

*"Making a difference through excellence of service"*



## **CITY OF WARRENTON**

### **AGENDA**

CITY COMMISSION OF THE CITY OF WARRENTON

REGULAR MEETING

February 12, 2019 – 6:00 P.M.

Warrenton City Commission Chambers – 225 South Main Avenue

Warrenton, OR 97146

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1. **CALL TO ORDER**

2. **PLEDGE OF ALLEGIANCE**

3. **CONSENT CALENDAR**

- A. Commission Joint Work Session Minutes/Parks Board – 1.14.19
- B. Commission Joint Work Session Minutes/Community Center Board – 1.17.19
- C. City Commission Regular Meeting Minutes – 01.22.19
- D. WBA Meeting Minutes – 11.14.18
- E. Community Center Board Minutes – 11.15.18
- F. Monthly Finance Report – December 2018
- G. Thank You Letter - Warrenton High School Transitions Class
- H. ODOT Letter – Requesting Speed Reduction on South Main
- I. Fire Department Activity Report for November 2018
- J. Fire Department Activity Report for December 2018

4. **COMMISSIONER REPORTS**

5. **PUBLIC COMMENT**

At this time, anyone wishing to address the City Commission concerning items of interest may do so. The person addressing the Commission must complete a Public Comment Card, and submit to the City Recorder prior to the meeting. All remarks will be addressed to the whole City Commission and limited to 3 minutes per person. The Commission reserves the right to delay any action, if required, until such time as they are fully informed on a matter.

6. **PUBLIC HEARINGS**

**7. BUSINESS ITEMS**

- A. Consideration of Nuisance Code Review & Update
- B. Consideration of Second Reading of Ordinance No. 1225 – Transportation System Plan & Code Amendments (File No. DCA 18-5)
- C. Consideration of Spur 104 Zone Change (DCA: 18-2)
- D. Consideration of Resolution No. 2538 – Modifying Building Permit Fees
- E. Consideration of Adoption of 2019 Goals

**8. DISCUSSION ITEMS**

- A. SW 4<sup>th</sup> Street Alignment

**9. GOOD OF THE ORDER**

**10. EXECUTIVE SESSION**

**11. ADJOURNMENT**

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



MINUTES  
Warrenton City Commission  
&  
Parks Advisory Board  
Joint Work Session – January 14, 2019  
5:00 p.m.  
Warrenton City Hall - Commission Chambers  
225 S. Main  
Warrenton, OR 97146

Mayor Balensifer called the meeting to order at 5:02 p.m.

City Commissioners Present: Mayor Henry Balensifer, Pam Ackley, Tom Dyer, Mark Baldwin, and Rick Newton

Parks Advisory Board Members Present: Bert Little, Jim Dutcher, Carol Snell, and Kailee Kobe

Staff Present: City Manager Linda Engbretson, Community Development Director Kevin Cronin, Public Works Secretary Nancy Ager, Public Works Director Collin Stelzig, and City Recorder Dawne Shaw

Others Present: Tessa Scheller; Justin Kobe

Mayor Balensifer opened the meeting and explained the purpose of the work session; to ensure the boards goals align with the City Commissions goals. He noted the parks board meeting packet and agenda, and suggested having the City Commission portion of the meeting first, then adjourn so the Parks Board can have their meeting.

Mayor Balensifer stated the City Commission has been focused on a livability agenda; and noted how it related to walkability in the downtown, trail use, access to city assets/ parks. He noted the proposal the Parks Board has been working on. Public Works Secretary Nancy Ager stated the Parks Board made proposals for Capital Improvement Projects; these are recommendations they would like to find funding for:

Tansy Point viewing dock – brief discussion followed on the dock replacement.

Honeysuckle Park – \$25,000 was suggested for fencing and weeding, as a good place to start. It was noted there has been no success reaching people at Forest Rim. Ms. Ager stated the city may have to come up with a concept plan for the park. She noted the \$25,000 will do about 1000-1200 feet of fencing (& installation) with access gates. Mayor Balensifer asked about the concept plan; Ms. Ager noted it can be done in house. Mayor Balensifer suggested calling a town hall for that area/project. Discussion continued on a possible maintenance agreement, as the property is quite large. Jim Dutcher suggested an HOA to help with maintenance costs. Mayor Balensifer

stated when the Parks Board is ready, let him know and he will call town hall. Commissioner Newton suggested a community cleanup day to have residents help cleanup, and have ownership. Brief discussion followed and it was noted staff will put together information and then a date will be set in February for a town hall.

Skipanon River Dog Park – Ms. Ager proposed \$30,000 for cleaning up, fill and parking; she noted it could be fenced as one big park. It was noted they will give people a place downtown to take their dogs, instead of the baseball fields. Discussion continued. Mayor Balensifer noted concerns about compatibility with the master plan and the kayak launch. He stated there has been interest in putting in a seasonal trailer with kayak rentals, and noted he does not want to preclude that opportunity when putting in a dog park; kayak use is in master plan.

Ms. Ager noted other proposals include Skipanon River Park interpretive signage; and improvements to Triangle Park in Hammond, which includes a “welcome to historic Hammond” sign and landscaping. Discussion continued on the Hammond area. Mayor Balensifer noted Warrenton is an amalgamation of 6-9 different towns/districts which are now annexed into Warrenton. He stated he would prefer to find out where all the districts were and create signs for all; adding a QR app for further information was also suggested. Discussion continued on involving the school in researching and creating the signs.

Ms. Ager noted additional plans for park/trail enhancements as outlined in the Parks Board agenda packet. Commissioner Ackley noted the two task forces are combining efforts and are having a meeting to plan on how to move forward, lay the foundation and then bring parks and trails in. (Commissioner Newton left the meeting at 5:44 p.m.)

Discussion followed on the Tansy Point to Point Adams trail connection. It was noted there is a revetment issue, and an easement is a complicated issue. It is an old railroad right-of-way, and the city will need legal action to clarify. Ms. Engbretson noted all has been sent to Legal Counsel. Discussion continued on Board to investigate on who owns what - in hopes to get the trail connected. Mayor Balensifer suggested good neighbor agreement with Pt. Adams to have trail access, unless they are in operation. Discussion continued on the trails to Fort Stevens; Mayor Balensifer asked the board to look at the trails and advise on which path is desired – then we can go forward to legal counsel. Discussion followed on Seafarers Park and improvements at the Hammond Marina.

Mayor Balensifer asked if the board thought about community events; Bert Little stated they had talked once about using the tennis courts for a Sunday market type event. Mayor Balensifer noted the city just redid the event application form; and stated the Parks Board could identify ideas to throw out to the community to spark events. He noted the project list - Skipanon Dog Park is a good idea; interpretive signage; Forest Rim Park; district history signage; trail connection to Fort Stevens; Seafarers Park improvements. Ms. Engbretson noted that Quincy funds will be opened up to other non-profit groups. She suggested looking to Oregon parks grants. Mayor Balensifer noted at Skipanon Park, there are lots of birds; we could possibly get

the Audubon Society or ODFW involved in donating for interpretive signs – to alleviate the city budget. Tessa Scheller noted success using RARE students, and Oregon parks and recreation (OPRD). Commissioner Dyer suggested making pamphlets and putting QR codes in the pamphlet; this could inspire people to come visit.

Ms. Ager noted the Quincy Robinson grant application, and noted the various additional funding sources.

Mayor Balensifer asked the Parks Board what their priorities are - Carol Snell – wants to see Skipanon dog park; Bert Little - Skipanon dog park and Honeysuckle park, noting the kids need somewhere to play; and connecting the trails; Jim Dutcher – wants to attend as many city meetings he can and see what input the Parks Board can have – stay ahead of the game. He briefly discussed parking at the kayak launch, and noted his focuses of last year.

Commissioner Ackley noted the Hammond marina is on the top of her list. (Commissioner Ackley left the meeting at 6:22 p.m.) Kailee Kobe stated the Skipanon River Park is a favorite place to hang out, but noted safety concerns due to “sketchy people.” She stated putting in a dog park will make it feel safer. She stated she also likes idea of events. Justin Kobe noted he would like to see events incorporated into the parks. Discussion followed on movies in the park. Tessa Scheller stated the trails organization would love the Hammond Marina trail connection to Fort Stevens.

Commissioner Dyer stated the Parks Board is doing a great job, and noted he likes the idea of another dog park. He also stated he would like to get a trail or path from Hwy 101, near Shilo, to along the power lines to the shopping centers. Commissioner Baldwin stated the Parks Board has done great job, and he supports them in a new dog park. He would also like to see the trail completed in Hammond. Public Works Director Collin Stelzig stated the trails are most important, but the dog park is something we can do quickly. He suggested lighting on Second Street for safety. City Manager Linda Engbretson noted the Urban Renewal Advisory Committee could combine with the Parks Board to help with lighting and Downtown improvements. Ms. Ager stated she would like to see a sidewalk on SE 3<sup>rd</sup>, from S. Main to Skipanon River Park, to connect Quincy Park to Skipanon Park. She noted she liked the idea of lighting, which could be done with street improvements. She also liked the idea of a dog park. She stated interconnectivity is important.

Mayor Balensifer noted interconnectivity is a good point. He stated the Parks Board is doing a fabulous job; continue doing what you’re doing. He noted he was glad to see energy between Point Adams and the marina. He would like to see ideas for more use of the parks for events, and for the Parks Board to push their ideas. He stated he does not want the boards to get discouraged. He encouraged them to continue coming with ideas, a send a report to the Mayor (every quarter) that he can bring to commission. He stated he was glad to see meshing interests in the commission and Parks Board.

Ms. Engbretson noted the Chamber wants to have an event in Warrenton; she will get them to connect with Parks Board.

Discussion followed on the process for advisory boards' minutes. Bert Little discussed access to Ft. Stevens by the cemetery.

Ms. Ager noted concerns that the Urban Renewal Advisory Committee put together a full plan for the post office park and no one on the Parks Board was in on the plan at all. Brief discussion followed and Mayor Balensifer noted boards should be integrating better.

There being no further business, Mayor Balensifer adjourned the meeting at 6:48 p.m.

APPROVED

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Mayor, Henry A. Balensifer III

ATTEST

\_\_\_\_\_  
Dawne Shaw, City Recorder

## MINUTES

Warrenton City Commission  
&  
Community Center Advisory Board  
Joint Work Session – January 17, 2019  
4:30 p.m.  
Warrenton Community Center  
170 SW 3<sup>rd</sup> Street  
Warrenton, OR 97146

Mayor Balensifer called the meeting to order at 4:32 p.m.

Community Center Board Members Present: Frank Becker, Carol Snell, Penny Morris, Chair Debbie Little, and Jerry O'Neill

City Commissioners Present: Mayor Henry Balensifer, Pam Ackley, Rick Newton, and Tom Dyer

Excused: Mark Baldwin

Staff Present: City Manager Linda Engbretson, Finance Officer April Clark, and City Recorder Dawne Shaw

Mayor Henry Balensifer opened up the meeting stating that the City Commission and the Board are gathered to reach a common goal, to work in harmony as a City. He requested input from the Board on what their goals are for the year. Board member Frank Becker stated his goal is to make sure the community center is self-supporting, and to provide the center for the community. Commissioner Rick Newton commented that the desire to be self-supporting is good; however, supporting the community is just as important. Board member Jerry O'Neill stated that developing goals is great, and would like to see the community center used more. Financial Director April Clark clarified the board's objective and noted that financial stability is part of that goal. Mayor Balensifer commented that the community center is a community asset that provides a basis for traditions that become institutions. He noted the facility is getting to be too small for usage. He stated one of the City Commission's 2018 goals was livability, and he believes this goal will continue in 2019. In addition, he encouraged the Board to continue what they're doing and to keep going.

Mayor Balensifer asked Mr. O'Neill for an update on the work done so far by the Senior Citizens Inc. and the task force. Mr. O'Neill stated Senior Citizens, Inc. work with Meals on Wheels to provide two meals, two days a week. He stated the seniors board has asked him to establish a task force to explore other activities that would involve seniors not only for their entertainment, but to engage them in the growth and participation in the community.

They are looking at partnering with Encore and other organizations, and even pilot some of their own additions to see that the seniors continue to grow in their own activities, and support the community center. They hope to have a pilot project available for the Board to review within a year. Mr. Becker suggested the seniors expand the days they already have. Mr. O'Neill discussed the Senior Citizens Inc.'s desire to assume responsibility for the center, always with the intent that it is a community center. Commissioner Tom Dyer made suggestions for more events to let people be more aware of what the seniors are doing, and to also bring generations together.

Commissioner Newton asked for clarification on the maintenance that needs to be done. Financial Director April Clark cited the main room needs painting; repairs are needed in the kitchen; need new doors; and new chairs.

Commissioner Newton suggested a Bingo night once a month to bring people together and bring more money in. Discussion ensued. It was noted the City cannot be involved in gaming; however it was suggested that Senior Citizens Inc. could; they could apply for a license as a non-profit entity.

Mr. O'Neill further discussed the building expansion. He believes that a ground swell of support and funds are needed to support this. Discussion continued. Commissioner Pam Ackley suggested building a courtyard and selling bricks to raise money. Further discussion continued on the possibility of Senior Citizens Inc. taking over ownership of the facility.

2019 goals were discussed. Community Center Board Chair Debbie Little mentioned the successes of the Breakfast with Santa, and the Easter Bunny, and the Thankful Hearts community Thanksgiving dinner. Discussion on volunteers ensued. Commissioner Newton suggested placing a sign above the exits stating "volunteers needed" with a phone number. Mayor Balensifer noted that when it comes to volunteers, it does not have to be an age issue, it just has to do with availability, willingness and a heart for it. He suggested using the Coast Guard or Tongue Point for building maintenance.

Commissioner Ackley discussed Walmart as a resource for grants, noting that Kim Smith has been great to work with. Ms. Clark stated Columbia Bank has given donations in the past. It was suggested that Senior Citizens Inc. approach Walmart for a grant. Ms. Clark reviewed the money raised over the past few years for the Easter and Christmas breakfasts; noting the 2018 Christmas breakfast raised \$3,138.65.

Discussion continued on the boards' goals for 2019. Ms. Little stated she would like to be more visible in the community, be easily accessible, and to have better advertising and more events. Commissioner Newton suggested a post in the Columbia Press to increase visibility and volunteers. Mayor Balensifer noted other community boards also need volunteers, and suggested having an annual Community Volunteer Fair.

Mr. Becker stated his goal is to increase revenue, and suggested taking flyers/brochures to new people for fund raising. Commissioner Ackley suggested sending information in welcome

Warrenton City Commission/Community Center Advisory Board

Joint Work Session – January 17, 2019

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packets to new home owners. Commissioner Newton suggested handing out packets when they sign up for water service.

Discussion continued on volunteers and events. Event suggestions included an annual croquet tournament; a Christmas bazaar/market; Saturday markets; wine & paint events; a Turkey Bowl with raffles and auctions; movie night with concessions; and a chili cook-off. Mr. O'Neill stated he anticipates the task force and the board for the senior's to propose a fund raising event that will involve seniors and other generations; and he anticipates they will generate more activity and fund raising. He also suggested having a float during the 4<sup>th</sup> of July parade. Brief discussion continued.

Commissioner Newton thanked all those who participated in the Santa's breakfast, noting his grandson really enjoyed it. Commissioner Dyer agreed that it's good to experiment and to encourage people. Mr. O'Neill commended the Commission for that spirit of experimentation, visioning, and the wonderful openness to development and growth.

Mayor Balensifer summarized the board's 2019 goals; and suggested they look at the inventory of existing events in the North County and figure out how to make a differentiated product. He also stated there will be Chair training in March or April. He noted the board minutes are submitted to the Commission, and if the board has a recommendation, they should have a formal vote on it. Discussion ensued on recommended lead time for recommendations. Mr. O'Neill discussed the purpose and mission of the board. Mayor Balensifer, noted he plans to create a subcommittee to review and revise Bylaws of the different committees; brief discussion followed.

There being no further business, Mayor Henry Balensifer adjourned the meeting at 5:50 p.m.

Approved

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Mayor, Henry A. Balensifer III

Attest

\_\_\_\_\_  
Dawne Shaw, City Recorder



MINUTES  
Warrenton City Commission  
Regular Meeting – January 22, 2019  
6:00 p.m.  
Warrenton City Hall - Commission Chambers  
225 S. Main  
Warrenton, OR 97146

Mayor Balensifer called the meeting to order at 6:01 p.m., and led the public in the Pledge of Allegiance.

Commissioners Present: Mayor Henry Balensifer, Rick Newton, Pam Ackley, and Mark Baldwin

Excused: Tom Dyer

Staff Present: City Manager Linda Engbretson, Finance Director April Clark, Community Development Director Kevin Cronin, Police Chief Mathew Workman, Public Works Director Collin Stelzig, Public Works Operations Manager Kyle Sharpsteen, and City Recorder Dawne Shaw

CONSENT CALENDAR

- A. Commission Regular Meeting Minutes – 1.08.19
- B. Commission Work Session Minutes – 1.08.19
- C. City Commission/Planning Commission Joint Work Session Minutes- 11.08.18
- D. Police Department Monthly Statistics – Dec 2018
- E. Police Department 2018 Statistics Review
- F. Parks Advisory Board Meeting Minutes – Dec 2018

Mayor Balensifer noted a minor correction to the 1.08.19 regular meeting minutes.

**Commissioner Ackley made the motion to approve the consent calendar, with corrections to the 1.08.19 regular meeting minutes. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – aye; Ackley – aye; Balensifer – aye**

COMMISSIONER REPORTS

Commissioner Newton noted he is head of Clatsop County Rental Owners Association and also sits on the Oregon Rental Home Owners Association; he stated the profit on Airbnb’s is 2- 3 times what it is on a rental house, and the city should be prepared for that.

PUBLIC COMMENT

County Commissioner Mark Kujala (District 1) introduced himself, and stated he is really anxious to work with the City of Warrenton and District 1; and noted he is very optimistic on the

future. He stated he would like to extend his hand to the City Commission; and that he wants to do his best to represent District 1.

## BUSINESS ITEMS

City Manager Linda Engbretson presented Resolution No. 2538, Modifying Building Permit Fees. She noted at the last meeting Building Official Bob Johnston presented some proposed permit fee increases, and that permit fees have not been updated since 2008. Ms. Engbretson stated in order to provide the public opportunity to comment, rate increases are considered over two meetings. Brief discussion followed.

**Commissioner Ackley made the motion to conduct the first reading, by title only of Resolution No. 2538. Motion was seconded and passed unanimously.**

**Baldwin – aye Newton – aye; Ackley – aye; Balensifer – aye**

**Mayor Balensifer conducted the first reading of Resolution No. 2538; A Resolution Modifying Building Permit Fees.**

Community Development Director Kevin Cronin discussed the proposed Transportation System Plan Update & Code Amendments. He noted the proposal has been reviewed and recommended by the Planning Commission. He clarified the difference between short-term versus long-term bike parking standards. Discussion continued on traffic increase percentages and traffic impact studies. Mayor Balensifer suggested a future work session on traffic. Commissioner Ackley asked about Mr. Cronin's recommendation to remove drive thrus as a conditional use - item D in Section 4. Mr. Cronin clarified that the Planning Commission has recommended adding a conditional use within the Commercial Mixed Use zone (CMU). After further discussion, the consensus was to keep it as a conditional use. Mayor Balensifer asked about Type II Procedure (Section 9), as well as notifications. He stated in the past the Port of Astoria's Airport has not been notified of development in the airport hazard overlay. He stated the Astoria/Warrenton Regional Airport should be specifically listed as an affected agency, and added to both 16.208.070 applications, as well as Section 9-e under Type II Procedural; and also insert it to Type III Procedural as well. There were no objections to this addition. Brief discussion continued. Mr. Cronin clarified for the record that this will be the first reading of the ordinance.

**Mayor Balensifer made the motion to amend Ordinance No. 1225, amending Warrenton Municipal Code under 16.208.070 General Provisions, Section D, Paragraph iv; and, also under 16.208 Type II and Type III Procedures; adding Astoria/Warrenton Regional Airport to the noticed parties for hearings and applications. Motion was seconded and passed unanimously.**

**Baldwin – abstained Newton – aye; Ackley – aye; Balensifer – aye**

**Commissioner Ackley made the motion to approve the first reading of Ordinance No. 1225, as amended, by title only. Motion was seconded and passed unanimously.**

**Baldwin – abstained Newton – aye; Ackley – aye; Balensifer – aye**

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**Mayor Balensifer conducted the first reading of Ordinance No. 1225, by title only; An Ordinance Amending Warrenton Comprehensive Plan, Adopt the Transportation System Plan, and amend Warrenton Municipal Code Section 16.12 Definitions, 16.40 C-1 Commercial Uses, 16.44 Development Standards, 16.120 Vehicular Access & Circulation, 16.128.030 Vehicle Parking Standards, 16.128.040 Bicycle Parking Standards, 16.136.020 Transportation Standards, 16.208 Procedures, 16.216 General Requirements, 16.220 Conditional Use Review Criteria, 16.232 Transportation Planning Rule Compliance, and 16.265 Traffic Impact Study.**

Community Development Director Kevin Cronin presented Ordinance No. 1226 for the second reading. Ms. Engbretson noted a public hearing and the first reading were held at the January 8 City Commission meeting. Commissioner Newton noted a conflict of interest, stating he owns property adjacent to the subject property. He stated he will abstain from voting. Mayor Balensifer noted for the record that if Commissioner Newton does not financially benefit from the street vacation, he does not need to recuse himself. Commissioner Newton stated he would prefer to abstain.

**Commissioner Baldwin made the motion to conduct the second reading of Ordinance No. 1226 by title only. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – abstained; Ackley – aye; Balensifer – aye**

**Mayor Balensifer conducted the second reading of Ordinance No. 1226, by title only; An Ordinance Vacating Undeveloped Streets Rights-of-way in the Plat of WC Smith’s Warrenton in Warrenton, Oregon.**

**Commissioner Baldwin made the motion adopt Ordinance No. 1226. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – abstained; Ackley – aye; Balensifer – aye**

Community Development Director Kevin Cronin presented Ordinance No. 1223 for the second reading. Commissioner Baldwin noted a possible conflict of interest and will abstain from voting.

**Commissioner Ackley stated based on the staff report, application and exhibits presented to the Planning Commission, the record established by the Planning Commission in its review of Application DCA 18-4, and Agenda Summary for November 13, 2018, December 11, 2018, and January 8, 2019 City Commission public hearing, public testimony, and further input received at the town hall, made the motion to approve the second reading of Ordinance No. 1223, by title only, as amended. Motion was seconded and passed unanimously.**

**Baldwin – abstained Newton – aye; Ackley – aye; Balensifer – aye**

**Mayor Balensifer conducted the second reading of Ordinance No. 1223, by title only; An Ordinance Amending Warrenton Municipal Code Chapter 16.64.020 amended.**

**Commissioner Ackley made the motion adopt Ordinance No. 1223. Motion was seconded and passed unanimously.**

**Baldwin – abstained; Newton – aye; Ackley – aye; Balensifer – aye**

Ms. Engbretson asked Commissioner Baldwin to clarify the potential conflict for the record. Commissioner Baldwin stated he has done work for the applicant, and may do more work in the future. Mayor Balensifer noted neither recusal is required legally, but done as precaution and to preserve public trust.

Community Development Director Kevin Cronin stated the Commission discussed homestay lodging at multiple meetings and conducted the first reading of Ordinance No. 1224 at the January 8, 2019 meeting. It is presented tonight for a second reading and adoption. He noted the revised ordinance, switching items “N” and “O”, as discussed in the 1.08.19 meeting; the incorrect version was submitted in the agenda packet. Brief discussion continued.

**Commissioner Ackley stated based on the body of evidence and research presented to the City Commission over numerous work sessions and regular meetings, including the Agenda Summary for January 8, 2019 City Commission, made the motion to approve second reading of Ordinance No. 1224, by title only. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – aye; Ackley – aye; Balensifer – aye**

**Mayor Balensifer conducted the first reading of Ordinance No. 1224; An Ordinance Creating Warrenton Municipal Code Chapter 8.24, Regarding Safety Standards for Short Term Rentals Referred to Homestay Lodging.**

**Commissioner Ackley made the motion adopt Ordinance No. 1224. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – abstained; Ackley – aye; Balensifer – aye**

Finance Director April Clark noted the City has had the same Insurance Agent of Record for many years. In an effort to make sure the City is getting the best value and as many risk management services as possible for our agent commissions, an RFP was prepared and posted on our website on October 31, 2018. The RFP was distributed to our current agent as well as four other agencies experienced in providing insurance and other risk management services to municipalities. Ms. Clark stated she received four qualified responses; a staff committee was formed to review and evaluate the proposals. Staff unanimously agreed to recommend WSC Insurance as Insurance Agent of Record. Brief discussion continued.

**Commissioner Ackley made the motion to award the contract for professional services to WSC Insurance for Insurance Agent of Record Services beginning January 22, 2019 for a**

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**three year period with the option to extend for an additional three years. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – aye; Ackley – aye; Balensifer – aye**

City Manager Linda Engbretson stated the City has received a request for a waiver of fees for use of the Community Center for one of the two nights for the annual Fishermen's Benefit Fund Crab Dinner. The event will be held on February 1 and 2. Brief discussion followed.

**Commissioner Baldwin made the motion to have the City cover the cost of use of the Community Center in the amount of \$422.00 for the annual Fishermen's Benefit Fund Crab Dinner. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – absent; Ackley – aye; Balensifer – aye**

City Manager Linda Engbretson discussed the Falcon Community Ventures I, dba Charter Communications Franchise Agreement renewal. She noted the City Commission held the first reading of Ordinance No. 1227 at its January 8 meeting. Brief discussion continued.

**Commissioner Newton made the motion to conduct the second reading, by title only, of Ordinance No. 1227. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – aye; Ackley – aye; Balensifer – aye**

**Mayor Balensifer conducted the second reading of Ordinance No. 1227, by title only; An Ordinance Granting a Non-Exclusive cable television franchise to Falcon Community Ventures I, LP, dba Charter Communications.**

**Commissioner Newton made the motion to adopt Ordinance No. 1227. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – absent; Ackley – aye; Balensifer – aye**

City Manager Linda Engbretson stated a fire destroyed the warehouse owned by Jim Scarborough, located at 846 NE 1<sup>st</sup> Court in November 2018. The real property is owned by the City of Warrenton, and is currently under lease to Mr. Scarborough until October 2021. Mr. Scarborough does not intend to rebuild and has requested to cancel the remainder of his lease with the City. Ms. Engbretson stated Mr. Scarborough has a sublease with Pacific Future. They are requesting the lease be transferred to them; they would like to rebuild a warehouse facility for gear and equipment storage. Ms. Engbretson recommended adding this property onto the appraisal list as discussed at the last meeting. Mayor Balensifer stated he feels better cancelling the lease; not transferring it, and making a new lease at market rate. Ms. Engbretson noted the current lease goes to 2021. She stated she now has approximately six lease properties to appraise. Discussion followed on lease rates. Commission direction is to let Mr. Scarborough out of the lease; put this property on the list of properties to appraise, and then make a decision moving forward. Discussion continued.

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**Commissioner Ackley made the motion to provide written notice to Mr. Scarborough of cancellation of the remainder of his lease. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – aye; Ackley – aye; Balensifer – aye**

Discussion continued on lease rates; consensus was to hold off on the Pacific Future lease, until we get the appraisal.

City Recorder Dawne Shaw presented Resolution No. 2531 for a second reading. She noted the City Commission held the first reading at its January 8 meeting; in order to provide the public an opportunity to comment, rate increases are considered over two meetings.

**Commissioner Newton made the motion to conduct the second reading, by title only, of Resolution No. 2531 Policy, Procedures and Fees for Public Records and Information Requests, and Repealing Resolution No. 2301. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – aye; Ackley – aye; Balensifer – aye**

**Mayor Balensifer conducted the second reading of Resolution No. 2531; Policy, Procedures and Fees for Public Records and Information Requests, and Repealing Resolution No. 2301.**

**Commissioner Newton made the motion to adopt Resolution No. 2531. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – absent; Ackley – aye; Balensifer – aye**

Mayor Balensifer noted the resolutions authorizing appointments and setting terms of office to the various advisory boards.

**Commissioner Baldwin made the motion to adopt Resolution No. 2533; Authorizing Appointments to Fill Positions on the Warrenton Budget Committee and Setting Terms of Office. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – aye; Ackley – aye; Balensifer – aye**

**Commissioner Ackley made the motion to adopt Resolution No. 2534; Authorizing Appointments to Fill Positions on the Warrenton Community Center Advisory Board and Setting Terms of Office. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – aye; Ackley – aye; Balensifer – aye**

**Commissioner Baldwin made the motion to adopt Resolution No. 2535; Authorizing Appointments to Fill Positions on the Warrenton Parks Advisory Board and Setting Terms of Office. Motion was seconded and passed unanimously.**

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**Baldwin – aye; Newton – aye; Ackley – aye; Balensifer – aye**

**Commissioner Ackley made the motion to adopt Resolution No. 2536; Authorizing Appointments to Fill Positions on the Warrenton Business Association and Setting Terms of Office. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – aye; Ackley – aye; Balensifer – aye**

**Commissioner Baldwin made the motion to adopt Resolution No. 2537; Authorizing Appointments to Fill Positions on the Warrenton Planning Commission and Setting Terms of Office. Motion was seconded and passed unanimously.**

**Baldwin – aye; Newton – aye; Ackley – aye; Balensifer – aye**

#### DISCUSSION ITEMS

Public Works Director Collin Stelzig stated Mr. Mark Kujala will give a brief explanation of last week's inspection of the levee system. He noted some pump stations were also inspected. City Manager Engbretson stated the city is anticipating a more formal report from the Corps in April, and she would like to schedule a work session to present the report. Mr. Mark Kujala explained the inspection process. He gave a brief overview, and noted the last periodic inspection was in 2010. Mr. Kujala stated since the last inspection, Public Works has made tremendous progress in cutting back vegetation and removing trees; there have been tremendous improvements. He further explained the inspection process and noted they walked 11 miles of levee. The pump stations were also inspected; Public Works Operations Manager Kyle Sharpsteen stated they had never inspected them before, and they were pretty impressed. Mr. Kujala stated the levee system will continue to be minimally acceptable; he noted the Corps is moving away from the current rating system, and moving towards a risk based rating system. Brief discussion followed on District 11. Mr. Kujala briefly discussed encroachments. Ms. Engbretson stated the city is working on what we can without funding; and when we get more information will give a full report, and talk about what the next steps will be. Brief discussion continued.

Ms. Engbretson discussed system development charges. She noted Community Development Director Kevin Cronin originally brought a proposal forward, and there was discussion. She stated she looked into the SDC report and methodology that was adopted, and noted she had a concern about coming in at this point, when we haven't updated the SDC's based on the actual adopted methodology. Ms. Engbretson stated she did reach out to city attorney Spencer Parsons to ask him about moving forward with \$5,200 as originally proposed. He is looking at the resolution that was adopted and methodology, but she has not heard back yet. Mr. Parsons was concerned about adopting out of the blue from an old rate study. Discussion followed. Ms. Engbretson agreed that it is important that we address this issue but it needs to be done right. After further discussion it was noted this will be postponed until we hear back from legal counsel. Ms. Engbretson assured the Commission that this is something she wants to bring forth, and she will reach out to get an idea on what a new study or update will cost.

#### MINUTES



GOOD OF THE ORDER

Commissioner Newton discussed the recycling rates, and plastics washed up on the shoreline.

City Manager Engbretson noted she will be in Salem on Thursday for City Day at the Capital. Mayor Balensifer noted he will be in Salem next week to talk about issues, but will not be going to City Day at the Capitol.

There being no further business, Mayor Balensifer adjourned the regular meeting at 7:57 p.m.

APPROVED:

\_\_\_\_\_  
Henry A. Balensifer III, Mayor

ATTEST:

\_\_\_\_\_  
Dawne Shaw, City Recorder

Minutes

Warrenton Business Association

November 14th, 2018

Members Present: Tommy Smith, Mike Moha, Roxanne Williams, Darlene Warren.

Guests: Henry Balensifer, Colin McDonald.

Chair Moha Called meeting to order at 5:37pm. A motion was made by Williams second by Warren to approve agenda. Motion passed unanimously

Motion was made by Williams and second by Warren to approve September 12<sup>th</sup>, 2018 minutes. Passed unanimously.

Motion was made by Smith and second by Williams to approve August financials. Passed unanimously.

Nothing on the agenda. Discussion on next agenda will be direction and vision of the WBA. Think about new date or time for meetings for convenience. Start thinking about summer events, working with Chamber, and fun things that are not too expensive and easy to put on.

Meeting adjourned at 6:13.

/WARRENTON COMMUNITY CENTER  
Advisory Board Meeting

Meeting Date: November 15, 2018

Place: Warrenton Community Center

Call to Order – Vice Chairman, Frank Becker called the meeting to order at 4:00 PM

Roll Call: Vice Chair, Frank Becker, Carol Snell; Lorna Anderson, Ronald LeChurch and Warrenton Finance Director, April Clark. Members absent and excused: Chairman, Mel Jasmin and Debbie Little.

Introduction of Guests: Jerry O’Neil and Rick Newton, City of Warrenton Commissioner.

Public Comment: Mr. O’Neil is the Chairman of the Warrenton Senior Citizens Program Task Force. In the interest of the Center Mr. O’Neil expressed an interested in joining the Advisory Board to encourage cooperation between the Task Force and the Advisory Board. He suggested that a member from the Advisory Board <sup>partner with</sup> join the Task Force. The Task Force members will support the volunteers for the Santa Breakfast. He suggested that the seniors use the Center exclusively for an additional day a week from 9 – 4 on Wednesdays. Reimbursement would be equal to past receipts received by the City for Wednesdays. The Task Force wants to add an activity to the Breakfast with Santa for the seniors. He was taking their ideas to the City Commissioners. He thought Monday, Wednesday and Thursdays maybe used to serve the community’s support groups.

Mr. O'Neil is welcome to apply as a member of the Advisory Committee. The Advisory Committee would be agreeable to cooperate with the Task Force to sponsor activities for the seniors. April stated it would be hard for the City to determine what the revenue received for Wednesday rentals. The accounting records are not kept so information can be gleamed on a day by day basis. Mr. O'Neil was reminded that the breakfast is for the community and persons of all ages would be in attendance. The breakfast is from 8 AM until 11 AM. We would need time to clean up and put the room back in order before the next activity could take place.

Approval of Minutes: Carol offered a motion to approve the minutes of the October 18, 2018 as corrected. Lorna seconded the motion. Motion passed. The new employee for the Center is Dan Arnoth not Ed Arnoth.

Financial Report: Finance Director, April Clark, discussed the Financial Report dated November 15, 2018. The report is for the first quarter ending September 30, 2018. The Center is \$ 1,667.00 ahead of the current budget while expenses are under budget by \$ 1,884.00.

The Veterans group is taking over the Thanksgiving Dinner (2019) currently sponsored by a local group of citizens. The City Commissioners have agreed to use funds from the General fund to pay the Community Center's rental fee for the Thanksgiving dinner. This amounts of \$ 844.00.

Old Business: Ronald stated he had gotten Walmart to donate a tree for the Breakfast. He can pick it up after Thanksgiving. April stated we had received donations from the VFW, VFW Auxiliary and Warrenton Kia. Frank will make sure Santa provides a bill and will be paid out of the door receipts. Lorna offered a motion that "we pay the City \$25.00 to clean up after the breakfast". Frank seconded and the motion passed.

The donation letters were distributed by Frank, Ronald, Mel and Carol. Ronald talked up the Center to the new businesses and received positive responses from them. Rick offered to speak with the High School Key Club if we needed more volunteers. Rick stated that the City can't exist without its volunteers.

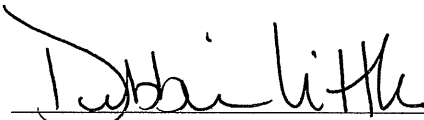
*Debbie*

New Business: The City Commissioners may meet with the Advisory Board in January 2019.

Correspondence: None

Next Meeting: The next regular meeting will be Thursday, January 17, 2019 4 PM at the Community Center.

Lorna moved and Ronald seconded; to adjourn the meeting at 5:15 PM.

  
Chairman

  
Carol Snell, Secretary

**Volume 12, Issue 6**

**Monthly Finance Report**  
**December 2018**

**February 12, 2019**

**Economic Indicators**

	Current	1 year ago
◆ Interest Rates:		
LGIP :	2.56%	1.62%
Prime Rate:	5.50%	4.50%
◆ CPI-U change:	1.9%	2.1%
◆ Unemployment Rates:		
Clatsop County:	4.3%	4.2%
Oregon:	4.1%	4.1%
U.S.:	3.9%	4.1%

**Department Statistics**

◆ Utility Bills mailed	3,331
◆ New Service Connections	0
◆ Reminder Letters	395
◆ Door Hangers	70
◆ Water Service Discontinued	8
◆ Walk-in counter payments	585
◆ Mail payments	1,293
◆ Auto Pay Customers/pmts	617
◆ Online (Web) payments	638
◆ Phone payments	109

**Current and Pending Projects**

- ◆ 2019-2020 Budget Preparation
- ◆ 2020-2025 Capital Improvement Program
- ◆ Year end payroll tax, 1099 and ACA reporting

**Financial Narrative as of December 31, 2018**

**Note:** Revenues and expenses should track at 6/12 or 50% of the budget.

**General Fund:** Year to date revenues amount to \$2,327,381, which is 58% of the budget, compared to the prior year amount of \$2,323,031, which was 60.1% of the budget and are down by \$4,350. Increases are shown in property taxes, franchise fees, municipal court, community development fees, fire charges, interest and lease receipts and are offset by decreases in transient room tax, state revenue sharing, and police charges.

Expenses year to date amount to \$2,321,440, which is 50.1% of the budget, compared to the prior year amount of \$2,041,057, which was 46.7% of the budget. All departments are tracking at or under budget except the Admin/Comm/Fin which has large one-time expenditures at the beginning of the year. Year to date transfers of \$204,578 were made to other funds as budgeted.

**WBA:** Business license revenue amounts to \$55,545, compared to \$49,440 last year at this time, a difference of \$6,105. The number of business licenses issued year to date is 611 compared to 524 at this time last year.

**Building Department:** Permit revenues this month amount to \$10,891 and \$73,621 year to date, which is 47% of the budgeted amount. Last year to date permit revenue

was \$144,768.

**State Tax Street:** State gas taxes received this month amount to \$36,291 for fuel sold in November and \$168,673 year to date. City gas taxes received this month amount to \$30,439 for fuel sold in October and are \$140,526 year to date.

**Warrenton Marina:** Total revenues to date are \$474,893, 75.2% of the budgeted amount, compared to the prior year amount of \$428,019, which was 80.4% of the budgeted amount. There is \$36,933 in moorage receivables outstanding.

**Hammond Marina:** Total revenues to date are \$332,915, 83.3% of the budgeted amount, compared to the prior year amount of \$283,513, which was 98.5% of the budgeted amount. There is \$3,323 in moorage receivables outstanding.

Of the total outstanding receivables \$14,444 is over 90 days old.

**Water Fund:** Utility fees charged this month are \$133,233 and \$72,975, and \$1,015,555 and \$802,771 year to date for in-city and out-city respectively and totals \$1,818,326 and is 60.1% of the budget. Last year at this time year to date fees were \$942,652 and \$758,861, for in-city and out-city, respectively, and totaled \$1,701,513.

**Sewer Fund:** Utility fees charged this month are \$183,024 and \$1,143,411 year

to date, which is 52.4% of the budget. Last year at this time year to date fees were \$1,082,695. Shoreline Sanitary fees year to date are \$65,137. Septage revenue year to date is \$155,390 and is 51.3% of the budget. Total revenues year to date are \$1,432,153 compared to \$1,728,170 at this time last year. Last year revenue included loan proceeds for the Core Conveyance Project.

**Storm Sewer:** Utility fees (20% of sewer fees) this month are \$36,623 and \$228,719 year to date and is 52.4% of the budget. Last year to date revenues were \$216,532 which was 53.4% of the budget.

**Sanitation Fund:** Service fees charged this month for garbage and recycling were \$78,577 and \$15,874, and \$484,937 and \$96,009, year to date, and are 52.9% and 51.8% of the budget respectively.

**Library:** Year to date property taxes received amount to \$174,570 compared to \$46,872 last year at this time. This increase of \$127,698 was a result of the new local option levy passed by voters.

**Community Center:** Rental revenue to date is \$9,613 and represents 68.7% of the budget. Last year at this time rental revenue was \$7,749 and was 62% of the budget.



## Financial data as of December 2018

	General Fund				
	Current Month	Year to Date	Budget	% of Budget	
Beginning Fund Balance	1,552,628	1,337,045	908,000	147.25	
Plus: Revenues	220,262	2,327,381	4,013,541	57.99	(see details of revenue, page 4)
Less: Expenditures					
Municipal Court	9,680	61,290	139,198	44.03	
Admin/Comm/Fin(ACF)	84,251	609,714	1,142,969	53.34	
Planning	16,592	105,239	219,607	47.92	
Police	175,424	893,157	1,894,677	47.14	
Fire	135,501	383,425	868,783	44.13	
Parks	8,456	64,037	163,659	39.13	
Transfers	-	204,578	204,578	100.00	
Total Expenditures	429,904	2,321,440	4,633,471	50.10	
Ending Fund Balance	1,342,986	1,342,986	288,070	466.20	

	WBA				Building Department			
	Current Month	Year to Date	Budget	% of Budget	Current Month	Year to Date	Budget	% of Budget
Beginning Fund Balance	68,876	65,586	53,000	123.75	254,521	272,657	200,000	136.33
Plus: Revenues	677	62,725	63,000	99.56	11,414	76,752	158,682	48.37
Less: Expenditures	5,560	64,318	98,692	65.17	15,289	98,763	315,577	31.30
Ending Fund Balance	63,993	63,993	17,308	369.73	250,646	250,646	43,105	581.48

	State Tax Street				Warrenton Marina			
	Current Month	Year to Date	Budget	% of Budget	Current Month	Year to Date	Budget	% of Budget
Beginning Fund Balance	1,955,489	1,809,511	1,500,000	120.63	427,771	195,211	190,000	102.74
Plus: Revenues	70,951	331,561	753,057	44.03	20,984	474,893	631,700	75.18
Less: Expenditures	20,792	135,424	1,572,100	8.61	40,310	261,659	711,179	36.79
Ending Fund Balance	2,005,648	2,005,648	680,957	294.53	408,445	408,445	110,521	369.56



## Financial data as of December 2018, continued

	Hammond Marina				Water Fund			
	Current Month	Year to Date	Budget	% of Budget	Current Month	Year to Date	Budget	% of Budget
Beginning Fund Balance	299,447	122,905	119,000	103.28	1,843,543	1,337,636	1,100,000	121.60
Plus: Revenues	6,354	332,915	399,751	83.28	215,020	2,040,060	4,821,100	42.32
Less: Expenditures	22,801	172,820	457,137	37.80	148,070	1,467,203	5,297,243	27.70
Ending Fund Balance	<u>283,000</u>	<u>283,000</u>	<u>61,614</u>	<u>459.31</u>	<u>1,910,493</u>	<u>1,910,493</u>	<u>623,857</u>	<u>306.24</u>

	Sewer Fund				Storm Sewer			
	Current Month	Year to Date	Budget	% of Budget	Current Month	Year to Date	Budget	% of Budget
Beginning Fund Balance	2,385,584	1,939,250	1,700,000	114.07	705,511	596,394	375,000	159.04
Plus: Revenues	221,911	1,432,153	2,698,919	53.06	37,664	234,489	439,800	53.32
Less: Expenditures	119,328	883,236	3,235,301	27.30	16,627	104,335	602,036	17.33
Ending Fund Balance	<u>2,488,167</u>	<u>2,488,167</u>	<u>1,163,618</u>	<u>213.83</u>	<u>726,548</u>	<u>726,548</u>	<u>212,764</u>	<u>341.48</u>

	Sanitation Fund				Community Center			
	Current Month	Year to Date	Budget	% of Budget	Current Month	Year to Date	Budget	% of Budget
Beginning Fund Balance	468,576	417,570	380,000	109.89	16,773	14,375	10,000	143.75
Plus: Revenues	95,832	590,641	1,109,100	53.25	3,386	13,910	18,020	77.19
Less: Expenditures	88,102	531,905	1,301,768	40.86	1,811	9,937	26,241	37.87
Ending Fund Balance	<u>476,306</u>	<u>476,306</u>	<u>187,332</u>	<u>254.26</u>	<u>18,348</u>	<u>18,348</u>	<u>1,779</u>	<u>-</u>

	Library				Warrenton Urban Renewal Agency Capital Projects Fund			
	Current Month	Year to Date	Budget	% of Budget	Current Month	Year to Date	Budget	% of Budget
Beginning Fund Balance	173,291	40,842	40,000	102.11	296,836	297,770	234,692	126.88
Plus: Revenues	3,182	186,734	226,925	82.29	578	3,218	1,897,622	0.17
Less: Expenditures	21,746	72,849	183,285	39.75	8,191	11,765	2,132,314	0.55
Ending Fund Balance	<u>154,727</u>	<u>154,727</u>	<u>83,640</u>	<u>184.99</u>	<u>289,223</u>	<u>289,223</u>	<u>-</u>	<u>-</u>



**Financial data as of December 2018, continued**

**(\$) Cash Balances as of December, 2018**

General Fund	1,685,514	Warrenton Marina	375,431	Storm Sewer	678,351
WBA	64,073	Hammond Marina	280,633	Sanitation Fund	387,221
Building Department	253,744	Water Fund	1,485,065	Community Center	20,011
State Tax Street	2,015,980	Sewer Fund	2,146,530	Library	164,412

**Warrenton Urban Renewal Agency**

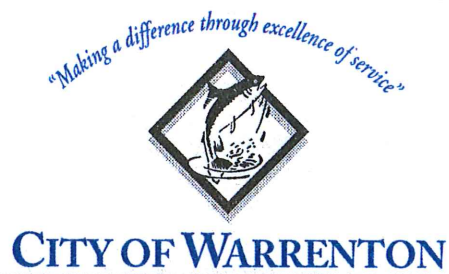
Capital Projects	297,414
Debt Service	1,746,954

General Fund Revenues	Collection Frequency	2018-2019 Budget	Actual as a % of Current Budget	Collections/Accruals Year to date		(over) under budget
				December 2018	December 2017	
Property taxes-current	AP	955,270	95.25	909,888	863,180	45,382
Property taxes-prior	AP	35,000	51.32	17,962	18,459	17,038
County land sales	A	-	0.00	-	-	-
Franchise fees	MAQ	551,000	35.97	198,222	190,065	352,778
COW - franchise fees	M	146,621	54.00	79,181	74,379	67,440
Transient room tax	Q	532,696	41.41	220,572	281,135	312,124
Liquor licenses	A	700	3.57	25	125	675
State revenue sharing	MQ	162,745	33.86	55,107	67,290	107,638
Municipal court	M	104,400	62.32	65,059	48,118	39,341
Community development fees	I	50,000	37.64	18,820	14,769	31,180
Police charges	I	8,500	99.93	8,494	43,877	6
Fire charges	SM	97,582	12.18	11,883	-	85,699
Park charges	I	-	0.00	50	125	-
Miscellaneous	I	1,200	954.08	11,449	11,503	(10,249)
Interest	M	15,000	88.41	13,261	7,162	1,739
Lease receipts	M	209,858	51.32	107,693	105,650	102,165
<b>Sub-total</b>		<b>2,870,572</b>	<b>59.84</b>	<b>1,717,666</b>	<b>1,725,837</b>	<b>1,152,906</b>
Transfers from other funds	I	-	0.00	-	25,629	-
Overhead	M	1,142,969	53.34	609,715	571,565	533,254
<b>Total revenues</b>		<b>4,013,541</b>	<b>57.99</b>	<b>2,327,381</b>	<b>2,323,031</b>	<b>1,686,160</b>

- M - monthly
- Q - quarterly
- SM - Semi-annual in November then monthly
- AP - As paid by taxpayer beginning in November
- MAQ - Century Link & NW Nat-quarterly, Charter annually in March, all others monthly
- S - semi-annual
- I - intermittently
- MQ - Monthly, cigarette and liquor and Quarterly, revenue sharing
- R - renewals due in July and new licenses intermittently
- A - annual

Note: Budget columns do not include contingencies as a separate line item but are included in the ending fund balance. Unless the Commission authorizes the use of contingency, these amounts should roll over to the following year beginning fund balance. For budget details, please refer to the City of Warrenton Adopted Budget for fiscal year ending June 30, 2018. Budget amounts reflect budget adjustments approved by the Commission during the fiscal year. Information and data presented in this report is unaudited.

3-G



February 1, 2019

Warrenton High School Transitions Class  
Ms. Kathleen Adams  
1700 S. Main Ave.  
Warrenton, OR 97146

Dear Students:

The Warrenton City Commission would like to thank you for setting up the community center tables for the Senior Lunches on Mondays and Thursdays. We sincerely appreciate the help you provide.

The City Commission recognizes your volunteering to make our community a better place.

Sincerely,

---

Henry A. Balensifer III, Mayor  
City of Warrenton

---

Rick Newton, Commissioner

---

Pam Ackley, Commissioner

---

Mark Baldwin, Commissioner

---

Tom Dyer, Commissioner

3-H

February 12, 2019

Mark Buffington  
ODOT

Dear Mr. Buffington:

The City of Warrenton is requesting ODOT consider reducing the speed on S. Main from the Spur 105 intersection through downtown Warrenton from 35 mph to 25 mph. This stretch is currently posted at 35 mph to Main/SW 4<sup>th</sup>. There are mostly residential homes along this route as well as it being the main pedestrian route to the high school. There is no sidewalk for pedestrians and the speed of log trucks and other traffic is often greater than 35 mph, a cause of great concern to the residents and to the safety of our student population walking to and from school.

The City of Warrenton requests ODOT consider a speed reduction for this portion of S. Main in Warrenton, Oregon.

On behalf of the Warrenton City Commission,

Henry Balensifer III, Mayor



# Warrenton Fire Department

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

3-I

## STAFF REPORT

**Date:** February 12, 2019  
**To:** The Members of the Warrenton City Commission  
Linda Engbretson, City Manager  
**From:** Tim Demers, Fire Chief  
**Re:** Fire Department Activity Report for **November, 2018**

---

### **November, 2018 Emergency Response Activity -**

The Warrenton Fire Department responded to 105 emergency calls during the month of November, 2018. The department responded to 79 EMS (emergency medical service) calls, 11 motor vehicle crashes, and 12 service calls. There were 3 reportable fires during the month. Service calls include alarm activations with no fire, false alarms, hazardous conditions, good intent calls, public assists, etc. An average of 4 volunteers responded per call throughout the month. During the month of November, 66.7%, or 70 of the calls were during daytime hours between 6:00 a.m. and 6:00 p.m. The other 35 calls, or 33.3%, were during the night, between the hours of 6:00 p.m. and 6:00 a.m.

### **November, 2018 Training –**

The department held 4 regularly scheduled Wednesday evening training sessions during the month of November, with an average attendance of 13 volunteers per drill. The department offered 1 additional training session during the month of November.

### **7th EMS – Mass Casualty incident drill**

Instructor: Chris Peck

### **Firefighter Association Business Meeting**

### **14<sup>th</sup> Pacific Power safety class**

Instructor: Gary Dick, Pacific Power

### **Chimney fire operations review**

Instructor: TBD

**21<sup>st</sup> Annual Standard Operating Guideline review**

Instructor: Capt. Penno

**28<sup>th</sup> Annual SCBA skill evaluations (final offering)**

Instructors: Capt. Shepherd

**Aerial ladder training**

Instructors: Lt. Alsbury, FF Hansen, FF Zamora





# Warrenton Fire Department

P.O. Box 250 Warrenton, OR 97146-0250 503/861-2494 Fax503/861-2351

3-J

## STAFF REPORT

**Date:** February 12, 2019  
**To:** The Members of the Warrenton City Commission  
Linda Engbretson, City Manager  
**From:** Tim Demers, Fire Chief  
**Re:** Fire Department Activity Report for **December, 2018**

---

### **December, 2018 Emergency Response Activity -**

The Warrenton Fire Department responded to 111 emergency calls during the month of December, 2018. The department responded to 82 EMS (emergency medical service) calls, 11 motor vehicle crashes, and 17 service calls. There was 1 reportable fire during the month. Service calls include alarm activations with no fire, false alarms, hazardous conditions, good intent calls, public assists, etc. An average of 5 volunteers responded per call throughout the month. During the month of December, 64.9%, or 72 of the calls were during daytime hours between 6:00 a.m. and 6:00 p.m. The other 39 calls, or 35.1%, were during the night, between the hours of 6:00 p.m. and 6:00 a.m.

### **December, 2018 Training –**

The department held 3 regularly scheduled Wednesday evening training sessions during the month of December, with an average attendance of 20 volunteers per drill. The department offered no additional training sessions during the month of December.

### **5<sup>th</sup> EMS – Operations with the United States Coast Guard:**

#### **Facilities, procedures, and equipment orientation**

Instructors: FF Hicks, FF Rockey, Capt. Penno

USCG Air Station Warrenton

#### ***WFD Firefighter Association business meeting***

### **12<sup>th</sup> Tender #2733 orientation**

Instructors: FF Watson, Lt. Alsbury, Capt. Nyberg



**19<sup>th</sup> Christmas food drive packaging and distribution (all day)**

Instructor: Capt. Penno

**26<sup>th</sup> No Drill scheduled**

*"Making a difference through excellence of service"*



# CITY OF WARRENTON

## AGENDA MEMORANDUM

**TO:** The Warrenton City Commission  
**FROM:** Kevin A. Cronin, Community Development Director  
**DATE:** For the agenda of February 12, 2019  
**SUBJ:** Nuisance Code Review & Update

### SUMMARY

The Warrenton Municipal Code Section 8.16 contains nuisance codes that address public health and safety issues on privately owned properties. There are different types of nuisances listed in this section such as accumulation of debris, junk, noxious vegetation, and attractive nuisances. This section has been used consistently to close over 25 cases in 2018. However, as a result of the Downtown Task Force and RDI Economic Vitality Road Map, a nuisance code update was recommended. Staff has audited the code and discovered the following issues are not addressed:

- A “chronic nuisance” section that would penalize repeat offenders, which duplicates staff time and resources on the same property.
- A “derelict building” section that would address vacant and/or abandoned properties.
- Specific standards for defining junk cars. Currently, the “unenumerated” section is applied to address this condition.

Attached is a draft ordinance for review and discussion. It addresses all three major issues described above and includes additional enforcement standards and actions. Staff is requesting feedback on the new standards and direction on next steps that could include an ordinance for consideration a future City Commission meeting. Staff recommends review by the City Attorney prior to

presenting to the Commission in ordinance format.

**RECOMMENDATION/SUGGESTED MOTION**

*I move to direct staff to prepare an ordinance to present at a future City Commission meeting.*

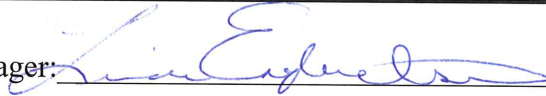
**ALTERNATIVE**

*I move to continue discussion at the next regular City Commission meeting.*

**FISCAL IMPACT**

A potential fiscal impact exists, but cannot be quantified at this time.

Approved by City Manager:



All supporting documentation, i.e., maps, exhibits, etc., must be attached to this memorandum.

## Chapter 8: Health & Safety

### 8.28 PROPERTY MAINTENANCE, VACANT BUILDING, AND DERELICT BUILDING

**8.28.010 Purpose.** The purpose of this Ordinance is to establish an enforcement program to address the problem of derelict, abandoned, and vacant commercial and residential buildings and property within the City in order to protect the public health, safety, and welfare of the community through the required maintenance of unkempt, unsightly, unsafe, unsanitary, and otherwise improperly maintained premises and structures. The program is intended to protect the City from blight, deterioration, and decay as a result of properties in a condition or state that potentially would have an adverse effect on the value, utility, and habitability of property within the City. In addition to the obvious hazards which these conditions pose to the public health, safety, and welfare, they specifically cause damage to adjoining and nearby properties. A property which is merely unkempt or vacant for long periods may reduce the value of adjoining and nearby property, and the habitability and economic well-being of the City may be materially and adversely affected. The goal of this Ordinance is as follows:

- (1) To supplement the City Nuisance Ordinance (Chapter 8.16) and further define as public nuisances those conditions which constitute visual blight and which could result in conditions which are harmful or deleterious to the public health, safety and welfare; and
- (2) To develop regulations that will promote the sound maintenance of property, enhance the livability, community appearance, and the social, economic, and environmental conditions of the community; and
- (3) To establish guidelines for the correction of property maintenance violations and nuisances that afford due process and procedural guarantees to affected property owners; and
- (4) To support responsible environmental practices with the repair and reuse of existing structures in lieu of demolition of buildings that are able to be repaired.
- (5) To prevent demolition by neglect of historic properties within the City as they are deemed to be an economic resource of the City.

#### **8.28.020 Administration.**

- (1) The Community Development Director shall be responsible for administering a program for identifying and monitoring the condition of buildings and properties within the City.
- (2) The City may take appropriate steps to gain entry into or upon the property to investigate and/or cause the removal of a nuisance.

**8.28.030 Derelict Buildings or Property.** A structure or property in violation of the standards identified in the Property Maintenance, Vacant Building, and Derelict Building Ordinance shall be declared a derelict building/property and a nuisance. Derelict buildings or properties are subject to the requirements for Abatement of Nuisances, Housing Receivership, and/or other methods of enforcement available to the City. Derelict buildings may include demolition by neglect of buildings. Determination of whether a building or property is in violation of the Property Maintenance, Vacant Building, and Derelict Building Ordinance shall be made by the Community Development Director. The Director should consult with the Building Official, Police Chief, Fire Chief, County Public Health Officer, or City Engineer, as necessary, in making this determination. The decision of the Community Development Director may be appealed to the City Commission in accordance with Municipal Code Section 15.08 Article 5. Minor infractions of the Property Maintenance, Vacant Building, and Derelict Building Ordinance may be determined by the Community Development Director to be reasonable maintenance deficiencies and not be declared as a nuisance depending on the degree or intensity of the infraction.

**8.28.040 Exceptions.** The Property Maintenance, Vacant Building, and Derelict Building Ordinance shall not apply to a building and/or properties that are actively undergoing construction or repair as indicated by a valid building permit and appearance that the person in charge is progressing diligently to complete the repair or construction. This exception does not apply to requirements relevant to public safety or health concerns.

**8.28.050 Property Maintenance Standards.** No person in charge of a property shall maintain or permit to be maintained any property which does not comply with the requirements of this Chapter and is deemed to be a nuisance and detrimental to the City. All property shall be maintained to the building code requirements in effect at the time of construction, alteration, or repair, and shall meet the minimum requirements described in this Chapter.

A. Accessory Structures. All accessory structures, including sheds, trellises, awnings, fences, and other similar features, shall be maintained structurally safe and sound, and in good repair. Exterior steps and walkways shall be maintained free of unsafe obstructions or hazardous conditions.

B. Roofs. The roof shall be structurally sound, tight, and have no defects which might admit rain. Roof drainage shall be adequate to prevent rainwater from causing dampness in the walls or interior portion of the building. Roof drains, gutters, and downspouts shall be maintained in good repair and free from obstructions and shall channel rainwater into approved receivers.

C. Chimneys and Towers. All chimneys, cooling towers, smoke stacks, towers, and similar appurtenances / attachments shall be maintained so as to be structurally safe and sound, and in good repair. They shall remain adequately supported and free from obstructions and shall be maintained in a condition which ensures there will be no leakage or back-up of noxious gases. They shall be reasonably plumb. Loose bricks or blocks shall be rebonded. Loose or missing mortar shall be replaced. Unused openings into the interior of the structure must be permanently sealed using approved materials.

D. Foundations and Structural Members.

1. Foundation elements shall adequately support the building and shall be free of rot, crumbling elements, or similar deterioration.
2. The supporting structural members in every structure shall be maintained so as to be structurally sound, showing no evidence of deterioration or decay which would substantially impair their ability to carry imposed loads.

E. Exterior Walls and Exposed Surfaces.

1. Exterior wall and weather-exposed exterior surface or attachment shall be free of holes, breaks, loose or rotting boards or timbers and any other conditions which might admit rain or dampness to the interior portions of the walls or the occupied spaces of the building.

2. Exterior wood surfaces shall be made substantially impervious to the adverse effects of weather by periodic application of an approved protective coating of weather-resistant preservative, paint, or other approved coating, and be maintained in good condition.

3. Exterior metal surfaces shall be protected from rust and corrosion of an extent that would substantially impair its ability to carry imposed loads.

4. Exterior brick, stone, masonry, or other veneer shall be maintained so as to be structurally sound and be adequately supported and tied back to its supporting structure.

5. Cornices, belt courses, corbels, terra cotta trim, wall facings, and similar decorative features shall be maintained in good repair with proper anchorage and in a safe condition.

6. Overhang extensions, including, but not limited to, canopies, marquees, signs, metal awnings, fire escapes, standpipes, and exhaust ducts shall be maintained in good repair and be property anchored so as to be kept in a sound condition.

F. Stairs and Porches. Stair, porch, deck, balcony, and appurtenances / attachments attached thereto, shall be constructed and maintained so as to be safe to use and capable of supporting the loads to which they are subjected and shall be kept in sound condition and good repair, including replacement as necessary of flooring, treads, risers, and stringers that evidence excessive wear and are broken, warped, or loose.

G. Handrails and Guardrails. Handrail and guardrail shall be firmly fastened, and shall be maintained in good condition, and capable of supporting the loads to which they are subjected.

H. Windows. Each window shall be substantially weather-tight, shall be kept in sound condition and repair for its intended use, and shall comply with the following:

1. Window sash shall be fully supplied with glass window panes or an approved substitute without open cracks and holes.
2. Window sash shall be in good condition and fit weather-tight within its frames.
3. Window frame shall be constructed and maintained in relation to the adjacent wall construction so as to exclude rain as completely as possible and to substantially exclude wind from entering the structure.

I. Doors. Exterior doors, door assemblies, and hardware shall be maintained in good condition, be weather-tight, and substantially exclude wind and rain from entering the structure.

J. Hazardous Materials.

1. Residential property shall be free of dangerous levels of hazardous materials, contamination by toxic chemicals, or other circumstances that would render the property unsafe.
2. No residential property shall be used as a place for the storage and handling of highly combustible or explosive materials or any articles which may be dangerous or detrimental to life or health. No residential property shall be used for the storage or sale of paints, varnishes, or oils used in the making of paints and varnishes, except as needed to maintain the dwelling.
3. Residential property shall be kept free of friable asbestos.

K. Exterior Facilities and Equipment. In addition to other requirements for maintenance described in this Chapter, all exterior facilities and equipment, such as heat pumps, generators, etc. shall comply with the following:

1. All required facilities on the exterior of a structure shall be constructed and maintained to properly and safely perform their intended function.
2. All non-required facilities or equipment on the exterior of a structure shall be maintained to prevent structural damage to the building, or hazards of health, sanitation, or fire.

L. Exterior Property. All properties, including vacant properties, shall comply with the following:

1. Debris. Property shall be kept free of debris, trash, building materials, or the storage of other goods which are visible from the street or adjacent properties. Debris shall include, but not be limited to: tires, lumber, household appliances, inoperable, unregistered or excess vehicles,

furniture, sinks, toilets, cabinets, other household fixtures, equipment, rubbish, garbage, debris, salvage materials, or parts thereof which constitute a fire hazard and/or are stored or accumulated in such a manner as to be visible from a public street, alley or adjoining property;

2. Junk. An owner or person in charge of junk shall comply with the following:

- a. No person may keep junk outdoors on a street, lot, or other premises or in a building that is not wholly or entirely enclosed except for doors used for ingress and egress.
- b. No person may park, store, or abandon junk, litter, or rubbish on property owned by the City outside the City limits without the permission of the City Manager.
- c. This section does not apply to junk kept in a licensed junk yard or automobile wrecking yard.

3. Weeds and Noxious Vegetation. Weeds or other noxious vegetation shall be cut down or destroyed, or otherwise prevented from becoming unsightly, from becoming a fire hazard, or from maturing or going to seed.

4. Landscaping. a. Landscaping improvements shall be maintained in a healthy condition, trimmed and pruned to maintain adequate clearance over pedestrian and vehicular areas. b. Landscaping improvements designated on an approved landscape plan shall be retained and maintained as denoted on the approved plan unless otherwise approved by the City.

5. Walkways, Parking Areas, and Walls. a. Walls, driveways, walkways, parking areas, and retaining and/or decorative walls shall be maintained in such condition as to not become so defective, unsightly, or in such condition of deterioration or disrepair that the same causes potential depreciation of the values of surrounding property, or is materially detrimental to nearby properties and improvements. b. Maintenance and/or construction of walls, driveways, walkways, parking areas, and retaining and/or decorative walls located within the right-of-way shall be the responsibility of the adjacent property owner unless otherwise approved by a legally recorded easement or other legal document.

#### **8.28.060 Vacant Buildings.**

A. Purpose. Vacant buildings are a cause and source of blight in both residential and non-residential neighborhoods, especially when the person in charge of the building fails to actively maintain and manage the building to ensure that it does not become a liability to the neighborhood. Vacant buildings discourage economic development and retard appreciation of property values. Vacant buildings are potential fire hazards and can jeopardize the ability of owners of neighboring property from securing or maintaining affordable fire insurance. Vacant buildings cause increased need for police protection due to misuse of the property by persons not having permission or right to use the property. It is the responsibility of property ownership to prevent owned property from becoming a burden to the neighborhood and community and a threat to the public health, safety, or welfare. One vacant building which is not actively and well maintained and managed can be the core and cause of spreading blight.

B. Maintenance and Security Requirements. In addition to the maintenance standards in Sections 8.28.050 the person in charge of a vacant property and/or building shall comply with the following maintenance and security requirements:

1. The building and/or property shall be kept free of any accumulation of newspapers, circulars or flyers, graffiti, discarded items including but not limited to furniture, clothing, appliances, or any other items that give the appearance that the property or building is vacant.
2. The building and/or property shall be secure so that it is not accessible to unauthorized persons,

including but not limited to the closure and locking of windows and doors (walk through, sliding, and garage) and any other opening of such size that may allow a child to access the interior of a structure; chaining or padlocking gates, and repairing fencing.

3. Broken windows and/or doors shall be secured by means of reglazing with undamaged glass or other approved permanent material, and not by cardboard, plywood, or other temporary means except as necessary temporarily for not more than three months while awaiting reglazing.

4. If the person in charge of the property or building is an entity or does not reside within 50 miles of the City limits, the person in charge shall contract with or otherwise engage a person to provide property management to perform inspections to verify that all requirements of this ordinance, enforcement notice, and any other applicable laws are being met.

5. The property shall be posted with name and 24-hour contact phone number of the owner, person in charge, or a local property management representative. The posting shall be no larger than 18" X 24" and shall contain the words "THIS PROPERTY MANAGED BY . . ." The posting shall be secured to the exterior of the building or placed in a location on the property so it is visible from the street.

6. Vegetation around the building shall be pruned back from the walls to allow good airflow and security visibility. Overhanging dead tree limbs and branches shall be removed.

7. Buildings located in commercial areas shall have some street presence by the display of goods in the storefront windows, interpretive displays, or some other activity that give the appearance of the building being occupied. Displays in vacant buildings shall be reviewed and approved by the Community Development Director prior to installation. Displays shall be reviewed for the following:

- a. The goods and/or interpretive displays should encompass a minimum of approximately 25% of the window area.
- b. The displays shall be maintained in good condition and not faded or deteriorated.
- c. Content of the displays shall be in compliance with allowable uses within the zone.
- d. Displays shall comply with the requirements of the Sign Code if applicable.

C. Long Term Vacant Buildings. If a property is determined to be vacant for more than five years, the property may be subjected to a fee as established by Resolution.

1. A building is deemed to be a Long Term Vacant Building if the following has occurred for a period of five years or more, including the years prior to adoption of this Code as verified by City records or other documentation: a. Utilities have been turned off or not in use; or b. Building has been boarded up or secured against any regular use entry; or c. Building is in disrepair to a state that is obviously not habitable; or d. Building is not in compliance with the Maintenance and Security Requirements of Section 5.680.B above; or e. Building has not been legally occupied, regardless of the condition of the building.

2. Exception.

- a. The person in charge has obtained a building permit and is progressing diligently to repair the building for occupancy; or
- b. The building meets all applicable codes, including the Property Maintenance Standards, and is actively



being offered for sale, lease, or rent; or

c. The Community Development Director may approve an exception based on a written finding that there is a benefit to the community in the building remaining vacant such as, but not limited to, historical significance of the building interior that prevents current use of the building, use of the building that serves a current or future need of the business and/or property owner, etc. and provided that the building is maintained to the standards as identified in the Property Maintenance Code.

D. Enforcement and Fees. After a determination that a building is deemed a Long Term Vacant Building, the City shall notify the person in charge of the property of the following requirements:

1. Repair and/or Use of Property. The building shall be repaired to a useable condition and shall be offered for sale, lease, or rent, or shall be legally occupied; and

2. Fee Payment. There is imposed upon the person in charge of a vacant building pursuant to this Code, an annual Vacant Building Fee in an amount as established by resolution. The fee shall be payable for any building vacant for more than five consecutive years. Regardless of an imposition of a fee, the building shall be repaired to a useable condition. Payment shall be in accordance with the following procedures:

a. Payment is due within 30 days of the date the City notifies the person in charge of the property of the Long Term Vacant Building determination. Payment for additional years shall be due on the same due date as the first year's determination.

b. Failure to pay the fee by the due date shall result in a 10% per month penalty up to a maximum of double the fee each year. If payment is not received by the end of the year in which it is due, it may be turned over to a collection agency, become a lien on the property in accordance with this Chapter, or be subject to any other enforcement available to the City.

3. Waiver of Fee. The Vacant Building Fee shall be waived if the person in charge of the property makes the necessary repairs and offers the building for sale, lease, or rent as follows:

a. During the first year of imposition, the full amount of the fee may be waived; or

b. During subsequent years of imposition, an amount equal to the cost of improvements may be waived upon submittal of a request to the Community Development Director with copies of receipts for work completed. The City may retain a portion of the fee to recover administrative costs.

### **8.28.070 Chronic Nuisances.**

A. Purpose. The purpose of this Ordinance is to establish an expedited enforcement program to address the problem of properties and/or property owners (person in charge) with multiple, continuing violations concerning derelict, abandoned, or vacant commercial and residential buildings and property within the City. Violations of other offenses as defined in Chapter 8 of this Code may also be declared to be a chronic nuisance. Chronic nuisance properties present health, safety and welfare concerns, where the persons responsible for such properties have failed to take corrective action to abate the nuisance condition. Chronic nuisance properties have a negative impact upon the quality of life, safety and health of the neighborhoods where they are located. This Section is enacted to remedy nuisance activities that are particularly disruptive to quality of life and repeatedly occur or exist at properties, by providing a process for abatement. This remedy is not an exclusive remedy and may be used in conjunction with such other remedy authorized by law. Chronic nuisance properties are also a financial burden to the City

by the repeated calls for service to the properties because of the nuisance activities that repeatedly occur or exist on such property. This Section is a means to ameliorate those conditions and hold accountable those persons responsible for such property.

B. Chronic Nuisance Determination. The City Manager and/or his designee shall determine that a nuisance is chronic based upon personal observation by a City employee, or after an investigation by the City as a result of a complaint filed with the City, and a determination that there are reasonable grounds to conclude that the alleged nuisance activities did, in fact, occur in violation of the City Code.

Violations of nuisances and offenses as identified in Chapter 8.16 of the Municipal Code shall be deemed a chronic nuisance if the following circumstances exist. For the purpose of Chronic Nuisance Determination, each day a citation is issued for an existing violation shall constitute a separate "nuisance activity".

1. Property on which three (3) or more nuisance activities exist or have occurred during any consecutive 60 day period; or
2. Property on which six (6) or more nuisance activities exist or have occurred during any consecutive 12 month period; or
3. A person in charge of properties on which nuisance activities exist or have occurred on three (3) or more separate properties during any consecutive 12 month period.

C. Enforcement.

1. In addition to any other enforcement remedies available to the City, properties and/or persons in charge of properties that have been deemed to be a chronic nuisance shall be subject to expedited enforcement including, but not limited to the following:

- a. Fewer days allowed to abate the nuisance; and/or
- b. Fewer contacts by the City in the enforcement process prior to abatement by the City.

2. Any fees, fines, or costs associated with a chronic nuisance shall be double the amount established by the City for the nuisance cited. If the nuisance is abated by the person in charge of the property to the satisfaction of the City Manager or his designee within 30 days of the date of notice issued, the matter shall not be referred to the City Attorney and the person in charge shall not be subject to the double penalty of this Section. Standard amount of penalties may still be assessed.

D. Procedures.

1. Notice. Once it is determined that a property or person in charge of property is subject to this Chronic Nuisance Ordinance, the City Manager or designee shall expedite enforcement procedures as established by City policy to abate the nuisance. The expedited process shall include notification to the person in charge and the property owner. The notice shall include the following information:

a. State that the person in charge shall respond within ten (10) days to the City Manager or designee with the following information:

- 1) Identify a plan for abatement of the nuisance including a schedule for completion; or
- 2) Indicate good cause as to why the nuisance cannot be abated; or

3) Contest the determination of the existence of a chronic nuisance.

b. State that an acceptable abatement plan must be reached with the City Manager or designee within thirty (30) days from the date of the notice of determination that a chronic nuisance exists.

c. State that if the nuisance is not abated and good cause for failure to abate is not shown, the matter may be referred to the City Attorney to seek any remedy deemed to be appropriate to abate the nuisance.

d. State that fines, fees, and other costs may be doubled due to the chronic nuisance determination.

2. Commencement of Enforcement Action by City Attorney. Upon referral, the City Attorney may initiate an action in any court of competent jurisdiction to abate a chronic nuisance property, to impose penalties pursuant to this Chapter, and/or seek any other relief authorized by law.

3. Additional Remedies.

a. Rental Properties. In addition to the remedies authorized by this Section, if as part of its order abating a chronic nuisance property, the court orders a person in charge to cease renting or leasing a property, the court may order the person in charge to pay relocation assistance to a tenant who must relocate because of the order of abatement and the court has found that the tenant has not caused or participated in the nuisance activity at the property.

b. Existing City Permits.

1) Permit Suspension or Revocation. In addition to any other remedy that is authorized by this Chapter or other laws, upon the finding by the City Manager that a property is a chronic nuisance property, the person in charge is subject to the suspension or revocation of a business license, other City license, or City permit for the subject property issued pursuant to the Warrenton Municipal Code, Warrenton Development Code, or other City codes. Permits and/or licenses issued to a tenant who has not caused or participated in the nuisance activity shall not be suspended or revoked as a result of the actions of the person in charge of the subject property.

2) Permit Reinstatement. If a permit or license is suspended, it may be reinstated by the City Manager or designee once the nuisance has been abated and all liens, fines, fees, or costs have been satisfied. A new permit or license for the subject property shall not be issued to the person in charge or business associated with the nuisance until the nuisance has been abated and all City liens, fines, fees, or costs have been satisfied.

E. Appeals. The person in charge shall have the right to contest the chronic nuisance determination by responding within ten (10) days to the City Manager with a request for a review of the determination. If the City Manager determines that the chronic nuisance still exists, the person in charge may appeal that decision to the City Commission in accordance with Municipal Code Section 15.08.

#### **8.28.080 Declaration of Public Nuisance.**

1. The acts, conditions, or objects specifically enumerated and defined in this Chapter are declared to be public nuisances; and such acts, conditions, or objects may be abated by the procedures set forth in this Chapter.

2. In addition to those nuisances specifically enumerated, every other act, condition, or object that is determined by the City Commission to be injurious or detrimental to the public health, safety, or welfare of the City is declared to be a nuisance and may be abated as provided in this Chapter.

3. All property found to be in violation of the Property Maintenance, Vacant Building, and Derelict Building Ordinance is declared to be a public nuisance and shall be abated by rehabilitation, demolition, or repair pursuant to the procedures set forth herein. The procedures for abatement set forth herein shall not be exclusive and shall not in any manner limit or restrict the City from enforcing other City ordinances or abating public nuisances in any other manner provided by law.

**8.28.10 Notification of Nuisance.**

Whenever the Community Development Director, or such other City official as may be designated by the City Manager, determines that any property within the City is being maintained contrary to one or more of the provisions of this Chapter, notice procedures established in Chapter 8.16 shall be followed.

**8.28.11 Failure to Comply with Enforcement.** In the event a person in charge shall fail, neglect, or refuse to comply with the notice to correct a violation, the Community Development Director may proceed with the abatement of the nuisance in accordance with the requirements of this Chapter, other methods of enforcement available to the City, or may refer the violation to the City Attorney for legal action, including the institution of a civil or criminal court.

**8.16.120 Junk.**

A. No person shall keep junk outdoors on a street, lot, or premises or in a building that is not wholly or entirely enclosed except for doors used for ingress and egress.

B. The term "junk," as used in this section, means and includes all old motor, old motor vehicle parts, abandoned automobiles, old machinery, old machinery parts, old appliances, parts, old iron or other metal, glass paper, lumber, wood or other waste or discarded material.

*C. The term "abandoned automobiles," as used in this section, means inoperable and/or unregistered vehicles on private property.*

C. This section does not apply to junk kept in a licensed junk yard or automobile wrecking house. (Ord. 848-A § 22, 1989)

*"Making a difference through excellence of service"*



# CITY OF WARRENTON

## AGENDA MEMORANDUM

TO: Warrenton City Commission  
 FROM: Kevin A. Cronin, AICP, Community Development Director  
 DATE: For the Agenda of February 12, 2019  
 SUBJ: **Second Reading:** Transportation System Plan & Code Amendments  
 (File No. DCA 18-5)

## SUMMARY

The City has been working on a TSP Update since 2015. The Oregon Department of Transportation (ODOT) has provided full funding to create a new transportation plan to guide coordinated transportation and land use investments for the next 20 years. On November 8, 2018 the City Commission and Planning Commission held a joint work session where major elements of the proposed Transportation System Plan (TSP) were discussed. The Planning Commission held multiple work sessions and a public hearing on December 13 and recommended approval to the City Commission. No public comments were received. A public hearing was held on January 8, 2019. No comments were received. After deliberation and one revision to the code amendment portion, the City Commission held a first reading on January 22, 2019.

## RECOMMENDATION/SUGGESTED MOTION

*I move to approve the second reading of Ordinance No. 1225, by title only.*

Title: *Ordinance 1225, Introduced by All Commissioners, to Amend Warrenton Comprehensive Plan, Adopt the Transportation System Plan, and amend Warrenton Municipal Code (WMC) Section 16.12 Definitions, 16.40 C-1 Commercial Uses, 16.44 Development Standards, 16.120 Vehicular Access & Circulation, 16.128.030 Vehicle Parking Standards, 16.128.040 Bicycle Parking Standards, 16.136.020 Transportation Standards, 16.208 Procedures, 16.216 General Requirements, 16.220 Conditional Use Review Criteria, 16.232 Transportation Planning Rule Compliance, & 16.256 Traffic Impact Study.*

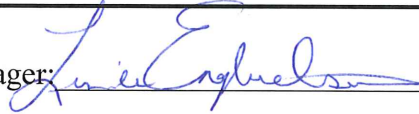
## ALTERNATIVE

*None*

## FISCAL IMPACT

The TSP sets a capital improvement plan but does not generate new revenues to fund planned projects. The City Commission will need to identify additional sources to implement the TSP.

Approved by City Manager:

A handwritten signature in blue ink, appearing to read "Julie Engelson", written over a horizontal line.

All supporting documentation, i.e., maps, exhibits, etc., must be attached to this memorandum.

## ORDINANCE No. 1225

Introduced by All Commissioners

An ordinance amending Warrenton Comprehensive Plan Section 8, Adoption of Transportation System Plan, and amending Municipal Code Chapter Section 16.12 Definitions, 16.40 C-1 Commercial Uses, 16.44 Development Standards, 16.120 Vehicular Access & Circulation, 16.128.030 Vehicle Parking Standards, 16.128.040 Bicycle Parking Standards, 16.136.020 Transportation Standards, 16.208 Procedures, 16.216 General Requirements, 16.220 Conditional Use Review Criteria, 16.232 Transportation Planning Rule Compliance, & 16.256 Traffic Impact Study.

**WHEREAS**, the City of Warrenton needs to update master plans for infrastructure based on past and project growth patterns;

**WHEREAS**, the City of Warrenton has worked on creating a new Transportation System Plan to guide transportation investments and manage land use in an efficient and coordinated approach, and multiple public involvements opportunities were provided to allow community input;

**WHEREAS**, the City of Warrenton needs to update the Development Code to implement the new TSP policies to be consistent with state laws and regulations;

**NOW, THEREFORE**, the City of Warrenton ordains as follows: (Key: ~~deleted~~ OR **new**)

Section 1. Warrenton Comprehensive Plan Section 8 is hereby repealed and replaced with the Transportation System Plan - January 2019;

Section 2. Warrenton Municipal Code Section 16.12.010 Definitions, is amended as follows:

**Drive-Through/Drive-Up Facility. A facility or structure that is designed to allow drivers to remain in their vehicles before and during an activity on the site. Drive-through facilities may serve the primary use of the site or may serve accessory uses. Examples are drive-up windows; automatic teller machines; coffee kiosks and similar vendors; menu boards; order boards or boxes; gas pump islands; car wash facilities; auto service facilities, such as air compressor, water, and windshield washing stations; quick-lube or quick-oil change facilities; and drive-in theaters. All driveways queuing and waiting areas associated with a drive-through/drive-up facility are similarly regulated as part of such facility.**

Section 3. Warrenton Municipal Code Section 16.40.030 General Commercial Conditional Uses.

The following uses and their accessory use may be permitted in the C-1 zone when approved under Chapter 16.220 and shall comply with Sections 16.40.040 through 16.40.060 and Chapters 16.124 (Landscaping) and 16.212 (Site Design Review):

A. Only the following uses and their accessory uses are permitted along Highway 101, SE Marlin and SW Dolphin Avenues, and shall comply with the above noted sections and Chapter 16.132:

5. RV Park.

**6. New Drive-Through/Drive-Up Facility or substantially improved as defined by 25% of assessed value.**

~~6.7.~~ Similar uses as those stated in this section.

16.40.050 Design Standards.

The following design standards are applicable in the C-1 zone:

- A. Any commercial development shall comply with Chapter 16.116 of the Development Code.
- B. Lots fronting onto U.S. Highway 101 shall have a setback of at least 50 feet between any part of the proposed building and the nearest right-of-way line of U.S. Highway 101.
- C. Signs in General Commercial Districts along Fort Stevens Highway/State Highway 104 (i.e., S. Main Avenue, N. Main Avenue, NW Warrenton Drive, and Pacific Drive) shall comply with the special sign standards of Section 16.144.040.
- D. Maximum front yard setback for commercial buildings in the C-1 zone along Fort Stevens Highway/State Highway 104 shall be 10 feet.
- E. Maximum front yard setback for commercial buildings in the C- 1 zone adjacent to existing or planned transit stops shall be 10 feet.**
  - 1. The Community Development Director may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to Site Design Review approval.**

Section 4. Warrenton Municipal Code Section 16.44.030 Commercial Mixed Use Conditional Uses.

The uses listed under Section 16.44.020 and their accessory uses may be permitted in the C-MU district when approved under Chapter 16.220, Conditional Use Permits:

[...]

- C. Research and development establishments.
- D. **Drive-Through/Drive-Up Facility**
- Đ. **E.** Multiple (or mixed) uses on the same lot or parcel.
- Ǝ. **F.** Multiple (or mixed) uses on adjoining lots or parcels.
- Ƒ. **G.** Accessory dwelling subject to standards of Section 16.180.040.
- Ɠ. **H.** Similar uses as those listed in this section.

16.44.040 Development Standards.

The following development standards are applicable in the C-MU district:

- B. Setback Requirements (Residential and Multiple Uses).
  - 1. Minimum front yard setback: 15 feet **(Residential); none (Multiple Uses).**



2. Minimum side yard setback: 8 feet.
3. Minimum corner lot street side yard setback: 8 feet.
4. Minimum rear yard setback: 15 feet except accessory structures that meet the criteria of Section 16.280.020 may extend to within five feet of a rear property line.

**5. Maximum front yard setback: 10 feet for Multiple Uses adjacent to existing or planned transit stops.**

- a. **The Community Development Director may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to Site Design approval.**

C. Setback Requirements (Commercial Uses).

1. Minimum front yard setback: none.
2. Minimum side yard setback: None except where adjoining a residential zone in which case there shall be a visual buffer strip of at least 10 feet wide to provide a dense evergreen landscape buffer which attains a mature height of at least eight feet. Such buffers must conform to the standards in Chapter 16.124, Landscaping, Street Trees, Fences and Walls.
3. Minimum rear yard setback: None except where adjoining a residential zone in which case there shall be a visual buffer strip of at least 10 feet wide to provide a dense evergreen landscape buffer which attains a mature height of at least eight feet. Such buffers must conform to the standards in Chapter 16.124, Landscaping, Street Trees, Fences and Walls.

**4. Maximum front yard setback: 10 feet for Commercial Uses adjacent to existing or planned transit stops.**

- a. **The Community Development Director may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to Site Design approval.**

Section 5. Warrenton Municipal Code Section 16.120.020 Vehicular Access and Circulation.

- G. Access Spacing. Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:
  2. Arterial and Collector Streets. Unless directed otherwise by this Development Code or by the Warrenton Comprehensive Plan/TSP, access spacing on City collector and arterial streets (~~see Warrenton Comprehensive Plan and TSP for a list of City collector and arterial streets~~) and at controlled intersections (i.e., with four-way stop sign or traffic signal) in the City of Warrenton shall be determined based on the policies and standards contained in the Warrenton Transportation System Plan, Manual for Uniform Traffic Control Devices, or other applicable documents adopted by the City.
- J. Street Connectivity and Formation of Blocks Required. In order to promote efficient vehicular and pedestrian circulation throughout the City, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:
  1. Block Length and Perimeter. The maximum block length shall not exceed **600 feet** ~~1,000 feet~~ between street corner lines **in Residential and C-1 zones, 400 feet in the C-MU zone, and**

**1,000 feet in other zones** unless it is adjacent to an arterial street or unless the topography or the location of adjoining streets justifies an exception. The minimum length of blocks along an arterial **in zones other than Residential, C-1, and C-MU** is 1,800 feet. A block shall have sufficient width to provide for two tiers of building sites unless topography or location of adjoining streets justifies an exception.

16.120.030 Pedestrian Access and Circulation.

A. Pedestrian Access and Circulation.

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

Section 6. Warrenton Municipal Code Section 16.128.030 **Vehicle Parking Standards.**

At the time a structure is erected or enlarged, or the use of a structure or parcel of land is changed within any zone in the City, off-street parking spaces shall be provided in accordance with requirements in this section, chapter, and Code, unless greater requirements are otherwise established. The minimum number of required off-street vehicle parking spaces (i.e., parking that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in Table 16.128.030.A.

A. General Provisions.

- 7. Parking spaces and parking areas may be used for transit related uses such as transit stops and park-and-ride/rideshare areas, provided minimum parking space requirements can still be met.**
- 8. Parking areas that have designated employee parking and more than 20 automobile parking spaces shall provide at least 10% of the employee parking spaces (minimum two spaces) as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.**
- 9. Sites that are adjacent to existing or planned transit stops or are in the General Commercial (C-1) and Commercial Mixed Use (C-MU) districts are subject to maximum off-street vehicle parking requirements. The maximum number of off-street vehicle parking spaces allowed per site shall be equal the minimum number of required spaces, pursuant to Table 16.128.030.A, multiplied by a factor of:**
  - a. 1.2 spaces for uses fronting a street with adjacent on-street parking spaces; or**
  - b. 1.5 spaces, for uses not fronting a street with adjacent on-street parking; or**
  - c. A factor determined according to a parking analysis prepared by a qualified professional/registered engineer and submitted by the applicant.**
- 10. The applicant may propose a parking space standard that is different than the standard in Table 16.128.030.A, for review and action by the Community Development Director through a variance procedure, pursuant to Chapter 16.272. The applicant's proposal shall consist of a written request and a parking analysis prepared by a qualified professional/registered engineer. The parking analysis, at a minimum, shall assess the**

average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent transit service, carpools, or private shuttles; and other relevant factors.

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

- a. Site has a transit stop with existing or planned frequent transit service (30-minute headway or less) located adjacent to it, and the site's frontage is improved with a transit stop shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20 percent reduction to the standard number of automobile parking spaces;
- b. Site has dedicated parking spaces for carpool/vanpool vehicles: Allow up to a 10 percent reduction to the standard number of automobile parking spaces;
- c. Site has dedicated parking spaces for motorcycle and/or scooter or electric carts: Allow reductions to the standard dimensions for parking spaces and the ratio of standard to compact parking spaces;
- d. Available on-street parking spaces adjacent to the subject site in amounts equal to the proposed reductions to the standard number of parking spaces.
- e. Site has more than the minimum number of required bicycle parking spaces: Allow up to 10 percent reduction to the number of automobile parking spaces.
- f. The property is located in the downtown area as defined by the intersection of E Harbor Drive, S Main Ave and 4<sup>th</sup> St.

B. Parking Location and Shared Parking.

1. Location. Vehicle parking is allowed only on approved parking shoulders (streets), within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this Code. Parking and loading areas shall not be located in required yards adjacent to a street unless otherwise specifically permitted in this ordinance. Side and rear yards that are not adjacent to a street may be used for such areas when developed and maintained as required in this ordinance. Specific locations for parking are indicated in Division 2 for some land uses (e.g., the requirement that parking be located to side or rear of buildings, with access from alleys, for some uses). See also Chapter 16.120, Access and Circulation.

16.128.040 Bicycle Parking Requirements.

- A. All uses shall provide bicycle parking in conformance with the following standards which are evaluated during development review or site design review.
- B. Number of Bicycle Parking Spaces. The minimum number of bicycle parking spaces required for uses is provided in Table 16.128.040.A. A minimum of two bicycle parking spaces per use is required for all uses with more than 10 vehicle parking spaces. The following additional standards apply to specific types of development:
  1. Multifamily Residences. Every residential use of four or more dwelling units provides at least one sheltered bicycle parking space for each dwelling unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the bicycle

parking spaces may be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.

2. ~~Parking Lots. All public and commercial parking lots and parking structures provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces, with a maximum of 28 bicycle parking spaces per commercial lot.~~
3. ~~Schools. Elementary and middle schools, both private and public, provide one bicycle parking space for every 10 students and employees. High schools provide one bicycle parking space for every five students and employees. All spaces should be sheltered under an eave, overhang, or bicycle shelter.~~

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

**Table 16.128.040.A Bicycle Parking Requirements**

<u>Minimum Required Bicycle Parking Spaces</u>		<u>Long and Short Term Bicycle Parking</u>
<u>Use</u>	<u>Minimum Number of Spaces</u>	<u>(As % of Minimum Required Bicycle Parking Spaces)</u>
<b><u>Multifamily Residential</u></b> (required for 4 or more dwelling units)	<u>1 space per 4 dwelling units</u>	<u>75% long term</u> <u>25% short term</u>
<b><u>Commercial</u></b>	<u>2 spaces per primary use or 1 per 5 vehicle spaces, whichever is greater.</u> <u>Maximum of 28 spaces per commercial lot.</u>	<u>25% long term</u> <u>75% short term</u>
<b><u>Schools</u></b> (all types)	<u>2 spaces per classroom</u>	<u>100% long term</u>
<b><u>Parks</u></b> (active recreation areas only)	<u>4 spaces</u>	<u>100% short term</u>
<b><u>Transit Stops</u></b>	<u>2 spaces</u>	<u>100% short term</u>
<b><u>Transit Centers</u></b>	<u>4 spaces or 1 per 10 vehicle spaces, whichever is greater</u>	<u>50% long term</u> <u>50% short term</u>
<b><u>Other Uses</u></b>	<u>2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater</u>	<u>50% long term</u> <u>50% short term</u>

**C. Design and Location.**

- 1. All bicycle parking shall be securely anchored to the ground or to a structure.**
- 2. All bicycle parking shall be lighted for theft protection, personal security and accident prevention.**
- 3. All bicycle parking shall be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle. Bicycle parking spaces shall be at least six (6) feet long and two-and-one-half (2 ½) feet wide, and overhead clearance in covered spaces should be a minimum of seven (7) feet. A five (5) foot aisle for bicycle maneuvering should be provided and maintained beside or between each row/rack of bicycle parking.**
- 4. Bicycle parking racks shall accommodate locking the frame and both wheels using either a cable or U-shaped lock.**
- 5. Direct access from the bicycle parking area to the public right-of-way shall be provided at-grade or by ramp access, and pedestrian access shall be provided from the bicycle parking area to the building entrance.**
- 6. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall not conflict with the vision clearance standards of Chapter 16.132.**
- 7. All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.**
- 8. Short-term bicycle parking.**
  - a. Short-term bicycle parking shall consist of a stationary rack or other approved structure to which the bicycle can be locked securely.**
  - b. If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.**
  - c. Short-term bicycle parking shall be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automobile parking space.**
- 9. Long-term bicycle parking. Long-term bicycle parking shall consist of a lockable enclosure, a secure room in a building onsite, monitored parking, or another form of sheltered and secure parking.**

**D. Exemptions. This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The City may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.**

**E. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall be located so as to not conflict with the vision clearance standards of Chapter 16.132.**

F. Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall conform to the design standards in Table 16.136.010. A variance shall be required in accordance with Chapter 16.272 of this Code to vary the standards in Table 16.136.010. ~~Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:~~

- ~~1.— Street classification in the Transportation System Plan or Comprehensive Plan;~~
- ~~2.— Anticipated traffic generation;~~
- ~~3.— On-street parking needs;~~
- ~~4.— Sidewalk and bikeway requirements based on anticipated level of use;~~
- ~~5.— Requirements for placement of utilities;~~
- ~~6.— Street lighting;~~
- ~~7.— Street tree location, as provided for in Chapter 16.124;~~
- ~~8.— Protection of significant vegetation and wetland and riparian areas, as provided for in Chapters 16.124 and 16.156;~~
- ~~9.— Safety and comfort for motorists, bicyclists, and pedestrians;~~
- ~~10.— Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided;~~
- ~~11.— Access needs for emergency vehicles; and~~
- ~~12.— Transition between different street widths (i.e., existing streets and new streets), as applicable.~~

**Table 16.136.010**  
**City of Warrenton Street Design Standards**

Type of Street	Average Daily Trips (ADT)	Right-of-Way Width	Curb-to-Curb Pavement Width	Motor Vehicle Travel Lanes <sup>4</sup>	Median/Flex Lane <sup>5</sup>	Bike Lanes or On-Street Parking (both sides)	Curb	Planting Strip <sup>5</sup>	Sidewalks
<b>Arterial Roads</b>									
<b>4-Lane Arterial</b>	Varies	80–102 ft.	64–78 ft.	12 ft. <sup>4</sup>	14 ft.	8 ft.	Yes	6 ft.	6 ft.
<b>2-Lane Arterial</b>	Varies	80 ft.	40–54 ft.	12 ft. <sup>4</sup>	14 ft.	8 ft.	Yes	6 ft.	6 ft.
<b>Collector Roads</b>									
<b>Collector Road</b>	Varies	60–64 ft.	36–40 ft.	12 ft. <sup>4</sup>	None	6–8 ft.	Yes	6 ft.	6 ft.
<b>Local Roads</b>									
<b>Local Road</b>	Varies	50–60 ft.	36 ft.	10–12 ft.	None	8 ft. parking (on one	Yes	5 ft.	5 ft. <sup>3</sup>

						or both sides <sup>3)</sup>	(on one or both sides)		
<b>Alternative Local Road<sup>2</sup></b>	< 250	50 ft.	20—28 ft. (no curbs required)	10 ft.	None	None <sup>3</sup>	None	5 ft.	None
<b>Alleys</b>	N/A	12—24 ft.	12—24 ft.	N/A	N/A	None	None	None	None
<b>Multi-Use Paths</b>	N/A	8—16 ft.	8—16 ft.	N/A	N/A	None	None	None	None

**Notes:**

<sup>1</sup>—Bike lanes are generally not needed on low volume (less than 3,000 ADT) and/or low travel speed (less than 35 mph) roads.

<sup>2</sup>—The alternative local road standard may be used when approved by the City of Warrenton. The standard is intended to apply under the following circumstances:

— The local road will serve 18 or fewer dwelling units upon buildout of adjacent property.

— The ADT volume of the road is less than 250 vehicles per day.

— Significant topographical or environmental constraints are present.

— Use of the alternative local road standard will not create gaps in connectivity or roadway standards with adjacent roadway sections (i.e., side-walk, parking, travel lane widths).

— The City-appointed engineer and emergency service providers have reviewed and accepted usage of the alternative local roadway standard.

<sup>3</sup>—Sidewalks are required on all local roads in high-density residential and commercial zones unless exempted by the City-appointed engineer or Planning Commission.

<sup>4</sup>—Where parking is constructed next to a travel lane, the travel lane shall be increased to a width of 14 feet to function as a shared roadway and accommodate bicycles.

<sup>5</sup>—Footnote indicates that these features are optional. Flex lanes would provide for traffic flow in one direction or another depending upon the specific traffic patterns and demands for an area. Flex lanes could be used for transit routes or emergencies, and would provide extra right-of-way width for future rail or transit. Appropriate safety measures would need to be installed in conjunction with flex lanes.

— REFER TO FIGURES 5-3, 5-4, and 5-5 OF THE TSP FOR CROSS SECTION VIEWS OF LOCAL, COLLECTOR, AND ARTERIAL ROADS.



<u>Type of Street</u>	<u>Standard Requirements or Alternative Minimum</u>	<u>Right-of-Way Width</u>	<u>Curb-to-Curb Pavement Width</u>	<u>Motor Vehicle Travel Lanes<sup>4</sup></u>	<u>Median /Flex Lane<sup>3</sup></u>	<u>Bike Lanes (both sides)</u>	<u>On-Street Parking (both sides)</u>	<u>Curb</u>	<u>Planting Strip<sup>3</sup></u>	<u>Sidewalks</u>
<i>Arterial Roads</i>										
<b>4 – Lane Arterial</b>	<u>Standard Requirements</u>	<u>102 ft.</u>	<u>78 ft.</u>	<u>12 ft.</u>	<u>14 ft.</u>	<u>8 ft.</u>	<u>None</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
	<u>Alternative Minimum<sup>2</sup></u>	<u>80 ft.</u>	<u>64 ft.</u>	<u>11 ft.</u>	<u>None</u>	<u>6 ft.</u>	<u>None</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
<b>2- Lane Arterial</b>	<u>Standard Requirements</u>	<u>78 ft. (82 ft.)<sup>1</sup></u>	<u>54 ft. (58 ft.)<sup>1</sup></u>	<u>12 ft. (14 ft.)<sup>1</sup></u>	<u>14 ft.</u>	<u>8 ft.</u>	<u>8 ft.</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
	<u>Alternative Minimum<sup>2</sup></u>	<u>58 ft. (66 ft.)<sup>1</sup></u>	<u>34 ft. (42 ft.)<sup>1</sup></u>	<u>11 ft. (14 ft.)<sup>1</sup></u>	<u>None</u>	<u>6 ft.</u>	<u>7 ft.</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
<i>Collector Roads</i>										
<b>Major Collector Road</b>	<u>Standard Requirements</u>	<u>64 ft. (68 ft.)<sup>1</sup></u>	<u>40 ft. (44 ft.)<sup>1</sup></u>	<u>12 ft. (14 ft.)<sup>1</sup></u>	<u>None</u>	<u>8 ft.</u>	<u>8 ft.</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
	<u>Alternative Minimum<sup>2</sup></u>	<u>58 ft. (66 ft.)<sup>1</sup></u>	<u>36 ft. (42 ft.)<sup>1</sup></u>	<u>11 ft. (14 ft.)<sup>1</sup></u>	<u>None</u>	<u>8 ft.</u>	<u>7 ft.</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
<b>Minor Collector Road</b>	<u>Standard Requirements</u>	<u>58 ft. (68 ft.)<sup>1</sup></u>	<u>40 ft. (44 ft.)<sup>1</sup></u>	<u>11 ft. (14 ft.)<sup>1</sup></u>	<u>None</u>	<u>6 ft.</u>	<u>8 ft.</u>	<u>Yes</u>	<u>6 ft.</u>	<u>6 ft.</u>
	<u>Alternative Minimum<sup>2</sup></u>	<u>50 ft. (62 ft.)<sup>1</sup></u>	<u>36 ft. (42 ft.)<sup>1</sup></u>	<u>10 ft. (14 ft.)<sup>1</sup></u>	<u>None</u>	<u>5 ft.</u>	<u>7 ft.</u>	<u>Yes</u>	<u>5 ft.</u>	<u>5 ft.</u>
<i>Local Roads</i>										
<b>Local Road</b>	<u>Standard Requirements</u>	<u>60 ft.</u>	<u>36 ft.<sup>6</sup></u>	<u>12 ft.</u>	<u>None</u>	<u>None</u>	<u>8 ft</u>	<u>Yes</u>	<u>5 ft.</u>	<u>5 ft.</u>
	<u>Alternative Minimum<sup>2</sup></u>	<u>50 ft. (48 ft.)<sup>4</sup></u>	<u>28 ft.</u>	<u>10 ft.</u>	<u>None</u>	<u>None</u>	<u>8 ft<sup>4</sup></u>	<u>Yes</u>	<u>5 ft.</u>	<u>5 ft.</u>
<b>Alleys</b>	<u>N/A</u>	<u>12 ft. - 24 ft.</u>	<u>12 - 24 ft.</u>	<u>N/A</u>	<u>N/A</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<b>Shared-Use Path<sup>5</sup></b>	<u>N/A</u>	<u>10 ft. - 16 ft.</u>	<u>10 - 16 ft.</u>	<u>N/A</u>	<u>N/A</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>

<sup>1</sup> Width if on-street parking is constructed in place of bike lanes. The travel lane width shall function as a shared roadway and accommodate bikes. On-street parking is not permitted where posted speeds are greater than 35 mph.

<sup>2</sup> The standard design should be provided where feasible. In constrained areas where providing the standard widths are not practical, alternative minimum design requirements may be applied with approval of the City Engineer.

<sup>3</sup> Median/flex lane and planting strips are optional depending on surrounding land use and available right-of-way.

<sup>4</sup> Parking on residential neighborhood streets is allowed and may be allowed on one side only in constrained areas or where approved by the City Engineer, resulting in a curb-to-curb width of 28 feet and overall right-of-way width of 48 feet.

<sup>5</sup> Shared-use path requires 2 ft. gravel shoulder and 10 ft. minimum vertical clearance. If a shared-used path is put in place of a sidewalk and bike lane a 1 ft. to 2 ft. paved shoulder and a 5 ft. planter strip is required between the path and the travel lane.

<sup>6</sup> Existing streets that require reconstruction or additional improvements such as sidewalks can be built to a 32 ft standard.

REFER TO FIGURES 9 - 14 OF THE TSP FOR CROSS SECTION VIEWS OF ALL STREET TYPES.

Section 8. Warrenton Municipal Code Section 16.201 Transit Access and Supportive Improvements

Development that is proposed adjacent to an existing or planned transit stop, as designated in an adopted transportation or transit plan, shall provide the following transit access and supportive improvements in coordination with the transit service provider:

- A. Reasonably direct pedestrian connections between the transit stop and primary entrances of the buildings on site. For the purpose of this Section, "reasonably direct" means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for users.
- B. The primary entrance of the building closest to the street where the transit stop is located that is oriented to that street.
- C. A transit passenger landing pad that is ADA accessible.
- D. An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted plan.
- E. Lighting at the transit stop.
- F. Other improvements identified in an adopted plan.

Section 9. Warrenton Municipal Code Section 16.208 Type II Procedure (Administrative).

C. Notice of Application for Type II Administrative Decision.

1. Before making a Type II administrative decision, the Community Development Director shall mail notice to:
  - a. All owners of record of real property within 100 feet of the subject area not less than 20 days prior to the decision date;

[...]

- d. Any person who submits a written request to receive a notice; and
- e. Any governmental agency which is entitled to notice under an intergovernmental agreement entered into with the City. The City may shall notify other affected agencies, as appropriate, for review of the application. Affected agencies include but are not limited to other City and corresponding County departments; Warrenton-Hammond School District; utility companies; Sunset Empire Transportation District, Astoria Warrenton Regional

**Airport, and other transportation facility and service providers.** ODOT shall be notified when there is a land division abutting a state facility for review of, comment on, and suggestion of conditions of approval for, the application.

16.208.050 Type III Procedure (Quasi-Judicial).

C. Notice of Hearing.

1. Mailed Notice. Notice of a Type III application hearing (or appeal) or Type I or II appeal hearing shall be given by the Community Development Director in the following manner:
  - a. At least 20 days before the hearing date, notice shall be mailed to:
    - i. The applicant and all owners or contract purchasers of record of the property which is the subject of the application;
    - ii. All property owners of record within 200 feet of the site (N/A for Type I appeal);
    - iii. Any governmental agency which has entered into an intergovernmental agreement with the City, which includes provision for such notice, or who is otherwise entitled to such notice. ODOT shall be notified when there is a land division abutting a state facility for review of, comment on, and suggestion of conditions of approval for, the application. **Transit and other transportation facility and service providers, including the Astoria Warrenton Regional Airport, shall be notified of Type III application hearings.** [Owners of airports shall be notified of a proposed zone change in accordance with ORS 227.175.];

16.208.070 General Provisions.

C. Pre-Application Conferences.

1. Participants. When a pre-application conference is required, the applicant shall meet with the Community Development Director or his/her designee(s). **The Community Development Director shall invite City staff from other departments to provide technical expertise applicable to the proposal, as necessary, as well as other public agency staff such as transportation, transit, and airport agency staff.**

D. Applications.

3. Check for Acceptance and Completeness.

b. Completeness.

iv. Coordinated Review. When required by this Code, or at the direction of the Community Development Director, the City shall submit the application for review and comment to ODOT and other applicable City, county, state, and federal review agencies. **Potential applicable agencies include but are not limited to City Building, Public Works, Fire, Police, and Parks departments; Clatsop County Building, Planning, Parks, Public Health, Public Safety, and Public Works departments; Warrenton-Hammond School District; utility companies; Port of Astoria, and Sunset Empire Transportation District and other transportation facility and service providers.**

**k. Flag lots and lots accessed by midblock lanes.**

**Infill lots may be developed as flag lots or mid-block developments as defined in this section.**

- A. Flag Lots. Flag lots may be created only when a through street cannot be extended to serve future development. A flag lot must have at least 16 feet of frontage on a public way and may serve no more than two dwelling units, including accessory dwellings and dwellings on individual lots or other commercial or industrial uses. A minimum width of 12 feet of frontage for each lot shall be required when three or more flag lots are using a shared access. In no instance may more than four parcels utilize a joint access; in such instances the properties shall be served by a public or private street as the case may dictate. The layout of flag lots, the placement of buildings on such lots, and the alignment of shared drives shall be designed so that future street connections can be made as adjacent properties develop, to the extent practicable, and in accordance with the transportation connectivity and block length standards of Section 16.120.020.**
- B. Mid-Block Lanes. Where consecutive flag lot developments or other infill development could have the effect of precluding local street extensions through a long block, the Planning Director may require the improvement of mid-block lanes through the block. Lots may be developed without frontage onto a public street when access is provided by mid-block lanes. Mid-block lanes are private drives serving more than two dwelling units with reciprocal access easements; such lanes are an alternative to requiring public right-of-way street improvements where physical site constraints preclude the development of a standard street. Mid-block lanes, at a minimum, shall be paved, have adequate storm drainage (surface retention, where feasible, is preferred), meet the construction standards for alleys, and conform to the standards of subsections C through E.**
- C. Dedication of Shared Drive Lane. A drive serving more than one lot shall have a reciprocal access and maintenance easement recorded for all lots. No fence, structure or other obstacle shall be placed within the drive area. The owner shall record an easement from each property sharing a drive for vehicle access similar to an alley. Dedication or recording, as applicable, shall be so indicated on the face of the subdivision or partition plat.**
- D. Maximum Drive Lane Length. The maximum drive lane length is subject to requirements of the Uniform Fire Code, but shall not exceed 150 feet for a shared drive, and 400 feet for a shared rear lane.**
- E. Future Street Plans. Building placement and alignment of shared drives shall be designated so that future street connections can be made as surrounding properties develop.**

Section 11. Warrenton Municipal Code Section 16.220.030 Conditional Use Review Criteria.

**C. Drive-Up/ Drive-Through Facility**

**A. Purpose. Where drive-up or drive-through uses and facilities are allowed, they shall conform to all of the following standards, which are intended to calm traffic, provide for adequate vehicle queuing space, prevent automobile turning movement conflicts, and provide for pedestrian comfort and safety.**

**B. Standards. Drive-up and drive-through facilities (i.e., driveway queuing areas, customer service windows, teller machines, kiosks, drop-boxes, or similar facilities) shall meet all of the following standards:**

- 1. The drive-up or drive-through facility shall orient to and receive access from a driveway that is internal to the development and not a street, as generally illustrated.**
- 2. The drive-up or drive-through facility shall not be oriented to street corner.**
- 3. The drive-up or drive-through facility shall not be located within 20 feet of a street right-of-way.**
- 4. Drive-up and drive-through queuing areas shall be designed so that vehicles will not obstruct any street, fire lane, walkway, bike lane, or sidewalk.**
- 5. Along Highway 101, between SE Marlin and SE Dolphin Avenues, no new drive-up or drive-through facility is allowed within 400 linear feet of another drive-up or drive-through facility, where the existing drive-up or drive-through facility lawfully existed as of the date of an application for a new drive-up or drive-through facility.**

Section 12. Warrenton Municipal Code Section 16.232.060 Transportation Planning Rule Compliance.

A. When a development application includes a proposed Comprehensive Plan amendment, ~~or~~ **rezone, or land use regulation change**, the proposal **shall demonstrate it is consistent with the adopted transportation system plan and the planned function, capacity, and performance standards of the impacted facility or facilities. The proposal shall** be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060. See also Chapter 16.256, Traffic Impact Study. **Where it is found that a proposed amendment would have a significant effect on a transportation facility, the City will work with the applicant and, where applicable, with the roadway authority to modify the request or mitigate the impacts in accordance with the TPR and applicable law.** Significant means the proposal would:

- ~~1. Change the functional classification of an existing or planned transportation facility. This would occur, for example, when a proposal causes future traffic to exceed the capacity of a “collector” street classification, requiring a change in the classification to an “arterial” street, as identified by the Transportation System Plan; or~~
- ~~2. Change the standards implementing a functional classification system; or~~
- ~~3. Allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or~~

4. ~~Reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.~~

B. ~~Amendments to the Comprehensive Plan and land use standards which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:~~

1. ~~Limiting allowed land uses to be consistent with the planned function of the transportation facility; or~~
2. ~~Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the transportation planning rule; or~~
3. ~~Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.~~

### Section 13. Warrenton Municipal Code Section 16.256 Traffic Impact Study

#### 16.256.010 Purpose.

The purpose of this chapter of the Warrenton Development Code is to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities (**see Section 16.256.060**). This chapter establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a traffic impact study must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a traffic impact study; and who is qualified to prepare the study.

#### 16.256.020 Typical Average Daily Trips.

~~Standards by which to gauge a~~ Average daily vehicle trips include: 10 trips per day per single family household; five trips per day per apartment; and 30 trips per day per 1,000 square feet of gross floor area such as a new supermarket or other retail development **shall be calculated using the rates and methodology in the most recent addition of the Institute of Transportation Engineers Trip Generation Manual.**

#### 16.256.030 When Required.

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

- A. The development application involves a change in zoning or a plan amendment designation; or,
- B. The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation ~~m~~**Manual**; and information and studies provided by the local reviewing jurisdiction and/or ODOT:



1. An increase in site traffic volume generation by 300 average daily trips (ADT) or more; or
2. An increase in ADT hour volume of a particular movement to and from the state highway by 20% or more; or
3. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or
4. The location of the access driveway does not meet minimum sitesight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the state highway, creating a safety hazard; or
5. A change in internal traffic patterns that may cause safety problems, such as back up onto the highway or traffic crashes in the approach area.

16.256.040 Traffic Impact Study Requirements.

- A. Preparation. A traffic impact study shall be prepared by a professional engineer ~~in accordance with OAR 734.051-180~~ **registered in the State of Oregon. The study scope and content shall be determined in coordination with the City Public Works Director or designee. Traffic impact analyses required by Clatsop County or ODOT shall be prepared in accordance with the requirements of those road authorities. Preparation of the study report is the responsibility of the land owner or applicant.**
- B. Transportation ~~p~~Planning ~~r~~Rule compliance, Section 16.232.060.

**16.256.050 Approval Criteria.**

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

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

**16.256.060 Conditions of Approval.**

- A. The City may deny, approve, or approve a proposal with conditions necessary to meet operational and safety standards; provide the necessary right-of-way for planned improvements; and require construction of improvements to ensure consistency with the future planned transportation system.**
- B. Construction of off-site improvements may be required to mitigate impacts resulting from development that relate to capacity deficiencies and public safety; and/or to upgrade or construct public facilities to City standards.**
- C. Where the existing transportation system is shown to be impacted by the proposed use, improvements such as paving; curbing; installation of or contribution to traffic signals; and/or**

**construction of sidewalks, bikeways, access ways, paths, or streets that serve the proposed use may be required.**

**D. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.**

Section 14. This ordinance shall become effective 30 days after second reading

First Reading:

Second Reading:

ADOPTED by the City Commission of the City of Warrenton, Oregon this day     of     .

APPROVED

\_\_\_\_\_  
Henry A. Balensifer, Mayor

Attest:

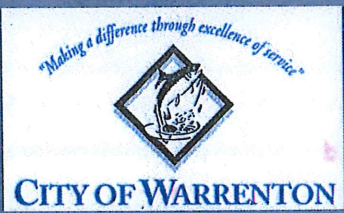
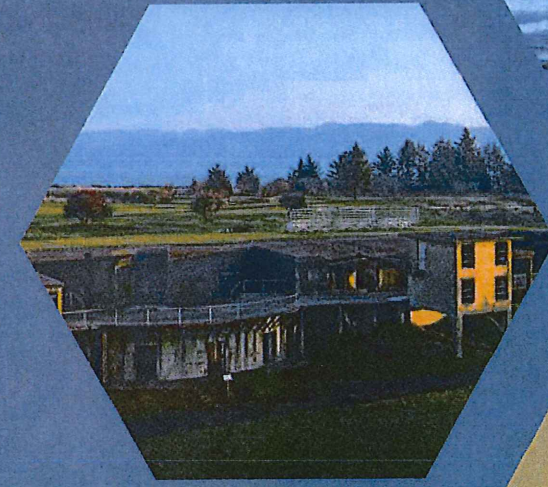
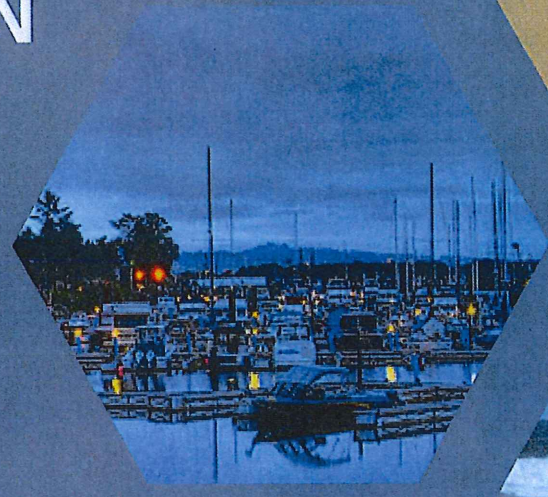
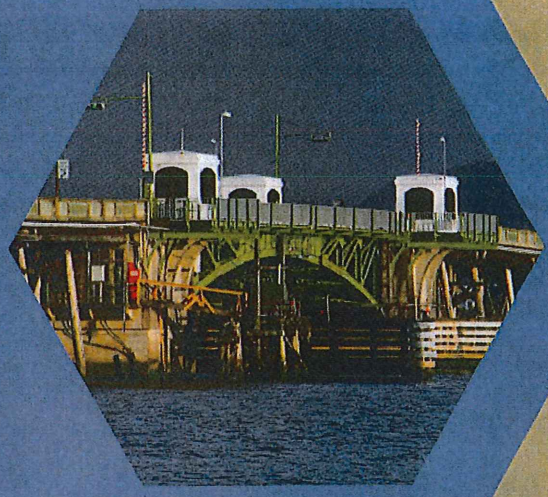
\_\_\_\_\_  
Dawne Shaw, City Recorder





# DRAFT TRANSPORTATION SYSTEM PLAN

Warrenton, Oregon  
September 2018





# ACKNOWLEDGMENTS

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# TSP ROADMAP

## Context

The Context chapter describes the city of Warrenton and its existing transportation system. Current and potential issues are outlined and funding constraints are described.

## Vision

The Vision chapter establishes the community's vision, goals, and objectives for the city's transportation system.

## Plan

The Plan chapter outlines the lists of financially constrained and aspirational projects identified to be achieve the community's vision for the transportation system.

## Standards

The Standards chapter outlines the requirements that the system must meet in order to fulfill the goals and objectives identified by the community.





# CONTEXT



# CONTEXT

## What is a Transportation System Plan?

A TSP is a long-range plan that sets the vision for a community's transportation system for the next 20 years. This vision is developed through community and stakeholder input and is based on the system's existing needs, opportunities, and anticipated available funding.

In compliance with State requirements, the City of Warrenton updated the City's TSP, replacing the previous TSP was adopted in 2004. This Warrenton TSP update establishes a new 2016 baseline condition and identifies transportation improvements needed through the year 2040. The TSP addresses compliance with new or amended federal, state, and local plans, policies, and regulations including the Oregon Transportation Plan, the State's Transportation Planning Rule, and the Oregon Highway Plan.

## How was this TSP developed?

The best way to build a community-supported TSP is through an open, inclusive process. The decision-making structure for this TSP was developed to establish clear roles and responsibilities throughout the project.

**Warrenton Committee** was responsible for all final decisions for this TSP project.

**Citizen Advisory Committee (CAC)** was approved by the City Committee to provide community-based recommendations. The CAC was the primary recommendation body for the project team.

**Project Management Team (PMT)** made recommendations to the City Committee based on technical analysis and stakeholder input.

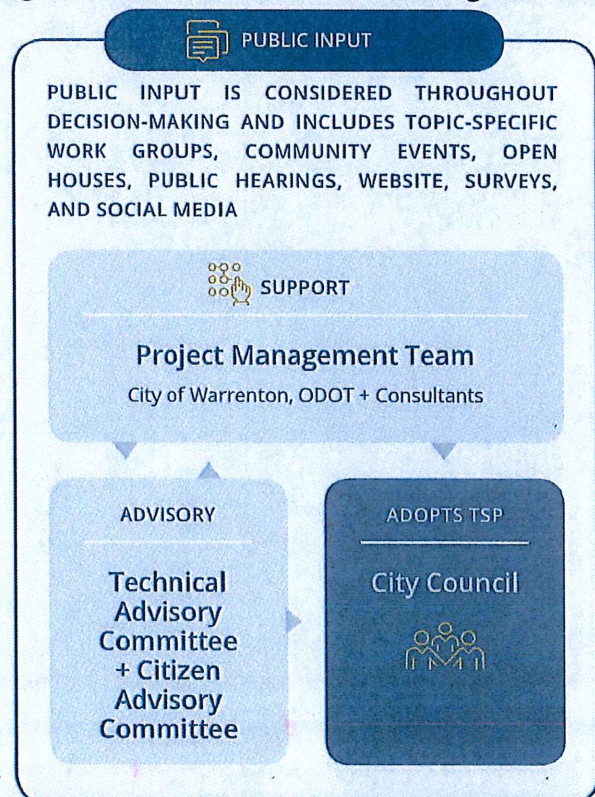
## Public Engagement

The strategy used to guide stakeholder and public involvement throughout the TSP update reflects the commitments of the City of Warrenton and the Oregon Department of Transportation (ODOT) to carry out public outreach that provided community members with the opportunity to weigh in on local transportation concerns and to provide input on the future of transportation within their city.

The City of Warrenton involved the public and stakeholders through a series of committee meetings, public open houses, and work sessions with elected officials and by providing project materials through the project's website [www.warrentontsp.com](http://www.warrentontsp.com). Engaging community members and organizations in the TSP process included engaging with the CAC, which included members representing:

- Oregon Department of Transportation (ODOT)
- City of Warrenton
- Clatsop County

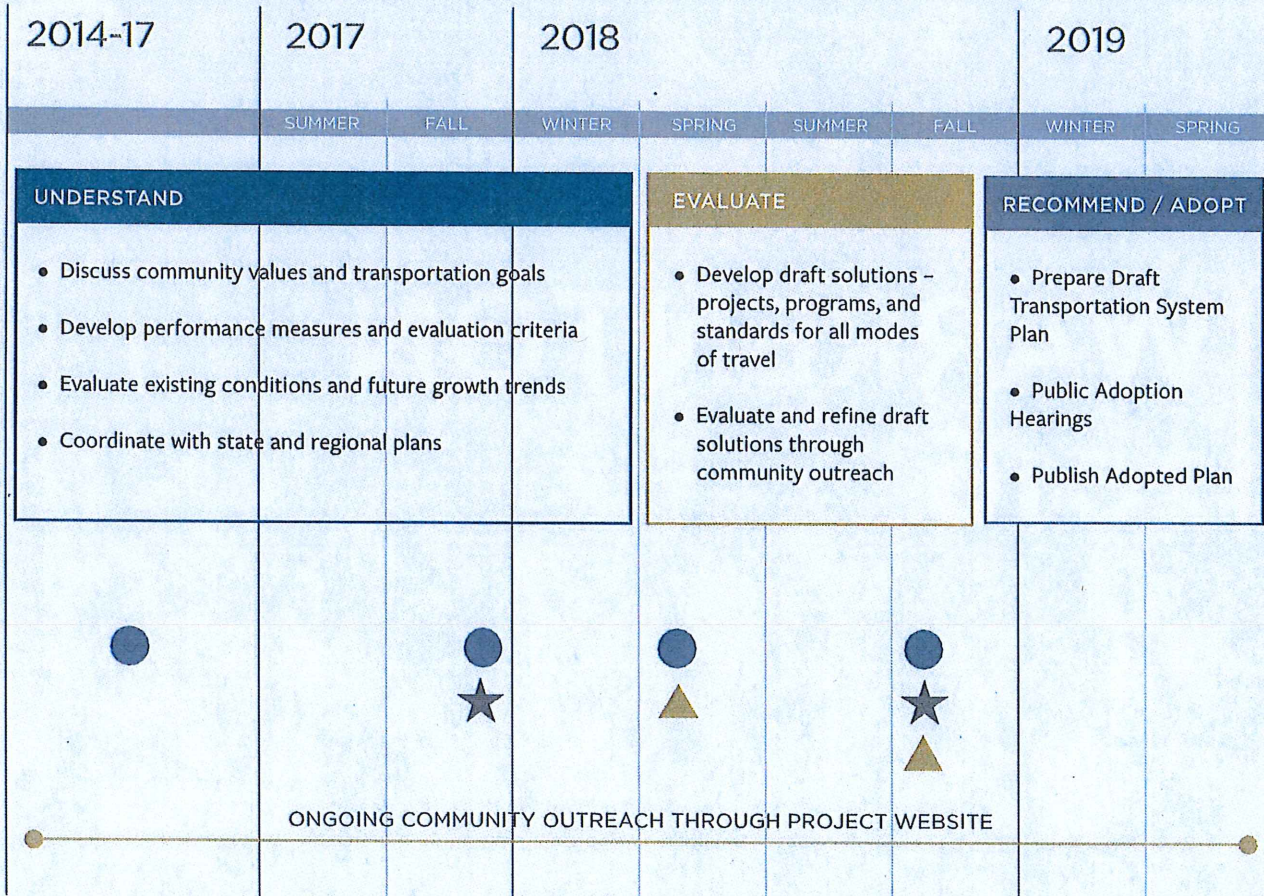
Figure 1. Warrenton TSP Decision-Making Structure





- Warrenton-Hammond School District
- Emergency service providers
- Warrenton Business Association
- Sunset Empire Transportation District
- Other key community groups and stakeholders
- General public

**Figure 2. City of Warrenton TSP Development Process**







WARRENTON  
2016



# WARRENTON 2016

Warrenton is situated on the most northwestern point of Oregon, adjacent to the Pacific Ocean, Fort Stevens State Park and the mouth of the Columbia River. Although Warrenton has a shared history and ongoing connection with the City of Astoria, its neighbor to the northeast, Warrenton has its own unique character. Warrenton residents and visitors alike have access to significant amounts of open space, city parks and water features, as well as important historical sites, within the City's boundaries.

## Key Destinations

An important aspect of evaluating and planning an effective transportation system is knowing where the people want to go. Warrenton has several destinations that attract a variety of visitors. Generally, these community features can be grouped into the following:

- Schools (e.g. Warrenton Prep, Warrenton Grade School, Warrenton High School)
- Places of employment (e.g. business areas, industrial areas, offices, airport)
- Shopping (e.g. downtown core, grocery stores, shopping centers, restaurants)
- Recreational (e.g. Fort Stevens State Park, beach, Warrenton Waterfront Trail)
- Cultural (e.g. Maddox Dance Studio, library, Wreck of the *Peter Iredale*)
- Public Transportation (e.g. Bus stops)

Wreck of the *Peter Iredale*



Warrenton Fiber-Nygaard Logging

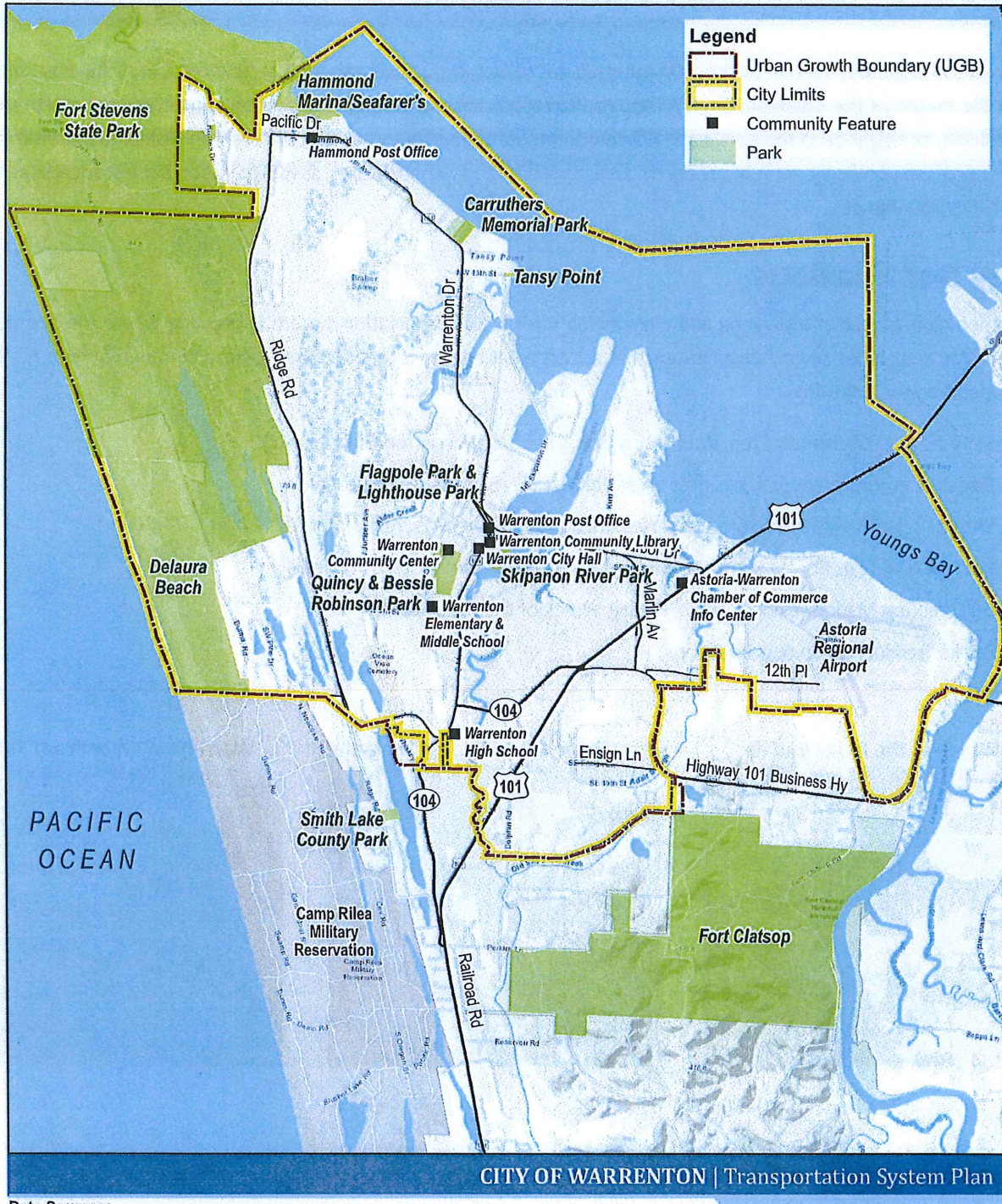


Warrenton Waterfront Trail

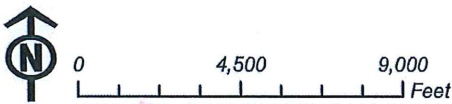




Figure 3. Warrenton TSP Study Area



**Data Sources:**  
 ESRI, ArcGIS Online, World Topography Map. 2015.  
 City of Warrenton, Oregon. 2015. Clatsop County, Oregon. 2015.



Document Path: C:\Users\temily.guise\Documents\ArcGIS\Packages\Fig\_7-01\_WarrentonTSP\_CommunityFeatures\_70D03253-7ED5-4AD0-A895-DCB23063A6B7v10\Fig\_01\_WarrentonTSP\_CommunityFe.



## Current and Anticipated Issues

Warrenton's existing transportation system poses issues for all users, including the following:

### PEDESTRIANS & BICYCLISTS

On Warrenton-Astoria Highway, there is no sidewalk present on the south side of Harbor Drive/Marlin Avenue from 160 feet east of SE Anchor Avenue to SE Galena Avenue.

Sidewalks do not exist from SE/NE King Avenue to SE 2nd Street, or on the east side of the roadway approximately 160 feet north of SE 11th Place to the City limits.

Bicycle and pedestrian safety on the Old Youngs Bay and New Youngs Bay Bridges.

Sidewalks do exist on the north side of Warrenton-Astoria Highway between NE Heron Avenue and Ensign Road.

Most pedestrian facilities can be rated "poor" when considering what type of system is currently in place in Warrenton. This means that facilities either are not in place or a pedestrian is required to travel along a roadway shoulder against vehicles at higher speeds.

It is apparent that the current network service system is only partially connected.

### TRANSIT USERS

Warrenton has about 10 bus stops. Improved access to transit may make this more desirable travel option for some community members.

Of the bus stops, only a fraction offer benches and shelter to the surrounding neighborhoods and businesses.

### DRIVERS

Warrenton is expected to experience more tourism traffic, as well as increased congestion in neighboring communities such as Astoria.

The New Youngs Bay Bridge (US 101) and the Old Youngs Bay Bridge (US 101 Business) are existing bottlenecks in the traffic that travels to and from Astoria that are expected to increase by 2040.

US 101 between mile point 6.48 and 6.58 (by SE Neptune Drive) and US 101 between mile point 7.96 and 8.09 (by SE Ensign Lane) were identified as a high collision roadway segments.

## Funding Constraints

The City's current revenue sources are expected to provide about \$21 million through 2040. This estimate is based on the assumption that the average amounts received over the previous five years will continue to be received at that per capita rate through 2040. Warrenton is expected to generate \$384,000 in Local Motor Vehicle Fuel Tax and \$378,000 in State Highway Fund shared revenue. House Bill 2017 is expected to contribute an additional \$121,000 annually. Forecast estimated System Development Charges (SDC) revenue was based, instead, on the current SDC rates that was used in the City's SDC methodology (for residential developments \$669 per single-family dwelling and for non-residential developments \$436 per hour per trip) and the forecasted yearly population and employment growth through 2040. This calculation yields an estimate of \$1,784,400 over the planning horizon.

The current funding sources summarized below and potential additional funding sources are detailed in Volume 2 in Technical Memorandum #9.

### ODOT Statewide Transportation Improvement Program (STIP) Enhance Funding

ODOT has modified the process for selecting projects that receive STIP funding to allow local agencies to receive funding for projects off the state system. Projects that enhance system connectivity and improve multi-modal travel options are the focus. The updated TSP prepares the City to apply for STIP funding. It is expected that ODOT will allocate about \$5



million for improvements in Warrenton over the planning horizon.

### **Transportation Utility Fee**

A transportation utility fee is a recurring monthly charge that is paid by all residences and businesses within the City. The fee can be based on the number of trips a particular land use generates or as a flat fee per unit. It can be collected through the City's regular utility billing. Assuming a flat fee of \$5.00 per month per water meter for both residential and \$ 0.5 per month per square foot for non-residential uses in the City, the City could collect approximately an additional \$19 million (\$1.6 million average annually) for transportation related expenses through 2040.

### **ODOT All Road Transportation Safety (ARTS) Funding**

ODOT All Roads Transportation Safety Program is a competitive data-driven funding program that is used to address safety challenges on all public roads, including the local and state system. It is focused on reducing fatal and serious crashes. Safety funding will be distributed to each ODOT region, which will collaborate with local governments to select projects that can reduce fatalities and serious injuries, regardless of whether they lie on a local road or a state highway.

### **Safe Routes to School**

The Oregon Safe Routes to School (SRTS) Program has money allocated for projects that improve connectivity for children to walk, bike and roll to and from school. Potential grant funds are distributed as a reimbursement program through an open and competitive process. Funding is available through this program for pedestrian and bicycle infrastructure projects within two miles of schools. These funds should be pursued to implement key pedestrian and bicycle projects identified through the SRTS process. The Warrenton Grade School is an ideal candidate due to its proximity to downtown and S Main Ave.

### **General Fund Revenues**

At the discretion of the City Council, the City can allocate General Fund revenues to pay for its transportation program (General Fund revenues primarily include property taxes, use taxes, and any other miscellaneous taxes and fees imposed by the City). This allocation is completed as a part of the City's annual budget process, but the funding potential of this approach is constrained by competing community priorities set by the City Council. General Fund resources can fund any aspect of the program, from capital improvements to operations, maintenance, and administration. Additional revenues available from this source are only available to the extent that either General Fund revenues are increased or City Council directs and diverts funding from other City programs.

### **Urban Renewal District**

An Urban Renewal District (URD) would be a tax-funded district within the City. The URD would be funded with the incremental increases in property taxes that result from construction of applicable improvements. This type of tax increment financing has been used in Oregon since 1960. Use of the funding includes, but is not limited to, transportation. Improvements are funded by the incremental taxes, rather than fees. The City has an existing URA serving the downtown core area.

### **Local Improvement Districts**

Local Improvement Districts (LIDs) can be formed to fund capital transportation projects. LIDs provide a means for funding specific improvements that benefit a specific group of property owners. LIDs require owner/voter approval and a specific project definition. Assessments are placed against benefiting properties to pay for improvements. LIDs can be matched against other funds where a project has system wide benefit beyond benefiting the adjacent properties. LIDs are often used for sidewalks and pedestrian amenities that provide local benefit to residents along the subject street. The City has no active LIDs.



## Debt Financing

While not a direct funding source, debt financing can be used to mitigate the immediate impacts of significant capital improvement projects and spread costs over the useful life of a project. This has been successful recently in Oregon communities such as Bend and McMinnville, where general obligation (GO) bond measures were passed. Key to the measures' success was that the increased property taxes were earmarked toward a defined set of projects with strong public support.

Though interest costs are incurred, the use of debt financing can serve not only as a practical means of funding major improvements, but is also viewed as an equitable funding strategy, spreading the burden of repayment over existing and future customers who will benefit from the projects. The obvious caution in relying on debt service is that a funding source must still be identified to fulfill annual repayment obligations.

In addition, a "value capture" district is another financing tool to consider similar to urban renewal but uses a payment in lieu of taxes (PILOT) from large institutions and employers to finance the repayment of bonds.







# THE VISION



# THE VISION

## The Vision

The process of identifying a vision, goals, and objectives uncovers the transportation system that best fits Warrenton's values and sets the guide for development and implementation of the TSP.

The goals and objectives will guide the development of the transportation system plan, while the evaluation criteria will be used to evaluate and prioritize future transportation programs and improvements against the goals and objectives. Once adopted, the goals and objectives, as well as the project list, will become part of Warrenton's Comprehensive Plan. The goals and objectives outlined below were largely developed from previous local plans, including: 2004 Warrenton Transportation System Plan, 2009 Revised Warrenton Transportation System Plan, 2007 Warrenton Urban Renewal District Plan, Warrenton Comprehensive Plan, 2010 Warrenton Downtown and Marina Master Plans, 2005 Hammond Marina Master Plan, 2010 Warrenton Parks Master Plan, and 2008 Warrenton Trails Master Plan.

Towards the end of the process, once solutions were identified, policy statements to guide future decisions were developed to help the City implement plan recommendations.

## Goals & Objectives

### Goal 1: Health

Develop a transportation system that maintains and improves individual health by maximizing active transportation options.

#### Objectives

1. Maximize active transportation options.
2. Provide recreational opportunities outlined in the 2008 Warrenton Trails Master Plan.

### Goal 2: Safety

Develop a transportation system that maintains and improves public safety and effectively manages evacuations and emergency response preceding and following natural disasters.

#### Objectives

1. Improve safety and provide safe connections for all modes.
2. Meet applicable City and Americans with Disabilities (ADA) standards.
3. Increase public safety.
4. Improve signage for streets, pedestrian and bike ways, and trails as well as directional signs to points of interest.
5. Create safe routes and connections for vehicles, bicycles, and pedestrians, especially across US 101.
6. Limit access points on highways and major arterials, and use techniques such as alternative access points when possible.
7. Increase the city's resilience to natural hazards.



### Goal 3: Travel Choices

---

Develop and maintain a well-connected transportation system that offers travel choices, reduces travel distance, improves reliability, and manages congestion for all modes.

#### Objectives

1. Reduce travel distance for all modes.
2. Improve travel reliability for all modes.
3. Manage congestion for all modes.
4. Encourage ride sharing.
5. Work with the Sunset Empire Transportation District to expand transit service, improve amenities, and develop stations in appropriate locations that efficiently serve resident and employee needs.
6. Provide a network of arterials, collectors, and paths that are interconnected, appropriately spaced, and reasonably direct.
7. Develop unused rights-of-way for pedestrian and bike ways or trails where appropriate.
8. Increase access to the transportation system for all modes regardless of age, ability, income, and geographic location.
9. Encourage development patterns that offer connectivity and mobility options for all members of the community.
10. Balance the desires of community members with public agency requirements.

### Goal 4: Economic Vitality

---

Support the development and revitalization efforts of the City, Region, and State economies and create a climate that encourages growth of existing and new businesses.

#### Objectives

1. Balance needs for freight system efficiency, access, and capacity with needs for local circulation, safety, and access.
2. Manage parking efficiently and ensure that it supports downtown business needs and promotes new development.
3. Balance the simultaneous needs to accommodate local traffic and through-travel on state highways.
4. Provide transportation facilities that support existing and planned land uses.
5. Enhance the vitality of the Warrenton downtown area by incorporating design elements for all modes in roadway design standards.
6. Ensure that all new development contributes a fair share toward on-site and off-site transportation system improvements.
7. Support expansion of local boating and shipping activities, including the development of waterfront activities along the Skipanon River, Youngs Bay, and Alder Cove.
8. Enhance the connection of the Warrenton Harbor to the surrounding community.
9. Enhance tourism opportunities and access to tourist attractions.



## Goal 5: Livability

---

Customize transportation solutions to suit the local context while providing a system that supports active transportation, promotes public health, facilitates access to daily needs and services, and enhances the livability of Warrenton neighborhoods and business community.

### Objectives

1. Minimize adverse social and economic impacts created by the transportation system, including balancing the need for street connectivity and the need to minimize neighborhood cut-through traffic.
2. Develop safe, connected pedestrian and bicycle facilities near schools, high-density residential districts, commercial districts, and waterfront areas.
3. Balance downtown livability with the need to accommodate freight access to industrial and waterfront areas.
4. Design streets to serve the widest range of users, support adjacent land uses, and increase livability.
5. Enhance the quality of life in commercial areas and in neighborhoods.
6. Improve public access to the waterfront and trails along the waterfront.
7. Develop transportation facilities that will allow development without major disruption of existing neighborhoods or the downtown area.

## Goal 6: Sustainability

---

Provide a sustainable transportation system that meets the needs of present and future generations and is environmentally, fiscally and socially sustainable.

### Objectives

1. Support travel options that allow individuals to reduce single-occupant vehicle trips.
2. Minimize damage to the environment.
3. Support the reduction of greenhouse gas emissions from transportation sources.
4. Support and encourage transportation system management (TSM) and transportation demand management (TDM) solutions to congestion.
5. Preserve and protect the City's historic sites.

## Goal 7: Fiscal Responsibility

---

Plan for and implement an economically viable transportation system that protects and improves existing transportation assets while cost-effectively enhancing the total system.

### Objectives

1. Plan for an economically viable and cost-effective transportation system.
2. Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion and ensure sustained funding for transportation projects and maintenance.
3. Make maintenance and safety of the transportation system a priority.
4. Maximize the cost effectiveness of transportation improvements by prioritizing operational enhancements and improvements that address key safety and congestion issues.
5. Identify local street improvement projects that can be funded through grant programs.
6. Provide funding for the local share (i.e. match) of capital projects jointly funded with other public partners.
7. Prioritize funding of projects that are most effective at meeting the goals and policies of the Transportation System Plan.



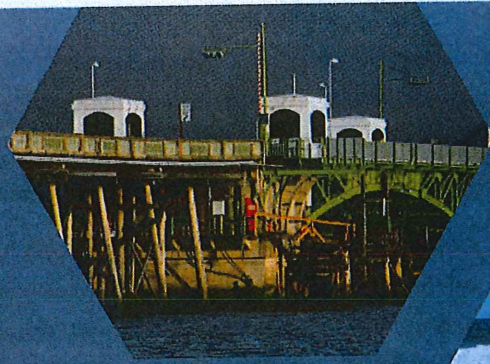
## Goal 8: Compatibility

Develop a transportation system that is consistent with the City's Comprehensive Plan and that is coordinated with County, State, and Regional plans.

### Objectives

1. Coordinate, support, and cooperate with adjacent jurisdictions and other transportation agencies to develop transportation projects that benefit the City, Region, and State as a whole (e.g. evacuation routes, county-wide transit, and jurisdictional transfer of roadways).
2. Work collaboratively with other jurisdictions and agencies to ensure the transportation system functions seamlessly.
3. Coordinate land use and transportation decisions to efficiently use public infrastructure investments to meet goals and objectives.
4. Maintain and implement functional classification standards and criteria.
5. Coordinate with other jurisdictions and community organizations to develop and distribute transportation-related information.
6. Review City transportation standards periodically to ensure consistency with Regional, State, and Federal standards.
7. Coordinate with the County and State agencies to ensure that improvements to County and State highways within the city benefit all modes of transportation.
8. Participate with ODOT, Clatsop County, and Astoria in the revision of their transportation system plans, and coordinate with neighboring jurisdictions regarding land development outside of the Warrenton urban growth boundary to ensure provision of a transportation system that serves the needs of all users.
9. Participate in updates of the ODOT State Transportation Improvement Program (STIP) and Clatsop County Capital Improvement Program (CIP) to promote the inclusion of projects identified in the Warrenton TSP.
10. Coordinate with the U.S. Army Corps of Engineers and the Oregon Division of State Lands to maintain appropriate operating depths at marina facilities, and identify beneficial uses of dredged material resulting from maintenance dredging.
11. Work to protect airspace corridors and airport approaches.
12. Coordinate planning for lifeline and evacuation routes with local, State, and private entities.





# WARRENTON IN 2040



# WARRENTON IN 2040

Future land use changes and growth in population, housing, and employment within Warrenton’s urban growth boundary (UGB) will have a significant impact on the existing transportation system and will create new travel demands. These growth projections and how they translate to new trips on the transportation network are key elements of the future conditions and performance analysis.

## Forecasted Population and Employment Growth

Understanding the influence of area land uses on the transportation system is a key factor in transportation system planning. The amount of land that is to be developed, the types of land uses, and their proximity to each other have a direct relationship to expected demands on the transportation system.

The process for developing future 2040 traffic volume forecasts for Warrenton involved three key components:

**The Astoria-Warrenton regional travel demand model was utilized as the primary tool to estimate future travel demand in Warrenton, using a base model year of 2015 and a future model year of 2035.**

**Refined travel demand forecasts were developed by adding local circulation characteristics in the travel demand model as needed (using a focus area approach).**

**The 20-year growth increment between the base and future year models was extrapolated to a 25-year increment and then added to the base year 2015 count data (referred to as post-processing) to develop final year 2040 traffic volume forecasts for Warrenton.**

As shown in Table 1, the 2015 model included approximately 2,179 households (representing 5,175 people) and 3,410 employees within the Warrenton UGB. With expected growth to the horizon year 2035, 579 households (or about 27 percent growth) are projected to be added, while the total employment is projected to grow by approximately 1,370 employees (40 percent growth). These future totals within the UGB were established in coordination with City using new population forecasts for Clatsop County and its cities.

Warrenton is currently experiencing a steep growth trajectory with several housing subdivision and employment-related land use applications being filed. The control totals shown in Table 1 represent our best estimate of 20-year growth given the available data and studies, and we understand that growth will not be linear over the 20 years.

**Table 1. Warrenton UGB Land Use Summary**

LAND USE	2015	2035	PERCENT INCREASE
Population	5,175	7,410	43%
Households	2,179	3,153	45%
Total Employment	3,410	4,934	45%

*Note: Land use summary based on travel demand model and zones that approximate the Warrenton UGB*

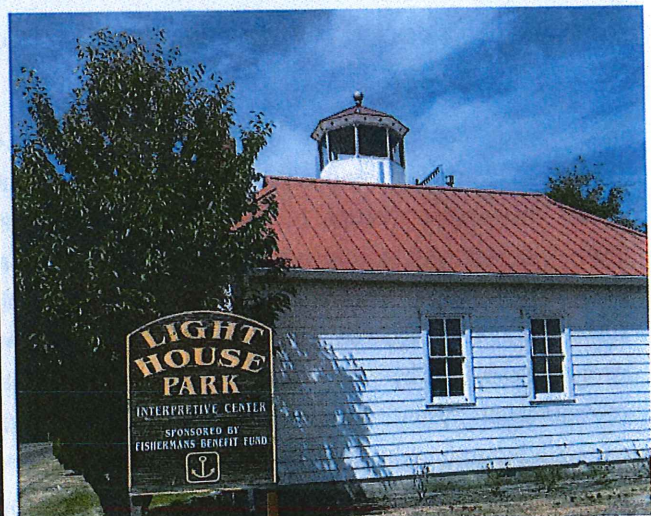


## Future Conditions without Improvements

The population, housing, and employment growth projected to occur through 2040 will result in increased travel demands within and through the city. An evaluation of Warrenton's transportation system under these conditions was performed to understand how transportation needs might change if no further investments to improve the system were made. This resulted in the following findings:

The forecast generated by analysis of the future 2040 roadway system identifies the following findings:

- The US 101 signalized intersections at E Harbor Drive, Marlin Drive and SE Ensign Lane are all expected to operate at levels above their corresponding mobility targets.
  - Future (2040) Summer PM Peak Hour
- Driving needs: The future summer and average weekday conditions each have separate needs:
  - Future (2040) Average Weekday PM Peak Hour
- Alternative Mobility Targets: There is a need to pursue alternative mobility targets along US 101, as it is not expected that enough capacity can be reasonably added to this facility to alleviate congestion during summer months.
- Including the three intersections operating worse than mobility targets under the average weekday conditions, four additional intersections worsen to exceed mobility targets: US 101 at SE Neptune Drive, OR 104/Ft Stevens Highway at NE Skipanon Drive/S Main Avenue, E Harbor Drive at Marline Drive and OR 104/S Main Avenue at SW 2nd Street.
- Safety Needs: High collision locations were identified at 4 signalized intersections along US 101. Warrenton has two SPIS locations. Both are on US 101 and each include a signalized intersection, at East Harbor Street and Ensign Lane.<sup>1</sup>
- Walking and Biking Needs: Warrenton lacks existing bike and pedestrian facility networks to adequately connect neighborhoods with commercial, institutional, recreational areas, and transit stops. Future improvements could improve safety and accessibility of using active modes of transportation to get around the City.
- Transit Needs: There are a limited number of transit stops and there are gaps in service and frequency. Some neighborhoods to the south and west of downtown are not within comfortable walking distance to a transit stop. An expansion in the number of stops and buses on routes would be required to fully serve all areas of the City.
- Freight Needs: Warrenton's only Federal Truck Route is US 101. It is important that future improvements maintain the geometry required to accommodate large freight vehicles along US 101.



1 . ODOT SPIS Report 2015(2012-2014 Data): Top ten percent SPIS sites



## Preparing for Smart Mobility

Emerging vehicle technology and design approaches will shape our roads, communities, and daily lives. As vehicles become more connected, automated, shared, and electric, the way we plan, design, build, and use our transportation system will change.

When discussing these vehicles as a whole, they can be referred to as connected, automated, shared, and electric (CASE) vehicles. Many of these vehicles will not be exclusive of the others and it is important to think of the host of implications that arise from the combination of these technologies.



**Connected Vehicles (CVs)** will enable communications between vehicles, infrastructure, and other road users. This means that our vehicles will be able to assist human drivers and prevent crashes while making our system operate more smoothly.



**Automated Vehicles (AVs)** will, to varying degrees, take over driving functions and allow travelers to focus their attention on other matters. Today, we already have vehicles with combined automated functions such as lane keeping and adaptive cruise control. However, these still require constant driver oversight. In the future, more sophisticated sensing and programming technology will allow vehicles to operate with little to no operator oversight.



**Shared Vehicles (SVs)** are already on the road today that allow ride-hailing companies to offer customers access to vehicles through smart phone applications. Ride-hailing applications allow for on-demand transportation with comparable convenience to car ownership without the hassle of maintenance and parking. Ride-hailing applications can enable customers to choose whether share a trip with another person along their route, or travel alone.



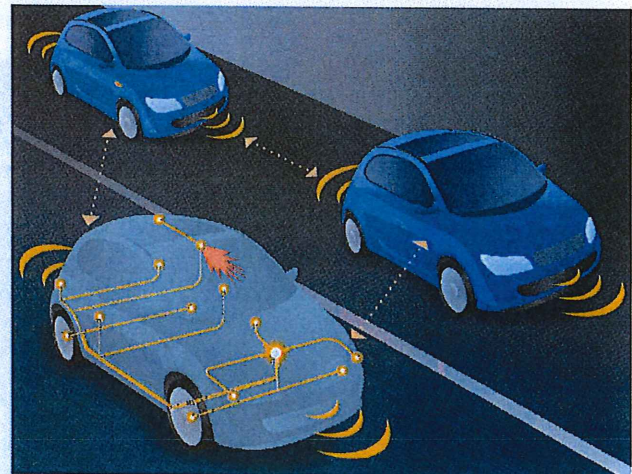
**Electric Vehicles (EVs)** have been on the road for decades and are becoming more economically feasible as the production costs of batteries decline.

### Planning for Change

The impacts of CASE vehicles on road capacity are uncertain. After CASE vehicles are widely adopted, there is a high likelihood that increases in road capacity will correspond with increasing traffic demand. We can expect that congestion will continue to persist.

The expected congestion can be used to encourage use of transit, shared vehicles, and bike share. These modes could all be encouraged through pricing mechanisms that are vastly less expensive to implement than building more road capacity. A variety of pricing mechanisms are enabled with CASE technology because these vehicles will be tracked geographically, and by time of day. With time/location data, transportation system operators will be able to develop pricing mechanisms that reduce congestion at a lower cost than other roadway improvements. Larger cities will be the first to implement these strategies and smaller cities should follow these developments closely.

Figure 4. Vehicle-to-Vehicle Communication





## Potential Impacts, Questions and Policy Considerations

### CONGESTION AND ROAD CAPACITY

#### Anticipated Impacts

- AVs may provide a more relaxing or productive experience and people may have less resistance to longer commutes.
- Shared AVs will likely cost significantly less on a per mile basis, increasing demand for travel.
- CVs will allow vehicles to operate safely at closer following distances. In the long run, this will increase road capacity in the long run as CVs and AVs comprise increasing portions of the public and private fleet of vehicles.
- In the near term, as AVs still make up a fraction of the fleet of vehicles, road capacity could decrease as AVs operate more slowly and cautiously than regular vehicles.
- A new class of traffic — zero-occupant vehicles — may increase traffic congestion
- Roadways may need to be redesigned or better maintained to accommodate the needs of automated driving systems.

#### Questions

- How much will AVs cost for people to own them personally?
- How much will AVs cost if they are used as a shared fleet?
- How does cost and the improved ride experience of AVs influence travel behavior?
- How much more efficiently will AVs operate compared to regular human driven vehicles once they dominate the vehicle fleet?
- How will AVs impact road capacity in the near term as they are deployed in mixed traffic with human driven vehicles?
- What portion of traffic will be zero-occupant vehicles and what areas will likely generate the highest portion of zero-occupant vehicles looking for parking or waiting for their next passenger?

### PARKING

Because AVs and Shared AVs will be able to park themselves, travelers will elect to get dropped off at their destination while the vehicle goes to find parking or its next passenger. With parking next to their destination no longer a priority for the traveling public, parking may be over-supplied in many areas and new opportunities to reconfigure land use will emerge.

#### Questions

- How does vehicle ownership impact parking behavior?
- What portion of the AV fleet will be shared?
- How far out of the downtown area will AVs be able to park while remaining convenient and readily available?

#### Considerations

- Consider building new parking garages that can be converted (with flat instead of ramped floors) to other uses in case AVs make them underutilized in their lifetime. If that isn't financially feasible, consider alternative transportation demand management strategies.
- Consider revising minimum parking requirements for new developments, especially in areas that are within one mile of transit.
- Consider system development charges that fund the installation of charging stations in new developments.

### CURB SPACE

The ability to be dropped off at your destination will also create more potential for conflicts in the right-of-way between vehicles dropping off passengers, vehicles moving through traffic, and vehicles parked on the street. In urban areas with ride-hailing companies, popular destinations are already experiencing significant double-parking issues. Curb-space management is a growing consideration. Jurisdictions should inventory parking utilization and identify areas that could be converted from parking to curbside pick-up and drop-off zones.



## PACKAGE DELIVERY

With the use of AVs to deliver packages, food, and expanded services, these vehicles will need to be accommodated in the right-of-way. For instance, if the AV parks at the curb in a neighborhood and smaller robots are used to deliver packages to the door, new conflicts will arise between vehicles, pedestrians, and bicyclists.

## TRANSIT

AVs could become cost competitive with transit and undermine transit ridership as riders prefer a more convenient alternative. However, transit will remain the most efficient way to move high volumes of people through constricted urban environments. AVs will not eliminate congestion and as discussed above, could exacerbate it — especially in the early phases of AV adoption. In addition, shared AVs may not serve all areas of a community and underserved communities still require access to transit to meet daily needs.

To avoid potential equity and congestion issues, transit agencies need to work together to integrate the use of automated vehicles and transit. Transit needs to adapt to new competition in the transportation marketplace as well as consider adopting CASE technologies to support transit operations.

## Considerations

- Partnering with ride-hailing companies to provide first and last-mile solutions.
- Working with ride-hailing companies and bike share to integrate payment platforms and enable one button purchase of a suite of transportation options for multimodal trips.
- Creating fixed route autonomous shuttles to provide first and last-mile solutions.
- Creating on-demand autonomous shuttles to provide first and last-mile solutions.

## ELECTRIC VEHICLE CHARGING

To accommodate a future where electric vehicles will come to dominate our vehicle fleet, charging station capacity will need to be increased. Cities, electric utilities, regions, and states will need to work together to meet the significant increase in demand.

## MOBILITY HUBS

A mobility hub is a central location that serves as a multimodal connection point for transit, car share, bike share, and ride share stations, see Figure 21. This system can serve as a tool to encourage travelers to take seamless multimodal trips that are well timed and convenient. Mobility hubs make the most sense to put in transit centers that are located near urbanized areas with multimodal supportive infrastructure (e.g., protected bike lanes) to maximize connectivity for first and last-mile solutions.

Figure 5. Mobility Hub







# THE PLAN



# THE PLAN

The purpose of the Warrenton TSP Update is to determine how best to serve the future transportation needs of Warrenton residents, businesses, and visitors. The existing and future conditions analysis suggest that the TSP will incorporate multi-modal options with the vision of the community to define draft transportation system solutions that address local needs.

## Evaluating the Possibilities

Recommended solutions were developed to be consistent with the project vision and goals and to focus on creating a balanced system able to provide travel options for a wide variety of needs and users. The list of recommended projects was prioritized using guidance provided by the project goals and objectives and with input from three main sources:

- Review of projects in 2004 TSP Update and other Local and Regional Plans, including:
  - 2015 Clatsop County Transportation System Plan
  - 2010 City of Warrenton Downtown and Marina Master Plans
  - 2018-2023 Warrenton Streets Capital Improvement Program
  - 2010-2030 Warrenton Parks Capital Improvements Plan
  - 2018-2021 Oregon (Final as Amended) Statewide Transportation Improvement Program (STIP)
- New Projects based on identified deficiencies and feedback from public and advisory committees
- System and Demand Management strategies

While the recommended projects include all identified projects for improving Warrenton's transportation system, regardless of their priority or their likelihood to be funded, the TSP planning process eliminated projects that may not be feasible for reasons other than financial limitations (such as environmental or existing development limitations). The recommended project list is composed of the following three lists, created based on each project's priority and likelihood to be funded.

- Aspirational Projects list includes all projects identified in the TSP.
- Likely Funded Projects list identifies the high priority projects from the Aspirational Projects list that could be constructed with funding anticipated through 2040.
- Possibly Funded Projects list identifies projects from the Aspirational Project list that are highly supported but that, due to cost or jurisdiction, were unable to be included in the Likely Funded list. Should additional funding become available, these are projects the City may want to consider.

The City is free to implement projects identified on the Likely Funded list first. Priorities may change over time and unexpected opportunities may arise to fund particular projects. The City is free pursue any of these opportunities at any time. The purpose of the Likely Funded project list is to establish reasonable expectations for the level of improvements that will occur and give the City initial direction on where funds should be allocated. The project design elements depicted are identified for the purpose of creating a reasonable cost estimate for planning purposes. The actual design elements for any project are subject to change and will ultimately be determined through a preliminary and final design process, and are subject to City, County and/or ODOT approval.



## Likely Funded Project List

The projects are listed in order of funding priority. Each project is identified by a project ID that consists of a mode acronym and number. Numbers do not imply priority. BP stands for Bicycle and Pedestrian, meaning it is a project primarily benefiting biking and walking; R is for Roadways, meaning it is primarily benefiting driving; T is for transit and benefits transit users, and O is for other, which benefits airport or waterways.

**Table 2. Likely Funded Projects**

PROJ. ID	DESCRIPTION	JURISDICTION	LOCATION	COST
BP1	Improve wayfinding signage and visibility of Warrenton Waterfront Trail. Provide a bicycle wayfinding signage network to help guide bicyclists to and from local destinations via bike routes and trails.	Warrenton	Warrenton Waterfront Trail	\$50,000
BP2	Provide a path connection and wayfinding for the Airport Dike Trail to cross US 101 at Harbor Drive.	Warrenton / ODOT	Airport Dike Trail: US 101 at Harbor Dr	\$133,000
BP3	Install bicycle parking at points of interest, such as downtown Warrenton, the City Park and the Warrenton Soccer Complex.	Warrenton	Parks, downtown, soccer complex	\$5,000
BP4	Improve pedestrian crossing at Fort Stevens Hwy 104, Warrenton-Astoria Hwy 105 (E Harbor Dr) and Skipanon Dr/Main Ave	ODOT	Fort Stevens Hwy 104, Warrenton-Astoria Hwy 105 (E Harbor Dr) and Skipanon Dr/Main Ave	\$100,000
BP5	Construct a 10-foot wide multi-use path on the east side of Ridge Road from SW 9th Street to the north edge of the Warrenton Soccer Complex.	County/ Warrenton	Ridge Rd: SW 9th St north along soccer fields	\$200,000
BP6	Construct an at-grade pedestrian crossing of Ridge Road at the Warrenton Soccer Complex with high visibility paint and advanced signage.	County	Soccer fields and across/along Ridge Rd	\$20,000
BP7	Enhance bicycle connectivity in Hammond. <i>Option A:</i> Install wayfinding and sharrows on parallel routes (6th and 7th) through Hammond and provide high visibility crosswalk across Pacific Drive. <i>Option B:</i> Construct curb, gutter and sidewalks on Pacific Drive through Hammond	ODOT/ Warrenton	Pacific Dr (Hammond)	\$50,000
BP8	Add bicycle route designation signage for length of Warrenton-Astoria Hwy 105 within Warrenton city limits.	ODOT/ Warrenton	Warrenton-Astoria Hwy 105	\$25,000
BP9	Install high visibility crosswalk at the intersection of Fort Stevens Hwy 104 (Main Avenue) at SW 9th Street to enhance visibility of crossing near elementary school.	ODOT/ Warrenton	Fort Stevens Hwy 104 (Main Ave) at SW 9th St	\$2,000



PROJ. ID	DESCRIPTION	JURISDICTION	LOCATION	COST
BP10	Upgrade curb and crosswalks to be ADA-compliant at Warrenton Elementary School.	Warrenton	SW Cedar Ave at SW 7th St	\$40,000
BP11	New marked crosswalks near community center/park. The crossings at SW 4th Street would also require installation of new curb.	Warrenton	SW Alder Ave at SW 3rd St and SW 4th St	\$30,000
BP12	Enhance bicycle visibility on New Youngs Bay Bridge. <i>Option A:</i> Install signage indicating bicyclists in outer lane. <i>Option B:</i> Install additional bike detection for cyclists traveling along the bridge	ODOT	New Youngs Bay Bridge	\$500,000
BP25	Construct bicycle lanes, curb, gutter and sidewalks on both sides of SE Neptune Avenue between Harbor Drive and US 101.	Warrenton	SE Neptune Ave: E Harbor Dr to US 101	\$1,400,000
BP27	Construct curb, gutter and sidewalks on both sides of Warrenton-Astoria Hwy 105 (E Harbor Drive) from Marlin Avenue to US 101.	ODOT	Warrenton-Astoria Hwy 105 (E Harbor Dr): Marlin Ave to US 101	\$1,600,000
BP28	Widen road to provide additional paved width for pedestrian connectivity on Delaura Beach Lane.	Warrenton / ODOT	Delaura Beach Ln: Pine Dr to Ridge Rd	\$1,400,000
BP32	Bike and pedestrian access from SW Dolphin Rd south to US 101. Consider an overpass to facilitate multi-modal crossing to employment and education center on SE Dolphin Rd south of US 101.	Warrenton / ODOT	SW Dolphin Rd at US 101	\$50,000
T1	Extend hours, decrease headway, review scheduling, improve efficiency of dial-a-ride program, meet the needs of future demands, improve connections, and advertise and promote services.	Sunset Empire Transportation District / NorthWest POINT	City wide	TBD
T2	Modernize transit stops to accommodate mobility devices	Warrenton	City wide	TBD
T3	Install transit shelters and kiosks on US 101 and both the north and south ends of the New Youngs Bay Bridge.	Warrenton / Astoria / ODOT	US 101 North and South of the New Youngs Bay Bridge	TBD
R1	Modify intersection to accommodate WB-62 trucks with a minimum turning radius of 45 degrees. This project rebuilds the intersection and includes water quality facilities, a new drainage system, concrete walks and curb.	ODOT	Fort Stevens Hwy 104 (Main Ave/ Skipanon Dr) at Warrenton-Astoria Hwy 105	\$3,000,000



PROJ. ID	DESCRIPTION	JURISDICTION	LOCATION	COST
R7	Construct shoulder widening of three feet on both sides (conservative estimate) of Fort Stevens Hwy 104 (Main Avenue) between 14th Street to just south of the spur to provide additional paved width. The estimate includes a new drainage system and two water quality facilities.	ODOT	Fort Stevens Hwy 104 (Main Ave) - 14th St to South of Spur	\$1,100,000
R9	Improve SW 4th Street between S Main Avenue and SW Alder Court and add sidewalk. Also includes drainage and power line improvements.	Warrenton	SW 4th St: S Main Ave to SW Alder Ct	\$296,000

\* Cost were not considered for possibly funded projects



## Possibly Funded Projects

The Possibly Funded Plan identifies additional transportation solutions that could be funded if the City develops new revenue sources. If the new funding sources do not become viable options, these projects would not be funded. The assumed possible new sources are summarized in the table below.

**Table 3. Potential New Funding Source**

DESCRIPTION	ESTIMATED AMOUNT THROUGH 2040
Transportation Utility Fee	\$19,000,000
<b>Total New Revenue</b>	<b>\$19,000,000</b>

Using these potential new funding sources, the additional projects in Possibly Funded table could be funded. More projects could be funded through other sources, such as development, state or federal funding, urban renewal districts, local improvement districts, and reallocating general fund and lodging tax revenues to transportation projects. The Possibly Funded Transportation System includes about \$18.7 million in transportation investments.

**Table 4. Possibly Funded Projects**

PROJ. ID	DESCRIPTION	JURISDICTION	LOCATION	COST OPINION (2018 DOLLARS)
<b>BP13</b>	Construct a new trail connection from the KOA access east to NW Warrenton Drive following the NW 11th Street alignment. Includes excavation and embankment.	Private/ Warrenton	KOA access/NW 11th alignment	\$2,700,000
<b>BP14</b>	Install bicycle facilities along Fort Stevens Hwy 104 (Main Avenue): <i>Option A:</i> Install sharrows and “share the road” signage <i>Option B:</i> Remove parking on one side of the road and widening where needed to provide striped bicycle facilities	ODOT	Fort Stevens Hwy 104: Harbor Dr to 9th St	<i>Option A:</i> \$30,000 <i>Option B:</i> \$695,000*
<b>BP15</b>	Construct sidewalks on both sides of SE 19th Street south of Ensign Lane. Project includes new sidewalk, curb and gutter on the north/east side of the road and extends the sidewalk on the south/west side of the road.	Warrenton	SE 19th: Ensign Ln to Chokeberry Ave	\$1,600,000
<b>BP16</b>	Construct a 10-foot wide multi-use path on one side of Pacific Drive from Lake Drive to Fort Stevens State Park entrance.	State Parks/ County/ Warrenton	Hammond to Fort Stevens State Park	\$600,000
<b>BP17</b>	Provide enhanced bicycle and pedestrian connectivity along SW 9th Street. <i>Option A:</i> Widen sidewalk to 10 feet on north side <i>Option B:</i> Multiuse path (Cedar Dr to Ridge Rd)	Warrenton	SW 9th St: SW 9th St to Ridge Rd	\$1,160,000
<b>BP18</b>	Stripe bicycle lane stencil on both sides of the road for length of Fort Stevens Hwy 104 Spur to indicate bicyclists are present.	ODOT	Fort Stevens Hwy 104 Spur	\$10,000



PROJ. ID	DESCRIPTION	JURISDICTION	LOCATION	COST OPINION (2018 DOLLARS)
BP19	Construct curb, gutter and sidewalks on the east side of Fort Stevens Hwy 104 between SW 3rd Street and SW 9th Street.	ODOT	Fort Stevens Hwy 104:SW 3rd St to SE 9th St	\$1,400,000
BP20	Construct bicycle lanes, curb, gutter and sidewalks on both sides of SE Marlin Avenue between Harbor Drive and SE 6th Street.	ODOT	Warrenton-Astoria Hwy 105 (SE Marlin Ave): Harbor Dr to SE 6th St	\$1,500,000
BP23	Provide bicycle and pedestrian improvements at the OR 104S bridge over the Skipanon River <i>Option A:</i> Advanced signing and striping to share the road with pedestrian and bicyclists <i>Option B:</i> Cantilever multi-use path on one side of bridge	ODOT	Skipanon River Br. No. 1400	Option A: \$25,000 Option B: \$2,100,000*
BP24	Construct multi-use path from north end of Burman Road to connect to Fort Stevens State Park trail system.	State Parks / County / Warrenton	Along Burma Rd to Delaura Beach Rd	\$300,000
BP28	Provide sidewalks on S Main Ave	Warrenton / ODOT	S Main Ave and SW 14th Pl (Orchard Subdivision)	\$24,000
BP29	Provide multi-use trail along NW 13th St between Warrenton Dr and River Front Trail.	Warrenton	NW 13th St and Warrenton Dr Trail	\$113,000
R2	Rebuild N Main Avenue and NW 7th Place between NW Warrenton Dr and NE 5th Street to improve rideability. (Would also include water system upgrades of \$500,000)	Warrenton	N Main Ave and NW 7th Pl (NW Warrenton Dr to NE 5th St)	\$367,000
R3	This project would allocate the SDC funds for street improvements throughout the city.	Warrenton	City of Warrenton	\$742,400
R4	Construct new section of SW 2nd Street to improve connectivity. Design will involve determining if any wetland mitigation needs to be done. Potential wetland mitigation not included in estimate.	Warrenton	SW 2nd St (Elm - Gardenia)	\$315,000
R5	Rebuild SW Alder Avenue with curbs from 1st Street to 2nd Street, grind, and overlay from 2nd Street to 3rd Street.	Warrenton	SW Alder Ave Reconstruction Project (SW 1st - SW 3rd)	\$185,000
R6	Modify signal timing to optimize traffic operations (e.g. Flashing yellow arrows, cycle length, optimize signal splits, protecting/ permitted phasing)	ODOT	US 101 at Harbor, Marlin and Neptune	\$30,000
R11	Construct a new road by extending SE 19th St north (connectivity project). Project assumes minor collector cross-section.	Warrenton / County	19th to Jetty or King	\$1,700,000



PROJ. ID	DESCRIPTION	JURISDICTION	LOCATION	COST OPINION (2018 DOLLARS)
R12	Construct a new road by extending NW/SW Juniper Avenue (connectivity project). Project assumes minor collector cross-section and accounts for excavation and embankment work.	Warrenton	NW/SW Juniper Ave: SW 9th St to Ridge Rd	\$3,800,000
R13	Provide access management control measures to improve safety and traffic flow at the Premarq Center accesses.	Private / ODOT	Premarq Center accesses	\$10,000
R14	Install intersection capacity improvement such as traffic signal (if warranted), turn lanes or roundabout and then cite the ODOT approval criteria.	ODOT	Fort Stevens Hwy 104 (Main Ave/ Skipanon Dr) at Warrenton-Astoria Hwy 105	Option A:\$1,000,000* Option B:\$500,000
R15	Install intersection capacity improvement such as traffic signal (if warranted), turn lanes or roundabout and then cite the ODOT approval criteria.	ODOT	E Harbor Dr at SE Neptune Ave	Option A: \$1,000,000* Option B: \$500,000
R16	Install intersection capacity improvement such as traffic signal (if warranted), turn lanes or roundabout and then cite the ODOT approval criteria.	ODOT	East Harbor Dr at SE Marlin Ave (Warrenton-Astoria Hwy 105)	Option A:\$1,200,000* Option B:\$750,000
R25	Rebuild SE Main Court between SE 9th Street and SE 11th Street.	Warrenton	SE Main Ct (9th - 11th)	\$107,000
R27	Realign Delaura Beach Lane to intersect with Ridge Road at a T-intersection.	Warrenton	Delaura Beach Ln at Ridge Rd	\$470,000

\* Cost were not considered for possibly funded projects



## Aspirational Project List

Table 5. Aspirational Project List

PROJ. ID	DESCRIPTION	JURISDICTION	LOCATION	COST OPINION (2018 DOLLARS)
BP21	Construct curb, gutter and sidewalks on both sides of Fort Stevens Hwy 104 Spur: Phase 1: Hwy 104 (Main Ave) to Ensign Ln Phase 2: Ensign Ln to US 101	ODOT	Fort Stevens Hwy 104 Spur	\$3,300,000
BP22	Improve pedestrian amenities along the Warrenton Waterfront Trail including restrooms, lighting, trash receptacles	Warrenton	Warrenton Waterfront Trail	-
BP26	Construct curb, gutter and sidewalks on both sides of Warrenton-Astoria Hwy 105 (E Harbor Drive) from Fort Stevens Hwy 104 (Main Avenue) to Marlin Avenue.	ODOT	Warrenton-Astoria Hwy 105 (E Harbor Dr): Fort Stevens Hwy 104 (Main Ave) to Marlin Ave	\$3,200,000
BP30	Construct sidewalk on south side of Ensign Ln	Warrenton	Fort Stevens Hwy 104 Spur to US 101	\$472,000
BP31	Pave top of Airport Dike Trail from Hwy 105 by Lewis and Clark bridge to US 101.	Warrenton / Airport (?)	Airport Dike Trail	\$3,300,000
T4	Increase transit amenities throughout the city (covered shelters, signage, and bus pullouts).	Warrenton / Varies	City wide	-
R8	Rebuild SE Anchor Avenue and add sidewalk between Harbor Street and SE 3rd Street. Also includes drainage and power line improvements.	Warrenton	SE Anchor Ave: Harbor St to SE 3rd St	\$1,323,000
R13	Rebuild and widen roadway to accommodate WB 62 trucks. This improvement supports a truck route by rebuilding the intersection of Hwy 104 (Warrenton Drive) at 5th Street and roadway improvements along Skipanon Drive and 5th Street. Project assumes new water quality facilities, drainage system, curb, gutter and sidewalks.	Private / ODOT	5th St: Hwy 104 (Warrenton Dr) to Skipanon Dr	\$9,000,000
R18	Add STOP-control at the intersection of SE 9th Street at SE Anchor Avenue.	Warrenton	SE 9th St at Anchor Ave	\$28,000
R19	Install intersection capacity improvement such as right-turn lanes on SE Marlin Ave (Warrenton-Astoria Hwy 105)	ODOT	SE Marlin Ave (Warrenton-Astoria Hwy 105) at US 101	\$1,100,000
R20	Add second eastbound left-turn lane on E Harbor Drive, second northbound through lane, and second southbound through lane.	ODOT	E Harbor Dr at US 101	\$1,200,000

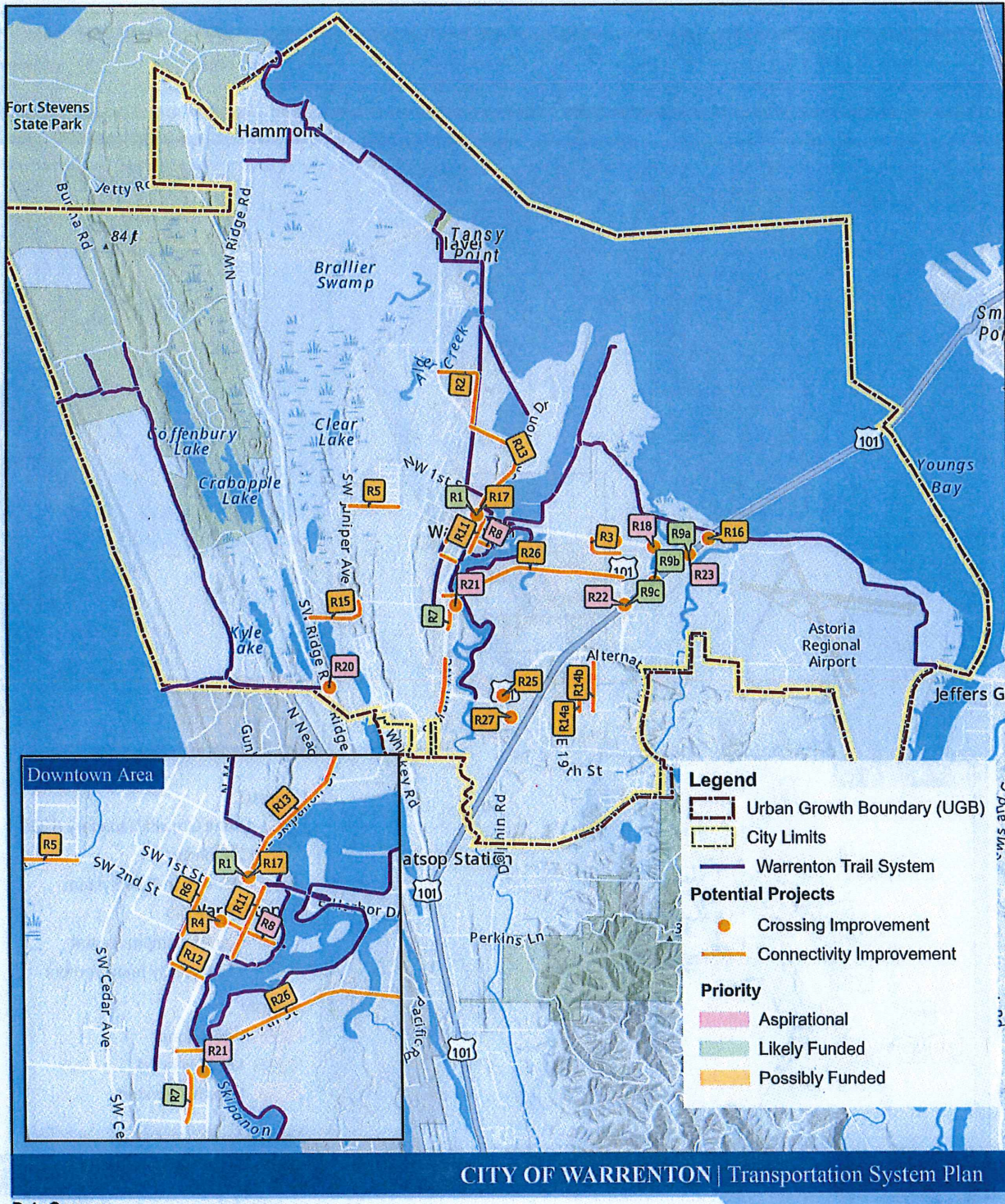


PROJ. ID	DESCRIPTION	JURISDICTION	LOCATION	COST OPINION (2018 DOLLARS)
R21	Add westbound left-turn lane on East Harbor Drive. This improvement would decrease traffic delays for westbound through traffic on East Harbor Drive, but further improvements would be necessary to resolve the delays on the south leg.	ODOT	East Harbor Dr at SE Marlin Ave (Warrenton-Astoria Hwy 105)	Option A: \$1,200,000* Option B: \$400,000
R22	Widen OR 104 Spur to add a dedicated westbound left-turn lane with 100 feet of storage.	ODOT	OR 104 Spur at Ensign Ln	Option A: \$1,000,000* Option B: \$140,000
R23	Construct a new local roadway by extending SE 7th Street east to connect to SE Marlin Avenue. The project assumes a new 3-lane bridge over the Skipanon Slough.	Private / Warrenton	Private road (SE 7th St): Hwy 104 (Main Ave) to SE Marlin Ave	\$20,000,000
R24	Provide a westbound left-turn from SE Ensign Lane to the Warrenton Highland Shopping Center <i>Option A:</i> Remove existing raised median and add a westbound left-turn lane to provide single-vehicle turn lane <i>Option B:</i> Reconstruct roadway to provide a westbound left-turn lane and shared through-right	Warrenton	SE Ensign Ln at Warrenton Highland Shopping Center	Option A: \$105,000 Option B: \$420,000*
R26	Rebuild SE 2nd Street between S Main Street and SE Anchor Avenue and pave from Anchor Avenue to Skipanon River Park.	Warrenton	SE 2nd St (Main - Skipanon River Park/Anchor Ave)	\$281,000
O1	Improve existing water facilities	Warrenton	Marina/Rivers	-
O2	Retrofit Skipanon River Bridge to address structural deficiency.	ODOT	Skipanon River Br. No. 1400	\$2,100,000
O3	Improve runway surface at Astoria Regional Airport	Airport	Astoria Regional Airport	-
O4	Improve runway safety areas	Airport	Astoria Regional Airport	-

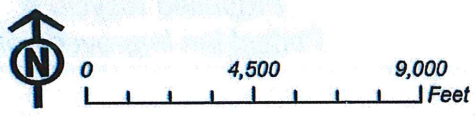
\* Cost were not considered for possibly funded projects



Figure 6. Proposed Roadway Projects



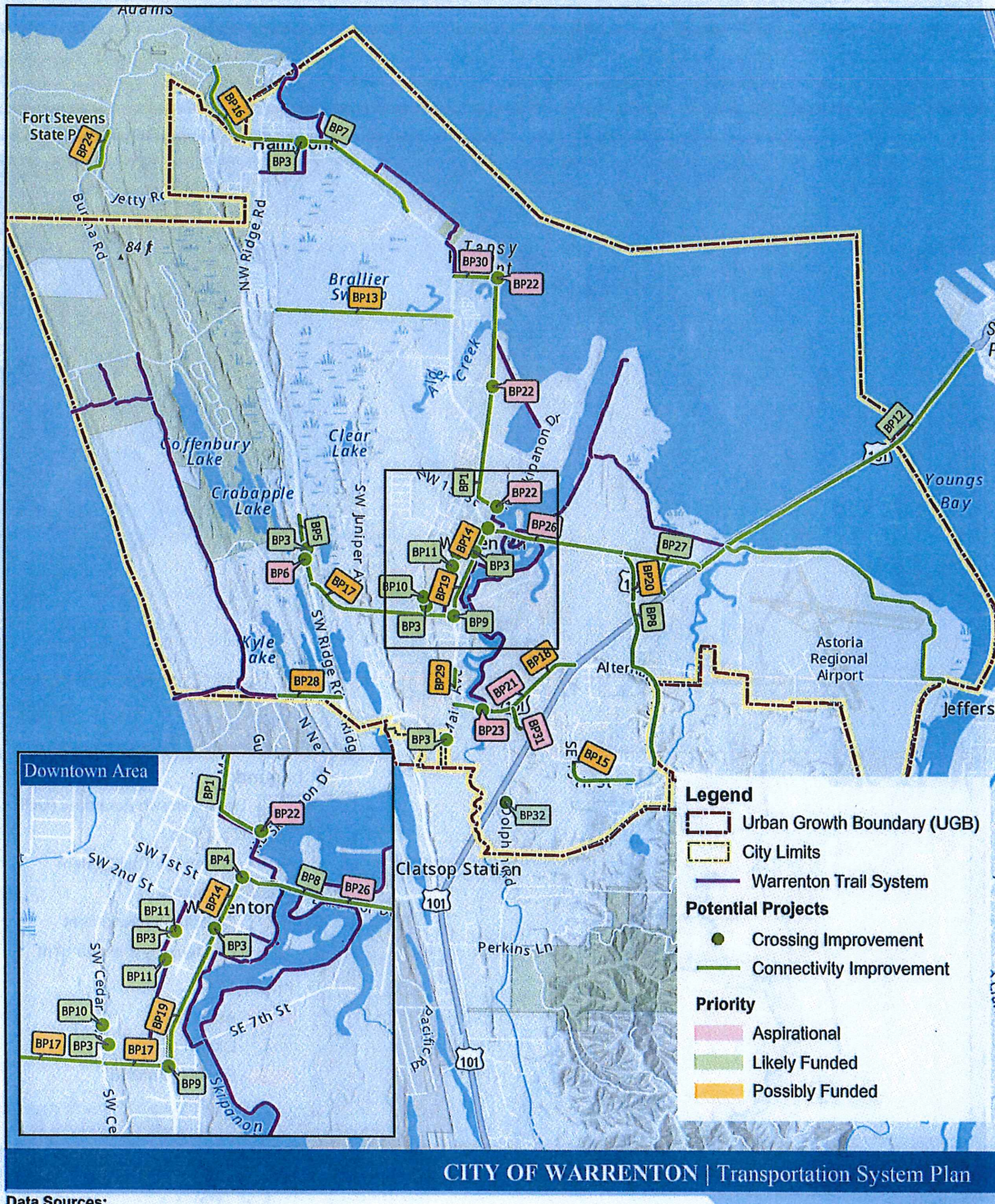
Data Sources:  
 ESRI, ArcGIS Online, World Topography Map. 2015.  
 City of Warrenton, Oregon. 2015. Clatsop County, Oregon. 2015.



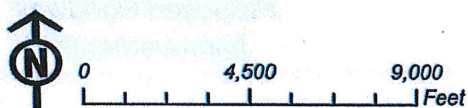
Proposed Roadway Improvements



Figure 7. Proposed Bicycle and Pedestrian Projects



Data Sources:  
 ESRI, ArcGIS Online, World Topography Map. 2015.  
 City of Warrenton, Oregon. 2015. Clatsop County, Oregon. 2015.



Proposed Bicycle & Pedestrian Improvements

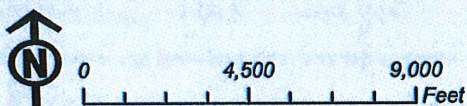


Figure 8. Proposed Waterway and Airport Improvements



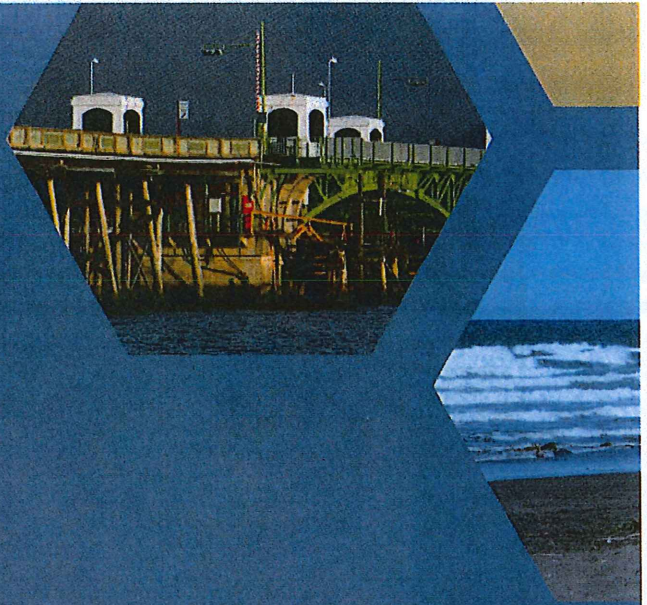
CITY OF WARRENTON | Transportation System Plan

Data Sources:  
 ESRI, ArcGIS Online, World Topography Map. 2015.  
 City of Warrenton, Oregon. 2015. Clatsop County, Oregon. 2015.



Proposed Waterway & Airport Improvements





# THE STANDARDS

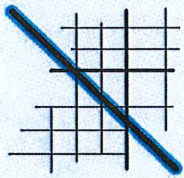


# THE STANDARDS

Warrenton applies transportation standards and regulations to the construction of new transportation facilities and to the operation of all facilities to ensure that the system functions as intended and investments are not wasted. These standards reflect the goals of the City for a safe and efficient transportation system and enable consistent future actions.

## Street Functional Classification

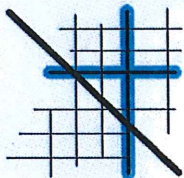
Street functional classification is an important tool for managing the roadway network. The street functional classification system recognizes that individual streets do not act independently of one another but instead form a network that works together to serve travel needs on a local and regional level. By designating the management and design requirements for each roadway classification, this hierarchal system supports a network of streets that perform as desired.



### Principal and Minor Arterials

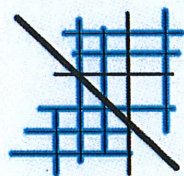
Principal Arterials provide a high degree of mobility and can serve both major metropolitan centers and rural areas. They serve high volumes of traffic over long distances, typically maintain higher posted speeds, and minimize direct access to adjacent land to support the safe and efficient movement of people and goods. Inside urban growth boundaries, speeds may be reduced to reflect the roadside environment and surrounding land uses.

Minor Arterials serve trips of moderate length and smaller geographic areas than Principal Arterials and are often used as a transition between Principal Arterials and Collectors. Minor Arterials typically serve higher volumes of traffic at moderate to high speeds, with posted speeds generally no lower than 30 mph.



### Major and Minor Collectors

Collectors serve a critical role in the roadway network by connecting traffic from Local Streets with the Arterial network. Major Collector routes are generally distinguished from Minor Collector routes by longer length; lower connecting driveway densities; higher speed limits; greater spacing intervals; and higher traffic volumes. While access and mobility are more balanced than on Arterials, new driveways serving residential units should not be permitted where traffic volume forecasts exceed 5,000 vehicles per day.

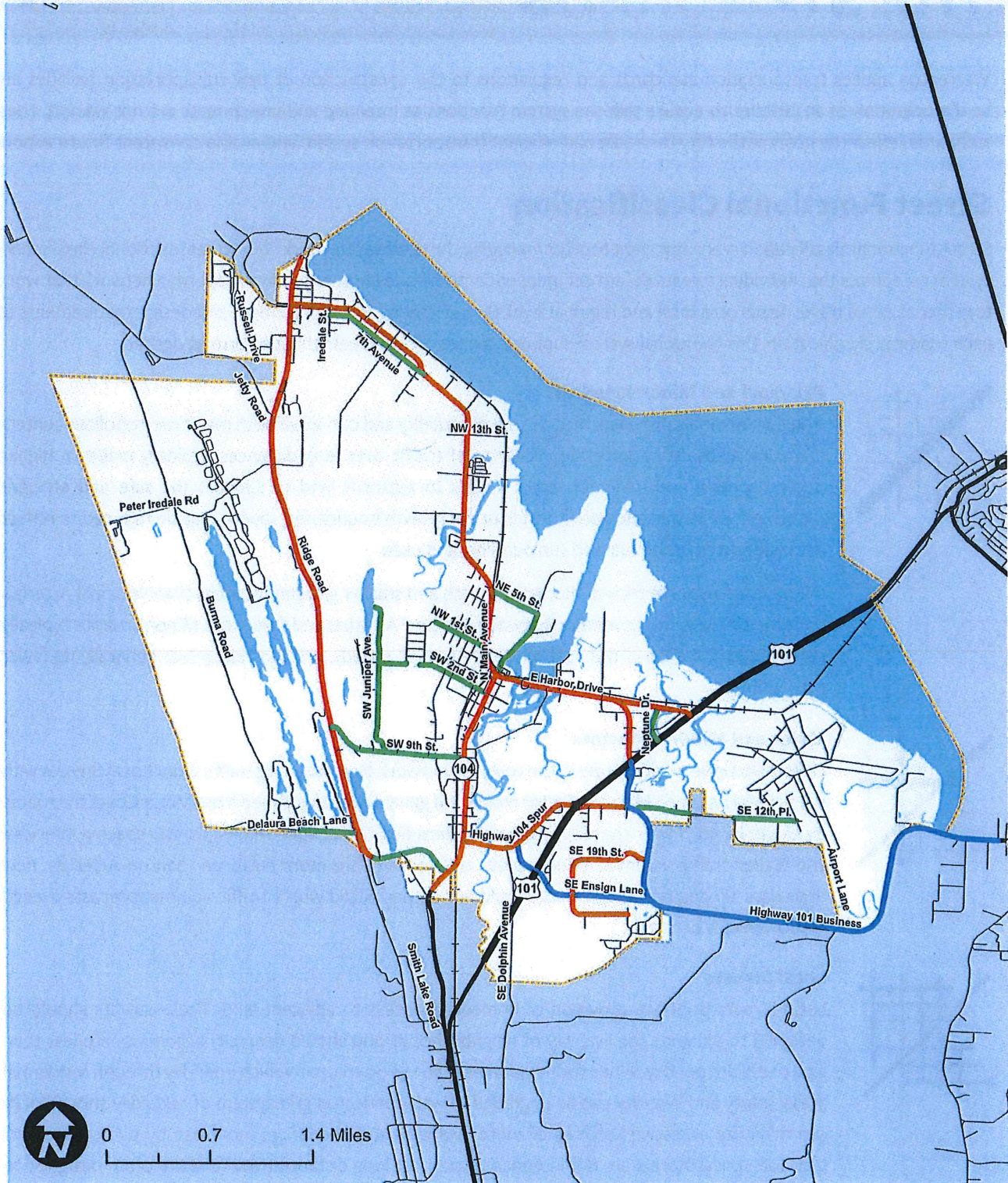


### Local Streets

Local streets prioritize provision of immediate access to adjacent land. These streets should be designed to enhance the livability of neighborhoods and should generally accommodate less than 2,000 vehicles per day. When traffic volumes reach 1,000 to 1,200 vehicles per day through residential areas, safety and livability can be degraded. A well-connected grid system of relatively short blocks can minimize excessive volumes of motor vehicles and encourage more use by pedestrians and bicyclists. Local streets are not intended to support long distance travel and are often designed to discourage through traffic.



Figure 9. Warrenton Proposed Street Functional Classification



**Functional Classification**

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

- Street
- Railroad
- City Limit
- UGB
- Water Bodies





## Truck Route Designations

Streets designated as Truck Routes in Warrenton are recognized as being appropriate and commonly traveled corridors for truck passage. Decisions affecting maintenance, operation, or construction on a designated truck route must address potential impacts on the safe and efficient movement of truck traffic. However, the intent is not to compromise the safety of other street users to accommodate truck traffic, especially in areas where many conflicts with vulnerable travelers (e.g., people walking and biking) may be present. The following local roads that provide access to industrial areas and help to minimizing truck volumes in downtown have been proposed as designated Truck Routes in the currently adopted TSP:

- NW 13th Street
- NE 5th Street
- NE Skipanon Drive
- SE 12th Place
- SE Ensign Lane
- SE Neptune Avenue

Designating these streets as local truck routes would establish the movement of truck traffic as a priority when considering future decisions such as whether to allow on-street parking, addressing requests for traffic calming, determining the need for separate biking facilities, or making changes to the physical curb-to-curb width and corner radii.

As noted in Technical Memorandum #2, US 101 (No. 9) is classified as a Statewide Highway, part of the National Highway System (NHS), a Truck Route, and a Scenic Byway. US 101B Business (No. 105), Fort Stevens Highway 104, and OR-104S (Fort Stevens Spur) are classified as District Highways with no other designations.

The design and management of the Truck Routes through Warrenton is subject to a number of policies and standards in the Oregon Highway Plan and Highway Design Manual intended to maintain safe and efficient movement of large vehicles.

## Roadway Cross-Section Standards

Roadway cross-section standards identify the design characteristics needed to meet the function and demand for each City of Warrenton transportation facility type. Since the actual design of a roadway can vary from segment to segment due to adjacent land uses and demands, this system allows standardization of key characteristics to provide consistency, while providing application criteria that allow some flexibility in meeting the design standards.

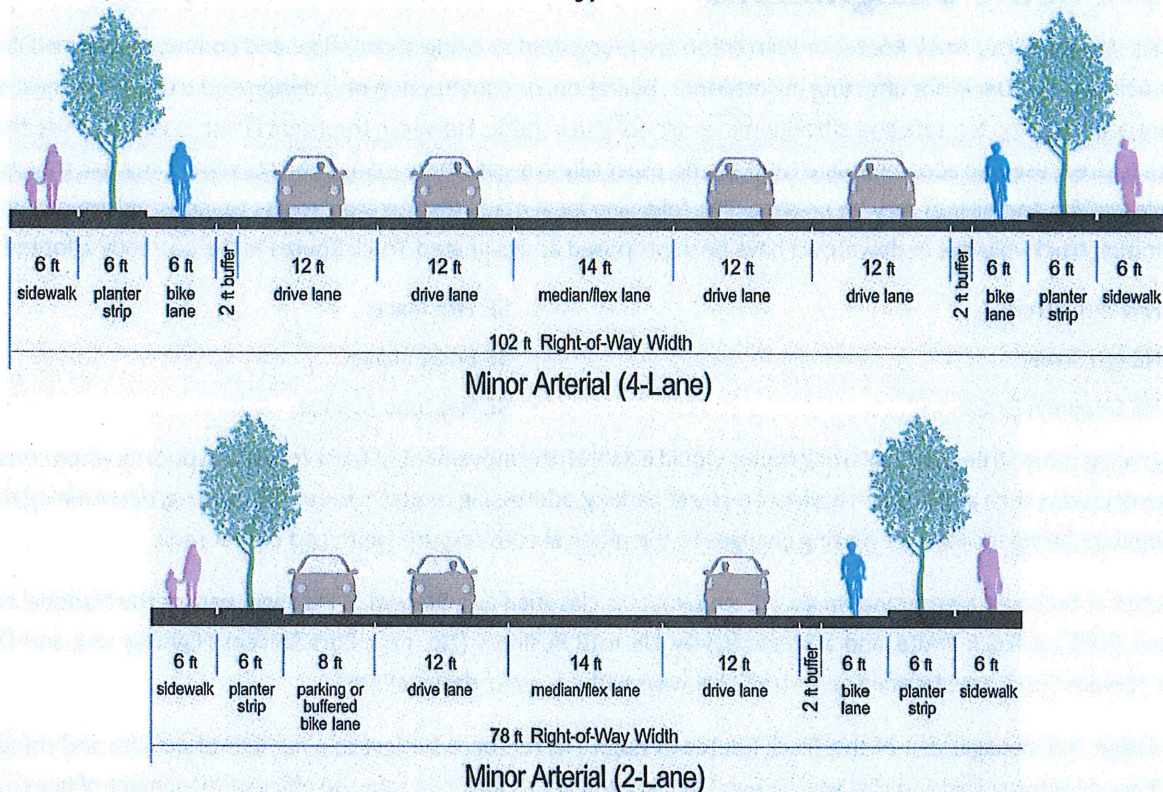
Figure 10 to Figure 15 and Table 7 to Table 10 illustrate the standard cross-sections for minor arterials, major collectors, minor collectors, local streets, and shared-use paths in the City of Warrenton. These street standards are compliant with the Oregon Transportation Planning Rule, which specifies that local governments limit excessive roadway widths. They are intended to be used as guidelines in the development of new roadways and the upgrade of existing roadways. Planning level right-of-way needs can be determined using these figures. Under some conditions a variance to the street standards may be requested from the City-appointed engineer to consider the alternative minimum cross-section or other adjustments. Typical conditions that may warrant consideration of a variance include:

- Infill sites
- Innovative designs
- Severe constraints presented by topography, environmental, or other resources present
- Existing developments and/or buildings that make it extremely difficult or impossible to meet the standards

Roadways under ODOT jurisdiction are subject to design standards in ODOT's Highway Design Manual. Roadways under Clatsop County jurisdiction are subject to design standards in the Clatsop County TSP.



**Figure 10. Proposed 4-Lane and 2-Lane Minor Arterial Typical Cross-Section Standards**



**Table 6. Proposed Minor Arterial Typical Cross-Section Standards and Alternative Minimum Standards**

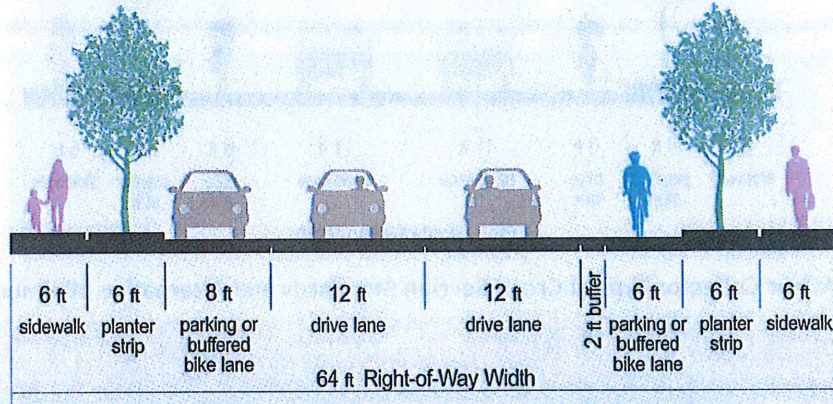
WIDTH	4-LANE STANDARD	4-LANE ALTERNATIVE MINIMUM	2-LANE STANDARD	2-LANE ALTERNATIVE MINIMUM	CONSIDERATIONS
Right-of-Way	102 ft.	80 ft.	<del>78 ft. 80 ft.</del> (82 ft.)'	58 ft. (66 ft.)'	Median/flex lane and planting strips is optional depending on surrounding land use and available right-of-way.
Curb-to-Curb Pavement	78 ft.	64 ft.	54 ft. (58 ft.)	34 ft. 40 ft. (42 ft.)'	
Travel Lanes	12 ft.	11 ft.	12 ft. (14 ft.)'	11 ft. 12 ft. (14 ft.)'	The standard design should be provided where feasible. In constrained areas where providing the standard widths are not practical, alternative minimum design requirements may be applied with approval of the City Engineer.
Median/Flex Lane	14 ft.	None	14 ft.	None	
Bike Lanes	8 ft.	6 ft.	8 ft.	6 ft. 8 ft.	
On-Street Parking	None	None	8 ft.	7 ft. 8 ft.	On-street parking is not permitted on 4-lane minor arterial streets. On-street parking is permitted in place of bike lanes on 2-lane minor arterial streets. However, where parking is constructed next to a travel lane, the travel lane width shall be increased to 14 feet to function as a shared roadway and accommodate bikes.
Curb	Yes	Yes	Yes	Yes	
Planting Strip	6 ft.	6 ft.	6 ft.	6 ft.	
Sidewalks	6 ft.	6 ft.	6 ft.	6 ft.	



\*Changes from the Municipal Code Section 16.136.020 are shown in **bold text** and existing standards where changes are proposed are shown in ~~strike through text~~. Text not bold or stricken is consistent with the City's current standard.

1. Width if on-street parking is constructed in place of bike lanes.
2. Minor arterials under ODOT jurisdiction have to follow Oregon Highway Plan and Highway Design Manual.

**Figure 11. Proposed Major Collector Typical Cross-Section Standard**



**Table 7. Proposed Major Collector Typical Cross-Section Standards and Alternative Minimum Standard**

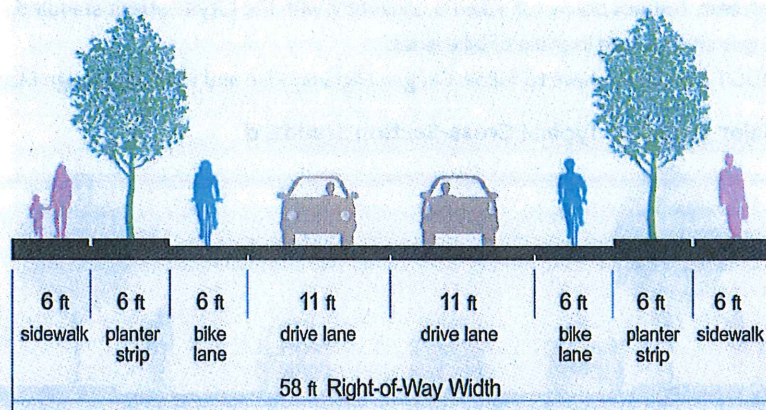
WIDTH	STANDARD	ALTERNATIVE MINIMUM	CONSIDERATIONS
Right-of-Way	64 ft. ( <del>68 ft.</del> )'	<b>58 ft.</b> <del>60 ft.</del> ( <del>66 ft.</del> )'	Planting strips is optional depending on surrounding land use and available right-of-way.
Curb-to-Curb Pavement	40 ft. ( <del>44 ft.</del> )'	<b>36 ft.</b> ( <del>42 ft.</del> )'	
Travel Lanes	12 ft. ( <del>14 ft.</del> )'	<b>11 ft.</b> <del>12 ft.</del> ( <del>14 ft.</del> )'	The standard design should be provided where feasible. In constrained areas where providing the standard widths are not practical, alternative minimum design requirements may be applied with approval of the City Engineer.
Median/Flex Lane	None	None	
Bike Lanes	8 ft	6 ft.	
On-Street Parking	8 ft.	<b>7 ft.</b>	On-street parking is permitted in place of bike lanes on major collector streets. However, where parking is constructed next to a travel lane, the travel lane width shall be increased to 14 feet to function as a shared roadway and accommodate bikes. On-street parking is discouraged where posted speeds are greater than 35 mph.
Curb	Yes	Yes	
Planting Strip	6 ft.	6 ft.	
Sidewalks	6 ft.	6 ft.	

\*Changes from the Municipal Code Section 16.136.020 are shown in **bold text** and existing standards where changes are proposed are shown in ~~strike through text~~. Text not bold or stricken is consistent with the City's current standard.

1. Width if on-street parking is constructed in place of bike lanes.



**Figure 12. Proposed Minor Collector Typical Cross-Section Standard**



**Table 8. Proposed Minor Collector Typical Cross-Section Standards and Alternative Minimum Standard**

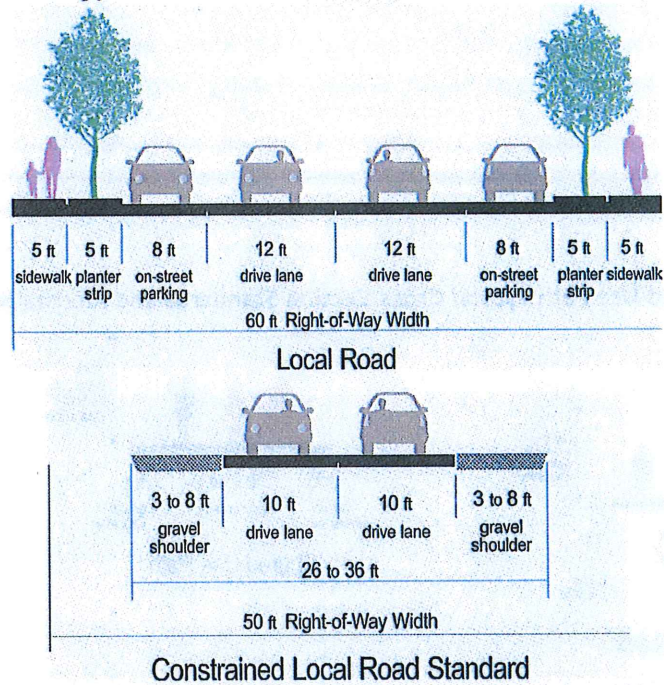
WIDTH	STANDARD	ALTERNATIVE MINIMUM	CONSIDERATIONS
Right-of-Way	<b>58 ft.</b> <del>64 ft.</del> ( <b>68 ft.</b> ) <sup>1</sup>	<b>50 ft.</b> <del>60 ft.</del> ( <b>62 ft.</b> ) <sup>1</sup>	Planting strips is optional depending on surrounding land use and available right-of-way.
Curb-to-Curb Pavement	<b>40 ft.</b> ( <b>44 ft.</b> ) <sup>1</sup>	<b>36 ft.</b> ( <b>42 ft.</b> ) <sup>1</sup>	
Travel Lanes	<b>11 ft.</b> <del>12 ft.</del> ( <b>14 ft.</b> ) <sup>1</sup>	<b>10 ft.</b> <del>12 ft.</del> ( <b>14 ft.</b> ) <sup>1</sup>	The standard design should be provided where feasible. In constrained areas where providing the standard widths are not practical, alternative minimum design requirements may be applied with approval of the City Engineer.
Median/Flex Lane	None	None	
Bike Lanes	<b>6 ft.</b> <del>8 ft.</del>	<b>5 ft.</b> <del>6 ft.</del>	
On-Street Parking	<b>8 ft.</b>	<b>7 ft.</b>	On-street parking is permitted in place of bike lanes on minor collector streets. However, where parking is constructed next to a travel lane, the travel lane width shall be increased to 14 feet to function as a shared roadway and accommodate bikes. On-street parking is discouraged where posted speeds are greater than 35 mph.
Curb	Yes	Yes	
Planting Strip	<b>6 ft.</b>	<b>5 ft.</b> <del>6 ft.</del>	
Sidewalks	<b>6 ft.</b>	<b>5 ft.</b> <del>6 ft.</del>	

\*Changes from the Municipal Code Section 16.136.020 are shown in **bold text** and existing standards where changes are proposed are shown in ~~strikethrough text~~. Text not bold or stricken is consistent with the City's current standard.

1. Width if on-street parking is constructed in place of bike lanes.



**Figure 13. Proposed Local Street Typical Cross-Section Standard**



**Table 9. Proposed Local Street Typical Cross-Section Standards and Alternative Minimum Standard**

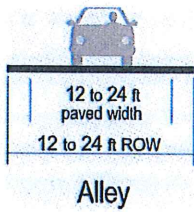
WIDTH	STANDARD	ALTERNATIVE MINIMUM	CONSIDERATIONS
Right-of-Way	60 ft.	50 ft.	Planting strips is optional depending on surrounding land use and available right-of-way.
Curb-to-Curb Pavement	36 ft.	28 ft.	Parking on residential neighborhood streets is allowed and may be allowed on one side only in constrained areas or where approved by the City Engineer, resulting in a curb-to-curb width of 28 feet and overall right-of-way width of 48 feet.
Travel Lanes	12 ft.	10 ft	The constrained local road standard may be used when approved by the City of Warrenton. The standard is intended to apply under one of the following circumstances: <ol style="list-style-type: none"> <li>1. The local road will serve 18 or fewer dwelling units upon build out of adjacent property.</li> <li>2. The ADT volume of the road is less than 250 vehicle/day.</li> <li>3. Significant topographical or environmental constraints are present.</li> </ol> Providing the following conditions will be met: <ol style="list-style-type: none"> <li>4. Use of the alternative local road standard will not create gaps in connectivity or roadway standards with adjacent roadway sections (i.e., sidewalk, parking, travel lane widths).</li> <li>5. The City Engineer and emergency service providers have reviewed and accepted usage of the alternative local roadway standard.</li> </ol>
Median/Flex Lane	None	None	
Bike Lanes	None	None	
On-Street Parking	8 ft	8 ft	
Curb	Yes	Yes	
Planting Strip	5 ft.	5 ft.	
Sidewalks	5 ft.	5 ft.	

\*Changes from the Municipal Code Section 16.136.020 are shown in **bold text** and existing standards where changes are proposed are shown in ~~strike through text~~. Text not bold or stricken is consistent with the City's current standard.

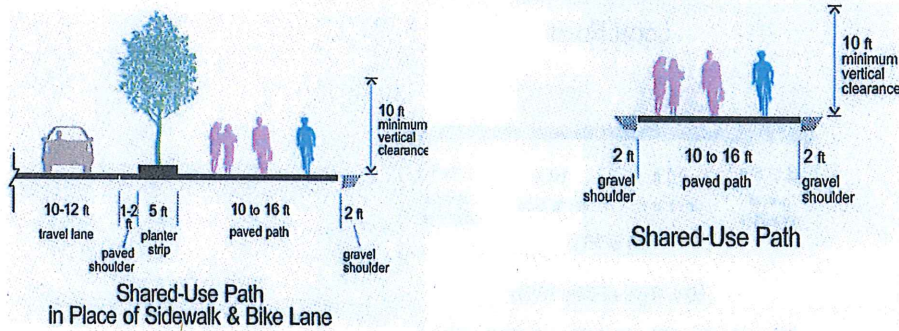
1. Width if on-street parking is constructed in place of bike lanes.



**Figure 14. Proposed Alley Typical Cross-Section Standard**



**Figure 15. Proposed Shared-Use Path Typical Cross-Section Standards and Alternative Minimum Standards**



## Access Management

The number and spacing of access points, such as driveways and street intersections, along a roadway affects its function and capacity. Access management is the control of these access points to match the functionality and capacity intended by the roadway's functional classification.

Access management is especially important on arterial and collector facilities to reduce congestion and crash rates and to provide for safe and efficient travel. Since each access point is an additional conflict point, reducing or consolidating driveways on these facilities can decrease collisions and preserve capacity on high volume roads, maintaining traffic flow and mobility within the city. Balancing access and good mobility can be achieved through various access management strategies, including establishing access management spacing standards for driveways and intersections.

Table 11 below contains recommended access spacing standards under the City of Warrenton's jurisdiction. New access points shall meet or exceed these minimum spacing requirements. However, where no reasonable alternatives exist or where strict application of the standards would create a safety hazard, the City may allow a variance.

Both Clatsop County and ODOT maintain access regulations for roadways under their jurisdiction. Clatsop County's access regulations are documented in the Clatsop County TSP in Volume 1. Access Management regulations for the state highways are provided through the 1999 Oregon Highway Plan and OAR 734-051.

**Table 10. Existing and Recommended Access Spacing Standards**

FUNCTIONAL CLASSIFICATION	CURRENT MINIMUM ACCESS SPACING	RECOMMENDED MINIMUM ACCESS SPACING
Minor Arterial		300 ft
Major Arterial		150 ft
Minor Collector		100 ft
Local Street	25 ft	15 ft



## Local Street Connectivity

Local street connectivity is required by the state Transportation Planning Rule (OAR 660-012) and is important for Warrenton’s continued development. Providing adequate connectivity can reduce the need for wider roads, traffic signals, and turn lanes. Increased connectivity can reduce a city’s overall vehicle miles traveled (VMT), balance the traffic load on major facilities, encourage citizens to seek out other travel modes, and reduce emergency vehicle response times. While improvement to local street connectivity is easier to implement in newly developed areas, retrofitting existing areas to provide greater connectivity should also be attempted.

Warrenton’s existing street connectivity is constrained by natural features such as wetlands, railroads, highways, and by undeveloped areas of future development. The proposed Local Street Connectivity Plan shown in Figure 16 identifies approximate locations where new local street connections should be installed as areas continue to develop.

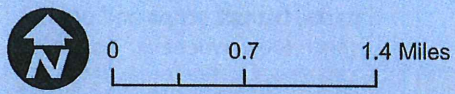
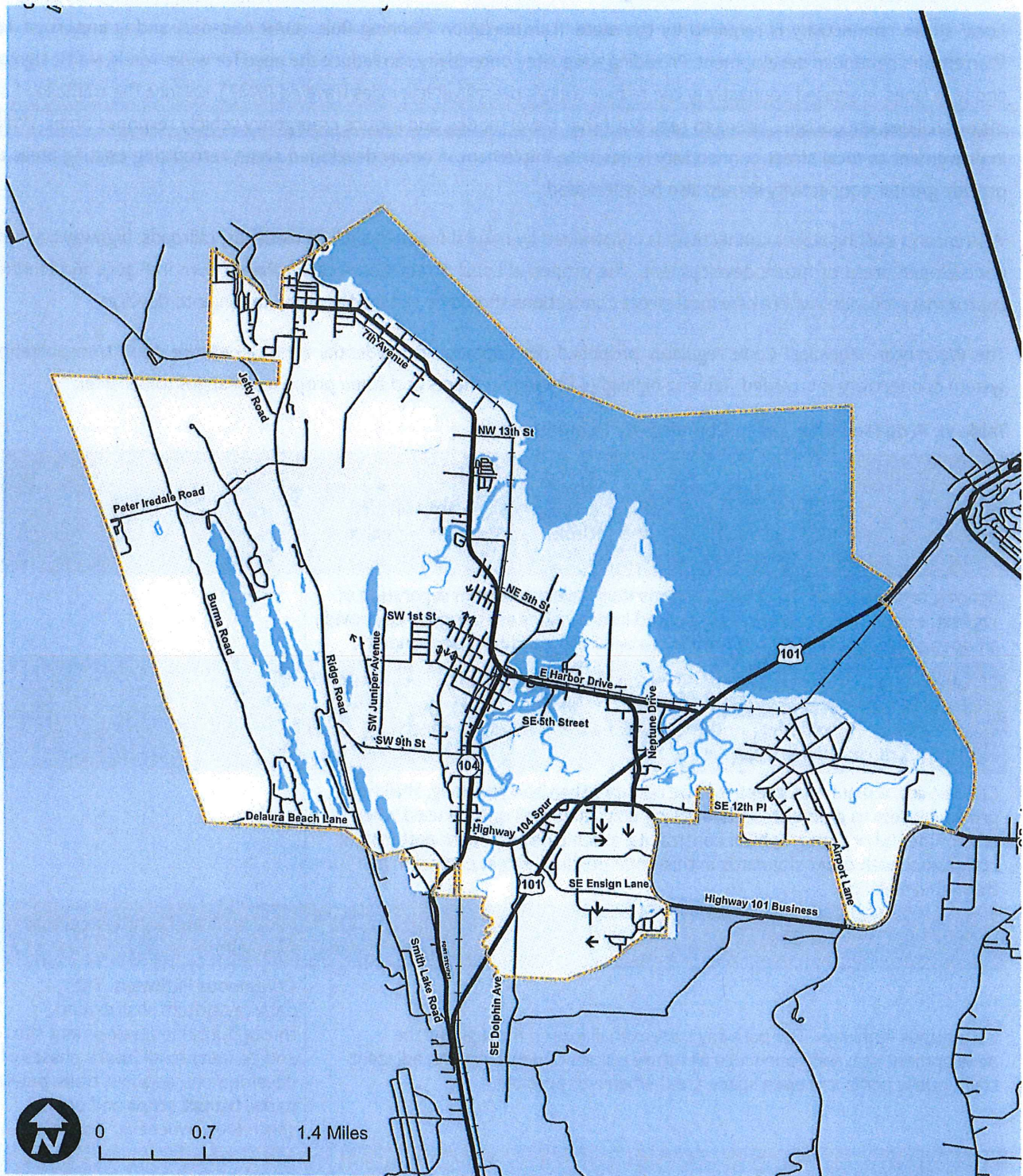
The Warrenton Municipal Code regulates proposed development in residential zones to ensure good transportation system connectivity is provided. Table 12 highlights key requirements and some proposed changes to consider.

**Table 11. Proposed Changes to Connectivity Requirements**

EXISTING REQUIREMENT	PROPOSED CHANGE
Staggering of streets making “T” intersections at collectors and arterials shall not be designed so that jogs of less than 300 feet on such streets are created, as measured from the centerline of the street.	
Spacing between local street intersections shall have a minimum separation of 125 feet, except where more closely spaced intersections are designed to provide an open space, pocket park, common area or similar neighborhood amenity.	
The maximum block length shall not exceed 1,000 feet between street corner lines unless it is adjacent to an arterial street or unless the topography or the location of adjoining streets justifies an exception. The maximum length of blocks along an arterial is 1,800 feet.	
Cul-de-Sacs. A dead-end street shall be no more than 200 feet long, shall not provide access to greater than 18 dwelling units, and shall only be used when environmental or topographical constraints, existing development patterns, or compliance with other standards in this Code preclude street extension and through circulation.	
Pedestrian Access and Circulation	Pedestrian and Bicycle Access and Circulation
Continuous Pathways. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas whenever possible.	Continuous Pathways. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks, <b>transit stops</b> and open space areas whenever possible.
Street Connectivity: Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than six feet wide.	Street Connectivity: Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than <b>10</b> feet wide.



Figure 16. Local Street Connectivity Plan



↑ New Connection Direction  
 Existing Taxlots

— Street  
 —+— Railroad  
 - - - City Limit  
 - - - UGB





## Mobility Targets

Mobility standards, or targets, are the thresholds set by an agency for the maximum amount of congestion that is acceptable for a given roadway. Warrenton does not currently have adopted mobility standards. The City would like to adopt mobility standards as part of this TSP Update process.

Similar cities, such as Philomath and Junction City, use “level of service” (LOS) as the measure of congestion for their mobility standards. Philomath has adopted LOS D as the minimum acceptable operating condition for both signalized and unsignalized intersections during the peak hour. Junction City has adopted LOS D as the minimum acceptable operating conditions for signalized intersection and LOS E for unsignalized intersections during the peak hour. LOS D equates to a maximum allowed average delay per vehicle of 55 seconds at signalized intersections and 35 seconds at stop-controlled intersections. LOS E equates to a maximum allowed average delay per vehicle of 50 seconds at unsignalized intersections.

It is recommended that Warrenton adopt LOS D as the minimum acceptable operating condition for both signalized and unsignalized intersections during the peak hour. The assessment of traffic operating conditions under existing and future (year 2040) conditions conducted in Technical Memoranda #5 and #7 found that all studied intersections under City jurisdiction comply with the adopted LOS D mobility standard and will continue to do so through 2040. Establishing the recommended mobility standard will give the City of Warrenton the ability to ensure that future development proposals do not overly burden the transportation system and that improvements are made in a timely manner to maintain the desired level of service.

For roadways within the City of Warrenton that are under ODOT or Clatsop County jurisdiction, the mobility standards/targets of those agencies will apply. All intersections under ODOT jurisdiction must comply with the volume to capacity (v/c) ratio targets in the Oregon Highway Plan (OHP). The ODOT v/c targets are based on highway classification and posted speed. Mobility standards for roadways under Clatsop County are documented in the Clatsop County TSP in Volume 1.

## Traffic Impact Analyses

Warrenton’s development review process is designed to manage growth in a responsible and sustainable manner. By assessing the transportation impacts associated with land use proposals and requiring that adequate facilities be in place to accommodate those impacts, the City is able to maintain a safe and efficient transportation system concurrently with new development, diffusing the cost of system expansion.

Technical Memorandum #3 included a review of the Warrenton Development Code that is needed to ensure and strengthen compliance with the state Transportation Planning Rule (OAR 660-012) and to help the transportation system serve planned growth. That review found that the existing development code already includes requirements for traffic impact analyses (TIAs) as part of development proposals. There are some recommended changes to consider.

A TIA will be required with a land use application where the following conditions apply:

- The development application involves a change in zoning or a plan amendment designation; or,
- The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation Manual; and information and studies provided by the local reviewing jurisdiction and/or ODOT:



- An increase in site traffic volume generation by 300 average daily trips (ADT) or more; or
- An increase in peak hour volume of a particular movement to and from the state highway by 20% or more; or
- An increase in use of adjacent streets by vehicles exceeding the 20,000-pound gross vehicle weights by 10 vehicles or more per day; or
- The location of the access driveway does not meet minimum sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the state highway, creating a safety hazard; or
- A change in internal traffic patterns that may cause safety problems, such as back up onto the highway or traffic crashes in the approach area.

The Warrenton Development Code currently does not establish minimum content required in a TIA. It is recommended that the development code be amended to specify that the scope and content of the TIA be determined in consultation with the City Engineer and the roadway authority.

It is recommended that Warrenton add approval criteria to existing TIA requirements, as well as an acknowledgment of transportation mitigation measures that may be required as conditions of approval in order to meet adopted mobility and safety standards. Mitigation measure provisions can address multi-modal transportation improvements that may be required to mitigate impacts of the proposed development and protect the function and operation of the planned transportation system.

## Intelligent Transportation Systems

Two pieces of Intelligent Transportation System (ITS) equipment exist along US 101: a Highway Advisory Radio (HAR) Beacon Sign and a Variable Message Sign (VMS). The HAR Beacon is located just north of Dolphin Avenue and alerts northbound traffic to upcoming congestion with flashing lights. The VMS is just over a mile south of Warrenton. Although it is outside city limits, it provides alerts to northbound travelers on US 101.

Warrenton does not own or operate any ITS systems, or even traffic signals at this time. It is unlikely that the City of Warrenton will invest in ITS systems on its own, but there may be opportunities to work with regional partners on larger scale efforts that would benefit Warrenton residents. Such cooperation could range from agreements to share information and data or allow use of City right-of-way for regional ITS infrastructure.

For example, US 101 is a regional roadway facility that could benefit from transportation system management (TSM) infrastructure. Before future investments are made along this roadway designs should be reviewed with City and ODOT staff to determine if communications or other ITS infrastructure should be addressed as part of the street design/construction. The City should follow the Oregon Statewide ITS Plan for any projects that affect operations on state roadways.



# Neighborhood Traffic Management Tools

Neighborhood Traffic Management (NTM) describes strategies that can be deployed to slow traffic, and potentially reduce volumes, creating a more inviting environment for pedestrians and bicyclists. NTM strategies are primarily traffic calming techniques for improving neighborhood livability on local streets, though a limited set of strategies can also be applied to collectors and arterials. Mitigation measures for neighborhood traffic impacts must balance the need to manage vehicle speeds and volumes with the need to maintain mobility, circulation, and function for service providers, such as emergency responders. Figure 17 includes a visual summary of common neighborhood traffic management strategies.

**Figure 17. Neighborhood Traffic Management Strategies**

### CHICANES



[www.pedbikeimages.org/Dan Burden](http://www.pedbikeimages.org/Dan_Burden)

### CHOKERS



[www.pedbikeimages.org/Dan Burden](http://www.pedbikeimages.org/Dan_Burden)

### CURB EXTENSIONS



[www.pedbikeimages.org/Carl Sundstrom](http://www.pedbikeimages.org/Carl_Sundstrom)

### DIVERTERS



[www.pedbikeimages.org/Adam Fukushima](http://www.pedbikeimages.org/Adam_Fukushima)

### MEDIAN ISLANDS



[www.pedbikeimages.org/Dan Burden](http://www.pedbikeimages.org/Dan_Burden)

### RAISED CROSSWALKS



[www.pedbikeimages.org/Tom Harned](http://www.pedbikeimages.org/Tom_Harned)

### SPEED CUSHIONS



NACTO Urban Street Design Guide

### SPEED HUMP



[www.pedbikeimages.org/Dan Burden](http://www.pedbikeimages.org/Dan_Burden)

### TRAFFIC CIRCLES



[www.pedbikeimages.org/Carl Sundstrom](http://www.pedbikeimages.org/Carl_Sundstrom)



Table 13 lists common NTM applications. Any NTM project should include coordination with emergency response staff to ensure that public safety is not compromised. NTM strategies implemented on a state freight route will require input from ODOT regarding freight mobility considerations.

**Table 12. Application of Neighborhood Traffic Management Strategies**

NTM APPLICATION	USE BY FUNCTION CLASSIFICATION			IMPACT	
	Arterials	Collectors	Local Streets	Speed Reduction	Traffic Diversion
Chicanes			■	■	■
Chokers			■	■	■
Curb Extensions	■	■	■	■	■
Diverters (with emergency vehicle pass-through)		■	■		■
Median Islands	■	■	■	■	■
Raised Crosswalks			■	■	■
Speed Cushions (with emergency vehicle pass-through)			■	■	■
Speed Hump			■	■	■
Traffic Circles			■	■	■

The City of Warrenton currently does not have a formal neighborhood traffic management program. If such a program were desired to help respond to future issues, suggested elements include:

- Provide a formalized process for citizens who are concerned about the traffic on their neighborhood street. The process could include filing a citizen request with petition signatures and a preliminary evaluation. If the evaluation finds cause for concern, a neighborhood meeting would be held and formal data would be collected and evaluated. If a problem is found to exist, solutions would be identified and the process continued with neighborhood meetings, feedback from service and maintenance providers, cost evaluation, and traffic calming device implementation. Six months after implementation the device would be evaluated for effectiveness.
- For land use proposals, in addition to assessing impacts to the entire transportation network, traffic studies for new developments must also assess impacts to residential streets. A recommended threshold to determine if this additional analysis is needed is if the proposed project at ultimate build out increases through traffic on any one residential street by 200 or more vehicles per day. Once the analysis is performed, the threshold used to determine if residential streets are impacted would be if their daily traffic volume exceeds 1,200 vehicles.



*"Making a difference through excellence of service"*



## CITY OF WARRENTON

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December 6, 2018

To: Warrenton Planning Commission  
From: Kevin A. Cronin, AICP, Community Development Director  
Re: Comprehensive Plan Amendment - Section 8 Transportation, Adoption of Transportation System Plan, Development Code Amendments to Warrenton Municipal Code (WMC) 16.12 Definitions, 16.40 C-1 Commercial Uses, 16.44 Development Standards, 16.120 Vehicular Access & Circulation, 16.128.030 Vehicle Parking Standards, 16.128.040 Bicycle Parking Standards, 16.136.020 Transportation Standards, 16.208 Procedures, 16.216 General Requirements, 16.220 Conditional Use Review Criteria, 16.232 Transportation Planning Rule Compliance, & 16.256 Traffic Impact Study (File: DCR 18-5)

The purpose of this memo is to outline a proposed amendment to the Warrenton Comprehensive Plan Section 8 Transportation, adopt the new Transportation System Plan (TSP) as a reference to the Comprehensive Plan, and Development Code amendments that implement the new TSP policies and Oregon Statutes and Administrative Rules. The Development Code amendments include housekeeping, clarification of street, parking, and bike standards as well as adding "drive thru/up" as a new category for land use review as a conditional use. A summary of the changes is described below along with required findings for a text amendment to the Development Code (DCR 18-5).

First, the City of Warrenton like all cities in Oregon has a Comprehensive Plan to guide land use and growth management decisions and address Statewide Land Use Planning Goals. Section 8 of the Comprehensive Plan addresses "Goal 12: Transportation." The proposal is to replace Section 8 with the new TSP which has new goals, policies, and standards. The original Section 8 has policies from 2003 that are in conflict with the new TSP.

Second, the City of Warrenton adopted its original TSP in 2003 but became outdated after the amount of growth that occurred in the 2000s and the projected growth rate that was expected made the original TSP obsolete. The Oregon Department of Transportation (ODOT) funded the development of a new TSP in 2015 and hired DKS a Portland based consulting firm to conduct the technical analysis. A Project Advisory Committee (PAC) was formed to provide technical advice to the City, consultant team, and policymakers. Multiple, periodic PAC meetings were held to gather feedback on major element of the TSP, including new capital projects, street classifications, mobility standards, and amended codes.



A three-year process was not expected and was a result of skewed traffic numbers that were taken during the summer of 2015 from two bridge closures, construction projects, and heavy summer traffic.

In addition to the PAC meetings, two community open houses were held to gather input. The level of analysis for the TSP has been exhaustive and thorough and provides among other things a list of capital projects that are needed to maintain a working transportation system for all modes, including vehicles, bikes, pedestrians, transit, airport, and freight. However, it does not specify how the improvements will be funded over and above existing sources.

Finally, in order to implement the TSP, Development Code amendments are proposed to bring land use regulations into compliance with the State Transportation Planning Rule (TPR).

The following changes, include:

- Street standards for new development
- Refinements to vehicle parking and bike parking standards
- A drive thru category for land use review to better manage new traffic impacts of new development proposals.
- Clarifications on land use procedures
- Clarifications on traffic impact study requirements; and
- Improvements for coordinated transit improvements

#### **Procedures, Public Notice, & Public Involvement**

The Community Development Director has the authority to initiate a text amendment according to WMC 16.208.070(D) General Provisions. This proposal is being reviewed pursuant to Warrenton Municipal Code Sections 16.208.060 (Type IV Procedure - Legislative and Map Amendments), 16.232 (Land Use District Map and Text Amendments), Comprehensive Plan (CP), Statewide Planning Goals, Oregon Revised Statutes and the Oregon Administrative Rules. The City will publish notice of the Planning Commission public hearing in *The Columbia Press* before the December 13 meeting. The City, Project Advisory Committee, and consultants hosted a community open house on October 10, 2018 at the Warrenton Community Center. About 24 people signed in. One public comment was received after the community open house. A public notice was published in *The Columbia Press* as required for Type 4 applications. The Planning Commission will make a recommendation to the City Commission, which will consider it with another public hearing.

#### **FINDINGS**

## **Comprehensive Plan**

Comprehensive Plan Section 8 is being replaced by the proposal.

## **Compliance with Oregon's Statewide Planning Goals and Related Rules and Statutes**

### **Goal 1, Citizen Involvement**

Goal 1 outlines policies and procedures to be used by local governments to ensure that citizens will be involved "in all phases of the planning process."

This proposal for a development code amendment is being reviewed in accordance with the acknowledged provisions for citizen involvement in the municipal code. It does not propose any changes to those provisions. This application therefore complies with Goal 1.

### **Goal 2, Land Use Planning**

Goal 2 requires local governments to "establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions."

The proposal and applicable comprehensive land use plan policy is being reviewed by the Planning Commission who will forward a recommendation to the City Commission who will ultimately make a decision on it, which satisfies Goal 2.

### **Goal 3, Agricultural Lands**

Goal 3 deals with conservation of "agricultural lands" as defined in that goal. The goal's provisions are directed toward counties, not cities (such as Warrenton). The goal states, "Agricultural land does not include land within acknowledged urban growth boundaries...." This goal does not apply.

### **Goal 4, Forest Lands**

Goal 4 deals with conservation of "forest lands" as defined in that goal. Details about such conservation are set forth in related administrative rules: OAR Chapter 660, Division 006. OAR



660-006-0020 states: "Goal 4 does not apply within urban growth boundaries...." This goal does not apply.

#### **Goal 5, Natural Resources, Scenic and Historic Areas, and Open Spaces**

The basic aim of Goal 5 is "To protect natural resources and conserve scenic and historic areas and open spaces." Because no such natural resources, scenic and historic areas and open spaces will be affected, this goal does not apply.

#### **Goal 6, Air, Water and Land Resources**

Statewide Planning Goal 6 is "to maintain and improve the quality of the air, water and land resources of the state." It deals mainly with control of "waste and process discharges from future development." Because no development is proposed, this goal does not apply.

#### **Goal 7, Areas Subject to Natural Hazards**

Statewide Planning Goal 7 is to "to protect people and property from natural hazards." This proposed code amendment does not address natural hazards and therefore is not applicable.

#### **Goal 8, Recreational Needs**

Goal 8 is "to satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts." This goal does not apply to the proposal.

#### **Goal 9, Economic Development**

Goal 9 is to strengthen the ensure there is adequate land for commercial and industrial development and policies to support the type of industries that a local government wants to attract and grow. A community that consistently invests in quality infrastructure is an economically diverse, resilient, and stronger community. Standard is met.

#### **Goal 10, Housing**

Statewide Planning Goal 10 is "to provide for the housing needs of citizens of the state." The goal requires cities to assess future need for various housing types and to plan and zone

sufficient buildable land to meet those projected needs. The TSP does not directly address housing therefore this goal does not apply.

#### **Goal 11, Public Facilities and Services**

Goal 11 is “to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.” The TSP does not directly address public facilities such as city owned utilities. However, an efficient transportation network is a conduit for utility location and maintenance. Standard is met.

#### **Goal 12, Transportation**

Goal 12 is “to provide and encourage a safe, convenient and economic transportation system.” The purpose of the amendment is to comply with Goal 12 and the Transportation Planning Rule. The new TSP coupled with the Development Code amendments are intended to bring the City into compliance with applicable Oregon Revised Statutes and Oregon Administrative Rules. Standard is met.

#### **Goal 13, Energy**

Goal 13 is simply “to conserve energy” and does not apply.

#### **Goal 14, Urbanization**

Goal 14 is “to provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.” An efficient transportation system supports the efficient use of urban land within the UGB. Standard is met.

#### **Goal 15, Willamette River Greenway**

Goal 15 deals with lands adjoining the Willamette River and does not apply to this proposal.

#### **Goal 16, Estuarine Resources**



Goal 16 is “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.” Because the code amendment would not affect any natural estuarine characteristics, this goal does not apply.

**Goal 17, Coastal Shorelands**

Goal 17 aims “to conserve, protect, where appropriate, develop 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.” This goal does not apply.

**Goal 18, Beaches and Dunes**

Goal 18 says that “coastal areas subject to this goal shall include beaches, active dune forms, recently stabilized dune forms, older stabilized dune forms and interdune forms.” This goal does not apply.

**Goal 19, Ocean Resources**

Goal 19 deals with management of resources in Oregon’s territorial sea (the waters bordering the state’s coastline). Goal 19 does not apply to this application.

**CONCLUSIONS AND RECOMMENDATION**

Adoption of the amendment would fulfill the comprehensive plan policy regarding housing, airport development, and economic development. The action would also meet the applicable statewide planning goals. Most importantly, incorporating these changes to the Development Code would facilitate more investment in our transportation system in the future.

Based on these findings and conclusions, staff recommends that the Planning Commission hold a public hearing on December 13 to take public testimony.

**Attachments:**

- Transportation System Plan, Final Draft – October 31, 2018
- Comprehensive Plan Amendment, Section 8 – Transportation
- Attachment B: Development Code Amendments
- Technical Memorandum: Proposed Development Code Amendments, September 27, 2018



## Attachment B: Development Code (Title 16 of the Warrenton Municipal Code) Amendments

*Provided in this attachment are the recommended changes to the City's development requirements, based on an audit and analysis of the Development Code (Title 16 of the Warrenton Municipal Code) and input from the Project Advisory Committee and Planning Commission. Proposed amendments to development requirements are intended to both implement the goals and policies of the draft TSP and to ensure consistency with the Transportation Planning Rule (TPR).*

Underlined bolded text is new, ~~strikeout~~ is current text to be removed from adopted development code language.

### 16.12.010 Definitions.

**Drive-Through/Drive-Up Facility.** A facility or structure that is designed to allow drivers to remain in their vehicles before and during an activity on the site. Drive-through facilities may serve the primary use of the site or may serve accessory uses. **Examples are drive-up windows; automatic teller machines; coffee kiosks and similar vendors; menu boards; order boards or boxes; gas pump islands; car wash facilities; auto service facilities, such as air compressor, water, and windshield washing stations; quick-lube or quick-oil change facilities; and drive-in theaters. All driveways queuing and waiting areas associated with a drive-through/drive-up facility are similarly regulated as part of such facility.**

[...]

### 16.40.030 Conditional Uses.

The following uses and their accessory use may be permitted in the C-1 zone when approved under Chapter 16.220 and shall comply with Sections 16.40.040 through 16.40.060 and Chapters 16.124 (Landscaping) and 16.212 (Site Design Review):

- A. Only the following uses and their accessory uses are permitted along Highway 101, SE Marlin and SW Dolphin Avenues, and shall comply with the above noted sections and Chapter 16.132:

[...]

5. RV Park.

**6. New Drive-Through/Drive-Up Facility or substantially improved as defined by 25% of assessed value.**

~~6.7.~~ Similar uses as those stated in this section.

[...]



**16.40.040 Development Standards.**

[...]

**B. Setback Requirements.**

1. Minimum front yard setback, commercial uses: none except where adjoining a residential zone, in which case it shall be 15 feet. See Section 16.40.050 for maximum front yard setback for commercial uses.

[...]

**16.40.050 Design Standards.**

The following design standards are applicable in the C-1 zone:

- A. Any commercial development shall comply with Chapter 16.116 of the Development Code.
- B. Lots fronting onto U.S. Highway 101 shall have a setback of at least 50 feet between any part of the proposed building and the nearest right-of-way line of U.S. Highway 101.
- C. Signs in General Commercial Districts along Fort Stevens Highway/State Highway 104 (i.e., S. Main Avenue, N. Main Avenue, NW Warrenton Drive, and Pacific Drive) shall comply with the special sign standards of Section 16.144.040.
- D. Maximum front yard setback for commercial buildings in the C-1 zone along Fort Stevens Highway/State Highway 104 shall be 10 feet.

**E. Maximum front yard setback for commercial buildings in the C- 1 zone adjacent to existing or planned transit stops shall be 10 feet.**

1. **The Community Development Director may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to Site Design approval.**

**16.44.030 Conditional Uses.**

The uses listed under Section 16.44.020 and their accessory uses may be permitted in the C-MU district when approved under Chapter 16.220, Conditional Use Permits:

[...]

C. Research and development establishments.

**D. Drive-Through/Drive-Up Facility**

~~D.~~ **E.** Multiple (or mixed) uses on the same lot or parcel.

~~E.~~ **F.** Multiple (or mixed) uses on adjoining lots or parcels.

~~F.~~ **G.** Accessory dwelling subject to standards of Section 16.180.040.

~~G.~~ **H.** Similar uses as those listed in this section.



#### 16.44.040 Development Standards.

The following development standards are applicable in the C-MU district:

[...]

##### B. Setback Requirements (Residential and Multiple Uses).

1. Minimum front yard setback: 15 feet **(Residential); none (Multiple Uses)**.
2. Minimum side yard setback: 8 feet.
3. Minimum corner lot street side yard setback: 8 feet.
4. Minimum rear yard setback: 15 feet except accessory structures that meet the criteria of Section 16.280.020 may extend to within five feet of a rear property line.
5. **Maximum front yard setback: 10 feet for Multiple Uses adjacent to existing or planned transit stops.**
  - a. **The Community Development Director may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to Site Design approval.**

##### C. Setback Requirements (Commercial Uses).

1. Minimum front yard setback: none.
2. Minimum side yard setback: None except where adjoining a residential zone in which case there shall be a visual buffer strip of at least 10 feet wide to provide a dense evergreen landscape buffer which attains a mature height of at least eight feet. Such buffers must conform to the standards in Chapter 16.124, Landscaping, Street Trees, Fences and Walls.
3. Minimum rear yard setback: None except where adjoining a residential zone in which case there shall be a visual buffer strip of at least 10 feet wide to provide a dense evergreen landscape buffer which attains a mature height of at least eight feet. Such buffers must conform to the standards in Chapter 16.124, Landscaping, Street Trees, Fences and Walls.
4. **Maximum front yard setback: 10 feet for Commercial Uses adjacent to existing or planned transit stops.**
  - a. **The Community Development Director may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to Site Design approval.**

#### 16.120.020 Vehicular Access and Circulation.

G. Access Spacing. Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:

[...]



2. Arterial and Collector Streets. Unless directed otherwise by this Development Code or by the Warrenton Comprehensive Plan/TSP, access spacing on City collector and arterial streets (see ~~Warrenton Comprehensive Plan and TSP for a list of City collector and arterial streets~~) and at controlled intersections (i.e., with four-way stop sign or traffic signal) in the City of Warrenton shall be determined based on the policies and standards contained in the Warrenton Transportation System Plan, Manual for Uniform Traffic Control Devices, or other applicable documents adopted by the City.

[...]

- J. Street Connectivity and Formation of Blocks Required. In order to promote efficient vehicular and pedestrian circulation throughout the City, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:
  1. Block Length and Perimeter. The maximum block length shall not exceed **600 feet** ~~1,000 feet~~ between street corner lines **in Residential and C-1 zones, 400 feet in the C-MU zone, and 1,000 feet in other zones** unless it is adjacent to an arterial street or unless the topography or the location of adjoining streets justifies an exception. The minimum length of blocks along an arterial **in zones other than Residential, C-1, and C-MU** is 1,800 feet. A block shall have sufficient width to provide for two tiers of building sites unless topography or location of adjoining streets justifies an exception.

#### 16.120.030 Pedestrian Access and Circulation.

##### A. Pedestrian Access and Circulation.

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



## 16.128.030 Vehicle Parking Standards.

At the time a structure is erected or enlarged, or the use of a structure or parcel of land is changed within any zone in the City, off-street parking spaces shall be provided in accordance with requirements in this section, chapter, and Code, unless greater requirements are otherwise established. The minimum number of required off-street vehicle parking spaces (i.e., parking that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in Table 16.128.030.A.

### A. General Provisions.

[...]

- 7. Parking spaces and parking areas may be used for transit related uses such as transit stops and park-and-ride/rideshare areas, provided minimum parking space requirements can still be met.**
- 8. Parking areas that have designated employee parking and more than 20 automobile parking spaces shall provide at least 10% of the employee parking spaces (minimum two spaces) as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.**
- 9. Sites that are adjacent to existing or planned transit stops or are in the General Commercial (C-1) and Commercial Mixed Use (C-MU) districts are subject to maximum off-street vehicle parking requirements. The maximum number of off-street vehicle parking spaces allowed per site shall be equal the minimum number of required spaces, pursuant to Table 16.128.030.A, multiplied by a factor of:**
  - a. 1.2 spaces for uses fronting a street with adjacent on-street parking spaces; or**
  - b. 1.5 spaces, for uses not fronting a street with adjacent on-street parking; or**
  - c. A factor determined according to a parking analysis prepared by a qualified professional/registered engineer and submitted by the applicant.**
- 10. The applicant may propose a parking space standard that is different than the standard in Table 16.128.030.A, for review and action by the Community Development Director through a variance procedure, pursuant to Chapter 16.272. The applicant's proposal shall consist of a written request and a parking analysis prepared by a qualified professional/registered engineer. The parking analysis, at a minimum, shall assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent transit service, carpools, or private shuttles; and other relevant factors.**

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

- a. Site has a transit stop with existing or planned frequent transit service (30-minute headway or less) located adjacent to it, and the site's frontage is improved with a transit stop shelter, consistent with the standards of the applicable transit service**



provider: Allow up to a 20 percent reduction to the standard number of automobile parking spaces;

- b. Site has dedicated parking spaces for carpool/vanpool vehicles: Allow up to a 10 percent reduction to the standard number of automobile parking spaces;
- c. Site has dedicated parking spaces for motorcycle and/or scooter or electric carts: Allow reductions to the standard dimensions for parking spaces and the ratio of standard to compact parking spaces;
- d. Available on-street parking spaces adjacent to the subject site in amounts equal to the proposed reductions to the standard number of parking spaces.
- e. Site has more than the minimum number of required bicycle parking spaces: Allow up to 10 percent reduction to the number of automobile parking spaces.
- f. The property is located in the downtown area as defined by the intersection of E Harbor Drive, S Main Ave and 4<sup>th</sup> St.

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

1. Location. Vehicle parking is allowed only on approved parking shoulders (streets), within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this Code. Parking and loading areas shall not be located in required yards adjacent to a street unless otherwise specifically permitted in this ordinance. Side and rear yards that are not adjacent to a street may be used for such areas when developed and maintained as required in this ordinance. Specific locations for parking are indicated in Division 2 for some land uses (e.g., the requirement that parking be located to side or rear of buildings, with access from alleys, for some uses). See also Chapter 16.120, Access and Circulation.
2. Off-Site Parking. Except for single-family, two-family, and three-family dwellings, the vehicle parking spaces required by this chapter may be located on another parcel of land, provided the parcel is within 200 feet or a reasonable walking distance of the use it serves. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.

**Bicycle Parking**

**16.128.040 Bicycle Parking Requirements.**

- A. All uses shall provide bicycle parking in conformance with the following standards which are evaluated during development review or site design review.
- B. Number of Bicycle Parking Spaces. The minimum number of bicycle parking spaces required for uses is provided in Table 16.128.040.A. A minimum of two bicycle parking spaces per use is required for all uses with more than 10 vehicle parking spaces. The following additional standards apply to specific types of development:
  1. ~~Multifamily Residences. Every residential use of four or more dwelling units provides at least one sheltered bicycle parking space for each dwelling unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible~~



storage unit, the bicycle parking spaces may be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.

2. **Parking Lots.** All public and commercial parking lots and parking structures provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces, with a maximum of 28 bicycle parking spaces per commercial lot.
3. **Schools.** Elementary and middle schools, both private and public, provide one bicycle parking space for every 10 students and employees. High schools provide one bicycle parking space for every five students and employees. All spaces should be sheltered under an eave, overhang, or bicycle shelter.

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

**Table 16.128.040.A**  
**Bicycle Parking Requirements**

<u>Minimum Required Bicycle Parking Spaces</u>		<u>Long and Short Term Bicycle Parking</u>
<u>Use</u>	<u>Minimum Number of Spaces</u>	<u>(As % of Minimum Required Bicycle Parking Spaces)</u>
<b><u>Multifamily Residential</u></b> <u>(required for 4 or more dwelling units)</u>	<u>1 space per 4 dwelling units</u>	<u>75% long term</u> <u>25% short term</u>
<b><u>Commercial</u></b>	<u>2 spaces per primary use or 1 per 5 vehicle spaces, whichever is greater. Maximum of 28 spaces per commercial lot.</u>	<u>25% long term</u> <u>75% short term</u>
<b><u>Schools</u></b> <u>(all types)</u>	<u>2 spaces per classroom</u>	<u>100% long term</u>
<b><u>Parks</u></b> <u>(active recreation areas only)</u>	<u>4 spaces</u>	<u>100% short term</u>
<b><u>Transit Stops</u></b>	<u>2 spaces</u>	<u>100% short term</u>
<b><u>Transit Centers</u></b>	<u>4 spaces or 1 per 10 vehicle spaces, whichever is greater</u>	<u>50% long term</u> <u>50% short term</u>
<b><u>Other Uses</u></b>	<u>2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater</u>	<u>50% long term</u> <u>50% short term</u>



**C. Design and Location.**

- 1. All bicycle parking shall be securely anchored to the ground or to a structure.**
- 2. All bicycle parking shall be lighted for theft protection, personal security and accident prevention.**
- 3. All bicycle parking shall be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle. Bicycle parking spaces shall be at least six (6) feet long and two-and-one-half (2 ½) feet wide, and overhead clearance in covered spaces should be a minimum of seven (7) feet. A five (5) foot aisle for bicycle maneuvering should be provided and maintained beside or between each row/rack of bicycle parking.**
- 4. Bicycle parking racks shall accommodate locking the frame and both wheels using either a cable or U-shaped lock.**
- 5. Direct access from the bicycle parking area to the public right-of-way shall be provided at-grade or by ramp access, and pedestrian access shall be provided from the bicycle parking area to the building entrance.**
- 6. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall not conflict with the vision clearance standards of Chapter 16.132.**
- 7. All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.**
- 8. Short-term bicycle parking.**
  - a. Short-term bicycle parking shall consist of a stationary rack or other approved structure to which the bicycle can be locked securely.**
  - b. If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.**
  - c. Short-term bicycle parking shall be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automobile parking space.**
- 9. Long-term bicycle parking. Long-term bicycle parking shall consist of a lockable enclosure, a secure room in a building onsite, monitored parking, or another form of sheltered and secure parking.**

**D. Exemptions. This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The City may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.**

**E. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall be located so as to not conflict with the vision clearance standards of Chapter 16.132.**



16.136.020 Transportation Standards.

F. Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall conform to the design standards in Table 16.136.010. A variance shall be required in accordance with Chapter 16.272 of this Code to vary the standards in Table 16.136.010. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:

1. Street classification in the Transportation System Plan or Comprehensive Plan;
2. Anticipated traffic generation;
3. On-street parking needs;
4. Sidewalk and bikeway requirements based on anticipated level of use;
5. Requirements for placement of utilities;
6. Street lighting;
7. Street tree location, as provided for in Chapter 16.124;
8. Protection of significant vegetation and wetland and riparian areas, as provided for in Chapters 16.124 and 16.156;
9. Safety and comfort for motorists, bicyclists, and pedestrians;
10. Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided;
11. Access needs for emergency vehicles; and
12. Transition between different street widths (i.e., existing streets and new streets), as applicable.

**Table 16.136.010**  
**City of Warrenton Street Design Standards**

Type of Street	Average Daily Trips (ADT)	Right-of-Way Width	Curb-to-Curb Pavement Width	Motor Vehicle Travel Lanes <sup>4</sup>	Median/Flex Lane <sup>5</sup>	Bike Lanes or On-Street Parking (both sides)	Curb	Planting Strip <sup>5</sup>	Sidewalks
<i>Arterial Roads</i>									
4-Lane Arterial	Varies	80-102 ft.	64-78 ft.	12 ft. <sup>4</sup>	14 ft.	8 ft.	Yes	6 ft.	6 ft.
2-Lane Arterial	Varies	80 ft.	40-54 ft.	12 ft. <sup>4</sup>	14 ft.	8 ft.	Yes	6 ft.	6 ft.
<i>Collector Roads</i>									



<b>Collector Road</b>	Varies	60–64 ft.	36–40 ft.	12 ft. <sup>4</sup>	None	6–8 ft.	Yes	6 ft.	6 ft.
<b>Local Roads</b>									
<b>Local Road</b>	Varies	50–60 ft.	36 ft.	10–12 ft.	None	8 ft. parking (on one or both sides <sup>4</sup> )	Yes (on one or both sides)	5 ft.	5 ft. <sup>3</sup>
<b>Alternative Local Road<sup>2</sup></b>	< 250	50 ft.	20–28 ft. (no curbs required)	10 ft.	None	None <sup>4</sup>	None	5 ft.	None
<b>Alleys</b>	N/A	12–24 ft.	12–24 ft.	N/A	N/A	None	None	None	None
<b>Multi-Use Paths</b>	N/A	8–16 ft.	8–16 ft.	N/A	N/A	None	None	None	None

**Notes:**

<sup>1</sup> Bike lanes are generally not needed on low volume (less than 3,000 ADT) and/or low travel speed (less than 35 mph) roads.

<sup>2</sup> The alternative local road standard may be used when approved by the City of Warrenton. The standard is intended to apply under the following circumstances:

- The local road will serve 18 or fewer dwelling units upon buildout of adjacent property.
- The ADT volume of the road is less than 250 vehicles per day.
- Significant topographical or environmental constraints are present.
- Use of the alternative local road standard will not create gaps in connectivity or roadway standards with adjacent roadway sections (i.e., side walk, parking, travel lane widths).
- The City appointed engineer and emergency service providers have reviewed and accepted usage of the alternative local roadway standard.

<sup>3</sup> Sidewalks are required on all local roads in high density residential and commercial zones unless exempted by the City appointed engineer or Planning Commission.

<sup>4</sup> Where parking is constructed next to a travel lane, the travel lane shall be increased to a width of 14 feet to function as a shared roadway and accommodate bicycles.

<sup>5</sup> Footnote indicates that these features are optional. Flex lanes would provide for traffic flow in one direction or another depending upon the specific traffic patterns and demands for an area. Flex lanes could be used for transit routes or emergencies, and would provide extra right-of-way width for future rail or transit. Appropriate safety measures would need to be installed in conjunction with flex lanes.

— REFER TO FIGURES 5-3, 5-4, and 5-5 OF THE TSP FOR CROSS SECTION VIEWS OF LOCAL, COLLECTOR, AND ARTERIAL ROADS.



<sup>1</sup> Width if on-street parking is constructed in place of bike lanes. The travel lane width shall function

<u>Type of Street</u>	<u>Standard Requirements or Alternative Minimum</u>	<u>Right-of-Way Width</u>	<u>Curb-to-Curb Pavement Width</u>	<u>Motor Vehicle Travel Lanes<sup>4</sup></u>	<u>Median /Flex Lane<sup>3</sup></u>	<u>Bike Lanes (both sides)</u>	<u>On-Street Parking (both sides)</u>	<u>Curb</u>	<u>Planting Strip<sup>3</sup></u>	<u>Sidewalks</u>
<i>Arterial Roads</i>										
<b>4 – Lane Arterial</b>	<b>Standard Requirements</b>	<b>102 ft.</b>	<b>78 ft.</b>	<b>12 ft.</b>	<b>14 ft.</b>	<b>8 ft.</b>	<b>None</b>	<b>Yes</b>	<b>6 ft.</b>	<b>6 ft.</b>
	<b>Alternative Minimum<sup>2</sup></b>	<b>80 ft.</b>	<b>64 ft.</b>	<b>11 ft.</b>	<b>None</b>	<b>6 ft.</b>	<b>None</b>	<b>Yes</b>	<b>6 ft.</b>	<b>6 ft.</b>
<b>2- Lane Arterial</b>	<b>Standard Requirements</b>	<b>78 ft. (82 ft.)<sup>1</sup></b>	<b>54 ft. (58 ft.)<sup>1</sup></b>	<b>12 ft. (14 ft.)<sup>1</sup></b>	<b>14 ft.</b>	<b>8 ft.</b>	<b>8 ft.</b>	<b>Yes</b>	<b>6 ft.</b>	<b>6 ft.</b>
	<b>Alternative Minimum<sup>2</sup></b>	<b>58 ft. (66 ft.)<sup>1</sup></b>	<b>34 ft. (42 ft.)<sup>1</sup></b>	<b>11 ft. (14 ft.)<sup>1</sup></b>	<b>None</b>	<b>6 ft.</b>	<b>7 ft.</b>	<b>Yes</b>	<b>6 ft.</b>	<b>6 ft.</b>
<i>Collector Roads</i>										
<b>Major Collector Road</b>	<b>Standard Requirements</b>	<b>64 ft. (68 ft.)<sup>1</sup></b>	<b>40 ft. (44 ft.)<sup>1</sup></b>	<b>12 ft. (14 ft.)<sup>1</sup></b>	<b>None</b>	<b>8 ft.</b>	<b>8 ft.</b>	<b>Yes</b>	<b>6 ft.</b>	<b>6 ft.</b>
	<b>Alternative Minimum<sup>2</sup></b>	<b>58 ft. (66 ft.)<sup>1</sup></b>	<b>36 ft. (42 ft.)<sup>1</sup></b>	<b>11 ft. (14 ft.)<sup>1</sup></b>	<b>None</b>	<b>8 ft.</b>	<b>7 ft.</b>	<b>Yes</b>	<b>6 ft.</b>	<b>6 ft.</b>
<b>Minor Collector Road</b>	<b>Standard Requirements</b>	<b>58 ft. (68 ft.)<sup>1</sup></b>	<b>40 ft. (44 ft.)<sup>1</sup></b>	<b>11 ft. (14 ft.)<sup>1</sup></b>	<b>None</b>	<b>6 ft.</b>	<b>8 ft.</b>	<b>Yes</b>	<b>6 ft.</b>	<b>6 ft.</b>
	<b>Alternative Minimum<sup>2</sup></b>	<b>50 ft. (62 ft.)<sup>1</sup></b>	<b>36 ft. (42 ft.)<sup>1</sup></b>	<b>10 ft. (14 ft.)<sup>1</sup></b>	<b>None</b>	<b>5 ft.</b>	<b>7 ft.</b>	<b>Yes</b>	<b>5 ft.</b>	<b>5 ft.</b>
<i>Local Roads</i>										
<b>Local Road</b>	<b>Standard Requirements</b>	<b>60 ft.</b>	<b>36 ft.<sup>6</sup></b>	<b>12 ft.</b>	<b>None</b>	<b>None</b>	<b>8 ft</b>	<b>Yes</b>	<b>5 ft.</b>	<b>5 ft.</b>
	<b>Alternative Minimum<sup>2</sup></b>	<b>50 ft. (48 ft.)<sup>4</sup></b>	<b>28 ft.</b>	<b>10 ft.</b>	<b>None</b>	<b>None</b>	<b>8 ft<sup>4</sup></b>	<b>Yes</b>	<b>5 ft.</b>	<b>5 ft.</b>
<b>Alleys</b>	<b>N/A</b>	<b>12 ft. - 24 ft.</b>	<b>12 - 24 ft.</b>	<b>N/A</b>	<b>N/A</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>
<b>Shared-Use Path<sup>5</sup></b>	<b>N/A</b>	<b>10 ft. - 16 ft.</b>	<b>10 - 16 ft.</b>	<b>N/A</b>	<b>N/A</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>	<b>None</b>

as a shared roadway and accommodate bikes. On-street parking is not permitted where posted speeds are greater than 35 mph.

<sup>2</sup> The standard design should be provided where feasible. In constrained areas where providing the standard widths are not practical, alternative minimum design requirements may be applied with approval of the City Engineer.

<sup>3</sup> Median/flex lane and planting strips are optional depending on surrounding land use and available right-of-way.



<sup>4</sup> Parking on residential neighborhood streets is allowed and may be allowed on one side only in constrained areas or where approved by the City Engineer, resulting in a curb-to-curb width of 28 feet and overall right-of-way width of 48 feet.

<sup>5</sup> Shared-use path requires 2 ft. gravel shoulder and 10 ft. minimum vertical clearance. If a shared-used path is put in place of a sidewalk and bike lane a 1 ft. to 2 ft. paved shoulder and a 5 ft. planter strip is required between the path and the travel lane.

<sup>6</sup> Existing streets that require reconstruction or additional improvements such as sidewalks can be built to a 32 ft standard.

REFER TO FIGURES 9 - 14 OF THE TSP FOR CROSS SECTION VIEWS OF ALL STREET TYPES.

[New Chapter] 16.201 Transit Access and Supportive Improvements

Development that is proposed adjacent to an existing or planned transit stop, as designated in an adopted transportation or transit plan, shall provide the following transit access and supportive improvements in coordination with the transit service provider:

- A. Reasonably direct pedestrian connections between the transit stop and primary entrances of the buildings on site. For the purpose of this Section, "reasonably direct" means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for users.
- B. The primary entrance of the building closest to the street where the transit stop is located that is oriented to that street.
- C. A transit passenger landing pad that is ADA accessible.
- D. An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted plan.
- E. Lighting at the transit stop.
- F. Other improvements identified in an adopted plan.

16.208.040 Type II Procedure (Administrative).

[...]

C. Notice of Application for Type II Administrative Decision.

1. Before making a Type II administrative decision, the Community Development Director shall mail notice to:
  - a. All owners of record of real property within 100 feet of the subject area not less than 20 days prior to the decision date;

[...]

- d. Any person who submits a written request to receive a notice; and
- e. Any governmental agency which is entitled to notice under an intergovernmental agreement entered into with the City. The City may shall notify other affected



agencies, as appropriate, for review of the application. **Affected agencies include but are not limited to other City and corresponding County departments; Warrenton-Hammond School District; utility companies; and Sunset Empire Transportation District and other transportation facility and service providers.** ODOT shall be notified when there is a land division abutting a state facility for review of, comment on, and suggestion of conditions of approval for, the application.

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

[...]

##### C. Notice of Hearing.

1. Mailed Notice. Notice of a Type III application hearing (or appeal) or Type I or II appeal hearing shall be given by the Community Development Director in the following manner:
  - a. At least 20 days before the hearing date, notice shall be mailed to:
    - i. The applicant and all owners or contract purchasers of record of the property which is the subject of the application;
    - ii. All property owners of record within 200 feet of the site (N/A for Type I appeal);
    - iii. Any governmental agency which has entered into an intergovernmental agreement with the City, which includes provision for such notice, or who is otherwise entitled to such notice. ODOT shall be notified when there is a land division abutting a state facility for review of, comment on, and suggestion of conditions of approval for, the application. **Transit and other transportation facility and service providers shall be notified of Type III application hearings.** [Owners of airports shall be notified of a proposed zone change in accordance with ORS 227.175.];
    - iv. Any neighborhood or community organization recognized by the City Commission and whose boundaries include the property proposed for development;

[...]

#### 16.208.070 General Provisions.

[...]

##### C. Pre-Application Conferences.

1. Participants. When a pre-application conference is required, the applicant shall meet with the Community Development Director or his/her designee(s). **The Community Development Director shall invite City staff from other departments to provide technical expertise applicable to the proposal, as necessary, as well as other public agency staff such as transportation and transit agency staff.**

[...]



D. Applications.

3. Check for Acceptance and Completeness.

b. Completeness.

[...]

iv. Coordinated Review. When required by this Code, or at the direction of the Community Development Director, the City shall submit the application for review and comment to ODOT and other applicable City, county, state, and federal review agencies. **Potential applicable agencies include but are not limited to City Building, Public Works, Fire, Police, and Parks departments; Clatsop County Building, Planning, Parks, Public Health, Public Safety, and Public Works departments; Warrenton-Hammond School District; utility companies; and Sunset Empire Transportation District and other transportation facility and service providers.**

16.216.020 General Requirements.

[...]

**k. Flag lots and lots accessed by midblock lanes.**

**Infill lots may be developed as flag lots or mid-block developments as defined in this section.**

**A. Flag Lots. Flag lots may be created only when a through street cannot be extended to serve future development. A flag lot must have at least 16 feet of frontage on a public way and may serve no more than two dwelling units, including accessory dwellings and dwellings on individual lots or other commercial or industrial uses. A minimum width of 12 feet of frontage for each lot shall be required when three or more flag lots are using a shared access. In no instance may more than four parcels utilize a joint access; in such instances the properties shall be served by a public or private street as the case may dictate. The layout of flag lots, the placement of buildings on such lots, and the alignment of shared drives shall be designed so that future street connections can be made as adjacent properties develop, to the extent practicable, and in accordance with the transportation connectivity and block length standards of Section 16.120.020.**

**B. Mid-Block Lanes. Where consecutive flag lot developments or other infill development could have the effect of precluding local street extensions through a long block, the Planning Director may require the improvement of mid-block lanes through the block. Lots may be developed without frontage onto a public street when access is provided by mid-block lanes. Mid-block lanes are private drives serving more than two dwelling units with reciprocal access easements; such lanes are an alternative to requiring public right-of-way street improvements where physical site constraints preclude the development of a standard street. Mid-block lanes, at a**



minimum, shall be paved, have adequate storm drainage (surface retention, where feasible, is preferred), meet the construction standards for alleys, and conform to the standards of subsections C through E.

- C. Dedication of Shared Drive Lane. A drive serving more than one lot shall have a reciprocal access and maintenance easement recorded for all lots. No fence, structure or other obstacle shall be placed within the drive area. The owner shall record an easement from each property sharing a drive for vehicle access similar to an alley. Dedication or recording, as applicable, shall be so indicated on the face of the subdivision or partition plat.**
- D. Maximum Drive Lane Length. The maximum drive lane length is subject to requirements of the Uniform Fire Code, but shall not exceed 150 feet for a shared drive, and 400 feet for a shared rear lane.**
- E. Future Street Plans. Building placement and alignment of shared drives shall be designated so that future street connections can be made as surrounding properties develop.**

#### 16.220.030 Review Criteria.

[...]

#### **C. Drive-Up/ Drive-Through Facility**

- A. Purpose. Where drive-up or drive-through uses and facilities are allowed, they shall conform to all of the following standards, which are intended to calm traffic, provide for adequate vehicle queuing space, prevent automobile turning movement conflicts, and provide for pedestrian comfort and safety.**
- B. Standards. Drive-up and drive-through facilities (i.e., driveway queuing areas, customer service windows, teller machines, kiosks, drop-boxes, or similar facilities) shall meet all of the following standards:**
  - 1. The drive-up or drive-through facility shall orient to and receive access from a driveway that is internal to the development and not a street, as generally illustrated.**
  - 2. The drive-up or drive-through facility shall not be oriented to street corner.**
  - 3. The drive-up or drive-through facility shall not be located within 20 feet of a street right-of-way.**
  - 4. Drive-up and drive-through queuing areas shall be designed so that vehicles will not obstruct any street, fire lane, walkway, bike lane, or sidewalk.**
  - 5. Along Highway 101, between SE Marlin and SE Dolphin Avenues, no new drive-**



up or drive-through facility is allowed within 400 linear feet of another drive-up or drive-through facility, where the existing drive-up or drive-through facility lawfully existed as of the date of an application for a new drive-up or drive-through facility.

#### 16.232.060 Transportation Planning Rule Compliance.

- A. When a development application includes a proposed Comprehensive Plan amendment, or rezone, or **land use regulation change**, the proposal **shall demonstrate it is consistent with the adopted transportation system plan and the planned function, capacity, and performance standards of the impacted facility or facilities. The proposal shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060. See also Chapter 16.256, Traffic Impact Study. Where it is found that a proposed amendment would have a significant effect on a transportation facility, the City will work with the applicant and, where applicable, with the roadway authority to modify the request or mitigate the impacts in accordance with the TPR and applicable law.** Significant means the proposal would:
1. Change the functional classification of an existing or planned transportation facility. This would occur, for example, when a proposal causes future traffic to exceed the capacity of a "collector" street classification, requiring a change in the classification to an "arterial" street, as identified by the Transportation System Plan; or
  2. Change the standards implementing a functional classification system; or
  3. Allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or
  4. Reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.
- B. Amendments to the Comprehensive Plan and land use standards which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:
1. Limiting allowed land uses to be consistent with the planned function of the transportation facility; or
  2. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the transportation planning rule; or
  3. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.

#### 16.256.010 Purpose.

The purpose of this chapter of the Warrenton Development Code is to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation



facilities (see Section 16.256.060). This chapter establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a traffic impact study must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a traffic impact study; and who is qualified to prepare the study.

**16.256.020 Typical Average Daily Trips.**

Standards by which to gauge average daily vehicle trips include: 10 trips per day per single-family household; five trips per day per apartment; and 30 trips per day per 1,000 square feet of gross floor area such as a new supermarket or other retail development **shall be calculated using the rates and methodology in the most recent addition of the Institute of Transportation Engineers Trip Generation Manual.**

**16.256.030 When Required.**

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

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

**16.256.040 Traffic Impact Study Requirements.**

- A. Preparation. A traffic impact study shall be prepared by a professional engineer ~~in accordance with OAR 734-051-180~~ **registered in the State of Oregon. The study scope and content shall be determined in coordination with the City Public Works Director or designee. Traffic impact analyses required by Clatsop County or ODOT shall be prepared in**



accordance with the requirements of those road authorities. Preparation of the study report is the responsibility of the land owner or applicant.

- B. Transportation Planning Rule compliance, Section 16.232.060.

**16.256.050 Approval Criteria.**

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

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

**16.256.060 Conditions of Approval.**

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

**City Street Design Standards  
"Local Streets"**

**Pros & Cons of Wider Streets**

**December 2018**

<b>Pros</b>	<b>Cons</b>	<b>Notes</b>
Provides full emergency responder access	Allows higher travel speeds and potentially creates an enforcement burden for WPD and unsafe traffic conditions	Wider streets end up costing cities more over time when traffic calming measures are employed to retrofit streets
City does not bear initial additional cost	More expensive for developers; increases O&M for City over time	Costs are passed along to new homeowners/renters
Could allow quicker evacuation in case of major catastrophic event	How often do severe events occur to warrant wide streets? Pedestrian movement higher priority in case of event	Frequency of events must be weighed with normal use and neighborhood livability
Works better for larger trucks and SUVs	Increases impervious runoff and water quality can be compromised	Stormwater management is a challenge; balancing act of competing priorities
	Less land devoted to housing or commercial that has assessed value for city services	Balancing efficient land use is hallmark of Oregon planning system
Trucks prefer wider streets	Trucks can navigate 32 ft streets but must slow down	Freight traffic is mostly confined to US 101; local deliveries can navigate 32 ft standard



7-C

*"Making a difference through excellence of service"*



## CITY OF WARRENTON

# AGENDA MEMORANDUM

**TO:** The Warrenton City Commission  
**FROM:** Kevin A. Cronin, Community Development Director  
**DATE:** For Agenda of February 12, 2019  
**SUBJ:** **Deliberation:** Spur 104 Zone Change (DCA: 18-2)

### SUMMARY

The Spur 104 Zone Change is a city sponsored, 19-acre zone change of multiple properties bordered by Spur 104 and US 101. The current zoning is a combination of Intermediate Density Residential (R10) and General Industrial (I-1). The proposed zoning is primarily Commercial Mixed Use (CMU). The existing conditions of the neighborhood is characterized by low density residential development adjacent to intense commercial development on Ensign Lane.

The City Commission held a required public hearing on July 24 and received public testimony. Staff requested an amendment to the traffic impact study to address concerns from the Oregon Department of Transportation (ODOT) and was delivered to the Commission on the same day as the hearing. As a result, staff recommended deliberation at the next regularly scheduled meeting on August 14 where the Commission tabled the discussion to allow adoption of the new Transportation System Plan. The City Commission is expected to hold a second reading on the new TSP on February 12.

After the public hearing, staff discussed options for moving forward with ODOT on the zone change. Since Spur 104 is a state highway, and this is a city-initiated zone change, ODOT can dictate the types of improvements

Warrenton City Commission Agenda Summary  
Spur 104 Zone Change (DCA 18-2)  
For Agenda of February 12, 2019

required to maintain operational capacity and in particular at the SE Ensign Lane intersection. However, as a result of a revised traffic study and a recent ODOT review, improvements to the Ensign intersection are not immediately warranted at this time. The updated Transportation System Plan (TSP) has a planned left turn lane heading towards SE Ensign that can be improved at the Commission's discretion. In addition, the TSP has new "mobility targets" for state highways that provides more flexibility for intersection operations. The Oregon Transportation Commission is expected review the new mobility targets in Spring 2019.

### **RECOMMENDATION/SUGGESTED MOTION**

*I move to conduct a first reading by title only of Ordinance No. 1228 approving application DCA 18-2 to rezone multiple properties along Spur 104 from R-10 Intermediate Residential to CMU Commercial Mixed Use based on the Planning Commission recommendation, findings of fact and evidence in the record, public testimony, and agenda summary dated July 24, 2018, August 14, 2018, and February 12, 2019.*

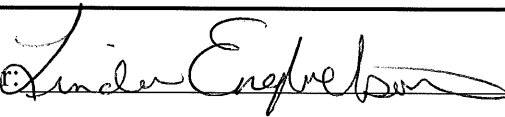
### **ALTERNATIVE**

None recommended.

### **FISCAL IMPACT**

Not known at this time. However, new and denser development is typically assessed at a higher level than standalone single family detached. As a result, the City will benefit from higher assessed values and property tax collections.

Approved by City Manager:



All supporting documentation, i.e., maps, exhibits, etc., must be attached to this memorandum.



**ORDINANCE No. 1228**

Introduced by All Commissioners

An ordinance amending the City of Warrenton Zoning Map to reclassify the zoning of multiple properties from Intermediate Density Residential to Commercial Mixed Use and Open Space Institutional, and adopting the findings and conclusions of File No. DCA 18-2.

WHEREAS, application DCA 18-2 was submitted by the City of Warrenton to rezone a large swath of low density residential lands along Spur 104 from Intermediate Density Residential to Commercial Mixed Use and Open Space Institutional to be consistent with adjacent properties to the south and encourage mixed use, higher density housing; and

WHEREAS, after the Planning Commission conducted a public hearing on the proposal on June 14, 2018, and, based on the findings and conclusions of the June 7, 2018 staff report and public testimony, forwarded a recommendation of approval to the City Commission; and

WHEREAS, after the City Commission conducted a public hearing on July 23, 2018, and deliberated on August 14, 2018 and February 12, 2019, it has determined that it's consistent with the Comprehensive Plan, meets the applicable criteria in the Warrenton Development Code, and adopts the findings and conclusions established by the Planning Commission and approve the rezone application.

NOW, THEREFORE, the City of Warrenton ordains as follows:

Section 1. The City Zoning Map is amended as to reflect the rezone of the tax lots herein described as Exhibit 2, based on the findings and conclusions referenced above.

Section 2. This ordinance shall become final 30 days after its second reading and adoption.

First Reading:

Second Reading:

ADOPTED by the City Commission of the City of Warrenton, Oregon this \_\_\_ day of \_\_\_\_, 2019.

APPROVED

---

Henry Balensifer, Mayor

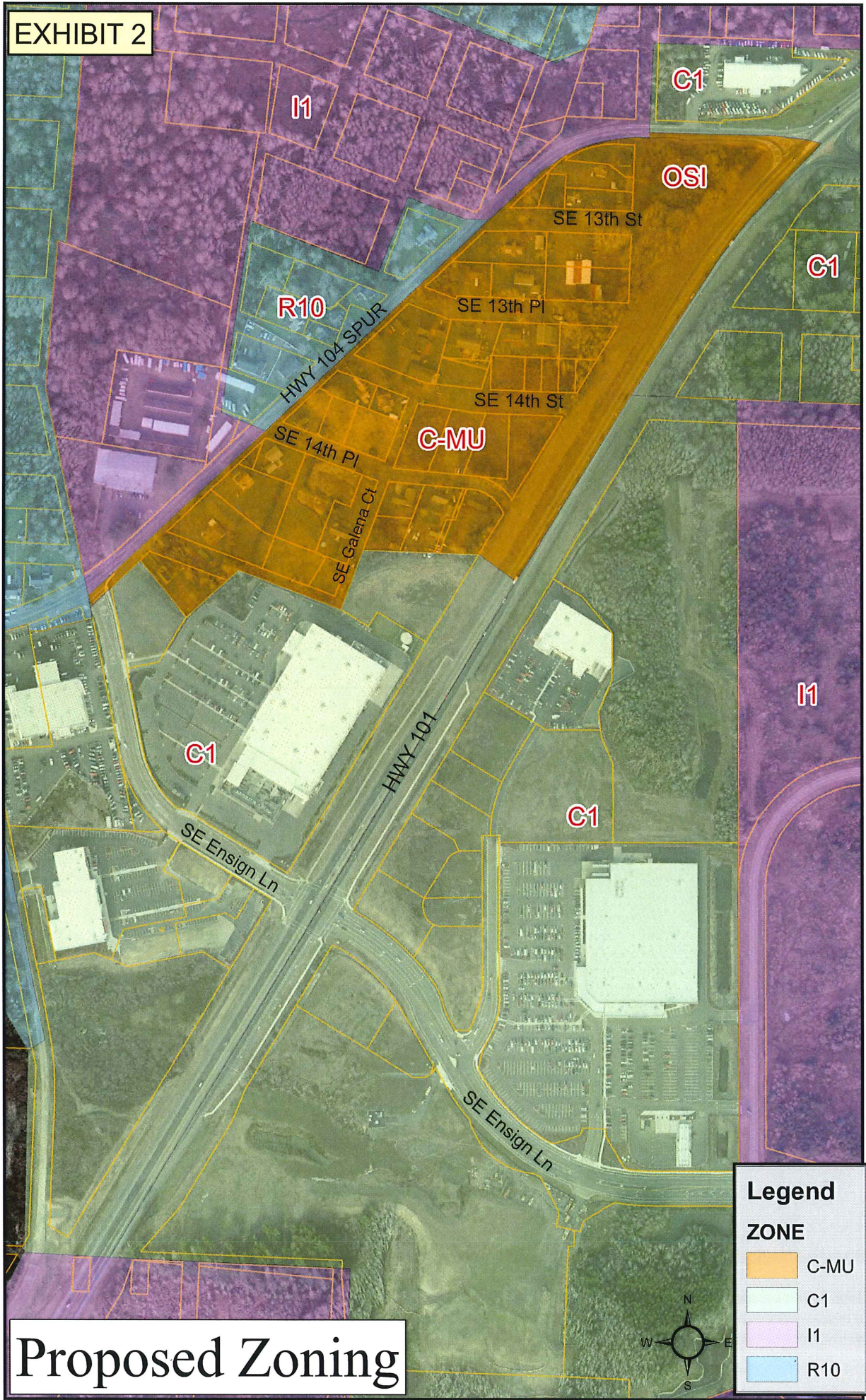
Attest:

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


Dawne Shaw, City Recorder



EXHIBIT 2



Proposed Zoning

Legend	
ZONE	
	C-MU
	C1
	I1
	R10



*"Making a difference through excellence of service"*



**CITY OF WARRENTON**

**AGENDA MEMORANDUM**

TO: The Honorable Mayor and Warrenton City Commission  
FROM: Dawne Shaw, City Recorder  
DATE: February 12, 2019  
SUBJ: Resolution No. 2538 – Modifying Building Permit Fees

**SUMMARY**

Building permit fees were discussed at the January 8, 2019 City Commission work session, and the January 22, 2019 regular meeting. Permit fees have not increased since 2008. This proposed increase will make the city more closely aligned with Clatsop County and other local jurisdictions. The first reading was held January 22 city commission meeting. In order to provide the public an opportunity to comment, rate increases are considered over two meetings. The fee increase will be effective March 1, 2019.

**RECOMMENDATION/SUGGESTED MOTION**

“I move to adopt Resolution No. 2538; A Resolution Modifying Building Permit Fees.”

**ALTERNATIVE**

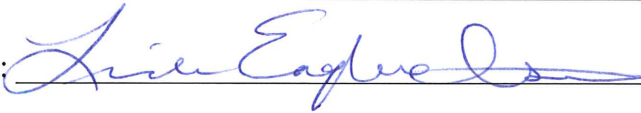
None recommended

**FISCAL IMPACT**

Building Department Revenues must pay for Building Department Services for which demand of services continues to increase.



Approved by City Manager:

A handwritten signature in blue ink, appearing to read "Lillian Eagle", written over a horizontal line. The signature is cursive and includes a long horizontal flourish at the end.

# RESOLUTION NO. 2538

## A RESOLUTION MODIFYING BUILDING PERMIT FEES

WHEREAS, the State of Oregon authorizes the City to have a Building Inspection Program; and,

WHEREAS, the State of Oregon authorizes the City to collect fees sufficient enough to fund the Building Inspection Program; and,

WHEREAS, the City of Warrenton desires to have the Building Inspection Program funded solely by fees associated with building permits; and,

WHEREAS, the City of Warrenton desires to have the Building Department to build a contingency fund that would support the Building Department for a period of six to twelve months; and,

WHEREAS, the City Council passed an Ordinance that allows building permit fees to be set by Resolution;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF WARRENTON, CLATSOP COUNTY, OREGON as follows:

**Section 1.** The building permit fee schedule, attached hereto as Exhibits A, B and C and incorporated herein by reference, is hereby adopted as shown.

**Section 2.** This resolution is effective March 1, 2019.

ADOPTED BY THE CITY OF WARRENTON THIS 12<sup>th</sup> DAY OF FEBRUARY, 2019.

1<sup>st</sup> Reading: 01/22/19

2<sup>nd</sup> Reading: 02/12/19

\_\_\_\_\_  
Henry A. Balensifer, Mayor

ATTEST:

\_\_\_\_\_  
Dawne Shaw, City Recorder



EXHIBIT A

*"Making a difference through excellence of service"*



## CITY OF WARRENTON

January 10, 2019

Shannon Flowers  
Building Codes Division  
PO Box 14470  
Salem, OR 97309-0404

Dear Shannon,

The City of Warrenton is proposing to increase most of the permit fees in all statewide specialty codes that the City administers. The increase in fees is a result of large increases in Public Employee Retirement system, Health Insurance Care, cost of living and the upcoming integration into the State E-permitting system. The jurisdiction adopted the new project valuation methodology from the IBC in 2015 but did not increase the fees. An increase in fees is needed to maintain the department and provide funding for a future employee. The fees set forth in the attached spreadsheets are related to Structural, Mechanical, Plumbing, Manufactured Home and Sprinkler/Fire Suppression, as well as various other fees. They represent an approximate increase of 16%. The last fee increase approved by the City of Warrenton became effective December 1, 2008. This proposed increase will make the City of Warrenton fees more closely aligned with Clatsop County and the other local jurisdictions. The first reading is scheduled for January 22, 2019 and second reading scheduled for February 12, 2019 at Warrenton City Hall, located at 225 S Main Avenue Warrenton. The new fees are scheduled to become effective on March 1, 2019.

If there should be any questions or concerns, please contact Robert Johnston at 503 861-0920 or email at [bjohnston@ci.warrenton.or.us](mailto:bjohnston@ci.warrenton.or.us).

Cordially,

Robert Johnston  
Building Official  
City of Warrenton  
(503) 861-0920  
[bjohnston@ci.warrenton.or.us](mailto:bjohnston@ci.warrenton.or.us)



*Enhancing the lives of citizens by delivering quality services in a cost-effective manner.*

*"This message may contain confidential and/or proprietary information, and is intended for the person/entity to which it was originally addressed. If you have received this email by error, please contact the City and then shred the original document. Any use by others is strictly prohibited."*

## EXHIBIT B

<b>Building Permit Fee Table:</b>	<b>FEE</b>
<b>Minimum Permit Fee</b>	<b>\$106.00</b>
\$1 - \$2,000	\$85.73 for the first \$500.00, plus \$3.32 for each additional \$100, or fraction thereof
\$2,001 - \$25,000	\$138.57 for the first \$2,000, plus \$13.26 for each additional \$1,000, or fraction thereof
\$25,001 - \$50,000	\$443.42 for the first \$25,000, plus \$9.95 for each additional \$1,000, or fraction thereof
\$50,001 - \$100,000	\$691.58 for the first \$50,000, plus \$6.64 for each additional \$1,000, or fraction thereof
\$100,001 and up	\$1024.15 for the first \$100,000, plus \$5.53 for each additional \$1,000, or fraction thereof
<b>Mechanical Fee Schedule for new and additions or alterations to one and two family dwellings:</b>	
<b>Appliance</b>	<b>FEE</b>
Air Handling Unit	\$41.00
Air Conditioning Unit	\$56.00
Alteration of Existing HVAC System	\$41.00
Heat Pump	\$73.00
<b>Install/Replace Furnace</b>	
Up to 100,000 Btu's	\$56.00
Over 100,000 Btu's	\$65.00
Install/Replace/Relocate Heaters Suspended, Wall or Floor Mounted	\$56.00
Vent for appliance other than Furnace	\$45.00
Appliance Vent	\$41.00
Dryer Exhaust	\$41.00
Hood	\$41.00
Exhaust Fan Connected to a Single Duct	\$28.00
<b>Gas Piping</b>	
1 to 4 Outlets	\$23.00
Each Additional Outlet	\$7.00
Fireplace/Woodstove	\$41.00
Other	\$41.00
Minimum Fee	\$106.00
<b>Mechanical Fee Schedule for new and additions or alterations to commercial, multi-family and industrial projects:</b>	
	<b>FEE</b>
<b>Minimum Permit Fee</b>	<b>\$106.00</b>
\$1 - \$2,000	\$85.73 for first \$500 PLUS \$3.32 for each additional
\$2,001 - \$25,000	\$138.57 for first \$2,000 plus \$13.26 for each additional
\$25,001 - \$50,000	\$443.42 for the first \$25,000 plus \$9.95 for each
\$50,001 - \$100,000	\$691.58 for the first \$50,000, plus \$6.64 for each
\$100,001 and up	\$1024.15 for the first \$100,000, plus \$5.53 for each



## EXHIBIT B

<b>Plumbing Permit Fee Schedule: 1 &amp; 2 Family Dwellings New Construction</b>		FEE
1 Bathroom (includes first 100' sanitary, storm and water service)		\$360.00
2 Bathroom (includes first 100' sanitary, storm and water service)		\$393.00
3 Bathroom (includes first 100' sanitary, storm and water service)		\$443.00
Each additional kitchen and/or bath (or 1/2 bath)		\$52.00
Each additional 100 feet water or sewer or fraction thereof		\$52.00
<b>Additions, Alterations and Remodels</b>		FEE
Minimum Fee		\$106.00
Plumbing Fixture (per)		\$28.00
Water Service (first 100 feet)		\$82.00
Sanitary Sewer (first 100 feet)		\$82.00
Storm Sewer (first 100 feet)		\$82.00
Each Additional 100 feet of fraction thereof		\$45.00
<b>Multi-family, Commercial and Industrial including Additions and Alterations and Remodels</b>		FEE
Base fee (3 or fewer fixtures)		\$175.00
More than 3 fixtures (Base fee plus per fixture cost over 3 fixtures)		\$28.00
Water Service (first 100 feet)		\$82.00
Sanitary Service (First 100 feet)		\$82.00
Storm Sewer (First 100 feet)		\$82.00
Each Additional 100 feet or fraction thereof		\$45.00
<b>Miscellaneous Fees</b>		FEE
Water heaters & Backflow Devices (Each)		\$106.00
Water, Storm or Sanitary Sewer (Each, Not included with other plumbing fees)		\$106.00
Each Additional 100 feet or fraction thereof		\$45.00
Re-inspection or specially-requested inspections		\$94.00
Minimum permit fee		\$106.00
The valuation of the work will be determined by the Building Official.		
<b>Manufactured Dwelling or Recreational Vehicle Parks</b>		
Base fee (Includes 5 or fewer spaces)		\$239.00
Each Additional Space		\$42.00
Sanitary Sewer (First 100 feet)		\$82.00
Storm Sewer (First 100 feet)		\$82.00
Each Additional 100 feet or fraction thereof		\$45.00
<b>Manufactured Dwelling Placement Permit Fees</b>		FEE
Manufactured Dwelling Placement (includes placement, water and sewer connection)	\$404.00 DW	604.00 TW
Connection to an existing drain, sewer, storm or water		\$106.00
Administrative Fee (State required )		\$30.00

## EXHIBIT B

<b>Medical Gas and Process Piping Permit Fees</b>	FEE
Minimum Permit Fee	\$106.00
\$501 - \$2,000	\$58.00 for the first \$500, plus \$2.54 for each additional \$100 or fraction thereof
\$2,001 - \$25,000	\$172.00 for the first \$2,000, plus \$2.37 for each additional \$1,000 or fraction thereof
\$25,001 - \$50,000	\$290.00 for the first \$25,000, plus \$2.20 for each additional \$1,000 or fraction thereof
\$50,001 - \$100,000	\$1167.00 for the first \$50,000, plus \$2.11 for each additional \$1,000 or fraction thereof
\$100,001 and up	\$2222.00 for the first \$100,000, plus \$2.45 for each additional \$1,000 or fraction thereof
<b>Building Permit Fee Schedule for Stand-alone Residential NFPA 13D Systems</b>	FEE
Minimum Permit Fee	\$106.00
\$501 to \$2,000	\$85.73 for the first \$500, plus \$3.32 for each additional \$100.00, or fraction thereof
\$2,001 to \$25,000	\$138.57 for the first \$2,000, plus \$13.26 for each additional \$1,000 or fraction thereof
\$25,001 to \$50,000	\$443.42 for the first \$25,000, plus \$9.95 for each additional \$1,000 or fraction thereof
\$50,001 to \$100,000	\$691.58 for the first \$50,000, plus \$6.64 for each additional \$1,000 or fraction thereof
\$100,001 and up	\$1024.15 for the first \$100,000, plus \$5.53 for each additional \$1,000 or fraction thereof
<b>Other Inspections and Fees</b>	
Re-inspection fees assessed under provisions of Section 108.8 or each additional inspection over the allowable	\$125.00 ea. **
Inspections outside normal business hours (minimum charge: 2 hours)	\$106.00 per hour **
Inspections for which no fee is specifically indicated (minimum charge: 1 hour)	\$106.00 per hour **
Additional plan review required by changes, additions or revisions to approved plans (minimum charge: 30 minutes)	\$53.00 per 1/2 hr. **
Research fees, (minimum charge: 30 minutes)	\$53.00 per 1/2 hr. **
**Or total hourly cost to the jurisdiction, whichever is the greatest. This cost shall include supervision, overhead, equipment, hourly wages, and fringe benefits of the employees involved.	
Structural Plan Review Fee	65% of building permit fee
Fire and Life Safety Plan Review Fee	40% of building permit fee
Mechanical Plan Review Fee	35% of mechanical permit fee
Commercial Fire Protection and Prevention Plan Review Fee	65% of permit fee
Manufactured Dwelling or RV Park Plan Review Fee	75% of permit fee
Plumbing Plan Review Fee	35% of plumbing permit fee
Medical Gas/Process Piping Plan Review Fee	35% of med gas permit fee
State Surcharge	12% of permit fee
Temporary Occupancy Certificate, Residential	\$175.00
Temporary Occupancy Certificate, Commercial	\$350.00
Permit Extension-Residential (First Request) Includes all disciplines	\$106.00
Permit Extension-Residential (Second Request) Includes all disciplines	\$212.00
Permit Extension-Commercial (First request) Each code discipline	\$106.00
Permit Extension-Commercial (Second request) Each code discipline	\$212.00



EXHIBIT C-REVISED PERMIT FEES

			Permit Fee	Plan Review Fee	Subtotal	FLS	State Surcharge	Permit without FLS	Permit with FLS
1	Minimum Permit Fee	\$106.00		65%		40%	12%		
2	\$100		\$106.00	\$68.90	\$174.90	\$42.40	\$12.72	\$187.62	\$230.02
3	\$200		\$106.00	\$68.90	\$174.90	\$42.40	\$12.72	\$187.62	\$230.02
4	\$300		\$106.00	\$68.90	\$174.90	\$42.40	\$12.72	\$187.62	\$230.02
5	\$400		\$106.00	\$68.90	\$174.90	\$42.40	\$12.72	\$187.62	\$230.02
6	\$500		\$106.00	\$68.90	\$174.90	\$42.40	\$12.72	\$187.62	\$230.02
7	\$600		\$106.00	\$68.90	\$174.90	\$42.40	\$12.72	\$187.62	\$230.02
8	\$700		\$106.00	\$68.90	\$174.90	\$42.40	\$12.72	\$187.62	\$230.02
9	\$800		\$106.00	\$68.90	\$174.90	\$42.40	\$12.72	\$187.62	\$230.02
10	\$900		\$106.00	\$68.90	\$174.90	\$42.40	\$12.72	\$187.62	\$230.02
11	\$1,000		\$106.00	\$68.90	\$174.90	\$42.40	\$12.72	\$187.62	\$230.02
12	\$1,100		\$106.00	\$68.90	\$174.90	\$42.40	\$12.72	\$187.62	\$230.02
13	\$1,200		\$106.00	\$68.90	\$174.90	\$42.40	\$12.72	\$187.62	\$230.02
14	\$1,300		\$106.08	\$68.95	\$175.03	\$42.43	\$12.73	\$187.76	\$230.19
15	\$1,400		\$108.42	\$70.47	\$178.89	\$43.37	\$13.01	\$191.90	\$235.27
16	\$1,500		\$110.76	\$71.99	\$182.75	\$44.30	\$13.29	\$196.05	\$240.35
17	\$1,600		\$113.10	\$73.52	\$186.62	\$45.24	\$13.57	\$200.19	\$245.43
18	\$1,700		\$115.44	\$75.04	\$190.48	\$46.18	\$13.85	\$204.33	\$250.50
19	\$1,800		\$117.78	\$76.56	\$194.34	\$47.11	\$14.13	\$208.47	\$255.58
20	\$1,900		\$120.12	\$78.08	\$198.20	\$48.05	\$14.41	\$212.61	\$260.66
21	\$2,000		\$122.46	\$79.60	\$202.06	\$48.98	\$14.70	\$216.75	\$265.74
22	\$2,001	\$25,000							
		\$7.80/1000							
23	\$2,001	\$3,000	\$131.82	85.68	\$217.50	\$52.73	\$15.82	\$233.32	\$286.05
24	\$3,001	\$4,000	\$141.18	91.77	\$232.95	\$56.47	\$16.94	\$249.89	\$306.36
25	\$4,001	\$5,000	\$150.54	97.85	\$248.39	\$60.22	\$18.06	\$266.46	\$326.67
26	\$5,001	\$6,000	\$159.90	103.94	\$263.84	\$63.96	\$19.19	\$283.02	\$346.98
27	\$6,001	\$7,000	\$169.26	110.02	\$279.28	\$67.70	\$20.31	\$299.59	\$367.29
28	\$7,001	\$8,000	\$178.62	116.10	\$294.72	\$71.45	\$21.43	\$316.16	\$387.61
29	\$8,001	\$9,000	\$187.98	122.19	\$310.17	\$75.19	\$22.56	\$332.72	\$407.92
30	\$9,001	\$10,000	\$197.34	128.27	\$325.61	\$78.94	\$23.68	\$349.29	\$428.23
31	\$10,001	\$11,000	\$206.70	134.36	\$341.06	\$82.68	\$24.80	\$365.86	\$448.54

EXHIBIT C-REVISED PERMIT FEES

			Permit Fee	Plan Review Fee	Subtotal	FLS	State Surcharge	Permit without FLS	Permit with FLS
33	\$11,001	\$12,000	\$216.06	\$140.44	\$356.50	\$86.42	\$25.93	\$382.43	\$468.85
34	\$12,001	\$13,000	\$225.42	\$146.52	\$371.94	\$90.17	\$27.05	\$398.99	\$489.16
35	\$13,001	\$14,000	\$234.78	\$152.61	\$387.39	\$93.91	\$28.17	\$415.56	\$509.47
36	\$14,001	\$15,000	\$244.14	\$158.69	\$402.83	\$97.66	\$29.30	\$432.13	\$529.78
37	\$15,001	\$16,000	\$253.50	\$164.78	\$418.28	\$101.40	\$30.42	\$448.70	\$550.10
38	\$16,001	\$17,000	\$262.86	\$170.86	\$433.72	\$105.14	\$31.54	\$465.26	\$570.41
39	\$17,001	\$18,000	\$272.22	\$176.94	\$449.16	\$108.89	\$32.67	\$481.83	\$590.72
40	\$18,001	\$19,000	\$281.58	\$183.03	\$464.61	\$112.63	\$33.79	\$498.40	\$611.03
41	\$19,001	\$20,000	\$290.94	\$189.11	\$480.05	\$116.38	\$34.91	\$514.96	\$631.34
42	\$20,001	\$21,000	\$300.30	\$195.20	\$495.50	\$120.12	\$36.04	\$531.53	\$651.65
43	\$21,001	\$22,000	\$309.66	\$201.28	\$510.94	\$123.86	\$37.16	\$548.10	\$671.96
44	\$22,001	\$23,000	\$319.02	\$207.36	\$526.38	\$127.61	\$38.28	\$564.67	\$692.27
45	\$23,001	\$24,000	\$328.38	\$213.45	\$541.83	\$131.35	\$39.41	\$581.23	\$712.58
46	\$24,001	\$25,000	\$337.74	\$219.53	\$557.27	\$135.10	\$40.53	\$597.80	\$732.90
47	\$25,001	\$50,000	\$5,85/1000						
48	\$25,001	\$26,000	\$344.76	\$224.09	\$568.85	\$137.90	\$41.37	\$610.23	\$748.13
49	\$26,001	\$27,000	\$351.78	\$228.66	\$580.44	\$140.71	\$42.21	\$622.65	\$763.36
50	\$27,001	\$28,000	\$358.80	\$233.22	\$592.02	\$143.52	\$43.06	\$635.08	\$778.60
51	\$28,001	\$29,000	\$365.82	\$237.78	\$603.60	\$146.33	\$43.90	\$647.50	\$793.83
52	\$29,001	\$30,000	\$372.84	\$242.35	\$615.19	\$149.14	\$44.74	\$659.93	\$809.06
53	\$30,001	\$31,000	\$379.86	\$246.91	\$626.77	\$151.94	\$45.58	\$672.35	\$824.30
54	\$31,001	\$32,000	\$386.88	\$251.47	\$638.35	\$154.75	\$46.43	\$684.78	\$839.53
55	\$32,001	\$33,000	\$393.90	\$256.04	\$649.94	\$157.56	\$47.27	\$697.20	\$854.76
56	\$33,001	\$34,000	\$400.92	\$260.60	\$661.52	\$160.37	\$48.11	\$709.63	\$870.00
57	\$34,001	\$35,000	\$407.94	\$265.16	\$673.10	\$163.18	\$48.95	\$722.05	\$885.23
58	\$35,001	\$36,000	\$414.96	\$269.72	\$684.68	\$165.98	\$49.80	\$734.48	\$900.46
59	\$36,001	\$37,000	\$421.98	\$274.29	\$696.27	\$168.79	\$50.64	\$746.90	\$915.70
60	\$37,001	\$38,000	\$429.00	\$278.85	\$707.85	\$171.60	\$51.48	\$759.33	\$930.93
61	\$38,001	\$39,000	\$436.02	\$283.41	\$719.43	\$174.41	\$52.32	\$771.76	\$946.16
62	\$39,001	\$40,000	\$443.04	\$287.98	\$731.02	\$177.22	\$53.16	\$784.18	\$961.40
63	\$40,001	\$41,000	\$450.06	\$292.54	\$742.60	\$180.02	\$54.01	\$796.61	\$976.63
65	\$41,001	\$42,000	\$457.08	\$297.10	\$754.18	\$182.83	\$54.85	\$809.03	\$991.86
66	\$42,001	\$43,000	\$464.10	\$301.67	\$765.77	\$185.64	\$55.69	\$821.46	\$1007.10
67	\$43,001	\$44,000	\$471.12	\$306.23	\$777.35	\$188.45	\$56.53	\$833.88	\$1022.33
68	\$44,001	\$45,000	\$478.14	\$310.79	\$788.93	\$191.26	\$57.38	\$846.31	\$1037.56
69	\$45,001	\$46,000	\$485.16	\$315.35	\$800.51	\$194.06	\$58.22	\$858.73	\$1052.80
70	\$46,001	\$47,000	\$492.18	\$319.92	\$812.10	\$196.87	\$59.06	\$871.16	\$1068.03
71	\$47,001	\$48,000	\$499.20	\$324.48	\$823.68	\$199.68	\$59.90	\$883.58	\$1083.26
72	\$48,001	\$49,000	\$506.22	\$329.04	\$835.26	\$202.49	\$60.75	\$896.01	\$1098.50
73	\$49,001	\$50,000	\$513.24	\$333.61	\$846.85	\$205.30	\$61.59	\$908.43	\$1113.73



EXHIBIT C-REVISED PERMIT FEES

			Permit Fee	Plan Review Fee	Subtotal	FLS	State Surcharge	Permit without FLS	Permit with FLS
75	\$50,000	\$100,000	\$3.90/1000						
76	\$50,001	\$51,000	\$517.92	\$336.65	\$854.57	\$207.17	\$62.15	\$916.72	\$1123.89
77	\$51,001	\$52,000	\$522.60	\$339.69	\$862.29	\$209.04	\$62.71	\$925.00	\$1134.04
78	\$52,001	\$53,000	\$527.28	\$342.73	\$870.01	\$210.91	\$63.27	\$933.29	\$1144.20
79	\$53,001	\$54,000	\$531.96	\$345.77	\$877.73	\$212.78	\$63.84	\$941.57	\$1154.35
80	\$54,001	\$55,000	\$536.64	\$348.82	\$885.46	\$214.66	\$64.40	\$949.85	\$1164.51
81	\$55,001	\$56,000	\$541.32	\$351.86	\$893.18	\$216.53	\$64.96	\$958.14	\$1174.66
82	\$56,001	\$57,000	\$546.00	\$354.90	\$900.90	\$218.40	\$65.52	\$966.42	\$1184.82
83	\$57,001	\$58,000	\$550.68	\$357.94	\$908.62	\$220.27	\$66.08	\$974.70	\$1194.98
84	\$58,001	\$59,000	\$555.36	\$360.98	\$916.34	\$222.14	\$66.64	\$982.99	\$1205.13
85	\$59,001	\$60,000	\$560.04	\$364.03	\$924.07	\$224.02	\$67.20	\$991.27	\$1215.29
86	\$60,001	\$61,000	\$564.72	\$367.07	\$931.79	\$225.89	\$67.77	\$999.55	\$1225.44
87	\$61,001	\$62,000	\$569.40	\$370.11	\$939.51	\$227.76	\$68.33	\$1007.84	\$1235.60
88	\$62,001	\$63,000	\$574.08	\$373.15	\$947.23	\$229.63	\$68.89	\$1016.12	\$1245.75
89	\$63,001	\$64,000	\$578.76	\$376.19	\$954.95	\$231.50	\$69.45	\$1024.41	\$1255.91
90	\$64,001	\$65,000	\$583.44	\$379.24	\$962.68	\$233.38	\$70.01	\$1032.69	\$1266.06
91	\$65,001	\$66,000	\$588.12	\$382.28	\$970.40	\$235.25	\$70.57	\$1040.97	\$1276.22
92	\$66,001	\$67,000	\$592.80	\$385.32	\$978.12	\$237.12	\$71.14	\$1049.26	\$1286.38
93	\$67,001	\$68,000	\$597.48	\$388.36	\$985.84	\$238.99	\$71.70	\$1057.54	\$1296.53
94	\$68,001	\$69,000	\$602.16	\$391.40	\$993.56	\$240.86	\$72.26	\$1065.82	\$1306.69
95	\$69,001	\$70,000	\$606.84	\$394.45	\$1001.29	\$242.74	\$72.82	\$1074.11	\$1316.84
96	\$70,001	\$71,000	\$611.52	\$397.49	\$1009.01	\$244.61	\$73.38	\$1082.39	\$1327.00
97	\$71,001	\$72,000	\$616.20	\$400.53	\$1016.73	\$246.48	\$73.94	\$1090.67	\$1337.15
98	\$72,001	\$73,000	\$620.88	\$403.57	\$1024.45	\$248.35	\$74.51	\$1098.96	\$1347.31
99	\$73,001	\$74,000	\$625.56	\$406.61	\$1032.17	\$250.22	\$75.07	\$1107.24	\$1357.47
100	\$74,001	\$75,000	\$630.24	\$409.66	\$1039.90	\$252.10	\$75.63	\$1115.52	\$1367.62
101	\$75,001	\$76,000	\$634.92	\$412.70	\$1047.62	\$253.97	\$76.19	\$1123.81	\$1377.78
102	\$76,001	\$77,000	\$639.60	\$415.74	\$1055.34	\$255.84	\$76.75	\$1132.09	\$1387.93
103	\$77,001	\$78,000	\$644.28	\$418.78	\$1063.06	\$257.71	\$77.31	\$1140.38	\$1398.09
104	\$78,001	\$79,000	\$648.96	\$421.82	\$1070.78	\$259.58	\$77.88	\$1148.66	\$1408.24
105	\$79,001	\$80,000	\$653.64	\$424.87	\$1078.51	\$261.46	\$78.44	\$1156.94	\$1418.40
106	\$80,001	\$81,000	\$658.32	\$427.91	\$1086.23	\$263.33	\$79.00	\$1165.23	\$1428.55
107	\$81,001	\$82,000	\$663.00	\$430.95	\$1093.95	\$265.20	\$79.56	\$1173.51	\$1438.71
108	\$82,001	\$83,000	\$667.68	\$433.99	\$1101.67	\$267.07	\$80.12	\$1181.79	\$1448.87
109	\$83,001	\$84,000	\$672.36	\$437.03	\$1109.39	\$268.94	\$80.68	\$1190.08	\$1459.02
110	\$84,001	\$85,000	\$677.04	\$440.08	\$1117.12	\$270.82	\$81.24	\$1198.36	\$1469.18
111	\$85,001	\$86,000	\$681.72	\$443.12	\$1124.84	\$272.69	\$81.81	\$1206.64	\$1479.33
112	\$86,001	\$87,000	\$686.40	\$446.16	\$1132.56	\$274.56	\$82.37	\$1214.93	\$1489.49
113	\$87,001	\$88,000	\$691.08	\$449.20	\$1140.28	\$276.43	\$82.93	\$1223.21	\$1499.64
114	\$88,001	\$89,000	\$695.76	\$452.24	\$1148.00	\$278.30	\$83.49	\$1231.50	\$1509.80
115	\$89,001	\$90,000	\$700.44	\$455.29	\$1155.73	\$280.18	\$84.05	\$1239.78	\$1519.95
116	\$90,001	\$91,000	\$705.12	\$458.33	\$1163.45	\$282.05	\$84.61	\$1248.06	\$1530.11
117	\$91,001	\$92,000	\$709.80	\$461.37	\$1171.17	\$283.92	\$85.18	\$1256.35	\$1540.27
118	\$92,001	\$93,000	\$714.48	\$464.41	\$1178.89	\$285.79	\$85.74	\$1264.63	\$1550.42
119	\$93,001	\$94,000	\$719.16	\$467.45	\$1186.61	\$287.66	\$86.30	\$1272.91	\$1560.58
120	\$94,001	\$95,000	\$723.84	\$470.50	\$1194.34	\$289.54	\$86.86	\$1281.20	\$1570.73
121	\$95,001	\$96,000	\$728.52	\$473.54	\$1202.06	\$291.41	\$87.42	\$1289.48	\$1580.89
122	\$96,001	\$97,000	\$733.20	\$476.58	\$1209.78	\$293.28	\$87.98	\$1297.76	\$1591.04
123	\$97,001	\$98,000	\$737.88	\$479.62	\$1217.50	\$295.15	\$88.55	\$1306.05	\$1601.20
124	\$98,001	\$99,000	\$742.56	\$482.66	\$1225.22	\$297.02	\$89.11	\$1314.33	\$1611.36
125	\$99,001	\$100,000	\$747.24	\$485.71	\$1232.95	\$298.90	\$89.67	\$1322.61	\$1621.51

EXHIBIT C-REVISED PERMIT FEES

			Permit Fee	Plan Review Fee	Subtotal	FLS	State Surcharge	Permit without FLS	Permit with FLS
127	\$ 100,000								
128	\$100,001	\$101,000	\$751.92	\$488.75	\$1,240.67	\$300.77	\$90.23	\$1,330.90	\$1,631.67
129	\$101,001	\$102,000	\$756.60	\$491.79	\$1,248.39	\$302.64	\$90.79	\$1,339.18	\$1,641.82
130	\$102,001	\$103,000	\$761.28	\$494.83	\$1,256.11	\$304.51	\$91.35	\$1,347.47	\$1,651.98
131	\$103,001	\$103,000	\$765.96	\$497.87	\$1,263.83	\$306.38	\$91.92	\$1,355.75	\$1,662.13
132	\$104,001	\$105,000	\$770.64	\$500.92	\$1,271.56	\$308.26	\$92.48	\$1,364.03	\$1,672.29
133	\$105,001	\$106,000	\$775.32	\$503.96	\$1,279.28	\$310.13	\$93.04	\$1,372.32	\$1,682.44
134	\$106,001	\$107,000	\$780.00	\$507.00	\$1,287.00	\$312.00	\$93.60	\$1,380.60	\$1,692.60
135	\$107,001	\$108,000	\$784.68	\$510.04	\$1,294.72	\$313.87	\$94.16	\$1,388.88	\$1,702.76
136	\$108,001	\$109,000	\$789.36	\$513.08	\$1,302.44	\$315.74	\$94.72	\$1,397.17	\$1,712.91
137	\$109,001	\$110,000	\$794.04	\$516.13	\$1,310.17	\$317.62	\$95.28	\$1,405.45	\$1,723.07
138	\$110,001	\$111,000	\$798.72	\$519.17	\$1,317.89	\$319.49	\$95.85	\$1,413.73	\$1,733.22
139	\$111,001	\$112,000	\$803.40	\$522.21	\$1,325.61	\$321.36	\$96.41	\$1,422.02	\$1,743.38
140	\$112,001	\$113,000	\$808.08	\$525.25	\$1,333.33	\$323.23	\$96.97	\$1,430.30	\$1,753.53
141	\$113,001	\$114,000	\$812.76	\$528.29	\$1,341.05	\$325.10	\$97.53	\$1,438.59	\$1,763.69
142	\$114,001	\$115,000	\$817.44	\$531.34	\$1,348.78	\$326.98	\$98.09	\$1,446.87	\$1,773.84
143	\$115,001	\$116,000	\$822.12	\$534.38	\$1,356.50	\$328.85	\$98.65	\$1,455.15	\$1,784.00
144	\$116,001	\$117,000	\$826.80	\$537.42	\$1,364.22	\$330.72	\$99.22	\$1,463.44	\$1,794.16
145	\$117,001	\$118,000	\$831.48	\$540.46	\$1,371.94	\$332.59	\$99.78	\$1,471.72	\$1,804.31
146	\$118,001	\$119,000	\$836.16	\$543.50	\$1,379.66	\$334.46	\$100.34	\$1,480.00	\$1,814.47
147	\$119,001	\$120,000	\$840.84	\$546.55	\$1,387.39	\$336.34	\$100.90	\$1,488.29	\$1,824.62
148	\$120,001	\$121,000	\$845.52	\$549.59	\$1,395.11	\$338.21	\$101.46	\$1,496.57	\$1,834.78
149	\$121,001	\$122,000	\$850.20	\$552.63	\$1,402.83	\$340.08	\$102.02	\$1,504.85	\$1,844.93
150	\$122,001	\$123,000	\$854.88	\$555.67	\$1,410.55	\$341.95	\$102.59	\$1,513.14	\$1,855.09
151	\$123,001	\$124,000	\$859.56	\$558.71	\$1,418.27	\$343.82	\$103.15	\$1,521.42	\$1,865.25
152	\$124,001	\$125,000	\$864.24	\$561.76	\$1,426.00	\$345.70	\$103.71	\$1,529.70	\$1,875.40
153	\$125,001	\$126,000	\$868.92	\$564.80	\$1,433.72	\$347.57	\$104.27	\$1,537.99	\$1,885.56
154	\$126,001	\$127,000	\$873.60	\$567.84	\$1,441.44	\$349.44	\$104.83	\$1,546.27	\$1,895.71
155	\$127,001	\$128,000	\$878.28	\$570.88	\$1,449.16	\$351.31	\$105.39	\$1,554.56	\$1,905.87
156	\$128,001	\$129,000	\$882.96	\$573.92	\$1,456.88	\$353.18	\$105.96	\$1,562.84	\$1,916.02
157	\$129,001	\$130,000	\$887.64	\$576.97	\$1,464.61	\$355.06	\$106.52	\$1,571.12	\$1,926.18
158	\$130,001	\$131,000	\$892.32	\$580.01	\$1,472.33	\$356.93	\$107.08	\$1,579.41	\$1,936.33
159	\$131,001	\$132,000	\$897.00	\$583.05	\$1,480.05	\$358.80	\$107.64	\$1,587.69	\$1,946.49
160	\$132,001	\$133,000	\$901.68	\$586.09	\$1,487.77	\$360.67	\$108.20	\$1,595.97	\$1,956.65
161	\$133,001	\$134,000	\$906.36	\$589.13	\$1,495.49	\$362.54	\$108.76	\$1,604.26	\$1,966.80
162	\$134,001	\$135,000	\$911.04	\$592.18	\$1,503.22	\$364.42	\$109.32	\$1,612.54	\$1,976.96
163	\$135,001	\$136,000	\$915.72	\$595.22	\$1,510.94	\$366.29	\$109.89	\$1,620.82	\$1,987.11
164	\$136,001	\$137,000	\$920.40	\$598.26	\$1,518.66	\$368.16	\$110.45	\$1,629.11	\$1,997.27
165	\$137,001	\$138,000	\$925.08	\$601.30	\$1,526.38	\$370.03	\$111.01	\$1,637.39	\$2,007.42
166	\$138,001	\$139,000	\$929.76	\$604.34	\$1,534.10	\$371.90	\$111.57	\$1,645.68	\$2,017.58
167	\$139,001	\$140,000	\$934.44	\$607.39	\$1,541.83	\$373.78	\$112.13	\$1,653.96	\$2,027.73



EXHIBIT C-REVISED PERMIT FEES

			Permit Fee	Plan Review Fee	Subtotal	FLS	State Surcharge	Permit without FLS	Permit with FLS
169	\$140,001	\$141,000	\$939.12	\$610.43	\$1,549.55	\$375.65	\$112.69	\$1,662.24	\$2,037.89
170	\$141,001	\$142,000	\$943.80	\$613.47	\$1,557.27	\$377.52	\$113.26	\$1,670.53	\$2,048.05
171	\$142,001	\$143,000	\$948.48	\$616.51	\$1,564.99	\$379.39	\$113.82	\$1,678.81	\$2,058.20
172	\$143,001	\$144,000	\$953.16	\$619.55	\$1,572.71	\$381.26	\$114.38	\$1,687.09	\$2,068.36
173	\$144,001	\$145,000	\$957.84	\$622.60	\$1,580.44	\$383.14	\$114.94	\$1,695.38	\$2,078.51
174	\$145,001	\$146,000	\$962.52	\$625.64	\$1,588.16	\$385.01	\$115.50	\$1,703.66	\$2,088.67
175	\$146,001	\$147,000	\$967.20	\$628.68	\$1,595.88	\$386.88	\$116.06	\$1,711.94	\$2,098.82
176	\$147,001	\$148,000	\$971.88	\$631.72	\$1,603.60	\$388.75	\$116.63	\$1,720.23	\$2,108.98
177	\$148,001	\$149,000	\$976.56	\$634.76	\$1,611.32	\$390.62	\$117.19	\$1,728.51	\$2,119.14
178	\$149,001	\$150,000	\$981.24	\$637.81	\$1,619.05	\$392.50	\$117.75	\$1,736.79	\$2,129.29
179	\$150,001	\$151,000	\$985.92	\$640.85	\$1,626.77	\$394.37	\$118.31	\$1,745.08	\$2,139.45
180	\$151,001	\$152,000	\$990.60	\$643.89	\$1,634.49	\$396.24	\$118.87	\$1,753.36	\$2,149.60
181	\$152,001	\$153,000	\$995.28	\$646.93	\$1,642.21	\$398.11	\$119.43	\$1,761.65	\$2,159.76
182	\$153,001	\$154,000	\$999.96	\$649.97	\$1,649.93	\$399.98	\$120.00	\$1,769.93	\$2,169.91
183	\$154,001	\$155,000	\$1004.64	\$653.02	\$1,657.66	\$401.86	\$120.56	\$1,778.21	\$2,180.07
184	\$155,001	\$156,000	\$1009.32	\$656.06	\$1,665.38	\$403.73	\$121.12	\$1,786.50	\$2,190.22
185	\$156,001	\$157,000	\$1014.00	\$659.10	\$1,673.10	\$405.60	\$121.68	\$1,794.78	\$2,200.38
186	\$157,001	\$158,000	\$1018.68	\$662.14	\$1,680.82	\$407.47	\$122.24	\$1,803.06	\$2,210.54
187	\$158,001	\$159,000	\$1023.36	\$665.18	\$1,688.54	\$409.34	\$122.80	\$1,811.35	\$2,220.69
188	\$159,001	\$160,000	\$1028.04	\$668.23	\$1,696.27	\$411.22	\$123.36	\$1,819.63	\$2,230.85
189	\$160,001	\$161,000	\$1032.72	\$671.27	\$1,703.99	\$413.09	\$123.93	\$1,827.91	\$2,241.00
190	\$161,001	\$162,000	\$1037.40	\$674.31	\$1,711.71	\$414.96	\$124.49	\$1,836.20	\$2,251.16
191	\$162,001	\$163,000	\$1042.08	\$677.35	\$1,719.43	\$416.83	\$125.05	\$1,844.48	\$2,261.31
192	\$163,001	\$164,000	\$1046.76	\$680.39	\$1,727.15	\$418.70	\$125.61	\$1,852.77	\$2,271.47
193	\$164,001	\$165,000	\$1051.44	\$683.44	\$1,734.88	\$420.58	\$126.17	\$1,861.05	\$2,281.62
194	\$165,001	\$166,000	\$1056.12	\$686.48	\$1,742.60	\$422.45	\$126.73	\$1,869.33	\$2,291.78
195	\$166,001	\$167,000	\$1060.80	\$689.52	\$1,750.32	\$424.32	\$127.30	\$1,877.62	\$2,301.94
196	\$167,001	\$168,000	\$1065.48	\$692.56	\$1,758.04	\$426.19	\$127.86	\$1,885.90	\$2,312.09
197	\$168,001	\$169,000	\$1070.16	\$695.60	\$1,765.76	\$428.06	\$128.42	\$1,894.18	\$2,322.25
198	\$169,001	\$170,000	\$1074.84	\$698.65	\$1,773.49	\$429.94	\$128.98	\$1,902.47	\$2,332.40
199	\$170,001	\$171,000	\$1079.52	\$701.69	\$1,781.21	\$431.81	\$129.54	\$1,910.75	\$2,342.56
200	\$171,001	\$172,000	\$1084.20	\$704.73	\$1,788.93	\$433.68	\$130.10	\$1,919.03	\$2,352.71
201	\$172,001	\$173,000	\$1088.88	\$707.77	\$1,796.65	\$435.55	\$130.67	\$1,927.32	\$2,362.87

EXHIBIT C-REVISED PERMIT FEES

			Permit Fee	Plan Review Fee	Subtotal	FLS	State Surcharge	Permit without FLS	Permit with FLS
203	\$173,001	\$174,000	\$1093.56	\$710.81	\$1,804.37	\$437.42	\$131.23	\$1,935.60	\$2,373.03
204	\$174,001	\$175,000	\$1098.24	\$713.86	\$1,812.10	\$439.30	\$131.79	\$1,943.88	\$2,383.18
205	\$175,001	\$176,000	\$1102.92	\$716.90	\$1,819.82	\$441.17	\$132.35	\$1,952.17	\$2,393.34
206	\$176,001	\$177,000	\$1107.60	\$719.94	\$1,827.54	\$443.04	\$132.91	\$1,960.45	\$2,403.49
207	\$177,001	\$178,000	\$1112.28	\$722.98	\$1,835.26	\$444.91	\$133.47	\$1,968.74	\$2,413.65
208	\$178,001	\$179,000	\$1116.96	\$726.02	\$1,842.98	\$446.78	\$134.04	\$1,977.02	\$2,423.80
209	\$179,001	\$180,000	\$1121.64	\$729.07	\$1,850.71	\$448.66	\$134.60	\$1,985.30	\$2,433.96
210	\$180,001	\$181,000	\$1126.32	\$732.11	\$1,858.43	\$450.53	\$135.16	\$1,993.59	\$2,444.11
211	\$181,001	\$182,000	\$1131.00	\$735.15	\$1,866.15	\$452.40	\$135.72	\$2,001.87	\$2,454.27
212	\$182,001	\$183,000	\$1135.68	\$738.19	\$1,873.87	\$454.27	\$136.28	\$2,010.15	\$2,464.43
213	\$183,001	\$184,000	\$1140.36	\$741.23	\$1,881.59	\$456.14	\$136.84	\$2,018.44	\$2,474.58
214	\$184,001	\$185,000	\$1145.04	\$744.28	\$1,889.32	\$458.02	\$137.40	\$2,026.72	\$2,484.74
215	\$185,001	\$186,000	\$1149.72	\$747.32	\$1,897.04	\$459.89	\$137.97	\$2,035.00	\$2,494.89
216	\$186,001	\$187,000	\$1154.40	\$750.36	\$1,904.76	\$461.76	\$138.53	\$2,043.29	\$2,505.05
217	\$187,001	\$188,000	\$1159.08	\$753.40	\$1,912.48	\$463.63	\$139.09	\$2,051.57	\$2,515.20
218	\$188,001	\$189,000	\$1163.76	\$756.44	\$1,920.20	\$465.50	\$139.65	\$2,059.86	\$2,525.36
219	\$189,001	\$190,000	\$1168.44	\$759.49	\$1,927.93	\$467.38	\$140.21	\$2,068.14	\$2,535.51
220	\$190,001	\$191,000	\$1173.12	\$762.53	\$1,935.65	\$469.25	\$140.77	\$2,076.42	\$2,545.67
221	\$191,001	\$192,000	\$1177.80	\$765.57	\$1,943.37	\$471.12	\$141.34	\$2,084.71	\$2,555.83
222	\$192,001	\$193,000	\$1182.48	\$768.61	\$1,951.09	\$472.99	\$141.90	\$2,092.99	\$2,565.98
223	\$193,001	\$194,000	\$1187.16	\$771.65	\$1,958.81	\$474.86	\$142.46	\$2,101.27	\$2,576.14
224	\$194,001	\$195,000	\$1191.84	\$774.70	\$1,966.54	\$476.74	\$143.02	\$2,109.56	\$2,586.29
225	\$195,001	\$196,000	\$1196.52	\$777.74	\$1,974.26	\$478.61	\$143.58	\$2,117.84	\$2,596.45
226	\$196,001	\$197,000	\$1,201.20	\$780.78	\$1,981.98	\$480.48	\$144.14	\$2,126.12	\$2,606.60
227	\$197,001	\$198,000	\$1,205.88	\$783.82	\$1,989.70	\$482.35	\$144.71	\$2,134.41	\$2,616.76
228	\$198,001	\$199,000	\$1,210.56	\$786.86	\$1,997.42	\$484.22	\$145.27	\$2,142.69	\$2,626.92
229	\$199,001	\$200,000	\$1,215.24	\$789.91	\$2,005.15	\$486.10	\$145.83	\$2,150.97	\$2,637.07
230	\$200,001	\$201,000	\$1,219.92	\$792.95	\$2,012.87	\$487.97	\$146.39	\$2,159.26	\$2,647.23
231	\$201,001	\$202,000	\$1,224.60	\$795.99	\$2,020.59	\$489.84	\$146.95	\$2,167.54	\$2,657.38
232	\$202,001	\$203,000	\$1,229.28	\$799.03	\$2,028.31	\$491.71	\$147.51	\$2,175.83	\$2,667.54
233	\$203,001	\$204,000	\$1,233.96	\$802.07	\$2,036.03	\$493.58	\$148.08	\$2,184.11	\$2,677.69
234	\$204,001	\$205,000	\$1,238.64	\$805.12	\$2,043.76	\$495.46	\$148.64	\$2,192.39	\$2,687.85
235	\$205,001	\$206,000	\$1,243.32	\$808.16	\$2,051.48	\$497.33	\$149.20	\$2,200.68	\$2,698.00



EXHIBIT C-REVISED PERMIT FEES

			Permit Fee	Plan Review Fee	Subtotal	FLS	State Surcharge	Permit without FLS	Permit with FLS
237	\$206,001	\$207,000	\$1,248.00	\$811.20	\$2,059.20	\$499.20	\$149.76	\$2,208.96	\$2,708.16
238	\$207,001	\$208,000	\$1,252.68	\$814.24	\$2,066.92	\$501.07	\$150.32	\$2,217.24	\$2,718.32
239	\$208,001	\$209,000	\$1,257.36	\$817.28	\$2,074.64	\$502.94	\$150.88	\$2,225.53	\$2,728.47
240	\$209,001	\$210,000	\$1,262.04	\$820.33	\$2,082.37	\$504.82	\$151.44	\$2,233.81	\$2,738.63
241	\$210,001	\$211,000	\$1,266.72	\$823.37	\$2,090.09	\$506.69	\$152.01	\$2,242.09	\$2,748.78
242	\$211,001	\$212,000	\$1,271.40	\$826.41	\$2,097.81	\$508.56	\$152.57	\$2,250.38	\$2,758.94
243	\$212,001	\$213,000	\$1,276.08	\$829.45	\$2,105.53	\$510.43	\$153.13	\$2,258.66	\$2,769.09
244	\$213,001	\$214,000	\$1,280.76	\$832.49	\$2,113.25	\$512.30	\$153.69	\$2,266.95	\$2,779.25
245	\$214,001	\$215,000	\$1,285.44	\$835.54	\$2,120.98	\$514.18	\$154.25	\$2,275.23	\$2,789.40
246	\$215,001	\$216,000	\$1,290.12	\$838.58	\$2,128.70	\$516.05	\$154.81	\$2,283.51	\$2,799.56
247	\$216,001	\$217,000	\$1,294.80	\$841.62	\$2,136.42	\$517.92	\$155.38	\$2,291.80	\$2,809.72
248	\$217,001	\$218,000	\$1,299.48	\$844.66	\$2,144.14	\$519.79	\$155.94	\$2,300.08	\$2,819.87
249	\$218,001	\$219,000	\$1,304.16	\$847.70	\$2,151.86	\$521.66	\$156.50	\$2,308.36	\$2,830.03
250	\$219,001	\$220,000	\$1,308.84	\$850.75	\$2,159.59	\$523.54	\$157.06	\$2,316.65	\$2,840.18
251	\$220,001	\$221,000	\$1,313.52	\$853.79	\$2,167.31	\$525.41	\$157.62	\$2,324.93	\$2,850.34
252	\$221,001	\$222,000	\$1,318.20	\$856.83	\$2,175.03	\$527.28	\$158.18	\$2,333.21	\$2,860.49
253	\$222,001	\$223,000	\$1,322.88	\$859.87	\$2,182.75	\$529.15	\$158.75	\$2,341.50	\$2,870.65
254	\$223,001	\$224,000	\$1,327.56	\$862.91	\$2,190.47	\$531.02	\$159.31	\$2,349.78	\$2,880.81
255	\$224,001	\$225,000	\$1,332.24	\$865.96	\$2,198.20	\$532.90	\$159.87	\$2,358.06	\$2,890.96
256	\$225,001	\$226,000	\$1,336.92	\$869.00	\$2,205.92	\$534.77	\$160.43	\$2,366.35	\$2,901.12
257	\$226,001	\$227,000	\$1,341.60	\$872.04	\$2,213.64	\$536.64	\$160.99	\$2,374.63	\$2,911.27
258	\$227,001	\$228,000	\$1,346.28	\$875.08	\$2,221.36	\$538.51	\$161.55	\$2,382.92	\$2,921.43
259	\$228,001	\$229,000	\$1,350.96	\$878.12	\$2,229.08	\$540.38	\$162.12	\$2,391.20	\$2,931.58
260	\$229,001	\$230,000	\$1,355.64	\$881.17	\$2,236.81	\$542.26	\$162.68	\$2,399.48	\$2,941.74
261	\$230,001	\$231,000	\$1,360.32	\$884.21	\$2,244.53	\$544.13	\$163.24	\$2,407.77	\$2,951.89
262	\$232,001	\$233,000	\$1,369.68	\$890.29	\$2,259.97	\$547.87	\$164.36	\$2,424.33	\$2,972.21
263	\$233,001	\$234,000	\$1,374.36	\$893.33	\$2,267.69	\$549.74	\$164.92	\$2,432.62	\$2,982.36
264	\$234,001	\$235,000	\$1,379.04	\$896.38	\$2,275.42	\$551.62	\$165.48	\$2,440.90	\$2,992.52
265	\$235,001	\$236,000	\$1,383.72	\$899.42	\$2,283.14	\$553.49	\$166.05	\$2,449.18	\$3,002.67
266	\$236,001	\$237,000	\$1,388.40	\$902.46	\$2,290.86	\$555.36	\$166.61	\$2,457.47	\$3,012.83
267	\$237,001	\$238,000	\$1,393.08	\$905.50	\$2,298.58	\$557.23	\$167.17	\$2,465.75	\$3,022.98
268	\$238,001	\$239,000	\$1,397.76	\$908.54	\$2,306.30	\$559.10	\$167.73	\$2,474.04	\$3,033.14

EXHIBIT C-REVISED PERMIT FEES

			Permit Fee	Plan Review Fee	Subtotal	FLS	State Surcharge	Permit without FLS	Permit with FLS
270	\$239,001	\$240,000	\$1,402.44	\$911.59	\$2,314.03	\$560.98	\$168.29	\$2,482.32	\$3,043.29
271	\$240,001	\$241,000	\$1,407.12	\$914.63	\$2,321.75	\$562.85	\$168.85	\$2,490.60	\$3,053.45
272	\$241,001	\$242,000	\$1,411.80	\$917.67	\$2,329.47	\$564.72	\$169.42	\$2,498.89	\$3,063.61
273	\$242,001	\$243,000	\$1,416.48	\$920.71	\$2,337.19	\$566.59	\$169.98	\$2,507.17	\$3,073.76
274	\$243,001	\$244,000	\$1,421.16	\$923.75	\$2,344.91	\$568.46	\$170.54	\$2,515.45	\$3,083.92
275	\$244,001	\$245,000	\$1,425.84	\$926.80	\$2,352.64	\$570.34	\$171.10	\$2,523.74	\$3,094.07
276	\$245,001	\$246,000	\$1,430.52	\$929.84	\$2,360.36	\$572.21	\$171.66	\$2,532.02	\$3,104.23
277	\$246,001	\$247,000	\$1,435.20	\$932.88	\$2,368.08	\$574.08	\$172.22	\$2,540.30	\$3,114.38
278	\$247,001	\$248,000	\$1,439.88	\$935.92	\$2,375.80	\$575.95	\$172.79	\$2,548.59	\$3,124.54
279	\$248,001	\$249,000	\$1,444.56	\$938.96	\$2,383.52	\$577.82	\$173.35	\$2,556.87	\$3,134.70
280	\$249,001	\$250,000	\$1,449.24	\$942.01	\$2,391.25	\$579.70	\$173.91	\$2,565.15	\$3,144.85
281	\$250,001	\$251,000	\$1,453.92	\$945.05	\$2,398.97	\$581.57	\$174.47	\$2,573.44	\$3,155.01
282	\$251,001	\$252,000	\$1,458.60	\$948.09	\$2,406.69	\$583.44	\$175.03	\$2,581.72	\$3,165.16
283	\$252,001	\$253,000	\$1,463.28	\$951.13	\$2,414.41	\$585.31	\$175.59	\$2,590.01	\$3,175.32
284	\$253,001	\$254,000	\$1,467.96	\$954.17	\$2,422.13	\$587.18	\$176.16	\$2,598.29	\$3,185.47
285	\$254,001	\$255,000	\$1,472.64	\$957.22	\$2,429.86	\$589.06	\$176.72	\$2,606.57	\$3,195.63
286	\$255,001	\$256,000	\$1,477.32	\$960.26	\$2,437.58	\$590.93	\$177.28	\$2,614.86	\$3,205.78
287	\$256,001	\$257,000	\$1,482.00	\$963.30	\$2,445.30	\$592.80	\$177.84	\$2,623.14	\$3,215.94
288	\$257,001	\$258,000	\$1,486.68	\$966.34	\$2,453.02	\$594.67	\$178.40	\$2,631.42	\$3,226.10
289	\$258,001	\$259,000	\$1,491.36	\$969.38	\$2,460.74	\$596.54	\$178.96	\$2,639.71	\$3,236.25
290	\$259,001	\$260,000	\$1,496.04	\$972.43	\$2,468.47	\$598.42	\$179.52	\$2,647.99	\$3,246.41
291	\$260,001	\$261,000	\$1,500.72	\$975.47	\$2,476.19	\$600.29	\$180.09	\$2,656.27	\$3,256.56
292	\$261,001	\$262,000	\$1,505.40	\$978.51	\$2,483.91	\$602.16	\$180.65	\$2,664.56	\$3,266.72
293	\$262,001	\$263,000	\$1,510.08	\$981.55	\$2,491.63	\$604.03	\$181.21	\$2,672.84	\$3,276.87
294	\$263,001	\$264,000	\$1,514.76	\$984.59	\$2,499.35	\$605.90	\$181.77	\$2,681.13	\$3,287.03
295	\$264,001	\$265,000	\$1,519.44	\$987.64	\$2,507.08	\$607.78	\$182.33	\$2,689.41	\$3,297.18
296	\$265,001	\$266,000	\$1,524.12	\$990.68	\$2,514.80	\$609.65	\$182.89	\$2,697.69	\$3,307.34
297	\$266,001	\$267,000	\$1,528.80	\$993.72	\$2,522.52	\$611.52	\$183.46	\$2,705.98	\$3,317.50
298	\$267,001	\$268,000	\$1,533.48	\$996.76	\$2,530.24	\$613.39	\$184.02	\$2,714.26	\$3,327.65
299	\$268,001	\$269,000	\$1,538.16	\$999.80	\$2,537.96	\$615.26	\$184.58	\$2,722.54	\$3,337.81
300	\$269,001	\$270,000	\$1,542.84	\$1002.85	\$2,545.69	\$617.14	\$185.14	\$2,730.83	\$3,347.96
301	\$270,001	\$271,000	\$1,547.52	\$1005.89	\$2,553.41	\$619.01	\$185.70	\$2,739.11	\$3,358.12
302	\$271,001	\$272,000	\$1,552.20	\$1008.93	\$2,561.13	\$620.88	\$186.26	\$2,747.39	\$3,368.27



EXHIBIT C-REVISED PERMIT FEES

			Permit Fee	Plan Review Fee	Subtotal	FLS	State Surcharge	Permit without FLS	Permit with FLS
304	\$272,001	\$273,000	\$1,556.88	\$1011.97	\$2,568.85	\$622.75	\$186.83	\$2,755.68	\$3,378.43
305	\$273,001	\$274,000	\$1,561.56	\$1015.01	\$2,576.57	\$624.62	\$187.39	\$2,763.96	\$3,388.59
306	\$274,001	\$275,000	\$1,566.24	\$1018.06	\$2,584.30	\$626.50	\$187.95	\$2,772.24	\$3,398.74
307	\$275,001	\$276,000	\$1,570.92	\$1021.10	\$2,592.02	\$628.37	\$188.51	\$2,780.53	\$3,408.90
308	\$276,001	\$277,000	\$1,575.60	\$1024.14	\$2,599.74	\$630.24	\$189.07	\$2,788.81	\$3,419.05
309	\$277,001	\$278,000	\$1,580.28	\$1027.18	\$2,607.46	\$632.11	\$189.63	\$2,797.10	\$3,429.21
310	\$278,001	\$279,000	\$1,584.96	\$1030.22	\$2,615.18	\$633.98	\$190.20	\$2,805.38	\$3,439.36
311	\$279,001	\$280,000	\$1,589.64	\$1033.27	\$2,622.91	\$635.86	\$190.76	\$2,813.66	\$3,449.52
312	\$280,001	\$281,000	\$1,594.32	\$1036.31	\$2,630.63	\$637.73	\$191.32	\$2,821.95	\$3,459.67
313	\$281,001	\$282,000	\$1,599.00	\$1039.35	\$2,638.35	\$639.60	\$191.88	\$2,830.23	\$3,469.83
314	\$282,001	\$283,000	\$1,603.68	\$1042.39	\$2,646.07	\$641.47	\$192.44	\$2,838.51	\$3,479.99
315	\$283,001	\$284,000	\$1,608.36	\$1045.43	\$2,653.79	\$643.34	\$193.00	\$2,846.80	\$3,490.14
316	\$284,001	\$285,000	\$1,613.04	\$1048.48	\$2,661.52	\$645.22	\$193.56	\$2,855.08	\$3,500.30
317	\$285,001	\$286,000	\$1,617.72	\$1051.52	\$2,669.24	\$647.09	\$194.13	\$2,863.36	\$3,510.45
318	\$286,001	\$287,000	\$1,622.40	\$1054.56	\$2,676.96	\$648.96	\$194.69	\$2,871.65	\$3,520.61
319	\$287,001	\$288,000	\$1,627.08	\$1057.60	\$2,684.68	\$650.83	\$195.25	\$2,879.93	\$3,530.76
320	\$288,001	\$289,000	\$1,631.76	\$1060.64	\$2,692.40	\$652.70	\$195.81	\$2,888.22	\$3,540.92
321	\$289,001	\$290,000	\$1,636.44	\$1063.69	\$2,700.13	\$654.58	\$196.37	\$2,896.50	\$3,551.07
322	\$290,001	\$291,000	\$1,641.12	\$1066.73	\$2,707.85	\$656.45	\$196.93	\$2,904.78	\$3,561.23
323	\$291,001	\$292,000	\$1,645.80	\$1069.77	\$2,715.57	\$658.32	\$197.50	\$2,913.07	\$3,571.39
324	\$292,001	\$293,000	\$1,650.48	\$1072.81	\$2,723.29	\$660.19	\$198.06	\$2,921.35	\$3,581.54
325	\$293,001	\$294,000	\$1,655.16	\$1075.85	\$2,731.01	\$662.06	\$198.62	\$2,929.63	\$3,591.70
326	\$294,001	\$295,000	\$1,659.84	\$1078.90	\$2,738.74	\$663.94	\$199.18	\$2,937.92	\$3,601.85
327	\$295,001	\$296,000	\$1,664.52	\$1081.94	\$2,746.46	\$665.81	\$199.74	\$2,946.20	\$3,612.01
328	\$296,001	\$297,000	\$1,669.20	\$1084.98	\$2,754.18	\$667.68	\$200.30	\$2,954.48	\$3,622.16
329	\$297,001	\$298,000	\$1,673.88	\$1088.02	\$2,761.90	\$669.55	\$200.87	\$2,962.77	\$3,632.32
330	\$298,001	\$299,000	\$1,678.56	\$1091.06	\$2,769.62	\$671.42	\$201.43	\$2,971.05	\$3,642.48
331	\$299,001	\$300,000	\$1,683.24	\$1094.11	\$2,777.35	\$673.30	\$201.99	\$2,979.33	\$3,652.63
332	\$300,001	\$301,000	\$1,687.92	\$1097.15	\$2,785.07	\$675.17	\$202.55	\$2,987.62	\$3,662.79
333	\$301,001	\$302,000	\$1,692.60	\$1100.19	\$2,792.79	\$677.04	\$203.11	\$2,995.90	\$3,672.94
334	\$302,001	\$303,000	\$1,697.28	\$1103.23	\$2,800.51	\$678.91	\$203.67	\$3,004.19	\$3,683.10
335	\$303,001	\$304,000	\$1,701.96	\$1106.27	\$2,808.23	\$680.78	\$204.24	\$3,012.47	\$3,693.25
336	\$304,001	\$305,000	\$1,706.64	\$1109.32	\$2,815.96	\$682.66	\$204.80	\$3,020.75	\$3,703.41

EXHIBIT C-REVISED PERMIT FEES

			Permit Fee	Plan Review Fee	Subtotal	FLS	State Surcharge	Permit without FLS	Permit with FLS
338	\$305,001	\$306,000	\$1,711.32	\$1112.36	\$2,823.68	\$684.53	\$205.36	\$3,029.04	\$3,713.56
339	\$306,001	\$307,000	\$1,716.00	\$1115.40	\$2,831.40	\$686.40	\$205.92	\$3,037.32	\$3,723.72
340	\$307,001	\$308,000	\$1,720.68	\$1118.44	\$2,839.12	\$688.27	\$206.48	\$3,045.60	\$3,733.88
341	\$308,001	\$309,000	\$1,725.36	\$1121.48	\$2,846.84	\$690.14	\$207.04	\$3,053.89	\$3,744.03
342	\$309,001	\$310,000	\$1,730.04	\$1124.53	\$2,854.57	\$692.02	\$207.60	\$3,062.17	\$3,754.19
343	\$310,001	\$311,000	\$1,734.72	\$1127.57	\$2,862.29	\$693.89	\$208.17	\$3,070.45	\$3,764.34
344	\$311,001	\$312,000	\$1,739.40	\$1130.61	\$2,870.01	\$695.76	\$208.73	\$3,078.74	\$3,774.50
345	\$312,001	\$313,000	\$1,744.08	\$1133.65	\$2,877.73	\$697.63	\$209.29	\$3,087.02	\$3,784.65
346	\$313,001	\$314,000	\$1,748.76	\$1136.69	\$2,885.45	\$699.50	\$209.85	\$3,095.31	\$3,794.81
347	\$314,001	\$315,000	\$1,753.44	\$1139.74	\$2,893.18	\$701.38	\$210.41	\$3,103.59	\$3,804.96
348	\$315,001	\$316,000	\$1,758.12	\$1142.78	\$2,900.90	\$703.25	\$210.97	\$3,111.87	\$3,815.12
349	\$316,001	\$317,000	\$1,762.80	\$1145.82	\$2,908.62	\$705.12	\$211.54	\$3,120.16	\$3,825.28
350	\$317,001	\$318,000	\$1,767.48	\$1148.86	\$2,916.34	\$706.99	\$212.10	\$3,128.44	\$3,835.43
351	\$318,001	\$319,000	\$1,772.16	\$1151.90	\$2,924.06	\$708.86	\$212.66	\$3,136.72	\$3,845.59
352	\$319,001	\$320,000	\$1,776.84	\$1154.95	\$2,931.79	\$710.74	\$213.22	\$3,145.01	\$3,855.74
353	\$320,001	\$321,000	\$1,781.52	\$1157.99	\$2,939.51	\$712.61	\$213.78	\$3,153.29	\$3,865.90
354	\$321,001	\$322,000	\$1,786.20	\$1161.03	\$2,947.23	\$714.48	\$214.34	\$3,161.57	\$3,876.05
355	\$322,001	\$323,000	\$1,790.88	\$1164.07	\$2,954.95	\$716.35	\$214.91	\$3,169.86	\$3,886.21
356	\$323,001	\$324,000	\$1,795.56	\$1167.11	\$2,962.67	\$718.22	\$215.47	\$3,178.14	\$3,896.37
357	\$324,001	\$325,000	\$1,800.24	\$1170.16	\$2,970.40	\$720.10	\$216.03	\$3,186.42	\$3,906.52
358	\$325,001	\$326,000	\$1,804.92	\$1173.20	\$2,978.12	\$721.97	\$216.59	\$3,194.71	\$3,916.68
359	\$326,001	\$327,000	\$1,809.60	\$1176.24	\$2,985.84	\$723.84	\$217.15	\$3,202.99	\$3,926.83
360	\$327,001	\$328,000	\$1,814.28	\$1179.28	\$2,993.56	\$725.71	\$217.71	\$3,211.28	\$3,936.99
361	\$328,001	\$329,000	\$1,818.96	\$1182.32	\$3,001.28	\$727.58	\$218.28	\$3,219.56	\$3,947.14
362	\$329,001	\$330,000	\$1,823.64	\$1185.37	\$3,009.01	\$729.46	\$218.84	\$3,227.84	\$3,957.30
363	\$330,001	\$331,000	\$1,828.32	\$1188.41	\$3,016.73	\$731.33	\$219.40	\$3,236.13	\$3,967.45
364	\$331,001	\$332,000	\$1,833.00	\$1191.45	\$3,024.45	\$733.20	\$219.96	\$3,244.41	\$3,977.61
365	\$332,001	\$333,000	\$1,837.68	\$1194.49	\$3,032.17	\$735.07	\$220.52	\$3,252.69	\$3,987.77
366	\$333,001	\$334,000	\$1,842.36	\$1197.53	\$3,039.89	\$736.94	\$221.08	\$3,260.98	\$3,997.92
367	\$334,001	\$335,000	\$1,847.04	\$1,200.58	\$3,047.62	\$738.82	\$221.64	\$3,269.26	\$4,008.08
368	\$335,001	\$336,000	\$1,851.72	\$1,203.62	\$3,055.34	\$740.69	\$222.21	\$3,277.54	\$4,018.23
369	\$336,001	\$337,000	\$1,856.40	\$1,206.66	\$3,063.06	\$742.56	\$222.77	\$3,285.83	\$4,028.39
370	\$337,001	\$338,000	\$1,861.08	\$1,209.70	\$3,070.78	\$744.43	\$223.33	\$3,294.11	\$4,038.54



EXHIBIT C-REVISED PERMIT FEES

			Permit Fee	Plan Review Fee	Subtotal	FLS	State Surcharge	Permit without FLS	Permit with FLS
372	\$338,001	\$339,000	\$1,865.76	\$1,212.74	\$3,078.50	\$746.30	\$223.89	\$3,302.40	\$4,048.70
373	\$339,001	\$340,000	\$1,870.44	\$1,215.79	\$3,086.23	\$748.18	\$224.45	\$3,310.68	\$4,058.85
374	\$340,001	\$341,000	\$1,875.12	\$1,218.83	\$3,093.95	\$750.05	\$225.01	\$3,318.96	\$4,069.01
375	\$341,001	\$342,000	\$1,879.80	\$1,221.87	\$3,101.67	\$751.92	\$225.58	\$3,327.25	\$4,079.17
376	\$342,001	\$343,000	\$1,884.48	\$1,224.91	\$3,109.39	\$753.79	\$226.14	\$3,335.53	\$4,089.32
377	\$343,001	\$344,000	\$1,889.16	\$1,227.95	\$3,117.11	\$755.66	\$226.70	\$3,343.81	\$4,099.48
378	\$344,001	\$345,000	\$1,893.84	\$1,231.00	\$3,124.84	\$757.54	\$227.26	\$3,352.10	\$4,109.63
379	\$345,001	\$346,000	\$1,898.52	\$1,234.04	\$3,132.56	\$759.41	\$227.82	\$3,360.38	\$4,119.79
380	\$346,001	\$347,000	\$1,903.20	\$1,237.08	\$3,140.28	\$761.28	\$228.38	\$3,368.66	\$4,129.94
381	\$347,001	\$348,000	\$1,907.88	\$1,240.12	\$3,148.00	\$763.15	\$228.95	\$3,376.95	\$4,140.10
382	\$348,001	\$349,000	\$1,912.56	\$1,243.16	\$3,155.72	\$765.02	\$229.51	\$3,385.23	\$4,150.26
383	\$349,001	\$350,000	\$1,917.24	\$1,246.21	\$3,163.45	\$766.90	\$230.07	\$3,393.51	\$4,160.41
384	\$350,001	\$351,000	\$1,921.92	\$1,249.25	\$3,171.17	\$768.77	\$230.63	\$3,401.80	\$4,170.57
385	\$351,001	\$352,000	\$1,926.60	\$1,252.29	\$3,178.89	\$770.64	\$231.19	\$3,410.08	\$4,180.72
386	\$352,001	\$353,000	\$1,931.28	\$1,255.33	\$3,186.61	\$772.51	\$231.75	\$3,418.37	\$4,190.88
387	\$353,001	\$354,000	\$1,935.96	\$1,258.37	\$3,194.33	\$774.38	\$232.32	\$3,426.65	\$4,201.03
388	\$354,001	\$355,000	\$1,940.64	\$1,261.42	\$3,202.06	\$776.26	\$232.88	\$3,434.93	\$4,211.19
389	\$355,001	\$356,000	\$1,945.32	\$1,264.46	\$3,209.78	\$778.13	\$233.44	\$3,443.22	\$4,221.34
390	\$356,001	\$357,000	\$1,950.00	\$1,267.50	\$3,217.50	\$780.00	\$234.00	\$3,451.50	\$4,231.50
391	\$357,001	\$358,000	\$1,954.68	\$1,270.54	\$3,225.22	\$781.87	\$234.56	\$3,459.78	\$4,241.66
392	\$358,001	\$359,000	\$1,959.36	\$1,273.58	\$3,232.94	\$783.74	\$235.12	\$3,468.07	\$4,251.81
393	\$359,001	\$360,000	\$1,964.04	\$1,276.63	\$3,240.67	\$785.62	\$235.68	\$3,476.35	\$4,261.97
394	\$360,001	\$361,000	\$1,968.72	\$1,279.67	\$3,248.39	\$787.49	\$236.25	\$3,484.63	\$4,272.12
395	\$361,001	\$362,000	\$1,973.40	\$1,282.71	\$3,256.11	\$789.36	\$236.81	\$3,492.92	\$4,282.28
396	\$362,001	\$363,000	\$1,978.08	\$1,285.75	\$3,263.83	\$791.23	\$237.37	\$3,501.20	\$4,292.43
397	\$363,001	\$364,000	\$1,982.76	\$1,288.79	\$3,271.55	\$793.10	\$237.93	\$3,509.49	\$4,302.59
398	\$364,001	\$365,000	\$1,987.44	\$1,291.84	\$3,279.28	\$794.98	\$238.49	\$3,517.77	\$4,312.74
399	\$365,001	\$366,000	\$1,992.12	\$1,294.88	\$3,287.00	\$796.85	\$239.05	\$3,526.05	\$4,322.90
400	\$366,001	\$367,000	\$1,996.80	\$1,297.92	\$3,294.72	\$798.72	\$239.62	\$3,534.34	\$4,333.06
401	\$367,001	\$368,000	\$2,001.48	\$1,300.96	\$3,302.44	\$800.59	\$240.18	\$3,542.62	\$4,343.21
402	\$368,001	\$369,000	\$2,006.16	\$1,304.00	\$3,310.16	\$802.46	\$240.74	\$3,550.90	\$4,353.37
403	\$369,001	\$370,000	\$2,010.84	\$1,307.05	\$3,317.89	\$804.34	\$241.30	\$3,559.19	\$4,363.52
404	\$370,001	\$371,000	\$2,015.52	\$1,310.09	\$3,325.61	\$806.21	\$241.86	\$3,567.47	\$4,373.68

EXHIBIT C-REVISED PERMIT FEES

			Permit Fee	Plan Review Fee	Subtotal	FLS	State Surcharge	Permit without FLS	Permit with FLS
406	\$371,001	\$372,000	\$2,020.20	\$1,313.13	\$3,333.33	\$808.08	\$242.42	\$3,575.75	\$4,383.83
407	\$372,001	\$373,000	\$2,024.88	\$1,316.17	\$3,341.05	\$809.95	\$242.99	\$3,584.04	\$4,393.99
408	\$373,001	\$374,000	\$2,029.56	\$1,319.21	\$3,348.77	\$811.82	\$243.55	\$3,592.32	\$4,404.15
409	\$374,001	\$375,000	\$2,034.24	\$1,322.26	\$3,356.50	\$813.70	\$244.11	\$3,600.60	\$4,414.30
410	\$375,001	\$376,000	\$2,038.92	\$1,325.30	\$3,364.22	\$815.57	\$244.67	\$3,608.89	\$4,424.46
411	\$376,001	\$377,000	\$2,043.60	\$1,328.34	\$3,371.94	\$817.44	\$245.23	\$3,617.17	\$4,434.61
412	\$377,001	\$378,000	\$2,048.28	\$1,331.38	\$3,379.66	\$819.31	\$245.79	\$3,625.46	\$4,444.77
413	\$378,001	\$379,000	\$2,052.96	\$1,334.42	\$3,387.38	\$821.18	\$246.36	\$3,633.74	\$4,454.92
414	\$379,001	\$380,000	\$2,057.64	\$1,337.47	\$3,395.11	\$823.06	\$246.92	\$3,642.02	\$4,465.08
415	\$380,001	\$381,000	\$2,062.32	\$1,340.51	\$3,402.83	\$824.93	\$247.48	\$3,650.31	\$4,475.23
416	\$381,001	\$382,000	\$2,067.00	\$1,343.55	\$3,410.55	\$826.80	\$248.04	\$3,658.59	\$4,485.39
417	\$382,001	\$383,000	\$2,071.68	\$1,346.59	\$3,418.27	\$828.67	\$248.60	\$3,666.87	\$4,495.55
418	\$383,001	\$384,000	\$2,076.36	\$1,349.63	\$3,425.99	\$830.54	\$249.16	\$3,675.16	\$4,505.70
419	\$384,001	\$385,000	\$2,081.04	\$1,352.68	\$3,433.72	\$832.42	\$249.72	\$3,683.44	\$4,515.86
420	\$385,001	\$386,000	\$2,085.72	\$1,355.72	\$3,441.44	\$834.29	\$250.29	\$3,691.72	\$4,526.01
421	\$386,001	\$387,000	\$2,090.40	\$1,358.76	\$3,449.16	\$836.16	\$250.85	\$3,700.01	\$4,536.17
422	\$387,001	\$388,000	\$2,095.08	\$1,361.80	\$3,456.88	\$838.03	\$251.41	\$3,708.29	\$4,546.32
423	\$388,001	\$389,000	\$2,099.76	\$1,364.84	\$3,464.60	\$839.90	\$251.97	\$3,716.58	\$4,556.48
424	\$389,001	\$390,000	\$2,104.44	\$1,367.89	\$3,472.33	\$841.78	\$252.53	\$3,724.86	\$4,566.63
425	\$390,001	\$391,000	\$2,109.12	\$1,370.93	\$3,480.05	\$843.65	\$253.09	\$3,733.14	\$4,576.79
426	\$391,001	\$392,000	\$2,113.80	\$1,373.97	\$3,487.77	\$845.52	\$253.66	\$3,741.43	\$4,586.95
427	\$392,001	\$393,000	\$2,118.48	\$1,377.01	\$3,495.49	\$847.39	\$254.22	\$3,749.71	\$4,597.10
428	\$393,001	\$394,000	\$2,123.16	\$1,380.05	\$3,503.21	\$849.26	\$254.78	\$3,757.99	\$4,607.26
429	\$394,001	\$395,000	\$2,127.84	\$1,383.10	\$3,510.94	\$851.14	\$255.34	\$3,766.28	\$4,617.41
430	\$395,001	\$396,000	\$2,132.52	\$1,386.14	\$3,518.66	\$853.01	\$255.90	\$3,774.56	\$4,627.57
431	\$396,001	\$397,000	\$2,137.20	\$1,389.18	\$3,526.38	\$854.88	\$256.46	\$3,782.84	\$4,637.72
432	\$397,001	\$398,000	\$2,141.88	\$1,392.22	\$3,534.10	\$856.75	\$257.03	\$3,791.13	\$4,647.88
433	\$398,001	\$399,000	\$2,146.56	\$1,395.26	\$3,541.82	\$858.62	\$257.59	\$3,799.41	\$4,658.04
434	\$399,001	\$400,000	\$2,151.24	\$1,398.31	\$3,549.55	\$860.50	\$258.15	\$3,807.69	\$4,668.19
435	\$400,001	\$401,000	\$2,155.92	\$1,401.35	\$3,557.27	\$862.37	\$258.71	\$3,815.98	\$4,678.35
436	\$401,001	\$402,000	\$2,160.60	\$1,404.39	\$3,564.99	\$864.24	\$259.27	\$3,824.26	\$4,688.50
437	\$402,001	\$403,000	\$2,165.28	\$1,407.43	\$3,572.71	\$866.11	\$259.83	\$3,832.55	\$4,698.66
438	\$403,001	\$404,000	\$2,169.96	\$1,410.47	\$3,580.43	\$867.98	\$260.40	\$3,840.83	\$4,708.81



EXHIBIT C-REVISED PERMIT FEES

			Permit Fee	Plan Review Fee	Subtotal	FLS	State Surcharge	Permit without FLS	Permit with FLS
440	\$ 404 , 001	\$405,000	\$2,174.64	\$1,413.52	\$3,588.16	\$869.86	\$260.96	\$3,849.11	\$4,718.97
441	\$405,001	\$406,000	\$2,179.32	\$1,416.56	\$3,595.88	\$871.73	\$261.52	\$3,857.40	\$4,729.12
442	\$406,001	\$407,000	\$2,184.00	\$1,419.60	\$3,603.60	\$873.60	\$262.08	\$3,865.68	\$4,739.28
443	\$407,001	\$408,000	\$2,188.68	\$1,422.64	\$3,611.32	\$875.47	\$262.64	\$3,873.96	\$4,749.44
444	\$408,001	\$409,000	\$2,193.36	\$1,425.68	\$3,619.04	\$877.34	\$263.20	\$3,882.25	\$4,759.59
445	\$409,001	\$410,000	\$2,198.04	\$1,428.73	\$3,626.77	\$879.22	\$263.76	\$3,890.53	\$4,769.75
446	\$410,001	\$411,000	\$2,202.72	\$1,431.77	\$3,634.49	\$881.09	\$264.33	\$3,898.81	\$4,779.90
447	\$411,001	\$412,000	\$2,207.40	\$1,434.81	\$3,642.21	\$882.96	\$264.89	\$3,907.10	\$4,790.06
448	\$412,001	\$413,000	\$2,212.08	\$1,437.85	\$3,649.93	\$884.83	\$265.45	\$3,915.38	\$4,800.21
449	\$413,001	\$414,000	\$2,216.76	\$1,440.89	\$3,657.65	\$886.70	\$266.01	\$3,923.67	\$4,810.37
450	\$414,001	\$415,000	\$2,221.44	\$1,443.94	\$3,665.38	\$888.58	\$266.57	\$3,931.95	\$4,820.52
451	\$415,001	\$416,000	\$2,226.12	\$1,446.98	\$3,673.10	\$890.45	\$267.13	\$3,940.23	\$4,830.68
452	\$416,001	\$417,000	\$2,230.80	\$1,450.02	\$3,680.82	\$892.32	\$267.70	\$3,948.52	\$4,840.84
453	\$417,001	\$418,000	\$2,235.48	\$1,453.06	\$3,688.54	\$894.19	\$268.26	\$3,956.80	\$4,850.99
454	\$418,001	\$419,000	\$2,240.16	\$1,456.10	\$3,696.26	\$896.06	\$268.82	\$3,965.08	\$4,861.15
455	\$419,001	\$420,000	\$2,244.84	\$1,459.15	\$3,703.99	\$897.94	\$269.38	\$3,973.37	\$4,871.30
456	\$420,001	\$421,000	\$2,249.52	\$1,462.19	\$3,711.71	\$899.81	\$269.94	\$3,981.65	\$4,881.46
457	\$421,001	\$422,000	\$2,254.20	\$1,465.23	\$3,719.43	\$901.68	\$270.50	\$3,989.93	\$4,891.61
458	\$422,001	\$423,000	\$2,258.88	\$1,468.27	\$3,727.15	\$903.55	\$271.07	\$3,998.22	\$4,901.77
459	\$423,001	\$424,000	\$2,263.56	\$1,471.31	\$3,734.87	\$905.42	\$271.63	\$4,006.50	\$4,911.93
461	\$425,001	\$426,000	\$2,272.92	\$1,477.40	\$3,750.32	\$909.17	\$272.75	\$4,023.07	\$4,932.24
462	\$426,001	\$427,000	\$2,277.60	\$1,480.44	\$3,758.04	\$911.04	\$273.31	\$4,031.35	\$4,942.39
463	\$427,001	\$428,000	\$2,282.28	\$1,483.48	\$3,765.76	\$912.91	\$273.87	\$4,039.64	\$4,952.55
464	\$428,001	\$429,000	\$2,286.96	\$1,486.52	\$3,773.48	\$914.78	\$274.44	\$4,047.92	\$4,962.70
465	\$429,001	\$430,000	\$2,291.64	\$1,489.57	\$3,781.21	\$916.66	\$275.00	\$4,056.20	\$4,972.86
466	\$430,001	\$431,000	\$2,296.32	\$1,492.61	\$3,788.93	\$918.53	\$275.56	\$4,064.49	\$4,983.01
467	\$431,001	\$432,000	\$2,301.00	\$1,495.65	\$3,796.65	\$920.40	\$276.12	\$4,072.77	\$4,993.17
468	\$432,001	\$433,000	\$2,305.68	\$1,498.69	\$3,804.37	\$922.27	\$276.68	\$4,081.05	\$5,003.33
469	\$433,001	\$434,000	\$2,310.36	\$1,501.73	\$3,812.09	\$924.14	\$277.24	\$4,089.34	\$5,013.48
470	\$434,001	\$435,000	\$2,315.04	\$1,504.78	\$3,819.82	\$926.02	\$277.80	\$4,097.62	\$5,023.64
471	\$435,001	\$436,000	\$2,319.72	\$1,507.82	\$3,827.54	\$927.89	\$278.37	\$4,105.90	\$5,033.79
472	\$436,001	\$437,000	\$2,324.40	\$1,510.86	\$3,835.26	\$929.76	\$278.93	\$4,114.19	\$5,043.95
473	\$437,001	\$438,000	\$2,329.08	\$1,513.90	\$3,842.98	\$931.63	\$279.49	\$4,122.47	\$5,054.10
474	\$438,001	\$439,000	\$2,333.76	\$1,516.94	\$3,850.70	\$933.50	\$280.05	\$4,130.76	\$5,064.26
475	\$439,001	\$440,000	\$2,338.44	\$1,519.99	\$3,858.43	\$935.38	\$280.61	\$4,139.04	\$5,074.41
476	\$440,001	\$441,000	\$2,343.12	\$1,523.03	\$3,866.15	\$937.25	\$281.17	\$4,147.32	\$5,084.57
477	\$441,001	\$442,000	\$2,347.80	\$1,526.07	\$3,873.87	\$939.12	\$281.74	\$4,155.61	\$5,094.73
478	\$442,001	\$443,000	\$2,352.48	\$1,529.11	\$3,881.59	\$940.99	\$282.30	\$4,163.89	\$5,104.88
479	\$443,001	\$444,000	\$2,357.16	\$1,532.15	\$3,889.31	\$942.86	\$282.86	\$4,172.17	\$5,115.04
480	\$444,001	\$445,000	\$2,361.84	\$1,535.20	\$3,897.04	\$944.74	\$283.42	\$4,180.46	\$5,125.19
481	\$445,001	\$446,000	\$2,366.52	\$1,538.24	\$3,904.76	\$946.61	\$283.98	\$4,188.74	\$5,135.35
482	\$446,001	\$447,000	\$2,371.20	\$1,541.28	\$3,912.48	\$948.48	\$284.54	\$4,197.02	\$5,145.50
483	\$447,001	\$448,000	\$2,375.88	\$1,544.32	\$3,920.20	\$950.35	\$285.11	\$4,205.31	\$5,155.66
484	\$448,001	\$449,000	\$2,380.56	\$1,547.36	\$3,927.92	\$952.22	\$285.67	\$4,213.59	\$5,165.82
485	\$449,001	\$450,000	\$2,385.24	\$1,550.41	\$3,935.65	\$954.10	\$286.23	\$4,221.87	\$5,175.97
486	\$450,001	\$451,000	\$2,389.92	\$1,553.45	\$3,943.37	\$955.97	\$286.79	\$4,230.16	\$5,186.13

EXHIBIT C-REVISED PERMIT FEES

			Permit Fee	Plan Review Fee	Subtotal	FLS	State Surcharge	Permit without FLS	Permit with FLS
487	\$451,001	\$452,000	\$2,394.60	\$1,556.49	\$3,951.09	\$957.84	\$287.35	\$4,238.44	\$5,196.28
488	\$452,001	\$453,000	\$2,399.28	\$1,559.53	\$3,958.81	\$959.71	\$287.91	\$4,246.73	\$5,206.44
489	\$453,001	\$454,000	\$2,403.96	\$1,562.57	\$3,966.53	\$961.58	\$288.48	\$4,255.01	\$5,216.59
490	\$454,001	\$455,000	\$2,408.64	\$1,565.62	\$3,974.26	\$963.46	\$289.04	\$4,263.29	\$5,226.75
491	\$455,001	\$456,000	\$2,413.32	\$1,568.66	\$3,981.98	\$965.33	\$289.60	\$4,271.58	\$5,236.90
492	\$456,001	\$457,000	\$2,418.00	\$1,571.70	\$3,989.70	\$967.20	\$290.16	\$4,279.86	\$5,247.06
493	\$457,001	\$458,000	\$2,422.68	\$1,574.74	\$3,997.42	\$969.07	\$290.72	\$4,288.14	\$5,257.22
494	\$458,001	\$459,000	\$2,427.36	\$1,577.78	\$4,005.14	\$970.94	\$291.28	\$4,296.43	\$5,267.37
495	\$459,001	\$460,000	\$2,432.04	\$1,580.83	\$4,012.87	\$972.82	\$291.84	\$4,304.71	\$5,277.53
496	\$460,001	\$461,000	\$2,436.72	\$1,583.87	\$4,020.59	\$974.69	\$292.41	\$4,312.99	\$5,287.68
497	\$461,001	\$462,000	\$2,441.40	\$1,586.91	\$4,028.31	\$976.56	\$292.97	\$4,321.28	\$5,297.84
498	\$462,001	\$463,000	\$2,446.08	\$1,589.95	\$4,036.03	\$978.43	\$293.53	\$4,329.56	\$5,307.99
499	\$463,001	\$464,000	\$2,450.76	\$1,592.99	\$4,043.75	\$980.30	\$294.09	\$4,337.85	\$5,318.15
500	\$464,001	\$465,000	\$2,455.44	\$1,596.04	\$4,051.48	\$982.18	\$294.65	\$4,346.13	\$5,328.30
501	\$465,001	\$466,000	\$2,460.12	\$1,599.08	\$4,059.20	\$984.05	\$295.21	\$4,354.41	\$5,338.46
502	\$466,001	\$467,000	\$2,464.80	\$1,602.12	\$4,066.92	\$985.92	\$295.78	\$4,362.70	\$5,348.62
503	\$467,001	\$468,000	\$2,469.48	\$1,605.16	\$4,074.64	\$987.79	\$296.34	\$4,370.98	\$5,358.77
504	\$468,001	\$469,000	\$2,474.16	\$1,608.20	\$4,082.36	\$989.66	\$296.90	\$4,379.26	\$5,368.93
505	\$469,001	\$470,000	\$2,478.84	\$1,611.25	\$4,090.09	\$991.54	\$297.46	\$4,387.55	\$5,379.08
506	\$470,001	\$471,000	\$2,483.52	\$1,614.29	\$4,097.81	\$993.41	\$298.02	\$4,395.83	\$5,389.24
507	\$471,001	\$472,000	\$2,488.20	\$1,617.33	\$4,105.53	\$995.28	\$298.58	\$4,404.11	\$5,399.39
508	\$472,001	\$473,000	\$2,492.88	\$1,620.37	\$4,113.25	\$997.15	\$299.15	\$4,412.40	\$5,409.55
509	\$473,001	\$474,000	\$2,497.56	\$1,623.41	\$4,120.97	\$999.02	\$299.71	\$4,420.68	\$5,419.71
510	\$474,001	\$475,000	\$2,502.24	\$1,626.46	\$4,128.70	\$1000.90	\$300.27	\$4,428.96	\$5,429.86
511	\$475,001	\$476,000	\$2,506.92	\$1,629.50	\$4,136.42	\$1002.77	\$300.83	\$4,437.25	\$5,440.02
512	\$476,001	\$477,000	\$2,511.60	\$1,632.54	\$4,144.14	\$1004.64	\$301.39	\$4,445.53	\$5,450.17
513	\$477,001	\$478,000	\$2,516.28	\$1,635.58	\$4,151.86	\$1006.51	\$301.95	\$4,453.82	\$5,460.33
514	\$478,001	\$479,000	\$2,520.96	\$1,638.62	\$4,159.58	\$1008.38	\$302.52	\$4,462.10	\$5,470.48
515	\$479,001	\$480,000	\$2,525.64	\$1,641.67	\$4,167.31	\$1010.26	\$303.08	\$4,470.38	\$5,480.64
516	\$480,001	\$481,000	\$2,530.32	\$1,644.71	\$4,175.03	\$1012.13	\$303.64	\$4,478.67	\$5,490.79
517	\$481,001	\$482,000	\$2,535.00	\$1,647.75	\$4,182.75	\$1014.00	\$304.20	\$4,486.95	\$5,500.95
518	\$482,001	\$483,000	\$2,539.68	\$1,650.79	\$4,190.47	\$1015.87	\$304.76	\$4,495.23	\$5,511.11
519	\$483,001	\$484,000	\$2,544.36	\$1,653.83	\$4,198.19	\$1017.74	\$305.32	\$4,503.52	\$5,521.26
520	\$484,001	\$485,000	\$2,549.04	\$1,656.88	\$4,205.92	\$1019.62	\$305.88	\$4,511.80	\$5,531.42
521	\$485,001	\$486,000	\$2,553.72	\$1,659.92	\$4,213.64	\$1021.49	\$306.45	\$4,520.08	\$5,541.57
522	\$486,001	\$487,000	\$2,558.40	\$1,662.96	\$4,221.36	\$1023.36	\$307.01	\$4,528.37	\$5,551.73
523	\$487,001	\$488,000	\$2,563.08	\$1,666.00	\$4,229.08	\$1025.23	\$307.57	\$4,536.65	\$5,561.88
524	\$488,001	\$489,000	\$2,567.76	\$1,669.04	\$4,236.80	\$1027.10	\$308.13	\$4,544.94	\$5,572.04
525	\$489,001	\$490,000	\$2,572.44	\$1,672.09	\$4,244.53	\$1028.98	\$308.69	\$4,553.22	\$5,582.19
526	\$490,001	\$491,000	\$2,577.12	\$1,675.13	\$4,252.25	\$1030.85	\$309.25	\$4,561.50	\$5,592.35
527	\$491,001	\$492,000	\$2,581.80	\$1,678.17	\$4,259.97	\$1032.72	\$309.82	\$4,569.79	\$5,602.51
528	\$492,001	\$493,000	\$2,586.48	\$1,681.21	\$4,267.69	\$1034.59	\$310.38	\$4,578.07	\$5,612.66
529	\$493,001	\$494,000	\$2,591.16	\$1,684.25	\$4,275.41	\$1036.46	\$310.94	\$4,586.35	\$5,622.82
530	\$494,001	\$495,000	\$2,595.84	\$1,687.30	\$4,283.14	\$1038.34	\$311.50	\$4,594.64	\$5,632.97
531	\$495,001	\$496,000	\$2,600.52	\$1,690.34	\$4,290.86	\$1040.21	\$312.06	\$4,602.92	\$5,643.13
532	\$496,001	\$497,000	\$2,605.20	\$1,693.38	\$4,298.58	\$1042.08	\$312.62	\$4,611.20	\$5,653.28
533	\$497,001	\$498,000	\$2,609.88	\$1,696.42	\$4,306.30	\$1043.95	\$313.19	\$4,619.49	\$5,663.44
534	\$498,001	\$499,000	\$2,614.56	\$1,699.46	\$4,314.02	\$1045.82	\$313.75	\$4,627.77	\$5,673.60
535	\$499,001	\$500,000	\$2,619.24	\$1,702.51	\$4,321.75	\$1047.70	\$314.31	\$4,636.05	\$5,683.75
536	\$500,001	\$501,000	\$2,623.92	\$1,705.55	\$4,329.47	\$1049.57	\$314.87	\$4,644.34	\$5,693.91



7-E

FY 2019-2020 Commission Goals

- Long Term Infrastructure & Service Planning and Funding
- Innovate Building & Planning
- Community Building
- Evaluate City Boards & Volunteer Opportunities