



**Minutes
Warrenton Planning Commission
May 14, 2020**

**Youngs Bay Shops / Adaptive Reuse & New Drive thru
SDR-20-3 & CUP-20-1**

Planning Commission Present: Chair Paul Mitchell, Lylla Gaebel, and Christine Bridgens were present in the commission room. Vice-chair Chris Hayward: Commissioners Ken Yuill, Mike Moha, Tommy Smith were present remotely.

Staff Present: Community Planning Director Kevin Cronin; Building Clerk Janice Weese

Flag Salute

Approval of February 13, 2020 Minutes: Ms. Gaebel motioned to approve the February 13 minutes. Ms. Bridgens seconded. All in favor.

Approval of March 12, 2020 Minutes: Ms. Gaebel motioned to approve the March 12, 2020 minutes. Ms. Bridgens seconded. All in favor.

Public Comments on Non-Agenda Items: No-one spoke

Public Hearing Open

Subject of Review: Reuse of Dooger's Restaurant and new fast food drive-thru

Disclosure by Commissioners: All commissioners answered no to all questions or conflicts.

Staff Report: First drive-thru restaurant under the new Conditional Use criteria. Feels that this a solid application with a lot of material in it. The way that that the site is designed and the type of drive thru that it with using a smartphone base ordering system as opposed to waiting in line at a window to order, really helps the traffic flow. Based on the criteria and Mr. Cronin's review he is recommending approval. Our traffic consultant and their traffic consultant have been working with ODOT on a solution for the East Harbor Dr. intersection.

Testimony for the Applicant

Gary Gilbert, Atlas Investments
13575 Streamside Dr.
Lake Oswego, OR 97035

Mr. Gilbert is one of the parcel owners of the property and did not want to disclose who the other tenants are at this time; they do not have signed leases yet and the tenants could change.

Mr. Mitchell expressed concern that if the tenants change the drive thru window might be an issue.

Mr. Cronin spoke up and said that the drive thru window is not proposed for the former Dooger's site, it is only on the other site. Mr. Cronin's findings were only based on that one drive thru window.

Jennifer Rinkus, Baysinger Partners Architecture
9331 SE Taylor St.
Portland, OR 97216

The site is located at the intersection of Highway 101 and East Harbor Dr. The center is fully developed, and their project is to renovate the interior of the former Dooger's Restaurant to accommodate two tenants. There will be some site work around the building to reconfigure parking and landscaping, also outside pad areas that could be used for outside eating. There will also be a brand new building approximately 2300 sf for the third tenant with a new model of a drive thru. Orders will be placed either online or through a mobile app with an assigned pick-up time. There will be a que line to pick up the order and not to be used to place order. The building will also have an outdoor eating area. They designed it to ensure that the drive thru lane does not impact either on site circulation, the existing center or either driveways. They will be installing a sidewalk along the south side of Harbor Dr. from the driveway to the intersection for pedestrians. Also have talked with Kevin a welcome to Warrenton sign at the intersection but would need to talk with ODOT first to get approved.

Mr. Cronin spoke up and said there were no written or public comments prior to this meeting.

Public Hearing Closed

Mr. Hayward spoke up and asked where the egress was for the drive thru. Ms. Rinkus replied that the egress is on the southeast corner of the building closet to the highway and then travel north to the window and then the exit to it is parallel with the main access drive from East Harbor.

Tod Mobley, Traffic engineer for Lancaster Engineering
321 SW 4th Ave. Suite 400
Portland, OR 97204

Mr. Mobley spoke up to address Mr. Haywards question on the queuing. He replied that the configuration of the site plan and the way the drive thru was designed, the queuing

could be quite long before it effects the operation of the public street because it backs along the south side of the building. For the traffic study they did go out and collect data at a couple of other sites that are like this one in Warrenton. They looked at different times during the day and found the queues were between 2 and 6 cars. The site design is designed for 6 cars.

Mr. Yuell spoke up and expressed concern on when the traffic study was done because there is a difference between the traffic count in the middle of summer that it is in December.

Ms. Gaebel expressed her concern that since this is a new model designed to be a pickup window, people might get confused and think the drive thru window is like a regular drive thru and try to order food through it; and then might want to back out and can't. Also pointed out that the population doubles in the summertime because of the parks and people on vacation. Traffic already backs up on Harbor heading up towards Highway 101 clear back to the Fred Meyer entrance. She feels that until things are cleared up with ODOT with a solution, she is really worried about that.

Mr. Mobley replied that they are looking at different alternatives to improve the intersection and the safety of the intersection. The queuing on Harbor is one of the key points. Feels they have feasible alternatives and will fine the best way to solve that problem. The improvement of the intersection is a condition of approval in the staff report.

William Ruecker, Baysinger Partners Architecture
1006 SE Grand Ave. Suite 300
Portland, OR 97214

Mr. Ruecker answered Mr. Mitchell's question that there is inside dining that seats up to 25 people so you can go inside to eat also. The average que time for the pickup window is approximately 1 minute and 32 seconds.

Discussion Among Commissioners

Mr. Yuill expressed concern about not having the customer locked into a lease yet and asked if there could be a clause to make sure that it would not be a drive thru restaurant but only a pickup window type business. Mr. Cronin replied that if there was a modification to an application after the fact, then that modification would go back out to notice and he would do the review. If it was a major modification, then it would go back to the planning commission for review.

There was discussion on the different types of drive thru restaurants and the time in que verses pick-up windows only.

Ms. Gaebel spoke up voiced her concern that in the memo from ODOT it was noted that there is existing safety and cueing issues at the signal on Harbor Dr. and Highway 101 and higher than average crash rates at this intersection and in the immediate area. There is a future expansion of the intersection of Harbor Dr. and Highway 101 in the future in the TSP.

Mr. Moha motioned to approve based on the findings in the staff report and the applicant's findings and evidence in the record, SDR-20-3, and CUP-20-1 for 3 new restaurants in Youngs Bay Plaza. Mr. Smith seconded.

Mr. Mitchell aye, Mr. Smith aye, Mr. Hayward aye, Mr. Yuill aye, Ms. Bridgens aye, Mr. Moha aye. Ms. Gaebel nay. Ms. Gaebel expressed that since there is no traffic impact solution worked out, feels this is a major concern. If the motioned was restated and said that that had to be completed, before anything moved forward, then she would have voted in favor.

Subject of Review: Work Session on Commercial Corridor Design Standards & Storage Units

This is still a concern for the City Commission. The City Commission wanted Staff to develop design standards or revisions to the existing commercial design standards. Also, how to regulate storage units. Wants to add a section to the City Code in addition to the Development Code to help regulate storage units and encourage other developments.

Ms. Gaebel is going to serve on the task force for this.

The commercial corridor applies to Hwy 101, Marlin, SE Neptune, Ensign Lane, and East Harbor. Mr. Cronin's proposal is to add additional larger commercial corridors. Mr. Cronin is not suggesting anything in Hammond right now because there is no big development there. Mr. Cronin stated that there is already a large number of storage units in Warrenton. He expressed concern that all the valuable land that is left in Warrenton will be used to build more storage units and that is not an efficient use of the land, especially when business are needed for living wage jobs.

Ms. Gaebel spoke up and thought that there is an imbalance of where the storage units are located. There are a ton of storage units on the west side of the highway and not so much on the east side. Ms. Gaebel suggested having no more storage units on the west side of the highway.

Mr. Mitchell spoke up and said that he felt storage units should be based on the growth and population of Warrenton and on the need for them. Does not want to stop these types of businesses but does not particularly want to see them in the downtown corridor. Wants to create an environment that people want to come to.

Ms. Bridgens agreed with Mr. Mitchell but wants to be careful not to target any specific business.

Mr. Yuill brought up that the Mayor did not want to have storage units to abut up against the highway frontage.

Mr. Yuill suggested to possibly have a restriction on the first lot that abut the highway to have something else other than a storage unit.

Mr. Hayward spoke up and said that he is not against having design standards especially on a highway but did not want to restrict people from building storage units if it is the best use of the land at the time.

There was discussion on what type of businesses you want to come to Warrenton that produces jobs and employees.

Storage units do not produce any jobs and has very little tax revenue. There is no other benefit to the community other than to store people's stuff.

Mr. Hayward stated that you cannot force economic development or the kind of businesses you want to come in.

Mr. Cronin replied that you cannot force it, but you can facilitate what you want through careful policy and strategy.

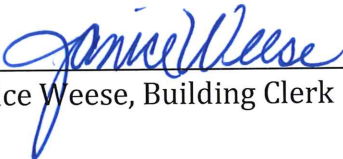
Mr. Yuill offered a solution of an out of town surcharge to be charged to people from out of town who want to store their things in Warrenton.

More discussion was made on not seeing storage facilities in the downtown corridors, but not banning storage units altogether; just regulating them through the market as needed.

Discussion was made on garages and carports that are required for each dwelling unit up to 3 units and in place of garages, multifamily units are encouraged to provide storage facilities for residents.

Meeting Adjourned

Attest and submitted by



Janice Weese, Building Clerk

Approved



Paul Mitchell, Planning Commission Chair