark Rd	Astoria	OR
CARLISLE ROBERT E	CARLISLE PEGGY L	35207 Fick Ln	Astoria	OR
CARLSON DARREN E/ KAREN L		35363 Woodland Ln	Astoria	OR
CARPENTER DIRK/ AMBER		92266 Youngs River Rd	Astoria	OR
CARSON JAMES R/VIRGINIA G	ERVEN ROGER G/MARILYN J (C)	867 Madison Ave #1	Astoria	OR
CARY MARK	CARY ERYN R	344 Pleasant Ave	Astoria	OR
CASTRO-CHAVEZ GERARDO A/	CASTRO TARA M	92385 Carnegie Rd	Astoria	OR
CAULDER TRAVIS/ TAMMIE		92356 E St	Astoria	OR
CAZAREZ VERA RAMON	BRIM AMANDA	3528 Lyngstad Heights Ln	Astoria	OR
CCE PROPERTIES LLC		35072 Jefferson Ln	Astoria	OR
CHATTICK MICHELLE	CHATTICK SHAWN	92375 E Rd	Astoria	OR
CHILSON BETTY LUCILLE		92394 F Rd	Astoria	OR
CLANCY ANGELA MARIE	CLANCY ROBERT MICHAEL	35255 Lyngstad Heights Ln	Astoria	OR
CLATSOP COMMUNITY COLLEGE	LEE RICHARD LESSEE	92257 Lewis & Clark Rd	Astoria	OR
CLATSOP COUNTY				

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CLAY CHRISTA L		2702 SE Lakewood Dr	Milwaukie	OR
CLAYTON FREDERICK M	CLAYTON GERALDINE GOULD TR	8170 SW Vlahos Dr #223	Wilsonville	OR
COASTAL WOODS INC		36608 Valley Vista Ln	Astoria	OR
COLE JOHN D/HAZELANN		4433 38th SW Rd	Seattle	WA
COLE ROBERT F	COLE CECILIA S	35182 Orchard Ln	Astoria	OR
COLLMAN RONALD C TR	COLLMAN RONALD C REV LIV TRUST	34662 Airport Ln	Warrenton	OR
CONDON ROBERT F JR	CONDON LORRAINE E	92290 Willow Rd	Astoria	OR
COOK WILLIAM M/DEBORAH L		91998 Lewis & Clark Rd	Astoria	OR
CORLETT DONNA J		1309 Reetz Rd	Madison	WI
CROWDER DEBORAH R/ JOSHUA I		92270 Clover Rd	Astoria	OR
CUMMINGS ROBERT W		92233 Youngs River Rd	Astoria	OR
CUNNINGHAM JAMES H		35303 Lyngstad Heights Ln	Astoria	OR
CUNNINGHAM WILLIAM R/BETTY ANN		92241 Lewis & Clark Rd	Astoria	OR
CUTLIP EUGENE F/E MARIE		91882 Lewis & Clark Rd	Astoria	OR
DAVIDSON RACHEL M		35335 Schwab Ln	Astoria	OR
DAVIS JAMES A JR/VIRGINIA		35349 Woodland Ln	Astoria	OR
DAVIS NANCY L		869 SW Main	Warrenton	OR
DAW KEVIN G		92301 Clover Rd	Astoria	OR
DAWLEY EARL M	DAWLEY LORETTA S	561 Grand Ave	Astoria	OR
DEAN JOHN MICHAEL	DEAN PAULA JEAN	35237 Hwy 105	Astoria	OR
DELAY JEREMY J	DELAY AMY M	16112 SW 108th Ave #21	Portland	OR
DODSON CHARLES	DODSON SANDRA	92400 F Rd	Astoria	OR
DUBB PHYLLIS S		1864 4th St	Astoria	OR
DUPUY GABRIEL LEE	DUPUY MAILE ALLISON	35413 Hwy 105	Astoria	OR
EICH JOHN R		92492 G Rd	Astoria	OR
ELTZROTH KIMBERLY	GUSTAFSON MARY ELLEN	35203 Orchard Ln	Astoria	OR
EWAN CHERYL M	HICKS RANDY K	92282 Youngs River Rd	Astoria	OR
FALLEUR DONALD R/HELEN A		32315 Ivyloo Acres Ln	Warrenton	OR
FARRIS MERLE/TAMELA		1867 4th St	Astoria	OR
FICK CLIFFORD A/ROXANNE		35228 Fick Ln	Astoria	OR
FILLIGER ARTHUR J/ARDITH M TR	FILLIGER FAMILY LIVING TRUST 1/2	101 Forest Dr #157	Seaside	OR
FISKAL LAWRENCE M		31 NE 83rd	Portland	OR
FOLK JOHN M	FOLK CAROL T	92376 Stoner Rd	Astoria	OR
FORNAS WILLIAM J		125 W Lexington Ave	Astoria	OR
FREEMAN HELEN L	FREEMAN LANCE JEFFREY	1815 5th St	Astoria	OR
FREEMAN ROY D/NANCY M		35369 Woodland Ln	Astoria	OR
FRISCH LARA R		92292 Clover Rd	Astoria	OR

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GALEOTTI JOSEPH F TR	GALEOTTI JOSEPH F LIVING TRUST	35198 Lyngstad Heights Ln	Astoria	OR
GALLAGHER DANIEL P/MARY E		92307 Willow Rd	Astoria	OR
GARDNER GREGORY/SUZANNE		89374 Saddle Mtn Rd	Astoria	OR
GATES PATRICIA MALCOLM TEST TRUST	GOULARD FRANK TR	18 El Greco	Lake Oswego	OR
GEDENBERG JAMES F/SHARON		784 Niagara Ave	Astoria	OR
GERTTULA RICHARD L/PAULA R	VINSON DENNIS/KATHY	404 W Lexington Ave	Astoria	OR
GIPSON CHRISTOPHER J		1802 4th St	Astoria	OR
GNIAZDOWSKI TOM/CHARLOTTE D		92194 Front Rd	Astoria	OR
GOICOCHEA HERIBERTA/JOSE R		92233 Clover Rd	Astoria	OR
GOLIGHTLY JEFFERY W	GOLIGHTLY CHARLENE R	92346 Willow Rd	Astoria	OR
GRAF JUDY K		34707 Production Ln	Astoria	OR
GRAF NATE F		92215 Front St	Astoria	OR
GRAF NOEL		35048 5th Ln	Astoria	OR
GRAHAM ARLENE D		1157 Winchester Ave	Reedsport	OR
GRAXIOLA JOHNATHAN W/NICOLA C		92506 G Rd	Astoria	OR
GROSS ELFRIEDE	GROSS ERHARD W	91775 Lewis & Clark Rd	Astoria	OR
HAGGREN JOSEPH MICHAEL		155 W Bartlett Rd	Lynden	WA
HAGLUND GORDON D/JANICE E		35071 Hwy 101	Astoria	OR
HALEY KYLE A/CHRIS M		92227 Lewis & Clark Rd	Astoria	OR
HAMPTON WILLIAM F/REBECCA S		92384 G Rd	Astoria	OR
HANSEN EVA JEAN		34570 Hwy 101 Business	Astoria	OR
HANSON AMANDA		92253 Clover Rd	Astoria	OR
HARNY PATRICIA ORA	LEDFORD WAYNE	92313 Clover Rd	Astoria	OR
HARRIS STEPHEN D/ALETA C		35416 Woodland Ln	Astoria	OR
HARTLEY JOAN		1070 Warrenton Dr	Warrenton	OR
HARTZELL CHARLES T III	HARTZELL MARGARET L	35105 5th Ln	Astoria	OR
HATCHER JIM/BETTY		37265 Towhee Dr	Astoria	OR
HATLEN JAMES RICHARD		4870 SW 141st Ave	Beaverton	OR
HAUER ROBERT L/JUDY K		91915 Lewis & Clark Rd	Astoria	OR
HAZELETT HOWARD H/DEBRA R B		91906 Lewis & Clark Rd	Astoria	OR
HEDLUND GARY M/CHRISTINA M		4701 N Hwy 101	Gearhart	OR
HEIN DONNA M EST	UTZINGER GROVER W (C)	771 Nehalem Ave	Astoria	OR
HELLIGSO LARRY L/DEANNA M		210 W Grand Ave	Astoria	OR
HELLIGSO NOEL M/JAN S	HELLIGSO FLORA ROBERTA LE	35304 Lyngstad Heights Ln	Astoria	OR
HERMAN JOSEPH M/JEAN M		5265 Ash St	Astoria	OR
HERREN DAVID L/ DEBRA D		35302 Lyngstad Heights Ln	Astoria	OR
HESS DANIEL R/CAROL M		35133 Hwy 101 Business	Astoria	OR

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HESS RICHARD O/ALICIA A		92081 Lewis & Clark Rd	Astoria	OR
HILL TRISHA		92220 Lewis & Clark Rd	Astoria	OR
HILLARD DAVID C/MICHELLE L		92287 Front Rd	Astoria	OR
HILLARD JOSEPH ALAN		92157 Clover Rd	Astoria	OR
HILLARD ROBIN		92224 Front Rd	Astoria	OR
HINES TRENT E	HINES HELENA W	90916 Lewis & Clark Rd	Astoria	OR
HOAGLAND RICK M/SANDI A		92216 Youngs River Rd	Astoria	OR
HOFMANN JEFFREY D/ LISA C		92392 G Rd	Astoria	OR
HUGHES DORIS M		35237 Orchard Ln	Astoria	OR
HUMPHRIES WILLIAM D/WENDY R		34495 Hwy 101 Business	Astoria	OR
IHANDER MARK L	IHANDER RHODA R	92146 Lewis & Clark Rd	Astoria	OR
ISRAEL KATHY E	LARSON ANGELA G	90256 Lewis Rd	Warrenton	OR
IVERSON THOMAS A	IVERSON SUZANNE C	34837 Hwy 101 Business	Astoria	OR
JAAKOLA PETRI K		35141 Hwy 105	Astoria	OR
JACOBSON ROBERT C	JACOBSON NANCY C	35021 Hwy 105	Astoria	OR
JANES MATTHEW R	JANES RICHARD H	35072 SW 4th Ln	Astoria	OR
JC & K PROPERTIES LLC		36266 River Point Dr	Astoria	OR
JENSEN BERNICE/BRIM BETTY/	AZEVEDO BEVERLY	92296 Willow Rd	Astoria	OR
JENSEN CARL ALAN		92402 E Rd	Astoria	OR
JENSEN JOHN TERRY		92270 Stoner Rd	Astoria	OR
JIROCH MICHAEL L/JENNIFER E		92458 G Rd	Astoria	OR
JMS PROPERTIES LLC		16878 SW Gassner Ln	Lake Oswego	OR
JOHANSEN JAMES E		92286 Stoner Rd	Astoria	OR
JOHNSON BRAD M/MELINDA		1896 5th St	Astoria	OR
JOHNSON CHERYL A		4629 SE Arden St	Portland	OR
JOHNSON DALE	JOHNSON JOYCE	345 Nehalem Ave	Astoria	OR
JOHNSON KEVIN B/JUDITH C		35345 Woodland Ln	Astoria	OR
JOHNSON ROBERT ALLEN/TARA LYNNE		43654 Hansen Ln	Astoria	OR
JONES JESS A		1824 4th St	Astoria	OR
JONES JUNE E	JONES TERRANCE D	89469 Lewis & Clark Rd	Astoria	OR
JOYCE MARGARET A/JOYCE JANET L	LARSON LOUIS W CO-TRUSTEES	11111 NE Morris	Portland	OR
JUNES FLORENCE M		92158 Lewis & Clark Rd	Astoria	OR
JUNES WARREN L/ PEGGY J		42015 Hillcrest Lp	Astoria	OR
JYHLA ARNE/MARILYN E		92395 G Rd	Astoria	OR
JYLHA ARNE		92395 G Rd	Astoria	OR
KAAKINEN JOHN W/JOANNA M		4131 N Overlook Terr	Portland	OR
KALANDER JOHN R	KALANDER SANDRA K	4975 Cedar St	Astoria	OR

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KALANDER SANDRA K	KALANDER JOHN R	4975 Cedar St	Astoria	OR
KAMM MARY JANE		15608 S Spangler Rd	Oregon City	OR
KANKKONEN MARY L		1805 4th St	Astoria	OR
KARNA KATHERINE M		92230 Lewis & Clark Rd	Astoria	OR
KEE ROBERT A/ELIZABETH		91103 Youngs River Rd	Astoria	OR
KEEN JENETTE A/DARYL E		92385 F Rd	Astoria	OR
KEERAN DAVID R/ LISA M		35440 Woodland Ln	Astoria	OR
KELLEY FAY		92277 Youngs River Rd	Astoria	OR
KERYAN JAMES L/MOLLY M		92663 Wireless Rd	Astoria	OR
KINDRED THOMAS A TR	KINDRED JAMES/ELLEN TRUST	3939 E Renee Dr	Phoenix	AZ
KINDRED THOMAS A TRUSTEE	KINDRED JAMES/ELLEN TRUST	3939 E Renee Dr	Phoenix	AZ
KLEE KENNETH W/CYNTHIA S		37211 Labiske Ln	Astoria	OR
KLEPP DIANNE L		92256 Lewis & Clark Rd	Astoria	OR
KOMPAC LLC		34877 Hwy 101 Business	Astoria	OR
KOSKELA INC		90290 Peter Johnson Rd	Astoria	OR
KOTANIEMI MICHAEL P	PAREDES-MOYER C SHARI	3480 Franklin Ave	Astoria	OR
KREPKY SEYMOUR		633 Nehalem Ave	Astoria	OR
KURNS GEORGE C/CAROL E		88700 Wadsworth Rd	Astoria	OR
KURRUS ALEXANDER 1/2 INT	GOSS STEPHANIE A 1/2 INT	92253 Nowlans Dr	Astoria	OR
KURTZ KIM A		91687 Sunnyside Rd	Warrenton	OR
LAGER RUTH WEST		176 W Franklin Ave	Astoria	OR
LAGERQUIST SCOTT R JR/ TAMMY L		92353 Willow Rd	Astoria	OR
LAIRD MARY J LIVING TRUST 1/2		6645 SW Alfred St	Tigard	OR
LAKE RONALD G		92471 G Rd	Astoria	OR
LANE CORA E		35366 Woodland Ln	Astoria	OR
LARSON DAVID/ANGELA GAYLE		1168 Knottingham St	Simi Valley	CA
LARSON DEAN P/EVELIND		90198 Lewis & Clark Rd	Astoria	OR
LARSON W LOUIS/MARY ANN		2907 Irving Ave	Astoria	OR
LEACH DONALD S/JOANNE F TR	LEACH DONALD/JOANNE REV LVG TR	92550 Ft Clatsop Rd	Astoria	OR
LEE RICHARD HENRY		92257 Lewis & Clark Rd	Astoria	OR
LEEPER AVA J		9945 SW Lumbee Ln	Tualatin	OR
LEONARD WILLIAM G/EDNA L		92283 Youngs River Rd	Astoria	OR
LEWIS & CLARK OREGON BUYER LLC	THE CAMPBELL GROUP LLC	One S.W. Columbia #Suite 1700	Portland	OR
LEWIS & CLARK RFPD		34571 HWY 101 Business	Astoria	OR
ASTORIA SCHOOL DISTRICT				
LEWIS & CLARK SEED COMPANY		91640 Youngs River Rd	Astoria	OR
LEWIS & CLARK SEED COMPANY 1/2	NEIKES JAMES J 1/2	34755 Hwy 101 Business	Astoria	OR

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LINDBERG LISA SUE		35383 Schwab Ln	Astoria	OR
LINDBERG RONALD E		35064 Jefferson Ln	Astoria	OR
LINDROS JEANNETTE A		92228 Youngs River Rd	Astoria	OR
LINDROS MARION		35200 Orchard Ln	Astoria	OR
LINK BONNIE L	LINK TERRY L	35191 Fick Ln	Astoria	OR
LOFDAHL LAURA L 1/2	LOFDAHL LEROY J/LAURA TRUST 1/2	5422 NE Portland Rd #53	Salem	OR
LOFDAHL LEROY J/LAURA TRUST	LOFDAHL LAURA L TRUSTEE	5422 NE Portland Rd #53	Salem	OR
LONG BRET A/ANDREA WUBBEN		91938 Lewis & Clark Rd	Astoria	OR
LONG JOHN C/ KENDAL M		1851 6th St	Astoria	OR
LUGO ISMAEL		92423 Carnegie Rd	Astoria	OR
LUGO ISMAEL/BETTY L		92423 Carnegie Rd	Astoria	OR
LYKINS MICHELINE ANNE		92366 E Rd	Astoria	OR
LYNGSTAD BRUCE A/CAROLE A		275 Waldorf Pl	Astoria	OR
MACDERMAND BERYL		92283 Front Rd	Astoria	OR
MACLEAN JEFFREY C/CHERYL A		92513 G Rd	Astoria	OR
MAGNUSON EDNA L		2011 53rd Ave SE #83	Albany	OR
MARK CARY INC		620 Olney Ave	Astoria	OR
MART STEVEN B		34764 Hwy 101 Business	Astoria	OR
MARTIN JORDAN L		35220 Lyngstad Heights Ln	Astoria	OR
MARTIN LAURIE ANN		1105 Commercial St	Astoria	OR
MATHEWS GLEN	MATHEWS DOROTHY J	35326 Hwy 101	Astoria	OR
MATTHEWS RICHARD/DIANE		1173 SW Pine Dr	Warrenton	OR
MCBRIDE CHARLES A/MARIAN H		92095 Youngs River Rd	Astoria	OR
MEAD SANDRA K		35046 5th Ln	Astoria	OR
MEECH WILLIAM L/KARA		1133 Niagara Ave	Astoria	OR
MEGRATH PAUL		92160 Clover Rd	Astoria	OR
MEGRATH PAUL J/NENITA H		92160 Clover Rd	Astoria	OR
MEINERS DARWIN LEW		90562 Logan Rd	Astoria	OR
MESTRICH FRED C/ANN B		35525 Little Ln	Astoria	OR
MESTRICH FREDERICK C/ANN B		35525 Little Ln	Astoria	OR
MILES CROSSING SANITARY SEWER DIST		34583 Hwy 101 Business	Astoria	OR
MINER WALTER C/DEBRA KAY		35224 Orchard Ln	Astoria	OR
MITCHELL DENISE R		92173 Clover Rd	Astoria	OR
NAHSTOLL RICHARD A		658 30th St	Astoria	OR
NARKAUS KENNETH R/BETTY		1320 Tiburon Ct SE	Salem	OR
NEGHERBON RICHARD E JR/JEANNE		91824 Lewis & Clark Rd	Astoria	OR
NEIKES DAVID		305 W Lexington Ave	Astoria	OR

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NEIKES JAMES J		34755 Hwy 101 Business	Astoria	OR
NEIKES JAMES J	BROWNING JAY (C)	41901 Old Hwy 30	Astoria	OR
NELSON DAVID M	TREFETHEN DEBBIE L	35062 5th Ln	Astoria	OR
NELSON PATRICIA C		12530 E Del Norte	Yuma	AZ
NEWTON JANE		34998 Hwy 105	Astoria	OR
NEWTON MICHAEL LEROY		92234 Clover Rd	Astoria	OR
NIELSEN LARRY A	NIELSEN EMMA E LE	92276 Willow Rd	Astoria	OR
NIEMI ROBERT K/ANGIE L		1831 4th St	Astoria	OR
NORTH BRYAN C		92000 Lewis & Clark Rd	Astoria	OR
NORTH RICHARD V		92694 Fernhill Rd	Astoria	OR
NORTHWEST NATURAL GAS CO			Portland	OR
OCONNOR DENNIS E		92270 Front Rd	Astoria	OR
OCONNOR GURIE HELEN TR	OCONNOR GURIE REVOC LIVING TRUST	947 Olney Ave #116	Astoria	OR
OREGON STATE BOARD OF FORESTRY		92219 Hwy 202	Astoria	OR
OREGON STATE DEPT OF VETERANS	DICK CHERYL A (C)	35063 5th Ln	Astoria	OR
OREGON STATE DIV/STATE LANDS			Salem	OR
ORTEGA MARIA L		1874 4th St	Astoria	OR
PACIFIC POWER & LIGHT CO			Portland	OR
PACIFIC TIMBER LLC		34755 Hwy 101 Business	Astoria	OR
PAINTER ENTERPRISES LLC		87396 Hwy 202	Astoria	OR
PALMROSE ALAN L/ADRIENNE M		35388 Woodland Ln	Astoria	OR
PARKER BURTON		2324 NW 90th St	Seattle	WA
PAULSON MARK R/SHANNON D		91863 Lewis & Clark Rd	Astoria	OR
PORTER JOHN C LIVING TRUST		300 Hollister Ave	Alameda	CA
QUENNELL ROGER S/ YOUNGIEE		4018 Hickok Rd	Interlaken	NY
RAITANEN ROBIN C		92359 Juniper Rd	Astoria	OR
RANTA JARI	RAMTA ANJA H	511 Harrison Ave	Astoria	OR
RAYA MIGUEL/LETICA		92146 Clover Rd	Astoria	OR
REITER ROBERT		91900 Spirit Place Rd	Warrenton	OR
REUTOV GREGORY/TERESA P		10243 S Rosewood Way	Molalla	OR
RICE MARTIN V		35222 Orchard Ln	Astoria	OR
RICHARDS JIMMIE KENNETH	RICHARDS DELORES M	35645 Dow Ln	Astoria	OR
RICKS ANNIE D		1832 4th St	Astoria	OR
RICKS CYNTHIA		92179 SW Clover Rd	Astoria	OR
RIECK KEN		88198 Hwy 202	Astoria	OR
RIECK MICHAEL K/KELLIE C (C)	RIEKKOLA FAMILY TRUST	87232 Hwy 202	Astoria	OR
RIEKKOLA JONTHAN B/ JACKIE L		91640 Youngs River Rd	Astoria	OR

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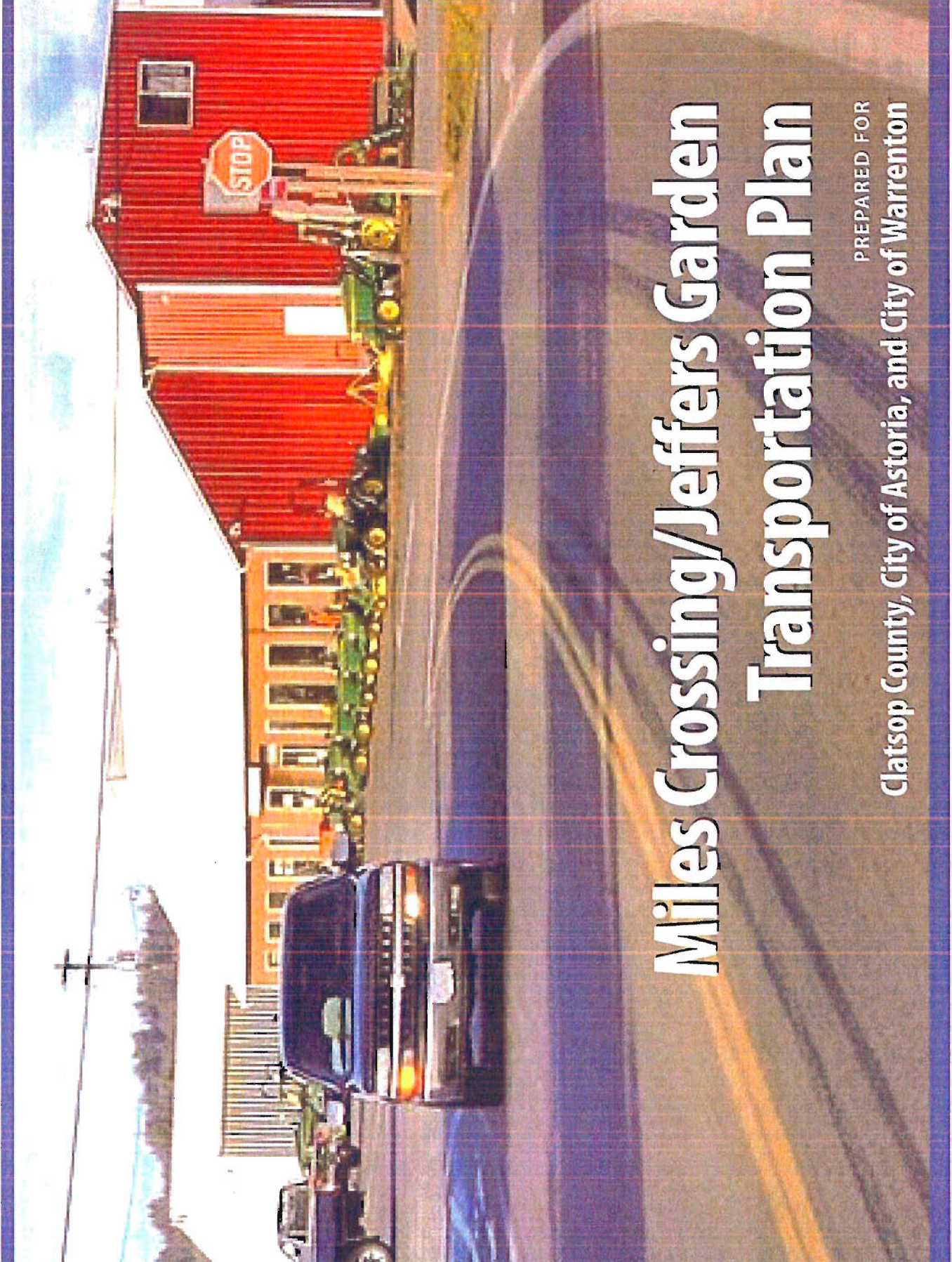
RISER ALFRED L/CATHY J		92223 Clover Rd	Astoria	OR
RISER JEANNETTE A (CRYDERMAN)		92228 Youngs River Rd	Astoria	OR
RITCHIE JAMES C	O'BRIEN CYNTHIA E	15795 NW Windhill Dr	Banks	OR
RODGERS PENNY L		540 Olney Ave	Astoria	OR
RODRIGUEZ WILLIAM	SMITH PAUL (C)	92352 E Rd	Astoria	OR
RODRIGUEZ WILLIAM JR		507 Louisiana St	Fairfield	CA
ROGERS BRUCE R		35272 Lyngstad Heights Ln	Astoria	OR
ROGERS MARVIN L/ KAREN J		35275 Lyngstad Heights Ln	Astoria	OR
ROWAN CLYDE ROBERT III		1640 4th St	Hood River	OR
RUSSELL ELDON W/ BEVERLY A		35285 Woodland Ln	Astoria	OR
RUSSELL GLENN D	RUSSELL AMY	35064 7th Ln	Astoria	OR
RUTHERFORD CURTIS J	RUTHERFORD STANLEY W	91303 Hwy 202	Astoria	OR
SAARHEIM NORMAN O/MARTA S		34555 Hwy 101 Business	Astoria	OR
SAARHEIM TILLIE ESTATE		34555 Hwy 105	Astoria	OR
SAGEN ARTHUR O	HERMAN JOSEPH	92262 Front Rd	Astoria	OR
SAGEN CHRISTINE (BLACK) ESTATE		35045 5th Ln	Astoria	OR
SANDERS CONNIE A (C)	ASTORIA AUTO WRKG & RAD REP INC	34541 Alt Hwy 101	Astoria	OR
SANSOM ROGER A/ ALLISON M		91978 Lewis & Clark Rd	Astoria	OR
SARIN MIKE	EWING TONY	1050 Olney Ave	Astoria	OR
SAUVAGEAU DOUGLAS G/VICKI M		1825 6th St	Astoria	OR
SCHELLENBERGER DOROTHEA		92220 Youngs River Rd	Astoria	OR
SCHOCK DONALD D	SCHOCK CAROL ANNE	4 Nehalem Ave	Astoria	OR
SCHULBACH JOEL/RUTH E		92242 Clover Rd	Astoria	OR
SCROUP MCKENZIE/JACK A		92487 G Rd	Astoria	OR
SELENE FINANCE LP		9990 Richmond Ave #Suite 400 S	Houston	TX
SEVENTH DAY ADVENTIST CHURCH			Clackamas	OR
SHATTO NORMAN L/JUDY A		35185 Orchard Ln	Astoria	OR
SHEKER CAROL M		90109 Hwy 202	Astoria	OR
SHEKER CLIFFORD J		35380 Schwab Ln	Astoria	OR
SIMANTEL REX L	IVANOFF WILLARD A	809 Florence Ave	Astoria	OR
SIMMONS PAUL V/ ROSEANNA N		35072 7th Ln	Astoria	OR
SLABINSKI ROBERT G	SLABINSKI THEONE T	1858 5th St	Astoria	OR
SMALL BENJAMIN P		35186 Lyngstad Heights Ln	Astoria	OR
SMITH DAVID CHARLES	HAGLUND-SMITH BECKI	88198 Hwy 202	Astoria	OR
SMITH KATHY ELIZABETH FNA	ISRAEL KATHY ELIZABETH NKA	90256 Lewis Rd	Warrenton	OR
SMITH POINT SALMON CO		91900 Spirit Pl	Warrenton	OR
SMITH RICHARD D		34747 Hwy 101 Business	Astoria	OR

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SMOR LLC		92778 Walluski Lp	Astoria	OR
SNELL CHARLES S/BEVERLEY J		35176 Laila Ln	Astoria	OR
SNOW KEITH A	SNOW TRACEY A	92324 Willow Rd	Astoria	OR
SODERVICK RAYMOND L		35124 Old Bridge Ln	Astoria	OR
SPICKA JOHN W		92187 Lewis & Clark Rd	Astoria	OR
ST MARIE ERIN F	LINDSLEY EILEEN (C)	34742 Hwy 101 Business	Astoria	OR
STEINMAN BYRON MARK/BELINDA D		92364 Willow Rd	Astoria	OR
STOCKER JAC		35070 5th Ln	Astoria	OR
STREHL JERRY R/CLEO S		35274 Lyngstad Heights Ln	Astoria	OR
STUBER KENNETH D/JOYCE M		566 Olney Ave	Astoria	OR
STYLER GORDON		1840 5th St	Astoria	OR
SUNSHINE DAIRY FOODS MANAGEMENT LLC		801 NE 21st Ave	Portland	OR
TAGGART GLENN P AND	TAGGART CHARLES A DBA	264 W Marine Dr	Astoria	OR
TAGGBRO INC		264 W Marine Dr	Astoria	OR
TANGUAY MARK S	TANGUAY MARLISS M	35122 7th Ln	Astoria	OR
TEAGUE CHARLES R/PATRICIA H		92548 Fort Clatsop Rd	Astoria	OR
TEAGUE TERRY N		92516 G Rd	Astoria	OR
TEAGUE TERRY/BRENDA		92516 G Rd	Astoria	OR
TETLOW THOMAS E/LORI P		35072 Jefferson Ln	Astoria	OR
THOMPSON (HOLTHUSEN) BARBARA L		35576 Dow Ln	Astoria	OR
THOMPSON DAVID W		35576 Dow Ln	Astoria	OR
THOMPSON DELBERT W/HARRIET I		35359 Hwy 105	Astoria	OR
THOMPSON HARRIET I		35359 Hwy 105	Astoria	OR
THOMPSON JAMES W/DORIS J		562 Nehalem Ave	Astoria	OR
THOMPSON KLYDE A/MARY KAYE		35359 Hwy 101 Business	Astoria	OR
THOMPSON MICHAEL DEL	THOMPSON NATASHA	91991 Lewis & Clark Rd	Astoria	OR
THOMPSON MICHAEL DEL/NATASHA L		91991 Lewis & Clark Rd	Astoria	OR
THOMPSON TIMOTHY N/BESSIE M		92330 Clover Rd	Astoria	OR
TOWNSEND KNOWLSON J/SARAH WHEELER		1117 Irving Ave	Astoria	OR
TROFITTER (HAUTALA) MARY ANN	TROFITTER JAMES EDWARD	35298 Woodland Ln	Astoria	OR
TUCKER CREEK LLC		90516 Youngs River Rd	Astoria	OR
TUCKER JEANNE A		35198 Orchard Ln	Astoria	OR
TUCKER WALTER R		14870 NE Lawn View Cir	Aurora	OR
TUSSING ROBIN J		92282 Front Rd	Astoria	OR
TYEE ENTERPRISES LLC		35109 HWY 101 Buisness	Astoria	OR
UNITED STATES OF AMERICA				
URE MARILYN E		1805 5th St	Astoria	OR

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URELL DINAH		34513 Hwy 101 Business	Astoria	OR
UTZINGER GROVER W		35408 Hwy 101 Business	Astoria	OR
UTZINGER GROVER W/FRAN		35408 Hwy 101 Business	Astoria	OR
VAN ESS DUANE C/CONNIE J		91964 Lewis & Clark Rd	Astoria	OR
VAN HORN FRED JR		89080 Easy Way Rd	Gearhart	OR
VAUGHAN MATTHEW F		92203 Clover Rd	Astoria	OR
VAUGHN KAI EVERETT		90911 Lewis & Clark Rd	Astoria	OR
W & H INC		34686 Hwy 101 Business	Astoria	OR
WAGE EUGENE A/MARGARET S		35314 Woodland Ln	Astoria	OR
WAISANEN JOHN E/SHERYL M		35240 Lyngstad Heights Ln	Astoria	OR
WAISANEN KATHLEEN E 1/2	JONES DOROTHY A 1/2	91975 Lewis & Clark Rd	Astoria	OR
WALKER JAMES L/RUTHA S		92319 Willow Rd	Astoria	OR
WALKER MILFORD R		92411 Carnegie Rd	Astoria	OR
WARILA FAMILY FARM LLC		89317 Youngs River Rd	Astoria	OR
WARILA WAVERLIE A	WARILA WAVERLIE A REV LIV TRUST	89317 Youngs River Rd	Astoria	OR
WARRENTON CITY OF	WARRENTON DIKING DISTRICT #3			
WARRINGTON KIMBERLY D		940-B Astor St	Astoria	OR
WATKINS JEFF	WATKINS LORRAINE	92295 Youngs River Rd	Astoria	OR
WEBB JOANNE R		1792 5th St	Astoria	OR
WILKINS JAMES R/REGINA A		701 W Marine Dr	Astoria	OR
WILLIAMS CLARK B/SHERRIL A		1840 6th St	Astoria	OR
WILLIAMS DAVID		34806 Hwy 105	Astoria	OR
WILLIAMS DAVID I	WILLIAMS DAVID I REV LIV TRUST	495 Olney Ave	Astoria	OR
WILLIAMS DAVID/CHRISTINE		34792 Hwy 105	Astoria	OR
WILLIAMS MARIANNE		92398 G Rd	Astoria	OR
WILLIAMS ROBERT A TR		4410 Leif Erickson Dr	Astoria	OR
WILSON CHRISTOPHER		4857 NE Prescott St	Portland	OR
WILSON GARY E/ AMY E		35190 Laila Ln	Astoria	OR
WILSON JOHN A/SUZANNA VERMEUL		92178 Lewis & Clark Rd	Astoria	OR
WOOD STEVEN	WOOD SCOTT	92423 G Rd	Astoria	OR
WOODS DALE/ESTELA		92195 Clover Rd	Astoria	OR
WUORI MARIA		92279 Willow Rd	Astoria	OR
WYRWITZKE ROBIN L		92363 Willow Rd	Astoria	OR
YEAGER CHARLES T/LINDA J		1477 6th St	Astoria	OR
YEAGER CHARLES TIMOTHY PR	RAITANEN ROBIN C (C)	92359 Juniper Rd	Astoria	OR
YEAGER KENNETH S/LEANN E		35184 Orchard Ln	Astoria	OR
YOUNG SHARON LEE		8555 Lat B	Wapato	WA



Miles Crossing/Jeffers Garden Transportation Plan

PREPARED FOR
Clatsop County, City of Astoria, and City of Warrenton

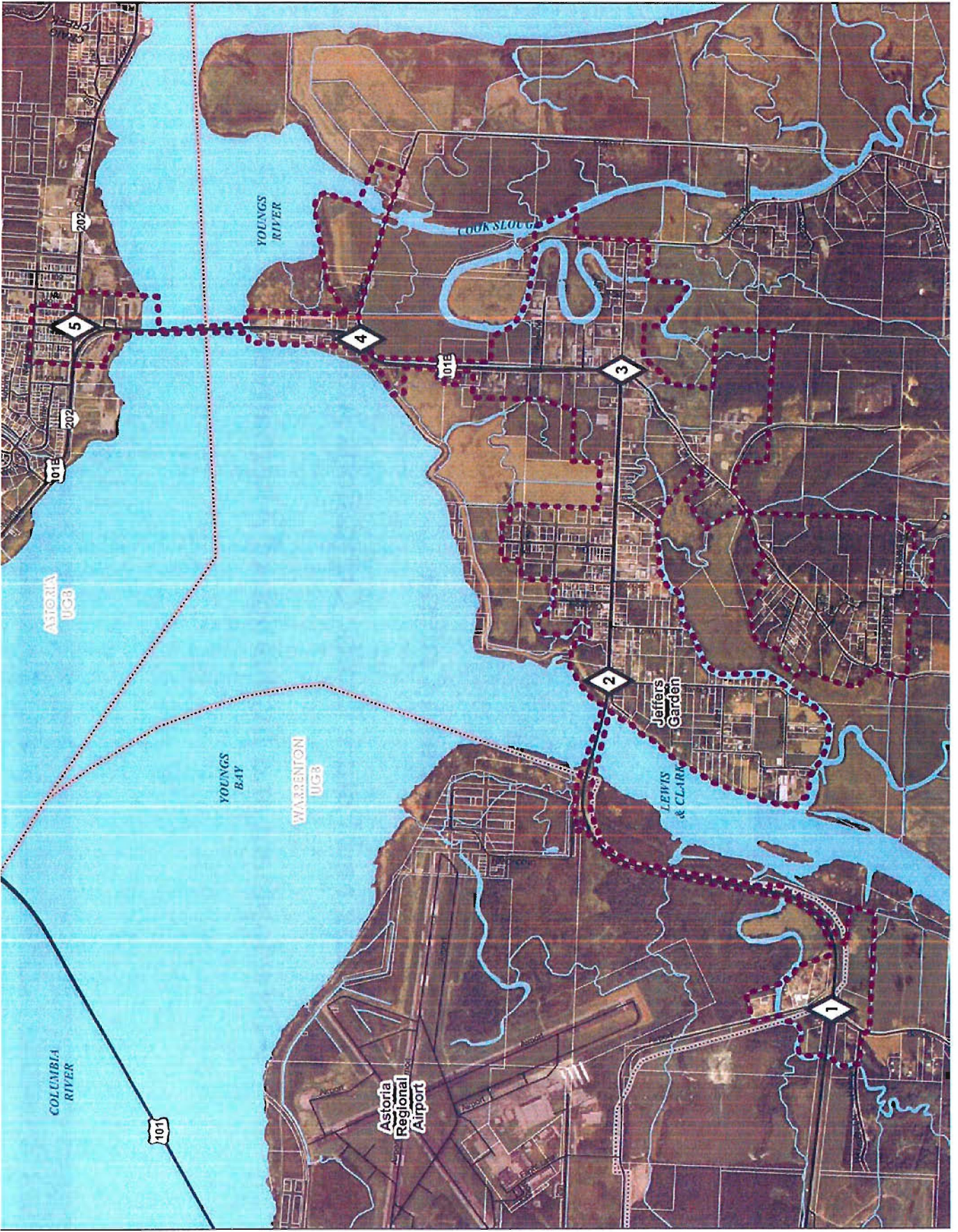


Introduction

The Miles Crossing/Jeffers Garden Transportation Plan identifies ways to balance the needs of:

- Residents
- Long-Distance Travelers
- Bicyclists
- Pedestrians
- Freight

This plan was led by the Oregon Department of Transportation (ODOT) and Clatsop County, in coordination with the cities of Warrenton and Astoria





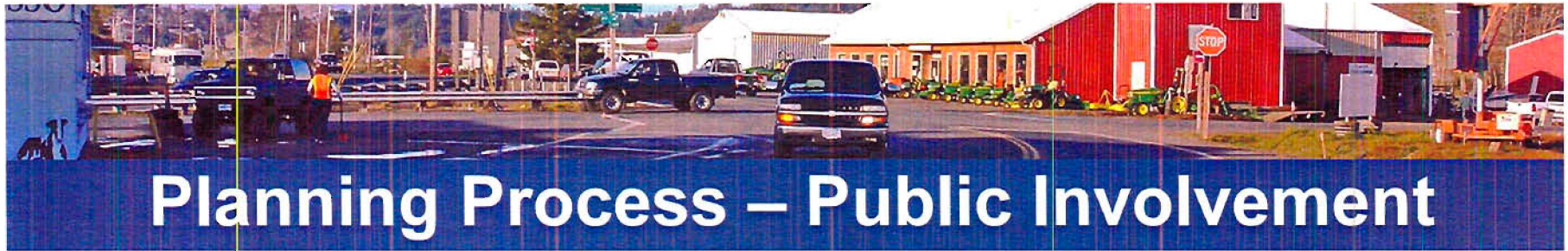
- Project Management
- Public Involvement
- Goals and Evaluation Criteria
- Existing and Future Traffic Conditions Analysis
- Development and Evaluation of Alternatives



Project Management Team (PMT)

Clatsop County * ODOT
City of Astoria * City of Warrenton
State of Oregon – DLCD

- Reviewed Technical Materials and Provided Comment
- Attend Advisory Committee Meetings & Public Workshops
- Discussions with Community Members



Project Advisory Committee (PAC)

Local Residents, Business Owners, Public Officials

Public Workshops

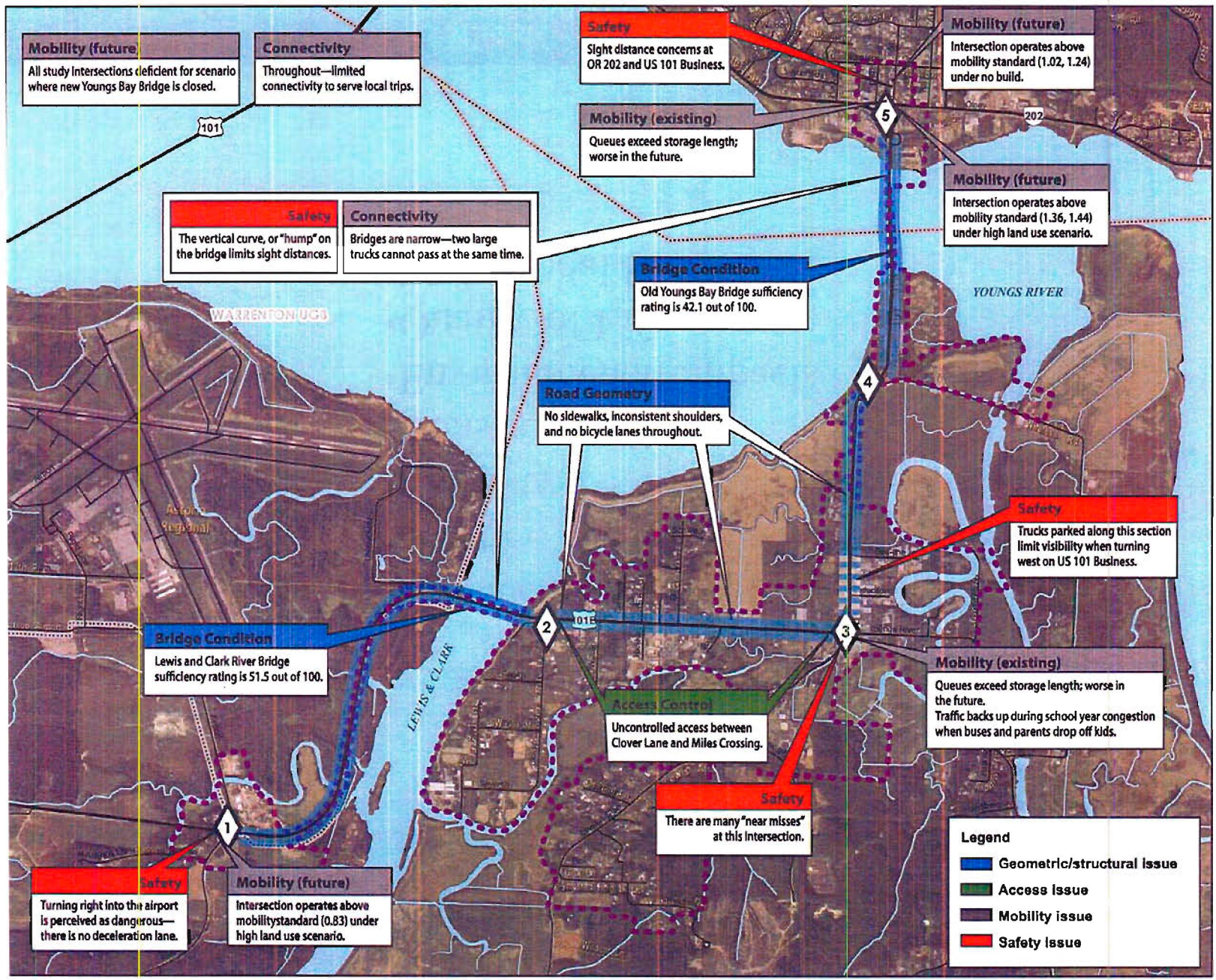
October 2008 & January 2009

Miles Crossing / Jeffers Garden Transportation Plan



Criteria Based on input from PMT and PAC:

- Connectivity
- Safety
- Mobility
- Constructability
- Environmental Impacts
- Quality of Life
- Multimodal Solutions





Future Traffic Conditions and Deficiencies

Projected traffic conditions to 2030 - Key Findings

- Continued safety hazards and Miles Crossing and Hwy 101 Bus/Hwy 202 intersections.
- Hwy 202/Hwy 101 Bus intersection does not meet ODOT standards.
- With a high growth scenario Hwy 101 Bus /Airport Road does not meet ODOT standards
- Under the expected growth scenario all intersections fail mobility standards



Overview of Recommended Alternatives

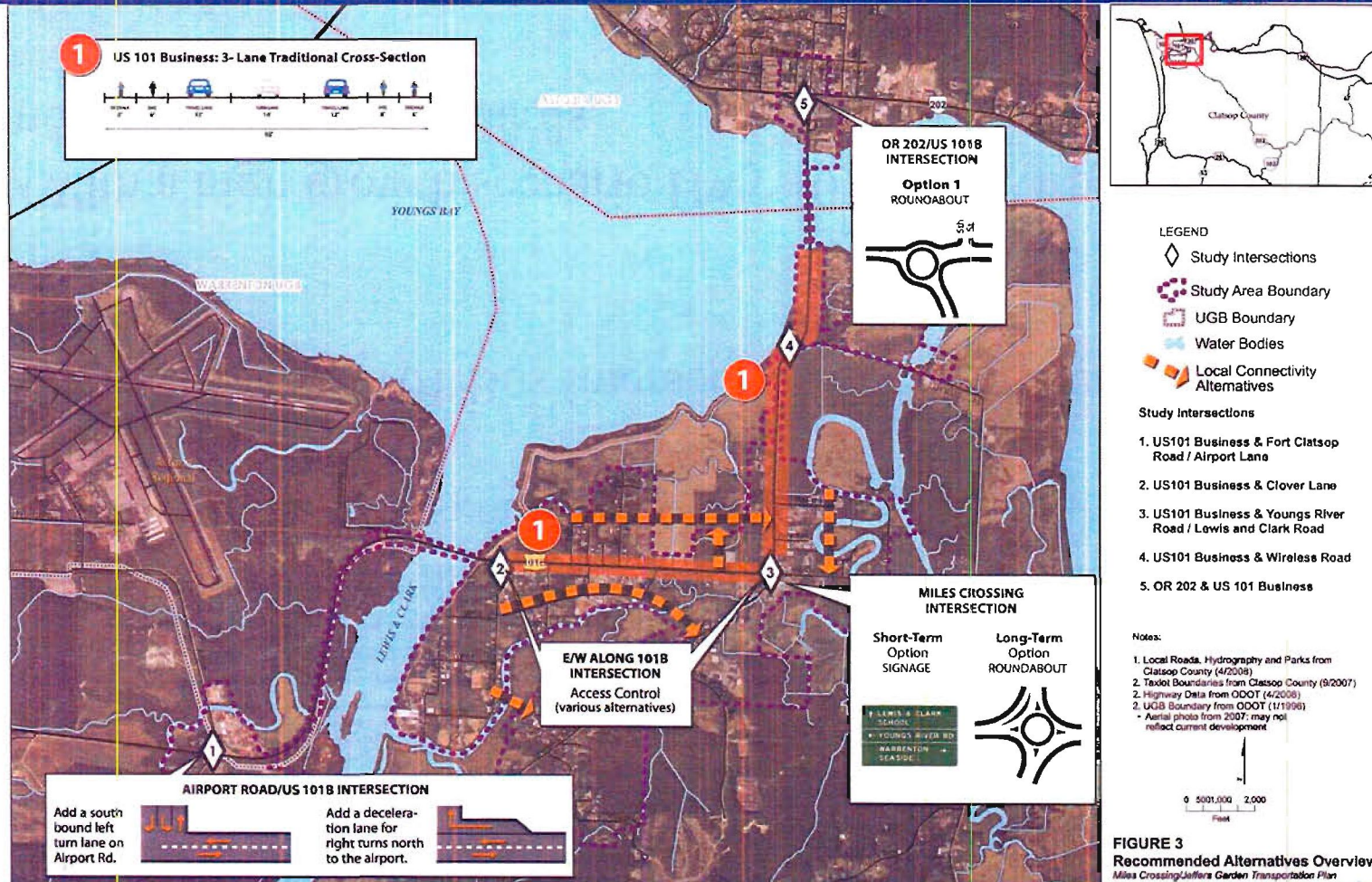


FIGURE 3
Recommended Alternatives Overview
Miles Crossing/Jeffer's Garden Transportation Plan



Review and Adoption Process

If approved, the Refinement Plan will be adopted into the County's TSP by reference.

The project also includes text amendments that focus on:

1. Coordinated Review
2. Connectivity of the local street network
3. Right-of-way improvements, particularly driveways/access control

Text Amendments are listed in Exhibit #2, pgs 3-7



Text Amendments

LWDUO

Section 2.045 Pre-application Conference.

An applicant or the applicant's authorized representative shall request the Director to arrange a pre-application conference. Unless the applicant and Director agree that a conference is not needed, the conference shall be held within 15 days of the request. The purpose of the conference shall be to acquaint the applicant with the substantive and procedural requirements of the Ordinance, provide for an exchange of information regarding applicable elements of the Comprehensive Plan and development requirements, arrange such technical and design assistance as will aid the applicant, and to otherwise identify policies and proposed development. **If the applicant's proposal is located within 750 feet of a state highway, the Oregon Department of Transportation (ODOT) shall be invited to participate in the conference.** The Director, if requested by the applicant, shall provide the applicant with a written summary of the conference within 5 days of the conference. The summary shall include confirmation of the procedures to be used to process the application, a list of materials to be submitted and the criteria and standards which may apply to the approval of the application.



LWDUO

Section 5.205 General Standards for Minor and Major Partitions

(1)(A)(4) and (2)(A)(3)

Streets shall be provided according to Local Connectivity Plans included in the County's Transportation System Plan or Transportation Refinement Plans where applicable. The Connectivity Plans illustrate the general location of streets, and the exact location and design shall be determined during the development review process. The location and design shall be determined with consideration for existing and other planned streets, significant natural resources, topography and other environmental constraints, accessibility, safety, and existing and planned land uses to be served by the street(s).



Adopt the findings of the staff report and
recommend approval of the legislative
amendments to the Board of Commissioners

RECEIVED
MAY 10 2010
Community
Development
CLATSOP COUNTY

SHORT STOP GROCERY

318 Olney Street

Astoria, OR 97103

503.325.3683

May 10, 2010

Number of Pages to Follow: 2

Fax #503.338.3666

To Jennifer Bunch

Here is a letter for the Planning Commission Hearing on tuesday May 11, 2010. Stating my concerns over the perposed roundabout.

Thank you,

Cheri Temple
Short Stop Grocery
318 Olney
Astoria, OR 97103
503.325.3683

May 9, 2010

My name is Cheri Temple, and I am the owner of the Short Stop Convenience Store. Located at 318 Olney St, Astoria, OR.

I am writing in response to the letter I received from the Planning commission pertaining to my property.

I am in opposition to the roundabout. I believe it will be congested just like the one crossing the New Youngs Bay Bridge. I go thru there twice a day, and many times it is backed up strictly because of too much traffic. There have also been many wrecks in this area. I believe lights would be a much safer and better way to handle this intersection, with a cross walk, so that the people from the apartments will have a safe way off crossing the highway.

I have been at my store since 1981 and can honestly say I have rarely seen traffic backed up, unless they were working on the bridge.

I believe a roundabout would be a hazard to our community creating traffic problems that do not exist now. With a roundabout in place when the bridge traffic gets stopped for any reason it will put a complete stop to all traffic going east as both lanes would come to a halt, just as they do with our existing roundabout.

Many of the people that live in the Apartments across the highway do not drive or have cars, we provide a service for them and to our community because of our location and easy access to it.

I have been on line and looked at the proposed roundabout map. With the changes you are wanting to do the people from the apartment complex across the highway will have a much harder time crossing the road but it looks as if there will be more danger to them as well.

Our freight and delivery trucks would have to go thru a residential area to deliver to us, increasing hazards on these side streets. Not only for traffic but also children and anyone walking.

Whenever there has been a function at the A-H fairgrounds there is a lot of extra traffic, busses, motor homes, RV's, ect., and there has not been any problems.

I feel the real problem in this area is the old bridge and until it gets replaced or widened there will be traffic backed up when anything is happening on the bridge, such as repairs.

I think that option #2 with the signals would be the best for this area.

Also I am wondering why a public meeting is being held at 10:00 AM, versus an evening meeting when more people could attend. Since many people work during the day.

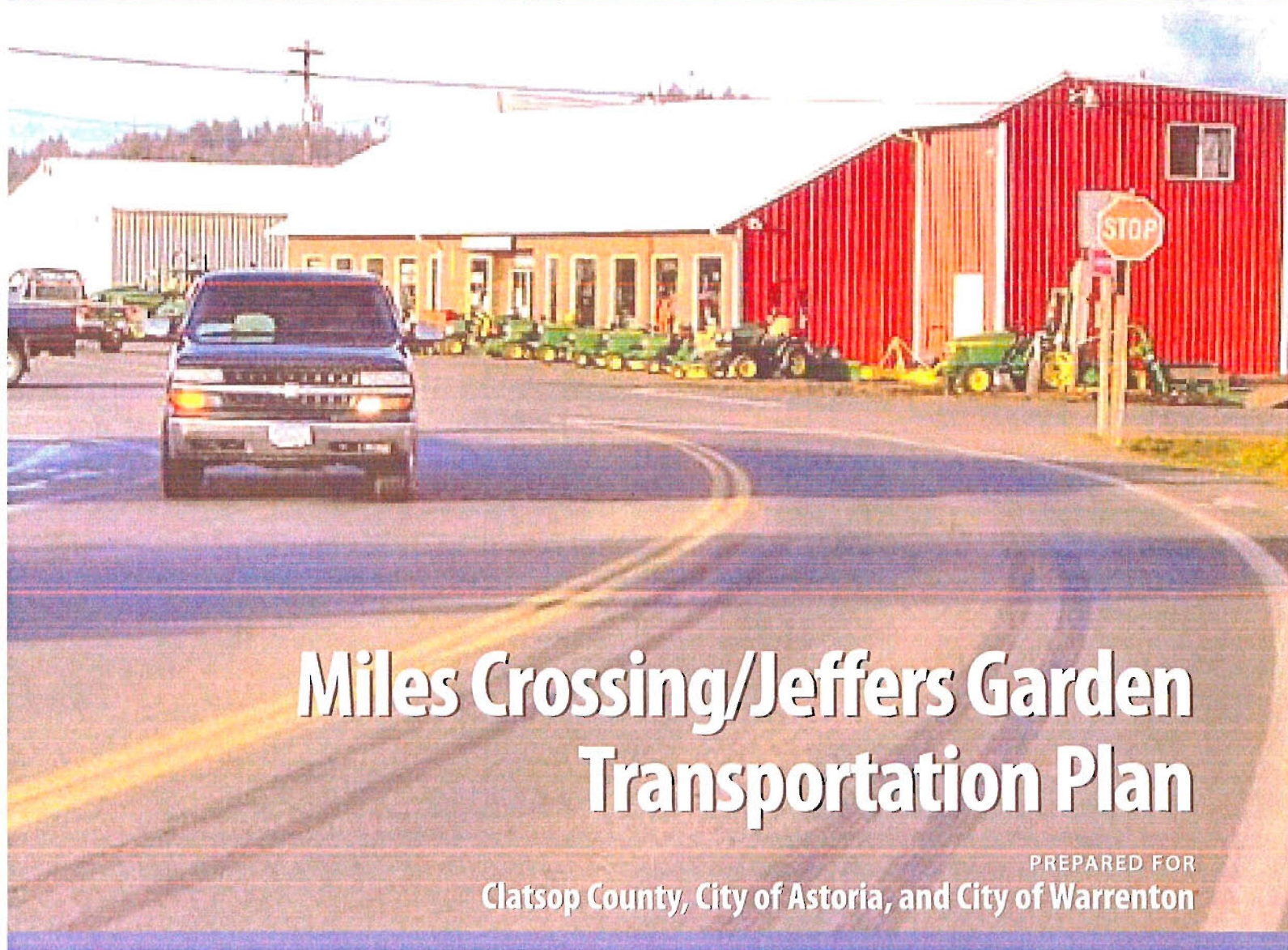
Respectfully,

Cheri Temple

DBA Short Stop Grocery

318 Olney St.

Astoria, OR 97103



Miles Crossing/Jeffers Garden Transportation Plan

PREPARED FOR
Clatsop County, City of Astoria, and City of Warrenton

Oregon Department
of Transportation 

CH2MHILL

 **KITTELSON & ASSOCIATES, INC.**
TRANSPORTATION ENGINEERING PLANNING

Angelo
planning & group



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 H Plan and Code Amendments

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Director

CITY OF WARRENTON

Carol Parker, Planning Director

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Ed Wegner, Transportation & Development
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Matt Crall, Land Use and Transportation
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Owner

Jack Crider, Port of Astoria

Sheila Johnson, Astoria-Warrenton
Chamber of Commerce

Fred Mestrich, Miles Crossing Water
District, Business Owner

Brian Ploghoft, Astoria School District

John Raichl, Clatsop County Board of
Commissioners

John Riekkola, Miles Crossing Business
Owner

Tom Tetlow, Miles Crossing Sewer District

Klyde Thompson, Miles Crossing
Volunteer Fire Department, Business
Owner

Peter Troedsson, US Coast Guard

Russ Warr, City of Astoria City Council
Member



The Miles Crossing/Jeffers Garden Transportation Plan identifies ways to balance the needs of local residents, long-distance travelers, bicyclists, pedestrians, and freight along US 101 Business through the unincorporated rural communities of Miles Crossing and Jeffers Garden, given expected land use development in the area. This plan was led by the Oregon Department of Transportation (ODOT) and Clatsop County, in coordination with the cities of Warrenton and Astoria.

The objectives of the Miles Crossing/Jeffers Garden Transportation Plan are to:

- Identify highway and intersection improvements to allow local and regional through traffic to flow smoothly along US 101 Business
- Develop ways to improve safety for and encourage more bicycle and pedestrian travel
- Consider potential road connections to serve future development
- Explore potential access management measures to improve safety and protect the capacity of US 101 Business
- Develop potential safety and design improvements at the Miles Crossing intersection, the OR 202/US 101 Business intersection, the Old Youngs Bay and Lewis and Clark River bridge areas, and along US 101 Business

The Miles Crossing and Jeffers Garden rural communities are located in the northwest corner of Clatsop County. US 101 Business enters Miles Crossing from the north, curves to the west at the Miles Crossing intersection and then continues through Jeffers Garden. This segment of US 101 Business, classified by ODOT as a District Highway, serves as an alternate to US 101 and the New Youngs Bay Bridge between Astoria and Warrenton. The land use and zoning in the Miles Crossing/Jeffers Garden rural community is primarily single-family residential with commercial and light industrial uses and zoning fronting portions of US 101 Business. Logging trucks and other large vehicles use US 101 Business to access Astoria and Warrenton.

The study area, shown in Figure 1, generally includes US 101 Business between the Lewis and Clark River and Old Youngs Bay Bridges. However, the study area extends west of the Lewis and Clark River Bridge to include the intersection of US 101 Business and Airport Road in Warrenton, and it also extends north of the Old Youngs Bay Bridge to include the intersection of US 101 Business and OR 202 in Astoria.

This project assumes that US 101 Business remains a District Highway to serve the mobility and access needs of the community.

1 INTRODUCTION

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Insert Figure

1 Study Area Map

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This section describes the five elements of the project’s planning process: project management; public involvement; goals and evaluation criteria; existing and future traffic conditions analysis; and development and evaluation of alternatives.

Project Management

A project management team (PMT) consisting of staff from the Cities of Astoria and Warrenton, Clatsop County, the Department of Land Conservation and Development (DLCD) and ODOT provided guidance and policy direction for this plan. The PMT reviewed and provided comments on all technical materials, participated in advisory committee meetings and public workshops, and met with community members to discuss elements of this plan. Two PMT meetings were held as part of this process— one in September 2008 and the second in December 2008. Agendas and summaries for these meetings can be found in Appendix A, Public Involvement.

Public Involvement

Miles Crossing and Jeffers Garden community members, stakeholders, and other interested parties actively participated in the development of this plan. A Project Advisory Committee (PAC) made up of local residents, business owners, and public officials met twice, in September 2008 and again in January 2009, to provide input on the project needs, existing conditions and deficiencies, possible transportation improvements, and to recommend project improvements. Two public workshops were held at the Lewis and Clark Elementary School in the study area (October 2008 and January 2009) that allowed substantial input and feedback from the public.

Project background information, the project schedule, open house announcements, along with meeting summaries and technical materials were all available on a project website (www.oregon.gov/ODOT/HWY/REGION2/MilesCrossingJeffersGarden.shtml). Public comments were also collected via phone conversations, targeted outreach to affected property and business owners, and email. Documentation of the public involvement process is included in Appendix A, Public Involvement.

Evaluation Framework

The project team developed evaluation criteria based on input from the PMT and PAC. The goals and evaluation criteria are provided in Table 1. They establish a framework to assure that the plan responds to the goals and desires of the community. The draft alternatives were developed to address and were subsequently evaluated by these criteria.

TABLE 1
Alternative Evaluation Criteria

Criterion	Objective	Performance Measure
Connectivity	Improve street and path connectivity	Out-of-direction travel, travel time, access to local and regional destinations
	Create an interconnected local street system that provides the opportunity for off-highway local circulation.	Change in trip travel distance along US 101 Business, access to local and regional destinations
Safety	Address known safety issues	Ability to address or divert traffic away from known safety concerns
	Reduce potential conflicts between vehicles, and between vehicles and bicyclists and/or pedestrians	Width of approaches, number of potential conflict points
	Maintain the structural integrity of the Lewis and Clark River and Old Youngs Bay bridges	Address identified structural deficiencies on the Lewis and Clark River and Old Youngs Bay bridges
Mobility	Maintain local and regional through traffic mobility	Volume-to-capacity ratio (mobility), vehicle delay
Constructability	Cost effectiveness	Assessment of cost efficiencies during construction; comparison of project alternative with other projects in the area for funding competitiveness
	Construction methods	Ability of the concept to be built in phases, ability to use existing pavement, impacts during construction
Environmental Impacts	Minimize impacts to natural environmental resources	Wetland impacts, encroachment on known fish habitat, impact to identified threatened and endangered species habitat
	Minimize impacts to built environment resources	Number of businesses and residences impacted, ability to appropriately mitigate impacts
Quality of Life	Maintain consistency with the Miles Crossing/Jeffers Garden Rural Community Plan	Qualitative assessment of projected future development compared to the Rural Community Plan goals
	Maintain livability	Local business redevelopment potential, and support from the majority of the community
	Obtain buy-in and support from local community and region	Qualitative assessment of likelihood of project to garner support from the local community and region
Multimodal Solutions	Address needs of bicyclists and pedestrians	Qualitative assessment of alternative's provision of services to users of all modes, improvements to bicycle and pedestrian facilities, and improvements geared toward future transit routes

Existing Conditions and Deficiencies

Prior to the first PAC meeting, the project team reviewed and documented existing and future conditions on US 101 Business within the study area, identifying issues that would serve as the basis for the evaluation framework and development of alternatives. A review of relevant area plans and policies is included as Appendix B, Plan and Policy Review. A

full summary of existing and future conditions is included as Appendix C, Traffic Methodology, Existing and Future Conditions. Key findings are below:

- There are variable shoulders widths, no sidewalks, and no bicycle facilities along US 101 Business. Throughout the study area, the roadway shoulder serves as the pedestrian and bicycle facility, but shoulder widths are inconsistent. Parking is not allowed along US 101 Business; however, vehicles regularly park illegally on the shoulder (Exhibit 1). Pedestrians use dirt paths and gravel shoulders throughout the two communities.

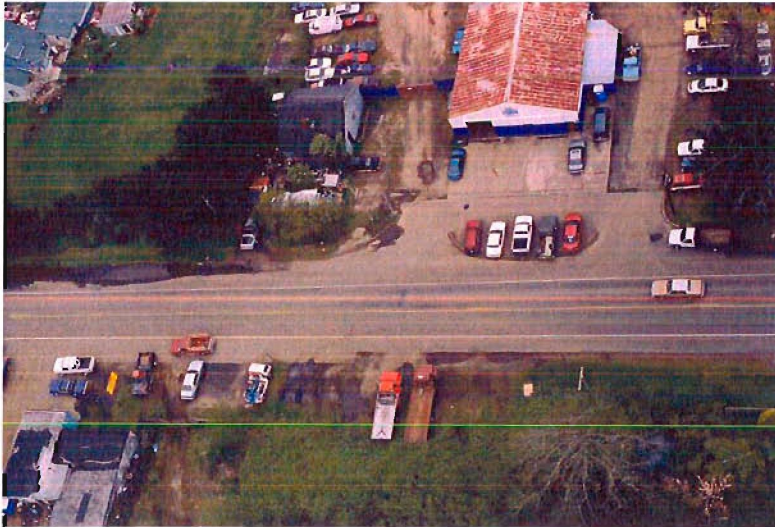
EXHIBIT 1

View of US 101 Business Facing West



- During peak travel periods, vehicles back up in intersections, creating delays and safety issues at two study area intersections. Specifically, vehicles traveling north through the Miles Crossing intersection, vehicles turning south onto US 101 Business from OR 202, and vehicles continuing south from OR 202 onto US 101 Business through the intersection north of the bridge back up onto the highway and create potential safety issues.
- Analysis of crashes in the study area did not identify a specific safety problem, though sight distance is inadequate in several areas, and potential safety issues were identified during conversations with the public at all study intersections, especially at the US 101 Business/OR 202 intersection.
- Local street connectivity is limited throughout the study area; residents need to use US 101 Business for short local trips.
- Driveway spacing in the study area, especially along the east-west section of US 101 Business, do not meet ODOT access spacing standards. There are a number of very wide driveways and parcels with multiple driveways, which affects safety (Exhibit 2).

EXHIBIT 2
Example of Wide Driveways and Uncontrolled Access along US 101 Business



- Travel lanes on both the Lewis and Clark River and Old Youngs Bay bridges are too narrow for large vehicles to pass each other in opposite directions. Vertical rises in the middle of both bridges restrict the ability for drivers to see oncoming traffic. This is particularly problematic when two trucks are approaching at the same time and one must yield due to the narrow lanes.
- The sufficiency rating for the Old Youngs Bay Bridge (Exhibit 3) is 42.1 out of 100. Bridges with a sufficiency rating less than 50 are considered deficient. The PAC and public cited frequent crashes or near misses on or near the bridge. An updated load rating was performed on the bridge in the fall of 2008. The recommendations for the Old Youngs Bay Bridge from this analysis were to replace or reconstruct the main span to accommodate modern vehicles.
- The sufficiency rating for the Lewis and Clark River Bridge (Exhibit 4) is just above the deficiency threshold, at 51.6¹. The PAC and public cited frequent crashes or near misses on or near the bridge. The summary of bridge condition is documented as Appendix D, Bridge Condition. An updated load rating was performed on the bridges in the fall of 2008. The recommendations from that rating were to restrict vehicle weight on the Lewis and Clark River Bridge, and rehabilitate the bridge approaches.

¹ From ODOT Bridge Inspection reports conducted in October 2007

EXHIBIT 3
Old Youngs Bay Bridge



EXHIBIT 4
Lewis and Clark River Bridge



Future Traffic Conditions and Deficiencies

Projected traffic conditions for the future planning horizon year (Year 2030) were analyzed to help identify projects that would help meet the future travel needs in the study area. The review of future traffic conditions can be found in Appendix C, Traffic Methodology, Existing, and Future Conditions. The analysis of future traffic conditions included three separate growth scenarios:

1. Expected level of development with no changes to the transportation network;

2. Higher than expected level of development with no changes to the transportation network²; and
3. Expected level of development under a scenario where US 101 or the New Youngs Bay Bridge is closed between Astoria and Warrenton.

Key findings of the 2030 future conditions analysis were as follows:

- Traffic stopped near the intersection remains a concern at both the Miles Crossing and the OR 202/US 101 Business intersections. In scenarios 1 and 2, current problems will continue to be safety hazards, and the US 101 Business and OR 202 intersection will have vehicles backed up into the next intersection. In addition to the existing problems, the Miles Crossing intersection will have vehicles back up into the roadway on three legs.
- The OR 202/US 101 Business intersection is congested and does not meet ODOT mobility standards.
- Under the high growth scenario (Scenario 2), the US 101 Business/Airport Road intersection is congested and does not meet ODOT mobility standards.
- In Scenario 3, all intersections fail mobility standards from highly congested conditions and long backups. Traffic demand will exceed the capacity of the travel lanes. It was determined that this plan would not use scenario 3 to create alternatives because a New Youngs Bay Bridge and US 101 closure is not expected to be a regular occurrence. This plan focuses on addressing expected growth scenarios, and recognizes that in the event of a closure on US 101 or the New Youngs Bay Bridge that there is no way to avoid severe congestion, and therefore the alternatives do not address the scenario.

The basis of the first PMT, PAC, and public meetings were to review and discuss existing and expected future conditions for the study area, and identify issues related to traffic, circulation, access, and safety. Personal experience was also gathered on existing conditions to supplement the technical analysis.

Figure 2 shows an overview of project needs identified through the technical analysis and conversations with the PMT, PAC, and public.

² Scenario 2 assumed a full build-out of available land to the capacity of the new water and sewer systems.

Insert Figure

2 Overview of Project Needs

11 x 17

2 PLANNING PROCESS

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Development and Evaluation of Alternatives

Following the first PMT, PAC, and public meetings, the project team developed alternatives to respond to the project needs, purpose, and goals. This process is documented as Appendix E, Alternatives Development and Evaluation. Key steps in the alternatives development process were as follows:

1. Develop a range of alternatives that seek to meet project goals and evaluation criteria, incorporating input from the project team, the PAC (September 2008), and the public (October 2008).
2. Evaluate each potential improvement to illustrate how it addresses each project goal.
3. Present draft alternatives to ODOT, Clatsop County, the City of Astoria, and the City of Warrenton for review against adopted state and county policies and standards (December 2008); revise draft alternatives to respond to comments.
4. Present draft and preferred alternatives to the PAC and the public (January 2009).
5. Incorporate feedback from the PAC and public workshop into the recommended alternatives.

2 PLANNING PROCESS



The Miles Crossing/Jeffers Garden Transportation Plan recommendations are organized into four sections: (1) US 101 Business cross sections; (2) study area intersections; (3) access management strategies; and (4) local connectivity recommendations. An overview of recommended improvement concepts are illustrated in Figure 3. Conceptual designs of each of the proposed improvements are included at the end of each recommendation.

US 101 Business Cross Section

For the improvement development process, US 101 Business was divided into two sections: north-south and east-west. The north-south section extends from the Miles Crossing intersection north to the Old Youngs Bay Bridge, and the east-west section extends from the Miles Crossing intersection west to the Lewis and Clark River Bridge. The north-south section is currently more rural in character with fewer businesses and residences along the highway, while the east-west section has a more commercial feel, with many of the area's businesses. Alternatives for these two sections were evaluated separately, however, the same cross section was ultimately recommended for both segments.

The PMT at the onset of the project determined that US 101 Business would remain a District Highway and that a change in designation to an expressway would not be considered. Keeping US 101 Business as a District Highway balances mobility, access, and capacity, rather than focusing more on mobility along US 101 Business through the area.

RECOMMENDATION: THREE-LANE TRADITIONAL CROSS SECTION

For both sections of US 101 Business, the recommendation is to modify the existing two lane facility to three lanes to accommodate left turns into existing and future businesses. This would be an urban section with curb, gutter, and sidewalk, and an enclosed drainage system. The total cross section would be 62 feet wide and include two 6-foot sidewalks, two 6-foot bike lanes, two 12-foot travel lanes, and a 14-foot center continuous center turn lane (Figure 4). The center turn lane would allow for emergency vehicles to pass vehicles, traffic to move around disabled vehicles, and left turning traffic to maneuver out of the travel lanes while waiting to take a left turn. The section was also selected for its ability to improve safety and mobility along US 101 Business, and its provision of separate facilities for both bicyclists and pedestrians, though mobility along the highway in two of the three future scenarios was not an identified need. The curb-gutter-sidewalk cross section would delineate driveways by providing a cut in the curb to allow vehicular access to businesses and residences along the highway. This cross section mainly fits within the available right of way, which is 80 feet. There is one parcel on the east-west section of US 101 Business near the Miles Crossing intersection that narrows the available right of way to approximately 63 feet. In the north-south section, right of way data north of Miles Crossing were not available. Therefore, tax lot data were used to estimate the available right of way and may not accurately reflect the actual right of way available in that section.

3 RECOMMENDATIONS

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Insert Figure

3 Overview of Recommended Improvements

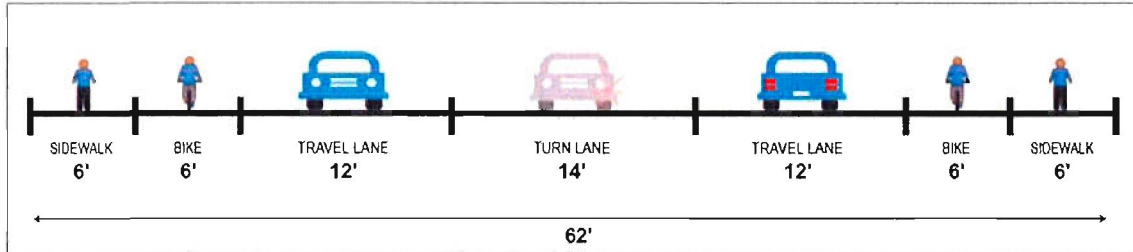
11 x 17

Front

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FIGURE 4
Recommended US 101 Business Cross Section



Areas of Concern

While there appears to be adequate right of way along most of both sections of US 101 Business, the road shoulders are used informally and illegally for parking or other frontage. This occurs more often in the commercial east-west section and near the Miles Crossing intersection. Construction of a 62-foot cross section could eliminate these informal uses and locate the roadway closer to businesses and residences along US 101 Business.

On the north-south cross section, the existing roadway is located on a levee at a different level from the surrounding landscape. Widening the roadway would require additional fill to construct the recommended cross section. This raises concerns for possible increased cost and impacts to wetlands or sensitive lands within the right of way and may impact approaches along the road that are already short and steep. The current road is offset to the west within the available right of way, and expansion is possible east of the current roadway. However, it may be possible to construct the bicycle lane and sidewalk separate from the roadway, at the same level as the surrounding landscape. Wider cross sections also increase the amount of asphalt surface within the right of way, which could increase stormwater runoff.

The cross section assumes an enclosed drainage system consistent with an urban highway section. However the current drainage system is open (Exhibit 5). The highway may be constructed in several sections and implementing an enclosed drainage system piecemeal may cause some concern as it relates to water quality treatment. Clatsop County and ODOT would coordinate about drainage and development in this area to ensure that the section is constructed to water quality standards and requirements.

EXHIBIT 5
View of Current Drainage along the North-South Section of US 101 Business



Cost Estimate

It is expected that the new cross section would be built upon development or redevelopment of adjacent parcels. Table 2 shows the cost by segment for the cross section. Development is expected in the medium term (5-10 years). It is possible that the enclosed drainage system assumed from the highway cross section would be built either prior to the construction of the full highway cross section, or constructed in part upon development.

TABLE 2
Three Lane Traditional Cross Section Cost Estimate

Segment	Estimated Cost (2009\$)
North-south cross section	\$5.47 million
East-west cross section	\$4.04 million
Total	\$9.51 million

The cost estimate includes engineering, curbs, gutters, sidewalks, drainage, adding new roadway, illumination and a five foot average fill depth to widen the roadway along the existing embankment (for the north-south section only). The estimate does not include right-of-way acquisition, environmental permitting, or utility relocation costs.

Figure 5 Three Lane Traditional Cross Section
11 x 17
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Study Area Intersections

Improvements are recommended for three of the five study area intersections: Airport Road/Fort Clatsop Road and US 101 Business, the Miles Crossing intersection, and the OR 202/US 101 Business intersection. These recommendations are described below. No changes were deemed necessary at Wireless Road or Clover Road.

AIRPORT ROAD/FORT CLATSOP ROAD AND US 101 BUSINESS

The Airport Road/Fort Clatsop Road and US 101 Business intersection exceeds mobility standards in the future analysis growth scenario 2 (high growth) for southbound left turn movements. Vehicles turning east onto US 101 Business from Airport Road will back up waiting for a gap in oncoming traffic.

Furthermore, in conversations with the PAC and public during the open houses, an additional potential safety issue was identified at the Airport Road/Fort Clatsop Road and US 101 Business intersection. The speed limit along US 101 Business at the intersection is 55 miles per hour, and vehicles traveling west on US 101 Business and making the right turn onto Airport Road need to slow down considerably to make the sharp turn. This creates a traffic hazard for through vehicles.

Two improvements are recommended at this intersection: A deceleration lane for right turns north to the airport, and a southbound left turn lane from Airport Road to US 101 Business. It is assumed that both of the following alternatives would be implemented at the same time, and the cost estimate includes both components.

RECOMMENDATION: DECELERATION LANE FOR RIGHT TURNS NORTH TO THE AIRPORT

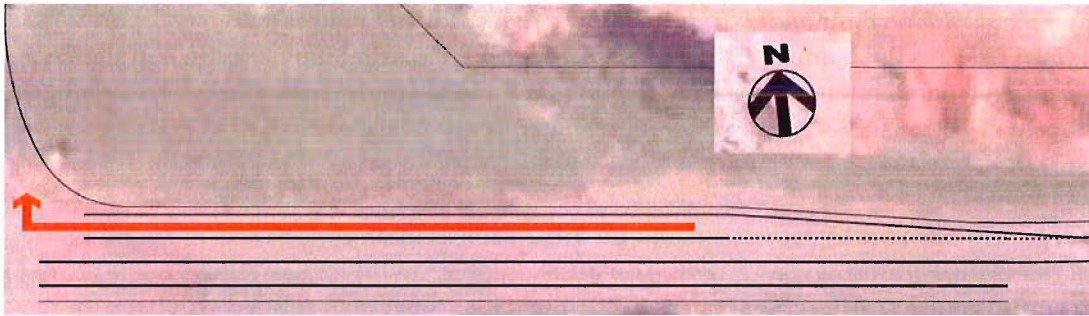
The 485 foot deceleration lane would allow westbound through vehicles to maintain highway speeds while allowing turning vehicles to move out of the way. Exhibit 6 shows the existing configuration at the intersection. This concept could be built completely within existing right of way (Figure 6).

EXHIBIT 6

US 101 Business at Airport Road Looking West



FIGURE 6
Westbound Deceleration Lane for Right Turns to the Airport



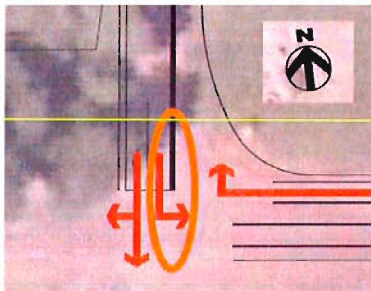
RECOMMENDATION: SOUTHBOUND LEFT-TURN POCKET

This concept would add a 150-foot southbound left turn pocket on Airport Road for vehicles turning left towards Miles Crossing and Jeffers Garden. Adding the turn pocket would decrease congestion, improve mobility, and allow left turning vehicles to maneuver out of the through travel lane for vehicles continuing south. Exhibit 7 shows the existing intersection with US 101 Business at Airport Road. This concept is completely within the available right of way (Figure 7).

EXHIBIT 7
Airport Road at US 101 Business Looking South



FIGURE 7
Southbound Left-turn Pocket from Airport Road to US 101 B



Areas of Concern

There are no areas of concern for these two improvements.

Cost Estimate

Table 3 shows the cost estimate for both alternatives.

TABLE 3
Cost Estimate for Airport Road Improvements

Improvement	Estimated Cost (2009\$)
Westbound deceleration Lane	\$200,000
Southbound left turn lane	\$150,000
Total	\$350,000

The cost estimate includes road material, engineering, aggregate base, embankment, striping and signage improvements, with a 12-foot pavement widening associated with the lane.

3 RECOMMENDATIONS

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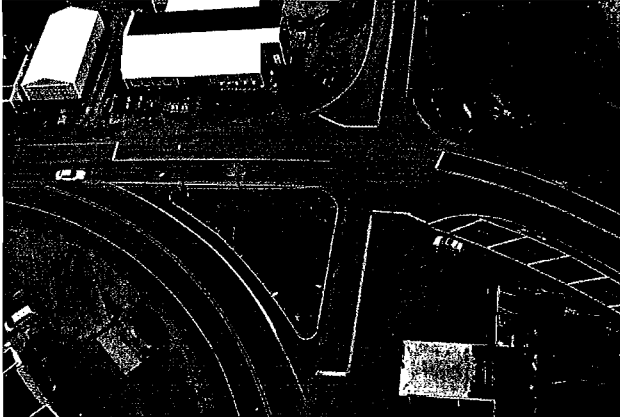
Figure 8 Airport Road Deceleration Lane for Right Turns and Southbound Left Turn Pocket
11 x 17
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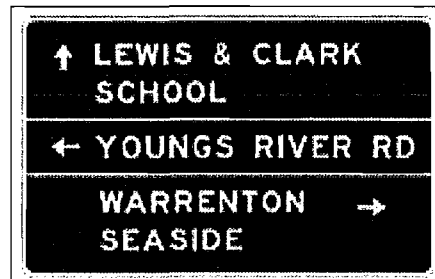
MILES CROSSING INTERSECTION

Two concepts are recommended by the project team and endorsed by the public for this intersection: improved signage in the short-term, and a roundabout in the long-term. Currently the intersection is free flow for travel along US 101 Business and includes a sharp turn from the east-west alignment of US 101 Business to the north-south alignment. There are stop signs at the Lewis and Clark Road and Youngs River Road intersection. Vehicles continuing east towards Youngs River Road must stop at the intersection of Lewis and Clark Road, and vehicles entering US 101 Business in either direction must stop before entering the highway (Exhibit 8). The current configuration of the intersection is confusing for visitors, and the community noted that congestion from the Lewis and Clark Elementary School causes traffic to back up at the intersection. The existing curve requires vehicles to slow, does not meet existing highway design standards, and future mobility standards under all scenarios would not be met.

EXHIBIT 8**Miles Crossing Intersection Looking East*****IMPROVED SIGNAGE—SHORT-TERM RECOMMENDATION***

The community expressed a desire for lower-cost options that could be implemented on a short timeline, and agreed on the benefits of additional signage. The short term recommendation is to improve signage through the intersection area. This would reduce driver confusion and enhance safety for vehicles traveling through the intersection. Currently directional signs for the intersection are located in the middle of the intersection. Additional signage would be located in advance of the intersection to alert drivers of the complex intersection and to reduce confusion for drivers unfamiliar with the area. Figure 9 is an example of a new sign.

FIGURE 9
Example of Additional Signage
along US 101 Business



Areas of Concern

The signage option would not address mobility, connectivity, or bicycle and pedestrian facilities in the study area.

Cost Estimate

Signage for the Miles Crossing intersection is estimated to cost approximately \$50,000, which includes signs and posts to replace the existing signs and to add new signs.

ROUNDABOUT—LONG-TERM RECOMMENDATION

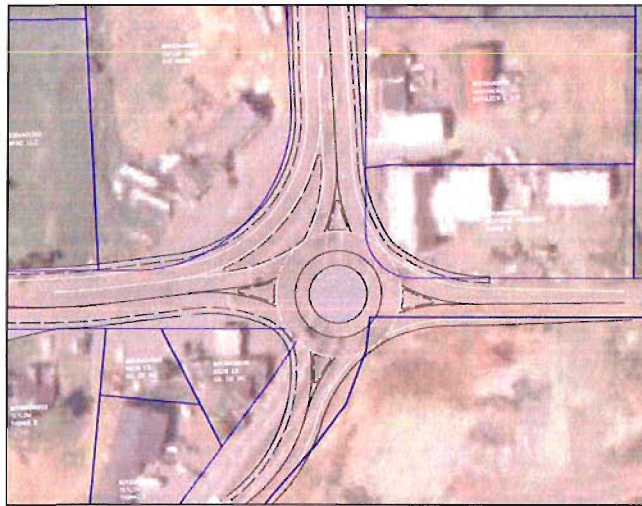
The recommended long term solution at Miles Crossing is a roundabout. The roundabout would be a single lane with a slip lane. The slip lane would allow southbound through traffic to continue towards Warrenton without passing through the roundabout. Lewis and Clark Road and Youngs River Road would be slightly realigned (Figure 8). The roundabout's location could be shifted to the east or west of the existing intersection. Figure 8 shows the roundabout shifted to the east. Comments from the public and PAC suggested when funds become available, the design should be refined and affected

property owners should be involved to determine the best placement of the roundabout. The benefits of this alternative are increased safety by decreasing vehicle conflict points, alleviated traffic backup issues on US 101 Business, and decreased vehicle travel speed at the intersection, which reduces the severity of any conflicts that do occur. The roundabout improves mobility for traffic along Lewis and Clark and Youngs River Roads, and accommodates bus and freight traffic. The roundabout could also be a "gateway" feature to enhance the center of the community.

Areas of Concern

The roundabout could potentially displace one business, and access to businesses near the intersection could be adversely impacted. However, as stated previously, the location for the roundabout is flexible. Two concepts were developed for the roundabout, each showing a separate business displacement. The design and size of the roundabout was minimized to avoid or reduce property impacts. Further refinement is recommended during design to minimize impacts to local businesses. The roundabout would slightly decrease traffic mobility along US 101 Business from Warrenton towards Astoria as traffic would need to navigate around the roundabout to make the eastbound to northbound movement.

FIGURE 10
Roundabout at Miles Crossing (one of two conceptual alignments developed)



However, the projected mobility is within 10 percent of the mobility standard, and the increased visibility and navigability of the roundabout, along with acceptable mobility on the remaining three legs, provide benefits for the intersection that outweigh the decreased mobility for the east-north movement. Special attention needs to be used to address pedestrians and bicyclists through the roundabout. Adequate right of way exists to implement pedestrian and bicycle infrastructure, crosswalks and proper navigations, which would improve conditions over what exists today.

Cost Estimate

It is expected that the roundabout, while not contingent upon the roadway cross section, would be best implemented after the three lane cross section is constructed. Table 4 shows the cost for the roundabout and includes curbs, gutters, sidewalks, drainage, new roadway, illumination and concrete islands, but does not include right of way for property acquisition and encroachments.

TABLE 4
Miles Crossing Roundabout Cost Estimate

Improvement	Estimated Cost (2009\$)
Miles Crossing Roundabout	\$2.78 million

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Figure

11 Miles Crossing Roundabout

11 x 17

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OR 202/US 101 BUSINESS INTERSECTION

There are several identified deficiencies at the OR 202 and US 101 Business intersection. First, sight distance is a concern, as turning vehicles from US 101 Business have trouble

seeing oncoming traffic from OR 202.

Second, traffic queues exceed available storage for the westbound left turning traffic traveling from OR 202 onto US 101 Business.

Third, the intersection operates above the applicable mobility standard in the future (Year 2030) horizon year.

FIGURE 12
OR 202/US 101 Business Roundabout



RECOMMENDATION: ROUNDABOUT

The recommended improvement for this intersection is a roundabout (Figure 9). The roundabout option allows this intersection to meet the mobility standard, except for a slight mobility concern with the vehicles traveling westbound on OR 202 to southbound US 101 Business (within 10 percent of the standard). The safety

benefits of a roundabout include reduced vehicle conflict points and a reduction in the severity of crashes due to lower vehicle travel speeds. There is adequate right of way available at this intersection to provide a separated bicycle and pedestrian path, and a roundabout could also be a "gateway" feature to enhance the center of the community.

The roundabout would impact access and circulation for some roads and driveways between Hanover Street and 7th Street, predominantly along the north side of OR 202. Suggestions to address circulation needs near the intersection include constructing a platted but unbuilt street (3rd Street) and relocating existing driveways to access affected properties.

Areas of Concern

The roundabout would require acquisition of one parcel with one business, removal of several mature trees (fir and deciduous) that are in the middle of the existing intersection, and the closure of 4th Street at OR 202. Access to businesses near the intersection could be adversely impacted due to their proximity to the intersection. Special attention needs to be used to address pedestrians and bicyclists through the roundabout. Adequate right of way exists for a bicycle and pedestrian path to the southwest, improving bicycle and pedestrian circulation over existing conditions.

Cost Estimate

It is expected that the OR 202/US 101 Business Roundabout would be built in the medium term (5-10 years). Table 5 shows the cost and includes curbs, gutters, sidewalks, drainage, new roadway, concrete islands, illumination, landscaping and retaining walls. The cost estimate does not include right of way impacts for property acquisition and encroachments,

or off-system developments to maintain circulation in the OR 202/US 101 Business intersection for properties whose access may be affected.

TABLE 5
OR 202/US 101 Business Roundabout Cost Estimate

Improvement	Estimated Cost (2009\$)
OR 202/US 101 Business Roundabout	\$3.79 million

Figure

13 OR 202/US 101 Business Roundabout

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OLD YOUNGS BAY AND LEWIS AND CLARK RIVER BRIDGES

The Old Youngs Bay and Lewis and Clark River Bridges are historic³ structures that connect the communities of Miles Crossing and Jeffers Gardens to Astoria and Warrenton. They are also located along US 101 Business, the alternate route for the New Youngs Bay Bridge and US 101. The following deficiencies on the bridges were mentioned repeatedly by the PMT, the PAC, and by the public at both open houses.

- Narrow lanes may restrict the size of trucks traveling in opposite directions
- The vertical rise on both structures limits the ability to see oncoming traffic
- There are many near misses for crashes, and vehicles often scrape the structure of the bridges by driving too closely
- The PAC was concerned about actual and “near miss” crashes on the bridges, especially on the Lewis and Clark River Bridge
- United States Coast Guard personnel, located in Astoria, use the bridges to access the airport in Warrenton
- The area’s emergency shelter and emergency food supplies are located in Warrenton
- Emergency vehicles have trouble driving across the bridges due to the narrow lanes
- There are no bicycle and pedestrian facilities on the Lewis and Clark River Bridge, and narrow sidewalks on the Old Youngs Bay Bridge, creating a disconnect between the Astoria River Trail and the Warrenton Trail System.

RECOMMENDATION: ALTERNATIVES ANALYSIS TO REHABILITATE OR REPLACE OLD YOUNGS BAY AND LEWIS AND CLARK RIVER BRIDGES

The project team recommends that an alternatives analysis and environmental review process start in the near-term for rehabilitating or replacing both bridges. This work would include an alternatives analysis, engineering background study environmental studies (noise, archaeological, historical, natural resources, floodplain, wetlands, and others), preliminary engineering, cost estimating, and mapping.

Areas of Concern

Existing deficient conditions of both bridges make this project a near-term priority. The bridges are historical structures, and replacement or enhancement of the bridges could impact residents in the Miles Crossing and Jeffers Garden communities, as the bridges are the most direct way of accessing Astoria and Warrenton. This project is the County’s highest priority of all recommendations in this plan.

³ The Old Youngs Bay Bridge is number 128 in the Historic American Engineering Record (HAER), and the Lewis and Clark River Bridge is HAER 127. Both were built in the early 1920s.

Cost Estimate

TABLE 6
Lewis and Clark River and Old Youngs Bay Bridges Cost Estimate

Improvement	Estimated Cost (2009\$)
Lewis and Clark River and Old Youngs Bay Bridge Alternatives Analysis	\$1.3 million

Estimated costs to perform alternatives analysis and an environmental review for the replacement of the Lewis and Clark River and Old Youngs Bay Bridge were developed from previous similar work. The estimate includes environmental studies, engineering studies, conceptual engineering, cost estimating, and mapping. An environmental assessment process was assumed. The cost estimate includes a 30 percent contingency recognizing the site geography, proximity to Youngs Bay, the fact that both Youngs River and Lewis and Clark Rivers are navigable and would have to be raised enough to allow boats under or accommodate lift span type bridges, and the historical significance of the surrounding area.

TRAIL CONNECTING WARRENTON AND ASTORIA

The need for a better recreational bicycle and pedestrian link between Warrenton and Astoria arose several times during the Transportation Plan's alternatives development and evaluation process. Although on street bicycle lanes and sidewalks are recommended on both sides of the highway along US 101 Business, this did not address the need for a scenic, recreational route for the community and for visitors. Several members of the public pointed to the levee system as a potential alignment for a multi-use trail. However, sufficient concerns and questions about the feasibility of building a trail along the levee system through the study area exist that the PMT felt this could not be forwarded as an outright recommendation. Instead, the plan recommends a trail study to more closely consider potential alignments for this trail connection.

RECOMMENDATION: TRAIL STUDY

A trail study would analyze the demand for a trail connecting Warrenton and Astoria off the highway through the study area. This study would include potential alignments, width, security, wayfinding details, construction materials, costs, and funding sources.

Areas of Concern

Identifying a feasible alignment for an off-highway multi-use trail is likely to be difficult due to environmental sensitivities.

Cost Estimate

The timeline for the alignment study would be in the short term (0-5 years). The order-of-magnitude cost estimate for this study is shown in Table 7.

TABLE 7
Multi-Use Trail Study Cost Estimate

Improvement	Estimated Cost (2009\$)
Alignment Study for Trail Connecting Warrenton and Astoria	\$150,000

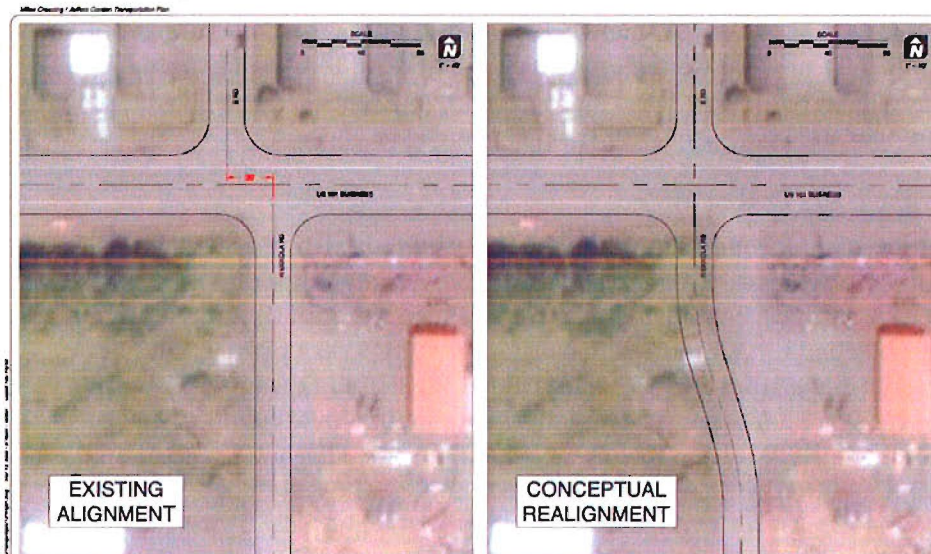
Access Management Strategies

The Access Management Strategy inventoried the existing approaches and street network in the study area and suggested strategies for ODOT and Clatsop County to preserve and improve mobility along US 101 Business. Constraints were first identified through the access inventory, and existing approaches were compared to the applicable state and county access spacing standards. A variety of Access Management Strategies are recommended throughout the study area, as described in the paragraphs that follow.

RIEKKOLA ROAD/E ROAD INTERSECTION OFFSET

The current offset of Riekkola Road and E Road in the study area results in potential conflicts between left turning vehicles entering US 101 Business from the minor streets simultaneously, and motorists crossing from Riekkola Road to E Road, and vice versa. Figure 14 shows the current offset and possible realignment to address the concern.

FIGURE 14
Possible Realignment of Riekkola Road and E Road



TWO-WAY LEFT TURN LANE

The center turn lane of the proposed cross section for US 101 Business would allow left-turning vehicles to enter and exit approaches and side streets in stages if necessary. The center lane would provide an opportunity to increase safety and travel times for through and turning vehicles.

APPROACH WIDTH MODIFICATIONS AND DELINEATION

The curb and gutter configuration of the proposed roadway would result in definition of driveways along US 101 Business, addressing existing open frontages and wide driveways. An absence of non-delineated driveways creates a safety hazard along the highway. ODOT guidelines for approach widths for the different types of properties are:

- Single family residential: 16 feet
- Commercial: 24 feet
- Industrial: 24 feet

For higher volume commercial and industrial properties, separate lanes for exiting and entering the property is recommended.

SHARED ACCESS AND CROSSOVER EASEMENTS

Shared access and parcel crossover easements would allow multiple properties to access US 101 Business. Usually shared access is located at the property line of two adjacent properties. Accesses and parcel crossovers would only be applied when properties along the highway are developed or redeveloped. Consolidating approaches or providing easements would increase the distance between access points, which would reduce conflict points and improve safety and operations on US 101 Business.

PROPERTY SUBDIVISION AND PARTITION

Upon development in the study area, it is possible some of the larger lots will be subdivided or partitioned into smaller parcels to accommodate additional land uses. These new properties will require access to the road network, which could increase the number of driveways on US 101 Business. New developments would be limited to one approach to US 101 Business or local street per parcel. The County and ODOT will review all development proposals to ensure they are consistent with spacing standards.

ALTERNATE ACCESS AND LOCAL CONNECTIVITY

Providing alternate access to properties and closing some of the existing approaches on US 101 Business would help achieve access management goals. Some properties on US 101 Business front a side road to US 101 Business. In cases where the frontage is on a private road, an easement is needed for alternate access. The County also has platted, but not constructed, roadways in the study area north of US 101 Business in the Jeffers Garden Community. If the streets and lots are developed, development would identify opportunities to remove driveways on the highway and provide alternative access on the minor street connection based on site specific information to address the areas of need.

ACCESS CONSOLIDATION

Fourteen properties along US 101 Business have multiple driveways. There are opportunities to consolidate the driveways into one driveway for each property, which would reduce the number of driveways along US 101 Business.

ENSURE ADEQUATE SIGHT DISTANCE

In some driveways, a vehicle stopped waiting to turn onto US 101 Business cannot see far enough in one or both directions to determine a safe gap to maneuver onto the highway. Strategies to improve sight distance include trimming vegetation, modifying existing buildings obstructing sight distance, altering the grade of driveways to match the highway, increasing building setbacks, and enforcing no parking along US 101 Business.

These access management strategies could be implemented when parcels are development or redeveloped in the study area. Detailed access management strategies can be found in Appendix F, Access Management Strategy.

Local Connectivity Recommendations

Local street connectivity is limited throughout the study area, requiring that local trips use the highway even if traveling short distances. Limited environmental data were available to inform the project team where constraints exist to locating new roads. Therefore, alignments for local road connections were not prepared, but the project team identified general connections that should be constructed as development occurs. These connections are shown in Figure 15 and would be constructed upon development or redevelopment of parcels either through easements or on existing county right-of-way.

3 RECOMMENDATIONS

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Insert Figure

15 Local Connectivity Recommendations

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Conceptual Level Cost Estimates

The cost to design and construct the various improvement concepts was estimated at a planning level for the recommended alternatives. The total sum for recommended improvements is approximately \$18.18 Million (2009 dollars). Table 8 below shows the breakdown of costs for each of the project alternatives and the recommended phasing.

The recommendations listed below would be phased over the 20-year planning horizon. The team identified three phases – short term (0-5 years), medium term (5-10 years), and long term (10-20 years). The short term recommended improvements include the alternatives analysis for the Lewis and Clark River and Old Youngs Bay Bridges, Miles Crossing signage improvements, the Airport Road left turn lane and deceleration lane, and the identification of roadway grades, storm sewer grades / alignments, and water quality treatment needs for US 101 Business. Medium term improvements include the north-south and east-west cross sections for US 101 Business and the OR 202/US 101 intersection roundabout. The Miles Crossing roundabout is the only project identified as long term.

Clatsop County identified the Lewis and Clark River and Old Youngs Bay Bridge alternatives analysis as the highest priority recommendation in this plan.

TABLE 8
Improvement Concepts and Estimated Costs

Improvement Concept	Phasing	Estimated Cost (2009\$)
Alternatives Analysis and Environmental Documentation for Lewis and Clark River and Old Youngs Bay Bridge Replacements	Short Term	\$1,300,000
Miles Crossing Intersection Signage Improvements	Short Term	\$50,000
Airport Road Turn Lane and Deceleration Lane	Short Term	\$350,000
Identify roadway grades, storm sewer grades and alignments, and water quality treatment needs	Short Term	\$250,000
Trail plan to consider bicycle/pedestrian connections between Astoria and Warrenton	Short Term	\$150,000
US 101 Business North-South Three Lane Cross Section	Upon Development/ Redevelopment (Medium Term)	\$5,470,000
US 101 Business East-West Three Lane Cross Section	Upon Development/ Redevelopment (Medium Term)	\$4,040,000
OR 202/US 101 Business Intersection Roundabout	Medium Term	\$3,790,000
Miles Crossing Intersection Roundabout*	Long Term	\$2,780,000
Total		\$18.18 Million

* Even if the priority of this project shifted, it may need to be constructed at the same time or following construction of US 101 Business segments due to possible roadway grade issues.

The costs in Tables 8 and 9 only include preliminary engineering and construction. Based on the conceptual design of each alternative, a 40 percent contingency has been included in the construction cost estimate to account for potential unknowns typically identified during preliminary and final engineering design. The estimates are in 2009 dollars, and do not include right of way, potential environmental permitting, engineering design fees, or utility relocation costs. See Appendix G, Financial Plan and Cost Estimates for more detailed cost estimates of each improvement concept.

Funding

A variety of local, state, and federal funding sources can be explored to help fund the recommended improvements. Most of the federal and state programs are competitive and require clear documentation of the project needs, costs, and benefits. Local funding for the projects in this transportation plan would typically come from ODOT, Clatsop County, the Cities of Astoria and Warrenton and/or potential future bond or other local revenues. Other local funding sources might include grants and private funds. Please see Appendix G Financial Plan and Cost Estimates for a more detailed discussion of funding sources.

Table 9 summarizes potential public funding sources for the recommended improvements. Some of these funds are restricted to the type of improvements that qualify for assistance. Typically, state and federal funds require projects to comply with current Americans with Disabilities Act (ADA) guidelines for accessibility.

TABLE 9
Improvements and Possible Funding Sources

Improvement Concept	Phasing	Estimated Cost (2009\$)	Potential Funding Sources
Alternatives Analysis and Environmental Documentation for Old Youngs Bay and Lewis and Clark River Bridges	Short Term	\$1,300,000	STIP – Bridges Funding STIP – Modernization Federal Highway Bridge Replacement and Rehabilitation Program (From the Federal Transportation Bill Reauthorization) Oregon Bridge Delivery Partners (OTIA, phase III—all funds are currently programmed, but more funding may be authorized.)
Miles Crossing Intersection Signage Improvements	Short Term	\$50,000	STIP –Operations
Airport Road Turn Lane and Deceleration Lane	Short Term	\$350,000	City of Warrenton Gas Tax County Road District Funds SDC/Developer Exactions Transportation Utility Fee
Identify roadway grades, storm sewer grades and alignments, and water quality treatment needs	Short Term	\$250,000	STIP – Modernization LID SDC/Developer Exactions Transportation Utility Fee TE
Trail plan to consider bicycle/pedestrian connections between Astoria and Warrenton	Short Term	\$150,000	ODOT Bicycle and Pedestrian Program TE
US 101 Business North-South Three Lane Cross Section	Upon Development/ Redevelopment (Medium Term)	\$5,470,000	STIP – Modernization ODOT Bicycle and Pedestrian Program LID SDC/Developer Exactions Transportation Utility Fee TE
US 101 Business East-West Three Lane Cross Section	Upon Development/ Redevelopment (Medium Term)	\$4,040,000	STIP – Modernization ODOT Bicycle and Pedestrian Program LID SDC/Developer Exactions Transportation Utility Fee TE
OR 202/US 101 Business Intersection Roundabout	Medium Term	\$3,790,000	STIP – Modernization ODOT Bicycle and Pedestrian Program TE
Miles Crossing Intersection Roundabout	Long Term	\$2,780,000	STIP – Modernization LID SDC/Developer Exactions Transportation Utility Fee TE

STIP = Statewide Transportation Investment Program
LID = Local Improvement Districts
SDC = System Development Charges
OTIA = Oregon Transportation Investment Act
TE = Transportation Enhancement

Phasing

It is not expected that the funds to construct all the proposed project improvements would be available at the same time or necessarily in the short-term. To address this, the project recommendations could be implemented in phases, beginning with any component that is stand-alone and that has an identified funding source.

The project team recommends that the environmental review to replace the Old Youngs Bay and Lewis and Clark River Bridges, the improvements to the Airport Lane intersection, signage at the Miles Crossing intersection, identification of roadway grades, storm sewer grades and alignments, and water quality treatment needs be completed before the US 101 Business cross section is improved. Some components of the project can be funded by, or in association with, development or redevelopment of private properties. Sidewalks and related features, for example, are often required to be constructed and paid for by a property owner at the time of property redevelopment.

Next Steps

Recommendations in this Transportation Plan will be considered by Clatsop County, the City of Astoria, and the City of Warrenton for adoption within their Comprehensive Plans. Draft plan amendment language and staff reports for each jurisdiction are provided as Appendix H, Plan and Code Amendments.

Additional design and engineering will be needed to construct any improvement concept identified in this plan. Design and engineering would occur when improvement concepts are selected for implementation through the state and city capital funding process. There will be opportunities for additional public input on the design of the improvement concepts.





APPENDIX B

Plan and Policy Review



APPENDIX C
**Traffic Methodology, Existing, and
Future Conditions**



APPENDIX D
Bridge Condition







APPENDIX G
Financial Plan and Cost Estimates



APPENDIX H
PLAN AND CODE AMENDMENTS



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