

SEASIDE PLANNING COMMISSION MEETING AGENDA

989 Broadway - City Hall Council Chambers

July 6, 2021

6:00 p.m.

1. **CALL TO ORDER:**
2. **PLEDGE OF ALLEGIANCE:**
3. **OPENING REMARKS:**
4. **DECLARATION OF CONFLICT OF INTEREST OR EXPARTE CONTACTS:**
5. **APPROVAL OF MINUTES:** June 1, 2021
6. **PUBLIC HEARING:**
 - A. **21-032VRD:** A conditional use request by Sanchez Seaside Property LLC for a four (4) bedroom Vacation Rental Dwelling with a maximum occupancy of ten (10) persons regardless of age. The property is located at 2675 Sunset Blvd (T6-R10-28BC-TL1001) and it is zoned Medium Density Residential (R2). In conjunction with this request, the applicant is requesting a variance (21-033V) to the front yard landscaping requirement. The current parking area for the zero-lot line townhome takes up more than 50% of the required front yard. The applicant wants to maintain the five existing off-street parking spaces for the dwelling unit (two parking spaces inside the garage and three parking spaces side by side in the driveway). The applicant does not plan to alter the current parking area.
 - B. **21-035CU:** A conditional use request by Steve Olstedt, Cross Creek Land 1 LLC, for a 72 unit housing development (eight 6-plexes and six 4-plexes) within the General Commercial (C-3) zone. The vacant property is located north and east of TLC Federal Credit Union at 2341 N Roosevelt (T6-R10-15BA-TL5800) and it will be accessed from the existing private road. In conjunction with this request, the applicant has submitted a Highway Overlay Zone request (21-036HOZ) and a preliminary subdivision plat (21-044SUB) that would create a separate lot for each of the housing units and common ownership of the access and off-street parking areas. The eastern portion of the property that abuts the Neawanna Creek Estuary Conservation Aquatic (A-2) zone will remain undeveloped open space. The western portion of the property abuts N Roosevelt Dr. (Hwy 101) and no new vehicular access is proposed at this time.
7. **ORDINANCE ADMINISTRATION:**
8. **PUBLIC COMMENTS:** Not related to specific agenda items
9. **PLANNING COMMISSION & STAFF COMMENTS:**
10. **ADJOURNMENT**

MINUTES SEASIDE PLANNING COMMISSION

June 1, 2021

CALL TO ORDER: Chairman Hoth called the regular meeting of the Seaside Planning Commission to order at 6:00 p.m.

PLEDGE OF ALLEGIANCE

ATTENDANCE: Commissioners present: Chairman Chris Hoth, Vice Chairman Robin Montero, Lou Neubecker, Teri Carpenter, Jon Wickersham, Kathy Kleczek, and Chris Rose. Staff present: Kevin Cupples, Planning Director, Jordan Sprague, Administrative Assistant, Jeff Flory, Transient Rental Compliance Officer.

APPROVAL OF MINUTES: May 11, 2021 adopted as written.

INTRODUCTORY STATEMENTS

This is the time duly advertised for the Seaside Planning Commission to hold its monthly meeting. Agenda items can be initiated by the general public, any legal property owner, Seaside City Council, City staff, and the Seaside Planning Commission.

Chairman Hoth asked if there was anyone present who felt the Commission lacked the authority to hear any of the items on the agenda. There was no response.

PUBLIC HEARING PROCEDURES, EX PARTE CONTACTS & CONFLICTS OF INTEREST:

Chairman Hoth stated it is standard procedure for the members of the Commission to visit the sites to be dealt with at these meetings. He then asked if any of the Commissioners wished to declare an ex parte contact or conflict of interest. Commissioner Carpenter stated that she received her packet late and would ask more questions regarding the projects during the hearing.

AGENDA:

PUBLIC HEARING REQUIREMENTS:

The following public hearing statements were read by Chairman Hoth:

1. The applicable substantive criteria for the hearing items are listed in the staff report(s) prepared for this hearing.
2. Testimony and evidence shall be directed toward the substantive criteria listed in the staff report(s) or other criteria in the plan or land use regulation, which you believe applies to the decision.
3. Failure to raise an issue accompanied by statements or evidence sufficient to afford the decision maker and the parties an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals on that issue.
4. The applicant will testify first, then any opposition will testify, and then the applicant will be given time for rebuttal.

PUBLIC HEARING

- A. **21-024VRD:** A conditional use request by Joseph and Patricia Wolf for a three (3) bedroom Vacation Rental Dwelling with a maximum occupancy of nine (9) persons over the age of three, no more than ten regardless of age. The property is located at 332 7th Ave (T6-R10-16DD-TL4200) and it is zoned High Density Residential (R3).

Kevin Cupples, City Planning Director, presented a staff report, reviewing the request, decision criteria findings, conditions, and conclusion. Chairman Hoth asked if there was anybody who would like to speak in favor of the proposal. Patricia Wolf, 4010 East 66th Ave, Anchorage, Alaska, stated that her and her husband, Joe, purchased the property roughly 14 months ago as a summer home. They plan on renting the house while they are not using it.

Chair Hoth asked if anybody else would like to speak in favor. Erin Barker with Beachhouse Vacation Rentals provided her information as the local contact for the house and her background within the company.

Chair Hoth asked if anybody else would like to speak in favor. Mark Hanson, 328 7th Ave, stated that he highly recommends the short term rental because they have local people taking care of the property, all the parking is located off the street, and the short term rental is good for the community.

Chair Hoth asked if anybody else would like to speak in favor. There were none.

Chair Hoth asked if anybody would like to speak in opposition. There were none.

Chair Hoth opened the discussion to the Planning Commission. Chair Hoth stated that the language used in the paving requirement was contradictory where it says the owner must have the off street parking area improved prior to any rental, yet it says that they are allowed a year to complete the paving. Jeff Flory, Transient Rental Compliance Officer, replied that the intent behind the wording allows the owners to improve the parking spaces with gravel before having to pave the spaces within one year. Vice Chair Montero stated that Franklin is a very narrow street, and the property has a cyclone fence around the property. She questions if the portion of the fence on the northern portion of the property and landscaping could be removed to allow for easier ingress and egress from the property. Ms. Wolf responded that the landscaping mentioned would be removed and the gate into the property would be widened to allow for easier access. Commissioner Neubecker motioned to approved 21-024VRD. Commissioner Kleczek seconded the motion. The motion passed unanimously.

- B. 21-026CU:** A conditional use request by S Holladay LLC, Masudur Khan, for a 28 unit apartment complex with 47% compact parking spaces. The property is located at 407 S Holladay (T6-R10-21AD-TL15400, 15700, & 16100) and it is zoned General Commercial (C-3).

Kevin Cupples, City Planning Director, presented a staff report, reviewing the request, decision criteria findings, conditions, and conclusion. Chairman Hoth asked if there was anybody who would like to speak in favor of the proposal. Mark Mead, 89643 Ocean Drive, Warrenton, OR, stated that the proposed use would add more apartments to the Seaside area that is closer to downtown. The property to the east does have a garage that encroached onto the property, but records show that the encroachment has been there since the 1940s. Landscaping buffers will be added to the property lines with residential neighboring properties to provide noise buffering and privacy.

Chair Hoth asked if anybody else would like to speak in favor. Erin Barker, Beachhouse Vacation Rentals, spoke in high regard of Mr. Mead and referenced the long term housing shortage in Seaside.

Chair Hoth asked if anybody else would like to speak in favor. There were none.

Chair Hoth asked if anybody would like to speak in opposition. There were none.

Chair Hoth opened the discussion to the Planning Commission. Chair Hoth questioned what the actual use of the apartments would be and why is there an office located on site. Mr. Mead responded that the office will be used by the owner of the property to manage his apartments he owns in Seaside. The units are going to be either one bedroom or two bedrooms. Mr. Mead added that if the owner wished to build this complex as a hotel, he would not have to obtain Planning Commission approval. Chair Hoth asked if the tenants will be on a lease or if they have a timeframe on their tenancy. Mr. Mead responded that the owner will be housing his employees in the some of the units. Vice Chair Montero questioned if these units are strictly for the owner's employees. Mr. Mead responded that they are not. Vice Chair Montero asked if these units would be considered low income workforce housing. Mr. Mead replied that the units are smaller size to keep the rent lower. Vice Chair Montero continued to ask if the units would be used as a short term rental. Mr. Mead responded that they are not to be used as short term rentals at this time, but if the owner chose to have the complex be a hotel or motel, it would not require Planning Commission approval. Vice Chair Montero asked for clarification from Mr. Cupples that if the

units would be used as short term rentals, would a parking space per bedroom be required. Mr. Cupples replied that parking requirements for a hotel is one parking space per unit. Vice Chair Montero asked where the ingress and egress into the property is located at. Mr. Mead responded that the ingress and egress are located on Avenue C, on the northern portion of the property. Vice Chair Montero questioned if there was an access on the west side of the property. Mr. Mead replied that there will not be an access from the west side. Vice Chair Montero asked if the parking spaces would be tandem for the units. Mr. Mead responded that the parking spaces under each unit would be that unit's assigned parking spaces. Commissioner Kleczek asked for the locations of the two ADA compliant parking spaces. Mr. Mead showed on the display site plan that the handicap parking spaces would be in the southeast portion of the property. Commissioner Kleczek questioned where the bike covered parking spaces were located. Mr. Mead replied that the covered bike parking was located underneath the stairwells. Commissioner Carpenter stated that the on-site parking was limited to the tenant's parking spaces, would visitors have to park on Holladay Drive, and is there access into the buildings from Holladay. Mr. Mead responded that the openings to the properties is only located on Avenue C. Chair Hoth stated that the stacked parking is not a common layout for apartment complexes. He asked Mr. Cupples if there are other complexes that have a stacked parking layout. Mr. Cupples replied that primarily single family dwellings have provided stacked parking, but there is no restriction in the Zoning Ordinance that restricts stacked parking. Commissioner Kleczek asked if there was parking available on Holladay Drive. Mr. Mead responded that there was parking available on Holladay Drive. Chair Hoth asked Mr. Cupples to explain the parking space requirement for apartments. Mr. Cupples stated that within the new parking requirements, studio apartments are required one parking space, one bedroom apartments require 1.25 spaces, two bedroom units require 1.5 spaces, and anything above a two bedroom unit requires 2 parking spaces. Commissioner Kleczek asked if the owner is going to require tenants to have compact cars to live within the complex. Mr. Mead responded that with some units, the owner will require the tenant to have a compact car. Commissioner Wickersham asked if the units can accommodate a non-compact car would cost more than a unit with a compact parking spot. Mr. Mead replied that the tenants without a compact car would be renting a two bedroom unit. Commissioner Kleczek questioned if the number of excess parking spaces was adequate enough for the office space. Mr. Cupples replied that the office space would require 3 parking spaces, which is what Mr. Mead provided in his plan. Chair Hoth commented on the requirement of having condition one within the conditions of approval in the staff report. Mr. Cupples responded that the condition was to be kept within the conditions of approval due to building code requirements for ADA parking space. Commissioner Kleczek questioned if the parking lot was able to allow emergency vehicles to maneuver within the complex. Mr. Mead responded that the access into the property was wide enough for the vehicles and the vehicles are allowed to back out of the property because of the distance from the furthest unit to the access. Vice Chair Montero motioned to approve 21-026CU. Commissioner Neubecker seconded the motion. The motion passed unanimously.

- C. 21-027CU:** A conditional use request by River Run, Masudur Khan, for a 59 unit apartment complex with 48.4% compact parking spaces. The property is located at 1000 S Holladay (T6-R10-21AD-TL6500 & 6600) and it is zoned General Commercial (C-3).

Kevin Cupples, City Planning Director, presented a staff report, reviewing the request, decision criteria findings, conditions, and conclusion. Chairman Hoth asked if there was anybody who would like to speak in favor of the proposal. Mark Mead, 89643 Ocean Drive, Warrenton, OR, stated that the parking was located within the center of the property, and the building was located on the southern end of the property to allow for privacy for the hotel to the north. He continued that the Sandpiper Village complex currently uses the lot as an access without currently having an easement through the property. The protection for the river was put into place when the Sandpiper Village was constructed. Mr. Mead restated that this complex could be used as a hotel without requiring further Planning Commission approval. The building in the northeastern section of the property would be split for two commercial tenants.

Chair Hoth asked if anybody else would like to speak in favor. There were none.

Chair Hoth asked if anybody would like to speak in opposition. Patrick Rochet, 1108 S Holladay, read the letter that he submitted, which is included within the June 1, 2021 packet, for the Commission's consideration.

Chair Hoth asked if anybody else would like to speak in opposition. Scott Alderson, 1108 S Holladay #34, expressed his concern regarding fire truck access onto the property and fire protection for some of the units.

Chair Hoth asked if anybody else would like to speak in opposition. There were none.

Chair Hoth provided Mr. Mead a chance to address the issues brought forth by the neighbors. Mr. Mead stated that the Sandpiper Village was developed as a standalone property with no access through the neighboring property. Commissioner Carpenter asked if the fire department was going to look at the plans and if any changes were needed, would they be addressed. Mr. Mead stated that the Sandpiper Village was built based on the fire access coming in from Holladay and backing out through the same access, not through the loop created with the neighboring property. Mr. Mead added that with the apartment complex being the size that it is, they would not have a security guard on site, but there is a possibility of a manager living on site. He added that a walkway to the river would not be constructed as a measure to prevent people from gaining access to the river. Mr. Mead added that the fence would be six feet tall along the neighboring property for tenants to have a yard area.

Chair Hoth opened the discussion to the Planning Commission. Chair Hoth asked for clarification if these would be apartment units, not hotel units. Mr. Mead responded that these would be apartments, and if they were a hotel or motel complex they would not require Planning Commission approval for the construction. Chair Hoth wanted clarification of the parking demand for the apartments plus the business offices in the northeastern corner of the lot. Mr. Cupples responded that condition 1 would limit the usage of the offices without having modifications to allow more parking spaces to be provided. Chair Hoth asked if this modification is a staff approval or a Planning Commission approval. Mr. Cupples stated that condition 8 determines that it would be a staff decision unless the Commission chose to remove the condition, which would require the modification to return to the Planning Commission. Commissioner Carpenter asked if there were enough parking spaces available if the owner decided to build a hotel or motel complex. Mr. Cupples confirmed that there would be adequate parking for a hotel or motel, along with the required parking for the office spaces. Commissioner Kleczek questioned where the bike parking was located at within the complex. Mr. Mead showed where the bike spaces were located on the map provided. Commissioner Kleczek asked if the commercial space would alter the ADA parking spaces. Mr. Cupples stated that it would change the requirements for ADA parking spaces, as well as the bike parking requirements. Commissioner Kleczek questioned where the storm water runoff would be for the parking lot. Mr. Mead replied that catch basins would be installed within the parking lot along with a swale along the northern property line that connects to the City's storm line. Chair Hoth stated that the list of concerns that were brought to the Commission's attention had been answered by Mr. Mead, but wanted to clarify the fire vehicle access into Sandpiper Village. Mr. Cupples responded that Mr. Mead had supplied the site plan for Sandpiper Village showing that the Sandpiper Village access and parking lot was accommodated fire access. The condominiums are currently protected with a fire suppression system and the new apartments will have a fire suppression system. Mr. Cupples stated that the access into the new apartment complex has the non-compact parking spaces closest to the street, and provided the Commission a chance to require Mr. Mead to alter the parking to have the compact parking spaces be the first to parking spaces when entering the property. Vice Chair Montero motioned to approve 21-027CU with the condition of flipping the entry compact car parking space on the north side of the entrance with the compact spaces on the east side as well as under condition 5 to confirm access to the trash and recycling with Recology is sufficient. Commissioner Neubecker seconded the motion. The motion passed unanimously.

ORDINANCE ADMINISTRATION

Chair Hoth asked if there were any ordinance administration topics. There were none.

OTHER BUSINESS

Elections. Commissioner Neubecker moved to re-elect Commissioner Hoth as chairman and Commissioner Montero as vice chairman. Commissioner Wickersham seconded the motion. The motion passed 5-0 with Chair Hoth and Vice Chair Montero abstaining.

COMMENTS FROM THE PUBLIC

Chair Hoth asked if there were any comments from the public. There were none.

COMMENTS FROM COMMISSION/STAFF

Commissioner Neubecker stated that when the Blue Heron Pointe subdivision was approved, a fence would be required to be installed along Avenue S and Wahanna. Mr. Cupples responded that the fence requirement was not a condition on the subdivision and would double check the final decision for the subdivision. Commissioner Wickersham asked if there would be a work session scheduled for June. Chair Hoth stated that if there was a meeting, Mr. Cupples could supply a copy of the final decision at the meeting. Commissioner Carpenter stated that she received the packet for the meeting the day of. She proposed to have the packet supplied to the Commissioners two to three days more in advanced than the current delivery date. Mr. Cupples offered to provide the packets up to 7 days prior to the Planning Commission meeting. Mr. Sprague offered to provide a rough agenda at the time the published notice with the items for Commission approval.

ADJOURNMENT: Adjourned at 7:47 PM.

Robin Montero, Vice Chairman
In the absence of retired Chairman
Chris Hoth.

Jordan Sprague, Admin. Assistant

CITY OF SEASIDE STAFF REPORT

To: Seaside Planning Commission
From: Planning Director, Kevin Cupples
Date: July 6, 2021
Applicant: Sanchez Seaside Property LLC.
Owner: 55349 Columbia River Hwy Scappoose, OR 97056

Location: 2675 Sunset Blvd Seaside, OR 97138, T6-R10-S28BC TL#1001

Subject: Conditional Use 21-032VRD, Four Bedroom Vacation Rental Dwelling with Limited Occupancy of Ten (10) Persons and Variance 21-033V Front Yard Landscaping Requirement.

REQUEST:

The applicant is requesting a conditional use that will allow the establishment of a Vacation Rental Dwelling (VRD) at **2675 Sunset Blvd**. The subject property is zoned **Medium Density Residential (R-2)** and the **applicant is** requesting a maximum occupancy of **ten (10) persons regardless of age**, within the existing **four (4)** bedroom dwelling. In conjunction with this request the applicant is requesting a variance (**21-033V**) to the front yard landscaping requirement. The current parking area for the zero-lot line townhome takes up more than 50% of the required front yard area. The applicant wants to maintain the **five** existing off-street parking spaces for the dwelling unit (two parking spaces inside the garage and three parking spaces side by side on the parking pad in front of the garage). The applicant does not plan to alter the current parking area to accommodate the additional parking spaces.

The review will be conducted in accordance with Articles 6, 7, and 10 of the Seaside Zoning Ordinance which establishes the review criteria and procedures for a Conditional Use and a Variance. The specific review criterion for Vacation Rental Dwellings is included in Section 6.137 of the Ordinance.

DECISION CRITERIA, FINDINGS AND CONCLUSIONS:

The following is a list of the decision criteria applicable to the request. Each of the criteria is followed by findings or justification statements which may be adopted by the Planning Commission to support their conclusions. The Commission may include conditions which they consider necessary to protect the best interests of the surrounding area of the city as a whole. Although each of the findings or justification statements specifically applies to one of the decision criteria, any of the statements may be used to support the Commission's final decision.

DECISION CRITERIA # 1: Pursuant to Section 6.137, Vacation Rental Dwellings (VRDs) within the R-2 and R-3 zones shall be reviewed by the Planning Commission whenever the surrounding VRD density is 20% or greater. A permit

shall be issued as an accessory use provided the applicant can demonstrate by written application that all of the following standards are met:

- A. **Parking.** One 9' x 18' off-street space will be provided for each bedroom in the unit, but in no event shall fewer than two spaces be provided.
- B. **Number of Occupants.** The maximum number of occupants cannot exceed three persons (over the age of three) per bedroom. The maximum occupancy, along with good neighbor rules, shall remain posted inside the front door in a conspicuous place. It is the owner's responsibility to ensure the renters are aware of these limitations.

The number of overnight renters or the maximum number of occupants may be reduced by the Code Enforcement Officer or Fire Marshal at the time of Inspection for valid code reasons.

- C. **Residential yard areas.** Front, side, and rear yards must maintain a residential appearance by limiting off street parking within yard areas. At least 50% of each yard area which is not occupied by buildings must be landscaped in some fashion so that parking will not dominate the yard.
- D. **Local responsible party.** A local responsible party that permanently resides within the County must be identified by the owner. The responsible party will serve as an initial contact person if there are questions regarding the operation of the VRD. The owner shall provide the telephone number of the local contact person to the City, and to the immediate neighbors within the notification area (within 100' of the subject property).
- E. **Spatial distribution requirements.** Within the medium density residential (R-2) zones and high density residential (R-3) zones, not more than 20% of the properties within 100' of the subject property can be currently licensed for VRD use without Planning Commission review based on the following additional criteria:
 - 1. The use of the property as a VRD will be compatible with the surrounding land uses.
 - 2. The VRD will not contribute to excessive parking congestion on site or along adjacent streets.

A decision by the Commission to approve a VRD request may include conditions that would restrict the number of renters or total occupants in the VRD.

FINDINGS & JUSTIFICATION STATEMENTS:

1. Mailed Notice Request Summary:

21-032VRD and 21-033V: A conditional use request by **Sanchez Seaside Property LLC** for a **four (4)** bedroom Vacation Rental Dwelling with a maximum occupancy of **ten (10)** persons regardless of age. The owner is also requesting a variance to the 50% front yard landscaping requirement. The property is located at **2675 Sunset Blvd. (T6-R10-S28BC-TL1001)** and it is zoned Medium Density Residential (R-2). The applicant's submitted justification is adopted by reference and summarized below:

- a. The applicant's plot plan indicates there will be at least **five (5)** off-street parking spaces, **two spaces inside the garage and three spaces in the driveway in front of the garage** however, a 4-bedroom vacation rental dwelling is only required to provide four off-street parking spaces.
 - b. The existing **four (4)** bedroom residence will have a limited occupancy of **ten (10) persons regardless of age**.
 - c. **Sanchez Seaside Property LLC. has listed Seaside Vacation Homes, 524 N. Roosevelt Dr.; Seaside, OR 97138, as the local contact for the VRD and they can be reached at 503-738-0982.**
 - d. The owner/applicant, **Sanchez Seaside Property LLC**, has read all of the standards and conditions applicable to VRDs.
2. The proposed VRD is located within a developed residential neighborhood primarily consisting of single-family dwellings. Currently **25%** of the surrounding properties within 100' of the subject property are licensed for VRD use and **23.07%** are licensed within 200'. All of the surrounding **upland** properties within 100 feet are zoned **Medium Density Residential (R-2) or Open Space/Parks (OPR)**.
 3. The City of Seaside Planning Commission has established a policy concerning the maximum density of VRDs within neighborhoods that are not zoned Resort Residential (RR). Depending on the location, the Commission will only support VRDs where the surrounding density of VRD licensed properties, within 100 feet; is equal to or less than 40% or 50% depending on their proximity to the beach front areas of Seaside. At the time of submittal, the density of the surrounding VRDs was less than the **50%** threshold the Planning Commission believes should be used to limit additional VRDs within this area.
 4. The property **has not** undergone a preliminary compliance inspection. Any corrections noted during the inspection must be completed and approved by the Community Development Department prior to any transient rental of the property unless an alternative time period is identified for specific items.
 5. The City of Seaside Planning Commission adopted a list of policies and a uniform list of conditions they believed should be incorporated into the vacation rental dwelling review process. These are intended to be consistent with the provision in Section 6.031 which in part states: "the Planning Commission may impose, in addition to those standards and requirements expressly specified by this Ordinance, additional conditions which the Planning Commission considers necessary to protect the best interest of the surrounding area of the city as a whole."

In recognition of the Planning Commission's efforts and in keeping with the purpose statement for conditional uses, these conditions are incorporated into any decision to approve a VRD in an effort to promote compatibility of the proposed VRD with surrounding uses.

6. All property owners within 100 feet of the subject property were notified of the applicant's request. At the time of this report, the Community Development Department **has not received any letters** expressing concerns about the request.

7. The proposed use is located within the tsunami inundation zone identified by the State of Oregon.
8. Negative impacts to a neighborhood cannot be predicted based solely on a change from full time occupancy, part-time occupancy, long term rental, or short-term rental. Short term vacation rental dwellings (VRDs) are a regulated use subject to review. It is true that VRDs exhibit short term stays by nonresidents; however, negative impacts can be caused by other permitted uses of longer duration. VRDs do have an identified local contact, restrictions that exceed those applied to the other uses of single-family dwellings, and a complaint resolution process that exceeds the "normal" restrictions applied to non-VRDs.
9. **The property was last permitted as a VRD in 2005 and has been operating as a VRD since the previous owner's application was approved.**
10. The glare from outdoor lighting can have an impact on adjacent properties. All exterior lighting should conform to the newly adopted Outdoor Lighting Ordinance even if any pre-existing outdoor lighting would normally be exempt under the provisions of the ordinance. This would basically require shielding of any exterior lighting fixtures such that glare will not be visible from the surrounding property for any lighting element that exceeds 450 lumens, the equivalent of a 40-watt incandescent bulb. This does not apply to any existing outdoor security lighting that is timed for short durations and activated by motion detectors.
11. The Commissioners have indicated their expectation for a local contact's response to complaints should be made very clear to the applicant and the local contact. In light of this, they have recognized a need for the local contact to sign and return a Local Contact Acknowledgment Form in an effort to clarify their role as it relates to the VRD's conditions of approval.
12. Pet friendly rentals can create problems for neighboring property owners if the pets are allowed to run at large, trespass onto neighboring property, or cause a disturbance due to excessive barking when left unattended.
13. Repeatedly violating the conditions of approval could render the use incompatible with the surrounding uses and undermine the basis for approving the request. The conditions of approval could include provisions that would allow the permit to be suspended and/or revoked by the Planning Director or his designee in the event the conditions are repeatedly violated. Such action would be subject to review by the Planning Commission at the applicant/owner's expense.
14. Outdoor fire rings, fire places, hot tubs, & spas can lead to late night disruption in neighborhoods where sound seems to carry even more at night and people talk loudly. Smoke from outdoor fires can also be an annoying to the occupants of neighboring properties. Staff routinely requires owners and managers to establish hours of use for these types of outdoor facilities to avoid late night use and suggest limiting their use between the hours of 10:00 p.m. & 7:00 a.m.
15. There is a formal process to bring VRDs back before the Planning Commission for reconsideration based on noncompliance with VRD standards & conditions. The City encourages reporting problems with VRDs to the local responsible party and/or owner so problems can be resolved before any City action is required. If there are

problems with a VRD that are not being resolved, staff can take actions intended to resolve the issues and can ultimately bring the matter before the Planning Commission if they are not resolved. Prior to review by the Commission, staff works with the owner and/or manager to try and address any noncompliance issues in an effort to address neighboring property owners concerns. Past action by the Commission reiterated that additional conditions should be applied conservatively. They believe staff and the Commission can address additional conditions after a VRD is approved if and when an issue arises, instead of attempting to address every potential concern that may never actually come to fruition.

16. This area was not identified by the City Council or the Planning Commission as a residential area where VRDs should be discouraged due to the destabilizing impacts caused by repetitive property flipping within neighborhoods where the majority of homes are owned by local residents or distinct factors applicable to a defined neighborhood that would conflict with the intent of the Comprehensive Plan & Zoning Ordinance.

CONCLUSION TO CRITERIA #1:

The Vacation Rental Dwelling requirements have been adequately addressed by the applicant and the request can be approved **subject to the approval of the variance 21-033V** and the following list of special and standard conditions of approval:

1. **Compliance Inspection:** The proposed vacation rental dwelling (VRD) must pass a compliance inspection conducted by the Community Development Department prior to any transient rental. This inspection will verify compliance with all VRD standards and conditions of approval and the applicant is hereby advised that failure to meet certain standards can result in a reduction in the maximum occupancy. The final occupancy will be noted in land use file **(21-032VRD)** and reflected on the City of Seaside Business License. The license is not valid until the appropriate occupancy has been established by the approval of a final compliance inspection by the Community Development Department.

Please be advised the VRD has not undergone a preliminary compliance inspection. Any corrections noted during the inspection must be completed and verified prior to transient rental unless an alternative time period for completion is identified for specific items.

2. **Parking spaces: Four (4) off-street parking spaces (9' X 18' per space) are required on site.** These spaces shall be permanently maintained and available on-site for use by the vacation rental occupants. Vacation Rental Dwelling (VRD) tenants are required to park in the spaces provided on site for the VRD. No on-street parking associated with this VRD is allowed at this location. Vehicles parked at VRDs may not project over the sidewalk and block pedestrian traffic. A parking map shall be posted inside the dwelling for the VRD tenants. **The map must clearly indicate:**

ON-STREET PARKING CANNOT BE USED BY RENTERS. PLEASE USE THE SPACES PROVIDED ON SITE.

3. **Maximum number of occupants: Ten (10) persons regardless of age.** The maximum occupancy, along with good neighbor rules, shall remain posted inside the front door in a conspicuous place. It is the owner's responsibility to ensure the renters

are aware of these limitations. If the number of occupants is less than the original number requested, it may have been reduced for valid code reasons.

4. **Applicability of Restrictions:** Properties licensed for VRD use will be expected to adhere to the VRD standards and rules throughout the entire year even when they are not being rented for profit. This will not apply to the dwellings when members of the owner's family are present.
5. **Open Yard Areas:** Front, side, and rear yards must maintain a residential appearance by limiting off street parking within yard areas. At least 50% of each yard area that is not occupied by buildings must be landscaped in some fashion so parking will not dominate the yard; **however, the variance recognized there would be less than the 50% landscaping within the front yard based on the previously established parking configuration..**
6. **Local Contact: Sanchez Seaside Property LLC has listed Seaside Vacation Homes, 524 N Roosevelt Dr. Seaside, OR 97138, as the local contact for the VRD and they can be reached at 503-738-0982.** The local contact must be available 24 hours a day to address compliance issues while the property is rented. Upon any change in the local contact, the owner must provide formal notice of the updated contact information to the City and all of the neighboring property owners within 100'. Managers are required to notify the City any time they stop representing a VRD.

Local contact information is available at the Community Development Department (503) 738-7100, City Hall (503) 738-5511, or after business hours at the Seaside Police Department (503) 738-6311.

The local contact must sign a Local Contact Acknowledgement Form that indicates they are aware of the Planning Commission's expectations concerning response to complaints by neighboring residents and maintain a complaint response log that would be made available to the city upon request. The signed form must be returned to the Community Development Department so it can be included in the land use file. An updated form must be submitted by the owner any time a new contact person is established.

7. **Compatibility:** A VRD will be compatible with the surrounding land uses and shall not contribute to excessive parking congestion on site or along adjacent streets.
8. **Exterior Outdoor Lighting:** All exterior lighting must conform to the newly adopted Outdoor Lighting Ordinance even if any pre-existing outdoor lighting would normally be exempt under the provisions of the ordinance. This will basically require shielding of any exterior lighting fixtures such that glare will not be visible from the surrounding property for any fixture that exceeds 450 lumens, the equivalent of a 40-watt incandescent bulb. *This does not apply to any existing outdoor security lighting that is timed for short durations and activated by motion detectors.*
9. **Ordinance Compliance & Solid Waste Pick-up:** All vacation rentals must comply with City ordinances regarding noise, smoke, dust, litter, odor, and solid waste collection. Weekly solid waste pick-up is required during all months.
10. **Required Maintenance:** It is the property owner's responsibility to assure that the vacation rental dwelling remains in substantial compliance with Oregon State requirements for the following: Health, Safety, Building, and Fire Codes, Traveler's

Accommodation Statutes, and with the Uniform Housing Code. Owners are hereby advised that Carbon Monoxide detectors must be installed and maintained in all newly established transient rental occupancies.

11. Permit Non-transferability: Vacation rental dwelling permits are personal in nature and accordingly are not transferable. Upon transfer of the property, the new owner, if he or she so desires, may apply for a new permit in accordance with City Ordinance.

12. Business License, Room Tax Requirements, & Revocation for Non-Payment: A City Business License is required and all transient room tax provisions apply to VRD's. The business license must be obtained prior to any rental of the property. Renewals must be made in January of the permit year. If the business license fee or the transient room tax payments are thirty (30) days past due, the VRD Permit will be revoked unless a written extension is granted by the Finance Director.

Some web-based booking platforms (Airbnb, VRBO, etc.) collect and remit transient room tax directly to the city on behalf of VRD owners/applicants. It is the responsibility of the owners/applicants that utilize these platforms to report this revenue on their quarterly returns.

13. Conflicts & Potential Denial for Non-Compliance: Upon receipt of two written complaints from two or more occupants of different residences who claim to be adversely affected by the use of the property as a vacation rental dwelling, or by notice from the City Code Compliance Officer that requirements or conditions of approval are not being met, the Planning Department will work with the parties involved to settle any conflicts. If the problems are not resolved, the permit will be reviewed by the Planning Commission as provided in Zoning Ordinance Section 6.137, Subsection 5 at the applicant's expense. Failure on the applicant's part to meet the standards or conditions will result in modification or denial of the permit.

14. Complaints: Applicants are hereby advised the City Code Compliance Officer routinely follows-up on individual complaints if there is a valid code issue that needs to be addressed by the owner and/or manager of a VRD. Staff does not wait until the occupants of two different residences submit written complaints before they take action to achieve compliance. The VRD complaint procedures are outlined in an attachment to the notice of decision and an electronic complaint form can also be accessed on the City of Seaside's web site:

<https://www.cityofseaside.us/planning-department/webforms/vacation-rental-complaint>

This form should be used to report alleged violations that are not being addressed by the local contact or property manager.

15. Time Period for Approval, Required Re-inspection: This VRD will be subject to an annual compliance inspection (subject to applicable fee) during the second year of operation to ensure it maintains compliance with the VRD policies, conditions of approval, and ordinances applicable at the time of re-inspection. Re-inspection notices will be provided annually to the owner and the local contact. Failure to schedule an inspection or failure to correct any deficiencies identified during the inspection will result in the expiration of the conditional use permit and a new application must be approved prior to obtaining a business license to allow the use. Any new application will be

subject to the VRD policies, conditions of approval, and ordinances applicable as of the date the new application is accepted.

16. **Tsunami Information & Weather Radio:** The owner shall post or otherwise provide a tsunami evacuation map in a conspicuous location within the VRD that clearly indicates “**You Are Here**”. In addition, a NOAA weather radio, with automatic alert capabilities, must be provided in a central part of the VRD along with an informational sheet that summarizes the warning capabilities of the radio in the event of a distant tsunami.
17. **Grace Period:** If a currently licensed VRD sells to another party, staff is allowed to grant a temporary grace period of not more than 60 days in which current bookings can be cleared without being recognized as a violation. The manager or owner must provide staff with a list of the bookings during the grace period and no additional bookings can be taken during that time.
18. **Pet Friendly Rental:** If the rental allows pets and they generate complaints related to running at large, trespass onto neighboring property, or causing a disturbance due to excessive barking; additional restrictions or containment measures will be required by the Planning Director. The additional restriction can include prohibiting pets at this VRD.
19. **Repeated Violation of Conditions:** As a conditionally permitted use, owners must understand their use is expected to comply with their conditions of approval and they, their local contacts, and/or property managers will be held accountable for addressing compliance issues. Repeated violations will be subject to citations; and if the violations constitute a pattern of disregard or neglect resulting in adverse impacts to the neighboring property owner(s), their permit can be suspended and/or revoked by the Planning Director or his designee. Any such action would be subject to review by the Planning Commission to determine if the use can be reauthorized in the same manner as the original request, but subject to revised conditions. Review by the Commission would be at the applicant’s expense based on the review fee applicable to the request at the time of review.
20. **Outdoor Fire Rings, Fire Places, Hot Tubs, & Spa Facilities:** If these outdoor facilities are provided, their use will only be allowed between the hours of 7:00 a.m. & 10:00 p.m. These hours must be posted along with any other established rules governing use of the amenity. It is recommended the rules include a reminder there should be NO EXCESSIVE NOISE AT ANY TIME and renters should be considerate of the residents that live around the rental dwelling they are staying at.
 If these hours prove to be insufficient to protect the neighboring property owners from unwanted noise or smoke, they will be further restricted by staff. The additional restriction can include prohibiting use of the outdoor facility entirely by VRD tenants.

DECISION CRITERIA #2: Pursuant to Variance Section 7.031, the property owner must demonstrate by written application that all of the following circumstances exist: The manner in which exceptional or extraordinary circumstances apply to the property which do not apply generally to other properties in the same zone or vicinity, and result from lot size or shape legally existing prior to the date of this Ordinance, topography, or other circumstances over which the applicant has no control.

1. **How literal interpretation of the provisions of this Ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same district under the terms of this Ordinance.**
2. **That the special conditions and circumstances do not result from the actions of the applicant, and**
3. **Evidence that granting the variance will not confer on the applicant any special privilege that is denied by this Ordinance to owners of other lands, structures, or buildings in the same district. No nonconforming use of neighboring lands, structures, or buildings in the same district and no permitted use of land, structures or buildings in other districts shall be considered grounds for issuance of a variance.**

FINDINGS & JUSTIFICATION STATEMENTS:

17. The applicant is requesting a variance to the 50% front yard landscaping requirement for vacation rental dwellings (Section 6.137, 2. C). The applicant's submitted justification is adopted by reference and summarized below:
 - **The applicant/owner has an existing paved parking pad in front of the garage that has historically been used to park 3 vehicles.**
 - **Adding landscaping to the parking area would not benefit the neighboring townhome since the existing parking pad is of similar dimension to the neighboring parking pad. The parking pad for this property is similar in build and design as neighboring properties along Sunset Blvd.**
 - **The applicant will maintain the required four spaces on site without any modification to the front yard area. The parking plan submitted shows enough room for five spaces, two spaces in the garage and three spaces on the existing parking pad in front of the garage however, only four spaces are required for a four-bedroom VRD.**
18. The current owners purchased the property with the current yard & parking configuration in April of 2021.
19. The parking pad is pre-existing and it was a part of the initial development of the property when the zero-lot line townhome was built. The parking pad is maintained by the owner but it was not developed or expanded by the owner in an attempt to increase the occupancy of the VRD.
20. The existing spaces that are already functioning as part of the current parking area can be considered an exceptional circumstance, but the existing front yard landscaping should not be reduced through any expansion of the existing parking area.
21. Abandoning a portion of the access into the existing garage by adding landscaping beyond the first parking space would allow the applicant to meet the VRD development criteria in Section 6.137, 2.C. Aside from meeting a literal interpretation of the development standards, it would do very little for the

compatibility of the use. It would also make access to the garage problematic and it can be considered an exceptional circumstance.

CONCLUSION TO CRITERIA #2:

A reduction in the area currently used for parking space within the front yard is unreasonable based on the exceptional circumstances applicable to the historic use of the property. Approval of the variance is appropriate subject to the statement included in Conditions 5 under Conclusion #1 and the following condition applicable only to the variance:

22. Variance Transferability: Although the conditional use permit for the VRD is not transferrable (see Condition 11), Variance 21-033V will continue to be valid until the site plan and the existing parking configuration are materially changed such that the variance findings are no longer valid.

FINAL STAFF RECOMMENDATION

Conditionally approve application **21-032VRD and 21-033V allowing a variance to the 50% front yard landscaping requirement and the establishment of a Vacation Rental Dwelling (VRD) with a maximum occupancy of ten (10) persons regardless of age at 2675 Sunset Blvd.** This decision can be supported by the Commission adopting the findings, justification statements, and conclusions in this report subject to the previously stated conditions.

Although they are not conditions of approval, the following is a list of reminders to the applicant.

- This approval will become void one (1) year from the date of decision unless the permit is utilized or an extension of time is approved in the manner prescribed under the Seaside Zoning Ordinance.
- As with any permit, the applicant must meet all applicable standards in the Seaside Zoning Ordinance and any other applicable City of Seaside Ordinances.

The information in this report and the recommendation of staff is not binding on the Planning Commission and may be altered or amended during the public hearing.

Attachments: Applicant's Submittal
 VRD Density Maps



City of Seaside, Planning Department

989 Broadway, Seaside, OR 97138 (503) 738-7100 Fax (503) 738-8765

Land Use Application

Kevin Cupples, Director

PLEASE PRINT OR TYPE

NAME OF APPLICANT SANCHEZ SEASIDE PROPERTY LLC	ADDRESS 55349 Columbia River Hwy, SCAPPOOSE, OR 97056	ZIP CODE 97056
STREET ADDRESS OR LOCATION OF PROPERTY 2675 Sunset		

ZONE R-2	OVERLAY ZONES -	TOWNSHIP 6	RANGE 10	SECTION 28BC	TAX LOT 1001
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PROPOSED USE OF PROPERTY AND PURPOSE OF APPLICATION(S):

VRD

(PLEASE INCLUDE THE APPROPRIATE PLOT PLAN.
IF ADDITIONAL SPACE IS NEEDED OR SUPPLEMENTAL INFORMATION IS REQUIRED PLEASE ATTACH)

OWNER:	APPLICANT/REPRESENTATIVE (OTHER THAN OWNER):
PRINT NAME OF PROPERTY OWNER SANCHEZ SEASIDE PROPERTY LLC	PRINT NAME OF APPLICANT/REPRESENTATIVE Tolan Enterprises Inc DBA Seaside Vacation Homes
ADDRESS 55349 Columbia River Hwy, SCAPPOOSE, OR 97056	ADDRESS 524 N Roosevelt Dr, Seaside OR 97138
PHONE / EMAIL 503-396-9279 YBSMORENO@GMAIL.COM	PHONE AND EMAIL 503-738-0982 egm@seasidevacationhomes.com
SIGNATURE OF PROPERTY OWNER Paula P Sanchez	SIGNATURE OF DULY AUTHORIZED APPLICANT/REPRESENTATIVE <u>Mark Tolan</u> <small>Mark Tolan (May 13, 2021 15:12 PDT)</small>

FOR CITY USE ONLY – DO NOT WRITE BELOW THIS LINE

CHECK TYPE OF PERMIT REQUESTED:

- | | | | |
|--|---|---|--|
| <input type="checkbox"/> CONDITIONAL USE | <input type="checkbox"/> NON CONFORMING | <input type="checkbox"/> SUBDIVISION | <input type="checkbox"/> ZONING CODE AMENDMENT |
| <input type="checkbox"/> LANDSCAPE/ACCESS REVIEW | <input type="checkbox"/> PLANNED DEVELOPMENT | <input type="checkbox"/> TEMPORARY USE | <input type="checkbox"/> ZONING MAP AMENDMENT |
| <input type="checkbox"/> MAJOR PARTITION | <input type="checkbox"/> PROPERTY LINE ADJUSTMENT | <input checked="" type="checkbox"/> VACATION RENTAL | <input type="checkbox"/> APPEAL |
| <input type="checkbox"/> MINOR PARTITION | <input type="checkbox"/> SETBACK REDUCTION | <input checked="" type="checkbox"/> VARIANCE | <input type="checkbox"/> |

PLANNING DEPARTMENT USE:	
DATE ACCEPTED AS COMPLETE	BY <u>JS</u>
CASE NUMBER (S)	<u>21-032 VRD</u>
HEARING DATE	P.C. ACTION

OFFICE USE:	
FEE	RECEIPT
DATE FILED	BY

ARTICLE 7 VARIANCES FEE: \$ 430.00 Planning Director Decision
\$670 for Planning Commission Decision

The Planning Director may authorize variances from the requirements of the Seaside Zoning Ordinance where it can be shown that, owing to special and unusual circumstances related to a specific piece of property, strict application of the Ordinance would cause an undue or unnecessary hardship.

No variance shall be granted to allow the use of property for a purpose not authorized within the zone in which the proposed use would be located.

In accordance with Article 7.031, a variance shall not be granted unless and until the following standards are met. The property owner must demonstrate by written application that all of the following circumstances exist. Please address how your request complies with the following standards.

1. What exceptional or extraordinary circumstances apply to the property that do not apply generally to other properties in the same zone or vicinity, and result from lot size or shape, legally existing prior to the date of this Ordinance (6/28/83), topography, or other circumstances over which the applicant had no control?

parking already existing

2. Which literal interpretations of the provisions of this Ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same district under the terms of this Ordinance?

parking already exists

3. Are these special conditions and circumstances a result of the actions of the applicant?

No

4. Is there any evidence that granting the variance will not confer on the applicant any special privilege that is denied by this Ordinance to owners of other lands, structures, or buildings in the same district? No nonconforming use of neighboring lands, structures, or buildings in the same district and no permitted use of land, structures or buildings in other districts shall be considered grounds for issuance of a variance.

No

In addition to addressing the standards above, applications shall be accompanied by plans and specifications (plot plan), drawn to scale, showing the actual shape and dimension of the lot to be built upon, the sizes and locations on the lot of the buildings and other structures, existing and proposed, the existing and intended use of each building, structure, and/or part thereof, the number of families, if any, to be accommodated thereon, and such other information as is needed to determine conformance with this Ordinance.

CITY OF SEASIDE
VACATION RENTAL DWELLING (VRD) APPLICATION

CITY OF SEASIDE

JUN 01 2021

The City of Seaside requires approval for short term (less than 30 day) rental as an accessory use of certain types of residential property. These uses are referred to as vacation rental dwellings (VRDs) and they must be approved in accordance with the conditional use provision in Chapter 6.137 of the Seaside Zoning Ordinance (see attached). Although most requests can be reviewed by the Planning Director; in some cases, the requests require a public hearing before the City Planning Commission. In both cases, VRD applicants must provide the following information.

PAID

In addressing the following questions, additional information and supporting evidence can be referenced and attached to the submittal.

SUBMITTAL INFORMATION

- 1. Applicant's Name:** SANCHEZ SEASIDE PROPERTY LLC
- 2. Mailing Address:** 55349 Columbia River Hwy, SCAPPOOSE, OR 97056
- 3. Telephone #:** Home 503-396-9279, Work _____, Fax _____, E-Mail YBSMORENO@GMAIL.COM
- 4. If the applicant is not the current owner, the applicant must also submit a signed statement from the owner that authorizes the VRD application.**
- 5. VRD Street Address:** 2675 Sunset
- 6. What is the total number of off-street parking spaces (9' X 18') that will be available for VRD occupant use?** ³ _____ *The VRD ordinance states: One 9' X 18' off-street space will be provided for each bedroom in the unit, but in no event shall fewer than two spaces be provided.*
- 7. How many bedrooms are in the dwelling?** ⁴ _____. **Is the applicant requesting that all the bedrooms be used to calculate the maximum occupancy, and if not, how many are being proposed?** ⁴ _____ **Please multiply the last number by three (3) to indicate the requested maximum occupancy for the VRD** ¹⁰ _____. *The VRD ordinance states: The maximum number of occupants cannot exceed three persons (over the age of three) per bedroom; however, regardless of the number of bedrooms, no more than 10 can be allowed unless the building is protected by an approved sprinkler system. The maximum occupancy, along with good neighbor rules, shall remain posted inside the front door in a conspicuous place. It is the owner's responsibility to ensure the renters are aware of these limitations. The number of overnight renters or the maximum number of occupants may be reduced by the Code Enforcement Officer or Fire Marshal at the time of inspection for valid code reasons.*
- 8. All off street parking spaces must be clearly indicated on the applicant's site plan. Will the existing parking spaces or any planned expansion of parking take up more than 50% of the property's yard areas?** ^{No} _____. *The VRD ordinance states: Front, side, and rear yards must maintain a residential appearance by limiting off street parking within yard areas. At least 50% of each yard area which is not occupied by buildings must be landscaped in some fashion so that parking will not dominate the yard.*
- 9. Who will be acting as the local responsible party for the VRD owner?**

Name: Tolan Ent Inc DBA Seaside Vacation Homes **Phone #** 503-738-0982 x2

Address: 524 N Roosevelt Dr, Seaside OR 97138. *The VRD ordinance states: A local responsible party that permanently resides within the county must be identified by the owner. The responsible party will serve as an initial contact person if there are questions regarding*

ORIGINAL

9914
20
520
430
950

the operation of the VRD. The owner shall provide the telephone number of the local contact person to the City, and to the immediate neighbors within the notification area (within 100' of the subject property).

10. What is the zone designation of subject property? _____. The VRD ordinance states: Within the medium density residential (R-2) zones and high density residential (R-3) zones, if more than 20% of the dwelling units within 100' of the subject property are currently licensed for VRD use, a public hearing and review by the Planning Commission is required.

11. Provide a site plan, drawn to scale, which indicates the following: the actual shape and dimensions of the lot, the sizes and locations of buildings and off street parking spaces (existing & proposed). In addition to the site plan, a floor plan(s) must be included which clearly indicates the intended use of all interior areas (e.g. bedrooms, kitchen, living room, storage etc.).

12. The following is a list of standard conditions that apply to VRDs:

- Vacation rentals must comply with City ordinances regarding noise, smoke, dust, litter, odor, and solid waste collection Weekly solid waste pick-up is required during all months.
- Prior to issuance of a vacation rental dwelling permit, the building in question must be inspected and be in substantial compliance with the Uniform Housing Code.
- It is the property owner's responsibility to assure that the vacation rental dwelling remains in substantial compliance with Oregon State requirements for the following: Health, Safety, Building, and Fire Codes; and Traveler's Accommodation Statutes, and with the Uniform Housing Code.
- Vacation rental dwelling permits are personal in nature and accordingly are not transferable. Upon transfer of the property, the new owner, if he or she desires, may apply for a new permit in accordance with the VRD ordinance.
- A City Business License is required and all transient room tax provisions apply to VRD's. The business license must be obtained prior to any rental of the property. Renewals must be made in January of the permit year. If the business license fee or the transient room tax payments are thirty (30) days past due, the VRD Permit will be revoked unless a written extension is granted by the Finance Director.
- Upon receipt of two written complaints from two or more occupants of different residences who claim to be adversely affected by the use of the property as a vacation rental dwelling, or by notice from the City Code Compliance Officer that requirements or conditions of approval are not being met, the Planning Department will work with the parties involved to settle any conflicts. If the problems are not resolved, the permit will be reviewed by the Planning Commission as provided in the VRD ordinance. Failure on the applicant's part to meet the standards or conditions will result in denial of the application. This would be in addition to any violation procedures specified in Article 12 of the Seaside Zoning Ordinance.

Has the owner or the duly authorized applicant read all the standard conditions and answered all of the questions honestly based on their understanding of the VRD request? YES.

By signing this application, the applicant is also acknowledging that if the request requires review by the Planning Commission (Ordinance Provision 6.137E), the Applicant or a duly Authorized representative must attend the Public Hearing.

Applicant's Signature: Paula P Sanchez, Date: May 19, 2021

-----**For Office Use Only**-----

At the time of submittal, the applicant must pay the annual business license fee based on the proposed occupancy of the VRD: 1-5 occupants \$475.00, 6-10 occupants \$500.00, 11+ occupants 550.00. This fee must be accompanied by a one time filing fee of \$20.00.

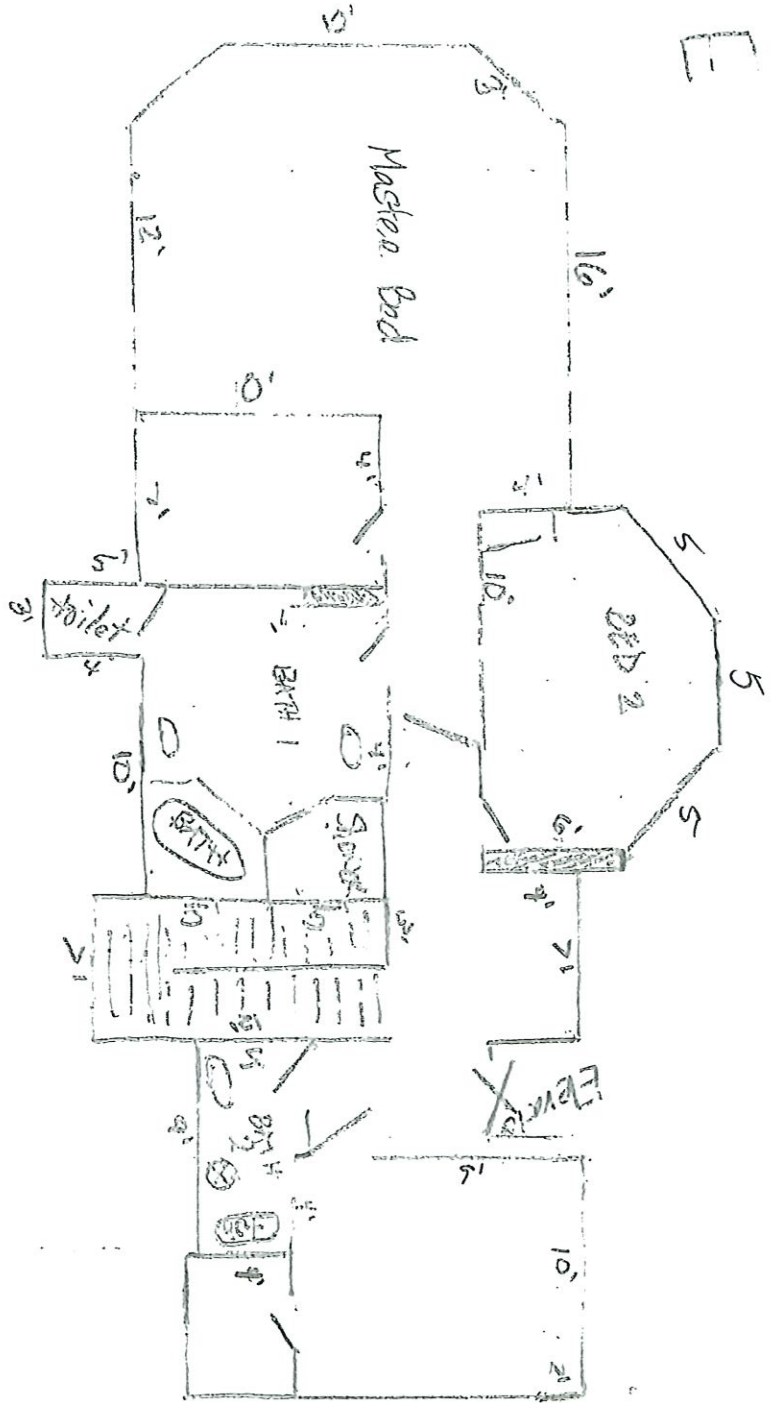
In addition to the business license fee, a \$430.00 planning review fee must be submitted with this application. If the surrounding density of VRDs (see question 10) requires a Planning Commission review, an additional fee of \$240.00 must be paid before staff will schedule the public hearing to review the application.

If the VRD application is not approved, only the business license fee will be refunded.

Submittal Date: _____ Amount Paid: _____

Top

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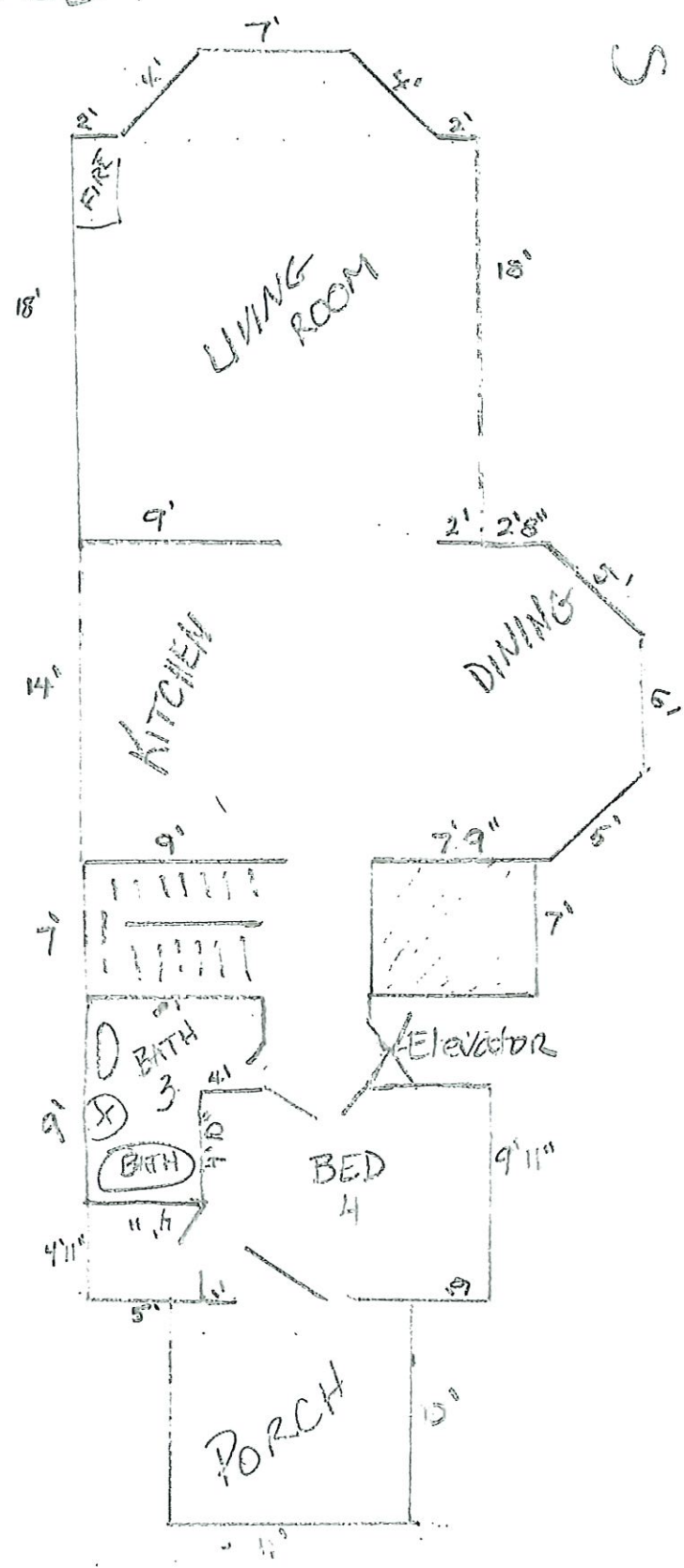
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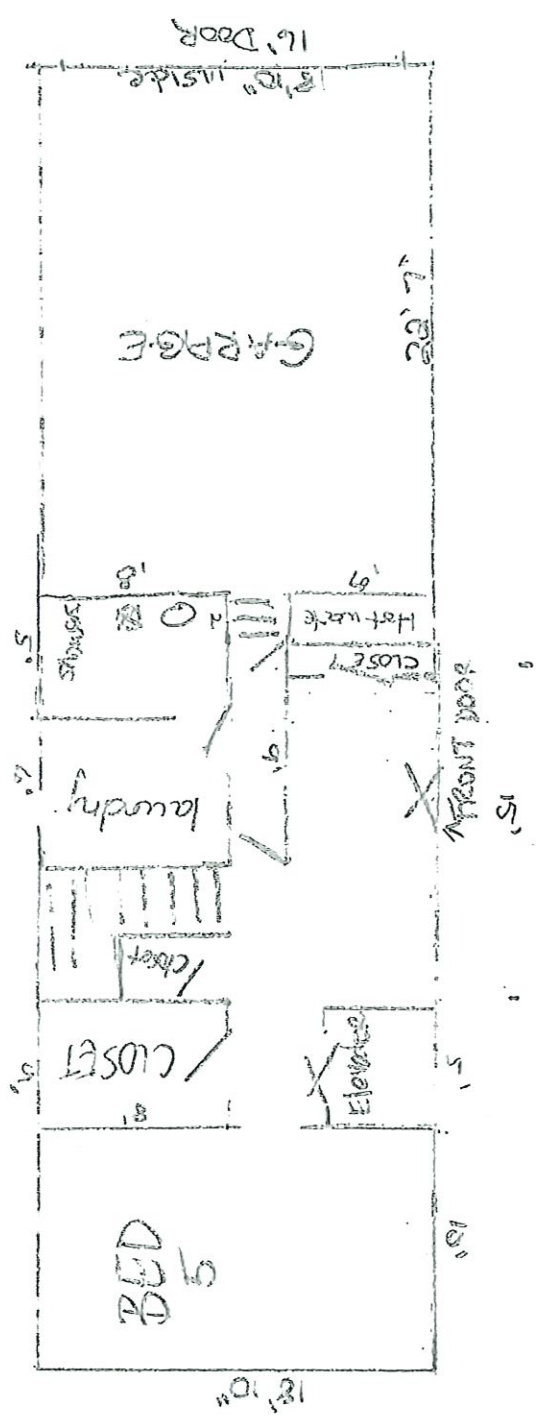
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MIDDLE FLOOR

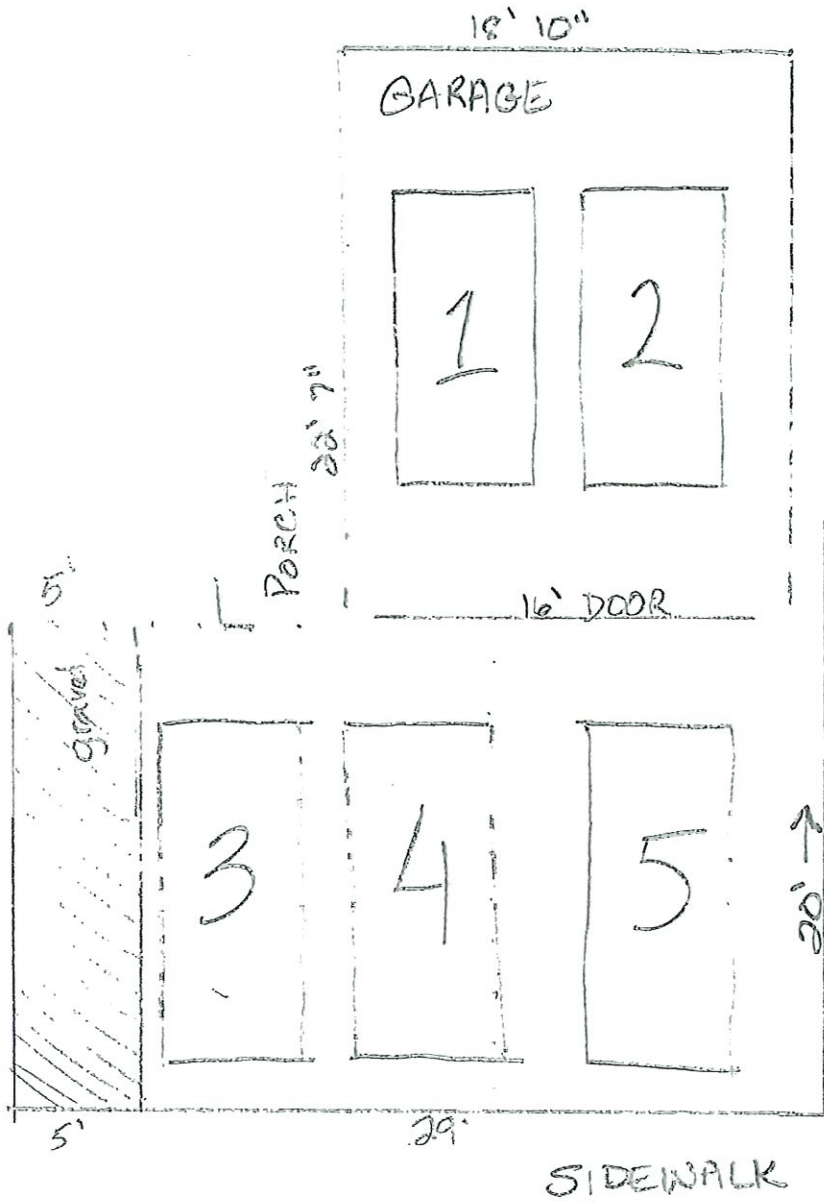


BOTTOM FLOOR

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PARKING



SUNSET DR.

W
2 + S
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Google Maps

2675 Ocean Vista Dr

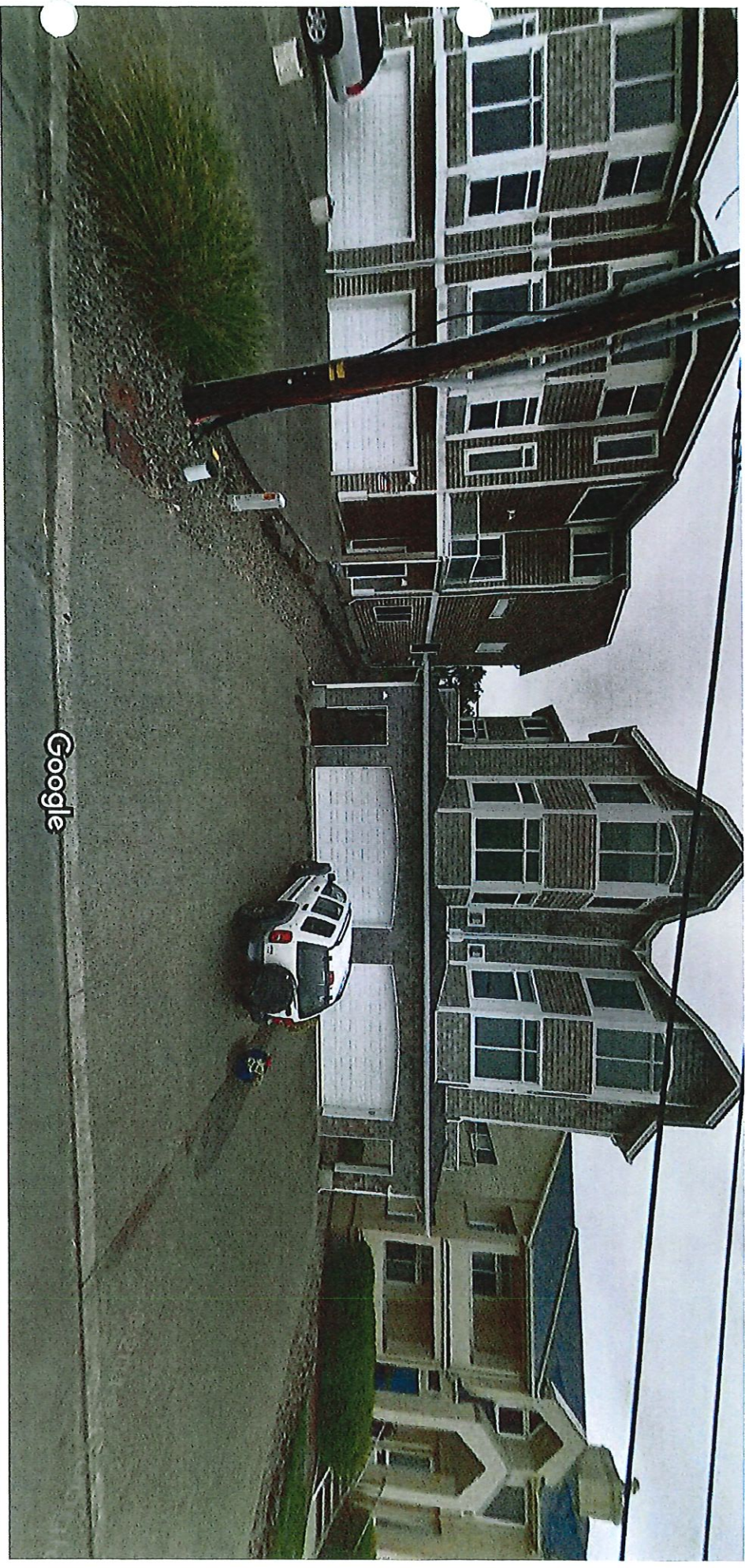


Image capture: Jun 2018 © 2021 Google

Seaside, Oregon



Street View



VACATION RENTAL DWELLING LOCAL CONTACT ACKNOWLEDGEMENT

Property Owners: This form must be completed by your Local Contact AFTER the final decision of the Planning Director or Planning Commission has been issued for your Vacation Rental Dwelling (VRD). Please ensure your local contact has read and understands the final decision and any conditions placed on your VRD. Please return this form to the City of Seaside by mail at 989 Broadway Seaside, OR 97138 or by e-mail to cdadmin@cityofseaside.us. If you have questions regarding this form please call 503-738-7100.

Property Address: 2675 Sunset Blvd

- Int. gm I certify that I am the local contact for the VRD located at the listed address and I understand the Planning Commission's expectation that I will be available 24 hours a day to address complaints associated with this VRD.
- Int. gm I understand I must respond to and take remedial action on any complaint at this VRD within a reasonable period of time. The Seaside Planning Commission has deemed a reasonable period of time to be two (2) hours.
- Int. gm I understand that failure to respond to a neighbor's valid complaint within a reasonable period of time (2 hours) could result in a Planning Commission review of the VRD. The Seaside Planning Commission could place further restrictions on the VRD up to and including revocation of the property owner's VRD Conditional Use Permit.
- Int. gm I understand that I am expected to maintain a **complaint response log** that will be made available to city staff or the Planning Commission upon request. The complaint log should include the date, time, subject matter of the complaint, name and contact information of the reporting person (if not anonymous), and the action taken to resolve the complaint.
- Int. gm I understand and have read the conditions of approval for the VRD conditional use permit for the listed property. The conditions of approval apply to the listed property any time the dwelling is occupied and a member of the property owner's family is not present.

Seaside Vacation Homes

Name of the Local Contact

503-436-5035

Phone Number of the Local Contact

524 N. Roosevelt

Address of the Local Contact

egm@seasidevacationhomes.com

E-mail Address of the Local Contact

X Larah Muddock dba Seaside Vacation Homes

Signature of the Local Contact

5/20/21

Date

2675 Sunset Blvd Density Analysis

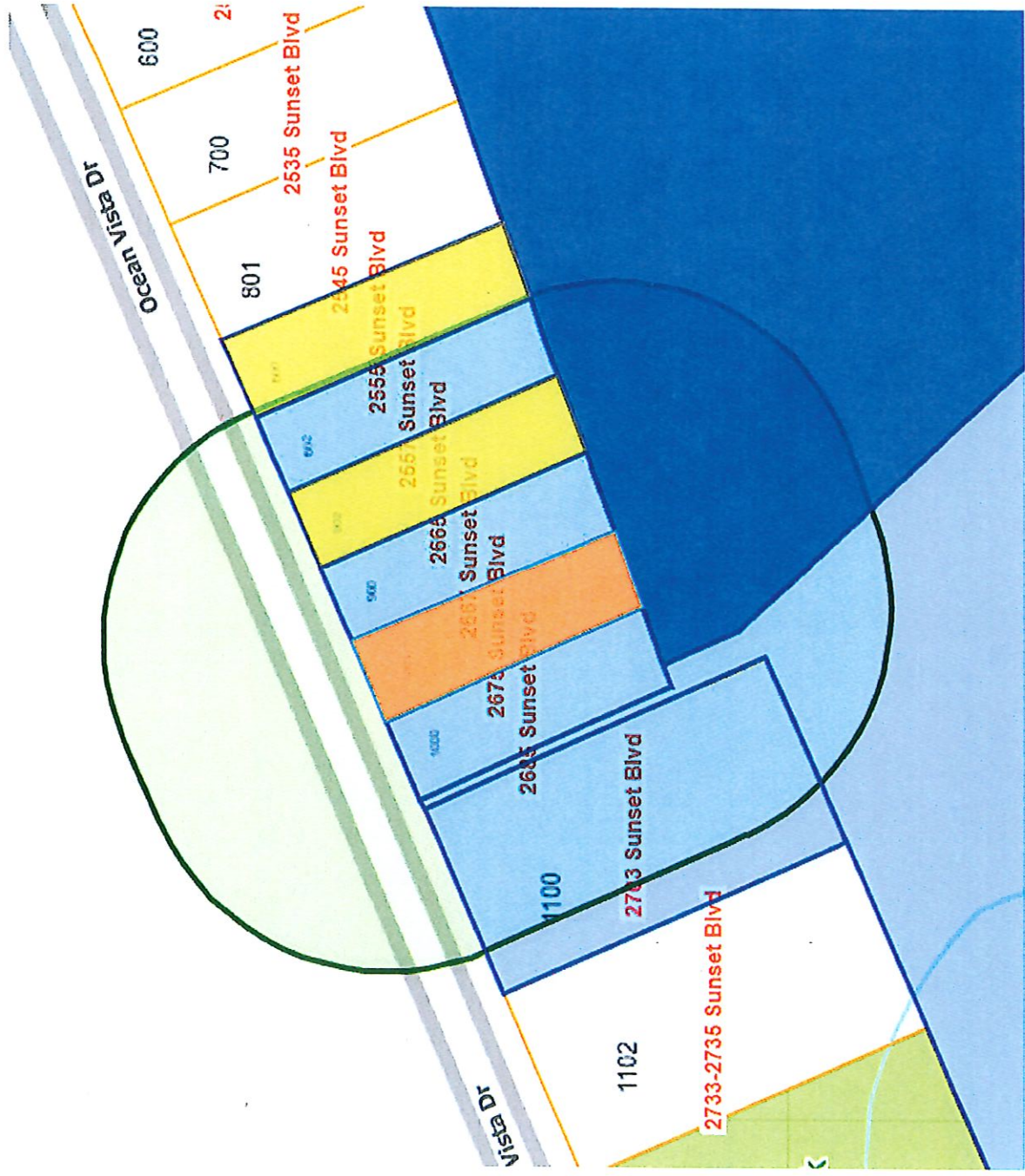
Tax Lot	Address	
1	610280000300	451 Avenue U
2	610280001200	Tax Lot 1200
3	61028BC00800	2555 Sunset
		Existing VRDs 100'
		Applicant
		Existing VRDs 200'
4	61028BC00802	2557 Sunset
5	61028BC00900	2667 Sunset
6	61028BC00902	2665 Sunset
7	61028BC01000	2685 Sunset
	61028BC01001	2675 Sunset
8	61028BC01100	2703 Sunset
		2 / 8 = 25%
9	61028BC00700	2535 Sunset
10	61028BC00801	2545 Sunset
11	61028BC01102	2733-2735 Sunset
12	61028BC01103	Setlzer Park
		3 / 14 = 23.07%

Density as of 06/02/21

Applicant
Existing VRD

2675 Sunset Blvd 100' Analysis

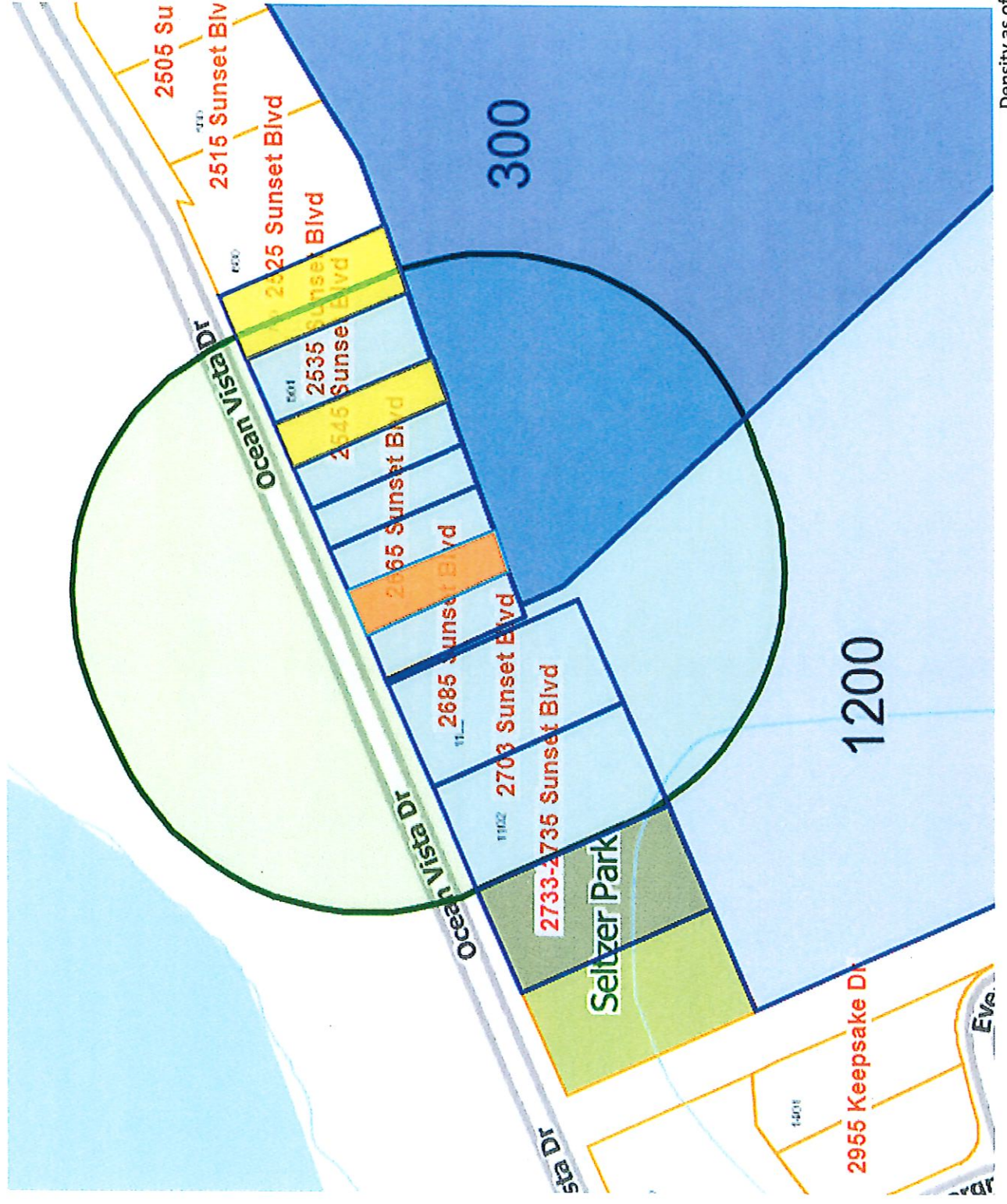
2 / 8 = 25%



Applicant
Existing VRD 100'
Existing VRD 200'

2675 Sunset Blvd 200' Density Analysis

$2 / 12 = 16.66\%$



CITY OF SEASIDE STAFF REPORT

To: Seaside Planning Commission
From: Planning Director, Kevin Cupples
Date: July 6, 2021
Applicant/
Owner: Cross Creek Land 1, LLC; Steve Olstedt, PO Box 2870,
Gearhart, OR 97138
Location: 2341 N Roosevelt Dr. (T6-R10-15BA-TL5800)
Subject: 21-035CU, 21-036HOZ & 21-044SUB: A Conditional Use &
Highway Overlay Zone Review for a 72 Unit Apartment
Complex & Subdivision Within the General Commercial (C-3)

REQUEST:

The applicant is requesting a conditional use permit to develop a 72 unit apartment complex (eight 6-plexes and six 4-plexes) within the General Commercial (C-3) zone. The subject property is located at 2341 N Roosevelt (T6-R10-15BA-TL5800). This vacant property is approximately 4.47 acres and it is located north and east of TLC Federal Credit Union. The eastern portion of the property abuts Neawanna Creek and that Conservation Aquatic (A-2) zoned estuary area will remain undeveloped open space. The western portion of the property abuts N Roosevelt Dr. (Hwy 101) and no new vehicular access is proposed at this time.

In conjunction with this request, the applicant has submitted a Highway Overlay Zone request (21-036HOZ) and a preliminary subdivision plat (21-044SUB) that would create a separate lot for each of the housing units and common ownership of the access and off-street parking areas.

DECISION CRITERIA, FINDINGS, AND CONCLUSIONS:

The following is a list of the decision criteria applicable to the request. Each of the criteria is followed by findings or justification statements which may be adopted by the Planning Commission to support their conclusions. The Commission may include conditions which they consider necessary to protect the interests of the surrounding area of the city as a whole. Although each of the findings or justification statements specifically apply to one of the decision criteria, any of the statements may be used to support the Commission's final decision.

DECISION CRITERIA # 1: Pursuant to Section 6.031 of the Seaside Zoning Ordinance, all conditional use requests must comply with the specific standards in the zone and other applicable supplementary provisions in Article 4. In permitting a new conditional use or alteration of an existing conditional use; the Planning Commission may impose additional conditions considered necessary to protect the best interests of the surrounding area of the city as a whole. These conditions may include (but are not limited to) the following:

1. Increasing the required lot size or yard dimension.
2. Limiting the height of buildings.

3. **Controlling the location and number of vehicle access points.**
4. **Increasing the street width.**
5. **Increasing the number of required off-street parking spaces.**
6. **Limiting the number, size, location and lighting of signs.**
7. **Requiring diking, fencing, screening, landscaping or other facilities to protect adjacent or nearby property.**
8. **Designating sites for open space.**

FINDINGS & JUSTIFICATION STATEMENTS:

1. Mailed Notice Request Summary: **21-035CU**: A conditional use request by **Steve Olstedt, Cross Creek Land 1 LLC**, for a 72 unit housing development (eight 6-plexes and six 4-plexes) within the General Commercial (C-3) zone. The vacant property is located north and east of TLC Federal Credit Union at 2341 N Roosevelt (**T6-R10-15BA-TL5800**) and it will be accessed from the existing private road. In conjunction with this request, the applicant has submitted a Highway Overlay Zone request (**21-036HOZ**) and a preliminary subdivision plat (**21-044SUB**) that would create a separate lot for each of the housing units and common ownership of the access and off-street parking areas. The eastern portion of the property that abuts the Neawanna Creek Estuary Conservation Aquatic (A-2) zone will remain undeveloped open space. The western portion of the property abuts N Roosevelt Dr. (Hwy 101) and no new vehicular access is proposed at this time.
2. The applicant's supporting evidence and site plan are adopted by reference. The applicant's submitted information is summarized as follows:
 - a. The individual building footprints are approximately 44'X48' (2,112 sq. ft.).
 - b. The project includes eight three-story 6-plex units and six two-story 4-plex units.
 - c. A 10' wide landscaped area is provided along the Highway 101 frontage and this area is in addition to the pedestrian pathway.
 - d. Exterior lighting has not yet been selected but the applicant is aware there are general outdoor lighting restrictions and more restrictive limitations within the highway overlay zone that must be met.
 - e. The buildings closest to the highway frontage cannot have a minimum setback of 10' from the property line because existing easements limit where the buildings can be located. It is not practical to provide a building entrance at this location based on the site or the proposed use.
 - f. The applicant has provided 111 off-street parking spaces (1.5 spaces for each two bedroom unit). The parking space breakdown is: 78 standard, 28 compact (25%), 3 ADA van accessible, and 2 ADA standard.
 - g. No new ODOT accesses are proposed.
 - h. The traffic study by Lancaster Mobley does not indicate the existing access permitted by ODOT will require improvements or modifications.
 - i. The applicant assumes the existing facilities have adequate capacity to accommodate the demands from the proposed use.

- j. Access and sidewalks are identified on the site plan and they provide access throughout the site.
- k. Parking is not provided between the buildings and the highway frontage.
- l. The site circulation does provide a Looped traffic and pedestrian accesses.
- m. The project is served by a private access road that was created for the overall site development
- n. Interior sidewalks are planned at 5' width within the development and 4' width along the private access road frontage consistent within the previously developed properties.
- o. The apartments are a conditionally permitted use within the General Commercial (C-3) zone. There is no minimum lot size or yard requirements in the zone.
- p. The three story buildings will meet the maximum building height restriction of 45'.
- q. A wetland delineation has been provided by the applicant and the site plan shows the majority of the development will be outside of the identified wetland area.
- r. Lots 1-14 will be developed with a 4-plex or 6-plex apartment unit. Lot 15 will be contain common areas for parking, site circulation, and access. Lot 16 includes the wetland area and the required 25' setback Conservation Aquatic (A-2) estuary zone.
- s. Two refuse areas are identified on the plan.

4. Appendix G of the TSP requires bike parking for apartment facilities. Apartments require the following:

Long Term: One covered space per four units.

Short Term: two spaces or one per 20 units.

Location and Design. Bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle parking space, or 50 feet, whichever is less. Long-term (i.e., covered) bicycle parking should be incorporated whenever possible into building design.

5. Appendix G of the TSP requires pedestrian circulation throughout apartment facility. This has been included within the development but an informal review by the Seaside Fire Department has determined a pedestrian walkway along the east side of the buildings will need to be provided along the east side of the buildings. This would need to be centered approximately 9' from the buildings in order for it to provide working ladder access to the three story buildings.

6. Seaside Fire has also noted additional needs for hydrant and dry standpipes; however, these additional improvements will not be fully identified until a complete plan review for the development is completed after the initial planning process.

7. Drainage, sewer, & water provisions are included on the plan and the engineer will need to determine if all of these systems will be adequate to meet the demands within the development and the public systems they will be connected to. Required upgrades to the system would be the responsibility of the applicant.

8. Specification for the proposed exterior lighting is not addressed on the plan and future plans would need to conform to Seaside's outdoor lighting ordinance and the requirements of the Highway Overlay Zone.

9. The Conservation Aquatic (A-2) zoned area east of the upland portion of the property has a riparian setback that extends 25 feet landward of the mean higher high water elevation (MHHW +5.01 NGVD). The Department of State Lands (DSL) can also require fill permits for any development within the identified wetland and can also require fill permits based on the highest tide datum for the estuary (+9.21 NGVD).

10. The wetland line shown on the site plan does not extend all the way to the south end of the development and the working walkway identified by Seaside Fire could require fill permits and mitigation in accordance with DSL requirements.

CONCLUSION TO CRITERIA #1:

The proposed apartments will satisfy the applicable development standards and be compatible with the surrounding area provided the following conditions are attached to the approval.

Condition 1: The applicant must provide short and long term bike parking in accordance with the provision in Appendix G of the TSP for the apartments (18 covered long term & 4 short term spaces). These are commonly incorporated into stairwells on the ground floor.

Condition 2: The applicant will need to determine what DSL permitting requirements will be necessary in order to provide the working walkway for the Fire Department. Based on this determination, a preliminary revised plan must be submitted for review in order to show the walkway can be feasibly incorporated into the proposed development plan.

Condition 3: The applicants engineer will need to determine if the planned drainage, sewer, & water system capacity is adequate to meet the demands within the development and the public systems they will be connected to. This determination will need to be submitted for review and approval by the Seaside Public Works Director. The plan would also need to address water quality measures that would be incorporated into the system in an effort to limit oil & sediment from entering the public storm water system or local groundwater. Required upgrades to the system would be the responsibility of the applicant.

Condition 4: The applicant must provide a detailed exterior lighting plan. The plan must document that all exterior lighting fixtures will be designed to limit glare in accordance with the City's Outdoor Lighting Ordinance, the Highway Overlay Zone provisions, and limit lighting of the adjacent wetland area.

Condition 5: The trash and recycle area must be appropriately screened from public view or enclosed within a building(s). The capacity must meet guidelines established by Recology and additional trash and recycle areas may need to be incorporated into the development plan.

Condition 6: The final plan for development must document the buildings setback from the MHHW elevation contour line.

Condition 7: A Hazard Mitigation Plan (HMP) will be required for lots 2-9 prior to completing a preliminary plat for the development.

Condition 8: Minor modifications to the applicant's proposed plan must be reviewed and approved by the Planning Director. These could be required in order to comply with other code issues applicable to the request or reduce impacts to the neighboring property. Any major changes or conflicts over a proposed modification will be reviewed with the Planning Commission prior to any final approval.

REVIEW CRITERIA # 2: Pursuant to Section 3.400 of Appendix G of Seaside's TSP, all development that will create a significant number of additional trips (more than 5 peak hour or 30 average daily trips) must address the following review standards and criteria:

Section 3.407 Highway Overlay Zone Standards

- 1. Building Size:** The maximum building size will be 20,000 square feet. Buildings larger than 20,000 square feet may be considered, but are subject to additional design review.
- 2. Landscaping:** A landscaped area must be provided along the highway frontage to assure that a buffer is provided between the development and the road surface. As a minimum requirement, the area must be equal to a 10' width multiplied by the length of the highway frontage. Any public sidewalk area provided on private property adjacent to the highway would be deducted from the required area.
- 3. Exterior Lighting:** All exterior lighting shall be designed so the lighting source or lamp is recessed or otherwise covered to eliminate line of site visibility from neighboring properties, street travel lanes, or the surrounding environment. All exterior lighting must be dark sky compliant and shielded, screened, or otherwise provided with cut-offs in order to prevent direct lighting on the adjacent properties, riparian area, or the state highway subject to the following exception: Line of site visibility and direct lighting of neighboring property can be permitted subject to a formal agreement with the neighboring property owner when the lighting will benefit joint parking, access, or safety.
- 4. Yards Abutting the Highway Frontage:** In an effort to promote more pedestrian oriented development, regardless of yard requirements of the underlying zone, buildings must be located close to the property line adjacent to highway such that the property line setback for the building entrance will not exceed 10'.
- 5. Off Street Parking:** In addition to the requirements in Section 4.100, parking areas must address the specific design standards in Section 3.410.

FINDINGS & JUSTIFICATION STATEMENTS:

11. The applicant's submitted justification and site plan and traffic impact study are adopted by reference. These documents address the applicable criteria in the Highway Overlay Zone.
12. The traffic impact study does indicate queueing back up significantly during periods of peak demand but their final conclusion states: *Queueing analysis of the buildout*

conditions shows that existing turn lanes on the highway can accommodate the addition demand generated by the proposed development. Although the queues exiting the site can be longer during the morning and evening peak hours, they are not expected to impede internal circulation or create queues of entering vehicles that could affect the highway operations

CONCLUSION TO CRITERIA #2:

The proposed apartments will satisfy the applicable development standards in the Highway Overlay Zone provided the previously stated conditions are attached to the approval.

REVIEW CRITERIA #3: Section 7, the tentative subdivision plan shall contain the following information:

1. **Proposed name, date, north point and scale of drawing.**
2. **Location of the subdivision sufficient to define its location and boundaries and a legal description of the tract boundaries.**
3. **Name and address of the subdivider.**
4. **Appropriate identification of the drawing as a tentative plan.**
5. **Name, business address and number of the registered engineer or licensed surveyor who prepared the plan of the proposed subdivision.**
6. **The locations, names, widths, approximate radii of curves and grades of all existing and proposed streets and easements in the proposed subdivision and along the boundaries thereof, and the names of adjoining platted subdivisions and portions of the subdivisions as shall be necessary to show the alignment of streets and alleys therein with the streets and alleys in the proposed subdivision.**
7. **Names of the record owners of all contiguous land.**
8. **The approximate location and character of all existing and proposed easements and public utility facilities except water and sewer lines in the subdivision or adjacent thereto.**
9. **The location and approximate dimensions of each lot and each to be numbered.**
10. **Setback lines, if any, proposed by the subdivider.**
11. **The outline of any existing buildings and their use, showing those which will remain.**
12. **Contour lines where the data is made available by the City.**
13. **The location of at least one temporary benchmark within the subdivision boundaries.**
14. **City boundary lines crossing or bounding the subdivision.**
15. **Approximate location of all areas subject to inundation or storm water overflow and the location, width, high water elevation flood flow and direction of flow of all watercourses.**
16. **Any areas proposed to be cut or filled or otherwise graded or protected from flooding.**
17. **If impractical to show on the tentative plan, a key map showing the location of the tract in relationship to section and township lines and to**

adjacent property and major physical features such as streets, railroads & water courses.

18. Streets to be held for private use shall be so indicated and all reservations or restrictions relating to such private streets are fully described.

FINDINGS & JUSTIFICATION STATEMENTS:

13. The tentative plan addresses a number of the requirements for the proposed subdivision; but a revised plan will be needed submitted that fully addresses all of the requirements.

14. The Fire Chief has asked that the private road be formally named so that all of the new apartments can be addressed off of the existing frontage road.

CONCLUSION TO CRITERIA #3:

The proposed tentative subdivision plan needs to be revised in order to address each of the requirements. Although Staff believes the Commission could approve the conceptual development of the subdivision, the applicant may be better served to continue the subdivision to the next meeting so that a fully developed tentative plan can be presented for Planning Commission review.

FINAL STAFF RECOMMENDATION

Conditionally approve request 21-035CU and 21-036HOZ for the development of a 72 unit apartment complex at 2341 N Roosevelt Dr. and continue 21-044SUB. This decision can be supported by the Commission adopting the findings, justification statements, and conclusions in this report subject the previously stated conditions.

Although they are not conditions of approval, the following is a reminder to the applicant.

- The conditional use will become void one (1) year from the date of decision unless the permit is utilized or an extension of time is approved in the manner prescribed under the Seaside Zoning Ordinance.
- All necessary permits (such as structural, plumbing, mechanical, electrical, etc.) must be obtained prior to development.
- As with any permit, the applicant must meet all applicable standards in the Seaside Zoning Ordinance (e.g. erosion control, drainage, setbacks) and any other applicable City of Seaside Ordinances.

The information in this report and the recommendation of staff is not binding on the Planning Commission and may be altered or amended during the public hearing.

Attachments:

Applicant's Proposed Development Plans & Supplemental Information



City of Seaside, Planning Department

989 Broadway, Seaside, OR 97138 (503) 738-7100 Fax (503) 738-8765

Land Use Application

Kevin Cupples, Director

PLEASE PRINT OR TYPE

NAME OF APPLICANT Cross Creek Land 1	ADDRESS P.O. Box 2870 Gearhart, OR	ZIP CODE 97138
STREET ADDRESS OR LOCATION OF PROPERTY Adjacent to 2297 N Roosevelt Dr. Seaside, OR 97138		

ZONE C3 General Commercial	OVERLAY ZONES Highway overlay	TOWNSHIP 6N	RANGE 10W	SECTION 15	TAX LOT 5800
-------------------------------	----------------------------------	----------------	--------------	---------------	-----------------

PROPOSED USE OF PROPERTY AND PURPOSE OF APPLICATION(S):

Multifamily 6 and 4 unit 3 story buildings 44'X48' Parking, landscape, utilities.

(PLEASE INCLUDE THE APPROPRIATE PLOT PLAN.
IF ADDITIONAL SPACE IS NEEDED OR SUPPLEMENTAL INFORMATION IS REQUIRED PLEASE ATTACH)

OWNER:	APPLICANT/REPRESENTATIVE (OTHER THAN OWNER):
PRINT NAME OF PROPERTY OWNER Cross Creek Land 1	PRINT NAME OF APPLICANT/REPRESENTATIVE Steve Olsedt
ADDRESS P.O. Box 2870 Gearhart, OR 97138	ADDRESS P.O. Box 2870 Gearhart, OR 97138
PHONE / FAX / EMAIL 503-738-2522	PHONE / FAX / EMAIL 503-738-2522 / steveolstedt@gmail.com
SIGNATURE OF PROPERTY OWNER <i>Steve Olsedt</i>	SIGNATURE OF APPLICANT/REPRESENTATIVE <i>Adam Casey</i>

FOR CITY USE ONLY - DO NOT WRITE BELOW THIS LINE

CHECK TYPE OF PERMIT REQUESTED:

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> CONDITIONAL USE | <input type="checkbox"/> NON CONFORMING | <input type="checkbox"/> SUBDIVISION | <input type="checkbox"/> ZONING CODE AMENDMENT |
| <input type="checkbox"/> LANDSCAPE/ACCESS REVIEW | <input type="checkbox"/> PLANNED DEVELOPMENT | <input type="checkbox"/> TEMPORARY USE | <input type="checkbox"/> ZONING MAP AMENDMENT |
| <input type="checkbox"/> MAJOR PARTITION | <input type="checkbox"/> PROPERTY LINE ADJUSTMENT | <input type="checkbox"/> VACATION RENTAL | <input type="checkbox"/> APPEAL |
| <input type="checkbox"/> MINOR PARTITION | <input type="checkbox"/> SETBACK REDUCTION | <input type="checkbox"/> VARIANCE | <input type="checkbox"/> |

PLANNING DEPARTMENT USE:	
DATE ACCEPTED AS COMPLETE	BY
CASE NUMBER (S)	
HEARING DATE	P.C. ACTION

OFFICE USE:	
FEE	RECEIPT
DATE FILED	BY

CONDITIONAL USE - ARTICLE 6

TYPE 2 - PLANNING COMMISSION DECISION

FEE: \$ 675.00

In certain districts, conditional uses may be permitted subject to the granting of a Conditional Use Permit. Because of their unusual characteristics, or special characteristics of the area in which they are to be located, conditional uses require special considerations so they may be properly located with respect to the Comprehensive Plan and to the objectives of this Ordinance.

The Planning Commission shall have the authority to approve, approve with conditions, or disapprove Conditional Use Permits in accordance with the provisions in Article 6 of the Seaside Zoning Ordinance.

In addition to those standards and requirements expressly specified by the Ordinance, the Planning Commission may impose conditions, which are necessary to protect the best interests of the surrounding area or the city as a whole. These conditions may include the following:

1. Increasing the required lot size or yard dimension.
2. Limiting the height of buildings.
3. Controlling the location and number of vehicle access points.
4. Increasing the street width.
5. Increasing the number of required off-street parking spaces.
6. Limiting the number, size, location and lighting of signs.
7. Requiring diking, fencing, screening, landscaping or other facilities to protect adjacent or nearby property.
8. Designating sites for open space.

The Planning Commission will make a determination concerning a conditional use based on the applicant's justification of the following statements:

1. What is the proposed use in the zone?

Wholesale or heavy commercial use on the fringe of central business district.

2. How will the development conform to the general development standards in Ordinance and the specific standards in the zone?

General development standards will be followed based on the proposed use. Zone standards will be followed based on practicality for the proposed use. Non standard zone requirements, 3.085 article 4?

3. How will the development meet any of the applicable standards in Article 6?



lancaster
moble

Cross Creek Multifamily Housing

Transportation Impact Study

Seaside, Oregon

Date:

June 17, 2021

Prepared For:

Steve Olstedt

Ryan Osburn

Adam Dailey, PE, A.M. Engineering

Prepared by:

Nick Mesler, EIT

Jennifer Danziger, PE



RENEWS: 12-31-21

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Executive Summary

1. The Cross Creek site is located on tax lot 61015-BA-05800 in northern Seaside. The project site encompasses approximately 4.47 acres and is bordered by existing commercial uses to the west, N Roosevelt Drive (Oregon Coast Highway US 101) to the north, and Neawanna Creek to the east and south. The site is currently zoned C3 (General Commercial), which allows the development of the proposed 74-unit multifamily units with a conditional use permit.
2. The project intends to take access to the local transportation network via the existing, shared driveway serving the nearby commercial uses. The driveway connects to N Roosevelt Drive (US 101) via a side-street stop-controlled intersection. US 101 functions as a Principal Arterial as identified in the City of Seaside *Street Functional Classifications* and is classified as a Statewide Highway in the *Oregon Highway Plan*. US 101 will service all the project traffic.
3. The proposed development is projected to generate an additional 36 net new morning peak hour trips, 45 net new evening peak hour trips, and 418 net new average weekday trips.
4. No significant trends or crash patterns were identified at any of the study intersections that were indicative of safety concerns. No additional safety mitigation is recommended per the crash data analysis.
5. The preliminary traffic signal analysis determined that signal warrants are not projected to be met at the site access driveway.
6. All study intersections are currently operating acceptably per ODOT standards and are projected to continue operating acceptably in Background Year 2023, both with and without the addition of project traffic.
7. Queueing analysis of the buildout conditions shows that existing turn lanes on the highway can accommodate the addition demand generated by the proposed development. Although the queues exiting the site can be longer during the peak hours, they are not expected to impede internal circulation or create queues of entering vehicles that could affect the highway operations.



Project Description

Introduction

This report describes and evaluates the transportation impacts associated with the proposed Cross Creek multifamily residential property conditional use permit application located at 2275 N Roosevelt Drive in Seaside, Oregon. The site is currently zoned C3 (General Commercial), which allows the development of the proposed 74-unit multifamily units with a conditional use permit. To gain approval for the conditional use permit, a Transportation Impact Study (TIS) is required.

The purpose of this study is to determine whether the transportation system within the vicinity of the site is capable of safely and efficiently supporting the existing and proposed uses and to determine any mitigation that may be necessary to do so. Detailed information on traffic counts, trip generation calculations, safety analyses, and level of service calculations is included in the appendix to this report.

Based on correspondence with the City of Seaside and the Oregon Department of Transportation (ODOT), a safety and capacity/level of service analysis was conducted at one intersection: US 101 & Site Driveway

Location Description

The project site is located on tax lot 61015-BA-05800 in northern Seaside. The project site encompasses approximately 4.47 acres and is bordered by existing commercial uses to the west, N Roosevelt Drive (Oregon Coast Highway US 101) to the north, and Neawanna Creek to the east and south. The site is currently zoned C3 (General Commercial), which allows the development of the proposed 74-unit multifamily units with a conditional use permit.

The project intends to take access to the local transportation network via the existing, shared driveway serving the nearby commercial uses. The driveway connects to N Roosevelt Drive (US 101) via a side-street stop-controlled intersection. US 101 functions as a Principal Arterial as identified in the City of Seaside *Street Functional Classifications*. It is anticipated that US 101 will service all the project traffic.

Vicinity Roadways

The proposed development is expected to impact one (1) vicinity roadway. Table 1 provides a description of that roadway.

Table 1: Vicinity Roadway Descriptions

Roadway Name	Jurisdiction	Functional Classification	Speed (MPH)	Curbs & Sidewalks	On-Street Parking	Bicycle Facilities
US 101	ODOT	Statewide Scenic Byway	40 MPH	None	Parallel	Class II Bike Lanes

In addition to its highway classification, US 101 functions as a Principal Arterial as identified in the City of Seaside *Street Functional Classifications*.



Study Intersections

The proposed development is expected to impact one (1) existing vicinity intersection of significance. Table 2 below provides a summarized description of the study intersection.

Table 2: Vicinity Intersection Descriptions

ID	Intersection	Approaches	Traffic Control	Phasing/Stopped Approaches
1	US 101 & Site Driveway	Three	Stop-Controlled	WB Stop Controlled

A vicinity map displaying the project site, vicinity streets, and the study intersections with their associated lane configurations and control types is shown in Figure 1.

Site Trips

Trip Generation

To estimate the number of trips that are projected to be generated by the housing development, trip rates from the *Trip Generation Manual*¹ were used. Specifically, data from land use code 220, Multifamily Housing (Low Rise), was used to estimate the proposed development's trip generation based on the proposed number of dwelling units.

The trip generation calculations show that the proposed development is projected to generate 36 morning peak hour trips, 45 evening peak hour trips, and 518 average weekday trips. The trip generation estimates are summarized in Table 3. Detailed trip generation calculations are attached to this memorandum.

Table 3: Trip Generation Summary

Land Use	ITE Code	Size	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Multifamily Housing (Low-Rise)	220	74 DU	8	28	36	28	17	45	518

Trip Distribution

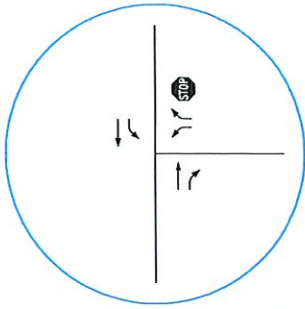
The project trip distribution was developed based on the geographical location of the project, US residential/employment census data (<https://onthemap.ces.census.gov/>), preferred route choice, and the existing roadway network facilities. The following trip distribution is projected:

- 60 percent of site trips are expected to travel to and from the north along US 101
- 20 percent of site trips are expected to travel to and from the west along 12th Avenue via US 101
- 15 percent of site trips are expected to travel to and from the south along US 101
- 5 percent of site trips are expected to travel to and from the east along 12th Avenue via US 101

The regional trip distribution and traffic assignment for site trips generated by the proposed development are shown in Figure 2.

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017.

Lane Geometry



Legend

- City of Seaside
- Clatsop County
- ODOT
- Private
- Project Site

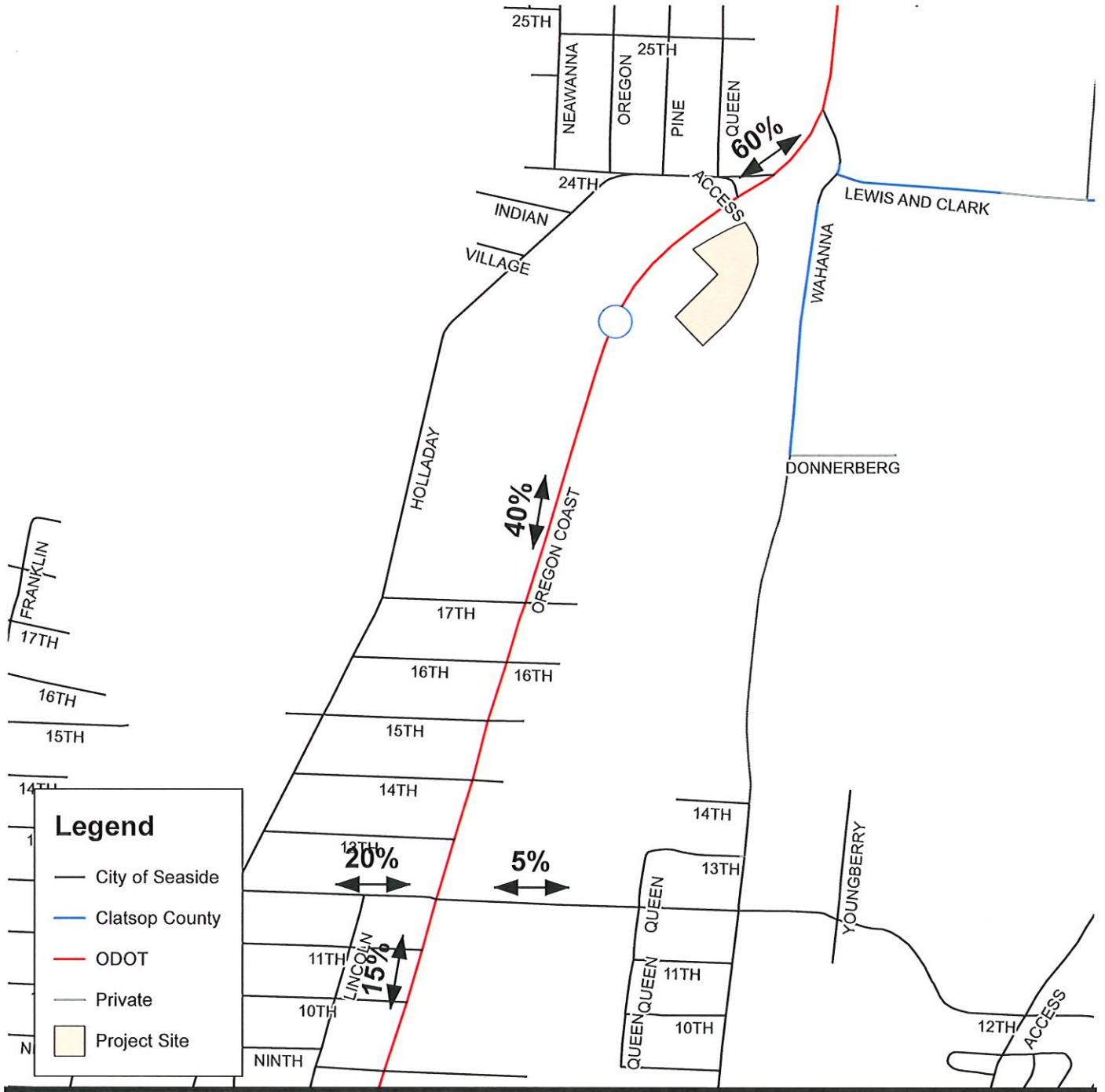
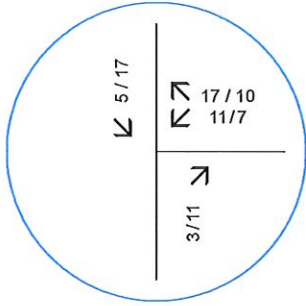


Vicinity Map



Figure 1
Cross Creek Multifamily TIS
2/4/2021

Trip Assignment Volumes



Legend

- City of Seaside
- Clatsop County
- ODOT
- Private
- Project Site



TRAFFIC VOLUMES
Trip Distribution & Assignment
AM & PM Peak Hour



Figure 2
Cross Creek Multifamily TIS
4/5/2021

Traffic Volumes

This section describes the study intersection peak hour traffic volumes under existing conditions (year 2021), the future year 2023 background volumes, and the future year 2023 (opening day) buildout volumes.

Existing Conditions

Since this study is being conducted during the COVID-19 viral pandemic, which has become a public health concern throughout the State of Oregon, collection of current traffic counts is not feasible at this time. Due to the pandemic, traffic volumes have been significantly depressed statewide since March 2020. Additionally, US 101 is identified as a Coastal Destination Route, meaning that summertime traffic volumes are significantly higher than wintertime conditions. Thus, conducting new traffic counts at this time is not advisable. To reflect normal travel conditions, baseline traffic volumes at the study intersection were deduced using two methods:

- Traffic volumes along US 101 were calculated using an ODOT average annual daily traffic (AADT) volume data collected throughout 2018. The count location directly fronts the project site, with no driveways between the it and the site driveway.
- Ingress and egress traffic volumes were calculated using standard trip rates from the *Trip Generation Manual*². Specifically, data from the following land use codes were employed for the various uses sharing the project driveway:
 - TLC Credit Union (Drive-In Bank, 912) – based on square footage of the building;
 - Randall Lee's FlooringAmerica (Building Materials and Lumber Store, 812) – based on square footage of the building;
 - Seaside Car & Boat Wash (Self-Service Car Wash, 947) – based on the number of stalls;
 - Los Tacos Locos (Fast-Food Restaurant with Drive-Thru, 934) – based on square footage of the building;
 - Seaside Family Dentistry (Medical/Dental Office Building, 720) – based on square footage of the building;
 - Ticor Title (Small Office, 712) – based on square footage of the building; and
 - Dutch Bros Coffee (Coffee-Donut with Drive Thru no Seating, 938) – based on square footage of the building.
- The Automatic Traffic Recorder (ATR) Gearhart #04-001 at US101; MP 15.90; OREGON COAST HIGHWAY NO. 9; 2.09 miles north of Dellmoor Loop Road was used to develop a seasonal adjustment factor.
- A seasonal adjustment factor (SAF) of 1.1485 was applied to adjust the September count period to the peak month (typically August). The SAF is intended to adjust traffic volumes along ODOT intersections to reflect the 30th highest hour of traffic. The adjustment factor was applied to each intersection turning movement.

² Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017.

The site uses and the square footage of each use were established using the Clatsop County webmap tax information, (<https://delta.co.clatsop.or.us/portal/apps/webappviewer/index.html?id=66f9167f01304850aacc7ad1a0d3d217>). The webmap information is provided as an appendix to this report. A summary of the existing site uses trip generation is provided in Table 4.

Table 4: Existing Site Uses Trip Generation Summary

Tax Lot: Tenant	ITE Land Use: Code	Size	Units	Morning Peak Hour			Evening Peak Hour			ADT
				Enter	Exit	Total	Enter	Exit	Total	
5801: TLC Credit Union	Drive-In Bank: 912	4,600	Square Feet	26	18	44	47	47	94	460
5801: Randall Lee's Flooring America	Building Materials and Lumber Store: 812	3,500	Square Feet	3	2	5	3	4	7	64
5804: Seaside Car & Boat Wash	Self-Service Car Wash: 947	4	Stalls	16	16	32	11	11	22	432
5804: Los Tacos Locos	Fast-Food Restaurant with Drive-Thru: 934	384	Square Feet	8	7	15	7	6	13	180
5805: Seaside Family Dentistry	Medical/Dental Office Building: 720	2,672	Square Feet	7	2	9	3	8	11	92*
5805: Ticor Title	Small Office: 712	2,659	Square Feet	4	1	5	2	5	7	44
5807: Dutch Bros Coffee	Coffee-Donut with Drive Thru no Seating: 938	351	Square Feet	59	59	118	14	15	29	702
Existing Uses				123	105	228	87	96	183	1,974

* The equations were used for the morning and evening peak hour estimates the the average rate was used for the daily estimate because the equation produces unrealistic estimates.

To adjust for year 2021 baseline conditions from the 2018 counts, a conservative, compounding annual growth rate of 2.00% was applied to each intersection movement. Figure 3 displays the baseline existing conditions traffic volumes for the study intersections during the evening peak hour. The 2018 count data is provided as an appendix to this report.



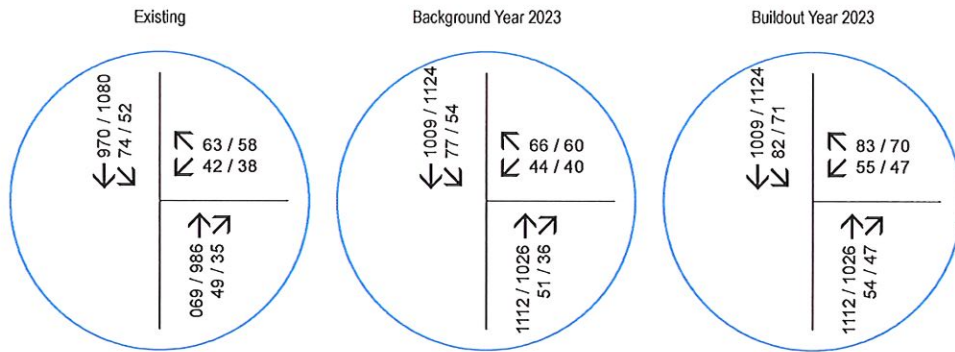
Background Conditions

To provide analysis of the impact of the proposed development on the nearby transportation facilities, an estimate of future traffic volumes is required. Consistent with the growth factors identified in the development of the Existing Conditions baseline volume, an annual compounded growth rate of 2.00% was applied to the 2021 Existing Conditions baseline volumes for future year 2023 conditions. Figure 3 displays the Year 2023 background volumes during the evening peak hour.

Buildout Conditions

Peak hour trips calculated to be generated by the proposed development, as described earlier within the *Site Trips* section, were added to the Year 2023 background volumes to obtain the expected Year 2023 buildout conditions. Figure 3 displays the Year 2023 background volumes with the additional site trips projected to be generated by the proposed development.





Safety Analysis

Crash History Review

Using data obtained from ODOT’s Crash Analysis and Reporting Unit, a review was performed of the most recent five years of available crash data at the study intersections (January 2014 through December 2018). The crash data was evaluated based on the number of crashes, the type of collisions, the severity of the collisions, and the resulting crash rate for each intersection. Crash severity is based on injuries sustained by people involved in the crash, and includes five categories:

- *PDO* – Property Damage Only;
- *Injury C* – Possible Injury;
- *Injury B* – Suspected Minor Injury;
- *Injury A* – Suspected Serious Injury; and
- *Fatality*

Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated under the common assumption that traffic counted during the evening peak hour represents approximately ten percent of annual average daily traffic (AADT) at each intersection.

The study intersection adheres to the crash analysis methodologies within ODOT’s APM. According to *Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control* of the APM, intersections which experience crash rates exceeding their respective 90th percentile crash rates should be “flagged for further analysis” and may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation. The 90th percentile rate for an unsignalized, three-leg intersection in urban areas is 0.293 CMEV.

Table 5 provides a summary of crash types and rates for the study intersection. All the collisions were classified as “possible injury” (Injury C). Detailed crash reports are included in the technical appendix to this report.

Table 5: Crash Type Summary

Intersection	Crash Type			Total Crashes	PHEV	Crash Rate	ODOT 90 th %
	Rear-End	Sideswipe	Turning				
US 101 & Site Driveway	1	1	1	3	2,249	0.07	0.293

PHEV = Peak Hour Entering Vehicles.

Based on a review of the most recent five years of available crash data, no significant trends or crash patterns were identified at any of the study intersections that were indicative of safety concerns. Accordingly, no additional safety mitigation is recommended per the crash data analysis.



Warrant Analysis

Preliminary Traffic Signal Warrants

Preliminary traffic signal warrants were examined for the unsignalized site access intersection. Methodologies were based on the Manual on Uniform Traffic Control Devices (MUTCD), published by the Federal Highway Administration in 2009. Warrant 1, Eight-Hour Vehicular Volumes, was evaluated based on the common assumption that traffic counted during the evening peak hour represents 10 percent of the average daily traffic (ADT) and that the 8th highest hour is 5.65 percent of the daily volume. Detailed analysis worksheets can be found in an appendix to this report.

The preliminary traffic signal analysis determined that signal warrants are not projected to be met at the study intersection under year 2023 Buildout Conditions.

Left- & Right-Turn Lane Warrants

Left-turn lane and right-turn lane warrants were not examined for the site access intersection along US 101 as there are currently existing turn lanes accessing the site.

Operational Analysis

Capacity and delay analyses were conducted for the study intersection per the unsignalized intersection analysis methodologies in the *Highway Capacity Manual*³ (HCM). Calculations for the intersection are performed using Synchro 10.3.122.0 software. Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little, or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

Performance Standards

In accordance with the ODOT Oregon Highway Plan (1999), statewide routes outside an MPO and STA with a roadway speed of 40 mph have an intersection v/c ratio target not to exceed 0.85.

³ Transportation Research Board, *Highway Capacity Manual*, 6th Edition, 2016.

Delay & Capacity Analysis

The v/c, delay, and LOS results of the capacity analysis are shown in Table 6 for the morning and evening peak hours. Detailed calculations as well as tables showing the relationship between delay and LOS are included in the appendix to this report.

Table 6: Intersection Capacity Analysis Summary

Scenario	Morning Peak Hour			Evening Peak Hour		
	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)
Existing Conditions	0.29	D	32	0.24	D	31
2023 Background Conditions	0.32	E	35	0.26	D	33
2023 Buildout Conditions	0.41	E	39	0.32	E	37

BOLDED text indicates intersection operation above jurisdictional standards.

Based on the results of the operational and capacity analysis, all study intersections are currently operating acceptably per ODOT standards and are projected to continue operating acceptably in Year 2023, both with and without the addition of project traffic.

Queuing Analysis

An analysis of projected queuing was conducted for the study intersection. To determine the expected queuing which may form at critical study area movements, a queuing analysis was conducted based on the results of a Synchro/SimTraffic simulation (version 10.3.122.0), with the reported values representing 95th percentile queue lengths. The 95th percentile queue is a statistical measurement which indicates there is a 5 percent chance that the queue may exceed this length during the analysis period; however, given this is a probability, the 95th percentile queue length may theoretically never be met or observed in the field. In order to provide an analysis for a worst-case scenario, the analysis summarized in Table 7 is based on the peak 15-minute periods of the morning and evening peak hours.

Table 7: Queuing Analysis Summary - Buildout Year 2023

Movement	Available Storage (ft)	Background Year 2023 95 th Percentile Queue	Buildout Year 2023 95 th Percentile Queue
US 101 - SBL	400	100 / 75	125 / 100
Site Access - WBL	115	75 / 75	100 / 100
Site Access - WBR	115	100 / 100	275 / 150

BOLDED text indicates queue length exceeding storage capacity.

A reported queue lengths were rounded up to the nearest twenty five feet, or the approximate length of one vehicle.

On US 101, the available storage in the southbound left-turn lane can easily accommodate the additional traffic generated by the proposed development. The left-turn movement will not affect the adjacent through travel lane.

For the westbound approach, the 95th percentile queue length is shown to extend past the turn pockets during the morning and evening peak hours under the Buildout Year 2023 scenario. However, the lane extends farther into the development which has enough storage to accommodate the estimated 95th percentile queue while maintaining gaps for individual driveway access. Traffic entering the shared driveway will continue to have access to all destinations served by the driveway. Internal queues that could affect the highway operations are unlikely to form.

It should be reiterated; however, that the 95th percentile queue accounts for 5 percent of possible queuing conditions for only the peak 15-minute period of rush hour traffic. Under all other traffic conditions, the outbound driveway queue is not expected to extend past the Dutch Bros driveway, and will not prevent vehicles from safely and expeditiously turning left and right out of the driveway and onto US 101. Safe driveway ingress and egress is demonstrated to occur during the highest peak hour of traffic under the expected typical queuing conditions. Accordingly, no mitigation pertaining to queuing is necessary or recommended.

Conclusions

Finding of the analysis include:

- No significant trends or crash patterns were identified at any of the study intersection that were indicative of safety concerns. No additional safety mitigation is recommended per the crash data analysis.
- The preliminary traffic signal analysis determined that signal warrants are not projected to be met at the site access driveway.
- All study intersections are currently operating acceptably per ODOT standards and are projected to continue operating acceptably in Background Year 2023, both with and without the addition of project traffic.
- Queuing analysis of the buildout conditions shows that existing turn lanes on the highway can accommodate the addition demand generated by the proposed development. Although the queues exiting the site can be longer during the morning and evening peak hours, they are not expected to impede internal circulation or create queues of entering vehicles that could affect the highway operations.

Appendix



Appendix A

Traffic Counts



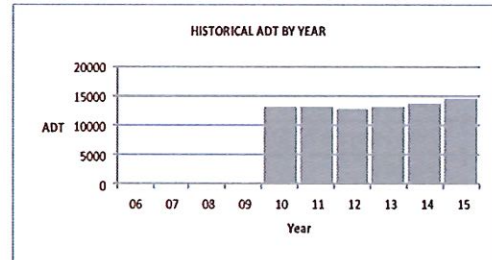
Milepoint 19.89

Location Info					Count Data Info	
Location ID	994				Start Date	9/11/2018
Type	I-SECTION				End Date	9/12/2018
Functional Class					Start Time	3:30 AM
Located On	OREGON COAST HIGHWAY NO. 9				End Time	3:30 AM
SOUTH OF	24th Avenue [0.10 miles]				Direction	
Direction	2-WAY				Notes	
Community	Seaside				Count Source	
MPO_ID					File Name	OR_Volume_Short_15_2017And2018
HPMS ID					Weather	
Agency	Oregon Traffic Monitoring System				Study	
					Owner	LEGACY
					QC Status	Accepted
Interval: 15 mins						
Time	15 Min				Hourly Count	
	1st	2nd	3rd	4th		
00:00 - 01:00	11	18	7	9	45	
01:00 - 02:00	11	15	12	11	49	
02:00 - 03:00	15	12	11	10	48	
03:00 - 04:00	20	8	11	12	51	
04:00 - 05:00	27	20	28	28	103	
05:00 - 06:00	35	45	51	86	217	
06:00 - 07:00	101	92	125	159	477	
07:00 - 08:00	181	246	315	373	1115	
08:00 - 09:00	337	270	262	294	1163	
09:00 - 10:00	269	298	315	316	1198	
10:00 - 11:00	315	321	349	346	1331	
11:00 - 12:00	369	390	351	375	1485	
12:00 - 13:00	393	357	366	394	1510	
13:00 - 14:00	385	396	364	382	1527	
14:00 - 15:00	388	360	402	395	1545	
15:00 - 16:00	378	404	419	395	1596	
16:00 - 17:00	394	433	393	340	1560	
17:00 - 18:00	373	389	394	329	1485	
18:00 - 19:00	301	252	230	230	1013	
19:00 - 20:00	184	179	158	129	650	
20:00 - 21:00	158	131	135	120	544	
21:00 - 22:00	108	78	90	76	352	
22:00 - 23:00	45	44	40	49	178	
23:00 - 24:00	46	36	20	17	119	
TOTAL					19361	

Location:	OR213; MP 8.90; CASCADE HIGHWAY SOUTH NO. 160; 0.94 mile south of S. Spangler Road	Site Name:	Mulino (03-020)
		Installed:	April, 2009

HISTORICAL TRAFFIC DATA

Year	ADT	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2006	***	***	***	***	***	***
2007	***	***	***	***	***	***
2008	***	***	***	***	***	***
2009	***	***	***	***	***	***
2010	13007	119	10.1	9.6	9.6	9.5
2011	12962	124	10.2	9.7	9.6	9.5
2012	12721	122	10.1	9.8	9.6	9.5
2013	13132	122	9.9	9.6	9.5	9.5
2014	13552	126	10.0	9.7	9.5	9.4
2015	14402	122	9.9	9.4	9.2	9.2



2015 TRAFFIC DATA

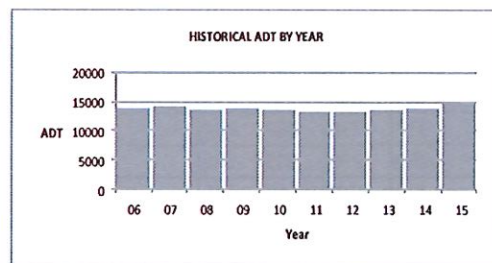
	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	13935	97	12989	90
February	14482	101	13709	95
March	14767	103	14003	97
April	15051	105	14386	100
May	14917	104	14464	100
June	15632	109	15162	105
July	15736	109	15170	105
August	15535	108	14983	104
September	15266	106	14907	104
October	15583	108	14781	103
November	15285	106	14247	99
December	14993	104	14028	97

For Vehicle Classification data near this ATR, please go to the following web page:
<https://gis.odot.state.or.us/TransGIS/>

Location:	US101; MP 15.90; OREGON COAST HIGHWAY NO. 9; 2.09 miles north of Dellmoor Loop Road	Site Name:	Gearhart (04-001)
		Installed:	October, 1956

HISTORICAL TRAFFIC DATA

Year	ADT	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2006	13797	146	12.8	12.3	11.9	11.8
2007	14019	145	12.5	12.1	11.9	11.7
2008	13486	153	14.3	12.2	11.8	11.7
2009	13797	146	12.8	12.4	12.1	12.0
2010	13635	149	12.7	12.4	12.1	12.0
2011	13182	149	14.2	12.5	12.4	12.2
2012	13158	157	13.6	12.9	12.5	12.4
2013	13409	150	13.5	12.7	12.4	12.2
2014	13825	150	13.1	12.7	12.5	12.2
2015	14702	142	12.2	11.7	11.5	11.4



2015 TRAFFIC DATA

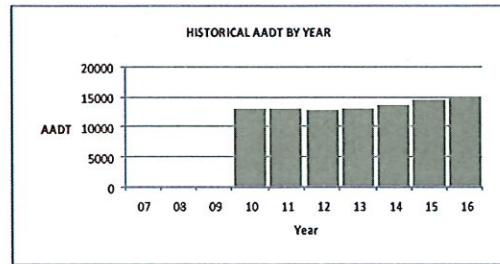
	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	11733	80	11556	79
February	12783	87	13195	90
March	13793	94	13939	95
April	14454	98	14660	100
May	14387	98	14719	100
June	16153	110	16722	114
July	18237	124	18236	124
August	18670	127	18602	127
September	15989	109	16401	112
October	14196	97	14026	95
November	12845	87	12593	86
December	12689	86	11776	80

For Vehicle Classification data near this ATR, please go to the following web page:
<https://gis.odot.state.or.us/TransGIS/>

Location:	OR213; MP 8.90; CASCADE HIGHWAY SOUTH NO. 160; 0.94 mile south of S. Spangler Road	Site Name:	Mulino (03-020)
		Installed:	April, 2009

HISTORICAL TRAFFIC DATA

Year	AADT	Percent of AADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2007	***	***	***	***	***	***
2008	***	***	***	***	***	***
2009	***	***	***	***	***	***
2010	13007	119	10.1	9.6	9.6	9.5
2011	12962	124	10.2	9.7	9.6	9.5
2012	12721	122	10.1	9.8	9.6	9.5
2013	13132	122	9.9	9.6	9.5	9.5
2014	13552	126	10.0	9.7	9.5	9.4
2015	14402	122	9.9	9.4	9.2	9.2
2016	15132	125	9.9	9.4	9.3	9.2



2016 TRAFFIC DATA

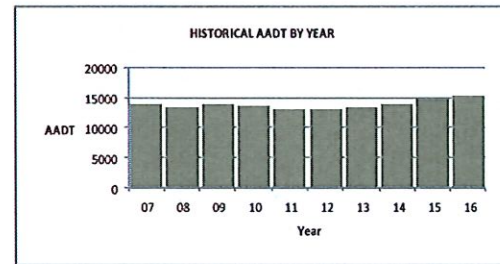
	Average Weekday Traffic	Percent of AADT	Average Daily Traffic	Percent of AADT
January	14541	96	13352	88
February	15434	102	14465	96
March	15545	103	14681	97
April	16232	107	15579	103
May	16360	108	15657	103
June	16632	110	16048	106
July	16662	110	16229	107
August	16835	111	16304	108
September	16299	108	15655	103
October	16184	107	15183	100
November	16094	106	14918	99
December	14259	94	13516	89

For Vehicle Classification data near your project, please go to the following web page:
<https://gis.odot.state.or.us/TransGIS/>

Location:	US101; MP 15.90; OREGON COAST HIGHWAY NO. 9; 2.09 miles north of Dellmoor Loop Road	Site Name:	Gearhart (04-001)
		Installed:	October, 1956

HISTORICAL TRAFFIC DATA

Year	AADT	Percent of AADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2007	14019	145	12.5	12.1	11.9	11.7
2008	13486	153	14.3	12.2	11.8	11.7
2009	13797	146	12.8	12.4	12.1	12.0
2010	13635	149	12.7	12.4	12.1	12.0
2011	13182	149	14.2	12.5	12.4	12.2
2012	13158	157	13.6	12.9	12.5	12.4
2013	13409	150	13.5	12.7	12.4	12.2
2014	13825	150	13.1	12.7	12.5	12.2
2015	14702	142	12.2	11.7	11.5	11.4
2016	15243	144	12.0	11.7	11.6	11.4



2016 TRAFFIC DATA

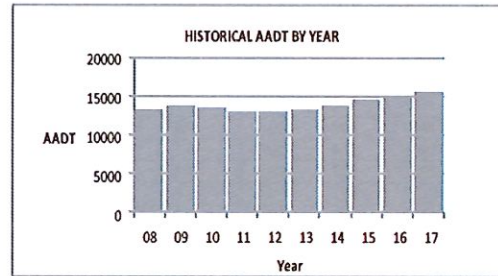
	Average Weekday Traffic	Percent of AADT	Average Daily Traffic	Percent of AADT
January	12294	81	12019	79
February	13498	89	13654	90
March	14098	92	13945	91
April	15260	100	15665	103
May	15388	101	15788	104
June	17061	112	17334	114
July	18573	122	18689	123
August	19210	126	19391	127
September	16856	111	17079	112
October	14311	94	13729	90
November	13445	88	13286	87
December	13014	85	12337	81

For Vehicle Classification data near your project, please go to the following web page:
<https://gis.odot.state.or.us/TransGIS/>

Location:	US101; MP 15.90; OREGON COAST HIGHWAY NO. 9; 2.09 miles north of Dellmoor Loop Road	Site Name:	Gearhart (04-001)
		Installed:	October, 1956

HISTORICAL TRAFFIC DATA

Year	AADT	Percent of AADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2008	13486	153	14.3	12.2	11.8	11.7
2009	13797	146	12.8	12.4	12.1	12.0
2010	13635	149	12.7	12.4	12.1	12.0
2011	13182	149	14.2	12.5	12.4	12.2
2012	13158	157	13.6	12.9	12.5	12.4
2013	13409	150	13.5	12.7	12.4	12.2
2014	13825	150	13.1	12.7	12.5	12.2
2015	14702	142	12.2	11.7	11.5	11.4
2016	15243	144	12.0	11.7	11.6	11.4
2017	15717	142	12.2	11.6	11.3	11.2



2017 TRAFFIC DATA

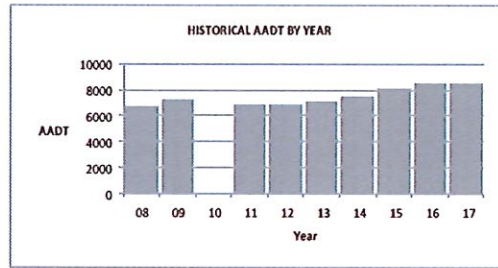
	Average Weekday Traffic	Percent of AADT	Average Daily Traffic	Percent of AADT
January	12411	79	12121	77
February	13228	84	13360	85
March	14256	91	14298	91
April	15928	101	15843	101
May	16111	103	16452	105
June	17482	111	17531	112
July	19500	124	19459	124
August	19906	127	19848	126
September	17599	112	17842	114
October	15308	97	15210	97
November	13576	86	13582	86
December	13485	86	13060	83

For Vehicle Classification data near your project, please go to the following web page:
https://www.oregon.gov/ODOT/Data/Documents/TVT_2017.xlsx

Location:	US101; MP 3.79; OREGON COAST HIGHWAY NO. 9; 0.01 mile north of Lower Columbia River Highway No. 92 (US30)	Site Name:	Astoria Bridge (04-004)
		Installed:	September, 1995

HISTORICAL TRAFFIC DATA

Year	AADT	Percent of AADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2008	6761	175	17.3	15.8	15.0	14.3
2009	7207	191	17.2	15.9	15.0	14.6
2010	***	***	***	***	***	***
2011	6912	174	18.9	16.0	15.5	15.0
2012	6878	168	16.8	15.2	14.7	14.5
2013	7171	180	16.7	15.4	14.4	14.1
2014	7488	169	17.3	14.9	14.5	14.0
2015	8158	178	24.0	15.3	14.5	13.9
2016	8506	164	22.9	15.4	14.5	13.7
2017	8534	162	19.7	14.8	14.2	13.9



2017 TRAFFIC DATA

	Average Weekday Traffic	Percent of AADT	Average Daily Traffic	Percent of AADT
January	6236	73	6127	72
February	6925	81	7156	84
March	7133	84	7363	86
April	7929	93	8521	100
May	8312	97	8837	104
June	9053	106	9382	110
July	10445	122	10830	127
August	11103	130	11601	136
September	10400	122	10500	123
October	7500	88	7800	91
November	7110	83	7286	85
December	7046	83	7000	82

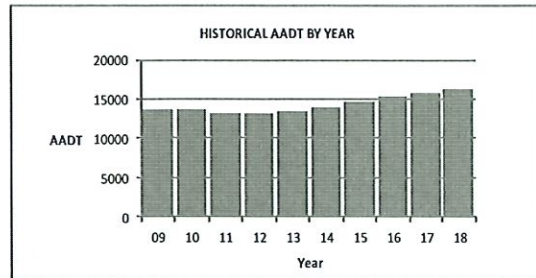
For Vehicle Classification data near your project, please go to the following web page:
https://www.oregon.gov/ODOT/Data/Documents/TVT_2017.xlsx

2017 - Use Seasonal Factors with caution - many volumes were estimated

Location:	US101; MP 15.90; OREGON COAST HIGHWAY NO. 9; 2.09 miles north of Dellmoor Loop Road	Site Name:	Gearhart (04-001)
		Installed:	October, 1956

HISTORICAL TRAFFIC DATA

Year	AADT	Percent of AADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2009	13797	146	12.8	12.4	12.1	12.0
2010	13635	149	12.7	12.4	12.1	12.0
2011	13182	149	14.2	12.5	12.4	12.2
2012	13158	157	13.6	12.9	12.5	12.4
2013	13409	150	13.5	12.7	12.4	12.2
2014	13825	150	13.1	12.7	12.5	12.2
2015	14702	142	12.2	11.7	11.5	11.4
2016	15243	144	12.0	11.7	11.6	11.4
2017	15717	142	12.2	11.6	11.3	11.2
2018	16204	140	12.1	11.4	11.2	11.1



2018 TRAFFIC DATA

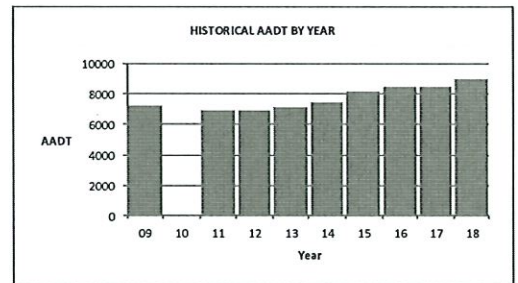
	Average Weekday Traffic	Percent of AADT	Average Daily Traffic	Percent of AADT
January	12958	80	12877	79
February	13643	84	13703	85
March	15246	94	15274	94
April	16227	100	15770	97
May	16446	101	16900	104
June	18362	113	18304	113
July	20029	124	20124	124
August	20337	126	20265	125
September	17776	110	17767	110
October	15605	96	15628	96
November	14462	89	14388	89
December	13642	84	13449	83

For Vehicle Classification data near your project, please go to the following web page:
https://www.oregon.gov/ODOT/Data/Documents/TVT_2018.xlsx

Location:	US101; MP 3.79; OREGON COAST HIGHWAY NO. 9; 0.01 mile north of Lower Columbia River Highway No. 92 (US30)	Site Name:	Astoria Bridge (04-004)
		Installed:	September, 1995

HISTORICAL TRAFFIC DATA

Year	AADT	Percent of AADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
2009	7207	191	17.2	15.9	15.0	14.6
2010	***	***	***	***	***	***
2011	6912	174	18.9	16.0	15.5	15.0
2012	6878	168	16.8	15.2	14.7	14.5
2013	7171	180	16.7	15.4	14.4	14.1
2014	7488	169	17.3	14.9	14.5	14.0
2015	8158	178	24.0	15.3	14.5	13.9
2016	8506	164	22.9	15.4	14.5	13.7
2017	8534	162	19.7	14.8	14.2	13.9
2018	9017	***	***	***	***	***



2018 TRAFFIC DATA

	Average Weekday Traffic	Percent of AADT	Average Daily Traffic	Percent of AADT
January	6829	76	6890	76
February	7100	79	7300	81
March	7973	88	8200	91
April	8800	98	9100	101
May	9000	100	9400	104
June	9715	108	10110	112
July	11326	126	11728	130
August	11228	125	11691	130
September	9905	110	10151	113
October	8502	94	8614	96
November	7500	83	7600	84
December	7300	81	7414	82

For Vehicle Classification data near your project, please go to the following web page:
https://www.oregon.gov/ODOT/Data/Documents/TVT_2018.xlsx

**Summary of Trends
at
Automatic Traffic Recorder Stations
2019**

Location	US101; MP 15.90; OREGON COAST HIGHWAY NO. 9; 2.09 miles north of Dellmoor Loop Rd	Site Name	Gearhart (04-001)
		Installed	October, 1956

HISTORICAL ANNUAL TRAFFIC DATA						
Year	Annual Average Daily Traffic (AADT)	Critical Values as percent of Annual Average Daily Traffic (AADT)				
		Max Day	Max Hour	10th Hour	20th Hour	30th Hour
		2010	13635	149	12.7	12.4
2011	13182	149	14.2	12.5	12.4	12.2
2012	13158	157	13.6	12.9	12.5	12.4
2013	13409	150	13.5	12.7	12.4	12.2
2014	13825	150	13.1	12.7	12.5	12.2
2015	14702	142	12.2	11.7	11.5	11.4
2016	15243	144	12.0	11.7	11.6	11.4
2017	15717	142	12.2	11.6	11.3	11.2
2018	16204	140	12.1	11.4	11.2	11.1
2019	16516	140	11.7	11.3	11.1	11.0

2019 SEASONAL TRAFFIC DATA				
Month	Weekday		Daily	
	Average	% AADT	Average	% AADT
January	13777	83	13667	83
February	13406	81	13333	81
March	15629	95	15839	96
April	16386	99	16393	99
May	16917	102	17277	105
June	18517	112	18600	113
July	19968	121	20082	122
August	20535	124	20573	125
September	18071	109	18034	109
October	16120	98	16063	97
November	14858	90	14735	89
December	14012	85	13599	82

Appendix B

Site Plan & Trip Generation Calculations





TRIP GENERATION CALCULATIONS

Land Use: Multifamily Housing (Low-Rise)
Land Use Code: 220
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Variable Value: 74

AM PEAK HOUR

Trip Equation: $\ln(T) = 0.95\ln(X) - 0.51$

	Enter	Exit	Total
Directional Distribution	23%	77%	
Trip Ends	8	28	36

PM PEAK HOUR

Trip Equation: $\ln(T) = 0.89\ln(X) - 0.02$

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	28	17	45

WEEKDAY

Trip Equation: $T = 7.56(X) - 40.86$

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	259	259	518

SATURDAY

Trip Equation: $T = 14.01(X) - 521.69$

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	258	258	516



TRIP GENERATION CALCULATIONS

Land Use: Small Office Building
Land Use Code: 712
Setting/Location: General Urban/Suburban
Variable: 1000 Sq Ft Gross Floor Area
Variable Value: 2.659

AM PEAK HOUR

Trip Rate: 1.92

	Enter	Exit	Total
Directional Distribution	83%	18%	
Trip Ends	4	1	5

PM PEAK HOUR

Trip Rate: 2.45

	Enter	Exit	Total
Directional Distribution	32%	68%	
Trip Ends	2	5	7

WEEKDAY

Trip Rate: 16.19

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	22	22	44

SATURDAY

Trip Rate:

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	0	0	0

Source: TRIP GENERATION, Tenth Edition



TRIP GENERATION CALCULATIONS

Land Use: Medical-Dental Office Building
Land Use Code: 720
Setting/Location: General Urban/Suburban
Variable: 1,000 Sq Ft Gross Floor Area
Variable Quantity: 2.672

AM PEAK HOUR

Trip Equation: $\ln(T) = 0.89\ln(X) + 1.31$

	Enter	Exit	Total
Directional Distribution	78%	22%	
Trip Ends	7	2	9

PM PEAK HOUR

Trip Equation: $T = 3.39(X) + 2.02$

	Enter	Exit	Total
Directional Distribution	28%	72%	
Trip Ends	3	8	11

WEEKDAY

Trip Equation: $T = 38.42(X) - 87.62$

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	8	8	16

SATURDAY

Trip Rate: 8.57

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	11	11	22

The average rate of 34.8 trips per KSF yields a daily estimate of 92 trips, which is more realistic than the estimate provided using the equation.



TRIP GENERATION CALCULATIONS

Land Use: Building Materials and Lumber Store
Land Use Code: 812
Setting/Location: General Urban/Suburban
Variable: 1,000 Sq. Ft. Gross Floor Area
Variable Value: 3.5

AM PEAK HOUR

Trip Rate: 1.57

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	3	2	5

PM PEAK HOUR

Trip Rate: 2.06

	Enter	Exit	Total
Directional Distribution	47%	53%	
Trip Ends	3	4	7

WEEKDAY

Trip Rate: 18.05

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	32	32	64

SATURDAY

Trip Rate: 51.61

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	90	90	180



TRIP GENERATION CALCULATIONS

Land Use: Drive-in Bank
Land Use Code: 912
Setting/Location: General Urban/Suburban
Variable: 1000 Sq Ft Gross Floor Area
Variable Quantity: 4.6

AM PEAK HOUR

Trip Rate: 9.5

	Enter	Exit	Total
Directional Distribution	58%	42%	
Trip Ends	26	18	44

PM PEAK HOUR

Trip Rate: 20.45

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	47	47	94

WEEKDAY

Trip Rate: 100.03

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	230	230	460

SATURDAY

Trip Rate: 86.48

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	199	199	398



TRIP GENERATION CALCULATIONS

Land Use: Fast-Food Restaurant with a Drive-Thru Window
Land Use Code: 934
Setting/Location: General Urban/Suburban
Variable: 1,000 Sq. Ft. GFA
Variable Value: 0.384

AM PEAK HOUR

Trip Rate: 40.19

	Enter	Exit	Total
Directional Distribution	51%	49%	
Trip Ends	8	7	15

PM PEAK HOUR

Trip Rate: 32.67

	Enter	Exit	Total
Directional Distribution	52%	48%	
Trip Ends	7	6	13

WEEKDAY

Trip Rate: 470.95

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	90	90	180

SATURDAY

Trip Rate: 616.12

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	118	118	236

Source: TRIP GENERATION, Tenth Edition



TRIP GENERATION CALCULATIONS

Land Use: Coffee/Donut Shop with Drive-Through Window
and No Indoor Seating

Land Use Code: 938

Setting/Location: General Urban/Suburban

Variable: 1000 Sq Ft Gross Floor Area

Variable Quantity: 0.351

AM PEAK HOUR

Trip Rate: 337.04

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	59	59	118

PM PEAK HOUR

Trip Rate: 83.33

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	15	14	29

WEEKDAY

Trip Rate: 2000.00

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	351	351	702



TRIP GENERATION CALCULATIONS

Land Use: Self-Service Car Wash
Land Use Code: 947
Setting/Location: General Urban/Suburban
Variable: Wash Stalls
Variable Quantity: 4

AM PEAK HOUR OF GENERATOR

Trip Rate: 8.00

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	16	16	32

PM PEAK HOUR

Trip Rate: 5.54

	Enter	Exit	Total
Directional Distribution	51%	49%	
Trip Ends	11	11	22

WEEKDAY

Trip Rate: 108.00

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	216	216	432

Source: TRIP GENERATION, Tenth Edition

Appendix C

ODOT Crash Data Reports



CDS380
01/25/2021

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING
Highway 009 ALL ROAD TYPES, MP 19.9 to 20 01/01/2014 to 12/31/2018, Both Add and Non-Add mileage

Page: 2

039: OREGON COAST

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Appendix D

Signal Warrant Worksheets



Traffic Signal Warrant Analysis



Project: 20191 - Cross Creek TIS
 Date: 6/17/2021
 Scenario: Year 2023 Buildout Conditions - AM Peak Hour

Major Street:	US 101	Minor Street:	Project Site
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	2257	PM Peak Hour Volumes:	55

Warrant Used:
 x 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
<u>Major St.</u>	<u>Minor St.</u>	<u>100% Warrants</u>	<u>70% Warrants</u>	<u>100% Warrants</u>	<u>70% Warrants</u>
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	22,570	8,850	
Minor Street*	550	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	22,570	13,300	
Minor Street*	550	1,350	No
<i>Combination Warrant</i>			
Major Street	22,570	10,640	
Minor Street*	550	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

Traffic Signal Warrant Analysis



Project: 20191 - Cross Creek TIS
 Date: 6/17/2021
 Scenario: Year 2023 Buildout Conditions - PM Peak Hour

Major Street:	US 101	Minor Street:	Project Site
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	2268	PM Peak Hour Volumes:	47

Warrant Used:

 x 100 percent of standard warrants used
 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
		100%	70%	100%	70%
<u>Major St.</u>	<u>Minor St.</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>	<u>Warrants</u>
WARRANT 1, CONDITION A					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
<i>Warrant 1</i>			
<i>Condition A: Minimum Vehicular Volume</i>			
Major Street	22,680	8,850	
Minor Street*	470	2,650	No
<i>Condition B: Interruption of Continuous Traffic</i>			
Major Street	22,680	13,300	
Minor Street*	470	1,350	No
<i>Combination Warrant</i>			
Major Street	22,680	10,640	
Minor Street*	470	2,120	No

* Minor street right-turning traffic volumes reduced by 25%

Appendix E

LOS Definition





LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.



*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

Appendix F

Capacity Analysis Worksheets



Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	38	58	986	35	52	1080
Future Vol, veh/h	38	58	986	35	52	1080
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	45	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	6	6	6
Mvmt Flow	41	63	1072	38	57	1174

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2360	1072	0
Stage 1	1072	-	-
Stage 2	1288	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	~ 39	268	-
Stage 1	329	-	-
Stage 2	259	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 35	268	-
Mov Cap-2 Maneuver	182	-	-
Stage 1	329	-	-
Stage 2	235	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.7	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	182	268	614	-
HCM Lane V/C Ratio	-	-	0.227	0.235	0.092	-
HCM Control Delay (s)	-	-	30.5	22.5	11.5	-
HCM Lane LOS	-	-	D	C	B	-
HCM 95th %tile Q(veh)	-	-	0.8	0.9	0.3	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↘	↑	↗	↘	↑
Traffic Vol, veh/h	42	63	1069	49	74	970
Future Vol, veh/h	42	63	1069	49	74	970
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	45	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	6	6	6
Mvmt Flow	46	68	1162	53	80	1054

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	2376	1162	0	0	1215
Stage 1	1162	-	-	-	-
Stage 2	1214	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254
Pot Cap-1 Maneuver	~ 38	237	-	-	560
Stage 1	298	-	-	-	-
Stage 2	281	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 33	237	-	-	560
Mov Cap-2 Maneuver	178	-	-	-	-
Stage 1	298	-	-	-	-
Stage 2	241	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.6	0	0.9
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	178	237	560	-
HCM Lane V/C Ratio	-	-	0.256	0.289	0.144	-
HCM Control Delay (s)	-	-	32.1	26.2	12.5	-
HCM Lane LOS	-	-	D	D	B	-
HCM 95th %tile Q(veh)	-	-	1	1.2	0.5	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↘	↑	↘	↘	↑
Traffic Vol, veh/h	44	66	1112	51	77	1009
Future Vol, veh/h	44	66	1112	51	77	1009
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	45	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	6	6	6
Mvmt Flow	48	72	1209	55	84	1097

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2474	1209	0
Stage 1	1209	-	-
Stage 2	1265	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	~ 33	223	-
Stage 1	283	-	-
Stage 2	265	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 28	223	-
Mov Cap-2 Maneuver	166	-	-
Stage 1	283	-	-
Stage 2	224	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.2	0	0.9
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	166	223	537
HCM Lane V/C Ratio	-	-	0.288	0.322	0.156
HCM Control Delay (s)	-	-	35.2	28.6	12.9
HCM Lane LOS	-	-	E	D	B
HCM 95th %tile Q(veh)	-	-	1.1	1.3	0.5

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↘	↑	↘	↘	↑
Traffic Vol, veh/h	40	60	1026	36	54	1124
Future Vol, veh/h	40	60	1026	36	54	1124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	45	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	6	6	6
Mvmt Flow	43	65	1115	39	59	1222

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2455	1115	0	0	1154	0
Stage 1	1115	-	-	-	-	-
Stage 2	1340	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254	-
Pot Cap-1 Maneuver	~ 34	253	-	-	591	-
Stage 1	314	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 31	253	-	-	591	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	220	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.7	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	171	253	591
HCM Lane V/C Ratio	-	-	0.254	0.258	0.099
HCM Control Delay (s)	-	-	33.1	24.1	11.8
HCM Lane LOS	-	-	D	C	B
HCM 95th %tile Q(veh)	-	-	1	1	0.3

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↑	↔	↔	↑
Traffic Vol, veh/h	55	83	1112	54	82	1009
Future Vol, veh/h	55	83	1112	54	82	1009
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	45	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	6	6	6
Mvmt Flow	60	90	1209	59	89	1097

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2484	1209	0	0	1268
Stage 1	1209	-	-	-	-
Stage 2	1275	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254
Pot Cap-1 Maneuver	~ 32	223	-	-	535
Stage 1	283	-	-	-	-
Stage 2	263	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 27	223	-	-	535
Mov Cap-2 Maneuver	164	-	-	-	-
Stage 1	283	-	-	-	-
Stage 2	219	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.6	0	1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	164	223	535	-
HCM Lane V/C Ratio	-	-	0.365	0.405	0.167	-
HCM Control Delay (s)	-	-	39	31.7	13.1	-
HCM Lane LOS	-	-	E	D	B	-
HCM 95th %tile Q(veh)	-	-	1.5	1.8	0.6	-

Notes
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↘	↑	↘	↘	↑
Traffic Vol, veh/h	47	70	1026	47	71	1124
Future Vol, veh/h	47	70	1026	47	71	1124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	45	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	6	6	6
Mvmt Flow	51	76	1115	51	77	1222

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	2491	1115	0	0	1166
Stage 1	1115	-	-	-	-
Stage 2	1376	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.16
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.254
Pot Cap-1 Maneuver	~ 32	253	-	-	585
Stage 1	314	-	-	-	-
Stage 2	234	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 28	253	-	-	585
Mov Cap-2 Maneuver	161	-	-	-	-
Stage 1	314	-	-	-	-
Stage 2	203	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.1	0	0.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	161	253	585	-
HCM Lane V/C Ratio	-	-	0.317	0.301	0.132	-
HCM Control Delay (s)	-	-	37.4	25.2	12.1	-
HCM Lane LOS	-	-	E	D	B	-
HCM 95th %tile Q(veh)	-	-	1.3	1.2	0.5	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Appendix G

Queuing Analysis Worksheets



Queuing and Blocking Report
Background AM

06/17/2021

Intersection: 1: US 101 & Site Access

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	R	L
Maximum Queue (ft)	80	132	84	59	102
Average Queue (ft)	29	39	34	8	38
95th Queue (ft)	64	97	88	37	82
Link Distance (ft)	337				
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	65			45	150
Storage Blk Time (%)	5	3	2	0	0
Queuing Penalty (veh)	4	1	1	1	1

Intersection: 1: US 101 & Site Access

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	R	L
Maximum Queue (ft)	67	124	89	43	73
Average Queue (ft)	25	34	25	3	24
95th Queue (ft)	56	79	73	24	58
Link Distance (ft)	338				
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			0		
Storage Bay Dist (ft)	65			45	150
Storage Blk Time (%)	1	2	1	0	
Queuing Penalty (veh)	0	1	0	0	

Intersection: 1: US 101 & Site Access

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	90	285	68	62	140	96
Average Queue (ft)	56	100	6	6	52	3
95th Queue (ft)	100	272	34	33	107	49
Link Distance (ft)		338	152			637
Upstream Blk Time (%)		4				
Queuing Penalty (veh)		0				
Storage Bay Dist (ft)	65			45	150	
Storage Blk Time (%)	38	12	0	0	1	0
Queuing Penalty (veh)	32	7	0	0	7	0

Queuing and Blocking Report
Buildout PM

06/17/2021

Intersection: 1: US 101 & Site Access

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	88	162	67	66	119	51
Average Queue (ft)	40	46	11	6	41	3
95th Queue (ft)	83	129	46	33	93	51
Link Distance (ft)		339	117			637
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	65			45	150	
Storage Blk Time (%)	17	2	0	0	0	
Queuing Penalty (veh)	12	1	0	0	5	



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June 4, 2021

Kevin Cupples
Planning Director
City of Seaside
989 Broadway
Seaside, OR 97138

RE: Cross Creek Multiplexes – Planning Narrative

Dear Kevin,

In preparation for the Planning Commission Land Use hearing for this project, and in conjunction with the accompanying submitted material, please accept this narrative. The fees of \$675.00 and \$670.00 are included with this narrative.

Highway Overlay

Section 3.407 Standards. In the Highway Overlay Zone, the following standards shall apply:

1. Building Size: The maximum building size will be 20,000 square feet. Buildings larger than 20,000 square feet may be considered, but are subject to additional design review.

Response: Individual building footprints are 44 feet by 48 feet or 2,112 square feet. The requirement is met.

2. Landscaping: A landscaped area must be provided along the highway frontage to assure that a buffer is provided between the development and the road surface. As a minimum requirement, the area must be equal to a 10' width multiplied by the length of the highway frontage. Any public sidewalk area provided on private property adjacent to the highway would be deducted from the required area.

Response: A 10' landscape area is provided along the boundary line adjacent to Highway 101. Although there is sidewalk located in this area, the landscaping square footage provided has not been reduced in the interest of providing a pleasing aesthetic. The requirement is met.

3. Exterior Lighting: All exterior lighting shall be designed so the lighting source or lamp is recessed or otherwise covered to eliminate line of site visibility from neighboring properties, street travel lanes, or the surrounding environment. All exterior lighting must be dark sky compliant and shielded, screened, or otherwise provided with cut-offs in order to prevent direct lighting on the adjacent properties, riparian area, or the state highway subject to the following exception: Line of site visibility and direct lighting of neighboring property can be permitted subject to a formal agreement with the neighboring property owner when the lighting will benefit joint parking, access, or safety.

Response: The requirement is recognized and final selection of the lighting shall meet this requirement. Please include this requirement as a condition of approval to allow the developer to select an appropriate product to meet the requirement and final design of the project.

4. Yards Abutting the Highway Frontage: In an effort to promote more pedestrian oriented development, regardless of yard requirements of the underlying zone, buildings must be located close to the property line adjacent to highway such that the property line setback for



the building entrance will not exceed 10'.

Response: This requirement is not practical for the proposed use nor permitted by the existing easement conditions. The site is applying for a conditional use for 14 multifamily units. The shape of the lot does not allow all buildings the same frontage. With the current shape of the lot, one or two commercial buildings required to be close to the property line adjacent to the highway would not be economically feasible. Buildings located closest to the property line adjacent to highway are set back at or slightly beyond existing easements for adjacent development and utilities as shown in the plans.

5. Off Street Parking: In addition to the requirements in Section 4.100, parking areas must address the specific design standards in Section 3.410.

Response: The requirements are met and indicated on the cover sheet of the plans under Site Information.

Section 3.408 Criteria. Development proposals shall be evaluated according to the following criteria:

1. The proposal is consistent with the purpose of the overlay zone, and protects the capacity of US 101.

Response: Noted, although the purpose is not defined. No further action required.

2. If the proposal involves a development with frontage along US 101, the required permits from ODOT will need to be obtained prior to construction. If a permit already exists, proof of permit shall be provided to the City and ODOT. Developers are advised to coordinate with ODOT concurrently with their development proposal to discern the appropriate permit requirements. To confirm an appropriate permit, or to obtain a permit, contact the Permit Specialist at ODOT.

Response: The development fronts ODOT but does not include any construction or modification to the existing highway access. ODOT has been provided the Lancaster Mobley Transportation Study and is currently reviewing it. If ODOT deems additional permits are required, the applicant will retain the permits.

3. The location, design, and size of the development are such that the development can be well integrated with the surrounding transportation facilities or anticipated future developments, and will adequately address the impact of development on US 101.

Response: This project is the last available development served by the existing approved ODOT access. The Lancaster Mobley Traffic Study has determined the project will be well integrated with the surrounding transportation facilities. They have determined the additional traffic generated by this development will not require additional access or modification to the existing access is not necessary

4. The location, design, and size of the development are such that traffic generated by the development can be accommodated safely and is less than the mobility standard on existing or planned streets, including US 101.

Response: This project is the last available development served by the existing approved ODOT access. The Lancaster Mobley Traffic Study has determined the project will be well integrated with the surrounding transportation facilities. They have determined the additional traffic generated by this development will not require additional access or modification to the existing access is not necessary.

5. The location, design, and size of the development are such that the proposed uses will be adequately served by existing or planned facilities or services.



Response: The site has been projected to be developed for many years and the adjacent sites have been improved. It is assumed that the City has required previous developers to anticipate the full buildout of the area and provide water, sewer and storm facilities with enough capacity to accommodate connection of this development.

6. The location, design, and size of the development are such that the proposed uses will provide functional and efficient access and circulation for anticipated pedestrians, bicycles, and vehicles.

Response: As shown in the plans, the site access and sidewalk configuration provides functional and efficient access and circulation for anticipated pedestrians, bicycles, and vehicles.

Section 3.409 US 101 Capacity Preservation Standards

Land use applications subject to the provisions of Section 3.400 shall consider the following:

1. Transportation demand management (TDM) measures shall be strongly encouraged as a way to minimize peak hour vehicle trips. The City will compile and adopt a list of TDM measures they wish to promote in an effort to help preserve the capacity of US 101. This list will be reviewed and evaluated by the City on an annual basis.

Response: Noted. No further action required.

Section 3.410 Automobile Parking Standards

1. Off-street parking, driveways, and other vehicle areas shall not be placed between buildings and the highway; except the following vehicle areas are allowed where the approval body finds that they will not adversely affect pedestrian safety and convenience:

Response: Parking, driveways, and other vehicle areas are not placed between buildings and the highway. The requirement is met.

- a. Schools, assisted living facilities, and other institutional uses may have one driveway not exceeding 20 feet in width plus parallel parking, including ADA accessible spaces, located between the street and the primary building entrance, provided that the building's primary entrance is connected to an adjacent street by a pedestrian walkway and the driveway/parking area is crossed by a clearly defined pedestrian walkway. The intent of this exception is allow driveways for particular uses that exhibit street-like features;
- b. Attached single family housing developments (townhomes) with street-facing garages may have one driveway access located between the street and the primary building entrance for every two dwelling units, provided they meet the following criteria:
 - 1) Where two abutting townhomes have street-facing garages, they shall share one driveway access that does not exceed 16 feet in width where it crosses the street right-of-way;
 - 2) All primary building entrances shall be connected to a driveway (and sidewalk) via a pedestrian walkway that is not less than six (6) feet wide;
 - 3) The maximum number of consecutively attached townhomes with garages facing the same street is four (4) (two driveways); and
 - 4) Street-facing garages shall be setback a minimum of 20 feet from the street; where a building is placed less than 20 feet from the street, the 20-foot garage setback may be accomplished by recessing the garage behind the front building

elevation.

- c. Commercial buildings and uses (e.g., neighborhood commercial or mixed-use) shall be encouraged to locate all of their off-street parking located behind or to the side of such buildings and uses and screened from abutting properties. Off-street parking shall not be located between any building and US 101.

Section 3.420 Design Standards Vehicular Access and Circulation

1. Permit Requirement – Access to US 101 requires an access permit from the Oregon Department of Transportation. The access permit or a condition that requires obtaining the permit must be attached as a condition of approval to a land use decision.

Response: The development fronts ODOT but does not include any construction or modification to the existing highway access. ODOT has been provided the Lancaster Mobley Transportation Study and is currently reviewing it. If ODOT deems additional permits are required, the applicant will retain the permits.

2. Closure or consolidation – The City (and/or ODOT if the parcel fronts US 101) may require the closing or consolidation of existing curb cuts or other vehicle access points, installation of traffic control devices and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the transportation system.

Response: The existing access was previously developed in coordination with the City and ODOT and provides one access for multiple lots. There are no other access points.

3. Site circulation – new developments shall be required to provide a circulation system that accommodates expected traffic on site. Pedestrian connections on the site, including connections through large sites, and connections between sites (as applicable) and adjacent sidewalks, must conform to the provisions in section 4.040.

Response: Project site circulation is accommodated with looped traffic access and sidewalks throughout on the project site. The requirement is met.

4. Joint and cross access – requirement – The number of driveway and private street intersections with US 101 shall be minimized by the use of shared driveways for adjoining lots where deemed feasible by the City. When necessary for traffic safety and access management purposes, or to access flag lots, the City may require joint access and/or shared driveways in the following situations:

Response: The existing access was previously developed in coordination with the City and ODOT and provides one access for multiple lots. There are no other access points.

- a. Shared parking areas
- b. Adjacent developments
- c. Multi-tenant developments and developments on multiple lots or parcels. Such joint accesses and shared driveways shall incorporate all of the following:
 - i. A continuous service drive or cross-access corridor that provides for driveway separation consistent with the applicable ODOT access management classification system and standards
 - ii. A design speed of 10 miles per hour and a maximum width of 20 feet, in addition to any parking alongside the driveway; additional driveway width or fire lanes may be approved when necessary to accommodate specific types of service vehicles, loading vehicles, or emergency service provider vehicles

- ii. Driveway stubs to property lines (for future extension) and other design features to make it easy to see that the abutting properties may be required with future development to connect to the cross-access driveway;
5. Joint and cross access – reduction in required parking allowed – when a shared driveway is provided or required as a condition of approval, the land uses adjacent to the shared driveway may have their minimum parking standards reduced by 25 percent.

Response: At this time, the reduction is not being proposed.

6. Joint and cross access – easement and use and maintenance agreement – property owners shall:
- a. Record an easement with the deed allowing cross-access to and from other properties served by the joint-use driveways and cross-access or service drive

Response: An existing easement has previously been recorded with the partition plat that serves all adjacent lots, this project is the last lot that is served, or is able to be served, by the agreement. This requirement is met.

- b. Record an agreement with the deed that remaining access rights along the roadway for the subject property shall be dedicated to the City and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;

Response: An existing easement has previously been recorded with the partition plat that serves all adjacent lots, this project is the last lot that is served, or is able to be served, by the agreement. This requirement is met.

- c. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.

Response: Noted. No further action required at this time.

7. Access connections and driveway design – all driveway connections to local street right-of-way (access) and driveways shall conform to all of the following design standards:
- a. Driveway width – driveways on local streets shall meet the following standards:
 - i. One-way driveways (one way in or out) shall have a minimum driveway width of 10 feet, and a maximum width of 12 feet, and shall have appropriate signage designating the driveway as a one-way connection.

Response: The required information is indicated in the plans. The requirement is met.

- ii. For two-way access, each lane shall have a minimum width of 10 feet and a maximum width of 12 feet.

Response: The required information is indicated in the plans. The requirement is met.

- b. Driveway approaches – local street driveway approaches shall be designed and located to provide exiting vehicles with an unobstructed view of other vehicles and pedestrians, and to prevent vehicles from backing into the flow of traffic on the public street or causing conflicts with on-site circulation (an exception may be provided for single family dwellings). Construction of driveway accesses along acceleration or



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deceleration lanes or tapers shall be avoided due to the potential for vehicular conflicts. Driveways shall be located to allow for safe maneuvering in and around loading areas. Driveway approaches to US 101 are subject to ODOT approval and must be consistent with state requirements.

Response: The required information is indicated in the plans. There are no driveway accesses along acceleration or deceleration lanes or tapers. Driveways are not located by loading areas. There are no driveways connected to ODOT at this lot. The requirement is met.

- c. Driveway construction – local street driveway aprons (when required) shall be constructed of concrete and shall be installed between the street right-of-way and the private drive. Driveway aprons shall conform to ADA requirements for sidewalks and walkways, which generally require a continuous unobstructed route of travel that is not less than 6' feet in width, with a cross slope not exceeding 2 percent, and providing for landing areas and ramps at intersections. Driveway Construction on US 101 is subject to requirements for access found in OAR Division 51.

Response: The driveway configuration meets the requirements except the width is 4' as is consistent with the adjacent sidewalk and adjacent lot driveway.

8. Relocate access along local streets – upon property development or redevelopment, driveways and approaches on US 101 shall be analyzed to determine if the approach could be relocated onto a side street as far from the intersection with US 101 as possible, allowing closure of the approach on US 101.

Response: The existing access was previously developed in coordination with the City and ODOT and provides one access for multiple lots. There are no other access points. No additional action is required.

9. Variance to Vehicular Access and Circulation Standards. Where vehicular access and circulation cannot be reasonably designed to conform to Code standards within a particular parcel, shared access with an adjoining property shall be considered. If shared access in conjunction with another parcel is not feasible, the City may grant a variance to the access requirements after finding all of the following:

Response: The existing access was previously developed in coordination with the City and ODOT and provides one access for multiple lots. There are no other access points. No additional action is required.

- A. There is not adequate physical space for shared access, or the owners of abutting properties do not agree to execute a joint access easement;
- B. There are no other alternative access points on the street in question or from another street;
- C. The access separation requirements cannot be met;
- D. The request is the minimum variance required to provide adequate access;
- E. The approved access or access approved with conditions will result in a reasonably safe access;
- F. The visual clearance requirements of Chapter 3.1 will be met; and
- G. Variances for street access deviations shall be subject to review and approval by the roadway authority.



Article 3 Narrative

Section 3.080 C-3 COMMERCIAL, GENERAL

Section 3.081 Purpose. To provide for more intensive commercial uses which do not require prime areas, such as in the central business district or resort areas. The area is characterized by wholesale and heavier commercial uses which normally occur in the fringe area of the central business district.

Response: A conditional use permit is being applied for. The conditional use requests the allowance of the multiplex residential housing.

Section 3.082 Outright Uses Permitted. In a C-3 Zone, the following uses and their accessory uses are permitted outright:

Response: Not applicable.

1. Retail stores and shops handling food, drugs, clothes, gifts, antiques, new and used furniture and appliances.
2. Wholesale suppliers and warehouses.
3. Building supplies, contractor's offices and yards, and farm supplies.
4. Automotive uses such as repair shops and service stations, and new and used car dealers.
5. Processing such as a dairy, bottling plant, or fish.
6. Restaurants, including drive-through operations.
7. Service type store or business such as a barber or beauty shop, clothes cleaning, shoe repair, small appliance and engine repair, and telegraph offices.
8. Offices such as banks, savings and loans, insurance and professional offices.
9. Public facilities such as post office, telephone exchange, substation, fire or police station.
10. Hotel or motel.
11. The rental of non-motorized bikes, trikes, and boats.
12. Residential Facilities.
13. Theater
14. Maintenance, repair or minor modification to existing roads, sidewalks, bike paths and public utilities and services; New sidewalks and bike paths. Where new right-of way will be required that exceeds 25 percent of the existing right-of-way for the project area, the request shall be reviewed as a conditional use. These activities do not authorize the condemnation of property without due process.

Section 3.083 Conditional Uses Permitted. In a C-3 Zone, the following conditional uses and their accessory uses are permitted subject to the provisions of Article 6.

1. Drive-in restaurants.

Response: Not applicable.

2. Contractor's Yards

Response: Not applicable.

3. Mobile home and trailer sales lots and associated repair facilities.

Response: Not applicable.

4. Churches, religious structures and schools.

Response: Not applicable.

5. Residential uses in conjunction with a permitted use and when located within the same structure.

Response: Not applicable.

6. Time-share units, Condominiums and Apartments.

Response: Apartment type residential use is requested.

7. Recreational vehicle parks and campgrounds.

Response: Not applicable.

8. The rental of motorized bikes, and boats.

Response: Not applicable.

9. Indoor and outdoor amusement activities.

Response: Not applicable.

10. Kennels when in conjunction with a veterinary hospital.

Response: Not applicable.

11. Major modification of existing roads and public facilities and services; New roads that are not part of a partition or subdivision. These activities do not authorize the condemnation of property without due process.

Response: Not applicable.

12. Mini-storage

Response: Not applicable.

13. Similar Use subject to Section 6.250

Response: Not applicable.

14. Assisted Living Facilities

Response: Not applicable.

Section 3.084 Prohibited Uses and Structures. In a C-3 Zone the following uses and structures are prohibited.

1. Single family and two family residential uses.

Response: Not applicable.

Section 3.085 Standards. In a C-3 Zone, the following standards shall apply:

1. Lot Size: No minimum requirement.

Response: The required information is indicated in the plans. The requirement is met.

2. Density: No requirements.

Response: The required information is indicated in the plans. The requirement is met.

3. Front Yard: None.

Response: The required information is indicated in the plans. The requirement is met.

4. Side Yard: None, except when abutting an "R" Zone and then the side yard shall be at least 5 feet.

Response: The required information is indicated in the plans. The requirement is met.

5. Rear Yard: None, except when abutting an "R" Zone and then the rear yard shall be at least 15 feet.

Response: The required information is indicated in the plans. The requirement is met.

6. Height Restriction: Maximum height of a structure shall be 45 feet.

Response: Heights are not provided in the architectural drawings for the 3 story 6-plex buildings, but the requirement is noted and shall be met.

7. Lot Coverage: No requirements.



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8. Off-Street Parking: As specified in Section 4.100.

Response: The required information is indicated in the plans. The requirement is met

8. All uses shall comply with other applicable supplementary provisions in Article 4.

Response: The required information is indicated in the plans. The requirement is met

10. Although setbacks are not required when properties do not adjoin "R" Zones, utility easements must be provided.

Response: The required information is indicated in the plans. The requirement is met

Article 6 Narrative

Section 6.130 SIGNS

In the case of a conditional use, the sign limitation of a zone may be exceeded to allow one indirectly illuminated sign or non-illuminated sign not more than six square feet in area on each side of a structure abutting a street.

Response: Noted. No further action required.

If there are any questions, please don't hesitate to call me.

Sincerely,

Adam Dailey, P.E.
President

Enclosures: None

Cc: Client, File

Wetland Delineation

**Township 6N, Range 10W, Section 15, Willamette Meridian
Map No. 61015BA05800
Seaside, OR**

Prepared For:

Steve Olstedt
PO Box 2363
Gearhart, OR



Prepared By:

Critical Areas Consulting
Robert S. Bogar
949 14th Street
Astoria, OR 97103

February 23, 2021

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- Figure 4 Soil Survey Map
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Appendix B Wetland Determination Data Forms -Western Mountains, Valleys, and Coast Region

Appendix C Color Photographs

1.0 Introduction

This report documents a wetland survey conducted on a parcel in Seaside, Oregon, Map No. 61015BA05800 of Section 15, Township 6N, Range 10W, Willamette Meridian. This investigation, conducted by Robert S. Bogar of Critical Areas Consulting identified and delineated a wetland at the project site. This report summarizes observations used to define the current wetland boundaries

2.0 Landscape Setting and Land Use

The project site is located in incorporated Seaside, Oregon, The projects site area supports high intensity development associated with State Highway 101 (Roosevelt Dr.). Adjacent and immediately east of the project site is the Neawanna River, which joins the Necanicum River and the Pacific ocean approximately 3000 feet northwest of the project site. Moderate to low intensity development is associated in other areas east of the project site.

The project site itself (tax lot 5800) covers approximately 4.47 acres, is shaped roughly like a portion of an arrowhead, pointed on the north and measuring approximately 514 feet north-south by approximately 400 feet east-west, at its widest. The westernmost portion of the parcel wraps around parcel 5801, a 0.9 acre parcel occupied by a local credit union. The eastern portion of the project site is identified as wetland associated with the floodplain of the Neawanna Creek. The majority of the project site appears to be undeveloped historical fill supported by large rock elevated several feet above the tidally inundated flood plain of the Neawanna River. The project site upland has been largely cleared of vegetation, however, herbal and scrub/shrub wetland vegetation remains on an adjacent to the river floodplain.

Proposed development for the project site parcel consists of a hotel. Prior site use is unclear but does not appear to have included site development as the project site parcel does not have an address listed by Clatsop County. The western wetland boundary itself appears to be well defined by dramatic break in slope at the base of historic fill consisting of large rock and asphalt placed along the eastern edge of the filled area (see photographs below). It is unclear when the fill was placed, however, willows and other scrub/shrub vegetation are well anchored in the fill material (see Photographs 1 and 2, Appendix A).

3.0 Precipitation Data and Analysis

There was 0.01 inches of rainfall the day of the site reconnaissance with approximately 7.33 inches of rain during the two-week period preceding the field day of January 19, 2021 (Arch Cape field station). The NRCS WETS 30% and 70% chance exceedance values for each of the four months preceding the field investigation (Astoria Station) are presented below:

Critical Areas Consulting

Astoria Airport					
Month	Sept	Oct	Nov	Dec	Totals
2020 Monthly Totals	6.14	6.96	2.2	10.6	25.9
Normal (Avg)	2.61	5.61	<u>10.5</u>	10.4	29.12
% of Normal	235	124	21	102	N/A
30% WETS	1	3.27	7.6	7.62	N/A
70% WETS	3.16	6.82	12.39	12.23	N/A

Note that the total rainfall for Sept and October 2020 was more than the 70 % WETS average and that the November measured total was below the 30% WETS average (calculated beginning in 1931 for the Astoria Airport). Rainfall was 89% of average for the four months preceding the field investigation. However, because wetland boundaries at the site are largely determined by steep topographic gradients, and are dependent largely on high tidal events associated with the Neawanna River, documented rainfall levels would not be likely to have changed the wetland boundary as mapped. No compensation for decreased rainfall was taken for this investigation.

4.0 Methods

This wetland delineation utilized routine determinations defined in *Corps of Engineers Wetlands Delineation Manual*, January 1987 and in the Regional Supplement. Site specific interpretations were used to conduct the wetland delineation. Fieldwork was conducted on January 19, 2021 with soils, vegetation, and indicators of hydrology recorded at four sample plot locations to documents like conditions. Sample plots were selected based on ability to excavate in an upland area as the large rock and asphalt placed along the edge of the wetland boundary prevented excavation along a majority of the study area. The paired sample plots were taken near the wetland/upland boundary within approximately five feet of each other (see Figure 6 for sample plot locations).

5.0 Description of Wetlands

The entire parcel was delineated in the field (see Figures 1, 2 and 6 for property boundaries and the study area). As the NWI Map (Figure 3) shows, estuarine emergent wetlands clearly extend off site to the south and north. Boundaries of the wetland were marked in the field on January 19, 2021 using pink labeled flagging for wetland boundaries with wetland flags subsequently logged as waypoints using a Garman GPS device. White pin flagging was utilized to mark test pits.

5.1 Soil

Four test pits (TP-1 to TP-4) were excavated in and adjacent to the wetland. The test pits were excavated in two areas near the wetland edge and the base of the topographic rise to the parking area. The north survey area was selected to avoid large rock that had been placed in areas near the east edge of the upland portion of the project site. The test pits were paired, wetland and upland, with the upland test pits (TP-2 and TP-4) placed approximately 5 feet west from the wetland test pits (TP-1 and TP-3). Observed wetland soils consisted of a dark organic layer overlying mottled sandy loam soils to final depths of approximately 18 inches. Soils near the wetland boundary are mapped (see Figure 4) as Gearhart fine sandy loam (upland soil) and Coquille-Clatsop complex, a silt loam to 30 inches formed on flood plains (hydric soil).

5.2 Vegetation

Vegetation near the wetland/upland transition consisted of *Salix hookeriana* (Hooker willow), and *Lonicera involucrata* (twinberry). *Rubus Armeniacus* (Himalayan blackberry) was also dominant in areas typically with *Phalaris arundinacea* on the upland slope. Also noted in areas were *Rosa nutkana* (Nootka rose, northern study area), *Myrica californica* (Wax-myrtle), with invasive *Rubus Armeniacus* (Himalayan blackberry) common in many places but generally topographically above wetland transitional areas. Grasses including *Phalaris arundinacea* (Reed canary grass), and *Calamagrostis nutkaensis* (Pacific reedgrass), was also common near transitional areas

5.3 Hydrology

Neither standing water nor groundwater was noted in any of the test pits excavated for this investigation. However, a storm water infiltration pond located near the north end of the project site was inundated to approximately 5 feet below grade during site reconnaissance. Wetland inundation frequency and groundwater levels adjacent to the Neawanna River are certainly tidally influenced along the creek. Tide elevations were near the low for the day of approximately 3 feet amsl (above mean sea level) during site reconnaissance on January 19, 2021 (a low of 2.75 ft occurred at 11:00 am during the site survey).

6.0 Deviation from NWI Map

The National Wetlands Inventory Map (see Figure 3) accurately shows a wetland contact between upland areas and estuarine intertidal persistent emergent wetlands (E2EM1P) defined in this investigation. For this investigation the storm water infiltration pond and adjacent areas are considered upland and not part of the wetland system. The National Wetlands Inventory Map also does not include these features as wetland.

7.0 Mapping Method

Boundaries of the wetland were marked in the field using pink labeled wetland flagging for wetland boundaries with wetland flags subsequently entered as waypoints on a Garmin etrex™ GPS device. The accuracy of the device is variable depending upon multiple factors, however, in ideal conditions appears to be typically within about plus or minus two or three feet.

8.0 Results and Conclusions

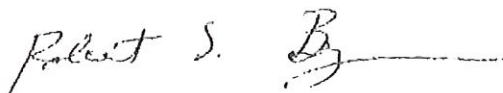
Results of this investigation suggest that NWI map fairly accurately reflects wetland boundaries as delineated in this investigation. Results from this investigation also suggest that the fill area defines the wetland boundary. Wetlands as defined in this report are clearly controlled by historic fill placed adjacent to wetland boundaries.

9.0 Limitations

This report documents the investigation, best professional judgment and conclusions of the investigator. It is correct and complete to the best of my knowledge. It should be considered a Preliminary Jurisdictional Determination of wetlands and other waters and used at your own risk unless it has been reviewed and approved in writing by Oregon Department of State Lands in accordance with OAR 141-090-0005 through 141-090-0055. Estimates of property line locations (septic systems, domestic water wells, etc.) are often made using visual or verbal data. These estimates should be verified by the site owner, surveyor, and/or private contractor independently prior to initiating any construction activity.

Thank you for allowing me to conduct your wetland delineation. Please contact me at the below phone number or email address if you have questions or require additional information.

Sincerely,



Robert S. Bogar
WA Licensed Hydrogeologist
Oregon Registered Geologist
949 14th Street, Astoria, OR
Ph: 360-244-2630
Email: rbogar@gmail.com

Bibliography

Corps of Engineers Wetlands Delineation Manual, January 1987 and in the Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region, Version 2, May 2010 (Regional Supplement).

Reed, PB Junior, 1988. National list of plant species that occur in wetlands: 1988 national summary. Biological report 88-24. Washington DC: US Fish and wildlife service.

Reed, PB Junior, 1988. 1993 supplement to the list of vascular species that occur in wetlands: Northwest region nine. Supplement to biological report 88-26.9 Washington DC: US Fish and Wildlife Service.

NRCS Soil Survey of Clatsop County, accessed by:
<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

US Fish and Wildlife Service National Wetlands Inventory (NWI) Map.
<http://wetlandsfws.er.usgs.gov/NWI/index.html>

US Fish and Wildlife Service *List of Plants that Occur in Wetlands*, 1988 and 1993 Supplement.

Appendix A

Figures

- Figure 1 Site Vicinity Map
- Figure 2 Tax Lot Map
- Figure 3 National Wetlands Inventory Map
- Figure 4 Soil Survey Map
- Figure 5 2014 Aerial Photograph
- Figure 6 Wetland Map

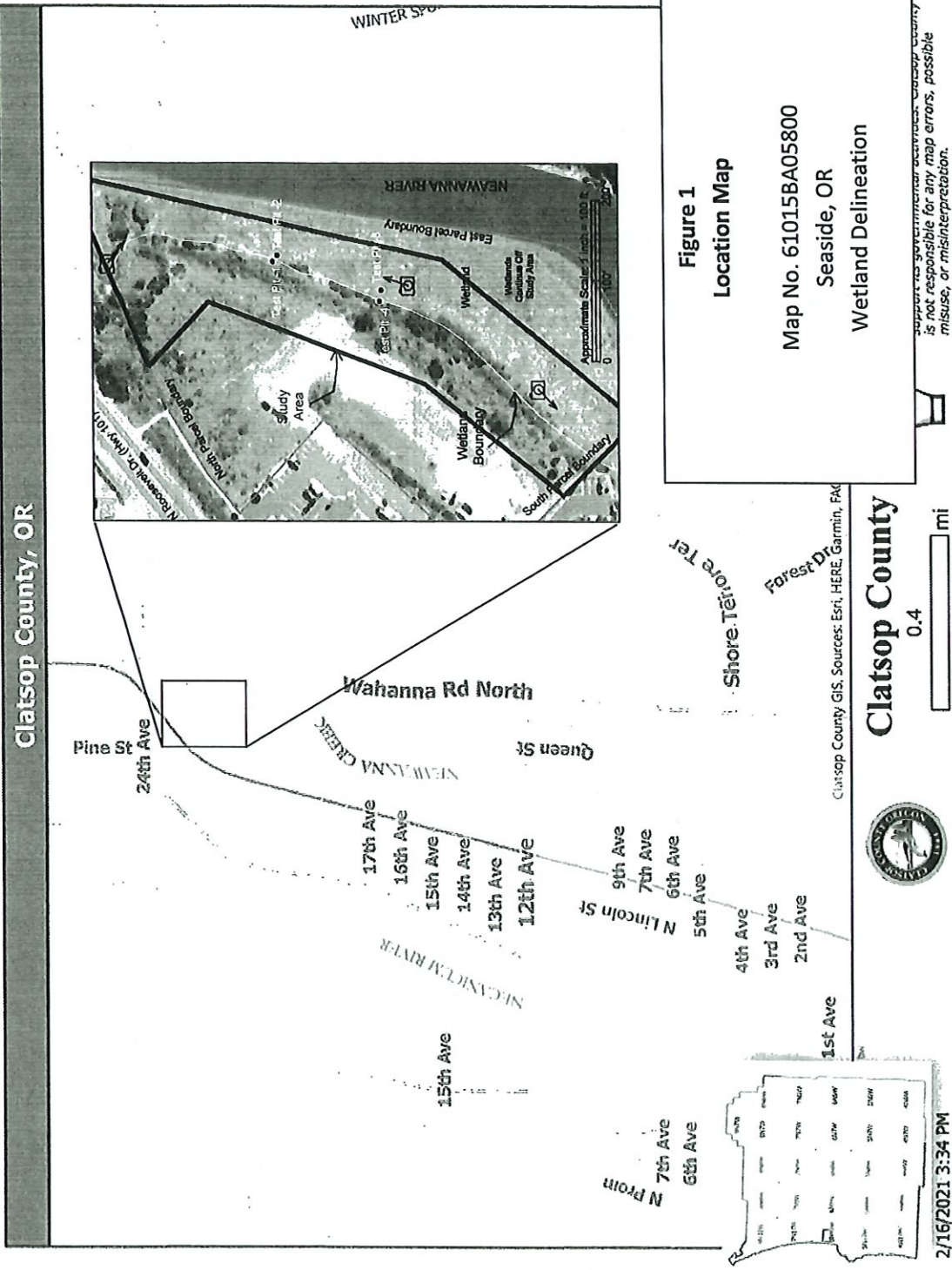


Figure 1
Location Map
 Map No. 61015BA05800
 Seaside, OR
 Wetland Delineation

Supporting governmental activities. Clatsop County is not responsible for any map errors, possible misuse, or misinterpretation.

Clatsop County GIS. Sources: Esri, HERE, Garmin, FAI



0.4 mi

2/16/2021 3:34 PM

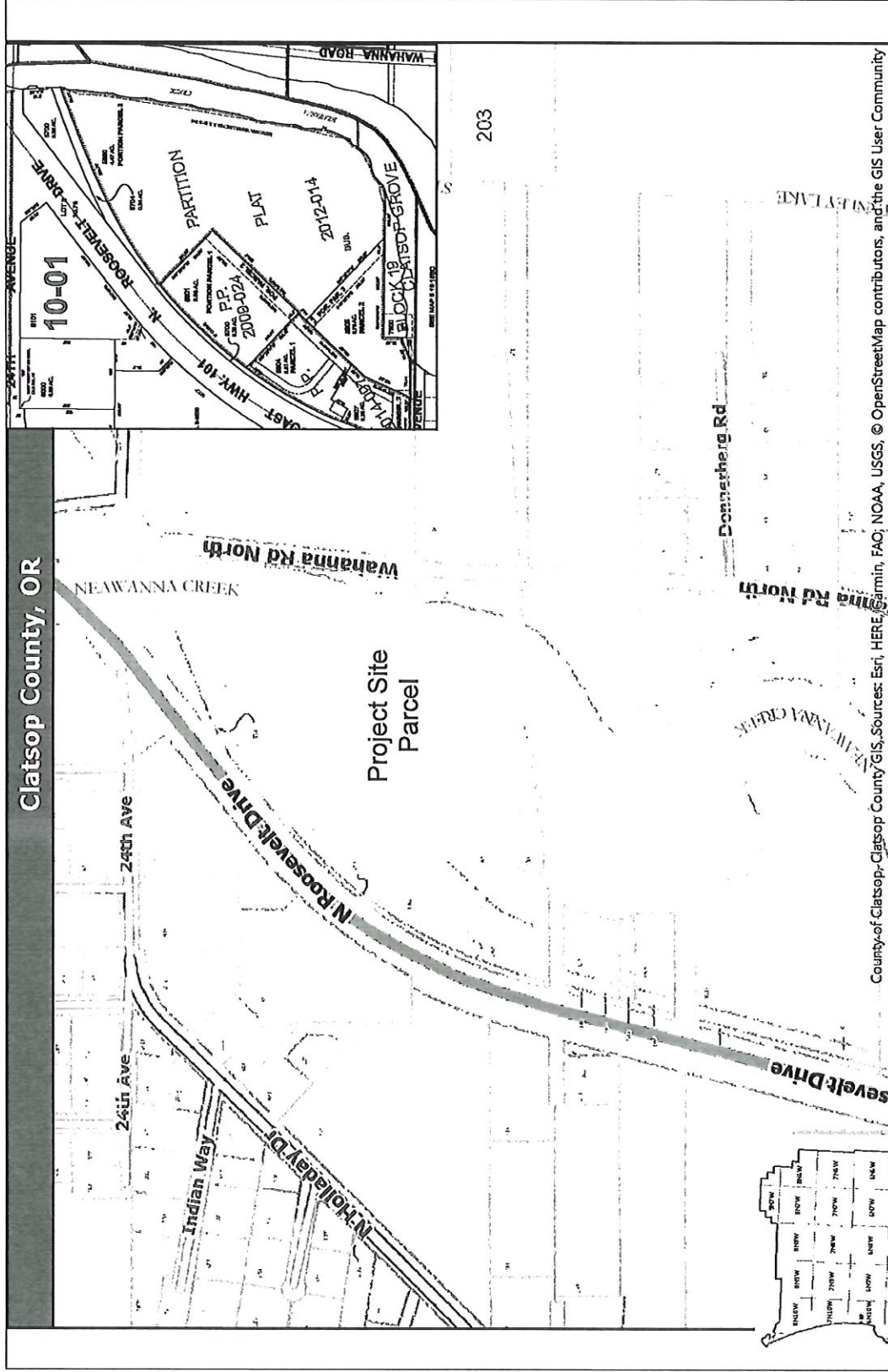
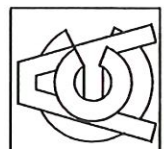


FIGURE 2: Tax Lot Map



**Critical
Areas
Consulting**

Field Date(s): January 19 2021
 Drawing By: RSB
 Drawing Date: 2/18/21
 Report Title: Wetland Delineation

Project: Wetland Delineation
 Map No.: 61015BA05800
 Address: Not Assigned
 City/County: Seaside, Clatsop County



U.S. Fish and Wildlife Service

National Wetlands Inventory

Map No. 61015BA05800

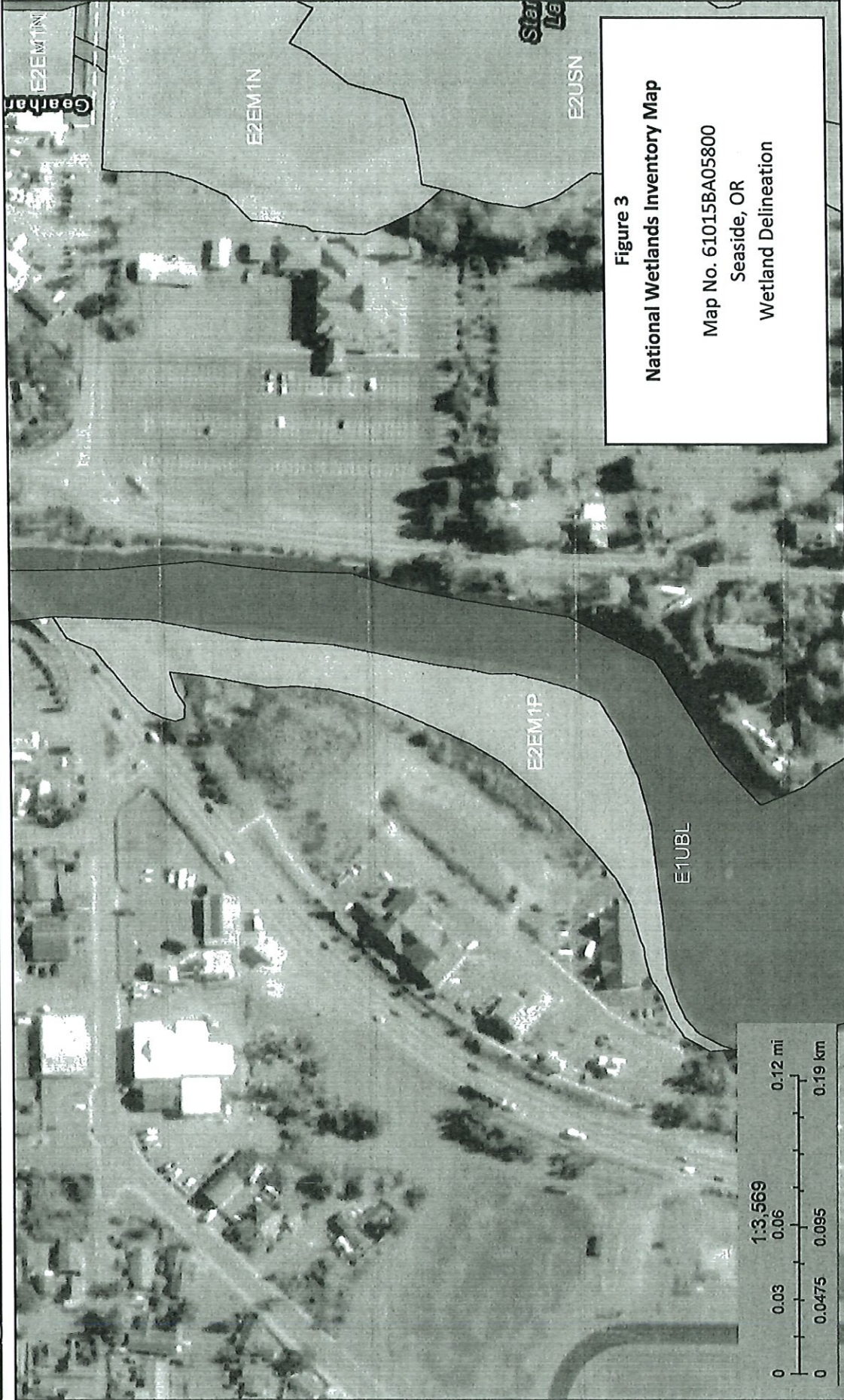


Figure 3
National Wetlands Inventory Map
 Map No. 61015BA05800
 Seaside, OR
 Wetland Delineation

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

- Freshwater Emergent Wetland
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Lake
- Freshwater Forested/Shrub Wetland
- Other
- Freshwater Pond
- Riverine

February 16, 2021

Wetlands

Appendix B

Wetland Determination Data Forms

—

Western Mountains, Valleys, and Coast Region

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Tax Lot 5800 City/County: Seaside / Clatsop Cty Sampling Date: 1/19/21
 Applicant/Owner: Steve Olstedt State: OR Sampling Point: TP-1
 Investigator(s): RSB Section, Township, Range: 15, 6N, 10W
 Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): Concave Slope (%): 2
 Subregion (LRR): A Lat: 46.00935 Long: -123.91235 Datum: Google
 Soil Map Unit Name: Gearhart & Coquille-Clatsop Complex NWI classification: E2EM1P
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes X No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u>X</u>	No <u> </u>	Is the Sampled Area within a Wetland?	Yes <u> </u>	No <u>X</u>
Hydric Soil Present?	Yes <u> </u>	No <u>X</u>			
Wetland Hydrology Present?	Yes <u> </u>	No <u>X</u>			
Remarks: Historic Fill					

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: <u> </u>)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. <u> </u>				Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A)
2. <u> </u>				Total Number of Dominant Species Across All Strata: <u>2</u> (B)
3. <u> </u>				Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100</u> (A/B)
4. <u> </u>				
= Total Cover				
Sapling/Shrub Stratum (Plot size: <u> </u>)	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet:
1. <u>Salix hookeriana</u>	20	Y	FacW	Total % Cover of: Multiply by:
2. <u> </u>				OBL species <u> </u> x 1 = <u> </u>
3. <u> </u>				FACW species <u> </u> x 2 = <u> </u>
4. <u> </u>				FAC species <u> </u> x 3 = <u> </u>
5. <u> </u>				FACU species <u> </u> x 4 = <u> </u>
				UPL species <u> </u> x 5 = <u> </u>
= Total Cover				Column Totals: <u> </u> (A) <u> </u> (B)
				Prevalence Index = B/A = <u> </u>
Herb Stratum (Plot size: <u>15</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators:
1. <u>Calamagrostis nutkaensis</u>	50	Y	Fac	<u> </u> 1 - Rapid Test for Hydrophytic Vegetation
2. <u>Phalaris arundinacea</u>	10	N	Fac	<u> </u> 2 - Dominance Test is >50%
3. <u> </u>				<u> </u> 3 - Prevalence Index is ≤3.0 ¹
4. <u> </u>				<u> </u> 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet)
5. <u> </u>				<u> </u> 5 - Wetland Non-Vascular Plants ¹
6. <u> </u>				<u> </u> Problematic Hydrophytic Vegetation ¹ (Explain)
7. <u> </u>				¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
8. <u> </u>				
9. <u> </u>				
10. <u> </u>				
11. <u> </u>				
= Total Cover				
Woody Vine Stratum (Plot size: <u> </u>)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Present?
1. <u>Rubus Armeniacus</u>	10	N	Fac	Yes <u>X</u> No <u> </u>
2. <u> </u>				
= Total Cover				
% Bare Ground in Herb Stratum <u>0</u>				

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Tax Lot 5800 City/County: Seaside / Clatsop Cty Sampling Date: 1/19/21
 Applicant/Owner: Steve Olstedt State: OR Sampling Point: TP-2
 Investigator(s): RSB Section, Township, Range: 15, 6N, 10W
 Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): Concave Slope (%): 2
 Subregion (LRR): A Lat: 46.00935 Long: -123.91235 Datum: Google
 Soil Map Unit Name: Gearhart & Coquille-Clatsop Complex NWI classification: E2EM1P
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Is the Sampled Area within a Wetland?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Hydric Soil Present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>			
Wetland Hydrology Present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>			
Remarks:					

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. _____				Number of Dominant Species That Are OBL, FACW, or FAC: <u>3</u> (A)
2. _____				Total Number of Dominant Species Across All Strata: <u>3</u> (B)
3. _____				Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100</u> (A/B)
4. _____				
_____ = Total Cover				
Sapling/Shrub Stratum (Plot size: <u>15</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet:
1. <u>Salix hookeriana</u>	20	Y	FacW	Total % Cover of: Multiply by:
2. <u>Lonicera involucrate</u>	20	Y	Fac	OBL species _____ x 1 = _____
3. _____				FACW species _____ x 2 = _____
4. _____				FAC species _____ x 3 = _____
5. _____				FACU species _____ x 4 = _____
				UPL species _____ x 5 = _____
_____ = Total Cover				Column Totals: _____ (A) _____ (B)
				Prevalence Index = B/A = _____
Herb Stratum (Plot size: <u>15</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators:
1. <u>Calamagrostis nutkaensis</u>	50	Y	Fac	___ 1 - Rapid Test for Hydrophytic Vegetation
2. <u>Phalaris arundinacea</u>	tr	N	Fac	___ 2 - Dominance Test is >50%
3. _____				___ 3 - Prevalence Index is ≤3.0 ¹
4. _____				___ 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet)
5. _____				___ 5 - Wetland Non-Vascular Plants ¹
6. _____				___ Problematic Hydrophytic Vegetation ¹ (Explain)
7. _____				¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
8. _____				
9. _____				
10. _____				
11. _____				
_____ = Total Cover				
Woody Vine Stratum (Plot size: <u>15</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Present?
1. <u>Rubus Armeniacus</u>	tr	N	Fac	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
2. _____				
_____ = Total Cover				
% Bare Ground in Herb Stratum <u>0</u>				
Remarks:				

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Tax Lot 5800 City/County: Seaside / Clatsop Cty Sampling Date: 1/19/21
 Applicant/Owner: Steve Olstedt State: OR Sampling Point: TP-3
 Investigator(s): RSB Section, Township, Range: 15, 6N, 10W
 Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): Concave Slope (%): 1%
 Subregion (LRR): A Lat: 46.00935 Long: -123.91235 Datum: Google
 Soil Map Unit Name: Gearhart & Coquille-Clatsop Complex NWI classification: E2EM1P
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Hydric Soil Present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	
Wetland Hydrology Present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	
Remarks:			

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. _____	_____	_____	_____	Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A)
2. _____	_____	_____	_____	Total Number of Dominant Species Across All Strata: <u>2</u> (B)
3. _____	_____	_____	_____	Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100</u> (A/B)
4. _____	_____	_____	_____	
_____ = Total Cover				
Sapling/Shrub Stratum (Plot size: <u>15</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet:
1. <u>Lonicera involucrate</u>	<u>25</u>	<u>Y</u>	<u>Fac</u>	Total % Cover of: Multiply by:
2. <u>Cytisus scoparius</u>	<u>10</u>	<u>N</u>	<u>--</u>	OBL species _____ x 1 = _____
3. _____	_____	_____	_____	FACW species _____ x 2 = _____
4. _____	_____	_____	_____	FAC species _____ x 3 = _____
5. _____	_____	_____	_____	FACU species _____ x 4 = _____
_____ = Total Cover				UPL species _____ x 5 = _____
				Column Totals: _____ (A) _____ (B)
				Prevalence Index = B/A = _____
Herb Stratum (Plot size: <u>15</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators:
1. <u>Calamagrostis nutkaensis</u>	<u>75</u>	<u>Y</u>	<u>Fac</u>	___ 1 - Rapid Test for Hydrophytic Vegetation
2. _____	_____	_____	_____	___ 2 - Dominance Test is >50%
3. _____	_____	_____	_____	___ 3 - Prevalence Index is ≤3.0 ¹
4. _____	_____	_____	_____	___ 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet)
5. _____	_____	_____	_____	___ 5 - Wetland Non-Vascular Plants ¹
6. _____	_____	_____	_____	___ Problematic Hydrophytic Vegetation ¹ (Explain)
7. _____	_____	_____	_____	¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
_____ = Total Cover				
Woody Vine Stratum (Plot size: <u>15</u>)	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Present?
1. <u>Rubus Armeniacus</u>	<u>10</u>	<u>N</u>	<u>Fac</u>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
2. _____	_____	_____	_____	
_____ = Total Cover				
% Bare Ground in Herb Stratum <u>0</u>				
Remarks:				

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Tax Lot 5800 City/County: Seaside / Clatsop Cty. Sampling Date: 1/19/21
 Applicant/Owner: Steve Olstedt State: OR Sampling Point: TP-4
 Investigator(s): RSB Section, Township, Range: 15, 6N, 10W
 Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): Concave Slope (%): 15
 Subregion (LRR): A Lat: 46.00935 Long: -123.91235 Datum: Google
 Soil Map Unit Name: Gearhart & Coquille-Clatsop Complex NWI classification: E2EM1P
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Remarks: Historic Fill			

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. _____	_____	_____	_____	Number of Dominant Species That Are OBL, FACW, or FAC: <u>3</u> (A) Total Number of Dominant Species Across All Strata: <u>3</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100</u> (A/B)
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
_____ = Total Cover				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = _____ FACW species _____ x 2 = _____ FAC species _____ x 3 = _____ FACU species _____ x 4 = _____ UPL species _____ x 5 = _____ Column Totals: _____ (A) _____ (B) Prevalence Index = B/A = _____
Sapling/Shrub Stratum (Plot size: _____)				
1. <u>Lonicera involucrate</u>	20	Y	Fac	
2. <u>Cytisus scoparius</u>	20	Y	Upl	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
_____ = Total Cover				
Herb Stratum (Plot size: <u>15</u>)				
1. <u>Calamagrostis nutkaensis</u>	70	Y	Fac	
2. <u>Phalaris arundinacea</u>	10	N	Fac	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
_____ = Total Cover				
Woody Vine Stratum (Plot size: _____)				
1. <u>Rubus Ameniacus</u>	5	N	Fac	
2. _____	_____	_____	_____	
_____ = Total Cover				
% Bare Ground in Herb Stratum <u>20</u>				
Hydrophytic Vegetation Indicators: <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input type="checkbox"/> 2 - Dominance Test is >50% <input type="checkbox"/> 3 - Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> 4 - Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> 5 - Wetland Non-Vascular Plants ¹ <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain)				
¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.				
Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>				
Remarks:				

Appendix C
Color Photographs

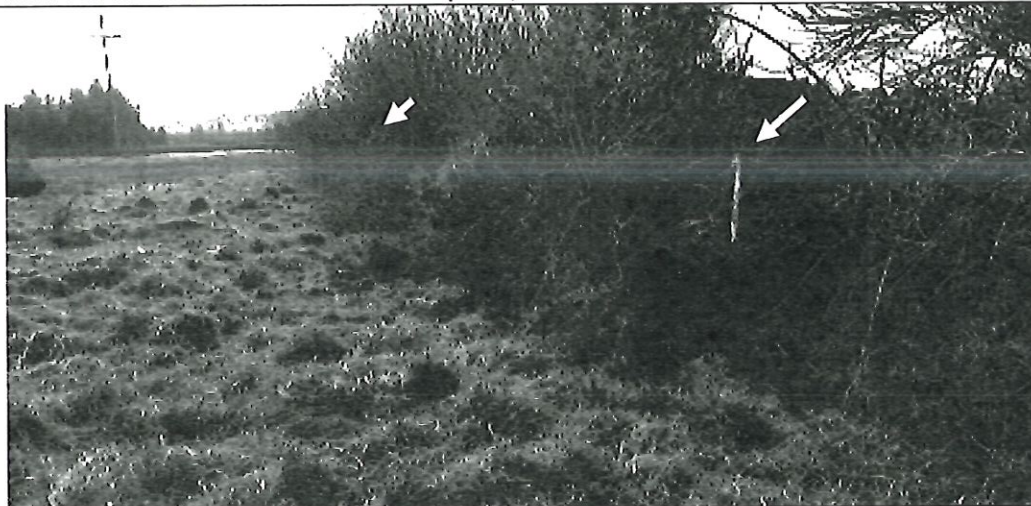
Table 1
Project Site Photographs

Photo
No.1



View to the southwest of the Neawanna River and the project site. The approximate north and south boundaries of the study area are marked by white arrows on the right and left, respectively. The scrub shrub vegetation roughly corresponds to the boundary between the delineated wetland and upland/fill areas.

Photo
No.2



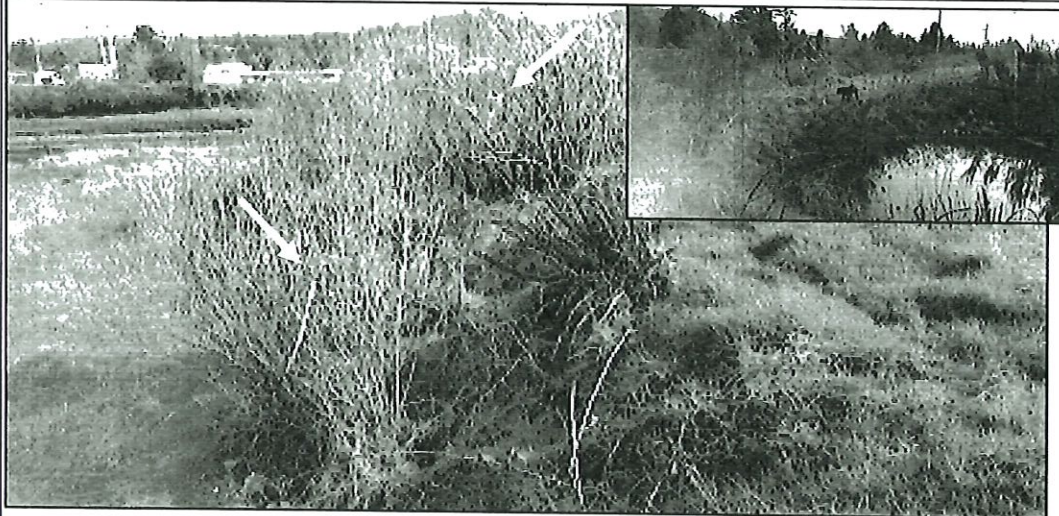
View to the south of the wetland boundary (pink flagging) from near the south property boundary. Areas on the right (west) of the photograph are topographically higher historic fill composed of large rock, asphalt, and sand. The timing of placement of the fill is unclear but vegetation appears to be mature on the slope.

Photo
No. 3



View to the north of the west wetland edge adjacent to upland fill. Scrub/shrub vegetation is transitional between wetland and upland and consists of *Salix hookeriana* (Hooker willow), *Rosa nutkana* (Nootka rose), occasional *Lonicera involucrata* (twinberry), and *Myrica californica* (Wax-myrtle; see Photograph No. 2), with invasive *Rubus Armeniacus* (Himalayan blackberry) in places.

Photo
No. 4



View to the east of the wetland/upland boundary near the north end of the study area. A view of the pond is inset on the upper right. Several shrubs have been flagged using pink labeled wetland flagging (see arrow).



VICINITY MAP
NO SCALE



PROJECT MAP
NO SCALE

LEGEND

PROPOSED	EXISTING	DESCRIPTION
		PARKING (STANDARD/COMPACT)
		POWERPOLE
		WHEEL STOP
		CATCH BASIN
		WATER BLOW-OFF
		AIR RELIEF VALVE
		WATER-METER
		FIRE HYDRANT
		WATER VALVE
		FIRE FDC
		MAJOR CONTOUR
		MINOR CONTOUR
		ASPHALT EDGE
		ELECTRIC OVERHEAD
		ELECTRIC UNDERGROUND
		COMMUNICATION LINE
		GAS LINE
		STORM LINE
		PROPERTY LINE
		FENCE LINE
		SANITARY SEWER
		SANITARY PRESSURE LINE
		WATER PIPE
		RIGHT OF WAY
		TELEPHONE UNDERGROUND
		CENTER LINE
		SAWCUT
		SILT FENCE
		BUILDING
		AREA OF POTENTIAL FILL

SITE INFORMATION

A TRACT OF LAND BEING A PORTION OF PARCEL 3 OF PARTITION PLAT NO. 2012-014, (A REPLAT OF PARCEL 1 AND A PORTION OF PARCEL 2, PARTITION PLAT NO. 2009-024) SITUATED IN THE NORTHWEST QUARTER OF SECTION 15, TOWNSHIP 8 NORTH, RANGE 10 WEST, WILLAMETTE MERIDIAN, CITY OF SEASIDE, COUNTY OF CLATSOP, STATE OF OREGON.

EXISTING GROSS LOT AREA
199,916 SF = 4.53 ACRES

PROPOSED LOT
18 LOTS, LOT 15 IS A COMMON LOT WITH AGREEMENTS FOR PARKING, REFUSE SERVICE, AND MAINTENANCE. LOT 16 FUTURE IS YES TO BE DETERMINED.

14 BUILDINGS
14 UNITS TOTAL (4-FX43)
54 UNITS FROM 6-PLEXES
20 UNITS FROM 4-PLEXES

PARKING REQUIREMENT
PER SEASIDE ZONING ORDINANCE NO. 83-10 SECTION 4.100 OFF-STREET PARKING REQUIREMENTS: APARTMENT DWELLINGS, CONDOMINIUM OR TIME SHARE PROJECT, 1.5 PER UNIT.
111 TOTAL PARKING SPACES

PARKING PROVIDED
111 TOTAL PARKING SPACES:
18 STANDARD 8' X 19'
28 COMPACT SPACES 8' X 19' MIN. (25%)
3 VAN ACCESSIBLE ADA SPACES 8' X 19'
2 ADA NON-VAN ACCESSIBLE SPACES 9' X 19'

IMPERVIOUS AREA
BUILDING 33,558 SF (15%)
ASPHALT/CONCRETE 44,561 SF (22%)

UTILITY PROVIDERS

CITY OF SEASIDE
ATTN: DALE MCDOWELL
PUBLIC WORKS DIRECTOR
1387 AVENUE U
SEASIDE, OR 97138
(503) 738-5112
(503) 738-8765 (FAX)

WATER AND SANITARY SEWER
CITY OF SEASIDE
ATTN: TONY BIAMONT
WASTE WATER TREATMENT PLANT FOREMAN
1725 N ROOSEVELT RD, STE B
SEASIDE, OR 97138
(503) 738-5112

ELECTRICITY
PACIFIC POWER
ATTN: MARILYN BROCKEY
2340 SE DOLPHIN
WARRENTON, OR 97146
503-861-6205
503-851-6200 (FAX)

CABLE TELEVISION
CHARTER COMMUNICATIONS
ATTN: WYNN BUELECK
418 GATEWAY
ASTORIA, OR 97103
503-325-0687
503-325-7421 (FAX)

GAS
NORTHWEST NATURAL GAS
ATTN: RICH GARDNER
223 2ND AVENUE
PORTLAND, OR 97209
503-216-4211 EXT. 2889
503-381-6189 (CELL)

TELEPHONE
CENTURYLINK
ATTN: MIKE MEISNER
481 INDUSTRY
ASTORIA, OR 97103
503-242-7678
503-242-6449 (FAX)

ONE CALL CENTER
1-800-332-2344 OR 811

PROJECT TEAM

OWNER
CROSS CREEK LAND 1 LLC
PO BOX 2870
GEARHART, OR 97138

SURVEYOR
S&F LAND SERVICES
GARY CHRISTENSEN, PLS
1725 N ROOSEVELT RD, STE B
SEASIDE, OR 97138
503-735-3425

CIVIL ENGINEER
A.M. ENGINEERING, LLC
ADAM DARLEY, P.E.
P.O. BOX 973
SEASIDE, OR 97138
503-468-8500

TRAFFIC ENGINEER
LANCASTER MOBLEY
321 SW 4TH AVENUE
SUITE 400
PORTLAND, OREGON 97204

SHEET INDEX

C1	COVER
C1	PRELIMINARY SITE PLAN
C2	LOT KEY MAP

BENCHMARK/DATUM

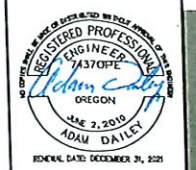
PROJECT ELEVATION DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD83), 2009 OREGON DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES (DOGAMI), OREGON UTM: NORTH COAST

NGVD TO NAVD CONVERSION IS +3.5992514 FEET, PER [HTTPS://WWW.NWS.NOAA.GOV/CGI-BIN/VERTCONVERT_CONV.PL](https://www.nws.noaa.gov/cgi-bin/vertconv/vert_conv.pl)

REFERENCE REPORTS

TRANSPORTATION IMPACT STUDY
CROSS CREEK MULTIFAMILY HOUSING
LANCASTER MOBLEY, 4/8/21

WETLAND DELINEATION
WETLAND DELINEATION
CRITICAL AREAS CONSULTING, 2/23/21



A.M. Engineering
P.O. BOX 973 SEASIDE, OREGON 97138
Phone: 503.468.8500 WWW.AMENGINEER.COM

CROSS CREEK SUBDIVISION TENTATIVE PLAN COVER
S15, T6N, R10W
SEASIDE, CLATSOP COUNTY, OREGON

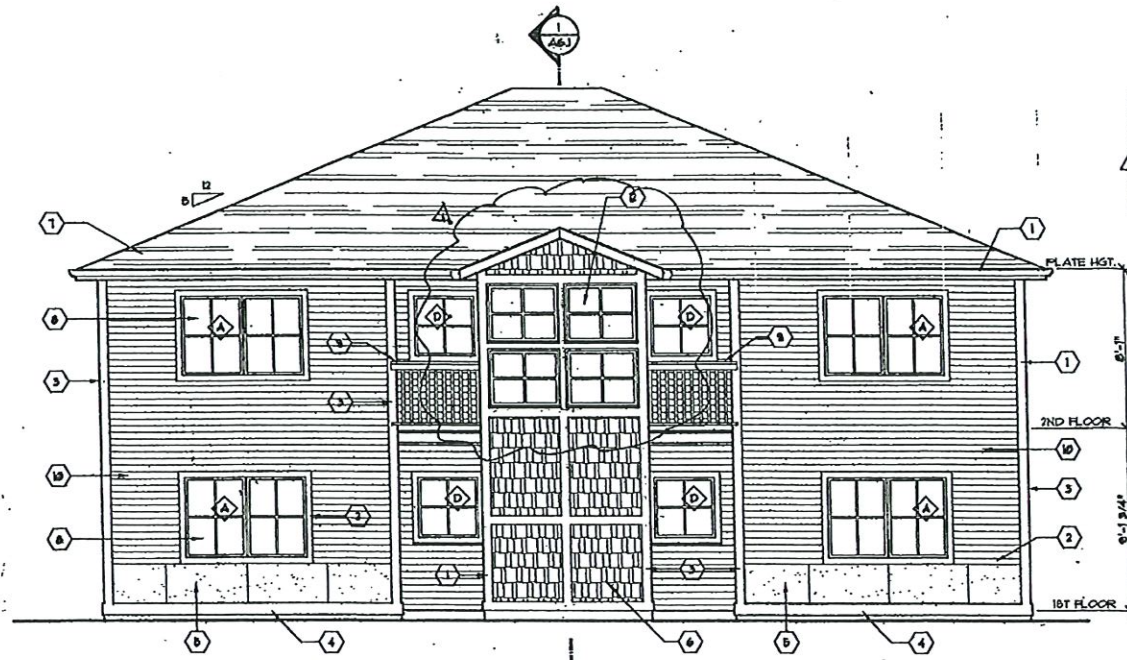
PLANNING HEARING SET

NO.	DATE	BY	REVISION COMMENTS
1		ADD	CITY COMMENTS ALL SHEETS

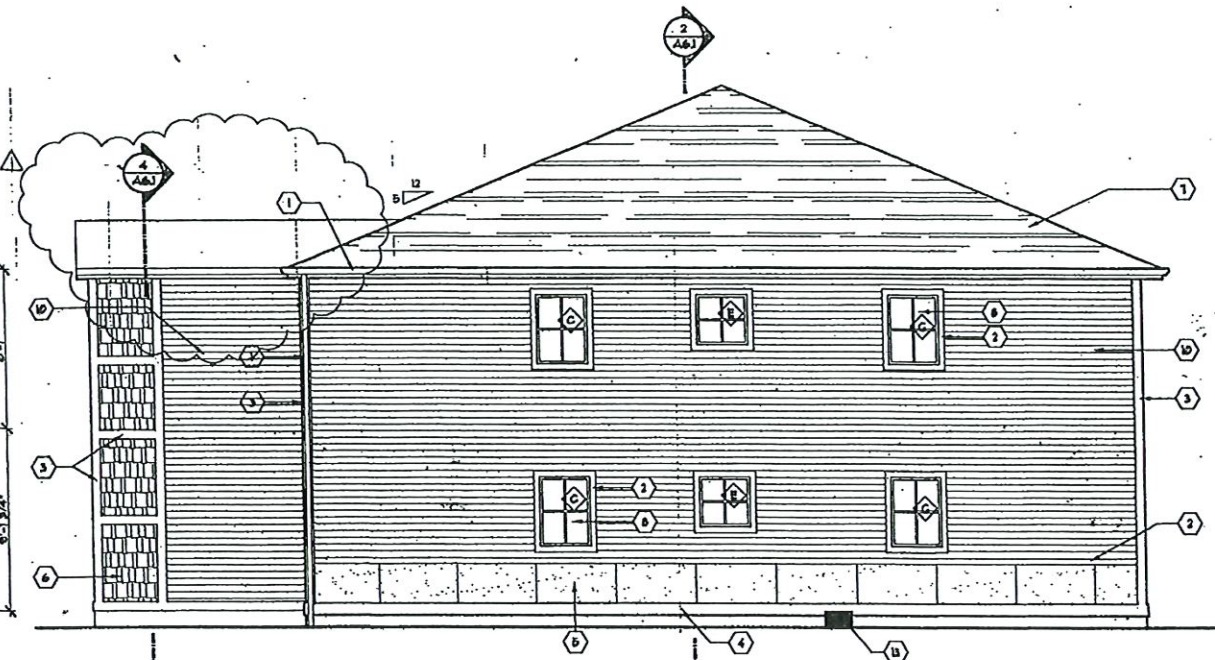
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DESIGN	DRAWN
ADD	IMP
CHECKED	DATED
ADD	5/7/21

C1

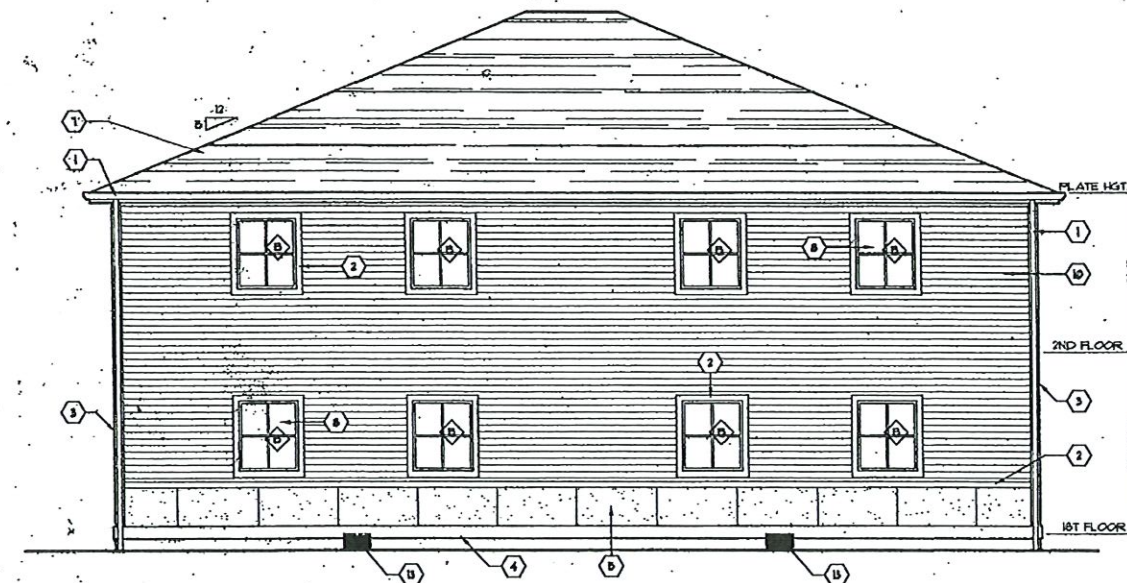
COPYRIGHT 2021 ©



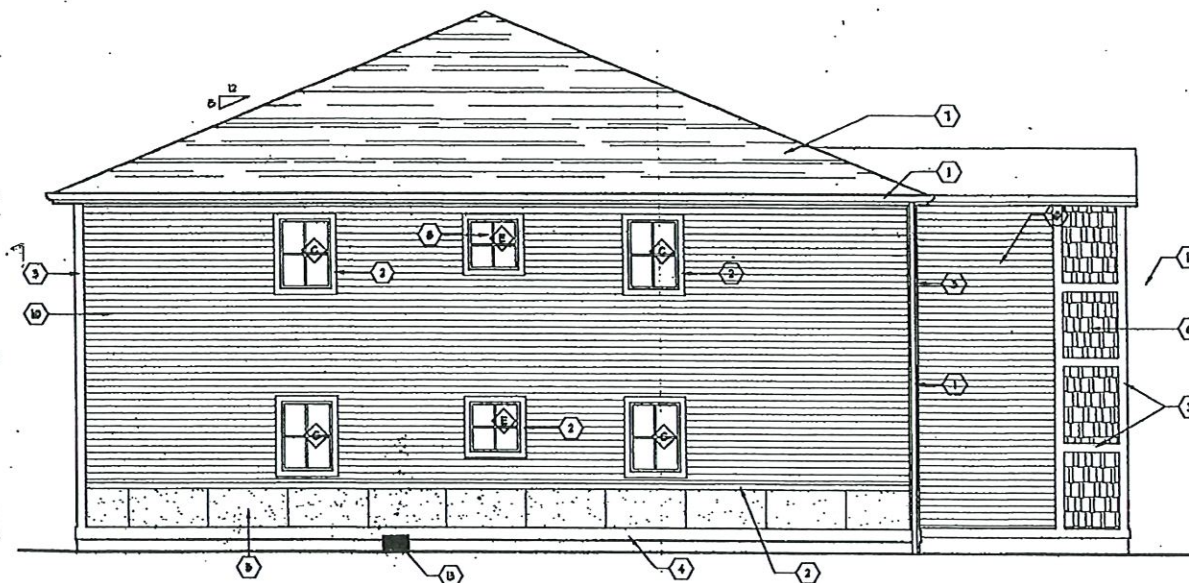
1 FRONT ELEVATION
1/4" = 1'-0"



2 RIGHT SIDE ELEVATION
1/4" = 1'-0"



3 REAR ELEVATION
1/4" = 1'-0"



4 LEFT SIDE ELEVATION
1/4" = 1'-0"

KEY NOTES:

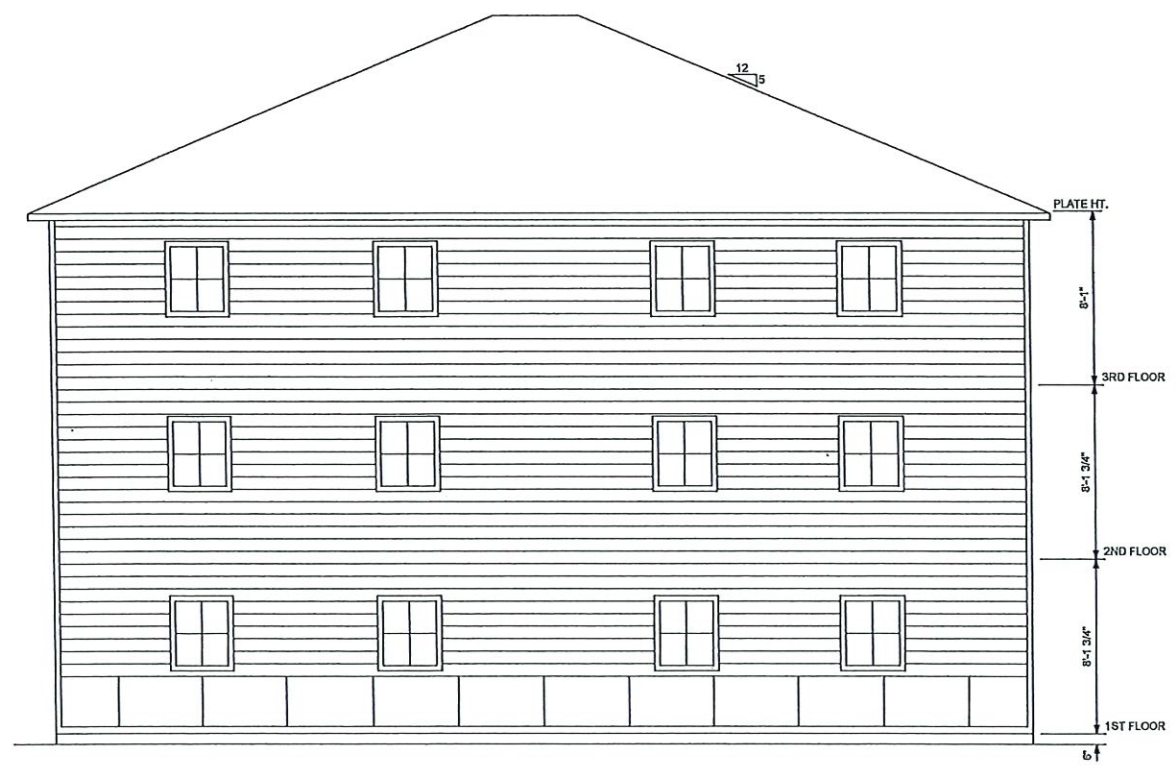
- | | |
|---|--------------------------------|
| 1 PRE-FINISHED METAL GUTTER & DOWNSPOUT | 8 VINYL CASEMENT WINDOWS, TYP. |
| 2 5/4 x 4 WOOD TRIM | 9 WOOD HANDRAIL, SEE (10) |
| 3 5/4 x 6 WOOD TRIM | 10 CEMENT FIBER SIDING |
| 4 2 X 6 BALL TRIM | 11 FOUNDATION VENTS |
| 5 CEMENT FIBER PANELS | 12 FIXED GLASS IN VINYL FRAME |
| 6 CEMENT FIBER SHINGLES | 13 6" x 16" FOUNDATION VENT |
| 7 CLASS 'W' COMPOSITION SHINGLES | 14 NOT USED |



A FRONT ELEVATION
A1.0 SCALE: 1/4" = 1'-0"



B RIGHT ELEVATION
A1.0 SCALE: 1/4" = 1'-0"



C REAR ELEVATION
A1.0 SCALE: 1/4" = 1'-0"

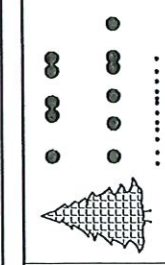


D LEFT ELEVATION
A1.0 SCALE: 1/4" = 1'-0"

REVISIONS	DESCRIPTION
No.	DATE

PROJECT: **CROSS CREEK SIX PLEXES**
 LOCATION: **CROSS CREEK SEASIDE, OREGON**

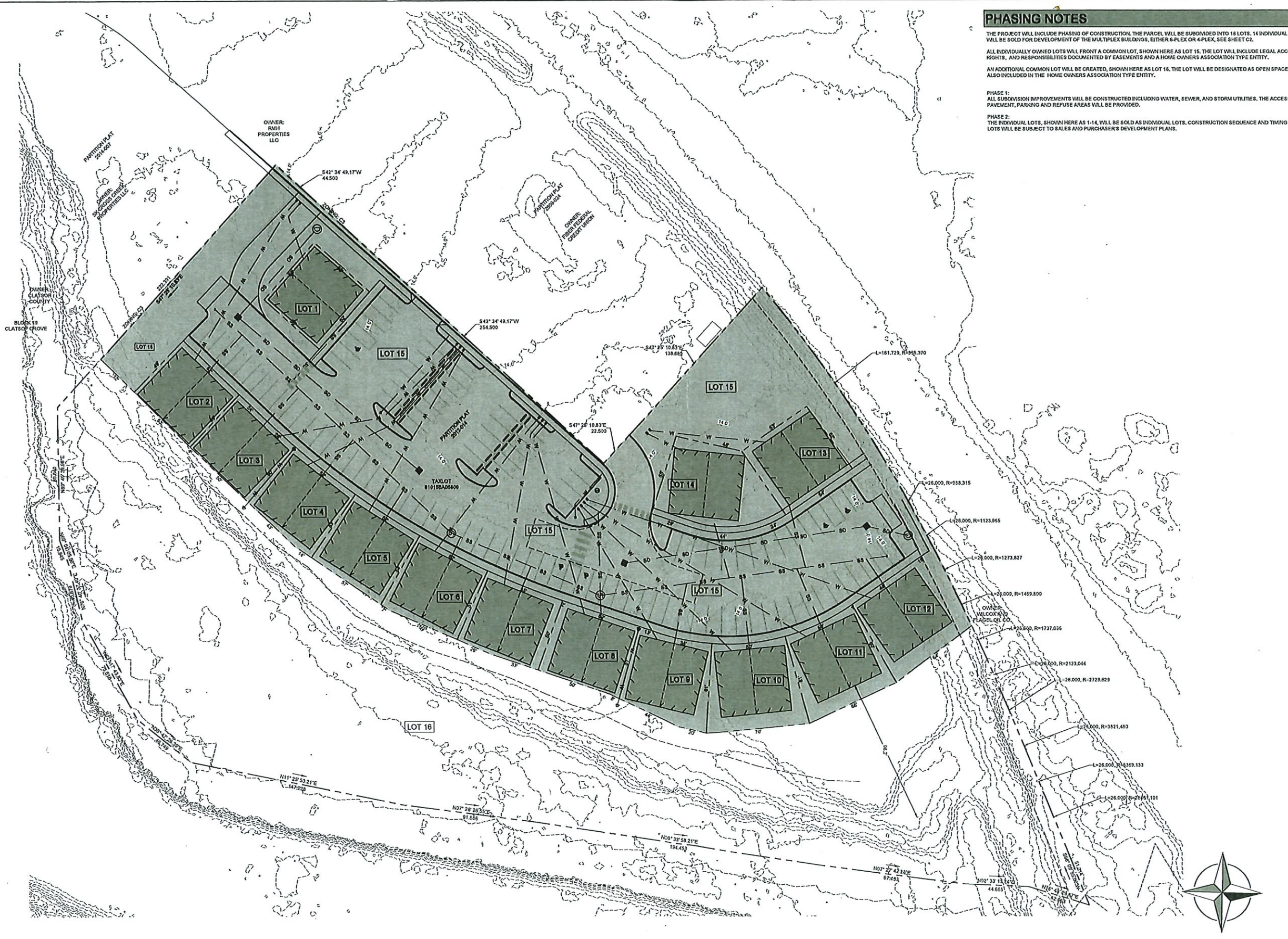
SHEET TITLE: **ELEVATIONS**
 CLIENT: **CROSS CREEK LAND 1, LLC**



JOB NO. **NA**
 DATE: **6/23/2021**
 DRAWN: **MB**
 SCALE: **AS SHOWN**
 SHEET

A1.0

P:\2020\2020 Cross Creek 4-Plex Site Development\CAD\CAD20202024-100.dwg Plotted By a.m. engineering2_6/4/2021 12:45:38 PM



PHASING NOTES

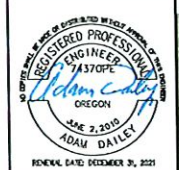
THE PROJECT WILL INCLUDE PHASING OF CONSTRUCTION. THE PARCEL WILL BE SUBDIVIDED INTO 16 LOTS. 14 INDIVIDUAL LOTS WILL BE SOLD FOR DEVELOPMENT OF THE MULTIPLEX BUILDINGS, EITHER 6-PLEX OR 4-PLEX, SEE SHEET C2.

ALL INDIVIDUALLY OWNED LOTS WILL FRONT A COMMON LOT, SHOWN HERE AS LOT 15. THE LOT WILL INCLUDE LEGAL ACCESS, RIGHTS, AND RESPONSIBILITIES DOCUMENTED BY EASEMENTS AND A HOME OWNERS ASSOCIATION TYPE ENTITY.

AN ADDITIONAL COMMON LOT WILL BE CREATED, SHOWN HERE AS LOT 16. THE LOT WILL BE DESIGNATED AS OPEN SPACE AND ALSO INCLUDED IN THE HOME OWNERS ASSOCIATION TYPE ENTITY.

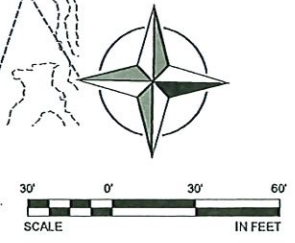
PHASE 1:
ALL SUBMISSION IMPROVEMENTS WILL BE CONSTRUCTED INCLUDING WATER, SEWER, AND STORM UTILITIES. THE ACCESS PAVEMENT, PARKING AND REFUSE AREAS WILL BE PROVIDED.

PHASE 2:
THE INDIVIDUAL LOTS, SHOWN HERE AS 1-14, WILL BE SOLD AS INDIVIDUAL LOTS. CONSTRUCTION SEQUENCE AND TIMING OF THESE LOTS WILL BE SUBJECT TO SALES AND PURCHASER'S DEVELOPMENT PLANS.



A.M. Engineering
 P.O. BOX 973 SEASIDE, OREGON 97138
 Phone: 503.468.8600 WWW.AMENGINEERING.COM

LOT KEY MAP
SCALE: 1" = 30'



**CROSS CREEK
 SUBDIVISION TENTATIVE PLAN
 LOT KEY MAP**
 S15, T6N, R10W
 SEASIDE, CLATSOP COUNTY, OREGON

PLANNING HEARING SET

NO.	DATE	BY	REVISION COMMENTS
1	5/21/21	ADD	CITY COMMENTS ALL SHEETS

INITIAL ISSUE
 DESIGN DRAWN
 ADD MDD
 CHECKED DATES
 ADD 5/17/21
C3
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