



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

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

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

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

**Flag Salute**

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

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

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

**Public Hearing Open**

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

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

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

**Testimony for the Applicant**

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

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

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

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

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

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

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

### **Public Hearing Closed**

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

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

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

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

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

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

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

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

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

### **Discussion Among Commissioners**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Meeting Adjourned**

Attest and submitted by

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Janice Weese, Building Clerk

Approved

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Paul Mitchell, Planning Commission Chair



**MINUTES  
Warrenton Planning Commission  
July 9, 2020**

**Development Code Amendment / Commercial Corridor Design Standards  
Osburn Plumbing Site Design Review SDR-20-04; Conditional Use CUP-20-01 and  
Variance V-20-01 for new contractor shops**

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

**Staff Present:** Interim Planning Director Mark Barnes, Building Clerk Janice Weese

**Flag Salute**

**Comments on Non-Agenda Items:** Ms. Gaebel spoke up and wanted her comment on the record that she was very concerned that her fellow commissioners were not wearing facemasks even though they are required. Mr. Mitchell spoke up and stated that under his doctor's care he is not having to wear one due to his medical conditions.

**Public Hearing Open**

**Subject of Review:** Ryan Osburn Plumbing has made an application to construct a new contractor shop, warehouse, and office with private street access to SE Dolphin Avenue.

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

**Staff Report:** Mr. Barnes stated that the staff report needed to be written right away when he came aboard. The input from the Public Works Department and the applicants Engineer was posted on the website this morning. The staff report was written prior to this information.

This is a three part application, conditional use permit, variance, and site design review. The application is to build an approximately 40,000 sq. ft. commercial building, with three buildings off SW Dolphin Avenue.

Mr. Barnes wanted to go over the off street parking situation that was purposed under the direction of some numbers that Mr. Cronin gave them. The code allows the Community Development Director to decide if you do not fit any categories in the Development Code, then you could use other calculations. This use is not listed in the table for parking

requirements. Mr. Barnes said that if the Planning Commission agrees with those figures then they would not have to do anything; otherwise the Planning Commission would have to make findings in that regard.

Mr. Barnes also wanted to go over with the Planning Commissioners the outside circulation system that shares part of the driveway with Clatsop Care. It is an existing driveway that the Planning Commission approved when Clatsop Care was built with the knowledge that there will be more development on the property. A separate driveway will go into what Mr. Osburn is proposing for his shops. The Development Code requires that those private driveways meet public road standards; but they are not public roads and they are not trying to turn them into public roads. It was advised by Mr. Barnes to look closely at the size of the road. Also suggested that if the commissioners wanted to see revised plans then they could ask the applicant to bring back new ones or approve it as is or do modifications. It was noted that there was no feedback from Clatsop Care on this application.

### **Testimony for the Applicant**

Mike Morgan – Consultant for the Applicant  
P.O. Box 132  
Cannon Beach, OR

Mr. Morgan is pleased and agrees with the staff report and conditions. He showed on an easel the site plan of what the size and buildings will look like and the phasing process of the buildings. The landscaping area for all three is 46% of the site area. The building lot coverage is 17%. Mr. Morgan feels that the project is in compliance with the Comprehensive Plan, is within the urban growth boundaries, and the city limits. There are similar businesses around where they want to build and is an appropriate use of the site. The property is out of the Tsunami zone, floodplain, and wetlands.

Mr. Morgan talked about how the façade and the appearance of the building would look from the highway; feels it will look attractive.

The vehicles and tools will be stored in the building.

There will be an additional landscape buffer of trees and shrubs to screen between The Memory Care and Mr. Osborn's building.

Adam Daily – A.M Engineering / Civil Engineer for the Applicant  
P.O. Box 973  
Seaside, OR

Mr. Daily spoke of the fire and garbage access. The fire access is based off the size of the Warrenton fire truck. He has a computer program that allows him to run the firetruck through the design to let him know if it will fit; and it does. The width of the fire access is supposed to be 24 feet, but they are providing 26 feet because the garbage truck requires 26 feet.

There are four dumpsters on the site so that each property has their own service.

Mr. Daily coordinated with Mr. Cronin on the road standards to the access on site. What is allowed is called a rear alley; that is what they will need for access. The standard width of

an alley is 24 feet so that is what they are providing. The variance in this project is the length because the alley is limited to 400 feet and they need 600 feet.

Mr. Daily addressed the Public Works comments that he had just received that evening. They are not doing any street or road improvements; they are using what is already existing.

They are purposing payment in lieu of the sidewalks because there are no other sidewalks and no room for them.

All the public utilities will have easements and those easements will be dedicated to each lot. They will all have legal access to the services.

The access into Mr. Osborn's project was reconfigured with how it would connect with the Memory Care Facility from the way it was introduced in the preapplication. It is very clear and looks more like a driveway entrance now.

Would like to do pay in lieu of the streetlights that Public Works is requesting since they are not doing street improvements.

Ryan Osburn, the applicant, interjected and said that the reason he wants to pay in lieu of this because there is a big drop down to the culvert with a stream. If they were to widen that, he feels it would impact the environment.

Does not agree with Public Works comments on wanting the applicant to widen the road to 28 feet with sidewalks and planting strips because it is not necessary on private property for a parking lot.

Mr. Daily showed on the easel where all the handicap spaces were that were also van accessible.

Mr. Yuill spoke up and said it was no-one's fault, but he felt bad for the applicant, the planning commission and the interim planning director, that with all this information it's not fair to the applicant to have to verbalize this stuff on the fly on such an enormous project. He wants this project to get done correctly. He also wants to see all the issues be addressed in writing and be given to the planning commission with enough time to review all the arguments. Mr. Yuill also requested to have the public works director there to answer questions if any came up. He suggested to continue this meeting to the next planning commission meeting in August.

### **Public Hearing Closed**

Discussion was made on the difference between a street and a parking lot and if sidewalks are required on the purposed development.

The payment in lieu option for the sidewalks poses to be problematic because the public works director said in writing that he would not approve that; the planning commission does not have to make a decision on that request. The applicant might have to come back with a sidewalk variance.

### **Motion by Commissioners:**

Mr. Yuill motioned to continue this hearing until the August 13, 2020 meeting to allow for additional testimony. Would also like to request the Public Works Director to be present. Ms. Gaebel seconded. All in favor.



## **Public Hearing Closed**

**Subject of Review:** Development Code Amendment on Commercial Corridor Design Standards Section 16.116 and Section 16.36.

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

## **Staff Report**

The design standards are in response to the downtown taskforce work. Mr. Barnes suggested to the planning commission to give him direction on how to amend this or they can send this to the city commission with recommendations.

Mr. Mitchell spoke up and said that this is something they have all looked at several times before and had meetings to discuss what they liked or had concerns with. Mr. Mitchell expressed that he was happy garages have been eliminated.

Mr. Moha spoke up and conveyed that he had concerns over the storage units not allowed to face a public street. Feels this new standard would put a ban on all storage units and is too restrictive.

There was discussion on what public, city, and private streets are.

Mr. Mitchell spoke up and said that he felt the plan was not meant to not have any storage facilities; just what part of the corridor they would be able to continue to build more.

Mr. Yuill spoke up and suggested that they remove the recommended change stating not to have storage units face a public street or be visible from any public or side street because that would not be fair. His suggestion was to not have store units no closer than 100 feet from any roadways or main arteries. Wants to address all this later.

Ms. Bridgens expressed her thoughts on using landscaping to soften the sight of storage units. Also, thought that the property owners should not have to be 100 feet back before they can build.

Mr. Barnes stated that he would add into the new language three changes.

1. That screened vegetation can be used to meet the visibility standard.
2. This applies only to the major corridors and Pacific Street in Hammond.

Also, Mr. Barnes will eliminate the whole paragraph that was stated in Limitations.

3. "The future amount of storage units will be dependent on population growth. After the Portland State University population estimate is released, the City will review the population increase and determine the need for additional storage units to serve Warrenton residents. For every increase in 100 residents, 10 storage units will be allowed".

## **Public Hearing Open**

Mike Morgan wished to speak on behalf of his client's, Jason Palmberg' and the Canessa family for the two apartment complexes across the highway. Just wanted to make sure that everyone was onboard with the elimination of the carports and garages.

**Public Hearing Closed**

**Motion by Commissioners:**

Ms. Gaebel motioned based on the findings and conclusions on the June 25, 2020 Staff Report, moved to recommend changes to The Development Code as described in DCR-20-1, draft an ordinance and forward to the City Commission, for a purposed public hearing with a recommendation to adopt as amended by The Planning Commission tonight.

Ms. Bridgens seconded. All in Favor

**Staff Announcements and Updates**

Mr. Barnes stated the city is advertising for the Planning Director position. The position is open until filled.

Also mentioned that there might be a new pub coming to town.

Mr. Mitchell wanted to put on the record that the Planning Commission appreciates the Planning Commission secretary in holding things together during this transitional time.

**Meeting Adjourned**

Attest and submitted by

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Janice Weese, Building Clerk

Approved

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Paul Mitchell, Planning Commission Chair