



Warrenton Planning Commission
AGENDA

July 9, 2020 | 6 PM | City Hall - Commission
Chambers

1. Attendance
2. Flag Salute
3. Public Comment Period on *Non-Agenda* Items
4. Approval of minutes of May 14, 2020
 - *Action Item: Motion to Adopt*
5. **PUBLIC HEARING:** Development Code Amendment | Commercial Corridor Design Standards
 - Applicant: City of Warrenton | Community Development Director
 - Proposal: Amend Section 16.116 and Section 16.36 of the Development Code to improve architectural design standards for commercial development and remove garages as a requirement of new multifamily dwellings, respectively.
 - *Action Item: Recommendation to City Commission for consideration*
6. **PUBLIC HEARING:** Conditional Use Permit, Site Design Review & Variance | Osburn Plumbing
 - Applicant: Ryan Osburn, Osburn Plumbing
 - Proposal: Construct new contractor shop, warehouse, and office with private street access to SE Dolphin Ave
 - *Action Item: Recommendation to approve with conditions*
7. Staff Announcements & Project Updates
8. **Next Meeting:** August 13, 2020

July 2, 2020

TO: Warrenton Planning Commission
FROM: Mark Barnes, Interim Planning Director
RE: Osburn Plumbing Site Design Review (SDR20-04); Conditional Use (CUP20-01); and Variance (V20-01)

Background

Ryan Osburn proposes a total of 39,500 square feet of commercial building space on a vacant 4.47 acre site on the west side of SE Dolphin Avenue, in the General Commercial (C1) zone. Three applications are before the Planning Commission:

- Conditional Use Permit for office and warehouse space for Osburn Plumbing and Osburn-Olsen Land Development for 30,000 square feet of building space. Additional users for the remaining 9,500 square feet are not yet identified and are not a part of this application.
- Site Design Review for a development covering more than two acres and including more than 10,000 square feet of floor area.
- A variance to the City's street design standards to allow a 24-foot wide access drive.

Staff Recommendations

Conditional use permit: Approval with conditions
Site Design Review: Approval
Variance: Approval

Development Process & Review Timeline

Application materials were submitted on May 29, 2020; and determined to be complete on June 15, 2020. Affected agency notice was emailed on June 25, 2020. Nearby property-owner notification was mailed 20 days prior to the hearing date. Notice was published in the *Columbia Press* on June 16, 2020. No comments have been received as of the date of this staff report.

Existing Conditions

The subject property is immediately north and west of Clatsop Memory Care. It is currently vacant. The site has frontage on Highway 101 and on SE Dolphin Avenue. All access will be via SE Dolphin. Clatsop Memory Care and the proposed development will share a common driveway, already constructed, in a 27-foot wide easement. The subject property also adjoins Medix Ambulance Service to the south; and single-family residences to the north.

Applicable Criteria

The proposal is subject to the following Warrenton Development Code zoning and design standards and requirements:

- Conditional Use Standards (16.220)
- C-1 General Commercial Development Standards (16.40.040)
- C-1 General Commercial Design Standards (16.40.050)

- Design Standards: Access & Circulation (16.120)
- Design Standards: Landscaping, Street Trees, Fences, and Walls (16.124)
- Design Standards: Vehicle & Bicycle Parking (16.128)
- Public Facilities Standards (16.136)
- Stormwater & Surface Water Management Standards (16.140)
- Site Design Review Application & Review Procedures (16.212)
- Large Scale Development (16.192)
- Variance criteria (16.272)

These criteria and standards are excerpted below.

WMC 16.220 | CONDITIONAL USE PERMIT

Conditional use review criteria excerpted below are from WMC 16.220.030, followed by staff findings. The applicant also provided written findings dated May 27, 2020, included in the application materials.

The proposed use is in conformance with the Comprehensive Plan. (WMC 16.220.030.A.1)

The Comprehensive Plan provides a broad policy framework for development in the C-1 Zone. This policy framework is implemented through the zoning ordinance, zoning map, and other regulations. The applicant cites several comprehensive plan policies in their findings addressing this criterion. Staff recommends that the Planning Commission find the proposal in conformance with the City's Comprehensive Plan.

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. (WMC 16.220.030.A.2)

Staff agrees with the applicant's findings. The site is in a commercially-zoned area. Single-family residences to the north are in the C1 zone. They are buffered from the proposed use by landscaping and by topography on the subject property. Operating characteristics as proposed are similar to other commercial developments located in the vicinity along SE Dolphin Avenue. Road access will be via an existing private drive to SE Dolphin Avenue. This existing driveway has been sufficient for Clatsop Memory Care's use, and it was designed and approved with the understanding that it would support additional development on the site. A variance to allow a 24-foot wide driveway for the subject development has been requested. If the proposed variance is approved, the Planning Commission can find that 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.

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. (WMC 16.220.030.A.3)

A traffic impact study was prepared by the applicant, a copy is included with the application material. The report concluded that traffic safety mitigation was not needed or recommended; that site distance requirements were met or could be met with pruning of vegetation; that no safety issues based on road or access geometry were present; that crosswalks as proposed were sufficient to meet pedestrian needs; that no specific bicycle mitigation measures (such as additional bike lanes or bike paths) were necessary; and that no specific mitigation measure related to public transit were needed or recommended. Based on this, the Planning Commission can find that the proposed uses will not generate excessive traffic; and that adjacent streets have the capacity to accommodate the traffic generated without any mitigation measures other than those included on the applicant's site plan.

Public facilities and services are adequate to accommodate the proposed use. (WMC 16.220.030.A.4)

Municipal water and sewer service at the site are sufficient to meet the proposed use's needs without exceeding the City's capacity to provide these services. The applicant provided a stormwater report prepared by A.M. Engineering, dated 5/22/20. Under this proposal, stormwater would be conveyed to an existing ditch in the Highway 101 right-of-way, and then to the Skipanon River. Based on this, the Planning Commission can determine that the proposal meets public facilities and services are adequate to accommodate the proposed use.

The site's physical characteristics, in terms of topography, soils and other pertinent considerations, are appropriate for the use. (WMC 16.220.030.A.5)

The site is generally level and dry. Site topography is shown on Sheet C4 of the applicant's site plan. A preliminary stormwater report was prepared at the applicant's expense and is included with the application materials. Paved and impervious areas will create additional drainage needs, but the applicant's engineer states that the proposed stormwater conveyance can accommodate these needs. The proposed type of construction can be supported by the site if a proper foundation can be designed. The adjoining Clatsop Memory Care facility is built on similar soils and site conditions without extraordinary measures. Based on this, the Planning Commission can find that the site's physical characteristics, in terms of topography, soils and other pertinent considerations, are appropriate for the use.

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. (WMC 16.220.030.A.6)

There subject property covers more than 4 acres. Based on the proposed site development plan, the property is large enough to accommodate the proposed buildings, parking, vehicle circulation areas, setbacks, utilities, and landscaping. For these reasons the Planning Commission can find the proposal consistent with conditional use criterion A.6.

The use is appropriate at the proposed location. Several factors which should be considered in determining whether or not the use is appropriate include: accessibility for users (such as customers and employees); availability of similar existing uses; availability of other appropriately zoned sites; and the desirability of other suitably zoned sites for the intended use. (WMC 16.220.030.A.7)

The proposed location on SE Dolphin Avenue is appropriate for the proposed use. The site and surrounding lands are in the City's General Commercial zone. Nearby commercial uses include Clatsop Memory Care, Oregon State Police, Medix Ambulance Services, Pacific Corp, ODOT Maintenance, and a mini-storage facility. These are not retail storefront commercial uses, such as are found at Youngs Bay Plaza, for example. Instead, surrounding commercial uses along SE Dolphin Avenue are service providers. The two users identified for this proposal – Osburn Plumbing and Osburn-Olsen Land Development – are service providers. The proposed uses do not require a high-visibility site more appropriate for retail merchants like Walmart, Fred Meyer, Costco, or Home Depot. Based on this, the Planning Commission can find the proposal consistent with conditional use criterion A.7.

WMC 16.40.040 | C1 Zone Development Standards.

A. Density Provisions.

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4. *Maximum building height: 45 feet.*
5. *Commercial uses, maximum lot coverage: none.*

The applicant submitted building elevations with this request. Proposed roof ridgetops are 33 feet above grade.

B. Setback Requirements.

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

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

There are no minimum setbacks for commercial uses in the C1 zone. The proposed site plan incorporates setbacks and buffers from the Clatsop Memory Care facility and from residences to the north.

WMC 16.40.050 | C1 Zone Design Standards.

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

Buildings shown on the proposed site plan meets the fifty-foot setback from Highway 101. The proposed site plan does not include any signage. A sign permit will be reviewed at a later date. Setbacks are addressed above. Other standards are not applicable. Standard is met.

WMC 16.40.060 | C1 Zone Other Applicable Standards.

- A. *Outside sales and service areas shall be approved by the Warrenton Planning Commission if not enclosed by suitable vegetation, fencing or walls.*
- B. *Outside storage areas shall be enclosed by suitable vegetation, fencing or walls, in conformance with Chapter 16.124.*
- C. *All uses shall comply with access and parking standards in Chapters 16.116 and 16.128 except as may be permitted by conditional use or variance.*
- D. *Signs shall comply with standards in Chapter 16.144.*
- E. *All development shall comply with the wetland and riparian area protection standards of Chapter 16.156.*

F. *All other applicable Development Code requirements shall also be satisfied.*

There are no outside sales areas proposed. An outdoor storage area is shown on the site plan. The requirement in subsection B, that outside storage areas be enclosed by suitable vegetation, fencing or walls, can be addressed with an approval condition: *Outdoor storage area shall be surrounded by screening vegetation consistent with WMC 16.124.* See proposed conditions of approval.

WMC 16.120.020 | VEHICULAR ACCESS AND CIRCULATION.

F. Access Options. *When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (a minimum of 10 feet per lane is required). These methods are "options" to the developer/subdivider, unless one method is specifically required under Division 2, or through conditions required by the hearings body.*

1. Option 1. *Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.*
2. Option 2. *Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., "shared driveway"). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.*

The proposed site plan uses option 2, a driveway shared with Clatsop Memory Care.

8. Loading Area Design. *The design of driveways and on-site maneuvering and loading areas for commercial and industrial developments shall consider the anticipated storage length for entering and exiting vehicles, in order to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation.*

Loading area design shown on the proposed site plan is under engineering review as of the date of this staff report.

L. Fire Access and Circulation. *The City of Warrenton adopts the Uniform Fire Code, as amended, including administrative sections and all appendices and all the State of Oregon revisions. All development in the City of Warrenton is required to meet these minimum adopted standards.*

Fire Department staff reviewed to proposed fire access and circulation and had no comments or recommended design changes.

5. Parking Areas. Parking areas shall provide adequate aisles or turn-around areas for service and delivery vehicles so that all vehicles may enter the street in a forward manner.

Public Works staff and Fire Department staff reviewed the parking area plan and had no comments or recommended design changes. Planning staff believes proposed aisles and turn-around areas are sufficient for the proposed use.

M. Vertical Clearances. Driveways, private streets, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13 feet 6 inches for their entire length and width.

It does not appear from the proposed site plan that any architectural or landscape features would conflict with this standard.

N. Vision Clearance. No signs, structures or vegetation in excess of three feet in height shall be placed in vision clearance areas. The minimum vision clearance area may be increased by the Community Development Director, City-appointed engineer, or Planning Commission upon finding that more sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.).

There are no materials proposed within the clearance areas at the property line boundary. The proposed buildings are not within the vision clearance area.

Surface Options. All driveways, parking areas, aisles, and turn-a-rounds in the City of Warrenton shall be paved with asphalt, concrete, or other comparable surfacing. A durable non-paving material may be used for driveways and private streets that serve three or fewer residential dwelling units and in other instances where the need to reduce surface water runoff and protect water quality can be demonstrated through adequate findings of fact submitted by the applicant and/or property owner as part of the development proposal. All paving and non-paving surfaces shall meet City construction standards and shall be subject to review and approval by the Community Development Director, City-appointed engineer, and/or Planning Commission. (WMC 16.120.020.O.1)

All driveways, parking areas, aisles and turn-arounds shown on the proposal are paved.

Surface Water Management. All 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 conformance with City standards. Such plans shall attempt to follow the principle that water falling on a given site should be absorbed or retained on-site to the extent that the quantity and rate of water leaving the site after the development would not be significantly different than if the site had remained undeveloped. (WMC 16.120.020.O.1)

Proposed driveway and parking area materials are asphalt. A stormwater management plan was submitted with the application materials. Engineering plans will be required prior to building plan review. Standard is met.

WMC 16.136.020 | Transportation Standards.

A. *Development Standards. No development shall occur unless the lot or parcel abuts a public or private street, other than an alley, for at least 25 feet and is in conformance with the provisions of Chapter 16.120, Access and Circulation, and the following standards are met:*

1. *Streets within or adjacent to a development shall be improved in accordance with the Comprehensive Plan, Transportation System Plan, and the provisions of this chapter;*
2. *Development of new streets (public or private), and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this section, and public streets shall be dedicated to the applicable City, County or State jurisdiction;*
3. *New streets and drives connected to a City collector or arterial street shall be paved; and*
4. *The City may accept a future improvement guarantee [e.g., owner agrees not to remonstrate (object) against the formation of a local improvement district in the future] in lieu of street improvements if one or more of the following conditions exist:*
 - a. *A partial improvement may create a potential safety hazard to motorists or pedestrians,*
 - b. *Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation,*
 - c. *The improvement would be in conflict with an adopted capital improvement plan, or*

d. The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets.

The existing public street, SE Dolphin Avenue, the existing driveway, and the proposed new driveway all meet these requirements, subject to the approval of the proposed road width variance.

WMC 16.120.030 | Pedestrian Access and Circulation

The proposed site plan indicates that sidewalk, curbing, and gutters along the west side of SE Dolphin Avenue fronting the property will be provided as a payment in lieu option. This is under engineering review as of the date of this staff report.

WMC 16.124 | LANDSCAPING, STREET TREES, FENCES AND WALLS

16.124.070 New Landscaping.

B. Landscaping Plan Required. For every new development in the City of Warrenton requiring a City permit, a landscape plan is required. All landscape plans shall include the following minimum required details (see Section 16.212.040 for additional landscape plan requirements for projects requiring site design review)

- 1. Legal description (e.g., assessor parcel number, copy of warranty deed, etc.) for the subject property;*
- 2. Property lines with the location and general description (height and type of material) of existing and proposed fences and other buffering or screening materials;*
- 3. The location of existing and proposed terraces or retaining walls;*
- 4. The location of existing and proposed plant materials;*
- 5. Wetland and/or riparian area boundaries on the property, if any;*
- 6. Existing and proposed structures;*
- 7. Driveway and adjoining roadway widths, descriptions, and locations; and*
- 8. Prevailing drainage patterns for the property.*
- 9. Other information as deemed appropriate by the Community Development Director.*
- 10. An arborist's report may be required for sites with mature trees that are protected under this chapter and/or Chapter 16.156 of this Code.*

The landscape plan submitted by the applicants meets these requirements.

*C. Landscape Area Standards. The minimum percentage of required landscaping equals:
... Commercial districts: 15% of the site shall be landscaped according to the
requirements of this section.*

According to figures provided on sheet C4 of the applicant's site plan, the site covers about 194,563 square feet. Proposed new landscaping will cover about 12,622 square feet, or about 6.5 percent of the site. Conserved landscaping covers an additional 76,766 square feet, or about 39.5 percent. As proposed, new landscaped areas plus existing landscaping to be preserved cover more than 35 percent of the site, thus meeting the coverage standard.

WMC 16.128 | VEHICLE AND BICYCLE PARKING

The proposed site plan includes a total of 44 off-street parking spaces, distributed as follows:

22 standard
17 compact
5 van-accessible

The plan also identifies locations for 10 bicycle parking spots. Proposed buildings cover a total of 39,500 square feet. The proposed uses are not specifically listed in the off-street parking table at WMC 16.128.030.A. However, they are similar to some of the listed uses, including:

- General offices not providing customer service – one space per employee on the largest shift.
- Industrial uses -- 1 space per 2 employees on the largest shift or for each 700 sq. ft. of gross floor area, whichever is less, plus 1 space per company vehicle.
- Warehouse – 1 space per 1,000 square feet of floor area, plus 1 space per company vehicle

It is unclear from the application materials how the applicant calculated parking needs. If the planning Commission determines that the proposed uses are similar to any of the three listed above, then off-street parking can be calculated based on one (or a combination) of those three uses.

16.128.040 Bicycle Parking Requirements. A. All uses shall provide bicycle parking in conformance with the following standards which are evaluated during development review or site design review.

Two spaces of covered bicycle parking are provided with each of the proposed buildings. Based on this, the standard can be met.

Chapter 16.140 | STORMWATER AND SURFACE WATER MANAGEMENT

16.140.010 Natural Drainage System Maintained to Extent Feasible.

- A. *To the extent practicable, all development must conform to the natural contours of the land and natural and pre-existing man-made drainage ways must remain undisturbed.*
- B. *To the extent practicable, lot boundaries created by partition or subdivision must coincide with natural and pre-existing man-made drainage ways to avoid the creation of lots that can be built upon only by altering such drainage ways.*

A natural drainage feature along the northern property boundary drains to the west, to the Highway 101 right-of-way. This feature is undisturbed by the proposed site development plan.

16.140.020 Developments Must Drain Properly. *A. All developments must provide an adequate drainage system to prevent the undue detention or retention of stormwater or surface water on the development site.*

The applicant has submitted a preliminary stormwater drainage report that is, as of the date of this staff report, under review.

16.140.030 Surface Water Management. *All developments must be constructed and maintained so that impacts to natural and man-made drainage ways do not unreasonably burdened upstream or downstream properties with surface water flooding as a result of the developments.*

The applicant has submitted a preliminary stormwater drainage report that is, as of the date of this staff report, under review.

16.140.040 Erosion and Sediment Control.

- B. *Erosion and sediment control plans are required by the City as a component of the site plan for all plats and all projects which require site plan review. Erosion control plans must be designed to the specifications as outlined in this chapter.*
- C. *Development of the land may not begin (and no building permits may be issued) until the City-appointed engineer approves the erosion control plan.*
- D. *For purposes of this section, "disturb" means any use of the land by any person in any development, and/or road construction and maintenance that results in a change in the natural cover or topography that may cause or contribute to sedimentation.*

Sedimentation occurs whenever solid particulate matter, mineral or organic, is transported by water, air, gravity or ice from the site of its origin.

The applicant has not submitted an erosion control plan as of the date of this staff report. This requirement can be addressed with an approval condition.

Storm sewers constructed within the street will be sized by the developer's engineer and will consider all potential runoff requirements within the site and upstream of the site. (WMC16.140.050.A)

The applicant has submitted a preliminary stormwater drainage report that is, as of the date of this staff report, under review.

WMC 16.212 | Site Design Review Application and Review Procedures

C. Review Criteria. The Community Development Director shall make written findings with respect to all of the following criteria when approving, approving with conditions, or denying an application:

- 1. The application is complete, as determined in accordance with Chapter 16.208 and subsection B of this section.*
- 2. The application complies with all of the applicable provisions of the underlying land use district (Division 2), including building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other special standards as may be required for certain land uses.*
- 3. The applicant shall be required to upgrade any existing development that does not comply with the applicable land use district standards, in conformance with Chapter 16.276, Nonconforming Uses and Development.*
- 4. The application complies with the applicable design standards contained in Division 3.*

WMC 16.152.060 | Grading Permit Requirements.

- A. Permits Required. Except as exempted in Section 16.152.040, no person shall do any grading without first obtaining a grading permit from the building official. A separate permit shall be obtained for each site, and may cover both excavations and fills.*

A grading plan and permit can be required as a condition of approval. The proposed site plan shows areas where grading and filling will be needed. See conditions of approval.

WMC 16.192 | LARGE-SCALE DEVELOPMENTS

A. Large-Scale Development. A development which is:

...

3. A commercial, industrial, public or institutional development which within two calendar years will use two or more acres of land or will have buildings with 10,000 square feet or more of floor area.

The proposal is a large-scale development subject to this procedure because the site is larger than two acres, and because proposed buildings will have more than 10,000 square feet of floor area.

WMC 16.272 | VARIANCES

The applicant requests a variance to the minimum width standard for his proposed access drive. Criteria for approval of a variance are in WMC 16.272.020.

- A. *The hardship was not created by the person requesting the variance;*
- A. *The request is necessary to make reasonable use of the property. There will be an unreasonable economic impact upon the person requesting the variance if the request is denied;*
- B. *The request will not substantially be injurious to the neighborhood in which the property is located. The variance will not result in physical impacts, such as visual, noise, traffic or increased potential for drainage, erosion and landslide hazards, beyond those impacts that would typically occur with development in the subject zone;*
- C. *The request is not in conflict with the Comprehensive Plan;*
- D. *The request is not in conflict with the Development Code. No variance may be granted which will result in a use not permitted in the applicable zone or which will increase the allowable residential density in any zone with the exception of individual lot size reduction; and*
- E. *Physical circumstance(s) related to the property involved preclude conformance with the standard to be varied.*

Criterion A states that the hardship must not have been created by the applicant. "Hardship" is not defined, but is generally understood to be something that prevents use of the property. The proposed access to SE Dolphin Lane consists of two parts. An existing private driveway serves

Clatsop Memory Care. It is 27 feet wide, and was approved with the understanding that it would serve additional development beyond the Clatsop Memory Care Facility. The second leg of the access driveway is under review here. As proposed, it is 24 feet wide, consisting of two paved ten-foot wide travel lanes and two 2-foot wide curb/gutters.

Criterion B states that the variance is needed to make reasonable use of the property. Economic considerations are valid. The proposed 24-foot wide access lane is sufficient to make reasonable use of the property. A wider design would increase impervious surface area and affect stormwater runoff. A wider design might also encourage higher motor vehicle speeds and on-street parking along this lane, which should not be allowed along this driveway.

Criterion C states that the variance must not be “substantially injurious” to the neighborhood. There is no evidence that the proposed driveway design is injurious to the neighborhood. The proposed access relies on a shared driveway, helps minimize impervious surfaces, reduces average motor vehicle speeds along the access, and eliminates on-street parking along the accessway. None of these are injurious to the neighborhood.

Criterion D prohibits variances that conflict with the Comprehensive Plan. The zoning ordinance’s street width standards implement comprehensive plan policies addressing safe and efficient motor vehicle access to development, and traffic flow and safety on city streets. There is no evidence that the proposal conflicts with these policy objectives.

Criterion E prohibits use variances; that is, a variance to allow a use that could not otherwise be permitted. This is not the case here, where the proposed uses are allowed in the C1 zone without a variance.

Criterion F states that the requested variance must be based on the site’s physical characteristics. The site’s physical dimensions preclude further development beyond that proposed on this site plan. The proposed accessway will serve no additional development beyond that shown on this proposal because the site cannot easily accommodate additional development.

Based on this, the Planning Commission should find that the proposed variance meets applicable criteria.

CONCLUSION & RECOMMENDATION

This staff report was prepared prior to engineering review. Off-street parking remains unresolved. With these caveats, the proposal appears to meet applicable standards and approval criteria. Staff recommends that the proposed conditional use permit site plan review, and road standard variance be approved, subject to the following conditions:

1. On-street parking shall be prohibited along the accessway. No Parking signs and/or curb painting shall be used to implement this requirement.
2. Signage is not a part of this approval. Separate sign permits will be required before any signage is installed.
3. Outdoor storage area shall be surrounded by screening vegetation consistent with WMC 16.124.
4. The applicant shall prepare and submit a detailed site grading plan for review and approval. No grading shall occur prior to the approval of the grading plan and issuance of a grading permit.
5. The applicant will provide a revised off-street parking plan that meets the requirements of WMC 16.128, as modified by any determinations made by the Planning Commission.

Section 1.0 Introduction

The development of the Osburn Plumbing Site is generally located south of the intersection of Highway 101 and S.E. Dolphin Rd. in Township 8 North, Range 10 West, Section 33, Willamette Meridian.

The existing lot is zoned C1 – General Commercial. The lot will be developed for office, retail, warehouse, and construction trades. Buildings, parking, landscaping, display area, and associated public utility extensions for service are included. The total acreage to be developed will be approximately 2.7 acres of the 4.5 acre lot. One shared private access on S.E. Dolphin Rd. is proposed and existing. Existing utilities are expected to be tied into at the previously stubbed out locations on the property. They will include gravity sewer service, water service, and an outfall for storm drainage.

Warrenton Municipal Code 16.208.050(B)(2)(e) requires an impact study for all Type III developments.

e. Include an impact study for all Type III applications. The impact study shall quantify/assess the effect of the development on public facilities and services. The study shall address, at a minimum, the transportation system, including pedestrian ways and bikeways, the drainage system, the parks system, the water system, the sewer system, and the noise impacts of the development. For each public facility system and type of impact, the study shall propose improvements necessary to meet City standards and to minimize the impact of the development on the public at large, public facilities systems, and affected private property users. In situations where this Code requires the dedication of real property to the City, the applicant shall either specifically agree to the dedication requirement, or provide evidence that shows that the real property dedication requirement is not roughly proportional to the projected impacts of the development.

Section 2.0 Transportation System

The impact report for the transportation system is provided by a separate document.

Section 3.0 Drainage System

The project is located in the Skipanon River drainage basin.

The proposed development of 2.41 acres of impervious area and 0.29 semi-pervious acres of landscaping is expected to result in a net increase in runoff rate.

The property generally slopes to the north and west with slopes ranging from approximately 0 to 50%. The proposed development maintains the existing drainage regime of discharge to the north and west. There is an existing storm outfall at the southwest corner of the property which drains to the ditch along the eastern right of way of Highway 101 which drains the property to the Skipanon River. From the site, the Skipanon River runs approximately 3.5 miles to the Columbia River. Detention and treatment are not proposed for the site and are not required by the City at this location.

Section 4.0 Parks System

The October 2010 Warrenton Parks Master Plan was prepared by Cameron McCarthy Gilbert & Scheibe Landscape Architects and Planners (CMGS) in association with the University of Oregon's Community Planning Workshop (CPW). Map 3-1, Warrenton Parks System, shows the two closest "parks" as the Post Office (Flag) Park, 2.5 miles from the project, and the Warrenton High School, 1.6 miles from the project. There are no parks to the east of these two.

The Warrenton Trails Master Plan July 7, 2008 was prepared by the City of Warrenton and The Warrenton Trails Association.

Appendix F, shows a map of the Creekside Trail Network, which is the closest trail network to the site. The trail is approximately 0.5 miles from the site and is separated a mix of public and private property. The proposed development will not create a negative impact to trail users because the development does not alter the existing trail and is not within view of the trail.

Section 5.0 Water System

The domestic water estimate for this retail commercial site, assuming 3 employees in each building, all day, at an estimated 30 gpd per employee, would begin at 450 gallons per day (gpd) for the entire site.

Vehicle washing may also occur. At an estimated 22 gallons per wash, 4 washes per week, results in a monthly demand of 176 gallons or about 12 gpd.

The total water demand can be estimated at 462 gpd. For comparison, one residential home with 4 people would produce about 400 gpd.

Currently there is an 8" water main located on the property that will be extended to provide an additional fire hydrant for the site. The 8" line is connected to a 12" line in Dolphin. It is expected the proposed development will not create a negative impact to the water system.

Section 6.0 Sewer System

Conservatively, the sewer demand for this impact study can be estimated as being equal to the impact study domestic water demand estimate of 450 gpd.

At the pre-application meeting held 2/26/20, the City Public Works Director did not indicate there are any concerns with the capacity of the downstream sewer system lines and pump station. There is an advanced financing agreement for connection to the pump station which may require contribution.

Section 7.0 Noise

The proposed site and adjacent properties to the north and south are zoned general commercial. The property to the east is zoned industrial. Highway 101 is located to the west.

Adjacent businesses to the site include the Clatsop Care Memory Community, Safekeeping Storage Center, and the Oregon State Police. Also adjacent to the site is Highway 101 and Dolphin Ave. which

both contribute to the outdoor traffic noise that can be heard at the site. Typical outdoor noise generated by the applicant will be generated by similar traffic.

The proposed business is expected to generate noise comparable to the adjacent businesses, road, and highway and is consistent with the zoning.

Section 8.0 References

City of Warrenton, Oregon. *Warrenton Municipal Code. 1972.*

<https://qcode.us/codes/warrenton/> Accessed September 2018

Cameron McCarthy Gilbert & Scheibe Landscape Architects and Planners (CMGS) in association with the University of Oregon's Community Planning Workshop (CPW) (2010). *Warrenton Parks Master Plan*. Eugene, Oregon

Kevin A. Cronin, AICP

Assistant City Manager/Community Development Director

City of Warrenton, Oregon

250 S. Main St.

Warrenton, Oregon 97146

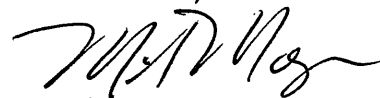
Dear Mr. Cronin:

The following is a response to the Pre-Application Note Letter of March 5, 2020:

1. The applications for Conditional Use, Site Design Review and Variance for the Osburn project at 2219 SE Dolphin Avenue are hereby submitted for review.
2. A site plan developed by A.M.Engineering is included, showing calculations for building area, landscaped area, parking.
3. The engineering plans and report illustrates how the development dovetails with Memory Care.
4. There is a landscaped buffer adjacent to US 101 shown on the site plan. The building will not exceed 45 feet.
5. The street improvements are shown on the site plan. A variance is requested to the street and lane or alley standards.
6. Thermoplastic crosswalks will be designed and installed. A new sidewalk is shown.
7. The engineering and preliminary drainage report addresses 16.192.
8. The landscaping is shown on the site plan, and exceeds the required 20%.
9. Vehicle and bicycle parking is addressed on the site plan.
10. A traffic analysis by Lancaster Engineering is attached to the Conditional Use application.
11. Solid waste facilities locations are shown on the site plan.
12. No temporary construction trailer is proposed at this time.
13. The fees in the amount of \$3,000 for conditional use, site design and variance are submitted.

Please let me know if any additional information is needed.

Best wishes,



Mike Morgan

Planning Consultant

CITY OF WARRENTON
PLANNING AND BUILDING DEPARTMENT
Telephone: 503-861-0920

VARIANCE APPLICATION

OFFICE USE ONLY	
FILE # <u>V-20-1</u>	FEE \$ <u>1250.⁰⁰</u>
ZONING DISTRICT _____	
RECEIPT # <u>8825677</u>	

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

The Variance application 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. Please answer the questions as completely as possible.

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

Property street address : 2219 SE Dolphin Avenue (adjacent to Memory Care Center)

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: 5-22-2020

Address: 33485 SW Old Pine Dr 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:  Manager Date: 5/22/2020

Address: 1817 SW Hawthorne Terrace Portland, Oregon 97201

Phone: 503-244-2998

City/State/Zip: _____ Fax: _____

This application will not be officially accepted until department staff has determined that the application is completed, the site plan map requirements are met, and a copy of the deed is included.

NARRATIVE: Please describe the variance request:

The applicant, Ryan Osburn, requests a variance to Sec.16.216.020(k)(4), which limits a shared rear lane to 400' in order to build a commercial complex at the above address. This request is for 606'. The lot currently has shared access off Dolphin Avenue via a 27' access easement across the adjacent property and has been in existence since the Memory Care facility was built in 2015. This access is owned by Gearhart Land and Capital and currently provides access to the applicant's single lot. The proposed single lot is anticipated to be divided into 3 lots and built out in 3 phases. The two rear lots will have frontage on Highway 101 but would otherwise not have access to Dolphin Avenue. There is no access from other streets or Highway 101 to the 2 proposed rear lots. The proposed development is on an irregularly shaped parcel and the requested additional length would provide access to the proposed rear lots. The existing 27' access easement is adequate to serve all three lots for the traffic anticipated, according to the traffic impact analysis and would consolidate access from 4 individual access points into one shared access.

Standard	Required	Proposed
Front Yard Setback US Hwy 101	50'	50'
Rear Yard Setback	n/a	
Side Yard Setback	n/a	
Lot Dimension	n/a	
Height	45 feet	33 feet
Landscaping	20%	46%
Parking	41	44

SIX VARIANCE CRITERIA

1. The hardship was not created by the person requesting the variance. Please explain.

Finding: When the Clatsop Health Care District Memory Care facility was built several years ago, the 27' driveway was designed to provide access to the facility, even though there was additional adjacent buildable land. The proposed Osburn development will utilize the existing easement driveway for about 300 feet, and then join a new 24' alley to serve the buildings west of the Memory Care building. It would be a hardship and poor land use to reconstruct an existing 27' driveway for the Osburn project, since it was not created by the proposed developer but by the District. The other alternative (building a new street north of the easement) would be difficult because of steep slopes and a waste of buildable commercial lands. This criterion is met.

2. The request is necessary to make reasonable use of the property. There will be an unreasonable economic impact upon the person requesting the variance if the request is denied.

Finding: The request is necessary to make reasonable use of the property, since it is the only practical way of providing access to the four buildings being proposed. Access off of US 101 is not possible. Reconstructing the access to meet current street standards is a waste of resources and would be an unreasonable economic impact. This criterion is met.

3. The request will not substantially be injurious to the neighborhood in which the property is located. The variance will not result in physical impacts, such as visual, noise, traffic or increased potential for drainage, erosion and landslide hazards, beyond those impacts that would typically occur with development in the subject zone.

Finding: The only neighbor of the proposal is the Memory Care facility, and the driveway has been designed to avoid impacting the residents through the use of landscaping fencing and by rerouting the driveway to the north. This will buffer the visual, noise and traffic impacts away from the care center. Storm drainage will be designed to take the runoff to Highway 101. The site is generally flat, and construction will not impact the care center or adjacent properties in terms of erosion or landslide hazards. This criterion is met.

4. The request is not in conflict with the Comprehensive Plan. Please explain.

Finding: The request will make efficient use of buildable lands that are zoned for commercial and industrial uses. It is consistent with the policies of the Comprehensive Plan. This criterion is met.

5. The request is not in conflict with the Development Code. No variance may be granted which will result in a use not permitted in the applicable zone or which will increase the allowable residential density in any zone with the exception of individual lot size reduction. Please explain.

Finding: The uses proposed are permitted conditionally in the C-1 zone. There are no residential uses proposed. This criterion is met.

6. Physical circumstance(s) related to the property involved preclude conformance with the standard to be varied. Please explain.

Finding: The area of the property to be utilized if the variance is granted is generally flat or gently sloping. If a wider street or driveway were to be built, two of the buildings would have to be moved to the north which is steep and would require substantial excavation and construction to provide the amount of square footage and useable outdoor area required. This criterion is met.

The request meets the variance criteria above. It is respectfully requested that the Planning Commission grant the variance to the width and length standards.

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

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 # SDR-20-4 FEE \$ 750.⁰⁰
ZONING DISTRICT _____
RECEIPT # 8825678
DATE RECEIVED 5/29/20

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.

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: [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: [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

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 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

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

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**

MAP INSTRUCTIONS AND CHECKLIST

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.

- 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.

City of Warrenton
Planning and Building Department
PO Box 250
Warrenton, Oregon 97146
503-861-0920

OFFICE USE ONLY	
FILE #	CUP-20-1 FEE \$ 1,000
ZONING DISTRICT	_____

Conditional Use Application

I. Property

Address: 2219 SE Dolphin Ave (adjacent to Clatsop Memory Care)

Assessor's Parcel No.: Twp 8N, Rng10W, Section_33AA Tax Lot 700

II. Applicant

Applicant: Ryan Osburn Phone: 503 717 3907

Mailing Address: 33485 SW Old Pine Road, Warrenton, Or 97146

E-Mail Address: grosburn@hotmail.com

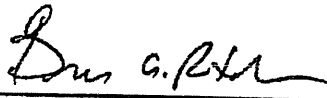
Applicant's Signature:  Date 5-26-20

III. Owner

Owner: _____ Gearhart Land and Capital LLC _____ Phone: __ 503 244 2998 _____

Mailing Address: _____ 1817 SW Hawthorne Terrace Portland, Oregon
97201 _____

E-mail Address: _____ ritchieland@aol.com _____

Owner's Signature: _____  _____

IV. Describe the Proposed Use

Please see attached narrative

Six Conditional Use Criteria-Provide Written Responses to Each One-Section 16.220

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

PLEASE REFER TO ATTACHED NARRATIVE

2. The location, size and 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.

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.

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

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

6. The site has an adequate area to accommodate the proposed use. The site layout has been designed to provide for the building, parking, landscaping, driveway, on-site circulation, public areas, loading areas, storage facilities, setbacks, buffers, and utilities which are required by City ordinances.

This application will not be officially accepted until department staff has determined that the application is completely filled out and the site plan requirements have been completed and a copy of the deed.

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.

ATTACHMENT A. OSBURN TRAFFIC ANALYSIS (DRAFT)

Memorandum

To: Ryan Osburn
From: mike morgan
Brian Davis, AICP
Date: [Publish Date]
Subject: [Subject]

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.

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.

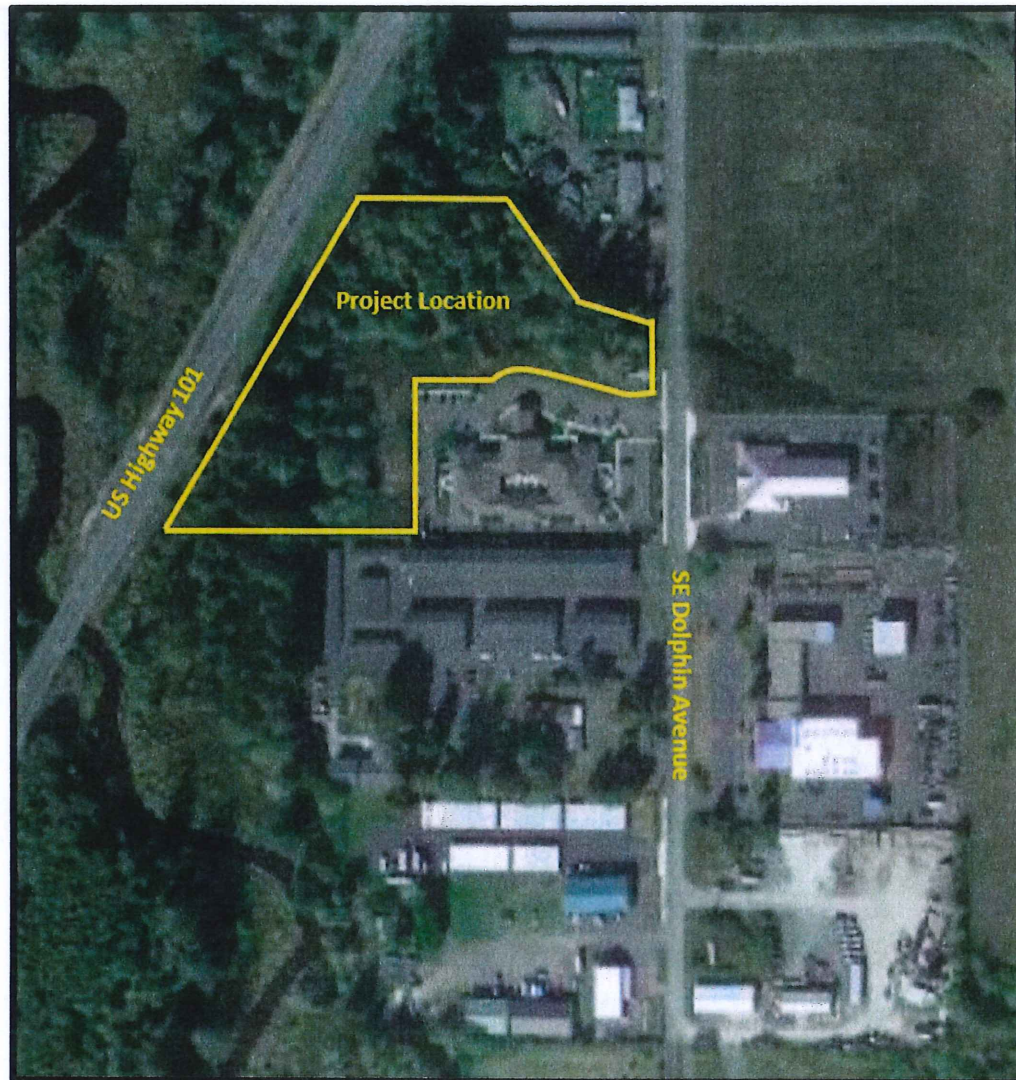


Figure 1: Project Location (image from Google Maps)

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 5th, 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*¹ 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

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th 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*². 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

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

major street traffic to slow excessively, and is thus typically considered an operational metric. *Stopping sight 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 30th, 2018, and Wednesday, October 31st, 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 5th, 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*³, 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

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

Astoria and Seaside) and *Pacific Connector* (weekend service between Astoria and Cannon Beach). To access the 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.



321 SW 4th Ave., Suite 400
Portland, OR 97204
503.248.0313
lancastermoble.com

Memorandum

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



EXPIRATION DATE: 07/30/2020

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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BY: _____
CITY OF WARRENTON

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 5th, 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*¹ 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

¹ Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th 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
			Enter	Exit	Total	Enter	Exit	Total	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*². 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*

² American Association of State Highway and Transportation Officials (AASHTO), *A Policy of Geometric Design of Highways and Streets*, 6th 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 30th, 2018, and Wednesday, October 31st, 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 5th, 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*³, 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

³ 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.



Section 1—Introduction and Background

1.0 Introduction and Background

A Preliminary Drainage Report is required by the City of Warrenton for site design review.

The proposed project is the development of multiple commercial buildings totaling approximately 39,500 square feet with associated parking, landscaping, and utility services. The site is approximately 4.5 acres and is located in Warrenton, Oregon. The development includes a total addition of 2.4 acres of impervious surface and 2.1 acres of pervious surface.

In addition to the proposed development, an adjacent site has an existing stormwater conveyance system on the proposed lot. The *Warrenton Memory Care Storm Drainage Calculations* dated 9/10/13 by CKI provides existing stormwater data referenced in this preliminary report. See Appendix B.

Vehicular access for the site is from Dolphin Avenue east of the site through the adjacent lot via an easement.

Section 2—Site Configuration and Layout

2.0 Site Configuration and Layout

2.1 Site Layout

The subject property is located in Warrenton, Oregon, Township 8 North, Range 10 West, Section 33 Willamette Meridian. The latitude and longitude coordinates for the site are 46.14° north latitude and 123.92° west longitude. The subject property is located approximately 1,300 feet south of the Highway 101 and S.E. Dolphin Avenue intersection.

2.2 Site Configuration

The subject property has a total area of approximately 4.5 acres and is bordered by commercial properties to the north and south, industrial to the east and Highway 101 to the west. The Skipanon River is located approximately 300 feet to the southwest.

A preliminary topographic survey of the site completed by CKI Land Surveying, not dated, indicates the existing ground slopes gently to the north where the slopes steepen to the existing drainage. The proposed buildings have approximate finish floor elevation of 34 – 35 feet NGVD29, and will cover approximately 39,500 square feet.

The overall existing site drainage pattern to the Skipanon watershed is not expected to be affected.

Section 3—Site Characteristics

3.0 Site Characteristics

The stormwater management approach is based on the 24 hour 100-year storm.

3.1 Typical Rainfall Data

The site is located in Warrenton, Oregon and is in close proximity to the Skipanon River. The 100 year, 24 hour precipitation depth reported by CKI is 6.25” and will be used for the calculations for the proposed lot.

Northwest Oregon rainfall patterns are consistent with a Type 1A precipitation distribution. The storm depth is presented in Table 1. The precipitation events are used with the Type 1A distribution to determine peak flow and runoff volumes in accordance with the Santa Barbara Urban Hydrograph (SBUH) Method.

Design Storm Return Period	Depth (inches)
100-year	* 6.25
The 100 year, 24 hour precipitation depth reported by CKI, 2013.	

3.2 Existing Site Hydrology

The site is composed of 4.5 acres of undeveloped upland area. Surface runoff travels from south to the north.

3.3 Proximity to a Major Water Body

The City of Warrenton does not require detention of stormwater at this site due to the close proximity to the Skipanon River.

Section 3—Site Characteristics

Continued

3.4 Curve Number

Runoff Curve Numbers (CN) for impervious and pervious surfaces were selected in the HydroCAD Stormwater Modeling software. A summary of the runoff curve numbers is provided in Table 2.

Table 2: Runoff Curve Numbers (CN)				
Site	Category	Cover Type	Hydrologic Soil Group	Curve Number (CN)
Adjacent Site	Impervious Area	Asphalt and building roof	D	98
	Pervious Area	Lawn good cond.	D	86
Proposed Site	Impervious Area	Asphalt and building roof	D	98
	Pervious Area	75% Grass cover, Good, HSG D	D	80

3.5 Time of Concentration

The time of concentration value used for the Proposed Site developed drainage basins was five minutes, which is a conservative estimate for the small drainage basins in these developments, and the minimum time that should be used when applying the SBUH method.

Appendix B



Section 4—Proposed Site Drainage Plan

4.0 Proposed Site Drainage Plan

The Santa Barbara Urban Hydrograph (SBUH) analysis method, simulated in HydroCAD, was used to determine the amount of stormwater generated from the proposed surfaces created by the site development. Peak flow rates and volumes were analyzed for the 100-year storm event.

Table 3 details the parameters used to determine peak runoff rates and volumes of the drainage basin.

Table 3 – Hydrologic Design Parameters by Drainage Basin			
Site	Category	Drainage Basins (DB)	
Adjacent Site	Impervious	Area (square feet)	77,500
		NRCS Curve Number	98
	Pervious	Area (square feet)	4,530
		NRCS Curve Number	86
		Total Area (square feet)	82,030
		Time of Concentration (min)	5
Proposed Site	Impervious	Area (square feet)	104,544 (Approximately)
		NRCS Curve Number	98
	Pervious	Area (square feet)	91,476 (Approximately)
		NRCS Curve Number	80
		Total Area (square feet)	196,020 (Approximately)
		Time of Concentration (min)	5

4.1 Drainage Descriptions

4.1.1 Adjacent Site Drainage Basin

Adjacent Site – This basin covers the existing pervious and impervious areas of the adjacent site that contributes to the proposed property. Data has been taken from the CKI calculations mention previously.

4.1.2 Proposed Site Drainage Basin

Section 4—Proposed Site Drainage Plan

Continued

Proposed Site – This basin covers the proposed pervious and impervious areas. Onsite stormwater runoff is directed to the onsite conveyance system. The stormwater is then conveyed to the Highway 101 right of way ditch and then on to the Skipanon River.

4.2 Summary

The SBUH Method was used to calculate peak runoff volumes and flow rates for the 100-year rainfall event. Table 4 summarizes the peak flow rates and volumes by Drainage Basin. See Appendix A for supporting HydroCAD Program Output.

Table 4 – Peak Flow Rates and Runoff Volumes by Drainage Basin			
Method	SBUH	CKI Report	
Drainage Basins (DB)	Proposed Site	Adjacent Site	Total
100-yr Peak Flow (cfs)	5.66	2.76	8.42
100-yr Runoff Volume (ft ³)	67,344	31,973	99,317

Appendices



Appendix A



Time span=5.00-20.00 hrs, dt=0.05 hrs, 301 points

Runoff by SBUH method, Split Pervious/Imperv.

Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment A1: Proposed

Runoff Area=4.500 ac 53.33% Impervious Runoff Depth>4.12"
Tc=5.0 min CN=80/98 Runoff=5.66 cfs 1.546 af

Subcatchment A2: Existing

Runoff Area=82,030 sf 94.48% Impervious Runoff Depth>4.68"
Tc=5.0 min CN=86/98 Runoff=2.76 cfs 0.734 af

Reach 2R: Outfall

Inflow=8.42 cfs 2.280 af
Outflow=8.42 cfs 2.280 af

Total Runoff Area = 6.383 ac Runoff Volume = 2.280 af Average Runoff Depth = 4.29"
34.53% Pervious = 2.204 ac 65.47% Impervious = 4.179 ac

Summary for Subcatchment A1: Proposed

Runoff = 5.66 cfs @ 7.92 hrs, Volume= 1.546 af, Depth> 4.12"

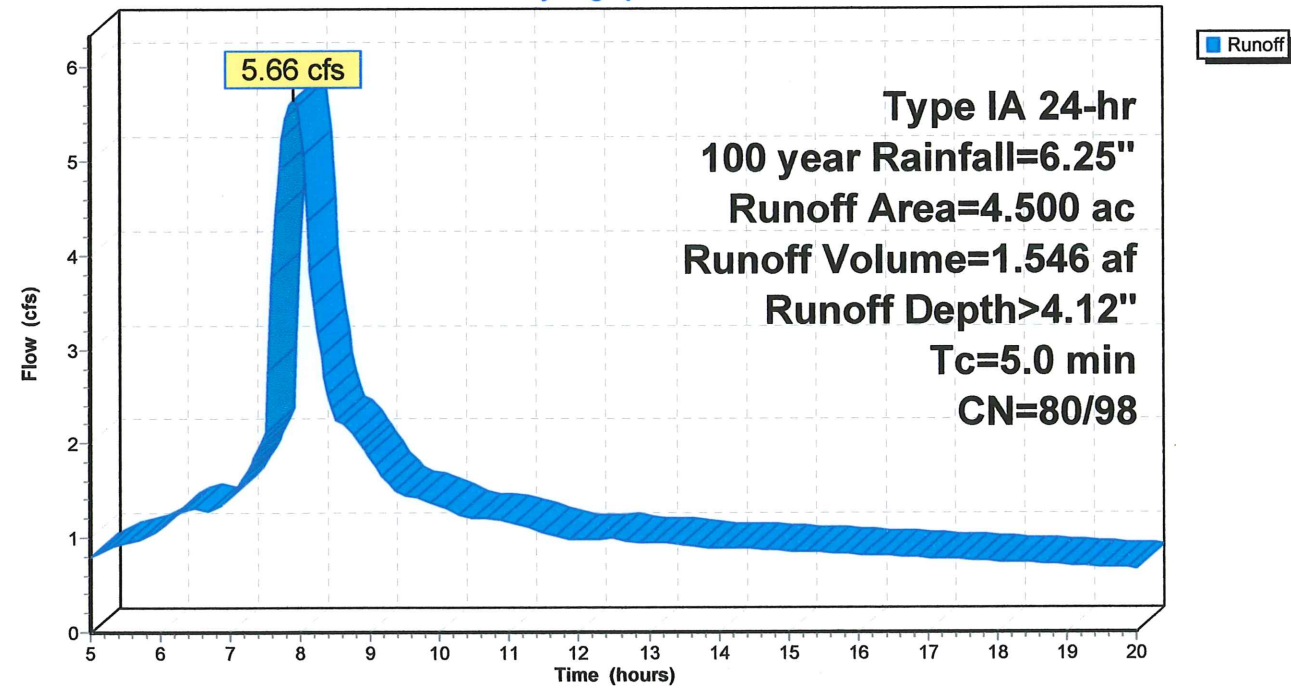
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 100 year Rainfall=6.25"

Area (ac)	CN	Description
* 2.400	98	Asphalt and building roof
2.100	80	>75% Grass cover, Good, HSG D
4.500	90	Weighted Average
2.100		46.67% Pervious Area
2.400		53.33% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment A1: Proposed

Hydrograph



Summary for Subcatchment A2: Existing

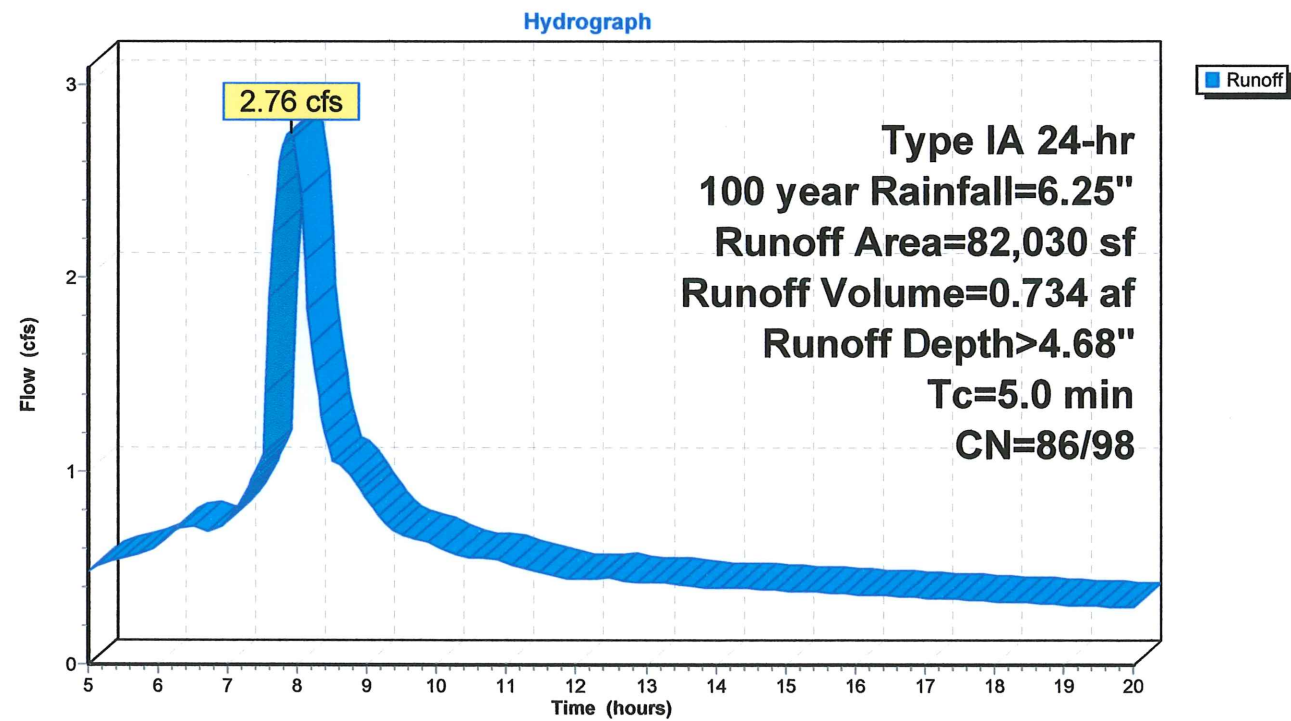
Runoff = 2.76 cfs @ 7.90 hrs, Volume= 0.734 af, Depth> 4.68"

Runoff by SBUH method, Split Pervious/Imperv., Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 100 year Rainfall=6.25"

	Area (sf)	CN	Description
*	77,500	98	Asphalt and building roof
*	4,530	86	lawn good cond.
	82,030	97	Weighted Average
	4,530		5.52% Pervious Area
	77,500		94.48% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment A2: Existing



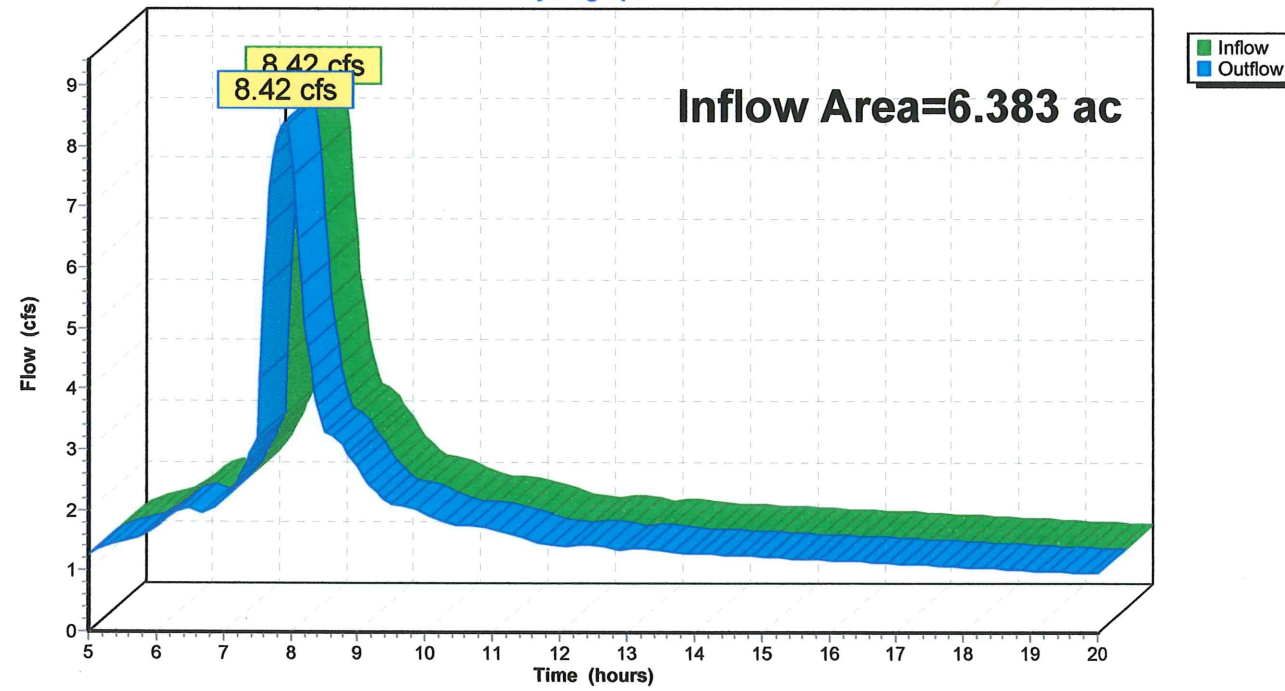
Summary for Reach 2R: Outfall

Inflow Area = 6.383 ac, 65.47% Impervious, Inflow Depth > 4.29" for 100 year event
Inflow = 8.42 cfs @ 7.91 hrs, Volume= 2.280 af
Outflow = 8.42 cfs @ 7.91 hrs, Volume= 2.280 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 5.00-20.00 hrs, dt= 0.05 hrs

Reach 2R: Outfall

Hydrograph





TRIP GENERATION CALCULATIONS

Land Use: General Light Industrial
Land Use Code: 110
Setting/Location: General Urban/Suburban
Variable: 1,000 Square Feet of Gross Floor Area
Variable Quantity: 40

AM PEAK HOUR

Trip Rate: 0.70

	Enter	Exit	Total
Directional Distribution	88%	12%	
Trip Ends	25	3	28

PM PEAK HOUR

Trip Rate: 0.63

	Enter	Exit	Total
Directional Distribution	13%	87%	
Trip Ends	3	22	25

WEEKDAY

Trip Rate: 4.96

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	99	99	198

SATURDAY

Trip Rate: 1.99

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	40	40	80



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Warrenton Memory Care Storm Drainage Calculations

For Steve Olstedt

September 10, 2013

Prepared By:

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Dean Keranen, PE
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NARRATIVE

These calculations are for runoff flows and the pipe sizing for the Warrenton Memory Care on Dolphin Avenue in Warrenton.

The runoff flows were calculated using the unit hydrograph method and the King County Hydrograph program.

The pipe sizing was calculated using the Rational method.

STORM DRAINAGE CALCULATIONS

RAINFALL

From the NOAA Precipitation Frequency Atlas 2, Volume X, Figures 25-30

Storm Frequency	Rainfall
100 year, 24 hour	6.25"
50 year, 24 hour	5.75"
25 year, 24 hour	5.25"
10 year, 24 hour	4.50"
5 year, 24 hour	4.00"
2 year, 24 hour	3.50"

SOILS

From the USDA Soil Survey of Clatsop County, Oregon, the soils are number 71B, a Walluski Silt Loam which belongs to the hydrologic group "C".

AREAS AND CURVE NUMBERS

Areas were found using AutoCAD

Total Site Pre-developed

Pre-developed:

Pervious = 303,187 sf = 6.96 acres CN = 85 (meadow or pasture)
 Impervious = 0.00 sf = 0.00 acres CN = 98 (conc, ac, roofs)

Development Area (includes proposed buildings, hard surfaces and landscaping)

Pervious = 4,530 sf = 0.10 acres CN = 86 (lawn good cond.)
 Impervious = 72,853 sf = 1.67 acres CN = 98 (conc, ac, roofs)

Undeveloped Portion of Site

Pervious = 230,334 sf = 5.29 acres CN = 85 (meadow or pasture)
 Impervious = 0.00 sf = 0.00 acres CN = 98 (conc, ac, roofs)

TIME OF CONCENTRATION

$$T_c = \frac{(0.42)[(N_s)(L)]^{0.8}}{(P_2)^{0.5}(S_0)^{0.4}} \text{ For Overland flow (max 300')}$$

$$T_c = \frac{(L)}{(60)(k\sqrt{S_0})} \text{ For Shallow Concentrated Flow}$$

Pre-developed Tc for entire site

L = Flow length = 609' (300' overland, 309' shallow concentrated flow)

Ns = 0.15 (short prairie grass)

P2 = 2 year rainfall = 3.5"

So = Slope = 1.58% overland, 6.00% concentrated

K = velocity factor = 9 (high grass)

Tc = 27.1 minutes (see spreadsheet printout)

Developed Tc for undeveloped portion of site

L = Flow length = 519' (300' overland, 219' shallow concentrated flow)

Ns = 0.15 (short prairie grass)

P2 = 2 year rainfall = 3.5"

So = Slope = 2.15% overland, 7.42% concentrated

K = velocity factor = 9 (high grass)

Tc = 23.4 minutes (see spreadsheet printout)

Developed Tc = 5 minutes (minimum)

HYDROGRAPH MODELING RESULTS

Since a large portion of the site is remaining undeveloped, the site was broken down into the developed and undeveloped In order to accurately model the runoffs for pre and post development scenarios. Column 1 below represents each of the rainfall events. Column 2 is the portion of the site that is not being developed. Column three is the development site in its undeveloped state. Column 4 is the development site in its developed state. Column 5 on the right is the remainder of the site and even though that portion will remain the same it is included because the time of concentration for the remainder of the site decreases due to the developed parcel. All flows were found using the King County Hydrograph program.

1	2	3	4	5
Storm	Remainder Site Undeveloped (cfs)	Development site Undeveloped (cfs)	Development site Developed (cfs)	Undeveloped Remainder of site (cfs)
100 yr	4.72	1.49	2.76	4.99
50 yr	4.21	1.33	2.54	4.44
25 yr	3.69	1.17	2.31	3.91
10 yr	2.93	0.93	1.98	3.11
5 yr	2.44	0.77	1.75	2.58
2 yr	1.95	0.62	1.53	2.07

The following table represents the pre and post development flows for the entire site. The predeveloped flows are the sum of columns 2 and 3 in the above table and the post-developed flows are the sum of columns 4 and 5 in the table above.

Total Site Pre and Post Development		
Storm	Predeveloped	Developed
100 yr	6.21 cfs	7.75 cfs
50 yr	5.54 cfs	6.94 cfs
25 yr	4.86 cfs	6.22 cfs
10 yr	3.86 cfs	5.09 cfs
5 yr	3.21 cfs	4.33 cfs
2 yr	2.57 cfs	3.60 cfs

ON SITE PIPE SIZING

Due the various basins and roof areas for the site the onsite pipe sizing was performed using the Rational Method and a spreadsheet. The following summarizes the calculations for the building collection system.

Using the rational method

Rational method: $Q = CIA$

Q = Flow rate in cfs

C = dimensionless runoff coefficient from ODOT hydraulics manual

I = rainfall intensity in inches/hour

A = drainage area in acres

See the following spreadsheets and the Basin Map to identify the pipe sizes and locations

On the spreadsheet, the first column shows the Basin identification. The areas shown in green are for the pervious areas and the areas shown in blue are the impervious areas.

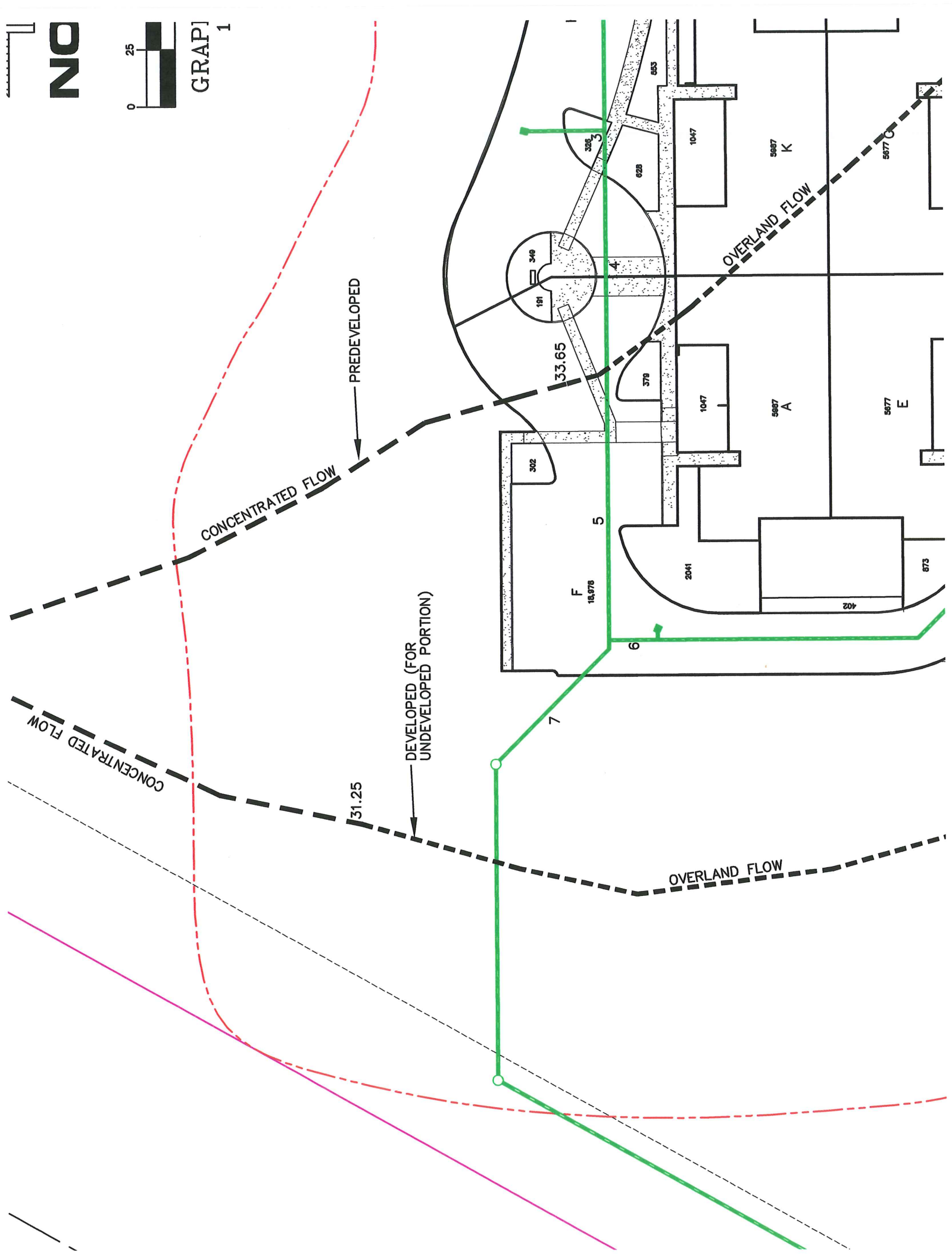
Drainage Area Number	Storm Sewer Runoff Calculations (Rational Method)										Given: Slope				Given: Diameter				Pipe Diameter and Slope Used			
	Tc min	C	I in/hr	A		Q cfs	Q Total cfs	Pipe #	Find: Slope		Find: Diameter		Diam. used in	Slope used ft/ft	Velocity (full flow) fps	Cavall (full flow) cfs	Cavall->Q Pipe is OK					
				sq. ft.	acres				ft/ft	Diameter in	Diameter in	Slope ft/ft										
	5	0.25	3.50	0	0.00	0.00																
I	5	0.90	3.50	3326	0.08	0.24	0.24	lead	0.0100	4.4	4	4	0.0160	2.18	0.19	0.19	OK					
						0.24	0.24	1	0.0100	4.4	4	4	0.0160	2.18	0.19	0.19	OK					
J	5	0.25	3.50	1287	0.03	0.03	0.03	lead	0.0100	1.9	4	4	0.0002	2.18	0.19	0.19	OK					
					0.00	0.00	0.27	2	0.0100	4.5	4	4	0.0196	2.86	0.56	0.56	OK					
H	5	0.25	3.50	3585	0.08	0.07	1.05	lead	0.0100	7.6	8	8	0.0076	3.46	1.21	1.21	OK					
					0.31	0.98	1.32	3	0.0100	8.3	8	8	0.0120	4.90	1.71	1.71	OK					
K	5	0.25	3.50	0	0.00	0.00	0.43		0.0100	5.4	4	4	0.0518	2.86	0.56	0.56	OK					
					0.14	0.43	1.75	4	0.0100	9.2	10	10	0.0064	4.02	2.19	2.19	OK					
G	5	0.25	3.50	0	0.00	0.00	0.43		0.0100	5.4	4	4	0.0518	4.88	0.43	0.43	OK					
					0.14	0.43	2.19	5	0.0100	10.0	10	10	0.0100	4.02	2.19	2.19	OK					

Rational Method Storm Sewer Pipe Calculations

Project: Dolphin Memory Care
 Job No: 12-020
 Calc. By: DLK

ODOT Zone 1
 Design Storm year 25
 Manning "n" 0.013

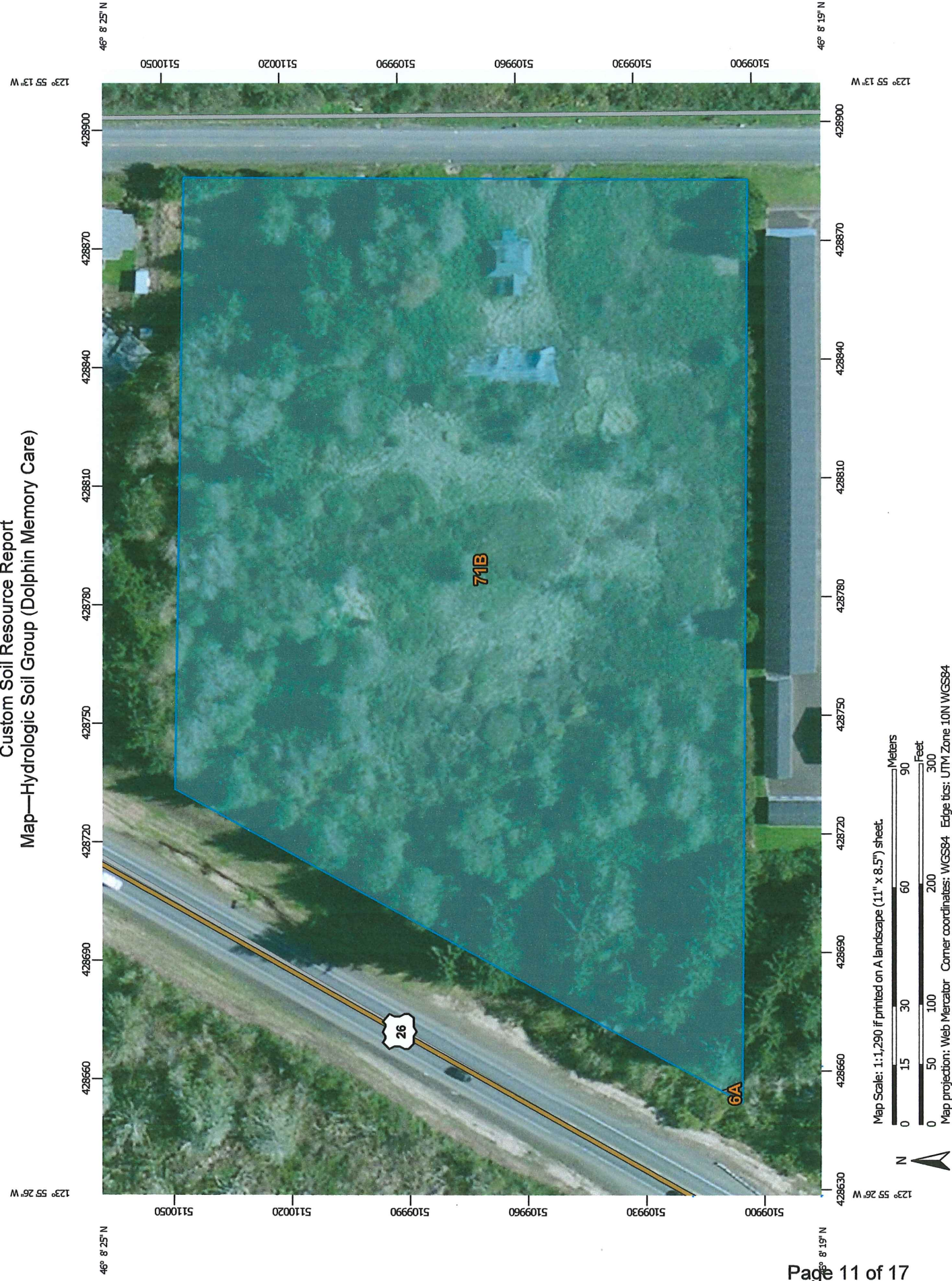
Drainage Area Number	Storm Sewer Runoff Calculations (Rational Method)										Pipe Diameter and Slope Used							
	Tc min	C	I in/hr	A sq. ft.	A acres	Q cfs	Q Total cfs	Pipe #	Given: Slope ft/ft	Given: Diameter in	Find: Slope ft/ft	Diameter in	Slope ft/ft	Diam. used in	Slope used ft/ft	Velocity (full flow) fps	Qavail (full flow) cfs	Pipe is OK
A	5	0.25	3.50	1904	0.04	0.04	0.04	lead	0.0100	2.2	0.0004	4	0.0004	4.0	0.0100	2.18	0.19	OK
	5	0.90	3.50	0	0.00	0.00	0.04	1	0.0100	2.2	0.0000	6	0.0000	6.0	0.0100	2.86	0.56	OK
B	5	0.25	3.50	1307	0.03	0.03	0.75	lead	0.0100	6.7	0.0179	6	0.0179	6.0	0.0180	3.83	0.75	OK
	5	0.90	3.50	10012	0.23	0.72	0.79	2	0.0100	6.8	0.0043	8	0.0043	8.0	0.0100	3.46	1.21	OK
C	5	0.25	3.50	0	0.00	0.00	0.41											
	5	0.90	3.50	5677	0.13	0.41	1.20	3	0.0100	8.0	0.0099	8	0.0099	8.0	0.0100	3.46	1.21	OK
D	5	0.25	3.50	1154	0.03	0.02	0.28	lead	0.0100	4.7	0.0026	6	0.0026	6.0	0.0100	2.86	0.56	OK
	5	0.90	3.50	3620	0.08	0.26	1.48	4	0.0100	8.6	0.0046	10	0.0046	10.0	0.0100	4.02	2.19	OK
E	5	0.25	3.50	0	0.00	0.00	0.41											
	5	0.90	3.50	5677	0.13	0.41	1.89	5	0.0100	9.5	0.0075	10	0.0075	10.0	0.0100	4.02	2.19	OK
F	5	0.25	3.50	5235	0.12	0.11	1.48	lead	0.0100	8.6	0.0694	6	0.0694	6.0	0.0700	7.56	1.48	OK
	5	0.90	3.50	18978	0.44	1.37	3.37	6	0.0100	11.8	0.0090	12	0.0090	12.0	0.0100	4.54	3.56	OK
NORTH LINE							2.19			14.2	0.0074	15	0.0074	15.0	0.0750	14.42	17.68	OK
Total from Sheet 2							5.56											



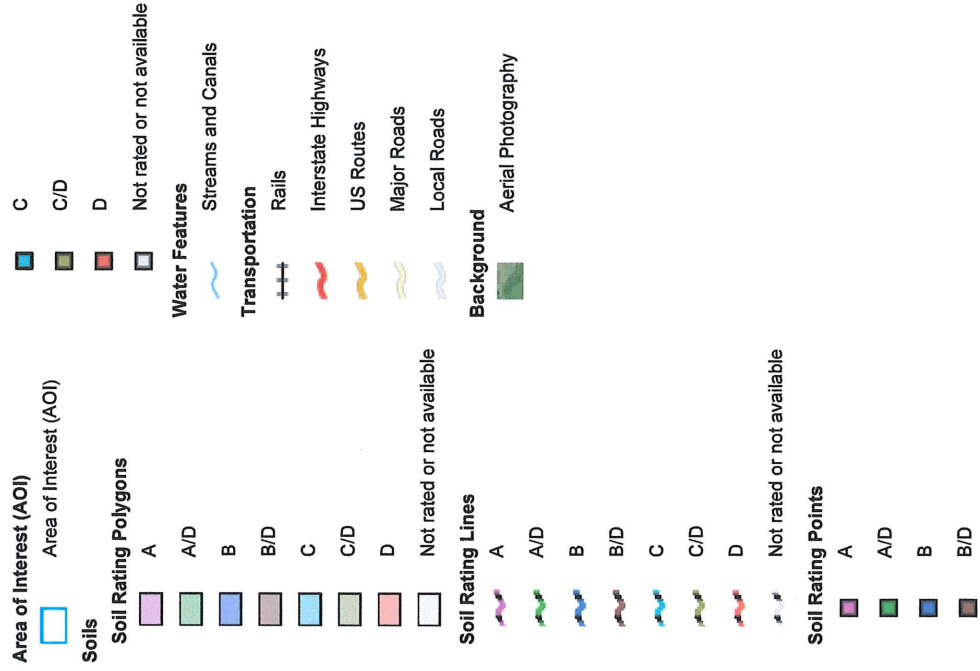
Custom Soil Resource Report for Clatsop County, Oregon



Custom Soil Resource Report
Map—Hydrologic Soil Group (Dolphin Memory Care)



MAP LEGEND



MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Clatsop County, Oregon
Survey Area Data: Version 9, Aug 17, 2012

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 8, 2010—Oct 17, 2010

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Table—Hydrologic Soil Group (Dolphin Memory Care)

Hydrologic Soil Group— Summary by Map Unit — Clatsop County, Oregon (OR007)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
6A	Brallier mucky peat, 0 to 1 percent slopes	B/D	0.0	0.0%
71B	Walluski silt loam, 0 to 7 percent slopes	C	6.9	100.0%
Totals for Area of Interest			6.9	100.0%

Rating Options—Hydrologic Soil Group (Dolphin Memory Care)

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

71B—Walluski silt loam, 0 to 7 percent slopes

Map Unit Setting

Elevation: 20 to 300 feet

Mean annual precipitation: 80 to 100 inches

Mean annual air temperature: 49 to 52 degrees F

Frost-free period: 160 to 300 days

Map Unit Composition

Walluski and similar soils: 80 percent

Minor components: 5 percent

Description of Walluski

Setting

Landform: Stream terraces, fluviomarine terraces

Landform position (three-dimensional): Riser, tread

Down-slope shape: Linear

Across-slope shape: Linear

Parent material: Mixed alluvium and/or fluviomarine deposits derived from sedimentary rock

Properties and qualities

Slope: 0 to 7 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Moderately well drained

Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.57 in/hr)

Depth to water table: About 27 to 36 inches

Frequency of flooding: None

Frequency of ponding: None

Available water capacity: Very high (about 13.6 inches)

Interpretive groups

Farmland classification: Farmland of statewide importance

Land capability classification (irrigated): 3e

Land capability (nonirrigated): 2e

Hydrologic Soil Group: C

Other vegetative classification: Sitka spruce/oxalis, swordfern-moist (902), Sitka spruce/salmonberry-wet (903), Western hemlock/oxalis-swordfern-moist (1907)

Typical profile

0 to 2 inches: Slightly decomposed plant material

2 to 13 inches: Medial silt loam

13 to 27 inches: Silty clay loam

27 to 36 inches: Silty clay loam

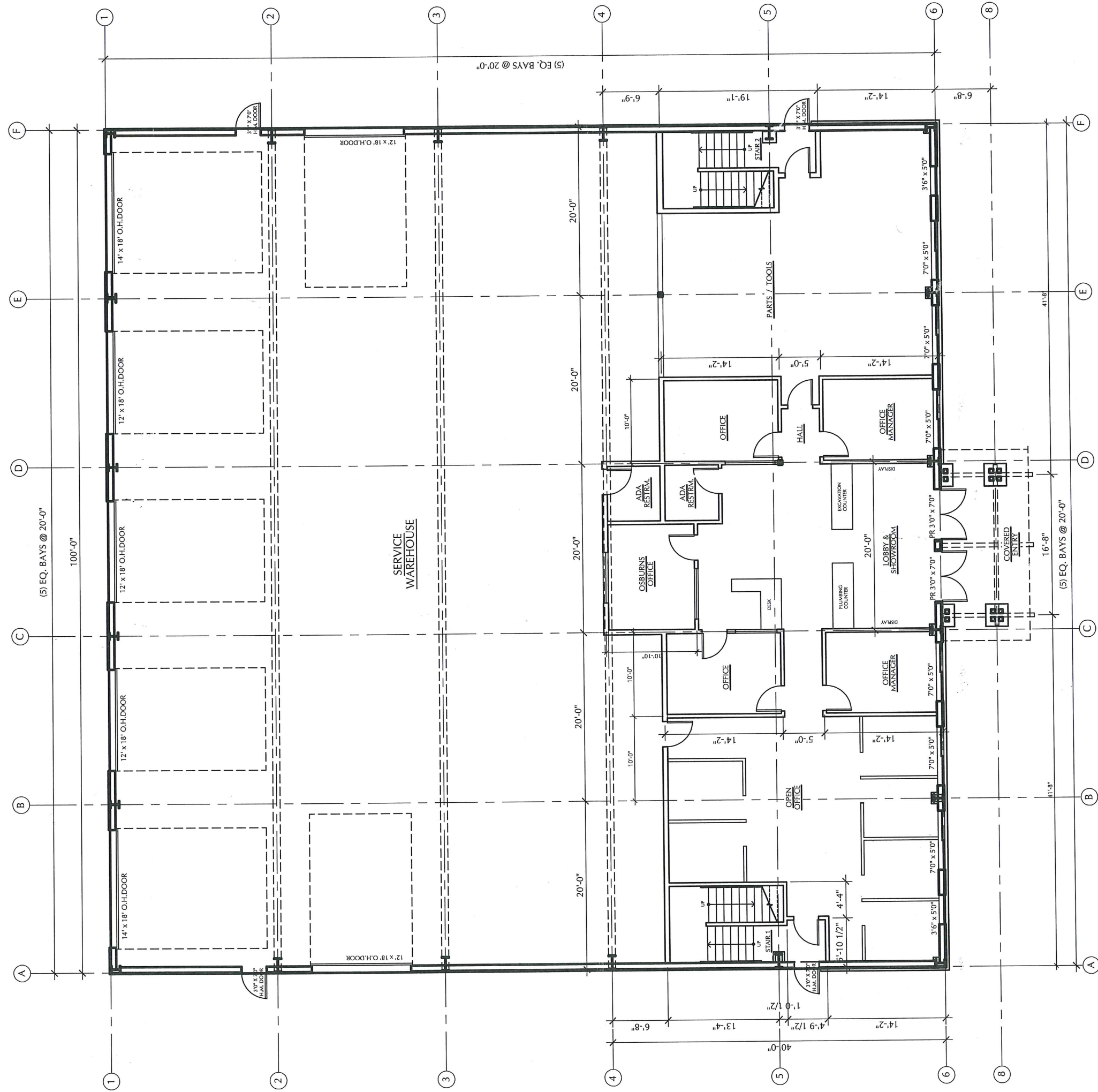
36 to 62 inches: Silty clay loam

DEVELOPED Time of Concentration		Total			
Undeveloped Portion of Site		Tc			
		(min)			
		23.4			
TIME OF CONCENTRATION CALCULATIONS					
Overland Flow (max 300' total)		total			
Tc =	21.9	21.9	= travel time for less than 300' (min)		
Ns =	0.15		= Manning's coefficient (sheet flow)		
L =	300	300	= flow length (ft)		
P2 =	3.5		= 2-year, 24 hour rainfall (in)		
So =	2.15%		= slope of the land (%)		
Shallow Concentrated Flow (after initial 300')		total			
T =	1.5	1.5	= travel time for sheet flow (min)		
L =	219	219	= flow length (ft)		
So =	7.42%		= slope of the land (%)		
k =	9		= time of concentration velocity factor (ft/s)		
Flow in Swales		total			
Tc =	0.00	0.0	= travel time in swale (min)		
A =	6.00		= area of flow (sf)		
R =	0.59		= hydraulic radius (ft)		
Ls =	4.12		= side slope wet (ft)		
Q =	3.12		= quantity of flow (ft ³ /sec)		
V =	0.52		= velocity		
L =	0	0	= flow length (ft)		
Ve =	1		= vertical distance of side		
Ho =	4		= horizontal distance of side		
Bw =	24		= base width of swale (in)		
D =	12		= depth of flow ESTIMATE (in)		
S =	1.00%		= slope of the swale (%)		
n =	0.2		= Manning's coefficient (channel)		
Flow in gutters		total			
Tc =	0.0	0.0	= travel time in gutter (min)		
	1.0		= average velocity of flow (ft/sec)		
Q =	0.04		= quantity of flow (ft ³ /sec)		
S =	2.00%		= street longitudinal slope (%)		
Sx =	2.00%		= street cross slope (%)		
T =	2		= width of flow in the gutter ESTIMATE (ft)		
n =	0.018		= Manning's coefficient (pavement = 0.018)		
L =	0	0	= length of flow (ft)		
Flow in pipes		total			
Tc =	0.0	0.0	= travel time in gutter (min)		
V =	4.59		= calculated velocity pipe full (ft/sec)		
Q =	0.90		= quantity of flow (ft ³ /sec)		
n =	0.013		= Manning's coefficient (pipe)		
D =	6		= pipe diameter (in)		
S =	0.50%		= slope of pipe (%)		
L =	0.0	0	= length of pipe (ft)		

PREDEVELOPED Time of Concentration				Total			
Entire Site				Tc			
				(min)			
				27.1			
TIME OF CONCENTRATION CALCULATIONS							
Overland Flow (max 300' total)				total			
Tc =	24.8			24.8	= travel time for less than 300' (min)		
Ns =	0.15				= Manning's coefficient (sheet flow)		
L =	300			300	= flow length (ft)		
P2 =	3.5				= 2-year, 24 hour rainfall (in)		
So =	1.58%				= slope of the land (%)		
Shallow Concentrated Flow (after initial 300')				total			
T =	2.3			2.3	= travel time for sheet flow (min)		
L =	309			309	= flow length (ft)		
So =	6.00%				= slope of the land (%)		
k =	9				= time of concentration velocity factor (ft/s)		
Flow in Swales				total			
Tc =	0.00			0.0	= travel time in swale (min)		
A =	6.00				= area of flow (sf)		
R =	0.59				= hydraulic radius (ft)		
Ls =	4.12				= side slope wet (ft)		
Q =	3.12				= quantity of flow (ft ³ /sec)		
V =	0.52				= velocity		
L =	0			0	= flow length (ft)		
Ve =	1				= vertical distance of side		
Ho =	4				= horizontal distance of side		
Bw =	24				= base width of swale (in)		
D =	12				= depth of flow ESTIMATE (in)		
S =	1.00%				= slope of the swale (%)		
n =	0.2				= Manning's coefficient (channel)		
Flow in gutters				total			
Tc =	0.0			0.0	= travel time in gutter (min)		
	1.0				= average velocity of flow (ft/sec)		
Q =	0.04				= quantity of flow (ft ³ /sec)		
S =	2.00%				= street longitudinal slope (%)		
Sx =	2.00%				= street cross slope (%)		
T =	2				= width of flow in the gutter ESTIMATE (ft)		
n =	0.018				= Manning's coefficient (pavement = 0.018)		
L =	0			0	= length of flow (ft)		
Flow in pipes				total			
Tc =	0.0			0.0	= travel time in gutter (min)		
V =	4.59				= calculated velocity pipe full (ft/sec)		
Q =	0.90				= quantity of flow (ft ³ /sec)		
n =	0.013				= Manning's coefficient (pipe)		
D =	6				= pipe diameter (in)		
S =	0.50%				= slope of pipe (%)		
L =	0.0			0	= length of pipe (ft)		

SCS RUNOFF CURVE NUMBERS (CN) For Selected Land Uses					
LAND USE DESCRIPTION		RUNOFF CURVE NUMBERS (CN) BY HYDROLOGIC SOIL GROUP			
		A	B	C	D
Cultivated land (1):	winter condition	86	91	94	95
Mountain open areas:	low growing brush and grasslands	74	82	89	92
Meadow or pasture:		65	78	85	89
Wood or forest land:	undisturbed or older second growth	42	64	76	81
Wood or forest land:	young second growth or brush	55	72	81	86
Orchard:	with cover crop	81	88	92	94
Open spaces, lawns, parks, golf courses, cemeteries, landscaping					
Good condition:	grass cover on 75% or more of the area	68	80	86	90
Fair condition:	grass cover on 50% to 75% of the area	77	85	90	92
Gravel roads and parking lots		76	85	89	91
Dirt Roads and parking lots		72	82	87	89
Impervious surfaces:	pavement, roof, etc.	98	98	98	98
Open water bodies:	lakes, wetlands, ponds, etc.	100	100	100	100
Single Family Residential (2)					
Dwelling Unit/Gross Acre (DU/GA)	% Impervious (3)	Select separate curve numbers for the pervious and impervious portion of the site or basin.			
1.0	15				
2.0	25				
3.0	34				
4.0	42				
5.0	48				
6.0	52				
7.0	56				
Planned unit developments, condominiums, apartments, commercial businesses and industrial areas.	Use actual impervious area.				

- (1) Detailed information relating to specific agricultural land uses is available in the National Engineering Engineering Handbook, Section 4, Hydrology, chapter 9, August 1972.
- (2) Assume site drains to storm system.
- (3) For this land use, the remaining pervious areas are assumed to be lawn in good condition.



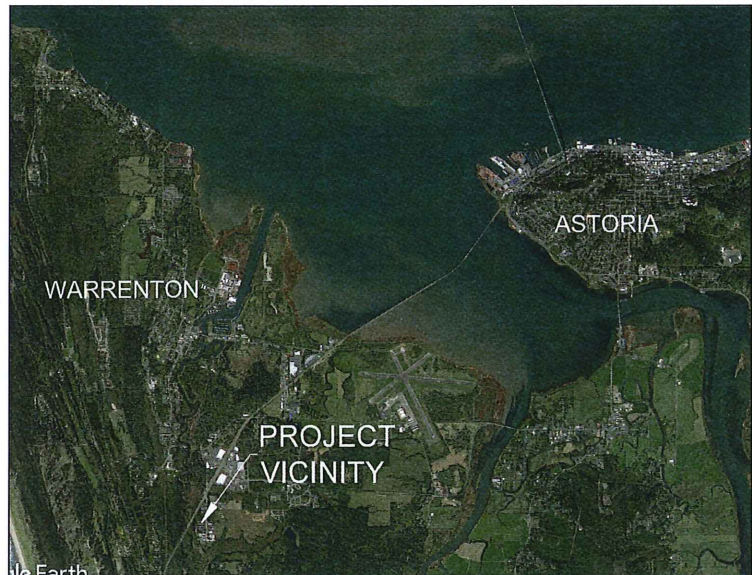
1 MAIN FLOOR PLAN

1/8"=1'-0"

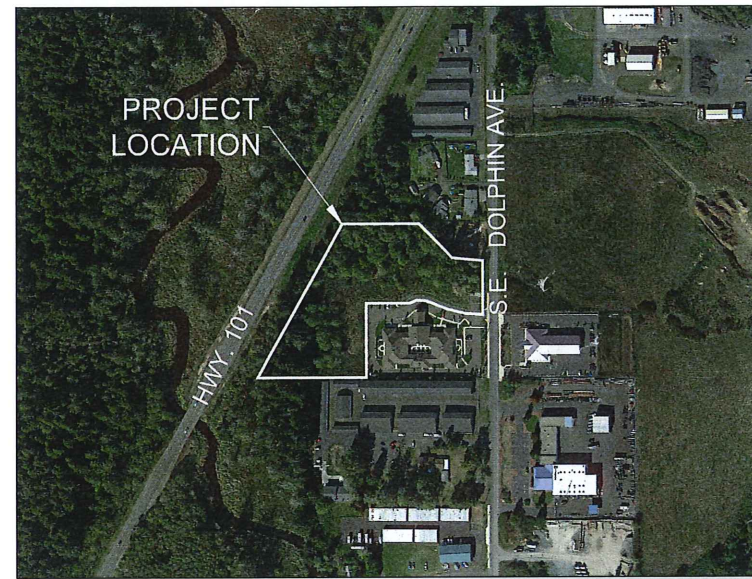
A-101

RECEIVED
MAY 29 2020

BY: CITY OF WARRENTON



VICINITY MAP
NO SCALE



PROJECT MAP
NO SCALE

GENERAL NOTES

- ATTENTION CONTRACTORS: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THESE RULES ARE SET FORTH IN OAR 852-001-0510 THROUGH OAR 852-001-0600. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1897 OR 1-800-332-2344. AT LEAST TWO (2) BUSINESS DAYS PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OREGON UTILITY NOTIFICATION CENTER OF THE DATE AND LOCATION OF THE PROPOSED CONSTRUCTION, AND THE TYPE OF WORK TO BE PERFORMED.
- ALL EXISTING FACILITIES TO BE MAINTAINED IN-PLACE BY THE CONTRACTOR UNLESS OTHERWISE SHOWN OR DIRECTED. CONTRACTOR TO LEAVE EXISTING FACILITIES IN AN EQUAL OR BETTER THAN ORIGINAL CONDITION AND TO THE SATISFACTION OF THE ENGINEER AND JURISDICTION HAVING AUTHORITY (JHA).
- IN ACCORDANCE WITH O.R.S. 209.140, IF THE CONTRACTOR FINDS IT NECESSARY TO INTERFERE WITH OR PAVE OVER ANY ESTABLISHED PUBLIC LAND SURVEY CORNER OR ITS ACCESSORIES, WITHIN THE PROJECT LIMITS, THE CONTRACTOR SHALL NOTIFY THE COUNTY SURVEYOR PRIOR TO DOING SO.
- IN ACCORDANCE WITH O.R.S. 209.150, CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ALL SURVEY MONUMENTS DISTURBED OR DESTROYED DURING CONSTRUCTION. REPLACING THE SURVEY MONUMENTS SHALL BE DONE BY A REGISTERED LAND SURVEYOR AT THE EXPENSE OF THE CONTRACTOR.
- EXISTING UTILITY LOCATIONS SHOWN (PLAN & PROFILE) ARE APPROXIMATE ONLY. NO PREDESIGN POT-HOLING WAS DONE TO ESTABLISH THESE LOCATIONS. CONTACT UTILITY COMPANIES FOR PREMARKING. CONTRACTOR TO POT-HOLE EXISTING UTILITIES AT CONNECTION & CROSSING LOCATIONS TO VERIFY DEPTH, LOCATION & TYPE OF UTILITY PRIOR TO ORDERING CONNECTION MATERIALS OR COMMENCING UTILITY IMPROVEMENTS. NOTIFY ENGINEER IMMEDIATELY IF EXISTING CONDITIONS VARY FROM THAT SHOWN. NOTIFY ENGINEER 24 HOURS PRIOR TO POT-HOLING.
- CONTRACTOR SHALL VERIFY ALL CONDITIONS ON THE JOB SITE INCLUDING ALL DIMENSIONS, GRADES, ELEVATIONS, EXTENT AND COMPATIBILITY TO THE EXISTING SITE CONDITIONS, AND WITH THE WORK DESCRIBED ON THE CONTRACT DRAWINGS. ANY DISCREPANCIES OR UNEXPLAINED CONDITIONS THAT AFFECT OR CHANGE THE WORK DESCRIBED IN THE CONTRACT DOCUMENTS SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION IMMEDIATELY. CONTRACTOR SHALL NOT PROCEED WITH ANY OF THE WORK IN THE AREA OF DISCREPANCIES UNTIL ALL SUCH DISCREPANCIES ARE RESOLVED. IF THE CONTRACTOR CHOOSES TO DO SO, THEN IT IS UNDERSTOOD THAT HE SHALL BE PROCEEDING AT HIS OWN RISK AND INCUR ALL COST, IF ANY, TO RESOLVE THE ISSUE TO THE SATISFACTION OF THE ENGINEER.
- ALL WORK IN A PUBLIC RIGHT-OF-WAY OR EASEMENTS PROPOSED TO BENEFIT A JURISDICTION SHALL CONFORM TO STANDARDS OF THE JHA. TECHNICAL SPECIFICATIONS FOR PUBLIC IMPROVEMENT CONSTRUCTION ARE TO FOLLOW THE MOST CURRENT EDITION OF THE IBC, IPC, AWWA, OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION (OSOTAPWA), JHA STANDARD AND SPECIAL PROVISIONS SHALL BE REFERENCED WHERE CONTRACT SPECIFICATIONS DO NOT ADDRESS A SPECIFIC ITEM. SEE SPECIFICATIONS FOR CONSTRUCTION METHODS AND OTHER NOTES PERTINENT TO THIS PROJECT.
- UPON COMPLETION OF CONSTRUCTION OF THE PROJECT, CONTRACTOR TO SUBMIT RECORD DRAWINGS TO THE ENGINEER. THE PROJECT SHALL NOT BE CONSIDERED COMPLETE UNTIL RECORD DRAWINGS ARE ACCEPTED.
- CONTRACTOR MAY ENCOUNTER HIGH GROUNDWATER TABLE AT SITE LOCATION. CONTRACTOR SHALL ANTICIPATE AND COORDINATE ANY AND ALL DEWATERING TECHNIQUES NECESSARY AND/OR REQUIRED TO COMPLETE PROJECT AS SPECIFIED IN THE TECHNICAL SPECIFICATIONS. CONTRACTOR SHALL BEAR ALL COSTS PERTAINING TO DEWATERING EFFORTS.
- CONTRACTOR SHALL RESTORE ALL SURFACES TO MATCH EXISTING AND ADJACENT GRADES.
- ALL DESIGN ELEVATIONS SHOWN SHALL BE CONSIDERED TO BE FINISH SURFACE ELEVATIONS UNLESS OTHERWISE NOTED. ALL SURFACES SHALL BE GRADED SMOOTH AND FREE OF IRREGULARITIES THAT COULD ACCUMULATE SURFACE WATER.
- THE CONTRACTOR SHALL COORDINATE A SUFFICIENT NUMBER OF COMPACTION TESTS PERFORMED TO MEET SPECIFICATION REQUIREMENTS AT THE DEVELOPER'S EXPENSE. SHOULD COMPACTION REQUIREMENTS NOT BE MET, CONTRACTOR SHALL RECOMPACT AND PAY ALL ADDITIONAL TESTING COSTS RELATED TO THE RECOMPACT.
- CONTRACTOR SHALL ERECT AND MAINTAIN BARRICADES, WARNING SIGNS, TRAFFIC CONES PER ODOT/MUTCD REQUIREMENTS. ACCESS TO EXISTING DRIVEWAYS AND BUSINESSES TO BE MAINTAINED AT ALL TIMES. CONTRACTOR SHALL REPLACE ALL SIGNS REMOVED DURING CONSTRUCTION. JHA TO APPROVE INSTALLATION.
- THE CONTRACTOR SHALL DEVELOP AND SUBMIT A TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE JHA AND ODOT (IF APPLICABLE). THE TRAFFIC CONTROL PLAN SHALL DETAIL KEY INTERSECTIONS WITHIN THE PROJECT ZONE. THE CONTRACTOR SHALL FURNISH AND PLACE TRAFFIC CONTROL BARRICADES AND SIGNS ACCORDING TO THE MUTCD AND ODOT SPECIFICATIONS. THE CONTRACTOR SHALL USE CONES, DELINEATORS, DETOUR SIGNS AND BARRICADES TO KEEP VEHICULAR AND PEDESTRIAN TRAFFIC OUT OF THE IMMEDIATE CONSTRUCTION ZONE OF THE CONTRACTOR. ALL SIGNS AND BARRICADES MUST BE APPROVED BY THE JHA, ODOT, AND THE ENGINEER PRIOR TO ORDERING.

UTILITY PROVIDERS

CITY OF WARRENTON
ATTN: COLLIN STELZIG
PUBLIC WORKS DIRECTOR
45 SW 2ND ST.
WARRENTON, OR 97146
(503) 861-0917
(503) 861-9681 (FAX)

CABLE TELEVISION
CHARTER COMMUNICATIONS
ATTN: RICH MCCANN
419 GATEWAY
ASTORIA, OR 97103
503-735-5587
503-235-7421 (FAX)

WATER AND SANITARY SEWER
CITY OF WARRENTON
ATTN: COLLIN STELZIG
PUBLIC WORKS DIRECTOR
45 SW 2ND ST.
WARRENTON, OR 97146
(503) 861-0917
(503) 861-9681 (FAX)

NORTHWEST NATURAL GAS
ATTN: RICH GIRARD
220 2ND AVENUE
PORTLAND, OR 97209
503-226-4211 EXT. 2980
503-281-6169 (CELL)

ELECTRICITY
PACIFIC POWER
ATTN: MARILYN BROCKEY
2340 SE DOLPHIN
WARRENTON, OR 97146
503-861-6025
503-861-6020 (FAX)

TELEPHONE
CENTURYLINK
ATTN: MIKE MEISNER
481 INDUSTRY
ASTORIA, OR 97103
503-242-7676
503-242-8449 (FAX)

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

REFERENCE DATUM

PK NAIL NUMBERED 205 LOCATED IN THE ASPHALT ACROSS FROM THE ENTRANCE TO THE SITE. ELEVATION = 35.83. ELEVATION IS NGVD 1929 TO MATCH EXISTING DOLPHIN AVENUE PLANS BY RANKIN ENGINEERING.

PROJECT TEAM

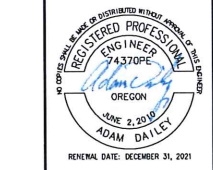
CIVIL ENGINEER
A.M. ENGINEERING, LLC
ADAM DAILEY, P.E.
P.O. BOX 973
SEASIDE, OR 97138
503-468-8600

ARCHITECT
Tolovans Architects, LLC
David Vonada
368 Elk Creek Rd, #408
Cannon Beach, OR 97110
david@tolovansarchitects.com

SURVEYOR
CKJ Land surveying
Scott Cooler
P.O. Box 2599
Gearhart, OR 97138
503-736-4320

SHEET INDEX

- C1 COVER
- C2 PRELIMINARY SITE PLAN
- C3 VEHICLE TRACKING
- C4 PRELIMINARY GRADING AND LANDSCAPE PLAN



OSBURN PLUMBING
SITE DEVELOPMENT
COVER

SS3, T8N, 10W WM
WARRENTON, CLATSOP COUNTY, OREGON

SITE DESIGN REVIEW - NOT FOR CONSTRUCTION

NO.	DATE	BY	REVISION COMMENTS

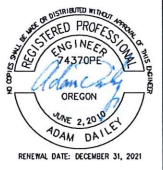
INITIAL ISSUE

DESIGN	DRAWN
ADD	MED
CHECKED	DATE
ADD	5/20/20

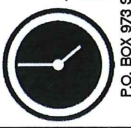
C1

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P:\20000 Osburn Plumbing Site Development\CAD\C20000-001.dwg Plotted: By: ame, 05/22/20 12:10:22 pm



A.M. Engineering
 P.O. BOX 573 SEASIDE, OREGON 97138
 Phone: 503.488.8600 WWW.AMENGINEERING.COM

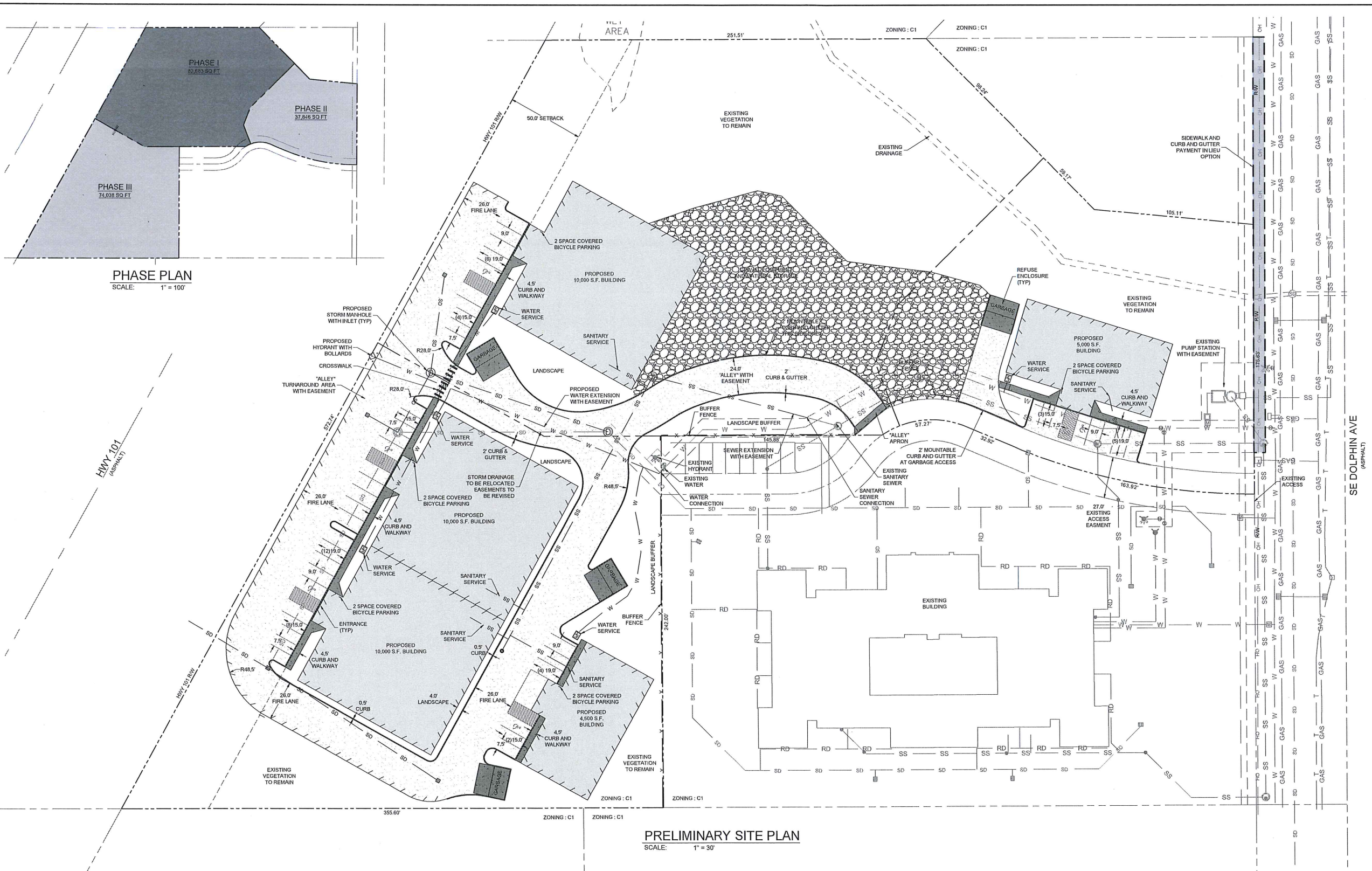


**OSBURN PLUMBING
 SITE DEVELOPMENT
 PRELIMINARY SITE PLAN**
 SS3, T8N, 10W WM
 WARRENTON, CLATSOP COUNTY, OREGON

SITE DESIGN REVIEW - NOT FOR CONSTRUCTION

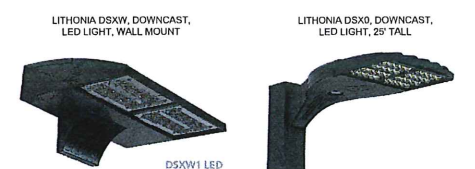
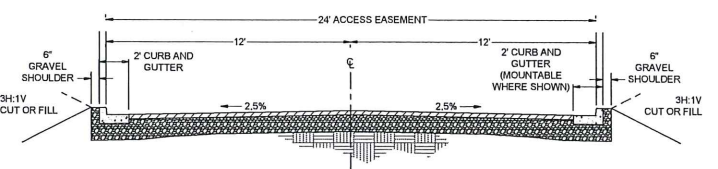
NO.	DATE	BY	REVISION COMMENTS

INITIAL ISSUE
 DESIGN: LBD
 DRAWN: LBD
 CHECKED: DATE: 5/20/20
 ADD: C2
 COPYRIGHT 2020 ©



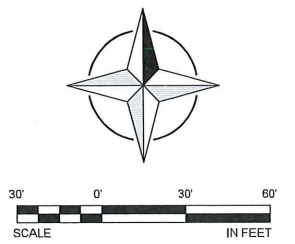
PHASE PLAN
 SCALE: 1" = 100'

PRELIMINARY SITE PLAN
 SCALE: 1" = 30'

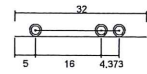


VEHICLE PARKING SPACES (WMC 16.128.030.A)

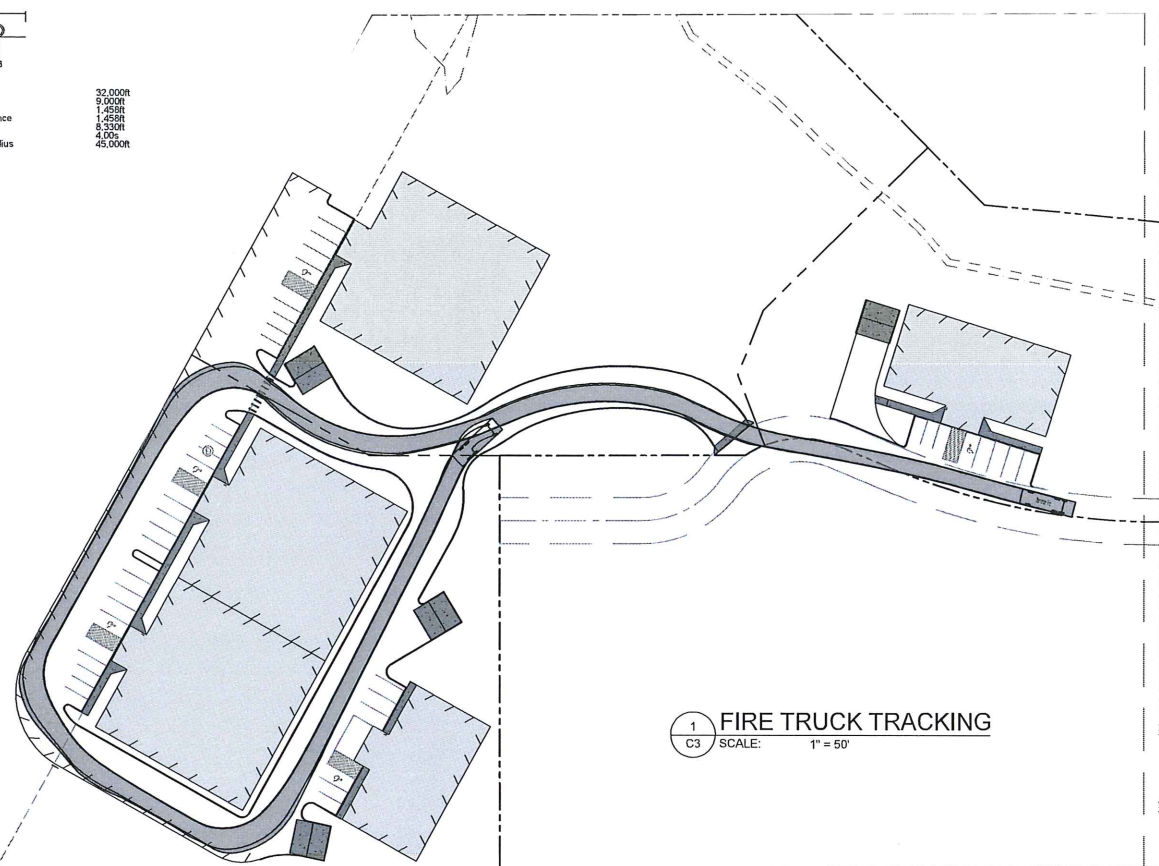
PHASE	TOTAL REQUIRED	TOTAL PROVIDED	STANDARD	COMPACT (AS %)	VAN ACCESSIBLE	BICYCLE REQUIRED	BICYCLE PROVIDED
I	10	10	5	4 (40)	1	2	2
II	6	6	4	3 (38)	1	2	2
III	25	25	13	10 (38)	3	6	6



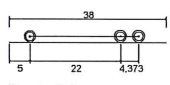
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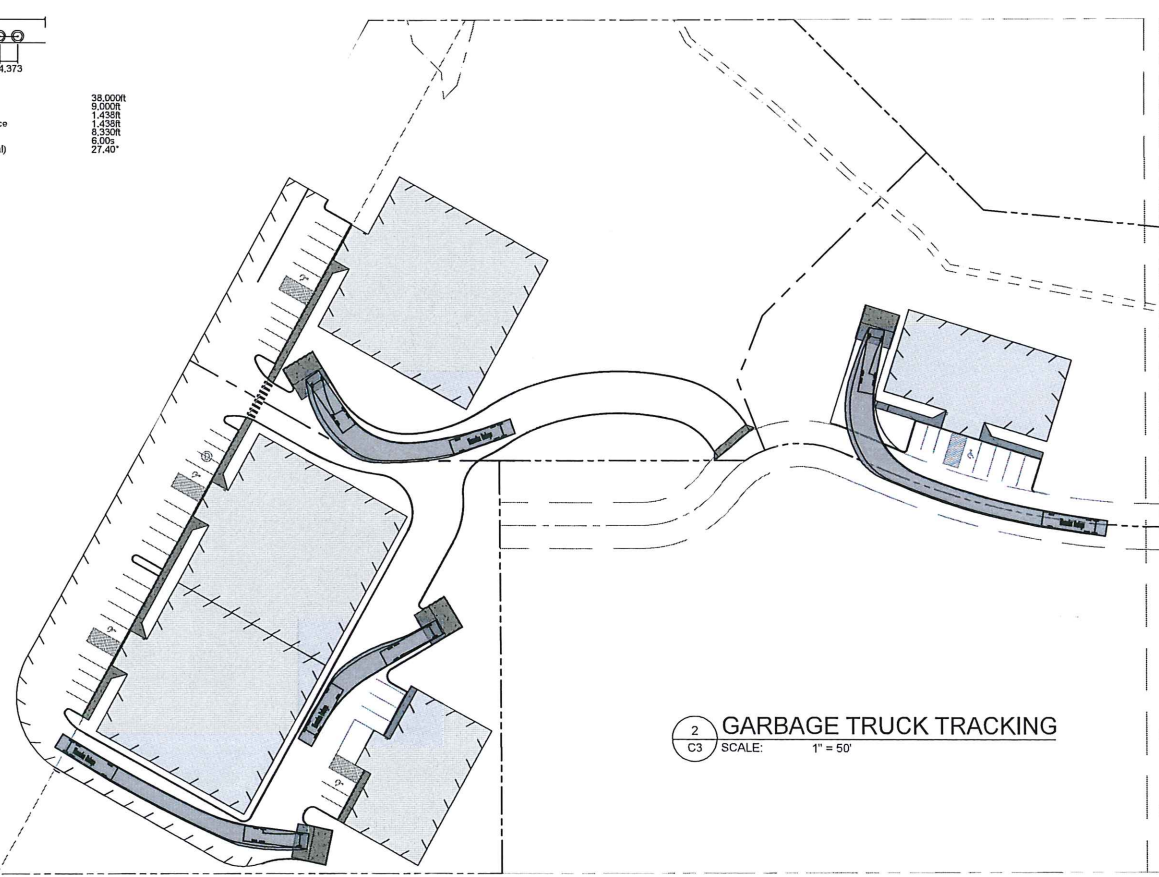
Warrenton Fire
 Overall Length 32.000ft
 Overall Width 9.000ft
 Overall Body Height 1.458ft
 Min Body Ground Clearance 1.458ft
 Max Track Width 6.330ft
 Lock-to-lock time 4.00s
 Curb to curb Turning Radius 46.000ft



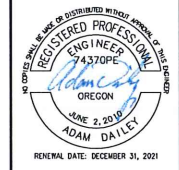
1 FIRE TRUCK TRACKING
 C3 SCALE: 1" = 50'



Warrenton Garbage
 Overall Length 38.000ft
 Overall Width 9.000ft
 Overall Body Height 1.438ft
 Min Body Ground Clearance 1.438ft
 Max Track Width 6.330ft
 Lock-to-lock time 6.00s
 Max Steering Angle (Virtual) 27.40°



2 GARBAGE TRUCK TRACKING
 C3 SCALE: 1" = 50'



A.M. Engineering
 P.O. BOX 973 SEASIDE, OREGON 97138
 Phone: 503.488.8600 WWW.AMENGINEERING.COM

SITE DESIGN REVIEW - NOT FOR CONSTRUCTION

OSBURN PLUMBING
 SITE DEVELOPMENT
 VEHICLE TRACKING
 S33, T8N, 10W WM
 WARRENTON, CLATSOP COUNTY, OREGON

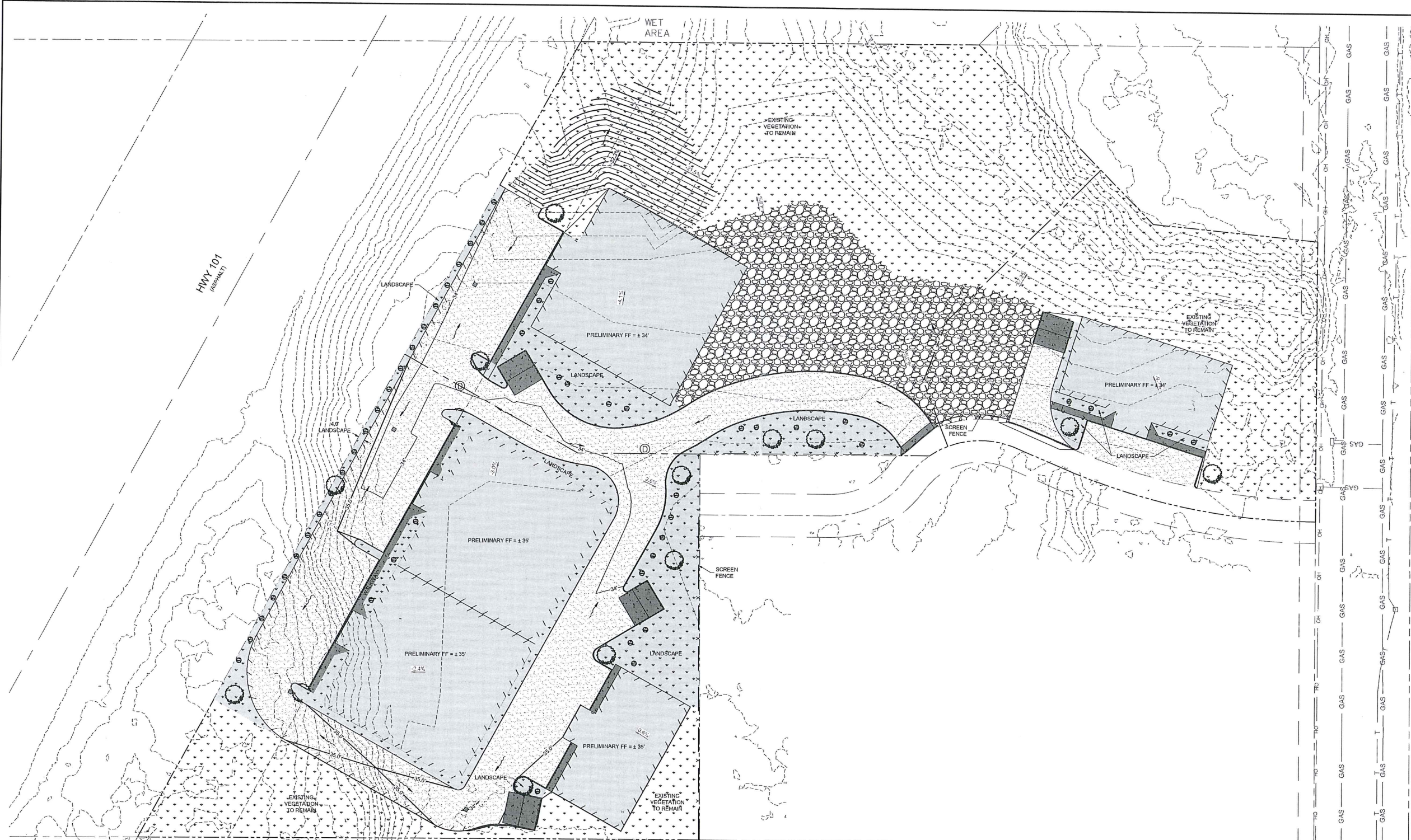
NO.	DATE	BY	REVISION COMMENTS

INITIAL ISSUE	
DESIGN	DRAWN
ADD	MSD
CHECKED	DATE
ADD	5/20/20

C3

COPYRIGHT 2020 ©

P:\20000 Osburn Plumbing Site Development\ACAD\C20000-001.dwg Plotted: By ams, 05/22/20 12:03:34 pm



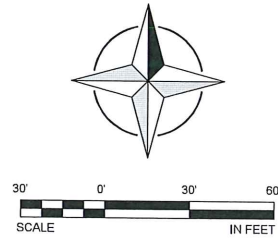
PRELIMINARY GRADING AND LANDSCAPE PLAN
SCALE: 1" = 30'

PRELIMINARY PLANT LIST

SHRUBS	TREES	GROUND COVER
POINT REYES	VINE MAPLE	KINKKINICK
CEANOTHUS		
KELSEYI DOGWOOD	RED ALDER	BEACH STRAWBERRY
WESTERN FESCUE GRASS	SERVICEBERRY	FALSE LILY OF THE VALEY
SALAL		
OREGON IRIS		
OREGON GRAPE		
PACIFIC WAX MYRTLE		
INDIAN PLUM		
COMMON WHITE SNOWBERRY		
EVERGREEN HUCKLEBERRY		

LANDSCAPE AREAS (16.124.070(C))

PHASE	GROSS LOT	PROPOSED LANDSCAPE	CONSERVED LANDSCAPE	TOTAL LANDSCAPE (% OF LOT)	TREE COUNT
I	82,683	6,869	38,877	45,746 (55%)	4
II	37,846	1,023	20,120	21,143 (56%)	2
III	74,038	5,030	17,769	22,799 (31%)	6



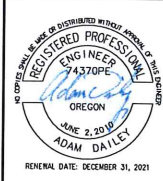
SITE DESIGN REVIEW - NOT FOR CONSTRUCTION

**OSBURN PLUMBING
SITE DEVELOPMENT
PRELIMINARY GRADING AND LANDSCAPE PLAN
S33, T8N, 10W WM
WARRENTON, CLATSOP COUNTY, OREGON**

NO.	DATE	BY	REVISION COMMENTS

INITIAL ISSUE	
DESIGN	DRAWN
ADD	MSD
CHECKED	DATE
ADD	5/20/20

C4
COPYRIGHT 2020 ©



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



TRIP GENERATION CALCULATIONS

Land Use: General Light Industrial
Land Use Code: 110
Setting/Location: General Urban/Suburban
Variable: 1,000 Square Feet of Gross Floor Area
Variable Quantity: 40

AM PEAK HOUR

Trip Rate: 0.70

	Enter	Exit	Total
Directional Distribution	88%	12%	
Trip Ends	25	3	28

PM PEAK HOUR

Trip Rate: 0.63

	Enter	Exit	Total
Directional Distribution	13%	87%	
Trip Ends	3	22	25

WEEKDAY

Trip Rate: 4.96

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	99	99	198

SATURDAY

Trip Rate: 1.99

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	40	40	80

City of Warrenton
July 9, 2020
Public Hearing

Conditional Use Permit, Site Design Review & Variance / Osburn Plumbing

Approve

Name

Mailing Address

- | | | |
|-----|-------------|-----------------------------|
| 1. | Ryan Osburn | 33485 Old Pine Dr Warrenton |
| 2. | Adam Dailey | PO Box 973 Seaside OR |
| 3. | MIKE MORGAN | PO BX 132 CB 97110 |
| 4. | | |
| 5. | | |
| 6. | | |
| 7. | | |
| 8. | | |
| 9. | | |
| 10. | | |
| 11. | | |
| 12. | | |
| 13. | | |
| 14. | | |

*City of Warrenton
July 9, 2020
Public Hearing*

Conditional Use Permit, Site Design Review & Variance / Osburn Plumbing

Oppose

Name

Mailing Address

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____
13. _____
14. _____

NOTICE OF PUBLIC HEARING

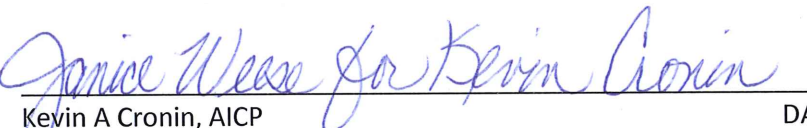
The Warrenton Planning Commission will conduct a public hearing at 6:00 P.M. July 9, 2020 at the Warrenton City Hall, Commission Chambers to consider Case No. CUP 20-2, SDR 20-4, & VAR 20-1 Conditional Use Permit, Site Design Review, & Variance by Ryan Osburn for a new contractors office and warehouse. This case will be reviewed under the procedures, standards and criteria in Warrenton Municipal Code 16.40 General Commercial Zone, Division 3 Design Standards, 16.220 Conditional Use Permit, 16.212 Site Design Review, & 16.208.050 Type III Procedure (Quasi-Judicial Hearing).

Anyone wishing to testify on this proposal may either attend the public hearing and speak to the City Commission, or submit written materials, which must be received by the Warrenton Community and Economic Development Department no later than 5:00 P.M. on the day of the hearing. Written comments may be mailed to Mark Barnes, Community & Economic Development Department, P.O. Box 250, Warrenton Oregon, 97146-0250.

Anyone wishing to review and/or purchase copies of the proposed legislation and/or staff report may do so at Warrenton City Hall, 225 South Main, or may contact Mark Barnes at 503-861-0920 – cityplanner@ci.warrenton.or.us. The staff report will be available for review at no cost at least seven days before the hearing.

HOW TO PARTICIPATE: All interested persons are invited to submit written comments to Kevin A. Cronin, Community Development Director, Warrenton City Hall, PO Box 250, Warrenton, OR 97146 by May 7, 2020. Failure to participate in this administrative review in writing or failure to address relevant issues with sufficient specificity may preclude your right to appeal the administrative decision on this application.

FOR FURTHER INFORMATION contact City of Warrenton at 503.861.0920 or cityplanner@ci.warrenton.or.us, Monday through Thursday, 8:30 a.m. to noon/1:00 p.m. to 5:00 p.m.

 _____
DATE: 6/19/20

Kevin A Cronin, AICP
Assistant City Manager/Development Director

June 15, 2020

Ryan Osburn
Osburn Plumbing

Gearhart OR 97108

RE: Osburn Plumbing Warehouse | Conditional Use Permit & Site Design Review
Application (File: CUP 20-2 & SDR 20-4)

I have reviewed the above application for a Type 3 conditional use and site design review and find all the required components included based on the pre-application conference notes and subsequent follow up via email for incomplete items. The application is complete and the City can initiate the public notice and formal review. However, please recognize that there may be requests for additional information as we perform the substantive review.

A hearing with the Planning Commission has been scheduled for July 9. Due to the COVID-19 pandemic, the City has a new hearing procedure with video streaming. There is limited seating for in person attendance.

I really appreciate the electronic application materials.

Mark Barnes has been hired on a temporary basis and will work with you on this project.

Sincerely,

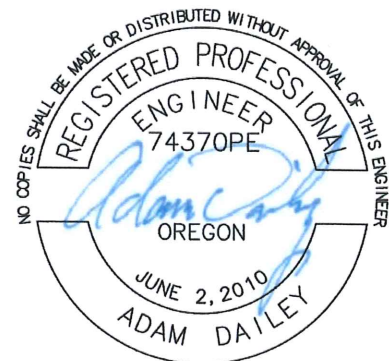


Kevin A. Cronin, AICP
Assistant City Manager/
Community Development Director

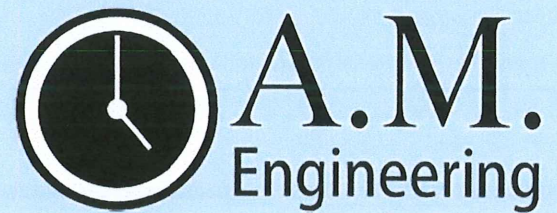


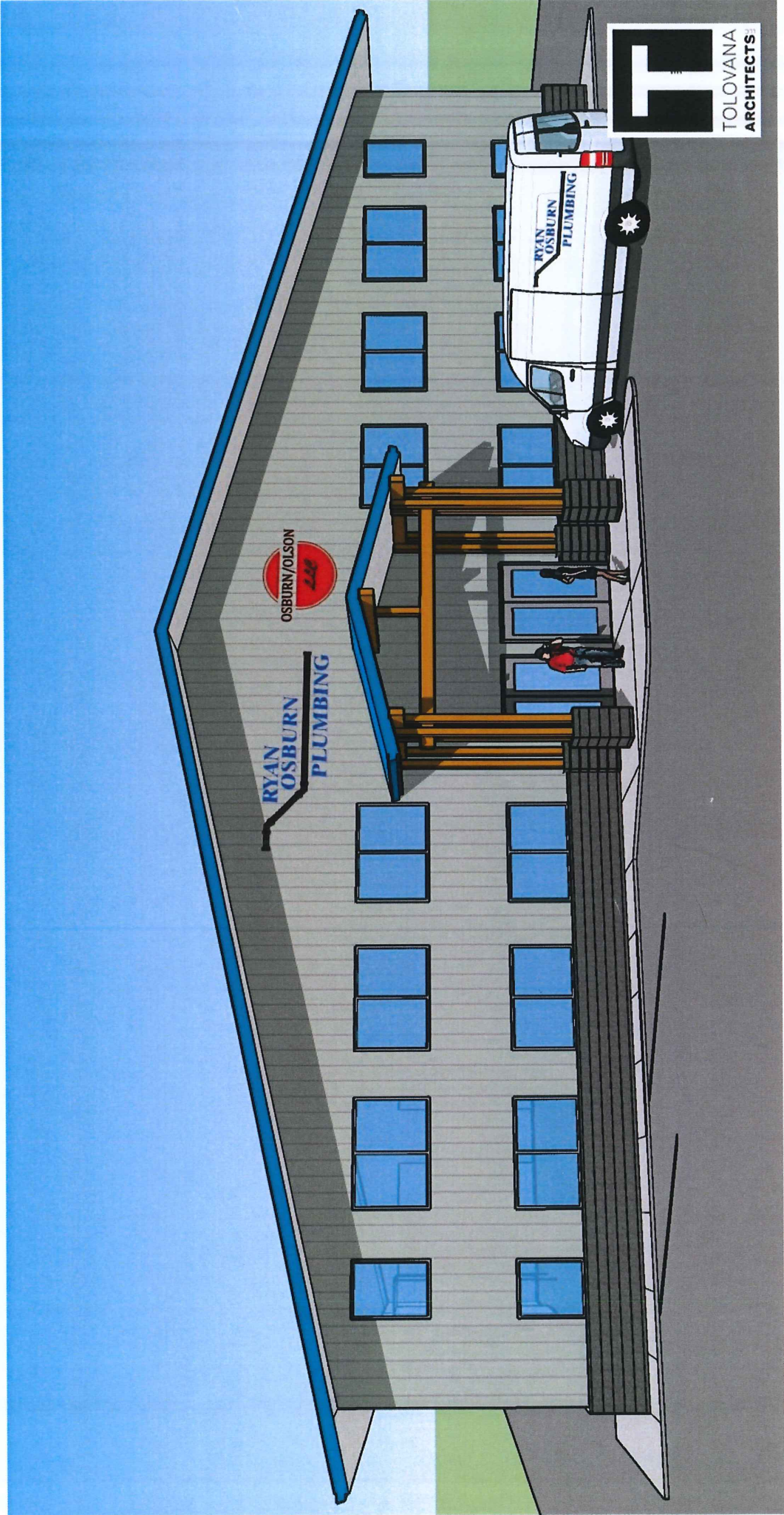
**PRELIMINARY
DRAINAGE REPORT**

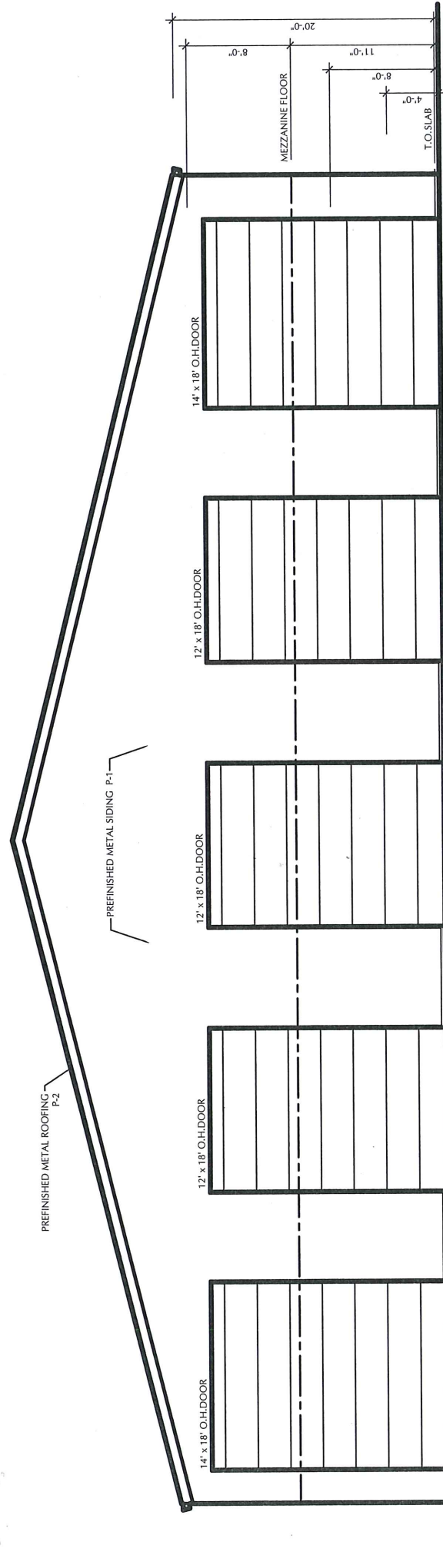
5/22/20



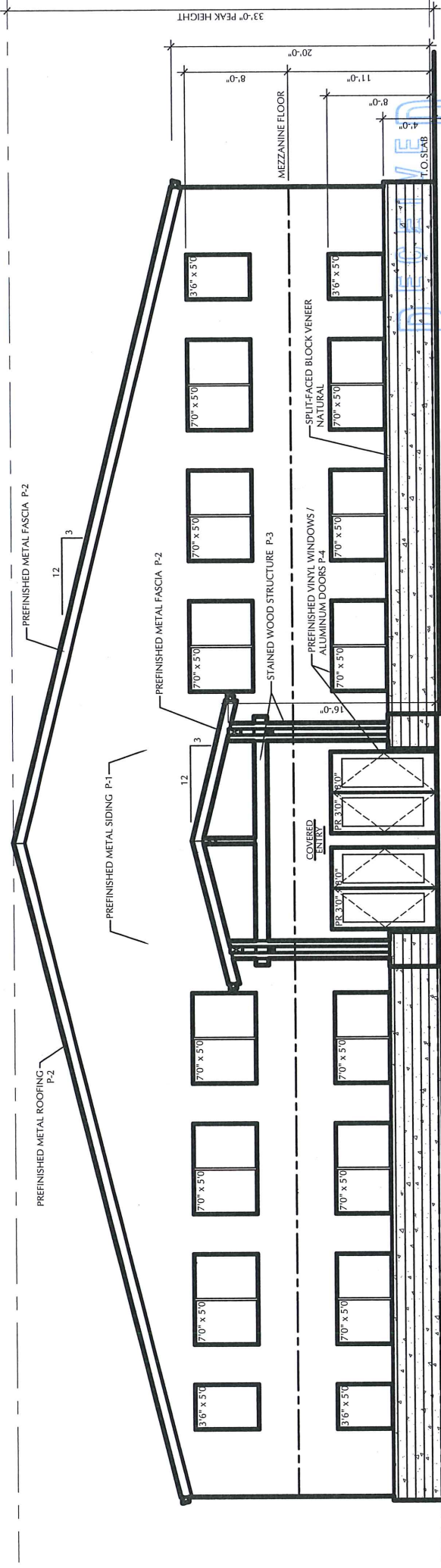
RENEWAL DATE: DECEMBER 31, 2021







2
1/4" = 1'-0"
BACK ELEVATION



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

DATE: MAY 20 2000
BY: CITY OF WARRENTON



PREFINISHED METAL SIDING
U-PANELS

COLOR P-1 OLD TOWN GREY



PREFINISHED METAL ROOFING
U-PANELS

COLOR P-2 REGAL BLUE



PREFINISHED METAL FASCIA

COLOR P-2 REGAL BLUE



STAINED WOOD ENTRY STRUCTURE

COLOR P-3 DARK WALNUT



VINYL WINDOW EXTERIOR FINISH

SILVER



SPLIT-FACED CONCRETE BLOCK

CHARCOAL

ALUMINUM STOREFRONT ENTRY

CLEAR ANODIZED



ROLLING GARAGE DOORS

GREY



Tolovana Architect LLC
368 Elk Creek Road Ste. 408
Cannon Beach, Oregon 97110



MATERIALS
PHASE 1 BUILDING
RYAN OSBURN
WARRENTON, OREGON

DATE: 2020-06-18
JOB: _____
FILE: _____
DRAWN: _____
CHECKED: _____
COPYRIGHT
TOLOVANA ARCHITECTS 2020

Cashier: mhitchman

City of Warrenton
225 S. Main Avenue
P.O. Box 250
Warrenton, OR 97146

~~~~~

Customer Receipt

Rcpt No: 08825677 Date: 05/29/2020  
Time: 12:02 PM

Customer No: 117005  
Name: OSBURN, RYAN  
Address: 33485 SW OLD PINE DR  
WARRENTON, OR 97146

Accounts Paid:  
CR 1,000.00

DEVAPP  
DEVELOPMENT APP DEPO  
SIT- RYAN OSBURN PLU  
MBING 1,000.00

~~~~~

Amount Paid: 1,000.00
Check Amount: 0.00
Check No:
Cash Paid: 0.00

Thank you for your payment.

~~~~~

General Ledger Accounts:  
001-000-220005  
DEVELOPMENT APP DEPO  
SIT- RYAN OSBURN PLU  
MBING 1,000.00

Cashier: mhitchman

City of Warrenton  
225 S. Main Avenue  
P.O. Box 250  
Warrenton, OR 97146

~~~~~

Customer Receipt

Rcpt No: 08825676 Date: 05/29/2020

Time: 12:03 PM

Customer No: 108136
Name: RYAN OSBURN PLUMBING, INC,
Address: 33485 SW OLD PINE DR.

WARRENTON, OR 971467170

Accounts Paid:
CR 2,000.00

DEVAPP
DEVELOPMENT APP DEPO
SIT - osburn plumbin
g llc 2,000.00

~~~~~

Amount Paid: 2,000.00  
Check Amount: 0.00  
Check No:  
Cash Paid: 0.00

Thank you for your payment.

~~~~~

General Ledger Accounts:
001-000-220005
DEVELOPMENT APP DEPO
SIT - osburn plumbin
g llc 2,000.00

Cashier: mhitchman

City of Warrenton
225 S. Main Avenue
P.O. Box 250
Warrenton, OR 97146

~~~~~

Customer Receipt

Rcpt No: 08825678 Date: 05/29/2020  
Customer No: 117005 Time: 12:07 PM  
Name: OSBURN, RYAN  
Address: 33485 SW OLD PINE DR  
WARRENTON, OR 97146

Accounts Paid:  
CR 3,000.00  
PLAN  
PLANNING FEES - SDR-  
20-4 750.00  
PLAN  
PLANNING FEES CUP-20  
-1 1,000.00  
PLAN  
PLANNING FEES - V-20  
-1 1,250.00

~~~~~

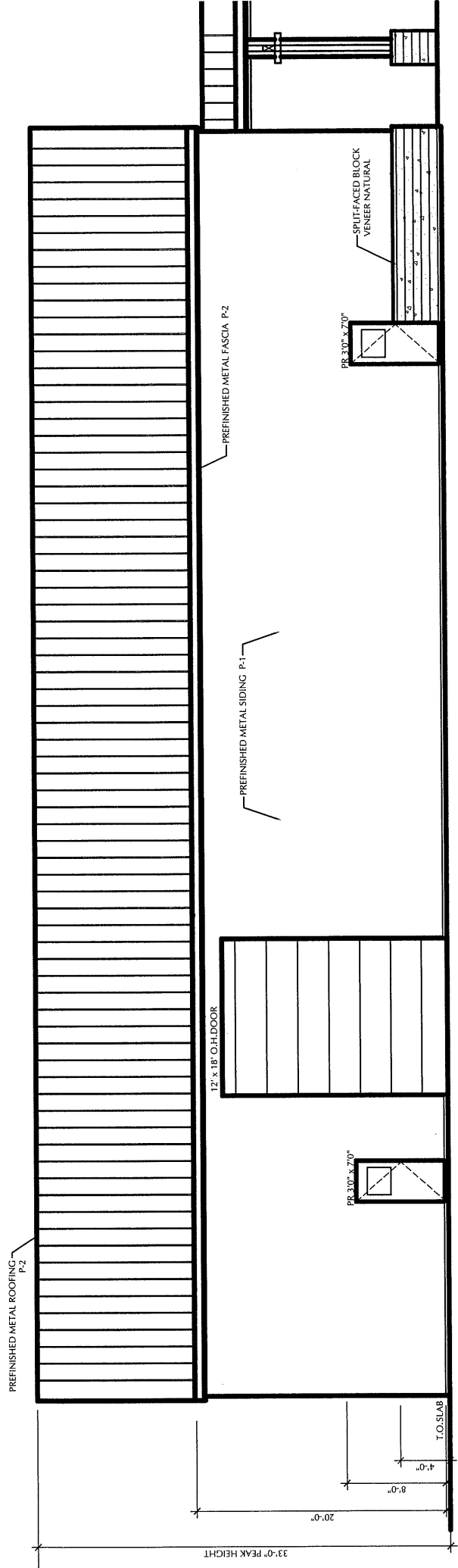
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Cash Paid: 0.00

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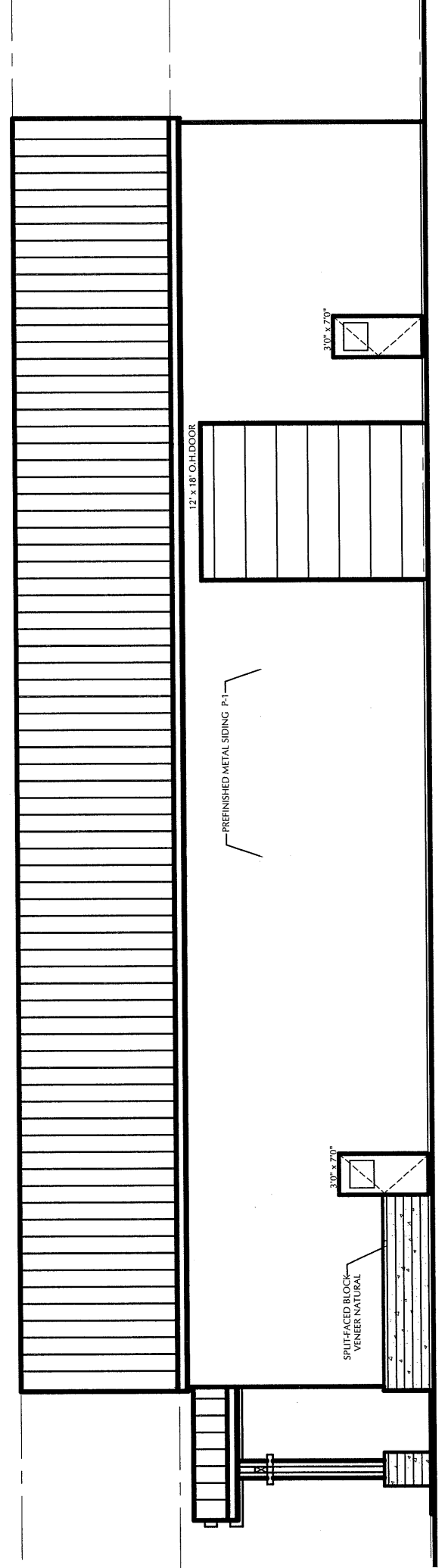
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General Ledger Accounts:  
001-000-341300  
PLANNING FEES - SDR-  
20-4 750.00  
001-000-341300  
PLANNING FEES CUP-20  
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001-000-341300  
PLANNING FEES - V-20  
-1 1,250.00



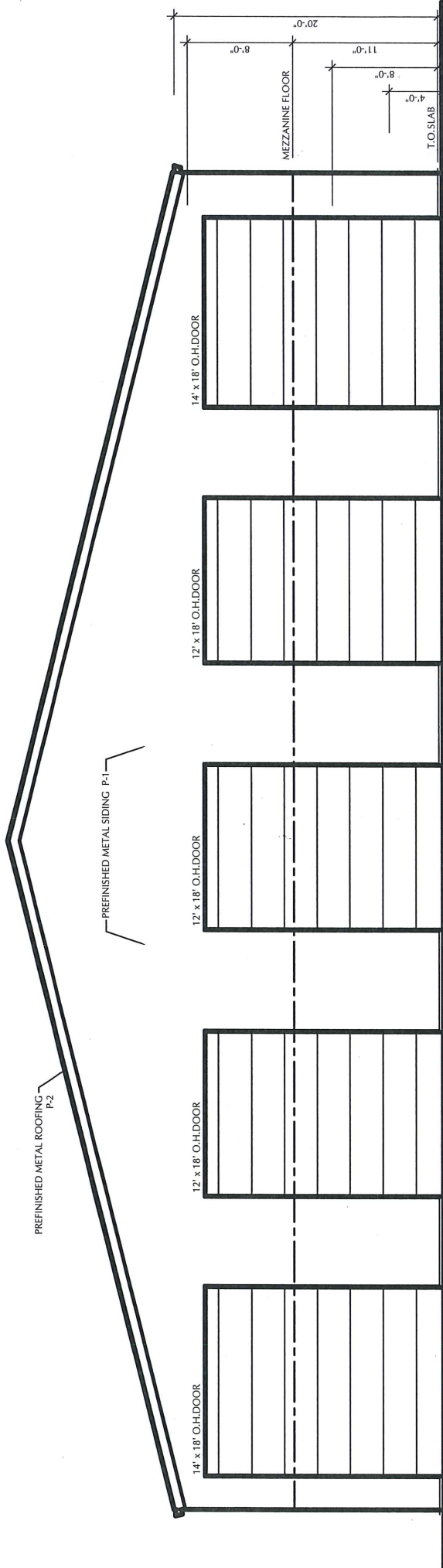


1 SIDE ELEVATION  
1/8" = 1'-0"

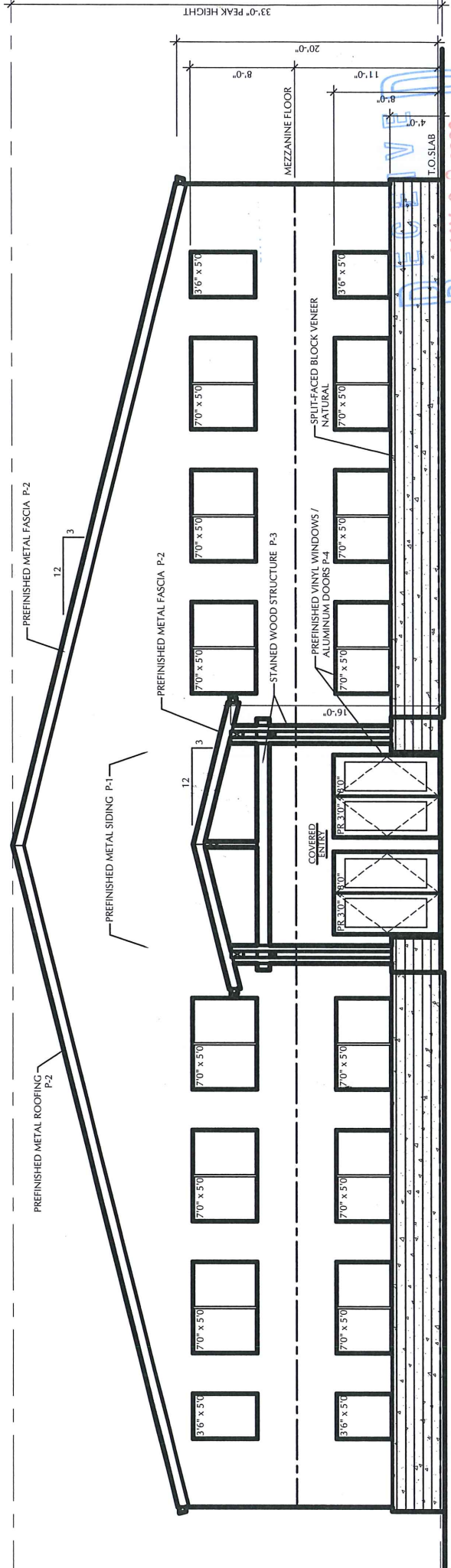


2 SIDE ELEVATION  
1/8" = 1'-0"





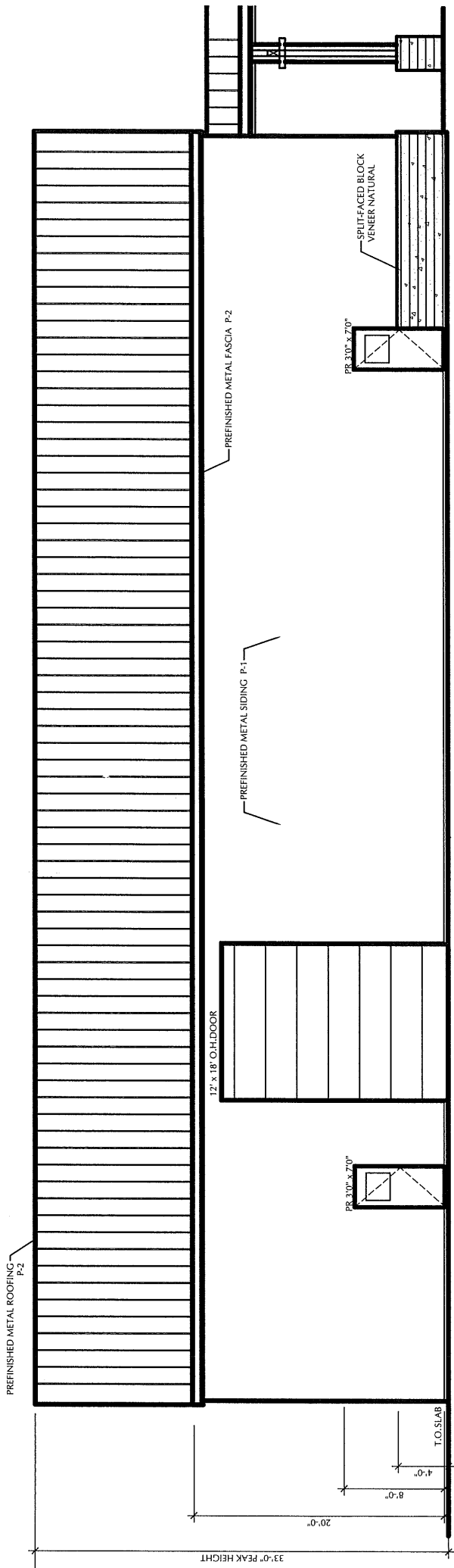
**BACK ELEVATION**



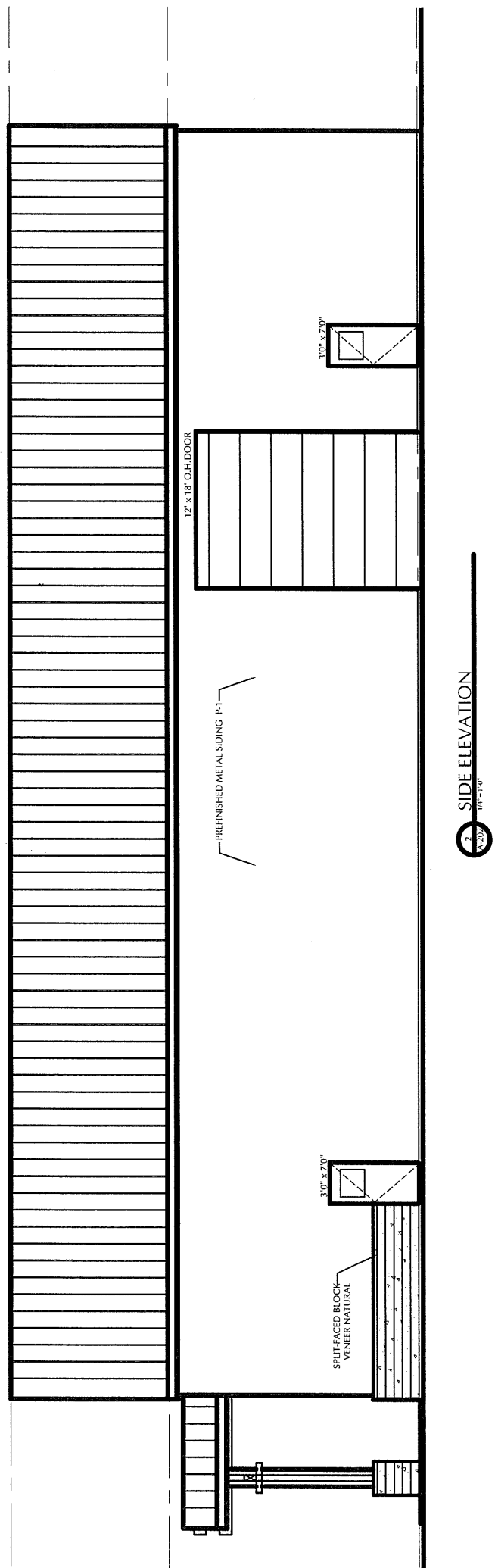
**FRONT ELEVATION**



BY: CITY OF WARRENTON



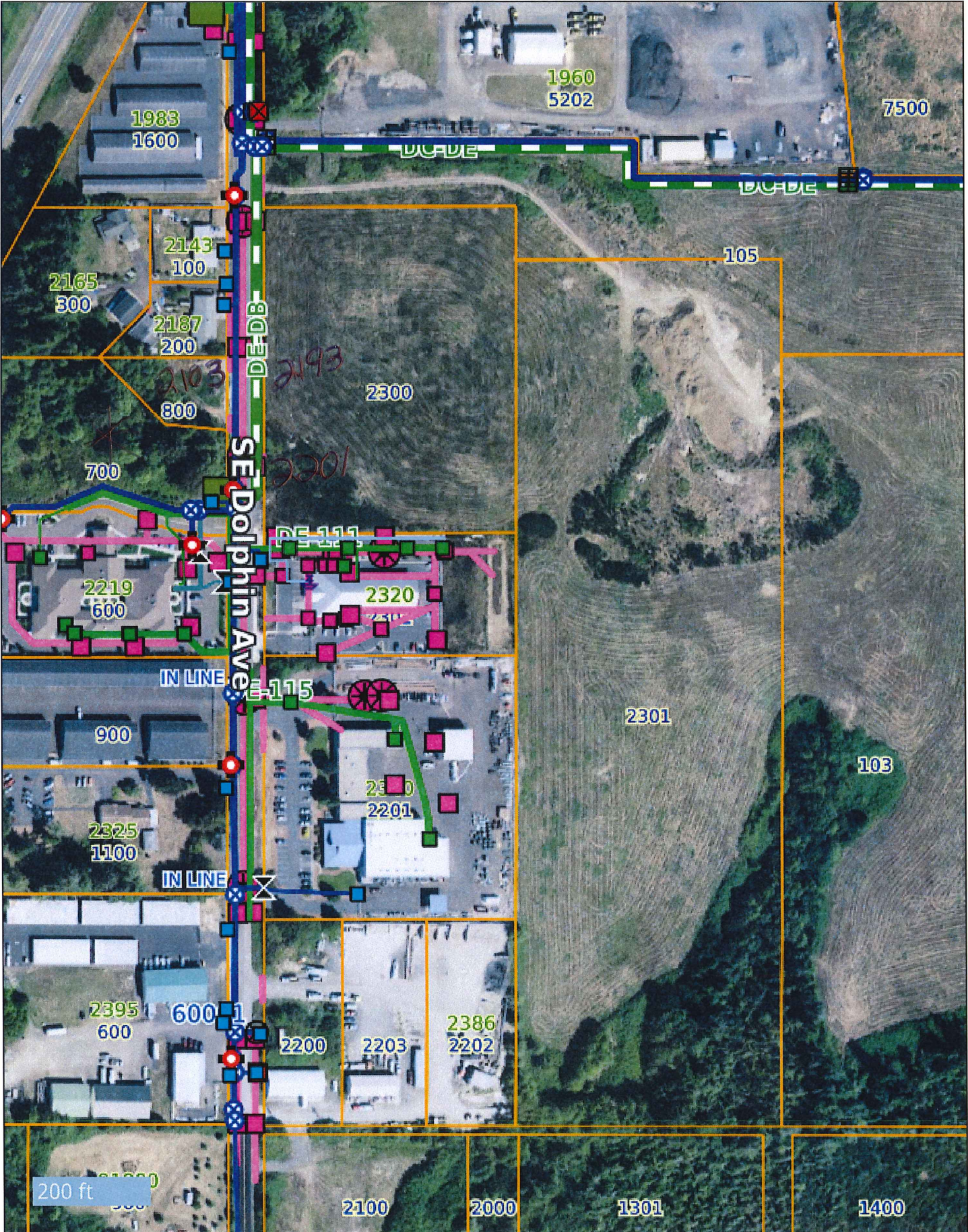
1 SIDE ELEVATION  
1/4" = 1'-0"



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



Plan 2020  
2193 Lir



**Disclaimer:** The information contained in this GIS application is NOT AUTHORITATIVE and has NO WARRANTY OR GUARANTEE assuring the information presented is correct. GIS applications are intended for a visual display of data and do not carry legal authority to determine a boundary or the location of fixed works, including parcels of land. They are intended as a location reference for planning, infrastructure management and general information only. The City of Warrenton assumes no liability for any decisions made or actions taken or not taken by the user of the GIS application. The City of Warrenton provides this GIS map on an "as is" basis without warranty of any kind, expressed or implied, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no liability for any errors, omissions, or inaccuracies in the information presented.



Gearhart Land & Capital, LLC  
1817 SW Hawthorne Terrace  
Portland, OR 97201-1735

Until requested otherwise, send all tax statements to:  
Gearhart Land & Capital, LLC  
1817 SW Hawthorne Terrace  
Portland, OR 97201-1735

Account: 59661  
Map: 8-10-33A TL 202  
Account: 59662  
Map: 8-10-33A TL 203

**BARGAIN AND SALE DEED**

KNOW ALL MEN BY THESE PRESENTS, that Dolphin Road Investors, LLC, an Oregon Limited Liability Company, hereinafter called Grantor, for the consideration herein stated, does hereby grant, bargain, sell and convey unto Gearhart Land and Capital, L.L.C., an Oregon Limited Liability Company, hereinafter called Grantee and unto Grantee's heirs, successors and assigns all of the undersigned's interest, together with the tenements, hereditaments and appurtenants thereunto belonging or in anywise appertaining, situated in the County of Clatsop, State of Oregon, described as follows to wit:

Parcels 2 and 3 of Partition Plat No. 2015-006, as recorded in Instrument number 201504274, a replat of a portion of Lot 8, Rodney Acres, City of Warrenton, Clatsop County, Oregon.

TAX ID # 59661 and# 59662  
Street Address: adjoining to 2219 SE Dolphin Ave., Warrenton, OR 97146

together with all of Lot 8, Rodney Acres, City of Warrenton, Clatsop County Oregon, excepting Parcel 1 of Partition Plat No. 2015-006, as recorded in Instrument number 201504274, a replat of a portion of Lot 8, Rodney Acres, City of Warrenton, Clatsop County, Oregon.

To have and to hold the same and to the said Grantor and Grantee's heirs, successor and assigns forever.

The true and actual consideration paid for this transfer stated in terms of dollars, is: none; this deed is given to transfer the property from an LLC to its member, as a distribution. This deed is recorded to correct instrument recorded as instrument number 201504778, which incorrectly referred to Golden State Holdings, LLC, and to further transfer the portion of Lot 8 not included in Partition Plat No. 2015-006.

In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to trusts, corporations and to individuals.

IN WITNESS WHEREOF, the Grantor has executed this instrument this 30<sup>th</sup> day of July, 2015.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

Dolphin Road Investors, LLC  
an Oregon Limited Liability Company

By: Bruce Ritchie  
Bruce Ritchie, Member

STATE OF Oregon )  
County of MULTNOMAH ) ss.

This foregoing instrument was acknowledged before me on this 30<sup>th</sup> day of July, 2015, by Bruce Ritchie, Member of Dolphin Road Investors, LLC, an Oregon Limited Liability Company.