

# Youngs River Engineering, LLC

91280 Youngs River Road  
Astoria, Oregon 97103

TEL (503) 791-3010

**July 7, 2020**

Collin Stelzig, PE  
Public Works Director  
City of Warrenton, Public Works Department  
45 SW 2nd Street  
Warrenton, Oregon 97146

**RE: Ryan Osburn Offices – Tax Lot 81033AA00700**

This is a review of the preliminary plans for the **Ryan Osburn Offices – Tax Lot 81033AA00700**.

Reviewed with the following documents:

- Plan set dated: May 20, 2020, design by AM Engineering
- Pre-Application Memorandum, Public Works, Dated 4/12/2020
- Design Application, Dated 5/12/2020
- City of Warrenton Engineering Design Standards (April 2020)

As these are preliminary plans, not all standards were met as per page 10 of the City's Engineering Design Standards:

- Legend of symbols - missing
- Elevation Standard – current datum is NAVD 88. Plan is using NGVD 1929. This was to match existing available plans for Dolphin Road. Recommended these plans be updated to the current datum or the surveyor provides a local datum correction to the elevations. As a note – the Engineer and/or Surveyor should provide the drawings and reference survey points in Oregon State Plane Coordinates.
- Utility Providers contact information – update local Charter Communication point of contact. Please note that Charter is 'hard to keep' up on the current point of contact.
  - Recommend that the city determine if there are any additional service providers in this project area – Fiber Internet.
  - Fiber providers: LSN and Coast Com (Wave)
- Property Legal Description – Missing
- Net area of site – Missing. There is a partial listing on Sheet C2 – Phase Plan.
- Survey Control Corners – 2 each - missing. Again the recommendation is State Plane Coordinates and tied to identified section corners.

Again, these are preliminary plans and only provide a schematic overview of the project. The final plans should include the necessary design items.

**Sheet C2 – Preliminary Site Plan:**

This is based on the preliminary design. There might be utility conflicts that are not shown.

NW Natural Gas and Pacific Power and Light (PP&L) - should provide a preliminary design to coordinate the easements and the underground utilizes.

Reference: City of Warrenton Engineering Design Standards (April 2020)

In general – comments on construction phasing, road, storm, and water:

**Construction Phasing:** Provide any construction phasing of the project for the installed utilities.

**Road:** Are not detailed in this preliminary design. To be evaluated in engineering design drawings.

- Road Profiles and drainage patterns
- ADA features – sidewalks, ramps, and crossings
- Roads to meet planning, engineering, and fire requirements – not evaluated in this review
- Fire Protection – not evaluated by this review. Will the fire chief provide a review?

**Storm:**

- Engineer to provide storm data and calculations for the existing site and proposed construction.

**Water:**

- Section 6.9.1 City Service Lines and Meters
  - Location of the water meters - water meters to be installed close to the water mains
- Section 6.9.1 City Service Lines and Meters
  - Sizing – is there water meter sizing for the proposed water services?
  - Fire suppression for buildings – will there be any requirement for separate services?
- Section 6.8 Combination Air/Vacuum Release Valves
  - Identify any potential high points for installation Air/Vacuum Release valves.
- Section 6.9.2 Fire Service Lines
  - Provide fire flow measurement. City might have measurements from prior projects or testing in this area.
  - Fire suppression for buildings – will there be any requirement for separate services? Refer Section 6.9.1 City Service Lines and Meters

**Building 10,000 SF (North):**

**Sewer:** New (or existing) Sewer Manhole (SSMH) at the South East corner of the building:

- Will that interfere with the building foundation?
- Future underground repair – limited room for any excavation
- Note: As per preliminary plans – unknown if this is an existing SSMH.
- Section 4.3.6 Manhole odor control – close to proposed building

**Building 20,000 SF (South):**

**Sewer:** Note that the sewer main serving this building is 200 LF (+) – will have a potentially low flows from only 3 connections. As per City requirements 4.2.2 Sanitary Sewer Main Pipe Size – “For dead-end lines up to a maximum length of 250 feet... will be allowed”.

Recommendation that a full size sewer manhole be installed for ease of cleaning and inspection. A 6” cleanout limits the options for servicing the line.

**Storm:**

- Southwest corner – Last catch basin – is there an outfall or connection to the west of this basin?
- Road (east of building) – running north/south: What is the proposed storm drainage for that road

If there are any comments, please call (503-791-3010 or email ([Geoff.liljenwall@gmail.com](mailto:Geoff.liljenwall@gmail.com))).

**Youngs River Engineering, LLC**  
Geoffrey G. Liljenwall, PE





## Public Works Department

### Pre-Application Memorandum

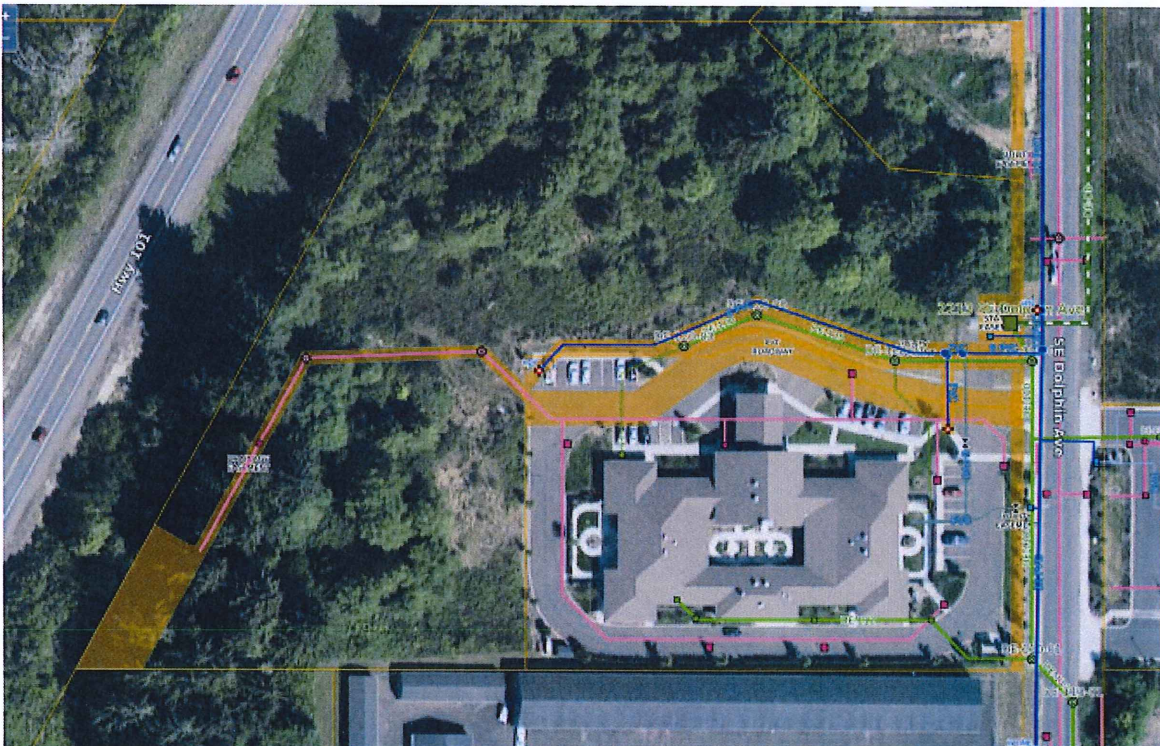
To: Kevin Cronin, Community Development Director  
From: Collin Stelzig, Public Works Director  
Cc:  
Date: April 14, 2020  
Re: Ryan Osburn Offices – Tax Lot 81033AA00700

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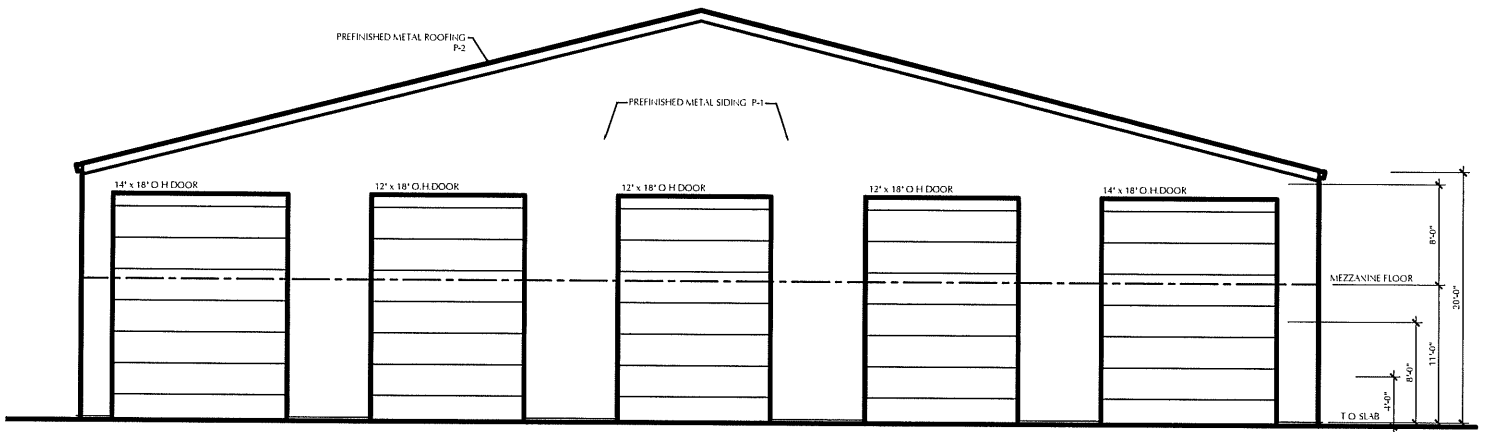
Public Works understands that a new commercial development is proposed on Tax Lot 81033AA00700. With this information, public works staff has provided the following items that will need to be addressed in your planning documents and design documents:

1. The developer is required to follow the City of Warrenton Development Standards. These standards can be found in Title 16 of the Warrenton Municipal Code. Please provide documentation showing how this development will meet that standards set forth in the development code. Below is a link to the Development Code  
<http://qcode.us/codes/warrenton/view.php?topic=16&frames=on>
2. The developer must follow the City's Water and Sewer Regulations. These regulations are included under Title 13 of the Warrenton Municipal Code. Please provide documentation showing how this development will meet that standards set forth in the development code. Below is a link to the Title 13 of our Code:  
<http://qcode.us/codes/warrenton/view.php?topic=13&frames=on>
3. The developer is required to follow the Engineering Standards & Design Criteria Manual. Please provide documentation showing how the development meets the standards set forth in this manual. This manual can be found at the  
<http://www.ci.warrenton.or.us/publicworks/page/engineering-specifications-design-guide>
4. Sewer services for commercial projects shall be a minimum of 6" diameter.
5. Water meter(s), the kind or make of said meter(s) to be approved or designated by the Public Works Department and service connections will be installed by the owner/contractor. Long water services to water meters will not be allowed. Water meters and backflow devices shall be installed as close to the existing water main as possible.
6. All commercial property shall have a backflow device at the meter for premise isolation.

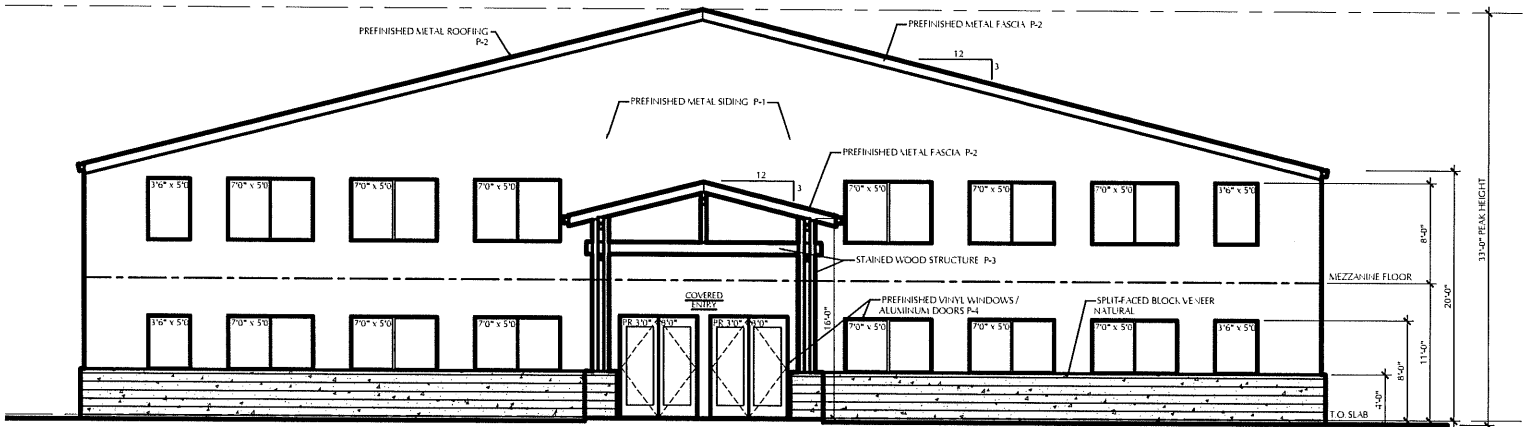
7. Street lights are required for all new developments. Show proposed street light locations on planning documents.
8. Please work with the Fire Chief to determine appropriate Fire hydrant spacing for this development.
9. All on-site driveways, parking areas, aisles and turn-a-rounds shall have on-site collection or infiltration of surface waters to eliminate sheet flow of such waters onto public rights-of-way and abutting property. Surface water facility plans shall be prepared by a qualified person and constructed in accordance with City standards. Provide documentation that the existing stormwater system is designed to have adequate capacity for this development.
10. There is an advanced financing agreement for connection to the pump station which may require contribution.
11. There is a private stormwater system onsite. The proposed buildings appear to be located within the easement. Show all easements on design plans.
12. Half street improvements with sidewalks are necessary on the frontage of SE Dolphin Avenue.
13. All street improvements will need to meet City standards
14. All non-street access routes will need to be a minimum of 24' for garbage truck access. Fire Department may require additional width.
15. It is unclear from the provided plans how the proposed road will interact with the existing Memory Care facilities. This will be looked at in more detail once planning documents have been submitted to the City.
16. Provide estimated water and sewer flows for the proposed development with planning documents.





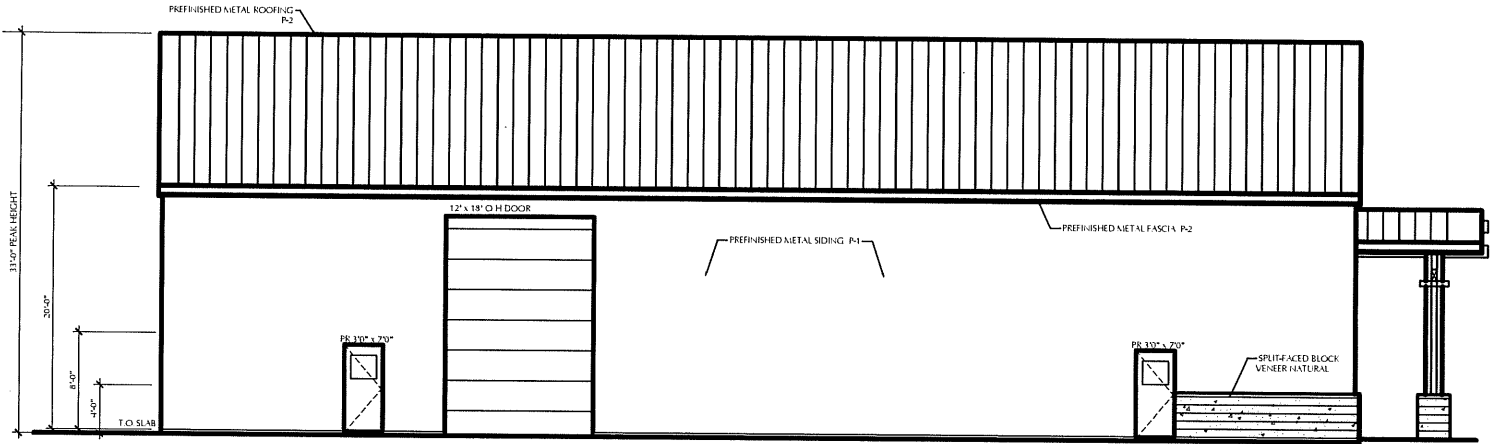


2 BACK ELEVATION  
14'-0" x 110'-0"

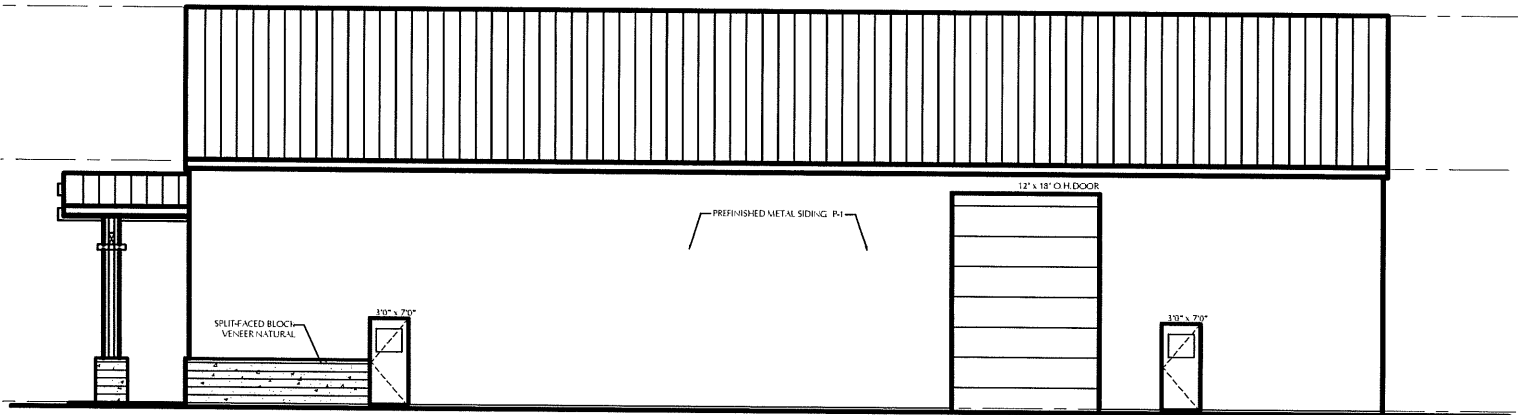



3 FRONT ELEVATION  
110'-0" x 110'-0"






**SIDE ELEVATION**  
14'-11/2"




**SIDE ELEVATION**  
14'-11/2"

**CITY OF WARRENTON  
PLANNING AND BUILDING DEPARTMENT**

**COMMERCIAL SITE DESIGN  
APPLICATION**

To be accompanied by a Site Plan Map, copy of property deed and if applicable, a Letter of Authorization.

OFFICE USE ONLY	
FILE # _____	FEE \$ _____
ZONING DISTRICT _____	
RECEIPT # _____	
DATE RECEIVED _____	

The site plan review process is a method for assuring compliance with the City of Warrenton Comprehensive Plan and Development Code, and to ensure wise utilization of natural resources, and the proper integration of land uses utilizing appropriate landscaping or screening measures. A commercial enterprise must also consider traffic circulation patterns, off-street parking, refuse containers, safe exit and entrance to the business, building height, dust control, future widening of major thoroughfares, and signs. Please answer the questions as completely as possible.

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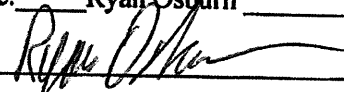
Legal Description of the Subject Property: Township 8, Range 10, Section(s) 33, Tax Lot(s) 700

Property street address SE Dolphin Road (no address at this time)

**I/WE, THE UNDERSIGNED APPLICANT(S) OR AUTHORIZED AGENT, AFFIRM BY MY/OUR SIGNATURE(S) THAT THE INFORMATION CONTAINED IN THE FOREGOING APPLICATION AND ASSOCIATED SUBMISSIONS IS TRUE AND CORRECT.**

**APPLICANT:**

Printed Name: Ryan Osburn

Signature:  Date: 5-12-2020

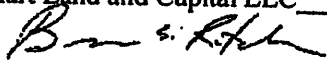
Address: 33485 SW Old Pine Road, Warrenton, OR 97146

Phone: 503 717 3907

City/State/Zip: \_\_\_\_\_ Fax: \_\_\_\_\_

**PROPERTY OWNER (if different from Applicant):**

Printed Name: Gearhart Land and Capital LLC

Signature:  Date: 5/12/2020

Address: 1817 SW Hawthorne Terrace Portland Oregon 97201

Phone: 503-244-2998

E-mail Address: ritchieland@aol.com

City/State/Zip: \_\_\_\_\_ Fax: \_\_\_\_\_

1. In detail, please describe your proposal:

**The site consists of one parcel, tax lot T8 R10 Section 33AA, tax lot 700, currently owned by Gearhart Land and Capital. The proposal is to build the complex in three phases, as shown on the site plan. This application is intended to request conditional use approval for all phases, with commercial site design approval for the first phase. Site design approval for the additional phases will be sought at a later date. The site will be divided into 3 phases. The first phase includes a 10,000 sq.ft. building to be occupied by Ryan Osburn Plumbing LLC and for Osburn Olsen Land Development. The second phase includes one building totaling approximately 5,000 square feet of building space and is proposed for leased space for trades such as cabinetry. This phase may be sold to another party in the future. The third phase includes up to 3 buildings totaling approximately 24,500 square feet of building space and is proposed for leased space for trades such as cabinetry. This phase may be sold to another party in the future.**

**The site requires a 600 foot access which terminates at a hammerhead turnaround and includes approximately 300 feet of existing access which is located in a private easement. The remaining 300 feet of the access will be constructed as a 24 foot wide private "Alley" designed to the City standards and located in an access easement. A fire lane, approximately 60 feet long provides access to the Phase I building. Phase II fire access is provided by the 300 foot long existing adjacent access. An additional fire lane connects to the "Alley" at two points and provides access to the Phase III buildings.**

**Water and Sewer Utilities are currently stubbed to the site. Public sewer and water main extensions will be required and will include easements. Each individual building will receive separate services for water and sewer. Stormwater utilities are located onsite and include easements. The existing stormwater configuration will change and will provide service to the applicant's lot as well as continue to provide service to the adjacent lot. The reconfiguration will require a change to the existing easement.**

**Garbage service will be provided by the City. Refuse container enclosures are placed around the site and will be designed to City standards.**

2. Describe what type of business, commodity sold or manufactured, or service you are proposing.

**Ryan Osburn Plumbing LLC is a commercial and residential plumbing business. An associated business, Osburn Olsen Land Development is also proposed at this location. These businesses will be in the Phase 1 10,000 sq. ft. building on the north side of the site. Additional building will be leased or sold as described above. No leases have been made to date but any use will comply with City code requirements. Outdoor storage of equipment and materials needed for the businesses will be screened and landscaped. Most of the employees will work on plumbing or excavation jobs away from this location around Clatsop County.**

Current number of employees:

\_\_\_\_\_20\_\_\_\_\_

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Projected number of customers per day

8

Days of operation M-F Hours of operation 8-5

Number of shipments/deliveries per day 2 per week 7

By what method will these be arriving/sent? truck

3. Does this property have an existing business or businesses? No it is vacant. However, it is adjacent to the Clatsop Health District Memory Care Facility

\_\_\_\_\_  
\_\_\_\_\_  
If yes, please list the business names and their addresses, and note these businesses on your site plan map.

4. Is there a residence or residences on this property? No

\_\_\_\_\_  
\_\_\_\_\_  
If yes, please list the number of residences and please show these structures on your site plan map.

5. Availability of services: City water Available, City sewer Available Please refer to Impact Study by Engineer.

6. If you are an existing business, are materials or merchandise currently being stored on site?

N/A

\_\_\_\_\_  
\_\_\_\_\_  
Where and how do you propose to store materials or merchandise for sale or processing?

**Some of the materials will be stored in the buildings, such as plumbing fixtures and materials such as pipe and tools. Equipment such as excavators, and material such as gravel will be stored outside behind a screened fence.**

7. What percentage of the property is currently landscaped? None

What percentage of the property do you propose to landscape as part of this project?

46%

8. How do you intend to irrigate the existing and proposed landscaping? \_\_\_ **No irrigation is proposed. Drought tolerant plants and ground cover will be utilized. Natural areas such as the drainage on the north side will remain in their natural condition.**

9. Signs require the submittal of a separate application, which may be submitted in conjunction with this site plan application. **Sign permits will be applied for at a later date.**

9. Please explain how you propose to provide for the drainage of this property, or explain why no additional drainage consideration is necessary.

**The site plan shows the storm sewer outfall within the 50' setback at the Highway 101 right of way.**

Please provide the type of development on the neighboring properties.

North: Vacant \_\_\_\_\_  
South: Vacant \_\_\_\_\_  
East: Clatsop Health District Memory Care Facility \_\_\_\_\_  
West: US Highway 101 \_\_\_\_\_

12. Provide samples of the building materials for the exterior of the building with detail description of where each type and color will be used in the construction and finishing of the building.

#### **16.116.030 Design Standards.**

The City's development design standards are for the commercial district along Highway 101, SW Dolphin and SE Marlin Avenues.

A. Orientation of Buildings. Building(s) shall be located on the property with the principal building entrance oriented toward the primary focal point of the property/development.

**Finding: The Osburn property fronts on Highway 101 on its west property boundary and is the focal point of the property from the highway. The main entrance to the building will face the west boundary as the focal point to the buildings design. This standard is met.**

B. Natural Features. The property owner/developer is encouraged to protect and incorporate areas of special interests and other natural features such as grade, trees, vegetation and waterways, into the overall site plan. These areas may be calculated as part of the landscaping requirement if healthy and not damaged during construction.

**Finding: The property has non-buildable areas due to grades as identified on the surveyed site plan. The new building and future buildings have been located adjacent to the non-buildable areas and are incorporated in the landscape plan. This standard is met.**

C. Building Requirements.

1. Customer Entrances. The customer entrance(s) shall be clearly defined and highly visible by using features such as canopies, porticos, overhangs, recesses/projections, raised corniced parapets over the door, arcades, arches, wing walls, and integral planters are highly encouraged.

**Finding: the building entrance features a canopy supported by architectural columns within a enlarged pedestrian sidewalk. This standard is met.**

2. Roof Design. Roofs should be designed to reduce the apparent exterior mass of a building, add visual interest and be appropriate to the architectural style of the building. Variations within one architectural style are highly encouraged. Visible roof lines and roofs that project over the exterior wall of a building enough to cast a shadow on the ground are highly encouraged. Architectural methods shall be used to conceal flat roof tops. Overhanging eaves, sloped roofs and multiple roof elements are highly encouraged. Mansard style roofs shall not be allowed.

**Finding: The roof is a sloped gable design oriented to the highway frontage which is repeated at the entrance canopy with the same roof pitch. This standard is met.**

3. Materials.

a. The predominant exterior building materials shall be of high quality materials, including, but not limited to brick, sandstone, wood, native stone and tinted/textured concrete masonry units and/or glass products. Simulated material may be substituted for any of the aforementioned building materials.

b. At least three different building materials shall be used for 100% construction of a building.

c. Exterior building materials shall not include smooth-faced concrete block, tilt-up concrete panels, or T 1-11. Prefabricated steel panels are excluded unless the design and material meets the City's design standards.

d. Metal roof may be allowed if compatible with the overall architectural design of the building.

**Finding: The predominant exterior building material shall be prefinished textured metal siding and roofing with a feature of textured concrete masonry wainscote at the west frontage. The entry canopy shall be of wood timber construction with matching metal roofing.**

**The colors for the siding will be a warm grey, the roofing a medium blue, black window frames, concrete masonry dark grey, and the wood canopy structure a natural wood stain.**

**This standard is met.**

4. Architectural Features. Architectural features include, but are not limited to, the following: recesses, projections, wall insets, arcades, window display areas, awnings, balconies, window projections, landscape structures or other features that complement the design intent of the structure and are acceptable to the Community Development Director.

**Finding: The entrance canopy will be detailed with a concrete masonry base matching the building wainscote and exposed timber connections featuring exposed black hardware. This standard is met.**

5. Building Colors. Exterior colors shall be of low reflectance, subtle, neutral or muted earth tone colors. The use of high intensity colors such as black, neon, metallic or fluorescent colors for the facade and/or roof of the building are prohibited except as approved for building trim.

**Finding: The building colors shall be a muted light gray for the siding, a dark grey for the concrete masonry wainscote, and earth tones for the natural wood stain. The roofing and roof fascias will be a blue feature color that ties with the Osburn company business logo. This standard is met.**

6. Mechanical Equipment, Outdoor Storage and Service Areas. The location of loading docks, outdoor storage yards and all other service areas shall be located to the sides and/or rear of a building, except

when a site abuts Highway 101, in which case the said areas shall be located to the sides of the building that do not face Highway 101.

- a. All outdoor storage yards, loading docks, service areas and mechanical equipment or vents larger than eight inches in diameter shall be concealed by screens at least as high as the equipment they hide, of a color and material matching or compatible with the dominant colors and materials found on the facades of the principal building. Chain link or cyclone fencing (with or without slats) shall not be used to satisfy this requirement.
- b. Equipment that would remain visible despite the screening, due to differences in topography (i.e., a site that is at a lower grade than surrounding roadways) shall be completely enclosed except for vents needed for air flow, in which event such vents shall occupy no more than 25% of the enclosure façade.
- c. The architectural design of the buildings shall incorporate design features which screen, contain and conceal all heating, ventilation, air conditioning units, trash enclosures, dumpsters, loading docks and service yards.

**Finding: The mechanical equipment for the building shall consist of unit heaters mounted to the ceiling of the shop area and a combination heating / cooling system for the office areas. Outdoor units for the office units will be mounted on the ground on the north and south sides of the building surrounded by wood screens. This standard is met.**

**A garbage enclosure of wood construction 6 feet high with wood gates shall be provided at the southeast corner of the building with direct access for servicing. This standard is met.**

C.Community Amenities. Each building shall contribute to the establishment or enhancement of the community and public spaces by providing at least two community amenities such as: a patio/seating area, water feature, art work or sculpture, clock tower, pedestrian plaza with park benches, open spaces, or other features, such as a park acceptable to the review authority.

**Finding: Open space of non-buildable areas shall be provided per the landscape plan. This standard is met.**

D.Outdoor Lighting. The lighting for residential, commercial and industrial zones shall be shielded and directed down into the site and shall not shine or glare onto adjacent property or streets. Light poles, light fixtures and flag poles shall not exceed 25 feet in height. Installation cost shall be borne by the developer.

**Finding: Exterior lighting shall be a combination of building mounted area lights located on the north, east and south sides of the building shielded to limit glare and light projection beyond the vehicle parking and aisles. This standard is met.**

E.Parking (Pods) Areas. Parking (pods) areas shall be divided by a six-foot pathway placed between the two rows of head-on parking stalls, which shall extend the full length of each parking pod. There shall be parking spaces provided for travelers in RVs and travel trailers. This section shall be in compliance with the requirements in Section 16.120.030 and Chapter 16.128 (Vehicle and Bicycle Parking).

**Finding: Parking pods are not incorporated in the site design. This standard is met.**

F. Pathways/Walkways from Parking Area to Building Entrance(s). Internal pedestrian walkways shall be developed for persons who need access to the building(s) from the parking pods (areas). The walkways shall be located within the pods and shall be designed to provide access from the pods to the entrances of the building(s). The walkways shall be designed to separate people from moving vehicles as much as possible. These walkways shall have a minimum width of five feet with no car overhang or other obstruction. The walkways must also be designed for disabled access according to the International Building Code. This may require the walkways to be widened or modified. The walkways shall be distinguished from the parking and driving areas by use of any of the following materials: special pavers, bricks, raised elevation or scored concrete. Other materials may be used if they are appropriate to the overall design of the site and building and acceptable to the review authority; and shall meet the requirements in Section 16.120.030 (Pedestrian Access and Circulation).

**Finding: A sidewalk is shown on the site plan connecting all building parking to the main building entrance. ADA parking shall be provided immediately adjacent to the main building entrance in compliance with ANSI guidelines. This standard is met.**

G. Landscaping. Landscaping shall meet the requirements in Chapter 16.124 (Landscaping, Street Trees, Fences and Walls).

**Finding: A landscape plan shall be provided meeting the requirements of Chapter 16.124.**

13. Will all parking for your business be provided on the property? Yes  X  No \_\_\_\_\_ All parking must be shown on your site plan map. If off-street parking is to be provided on another property, please attach a copy of the parking easement or agreement from the property owner; or will off-street parking be provided along the abutting street.

14. How does this request comply with the Warrenton Development Code Chapter 16, Section 16.40 (General Commercial)?

**16.40.050 Design Standards.**

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

A. Any commercial development shall comply with Chapter 16.116 of the Development Code.

**See Findings re Ch. 16.116 above**

B. Lots fronting onto U.S. Highway 101 shall have a setback of at least 50 feet between any part of the proposed building and the nearest right-of-way line of U.S. Highway 101.

**Finding: There is a fifty foot separation between the buildings and the US 101 right of way.**

C. Signs in General Commercial Districts along Fort Stevens Highway/State Highway 104 (i.e., S. Main Avenue, N. Main Avenue, NW Warrenton Drive, and Pacific Drive) shall comply with the special sign standards of Section 16.144.040.

**Finding: A sign permit will be applied for at a later date and will comply with these standards.**

D. Maximum front yard setback for commercial buildings in the C-1 zone along Fort Stevens Highway/State Highway 104 shall be 10 feet.



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

1. The Community Development Director may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to Site Design Review approval. (Ord. 1225 § 3, 2019)

15.Orientation of proposed building(s) (see Section 16.116.030 in the Warrenton Development Code) \_  
See Findings re Ch. 16.116 above

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16. Please address (on separate sheet of paper) all applicable sections of Design Standards (copy attached) out of the Warrenton Development Code.

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**PLEASE UNDERSTAND THAT THIS APPLICATION WILL NOT BE OFFICIALLY ACCEPTED  
UNTIL DEPARTMENT STAFF HAS DETERMINED THAT THE APPLICATION IS  
COMPLETELY FILLED OUT AND THE SITE PLAN MAP REQUIREMENTS HAVE BEEN  
COMPLETED.**

**Return Application To:**

**City of Warrenton  
Planning and Building Department  
PO Box 250  
225 S. Main Street  
Warrenton, Oregon 97146**

**Phone: 503-861-0920  
Fax: 503-861-2351**

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**MAP INSTRUCTIONS AND CHECKLIST**

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A Site Plan Map, which shows all existing and proposed structures and parking areas, must accompany this application. The following checklist identifies the specific information which should be included on this map.

Title the map "Commercial Site Design".

The map may be drawn on 8 ½ x 11 or 8 ½ x 14 inch white paper.

Township, Range, Section and Tax Lot number of the subject property(ies) shall be included.

North arrow, date, and map scale in one inch intervals (1" = 20') shall be noted.

commercial site design application  
October 2018

- Shape, dimensions, and square footage of the parcel shall be shown. Draw the property line with a solid black line and label adjacent street(s), if any.
- Identify existing and proposed easements with a dotted line.
- Identify the location and direction of all water courses and drainage ways, as well as the location of the 100-year floodplain, if applicable.
- Illustrate all existing buildings and their sizes.
- Illustrate all proposed new construction with dashed lines (include dimensions).
- Illustrate parking area with number of spaces and access drive areas. If off-street parking is to be provided, even in part, on another property, please show its location on your site plan map, and attach a copy of the parking easement or agreement from the adjoining property owner.
- Illustrate the entrance and exit points to the property, pattern of traffic flow, loading and unloading area, sidewalks and bike paths.
- Illustrate the existing or proposed location, height, and material of all fences and walls.
- Illustrate existing or proposed trash and garbage container locations, including type of screening.
- Name of the person who prepared the map.
- Location, type and height of outdoor lighting.
- Location of mailboxes if known.
- Locations, sizes, and types of signs (shall comply with Chapter 16.144 of the Warrenton Development Code).
- Map shall show entire tax lot plus surrounding properties.
- Identification of slopes greater than 10%.
- location, condition and width of all public and private streets, drives, sidewalks, pathways, right-of-ways, and easements on the site and adjoining the site.
- Identify designated flood hazard area(s).
- Show wetland and riparian areas, streams and/or wildlife areas.
- Any designated historic and cultural resources areas on the site and/or adjacent parcels or lots.
- Location, size and type of trees and other vegetation on the property.

**PROPOSED FINDINGS OF FACT**  
**RYAN OSBURN CONDITIONAL USE AND SITE DESIGN APPLICATION**

**May 27, 2020**

**Background Information**

Ryan Osburn proposes to construct a commercial complex on SE Dolphin Road, and fronting on US Highway 101. The site consists of one parcel, tax lot T8 R10 Section 33AA, tax lot 700, currently owned by Gearhart Land and Capital. Access is off of SE Dolphin Road. The proposal is a 10,000 square foot office and warehouse for Ryan Osburn Plumbing LLC, and Osburn Olsen Land Development as phase I, and 30,000 square feet leased space for other businesses, such as contractors, cabinetmakers, and other trades. These will be Phases II and III. This application is intended to request conditional use approval for all phases, and Site Design approval for the Osburn building. Site Design approval for phases II and III will be sought at a later date.

The land is currently vacant, and is adjacent to the Clatsop Health District Memory Care facility. The property is shown on the attached map prepared by A.M.Engineering, dated May 22, 2020. SE Dolphin Road contains a wide variety of uses, including Pacific Power, NW Natural, ODOT, Warrenton Storage, the Warrenton Hammond School District, Oregon State Police, and a plumbing company among others.

The property is flat to gently sloping where most of the development is proposed, but a steeper drainage area is on the northwest corner of the site and drains down to a wetland which will remain undeveloped. The ODOT right of way along US 101 slopes steeply down to the road area and contains a number of large Sitka spruce trees, and will remain undeveloped. No access is permitted onto US 101 at this location.

As shown on the Site Plan, the Phase 1 consists of 82,898 gross square feet of land area, or 1.9 acres. Phase II consists of 37,846 gross square feet of land area or .86 acres. Phase III will consist of 74,038 gross square feet or 1.7 acres. Landscaping, including natural areas, will occupy 55% of the Phase I site, 56% of the Phase II site, and 31% of the Phase III site. Overall landscaping consists of 46% of the site. According to the City Development Code, maximum lot coverage of buildings is 55%, minimum landscaping is 15%, and common open space must be a minimum of 20%. The building lot coverage is 17% of the site.

It is Mr. Osburn's request that Conditional Use and Site Design approval be granted for Phase I so that construction can occur this year. Phases II and III will be built at a later date, possibly in a one to two year horizon, at which time Site Design Review will be applied for.

**16.220.030 Conditional Use Review Criteria and Findings of Fact**

A. Before a conditional use is approved findings will be made that the use will comply with the following standards:

1. **The proposed use is in conformance with the Comprehensive Plan.**

**Findings:** The proposal is in conformance with the Comprehensive Plan. The site is within the urban growth boundary and city limits and is zoned C-1. The site is located in an area of significant development and varied uses as described above. The proposed development is not in a designated wetlands or other sensitive area. There are no critical habitat areas or historic structures on site. Under Goal 6, the development will be infill, using land which is already largely developed and where services are available, and will reduce energy costs and therefore improve air, water and land quality. The site is out of the tsunami inundation zone and is relatively flat or gently sloping, and therefore not within a landslide hazard area in accordance with Goal 7. In terms of economic benefit, the development will employ 10-20 well paid workers by Osburn Plumbing and Osburn Olsen Land Development, and considerably more as the leased contractor spaces are filled. It is difficult to predict what businesses will lease the 30,000 square feet of commercial space, but they will likely generate additional new jobs in the City, and have to comply with the City development code. Under Goal 11, Public Facilities and Services, the City of Warrenton has adequate capacity to serve the apartment complex with both water and wastewater services, as described in the engineering impact statement. All other private and public services are available nearby, including gas, power, phone, and cable service. A transportation analysis was completed which recommended minor improvements on site. The site is on a major road that is capable of handling the traffic generated by the development. Therefore, the proposal is consistent with Goal 12, Transportation. The proposal is consistent with Goal 13, Energy Conservation in that it is a dense and efficient use of land, and will be built to modern energy codes. It is close to rapidly growing development centers which will utilize the plumbing and land development services, reducing travel times and energy costs. The proposal is consistent with Goal 14, Urbanization, because it is within the city limits and is in an area committed to development. Goals 15, 16, 17, 18 and 19 do not apply to the proposal.

Applicable Comprehensive Plan policies:

Section 2.320(1)(a) Urban Development

**Make urbanizable land available for urban uses in stages as public facilities adequate to serve urban development become available.**

**Finding:** The proposed site is within the city limits and zoned for urban development. It is surrounded by commercial urban development. Public facilities including sewer, water, and roads are all adequate to serve the development. SE Dolphin Road has witnessed significant development in the last decade or so, with the construction of the Clatsop Care Memory Care Center, Oregon State Police, Northwest Natural Gas, ODOT, and most recently, the Warrenton Hammond School District. The City has made services, including sewer and water, available at a level that can support the increased level of development.

The project will contribute to the economy of the City and region by providing a location for several independent businesses in addition to Osburn Plumbing and Osburn Olsen Land Development, with potentially 30-40 employees at build out. The nature of the businesses, land development, indicates that employees will have higher than median incomes such as plumbing, excavation and other trades. These businesses will support development in Warrenton and the region.

#### Section 4.300 Policies

Sec. 4.310 Soils. Sec. 4.320 Flood Hazards Sec 4.330 Drainage and Erosion Sec. 4.340 Topography Sec. 4.350 Water Quality Sec. 4.370 Fish and Wildlife

Finding: The site is especially suited to development in terms of soils, flood hazards, drainage and erosion, topography, and water quality. It is relatively flat, and is surrounded by other development that has experienced no foundation problems. It is above the 100-year flood zone as well as the tsunami zone. Best practices will be used to protect surrounding waterways from erosion and sedimentation, including the adjacent wetlands.

Sec. 4.380 Scenic and Historic Resources Sec. 4.390 Energy Conservation

Finding: The large trees on the edge of the ODOT right of way will be retained, and will partially screen the project from the highway. There are no known historic or archeological resources on the site. In terms of energy conservation, the development is in a densely developed area allowing services to be provided efficiently. The buildings will meet modern energy codes and conserve energy for heating and lighting.

**2. The location, size, design and operating characteristics of the proposed use are such that the development will be compatible with, and have a minimal impact on, surrounding properties.**

Finding: There will be minimal impact on adjacent development because of the way the area has developed, with extensive mixed commercial and industrial activity. The landscaping is more than double the amount required. Except during construction of the project, the daily operation of the businesses will not disrupt the Clatsop Care Center. All activities will be indoors in well insulated buildings.

**3. The use will not generate excessive traffic, when compared to traffic generated by uses permitted outright, and adjacent streets have the capacity to accommodate the traffic generated.**

Finding: Please see Attachment A, below. Lancaster Engineering determined that the transportation system is adequate to handle the development with minor improvements.

**4. Public facilities and services are adequate to accommodate the proposed use.**

Finding: A separate engineering study is submitted, and indicates that all public facilities and services are adequate for these uses.

**5. The site's physical characteristics, in terms of topography, soils and other pertinent considerations, are appropriate for the use.**

Finding: The existing site, which is flat to gently sloping, is capable of supporting the development. The Clatsop Health Memory Care facility has been developed on the adjacent site for five years and has experienced no soils or foundation issues. Structural fill will be needed for the northern portion of the north building, and will be engineered.

**6. The site has an adequate area to accommodate the proposed use. The site layout has been designed to provide for appropriate access points, on-site drives, public areas, loading areas, storage facilities, setbacks and buffers, utilities or other facilities which are required by City ordinances or desired by the applicant.**

Finding: The site plan indicates that the project meets the requirements of the development code in terms of parking, fire access, waste collection, common open space, wetlands buffers, and utilities. Parking spaces for all phases total 44 spaces, based on development codes requirements. Bicycle parking is provided at several locations on the site plan. Four waste containers are provided with adequate maneuvering space for waste vehicles.

## **Commercial Site Design Application Narrative**

### **Proposal**

As described in the Conditional Use application, Ryan Osburn LLC proposes to construct three buildings on the western portion of tax lot 700, T8R10 Section 33. The buildings will house the Osburn Plumbing, and Osburn Olsen Land Development on the north, as well as leased contractors' shops on the south. The largest building will be 20,000 s.f. on the southwest area, a 10,000 s.f. building to the north, and a smaller 5,000 s.f. building on the eastern portion of the site. The buildings will contain several different functions, including offices, shops, warehousing and a retail store. Osburn Plumbing and Land Development employs about 20 people. Plumbing and land development clients are generally off site, so workers leave the site and travel to other locations.

### **16.188.030 Design Standards.**

A. Building Mass Supplemental Standard. The maximum width or length of a multiple-family building shall not exceed 200 feet (from end-wall to end-wall).

Finding: None of the buildings exceed 200 feet in length.

B. Common Open Space Standard. A minimum of 20% of the site area shall be designated and permanently reserved as useable common open space.

Finding: 89,688 s.f. of the site will either remain natural or be formally landscaped. Formal landscaping is shown at the corners of the buildings and along US 101.

C. Trash Receptacles. Trash receptacles are shown on the site plan.

Finding: Trash and recycling receptacles will be screened from view by attractive fencing and landscaping.

**General Design Standards:**

**16.120.020 Vehicular Access and Circulation.**

Finding: The development will access the site through an easement from SE Dolphin, as shown on the site plan.

**16.136.050 Storm Drainage Improvements.**

Finding: Storm drainage will be provided and as shown on the site plan.

**16.136.060 Utilities.**

Finding: All utilities (power, cable, phone) will be placed underground. Easements will be provided in the final design.

**Chapter 16.140 Stormwater and Surface Water Management**

Finding: Stormwater will be collected and piped to the SE Dolphin Road stormwater system.

**16.156.030 Wetland Area Development Standards.**

Finding: There are no wetlands on the developed portion of the site. There is a 50' setback from the wetlands to the North.

**16.192.030 Soil Suitability.**

Finding: The site is generally flat, except where the northern portion of the north building is planned, where structural fill will be utilized. The surrounding development, such as the Memory Care facility, have seen no soil issues..



**16.192.050 Utilities.**

Finding: The utility plan has been prepared by A.M. Engineering. A separate Impact Study has been prepared.

**16.192.060 Schools.**

Finding: The development is not residential and will have no impact on the Warrenton Hammond school district.

**16.192.070 Landscape Suitability.**

Finding: A landscape plan is shown on the site plan. Including the natural area, the landscape area is approximately 90,000 s.f. The landscaping will contain a mixture of trees, shrubs, perennials and natural grass areas.

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

**Impact Study**

The commercial complex will include the following impacts on public facilities and services:

Transportation. A traffic impact study prepared by Lancaster Engineering has determined that there will be 198 average weekday trips from the development, with 28 peak morning trips and 25 peak evening trips. No mitigating measures are proposed.

**Drainage.** Stormwater runoff will be collected in catch basins and piped to US 101.

**Parks.** The development is not residential so parks availability is not a factor.

**Water and sewer:** An engineering report and Impact Statement by Adam Daily, P.E. is submitted.

**Schools:** There will be no impact on the Warrenton Hammond School District.



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## Memorandum

To: Ryan Osburn  
From: Melissa Webb, PE  
Brian Davis, AICP  
Date: May 5, 2020  
Subject: Osburn Plumbing – Transportation Analysis Letter



EXPIRATION DATE: 6/30/2020

## Introduction

This memorandum reports and evaluates the transportation impacts related to the proposed Osburn Plumbing facility, to be located west of the Clatsop Care Memory Community located at 2219 SE Dolphin Avenue in Warrenton, Oregon. The proposed project includes the construction of four buildings totalling approximately 40,000 square feet.

The purpose of this memorandum is to examine the projected trip generation of the proposed use, evaluate multimodal traffic safety within the site's vicinity, review identified issues or concerns within the City's Transportation System Plan (TSP) relevant to proposed development, and evaluate other potential issues with regard to the site access and nearby public intersections according to the guidelines presented in Warrenton Municipal Code 16.256 *Traffic Impact Study*.

## Project Site Description

The site is located within a commercial-zoned area near the southern edge of the City limits, with industrial zoning to the north, east, and south, and lake/wetlands zoning to the west. The subject site consists of a single tax lot (lot 700) which encompasses an approximate total of 4.59 acres and is currently undeveloped. The site will be served by a single existing driveway onto SE Dolphin Avenue, which currently provides access to the Clatsop Care Memory Community.

## Vicinity Roadways

The proposed development is expected to impact three roadways near the site. Table 1 provides a description of each of the vicinity roadways.

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Table 1: Roadway Characteristics

Roadway	Jurisdiction	Functional Classification	Speed (MPH)	Curbs & Sidewalks	On-Street Parking	Bicycle Lanes
SE Dolphin Avenue	City of Warrenton	Local Street	25 Posted	Partial Both Sides	Permitted	None
US Highway 101 (US-101)	ODOT	Principal Arterial/Statewide Highway	45/55 Posted	Partial Both Sides	Not Permitted	Both Sides
Perkins Lane	City of Warrenton	Local Street	25 Statutory	None	Partially Permitted	None

Note: Functional Classification based on City of Warrenton Transportation System Plan (Volume 1 Figure 9) and ODOT Oregon Highway Plan/Oregon Transportation Map.

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow.





Figure 1: Project Location (image from Google Maps)

## Trip Generation & Distribution

The proposed Osburn Plumbing facility will include the construction of four buildings totalling approximately 40,000 square feet of gross floor area. According to the pre-application notes from March 5<sup>th</sup>, 2020, the plans for the proposed use include a contractor warehouse and showroom, as well as other construction and plumbing businesses. To estimate the number of site trips that will be generated by the proposed development, trip rates from the *Trip Generation Manual*<sup>1</sup> were used. Data from land use code 110, *General Light Industrial*, was used to estimate the proposed development's trip generation based on the square footage of the gross floor area.

The trip generation calculations show that the proposed development is expected to generate 28 trips during the morning peak hour, 25 trips during the evening peak hour, and 198 trips on a typical weekday. The trip

<sup>1</sup> Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10<sup>th</sup> Edition, 2017



generation calculations are summarized in Table 2. Detailed trip generation calculation worksheets are included as an attachment to this study.

Table 2: Trip Generation Summary

	ITE Code	Size	Morning Peak Hour			Evening Peak Hour			Weekday Total
			Enter	Exit	Total	Enter	Exit	Total	
General Light Industrial	110	40,000 SF	25	3	28	3	22	25	198

## Trip Distribution

The directional distribution of site trips to/from the project site was estimated based on the locations of likely trip destinations and location of major transportation facilities in the site vicinity.

The following trip distribution was estimated and used for analysis:

- Approximately 80 percent of primary site trips will travel to/from the north along SE Dolphin Avenue; and
- Approximately 20 percent of primary site trips will travel to/from the south along SE Dolphin Avenue.

## Safety Analysis

### Crash Data Analysis

Using data obtained from the Oregon Department of Transportation's (ODOT) Crash Data System, a review was performed for the most recent five years of available crash data (January 2013 through December 2017) along SE Dolphin Avenue from US-101 to Perkins Lane. The crash data was evaluated based on the number of crashes, the type of collisions, and the severity of the collisions.

Based on the crash data, there were no reported crashes along SE Dolphin Avenue during the analysis period.

### Sight Distance Analysis

Sight distance was evaluated in accordance with the standards established in *A Policy of Geometric Design of Highways and Streets*<sup>2</sup>. According to AASHTO, the driver's eye is assumed to be 15 feet from the near edge of the nearest travel lane, or travelled way, of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement. The vehicle driver's eye height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement.

There are two types of sight distance evaluations described by AASHTO. *Intersection sight distance (ISD)* is the amount of sight distance necessary for a vehicle along the minor street to enter the intersection without causing major street traffic to slow excessively, and is thus typically considered an operational metric. *Stopping sight*

<sup>2</sup> American Association of State Highway and Transportation Officials (AASHTO), *A Policy of Geometric Design of Highways and Streets*, 6<sup>th</sup> Edition, 2011.



*distance (SSD)* is the sight distance necessary for major street vehicles to perceive and react to an entering minor street vehicle in time to avoid a crash, and is considered the minimum requirement to ensure safe operation of the driveway.

Based on a posted speed of 25 mph along SE Dolphin Avenue, the minimum required stopping sight distance to ensure safe operation of the site access onto the roadway is 155 feet to the north and south of the access. Additionally, the minimum required intersection sight distance for vehicles stopped on the minor-street approach is 280 feet to the north and south of the access.

The proposed Osburn Plumbing facility will be utilizing an existing driveway for site access which currently serves the Clatsop Care Memory Community. Based on a review of the surrounding area, adequate SSD is available to allow safe operation of the existing access onto SE Dolphin Avenue. In addition, ISD at the intersection can be met if vegetation north of the site access is trimmed to the right-of-way line, which would ensure maximal efficiency of the access.

## Intersection and Access Geometry

Based on the review of the existing nearby transportation infrastructure, as well as a review of sight distance at the access intersection and crash history along nearby vicinity roadways, no safety issues with regard to the geometry of nearby intersections and the site access were noted.

## Multi-Modal Access and Safety

### **Motor Vehicles**

As described in the *Crash Data Analysis* section, there were no reported crashes along SE Dolphin Avenue during the five-year analysis period. Since no crashes were reported, there do not appear to be any trends indicative of significant safety hazards at the nearby transportation facilities.

With regard to site access via motor vehicles, an existing site access at SE Dolphin Avenue will serve as the main connection between the site and the greater transportation system (specifically US-101 and Perkins Lane). The aforementioned roadways will serve as the primary routes of travel between the site and other major destinations including downtown Warrenton, Astoria, Gearhart, and Seaside.

Based on a review of motor vehicle access and safety, no mitigation pertaining to this specific mode of travel is necessary or recommended.

### **Pedestrians**

As described in the *Crash Data Analysis* section, there were no pedestrian-related collisions along the analyzed roadway segment of SE Dolphin Avenue.

SE Dolphin Avenue is a two-lane roadway that has a posted speed of 25 mph. Referencing traffic counts collected at the intersection of US Highway 101 at SE Dolphin Avenue on Tuesday, October 30<sup>th</sup>, 2018, and Wednesday, October 31<sup>st</sup>, 2018, no more than 83 vehicles (approximately 1 to 2 vehicles on average per minute) were recorded as traveling along SE Dolphin Avenue during the single highest hour of traffic. During this same hour, no pedestrians and no bicyclists were recorded as traveling along SE Dolphin Avenue.



Limited sidewalks are currently in place along portions of SE Dolphin Avenue near the project site, including along the adjacent property frontage of Clatsop Care Memory Community, as well as along the property frontages of the Oregon State Police building, Out of Site Storage, and Ben's Computer Store.

The City of Warrenton's pre-application notes dated March 5<sup>th</sup>, 2020, recommend that thermoplastic crosswalks be designed and installed between buildings and across driveway entrances (Warrenton Municipal Code 16.210.030.B.3). In addition, the City recommends that a sidewalk be built along SE Dolphin Avenue to access the new school campus located east of the proposed Osburn Plumbing facility site. There is currently a partial sidewalk along the eastern border of the property, and we recommend extending this sidewalk to the northern edge of the property line.

With buildout of the proposed Warrenton-Hammond School District Master Plan project located east of the proposed Osburn Plumbing facility site, vehicle and pedestrian traffic is likely to increase in the area due to a new roadway connection between the school and SE Dolphin Avenue. According to the *Warrenton-Hammond School District Master Plan Transportation and Parking Impact Analysis*<sup>3</sup>, a majority of new site trips are expected to travel to and from US-101 along SE Dolphin Avenue. It is noted that this TIA did not recommend extending sidewalks to the south along SE Dolphin Avenue due to the low number of residential uses to the south of the site which could benefit from the installation of a sidewalk.

Due to no reported crashes along SE Dolphin Avenue, the low volumes of pedestrian and motor vehicle traffic, and a posted speed of 25 mph along SE Dolphin Avenue, the roadway is expected to operate safely with regard to pedestrian safety. In addition, the proposed Osburn Plumbing facility is not projected to generate significant volumes of pedestrian traffic, especially when compared to the new school campus.

Based on a review of pedestrian access and safety, no other mitigation to this specific mode of travel is necessary or recommended beyond the installation of thermoplastic crosswalks between buildings and across driveway entrances, and the extension of the existing sidewalk to the northern property boundary.

#### **Bicycles**

As described in the *Crash Data Analysis* section, there were no bicycle-related collisions along the analyzed roadway segment of SE Dolphin Avenue.

Bicycle lanes, which separate bicyclists from motor vehicle traffic, are not provided along the length of SE Dolphin Avenue, while paved shoulders are available to bicyclists along US-101. For other nearby residential local streets, traffic volumes are generally low with motor vehicle traffic traveling at low speeds (i.e. SE Dolphin Avenue and nearby local streets have posted/statutory speeds of 25 mph). Given these vicinity streets may be considered low-stress roadways, bicyclists may safely and comfortably travel along roadway shoulders and may safely share the roadway with motor vehicle traffic when necessary.

Based on a review of bicycle access and safety, no mitigation pertaining to this specific mode of travel is necessary or recommended.

#### **Transit**

There are two nearby bus stops that could reasonably serve the site. The first transit stop is located within approximately 6/10-mile walking/biking distance to the north and serves *Route 101* (weekday service between Astoria and Seaside) and *Pacific Connector* (weekend service between Astoria and Cannon Beach). To access the

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<sup>3</sup> Lancaster Mobley, *Warrenton-Hammond School District Master Plan Transportation and Parking Impact Analysis*, January 10, 2020





project site from stop ID 313 and stop ID 302 ("Ensign and 101"), transit users may travel southbound from the stop along US-101 to SE Dolphin Avenue, and then travel southbound on SE Dolphin Avenue to the site.

The second nearby bus stop that could reasonably serve the site is located within approximately 7/10-mile walking/biking distance to the north and serves *Route 15* (weekday service between Warrenton and Hammond), *Route 16* (weekend service between Warrenton and Hammond), and *Pacific Connector*. To access the project site from stop ID 312 ("Walmart"), transit users may travel westbound from the stop along SE Ensign Lane, turn and travel southbound along US-101 to SE Dolphin Avenue, and then travel southbound along SE Dolphin Avenue to the site.

With buildout of the proposed Warrenton-Hammond School District Master Plan project located east of the proposed Osburn Plumbing facility site, pedestrian facilities will be constructed along the south side of the proposed east/west roadway connection (located along the north side of the proposed school site) between SE Dolphin Avenue and Bugle Road. Bugle Road is proposed as a new north/south roadway to provide access between the proposed schools and SE Ensign Lane. With the addition of these new roadways, transit users will have additional ways to access transit stops on SE Ensign Lane and US-101.

The available transit services and facilities are sufficient to adequately serve the proposed Osburn Plumbing facility. Based on a review of transit user access and safety, no mitigation to this specific mode of travel is necessary or recommended.

## Conclusions

- The proposed Osburn Plumbing facility is projected to generate 28 morning peak hour trips, 25 evening peak hour trips, and 198 average weekday trips.
- There were no reported crashes along SE Dolphin Avenue between US Highway 101 and Perkins Lane, and there do not appear to be any significant safety deficiencies on nearby transportation facilities. Accordingly, no safety mitigation is necessary or recommended.
- Based on a review of the surrounding area, adequate SSD is available to allow safe operation of the existing access onto SE Dolphin Avenue. In addition, ISD at the intersection can be met if vegetation north of the site access is trimmed to the right-of-way line, which would ensure maximal efficiency of the access.
- Based on the review of the existing nearby transportation infrastructure, as well as a review of sight distance at the access intersection and crash history along nearby vicinity roadways, no safety issues with regard to the geometry of nearby intersections and the site access were noted.
- The applicant is proposing installation of thermoplastic crosswalks between buildings and across driveway entrances, as well as the extension of the existing sidewalk to the northern property boundary in accordance with feedback from the City. No other mitigations are needed or recommended for pedestrians.
- Based on a review of bicycle access and safety, no mitigation pertaining to this specific mode of travel is necessary or recommended.



- The available transit services and facilities are sufficient to adequately serve the proposed Osburn Plumbing facility. Based on a review of transit user access and safety, no mitigation related to this specific mode of travel is necessary or recommended.

If you have any questions regarding this technical memorandum, please don't hesitate to contact us.

