

Oceanside Neighborhood Association
www.oceansidefriends.com
oceansidefriends@gmail.com

June 7, 2021
Submitted by e-mail

Sarah Absher, Director
Melissa Jenck, Planner II
Tillamook County Community Development

Re: Bill Hughes / Avalon Heights, LLC
Permit No. 851-21-000095-PLNG

Dear Director Absher:

At its regular meeting on June 5, 2021, the ONA membership (53 members in attendance) unanimously voted to endorse the comment submitted by myself on behalf of the Board on May 31, 2021.

The members further instructed me to emphasize that approving this subdivision now will facilitate the construction of scores of new homes at a time when there is only a single evacuation route out of the area in the event of an emergency. The members strongly urged that, if the subdivision is to be approved in the timeline anticipated, the county and/or developer act in the near term to identify and publicize a second route for evacuation to be available until the Cape Meares Loop Road improvements have been completed. These might include temporary improvements to the old Cape Meares Loop Road to make it ready for pilot car-guided use, or to arrange and publicize a way for area residents to open the gates and make use of the logging roads that link Cape Meares Loop Road with Netarts via the NOSD headquarters facility and Netarts watershed.

Finally, in reference to the anticipated road erosion and traffic hazards on Grand Avenue, members advised that Highland Road poses parallel concerns and risks where it meets Highway 131.

Respectfully submitted,

Jerry Keene
ONA President

H B H
CONSULTING
ENGINEERS

501 E First Street
Newberg, Oregon 97132
phone 503-554-9553
fax 503-537-9554

May 27, 2021

Erik Hoovestol
Firwood Design Group
359 East Histori Columbia River Highway
Troutdale, OR 97060

Re: Avalon Heights Subdivision – Second Preliminary Plan Review

Dear Erik,

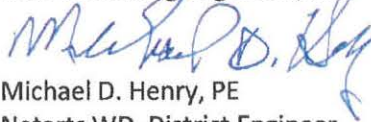
On Behalf of the Netarts Water District, we have completed our review of the plans and would offer the following comments:

1. Please be advised you will not be required to submit final plans to the Oregon Health Authority for review and/or permitting.
2. Please provide 8" PVC (C-900) in Roaring Tide Loop and tie back into proposed 6" PVC in NW Ocean Song.
3. All tees to have 3-way valving and thrust blocking.
4. Fire hydrant spacing appears to be fine.
5. It would appear from preliminary proposed grades that concrete cut-off wall will be necessary along NW Ocean Song between STA. 2+00 to 8+50 and Roaring Tide Loop STA. 19+50 to 20+50.
6. It appears a high point will exist around STA. 18+75 on Roaring Tide Loop, please provide 2" blow-off assembly.
7. Upon submittal of final plans, please provide plan and profile of water system.

Should you have any questions, please contact me.

Sincerely,

HBH Consulting Engineers, Inc.



Michael D. Henry, PE
Netarts WD, District Engineer

Cc: Pat Penney, Netarts Water District
Cody Hobbs, Netarts Water District
Bill Hughs, Avalon Heights, LLC



Netarts-Oceanside Rural Fire Protection District

Post Office Box 219 – 1235 Fifth Street Loop – Netarts, Oregon 97143

Phone (503) 842-5900 – Fax (503) 842-1173

Email: timc@norfpd.org

June 10, 2021

RE: Avalon Heights subdivision

To Whom It May Concern:

After reviewing the preliminary design, I only have a few concerns...

The fire hydrant and streetlighting locations do meet the standards of the Oregon Fire Code.

The road grade on Ocean Song is close to or even a little over the maximum grade. I would like to make sure any structure built that is accessed by Ocean Song, or any other road that is at or over maximum grade, to use non-combustible roofing and siding.

I would also like to see what improvements are going to be made to Highland Dr. as well as Grand Ave? The proposed development is going to put a lot more traffic on Highland Dr. This will in return deteriorate the condition of the road due to the gravel surface. It will also make fire access to the area difficult.

Even though the proposed development itself has two access points, due to the condition of Grand Ave. it looks to funnel the two access points into an area that only has one so, I would like to see improvements to Grand Ave. as well.

Tim Carpenter

Fire Chief
Netarts-Oceanside
Fire District

Mission Statement

*To provide professional and cost-effective emergency services
for the benefit of residents and visitors
by utilizing a base of well trained and dedicated volunteers.*

Melissa Jenck

From: Kurt Mizee <robodairy@gmail.com>
Sent: Wednesday, June 9, 2021 7:14 PM
To: Melissa Jenck
Subject: EXTERNAL: Avalon Heights

[NOTICE: This message originated outside of Tillamook County -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Dear Ms. Jenck,

Thank you for taking the time to review the file with us today regarding the Avalon Heights Subdivision Request. I am writing to request a continuance of the hearing on this matter. Specifically, I am asking for a 60 day continuance and requesting that the Tillamook County Planning Commission keep the hearing open to oral testimony when it is reconvened as more questions may become apparent following that testimony.

Among other things we have specific concerns regarding the alignment of the geohazard report and the lot layout along the East side of the proposed subdivision where it meets our property. Our hope is that between now and the 60 day continuance we can sit down with our neighbor, Mr. Hughes and get clarification and reassurance on these matters thereby streamlining the process for the commission and the county and Mr. Hughes.

Thank you,

Kurt Mizee

Sent from my iPhone



Tillamook County Public Works

503 Marolf Loop Road, Tillamook, OR 97141

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Solid Waste Phone: 503-815-3975

Fax: 503-842-6473

Email: pubwks@co.tillamook.or.us

TTY Oregon Relay Service

Chris Laity, P.E., Director

June 10, 2021

TO: Tillamook County Department of Community Development
Melisa Jenk, Senior Planner

FROM: Chris Laity, PE, Director

RE: Second Addition to Avalon Heights Subdivision, LLC / Bill Hughes
T01S, R10W Section 30, Tax Lot #200
Application #851-21-000095

Tillamook County Public Works Engineering staff received email notice for the above noted Land Division Application which intends to create up to 58 single-family dwelling units. Following are Public Works staff comments and recommendations.

ENGINEERING STAFF PROVIDES THE FOLLOWING OBSERVATIONS AND COMMENTS:

General Comments:

1. This review is based on the submitted documents and does not imply approval of Final Construction Plans.
2. The design plans do not indicate any improvements to off-site infrastructure to support the development.
3. Highland Drive is identified in various submitted documents as Highland Drive W, NW Highland Dr, and potentially other similar names. All requirements will be on Highland Drive located in the vicinity of subdivision regardless of naming discrepancies.

Ownership & Responsibilities:

1. The reviewed documents identify right of ways and easements but does not state who the owner will be.
2. Tillamook County does not accept new roads into the system and does not accept new drainage easements as an owner/operator. Tillamook County will create new drainage easements to resolve existing drainage issues. Ownership and maintenance responsibilities of existing rights of way will remain unchanged.
3. Ownership of the street lights needs to be identified.

Preliminary Stormwater Report dated March 31, 2021:

1. Design parameters identified in the report are acceptable to Public Works.
2. Report on Page 6 under "Additional considerations to be addressed with final design"
 - a. June 8th email from Erik Hoovestol, P.E.; Firwood Design Group states that the construction plan design will reduce the size of the infiltration basin by providing additional upstream infiltration. This is discussed in the Report on Page 6 under "Additional considerations to be addressed with final design"
 - b. Public Works will require that the infiltration basin emergency overflow elevation be listed on the plans and that each lot in proximity to the basin be noted that the finished floor elevation is required to be higher than the emergency overflow elevation as recommended in the report.

G:\01-Roads-Bridges-Assets\Dist 2\Subdivisions\AVALON HEIGHTS\2021 SECOND ADDITION\Sec Addition to Avalon Heights new letter head.docx



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Chris Laity, P.E., Director

- c. Provide information regarding the swale located on Lot 24.
- d. The grading plan suggests swales will be placed at several locations along the top of benches between lots. Discuss design, provide a detail and determine if a storm easement is needed.
- e. Public Works reserves the right to provide further comments to stormwater design and features.

Transportation Impact Study dated April 1, 2021:

1. The report is based on 60 single-family housing units and that the development will generate up to 618 additional site trips on a typical weekday. This is conservative as the proposal is for 58 units.
2. The Executive Summary states "Adequate sight distance is available or can be made available (with proper maintenance or removal of roadside vegetation along Highland Drive W), to ensure safe operation for northbound and southbound approaching vehicles at the site access intersection."
3. Table 1: Vicinity Roadway Descriptions
 - a. Highland Drive W is listed with a 20 mph designated speed (statutory).
 - i. Public Works requires statutory evidence identifying that the designated speed is 20 mph instead of 25 mph.
4. Site Trips
 - a. The listed Residential Rate Reduction of 5% is acceptable based on the assumptions listed. The Study compared data from a Saturday in 2006 and added a linear growth factor to a count taken on Tuesday in June with a COVID adjustment factor and a Seasonal Adjustment Factor to obtain what appears to be a conservative value.
 - b. Trip Distribution estimates that 50% of site trips will travel from OR-131 from the north to the arrive at the subdivision. This results in a conservative estimate of impacts at the intersection of OR-131 and Highland Drive. The Oceanside-Netarts area is consistently seeing a rise in vacation rental business. Currently, there is no restriction, to the best of my knowledge, to constructing vacation rental business or converting homes to vacation rental business. Should this occur, Tillamook County Public Works assumes that more vehicles will travel to Oceanside and back, thus altering the assumptions used in the report or at the minimum, altering the distribution pattern. Consideration to imposing a cap on vacation rental business should be included in the planning review.
 - c. This section states: "While some site trips coming to and from the north could potentially use Grand Avenue to access the proposed subdivision, Grand Avenue has deteriorated due to small creeks of water carving their way throughout the road. Highland Drive W, while an unpaved gravel roadway, is shorter and offers a smoother ride. In addition, the applicant plans to pave Highland Drive W as part of the proposed development. Based on these observed roadway characteristics, it is assumed that all site trips would use Highland Drive W as the main roadway to access the Second Avalon Heights subdivision." The document does not identify impacts when Grand Avenue is improved. After driving Grand Avenue from each direction on different days, it is likely that simply grading the road will alter this assumption.
 - d. Grand Avenue Impacts
 - a. Assumptions



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- i. Trip Generation for a residential lot is assumed to be 10 trips per day (note that this is less than the 10.83 trips identified in the report). The Transportation Impact Study identifies a distribution of 50% of trips will arrive/depart the subdivision from the north.
 - b. Existing Conditions.
 - i. Public Works estimates that Grand Avenue has 140 vehicle trips per day in its current condition. (14 homes * 10 trips)
 - ii. Grading Grand Avenue with no subdivision may see up to 6 existing homes on Highland Drive use Grand Avenue to travel northbound on OR-131. An additional 30 trips (6 homes * 10 trips with 50% traveling on Grand Avenue)
 - iii. Total estimated existing trips on Grand Avenue after it is graded = 170
 - c. Proposed Conditions
 - i. Public Works estimates that Lots 21-25 and Lots 44-51 (a total of 13 lots or 22% of the proposed units) will use Grand Avenue to travel north when Grand Avenue is graded.
 - ii. Public Works estimates that Grand Avenue may see up to 65 vehicle trips per day (13 lots*10 trips with 50% traveling to Oceanside) that could be generated by the proposed subdivision when it is improved.
 - iii. Total estimated new trips on Grand Avenue after it is graded generated by the subdivision = 65
 - d. Impacts to Grand Avenue
 - i. Total trips after Grand Avenue is graded and the subdivision is constructed = 235 trips.
 - ii. The development of the subdivision and grading Grand Avenue could increase traffic loading by 38% (65/170).
 - iii. Assuming that vacation rental business tenants and/or second homeowners in the aforementioned lots will travel more frequently to Oceanside the impacts will be greater, it is estimated that trips will increase up to 80 trips or 47% (80/170) increase in traffic.



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Tillamook County Land Ordinance Section 150: Development Standards for Land Divisions:

1. (3) Streets, General
 - a. Curbing has been required in other subdivisions in the vicinity.
2. (4) Access
 - a. A 25-ft Shared Access Easement is identified on the plans to access Lots 6-9. The concept plans shows Lot 5 as being accessed from Roaring Tide Loop. Lot 5's approach is too close to the Shared Access Easement as required by Ordinance 44. Lot 5 will need to be accessed off of the Shared Access Easement and will help to improve intersection safety. This results in five lots being served by the Shared Access Easement.
3. (5) Storm Drainage Systems
 - a. Refer to comments provided for the Preliminary Stormwater Report provided in this document.
4. (7) Building Lines
 - a. The need for a building setback line should be reviewed and discussed within the Geotechnical Report that has not been submitted as of this writing. This is a different document than the GeoHazard Report.
5. (10) Easements
 - a. The plans show lines suggesting an easement between Lots 1&2, 6&7 and 8&9. Label these lines. Is there a conflict with the infiltration basin?
 - b. See swale comments in the Preliminary Stormwater Report provided in this document.
6. (11) Lots
 - a. Lot 2 appears to have a limited usable area for construction as the area is bound by easement. Verify that the lot is developable.

Tillamook County Land Ordinance Section 160: Street Improvements

1. (1) Streets-General
 - a. The basis for design regarding ADT, Design Speed, and Vertical Curves for the different roads shown on the plans dated March 31, 2021 are acceptable and meet the appropriate standards.
 - b. Tillamook County Public Works prefers to connect the existing and proposed Grand Avenue and requests that the local Fire Department and others comment. This will result in additional traffic on Grand Avenue.
2. (2) Roadway Width and Alignment Standards
 - a. The road widths shown in the typical sections meet standards
 - b. All subdivision roads are shown to be paved.
 - c. The horizontal vertical curves are designed with centerline radii of 75-ft. Identify the standard used for this design. Modify the plans, if needed, to meet standards accepted by Tillamook County Public Works. The streets are not required to be in the center of the right-of-way (easement), provided that all road features are confined within the right-of-way (easement)
3. (3) Minimum Right-of-Way Widths
 - a. See discussion related to ownership of the roads and the 25-ft Shared Access Easement
4. (4) Dead End Streets
 - a. Verify with the local Fire District that a turnaround is not required at the end of the 25-ft Shared Access Easement
5. (7) Improvements to Existing Streets
 - a. See comments/requirements in other sections of this document.
6. (8) Street Names
 - a. The existing Grand Avenue and the proposed W. Grand Avenue do not connect. Proposed Lots 16 & 17 will not allow the two to be connected in the future. Verify that the name "W. Grand Avenue" is acceptable to other Departments.



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Chris Laity, P.E., Director

TILLAMOOK COUNTY PUBLIC WORKS HAS NO OBJECTIONS TO THE LAND DIVISION APPLICATION PROVIDING THE FOLLOWING REQUIREMENTS ARE MET:

1. Final approval of this Land Division Application shall require that all proposed roadways, storm systems and lights shall remain in private ownership and be the sole responsibility of the landowners or an organized HOA.
2. The applicant complies with Tillamook County Public Works requirements for Final Construction Plans. Tillamook County reserves the right to provide additional requirements for construction after reviewing the construction plans when they become available.
3. It is the sole responsibility of the applicant to ensure that they establish and maintain appropriate land use and environmental permits as may be required from all other Federal, State and Local jurisdictions.
4. With these conditions Tillamook County in no way authorizes the use or development of land in contradiction to any Federal, State or Local Law.
5. Tillamook County Public Works reserves the right to review any future changes in parcel boundary or roadway location as may be required to complete any development or building permit applications.
6. Off-Site Improvements:
 - a. Highland Drive is classified as a Local Access Road and has not been accepted into the County system. Subsequently, it is not maintained by Tillamook County Public Works.
 - b. Public Works requires Highland Drive to be paved as part of this project, including drainage improvements as needed. A plan is required to be submitted to Public Works for approval.
 - c. Ordinance 55 allows for the use of an Improvement Agreement and includes the use of Surety Bonds, a Time Certificate of Deposit, and other instruments to ensure adequate funding exists to improve Highland Drive.
 - d. Improvements to Highland Drive may be completed in phases to coincide with the subdivision phasing only with a written agreement with the Tillamook County Public Works' Director.
 - e. It is required that the developer remove roadside vegetation to improve sight distance as identified in the Transportation Impact Study:
 - i. From the intersection of Hwy 131 to the proposed intersection of Highland Drive and Roaring Tide Loop.
 - ii. At the intersection of Highland Drive and Grand Avenue
 - iii. Where Roaring Tide Loop connects to Highland Drive at the north end of the proposed development.
 - iv. It is also required that the developer provide unobstructed vertical clearance of not less than 13-feet 6 inches along Highland Drive and Grand Avenue to comply with the Tillamook County Fire Defense Board Single, Multi-Family and Residential Development Road Access Guidelines Updated in 2020.



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- f. Grand Avenue
 - i. Provide a Surety Bond of up to 47% of the total amount of reconstruction costs as identified in Ordinance 55. Costs and scope of work to be determined.
 - 7. The matter of connecting the existing and proposed Grand Avenue is resolved – This may increase the proportionality of funding improvements to Grand Avenue.
 - 8. Other comments/questions/requirements listed in this letter are addressed and accepted by Tillamook County Public Works.

Please feel free to call if you have questions.

Sincerely,

Chris Laity, PE, Director
Tillamook County Public Works