



Warrenton Planning Commission

AGENDA

October 8, 2020 / 6pm / /City Hall / Commission Chambers

*****There will be limited seating to comply
With social distancing requirements*****

1. Attendance
2. Flag Salute
3. Public comment period on *Non-Agenda* Items
4. Approval of minutes of September 10, 2020

Action Item: Motion to Adopt

5. **PUBLIC HEARING: SDR-20-6 The Scoular Company (Tom Wortman), to develop a 14,000 square foot fishmeal processing facility on property owned by the Port of Astoria located on Airport Way in the Airport Industrial Park.**
6. **PUBLIC HEARING: AP-19-3 an appeal filed by Scott Widdecombe of an administrative decision (20-PE-03) to extend previous Planning Commission approvals SDR-19-06 and CUP-19-02 for Pacific Seafood for an additional year. The property is located at 1815 NW Warrenton Drive; taxlot 81009B000500**
7. Staff announcements & Project Updates
8. Next Meeting: November 12, 2020

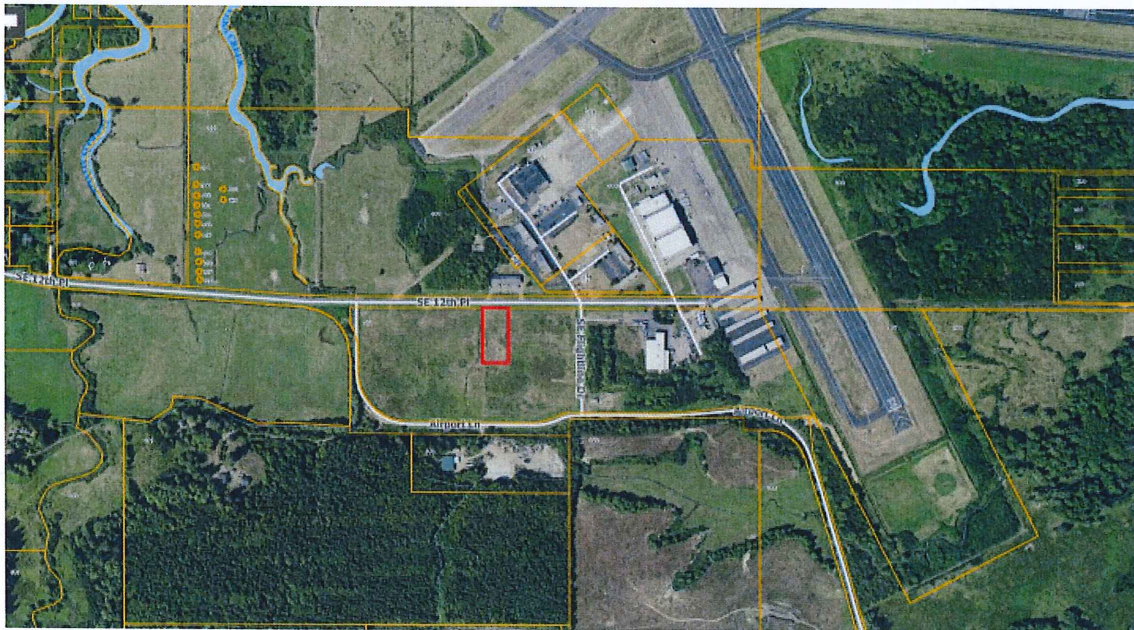
September 30, 2020

TO: Warrenton Planning Commission
FROM: Mark Barnes, Interim City Planner
RE: Site Design Review Application, SDR 20-06, The Scoular Company

Recommendation & Background

The Scoular Company requests site design review for new construction on Airport Way. The proposal consists of a 14,400 square foot fish meal processing facility at the Airport Industrial Park. This vacant 1.46-acre parcel is located on map/taxlot 810260000400, a much larger tax lot owned by the Port of Astoria. The subject property is outlined in red on the aerial photograph below.

Staff recommends approval of the proposal, subject to the conditions at the end of this staff report.



The property is zoned I-1 General Industrial, which allows the proposed fish meal processing plant as an outright use (16.60.020.A). The proposed development includes a 14,400 square foot building, loading dock, vehicle parking, and landscaping. Site design review by the Planning Commission is required under 16.212.040.A.1.b because it includes a new building with more than 10,000 square feet of gross floor area.

Development Process & Review Timeline

A pre-application conference was held May 20, 2020, and notes were shared with the applicant in a memo dated May 27, 2020. Application materials were received July 17, 2020; with additional materials provided on August 20, 2020.

Public notice was sent to adjacent property owners and interested parties on September 18, 2020; and published in *The Columbia Press* on September 25, 2020. No written public comments were received as of the date of this staff report. Affected agency notice was emailed on September 20, 2020. No comments have been received as of the date of this staff report.

The application is subject to the timelines established in ORS 227.178, requiring final City action on an application within 120 of completeness. The amended application was determined to be complete on August 20, 2020; so final action, including appeals if any, must be taken no later than December 18, 2020.

Existing Conditions

Staff conducted a site visit on September 17, 2020. The site is vacant. Airport Way frontage lacks a curb and sidewalk. The site is part of the Airport Industrial Park.

Applicable Criteria

The proposal is a permitted use in the General Industrial (I1) zone under 16.60.020.A. The site is also in the Airport Operations Overlay zone. Wetlands included in Warrenton's Local Wetland Inventory, and categorized as 'non-locally significant' are on the site. The proposal is subject to the following Warrenton Development Code zoning and design standards and requirements:

- I-1 General Industrial zone development standards (16.60.040)
- Airport Operations Overlay Zone (16.92)
- Design Standards: Access & Circulation (16.120)
- Design Standards: Landscaping, Street Trees, Fences, and Walls (16.124)
- Design Standards: Vehicle & Bicycle Parking (16.128)
- Design Standards: Clear Vision Areas (16.132)
- Public Facilities Standards (16.136)
- Stormwater & Surface Water Management Standards (16.140)
- Wetland Development Standards (16.156)
- Large Scale Development (16.192)
- Site Design Review Application & Review Procedures (16.212)
- Conditional Use Permit Review Criteria (16.220.030)

16.60.040 -- I1 Zone Development Standards.

Air Quality. The air quality standards set by the Department of Environmental Quality shall be the guiding standards in this zone, except that open burning is prohibited in any case. (16.60.040.A.)

No open burning areas are shown on the site plan. The applicant has indicated that “The project will comply with air quality standards”.

Noise. As may be permitted under all applicable laws and regulations. (16.60.040.B.)

The proposed use is not expected to generate noise other than that associated with trucks and related equipment normally found at an industrial site.

Storage. All materials, including wastes, shall be stored and maintained in a manner that will not attract or aid the propagation of insects or rodents or other animals or birds, or otherwise create a health hazard or nuisance. (16.60.040.C.)

Storage areas are shown on the proposed site plan, including three shipping containers around the south and west side of the proposed building. The applicant states: “Exterior storage will be within three 8’x40’ shipping containers arranged in an L-shape around the southwest corner of the building.” The City’s development code does not prohibit the use of shipping containers as permanent storage structures. The City’s Design Standards purpose statement contains language that suggests this type of storage structure is not preferred:

Excessive uniformity, inappropriateness or poor design of the exterior appearance of structures and signs and the lack of proper attention to site development and landscaping in the business, commercial, industrial and certain residential areas of the City hinders the harmonious development of the City, impairs the desirability of residence, investment or occupation in the City, limits the opportunity to attain the optimum use in value and improvements, adversely affects the stability and value of property, produces degeneration of property in such areas and with attendant deterioration of conditions affecting the peace, health and welfare, and destroys a property relationship between the taxable value of property and the cost of municipal services. (16.116.010.A)

The City Commission declares that the purposes and objectives of the site design requirements and review procedure are to:

- 1. Assure that development plans are designed in a manner that insures property functioning of the site and maintains a high quality visual environment.*
- 4. Conserve the City’s natural beauty and visual character and charm by assuring that structures, signs and other improvements are properly related to their sites, and to surrounding*

sites and structures, with due regard to the aesthetic qualities of the natural terrain and landscaping, and that proper attention is given to exterior appearances of structures, signs and other improvements.

5. Protect and enhance the City's appeal and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business, commercial and industrial purposes. (16.116.010.B. 1, 4, and 5)

The Planning Commission has at least three options for dealing with the shipping containers:

- Determine that the proposed use of shipping containers for on-site storage is appropriate because it is not prohibited, and due to their use at other sites in the City. In this case the shipping containers should be screened by vegetation or solid fences, because screening is required for outdoor storage
- Determine that the shipping containers are similar to buildings, and connect them with paved pedestrian ways.
- Determine that shipping containers are not consistent with the purpose of the City's design standards. In this case, the City could still approve the proposed site plan with a condition disallowing shipping containers as permanent on-site storage.

Fencing. Will be allowed inside a boundary planting screen and where it is necessary to protect property of the use concerned or to protect the public from a dangerous condition. Proposed fence locations and design shall be subject to City review. (16.60.040.D.)

The proposed site plan shows fencing around the entire site perimeter. The City restricts fences in the I1 zone to six feet in height (16.124.050.B.1). See proposed approval condition 1.

Buffer. Where this zone adjoins another non-industrial zone there shall be a buffer area at least 10 feet wide to provide a dense evergreen landscape buffer which attains a mature height of eight feet, or such other screening measures as may be prescribed by the City in the event differences in elevation or other circumstances should defeat the purpose of this requirement. (16.60.040.E.)

The applicant addresses this requirement as follows: "The I-1 zone abuts the AF/Agriculture-Forestry Zone more than 400 feet south of the project site. The applicant holds that the distance to the adjacent non-industrial zone and the presence of conserved vegetation in the wetlands south of the site defeat the purpose of this requirement." Staff agrees. The development site itself does not abut another non-industrial zone. Immediately adjoining property in all four directions is in the General Industrial zone.

Vibration. No vibration other than that caused by highway vehicles, trains and aircraft shall be permitted which is discernible without instruments at the property line of the use concerned. (16.60.040.F.)

The applicant states that there will be no measurable vibration associated with the proposed use.

Airport Interference. No use shall create electrical or lighting interference with the operations of the Port of Astoria Airport. (16.60.040.G.)

The project site is south and west of the airport's active runways, and within the Airport Operations Overlay Zone. The applicant states that the proposed use will not create electrical or lighting interference with airport operations. Compliance with Airport Operations Overlay Zone requirements is addressed elsewhere in this staff report.

Setbacks. The minimum front, side and rear yard setbacks shall be 10 feet.

Setbacks are typically measured from the property line. In this case, staff recommends that setbacks instead be measured from the fence line, which is the lease-hold boundary. The proposed shipping containers, shown on sheet C2, would be located ten feet from the west fence line. A single shipping container located on the south side of the building is closer than ten feet from the fence line. The proposed building is 19 feet from the west property line, and more than ten feet from the south fence line.

All development shall comply with the wetland and riparian area protection standards of Chapter 16.156. (16.60.040.I.)

The City's local wetland inventory identifies wetlands classified as "non-locally significant" on the subject property. These wetlands are shown on Sheet C4. Consequently, the standards in 16.156 are applicable. These are addressed elsewhere in this staff report.

Building Height. The maximum building height shall be 45 feet, except that it may be lower under either of the following circumstances:

2. Within the Airport Hazard Overlay Zone, where maximum building height is described by the Airport Hazard Overlay Zone. (16.60.040.J.)

The tallest proposed building is 18 feet above grade, complying with the I1 zone's 45-foot building height. Airport Operations Overlay Zone establishes more restrictive building height limits near the airport. These height limits are calculated based on horizontal distance from the runways, pursuant to this table, from 16.92.020.C:

Approach Surface Runway	MSL Elev. At Primary Surface	Width at Primary Surface	Slope of Surface	Extended Horizontal Distance	Terminal Width	MSL Terminal Elevation
8	14.9'	1,000'	34:1	10,000'	4,000'	308.2'
26	14.9'	1,000'	50:1	10,000'	4,000'	214.9'
14	14.9'	500'	20:1	5,000'	1,500'	263.7'
32	14.9'	500'	20:2	5,000'	1,500'	264.9'

Runway 32/14 is about 2,100 horizontal feet from the subject property, measured perpendicular to the runway. Using the figures from the table above, the maximum building height at the subject property relative to runway 32/14 is about 92 vertical feet above the runway elevation. Assuming the runway and the subject property are at approximately the same elevation, the proposed building height of 18 feet is comfortably below the runway 32/14 height limit.

Runway 8/26 is about 2,500 horizontal feet from the subject property, measured perpendicular to the runway. The maximum building height at the subject property relative to runway 8/26 is about 60 vertical feet above the runway elevation. Based on this, the proposed 18-foot building should comply with the runway 8/26 height limit.

16.92 -- Airport Operations Overlay District

The subject property is within the Airport Operations Overlay District. This district is intended to "prevent the establishment of air space obstructions in airport approaches and surrounding areas through restrictions and other land use controls as deemed essential to protect health, safety, and welfare". The overlay district establishes several substantive requirements.

Building Height: As noted above, the Airport Operations Overlay District establishes height limits for construction. Based on the requirements of 16.92.020.C, the proposal meets the height standard.

State Approval: The Airport Operations Overlay District also creates this requirement, from 16.92.050:

Information accompanying the application shall also include the following: ...

C. Statement from the Oregon Aeronautics Division indicating that the proposed use will not interfere with operation of the landing facility.

This document was not included in the application materials: see proposed condition 2.

Conditional Use: The Airport Operations Overlay District includes language that makes the proposal subject to the City's conditional use requirements. Although the proposal is an outright use in the General Industrial zone, it is listed in the Airport Operations Overlay District as allowed under 16.92.040, "Uses Permitted Under Prescribed Conditions Within Airport Imaginary Surfaces". The overlay district states that "An applicant seeking a conditional use under Section 16.92.040 shall follow procedures set forth in Chapter 16.220." Chapter 16.220 is the Development Code's chapter on conditional uses. The hearings and public notice process used for this application is the same as that for a conditional use. Criteria for conditional use permit approval in section 16.220.030 are addressed elsewhere in this staff report.

Airport-Specific Standards: The overlay district establishes standards for conditional uses near the airport. These are in 16.92.060:

A. No object of natural growth or terrain, nor any structure, equipment, or materials shall be permitted to extend above the applicable airport imaginary surface without a determination from the Federal Aviation Administration and the Oregon Department of Aviation and supported by the airport sponsor that such object, structure, equipment or materials would not pose a hazard to air navigation.

B. No place of public assembly shall be permitted in the approach surface.

C. No structure or building shall be allowed within the clear surface.

D. Whenever there is a conflict in height limitations prescribed by this overlay zone and the primary zoning district, the lowest height limitation fixed shall govern; provided, however, that the height limitations here imposed shall not apply to such structures customarily employed for aeronautical purposes.

E. No glare producing material shall be used on the exterior of any structure located within the approach surface.

F. In noise sensitive areas (within 1,500 feet of an airport or within established noise contour boundaries of 55 Ldn and above for identified airports) where noise levels are a concern, a declaration of anticipated noise levels shall be attached to any building permit or development approval. In areas where the noise level is anticipated to be 55 Ldn and above, prior to issuance of a building permit for construction of noise sensitive

land use (real property normally used for sleeping or normally used as schools, churches, hospitals, or public libraries) the permit applicant shall be required to demonstrate that a noise abatement strategy will be incorporated into the building design which will achieve an indoor noise level equal to or less than 55 Ldn. The planning and building department will review building permits for noise sensitive developments.

Subsection A prohibits anything from extending above the imaginary surfaces described in the table at 16.92.020.C. As explained elsewhere in this staff report, the proposal appears to meet this requirement.

Subsection B prohibits public assemblies in approach surfaces. Runway approach surfaces are at each end of the runway. The subject property is to the side of the airport's two runways, and not in the approach surface. Additionally, the proposed use is not a "public assembly", as the term is used in the development code.

Subsection C prohibits structures in the runway clear surfaces. These clear surfaces are undefined; however, the proposed building does not encroach into any of the less-restrictive runway imaginary surfaces, so the Planning Commission can conclude that the proposal complies with the Clear Surface prohibition.

Subsection D establishes that when the base zone height limit and the calculated imaginary surface height limit conflict, the lowest number controls. In this case, the proposal is compliant with both height limits.

Subsection E prohibits the exterior use of any glare-producing building material. The building exterior details submitted by the applicant does not include any finishes likely to produce glare. This can be further evaluated at the time a building permit is issued, when more detailed plans are available: see proposed approval condition 3.

Subsection F addresses noise-sensitive uses located within 1,500 feet of the airport. The subject property is within 1,500 feet of the airport; however, the proposed use is not noise-sensitive.

Based on this, the Planning Commission should find that the proposal meets, or can be conditioned to meet, the requirements of 16.92.060.

Marking and Lighting: 16.92.070 of the Airport Operations Overlay district establishes this marking and lighting requirement:

As a condition of any permit or land use approval, the City shall require the owner of any object of natural growth, terrain, structure, equipment, or materials to install, operate, and maintain, at the owner's expense, such marking and lightings as recommended or required by the Federal Aviation Administration and the Oregon Department of Aviation.

See proposed approval condition 4.

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.

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.

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.

Option 3. Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in subsection G of this section, and require an access permit in accordance with subsection C of this section.

Access is proposed from Airport Way (also named SE 12th Place on some maps). Airport Way at this location is a public street owned by the Port of Astoria. The proposed site plan uses an “option 3” design. The subject property has frontage on and direct access to Airport Way. The proposed site design uses a single driveway. There are no other driveways off of the south side of Airport Way within 500 feet of the proposed driveway. Immediately across Airport Way from the subject property are existing driveways serving Overbay Houseworks and Precision Heating.

G. Access Spacing. Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:

1. Local Streets. ...

2. Arterial and Collector Streets. Unless directed otherwise by this Development Code or by the Warrenton Comprehensive Plan/TSP, access spacing on City collector and arterial streets and at controlled intersections (i.e., with four-way stop sign or traffic signal) in the City of Warrenton shall be determined based on the policies and standards contained in the Warrenton Transportation System Plan, Manual for Uniform Traffic Control Devices, or other applicable documents adopted by the City.

3. *Special Provisions for All Streets.* Direct street access may be restricted for some land uses, in conformance with the provisions of Division 2, Land Use Districts. For example, access consolidation, shared access, and/or access separation greater than that specified by paragraphs 1 and 2 of this subsection, may be required by the City, County or ODOT for the purpose of protecting the function, safety and operation of the street for all users. (See subsection I of this section.) Where no other alternatives exist, the permitting agency may allow construction of an access connection along property line farthest from an intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

4. *Corner Clearance.* The distance from a street intersection to a driveway or other street access shall meet or exceed the minimum spacing requirements for the street classification in the Warrenton TSP.

Airport Way and SE 12th Place are classified as minor collectors in the City's Transportation System Plan (TSP). The TSP establishes a 100-foot minimum spacing between access points for minor collectors. There are no other driveways on the south side of Airport Way and SE 12th Place within 100 feet of the proposed driveway. The nearest street intersections are the corner of Airport Way and Airport Lane to the west of the subject property; and Airport Way and Flightline Drive to the east. The site's driveway is about 900 feet from the Airport Lane intersection; and about 600 feet from the Flightline intersection. As shown on the proposed site plan, the proposed driveway meets the TSP's applicable spacing standard and corner clearances.

H. Number of Access Points. The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsection I of this section, in order to maintain the required access spacing, and minimize the number of access points.

The proposed site plan shows a single access point across 191 feet of frontage.

I. Shared Driveways. The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The City shall require shared driveways as a condition of land division, development review, or site design review, as applicable, for traffic safety and access management purposes in accordance with the following standards: ...

The proposed driveway is not shared. The adjoining property on each side of the subject property is vacant.

K. Driveway Openings and Widths. Driveway openings (or curb cuts) shall be the minimum width necessary to provide the required number of vehicle travel lanes (10 feet for each travel lane). The following standards (i.e., as measured where the front property line meets the sidewalk or right-of-way) are required to provide adequate site access, minimize surface water runoff, and avoid conflicts between vehicles and pedestrians. ... Access widths for all other uses shall be based on 10 feet of width for every travel lane, except that driveways providing direct access to parking spaces shall conform to the parking area standards in Chapter 16.128.

The proposed development site does not have a through circulation route, so trucks will most likely have to either back out onto SE 12th Place/Airport Way; or stop on SE 12th Place/Airport Way and back into the site. A single driveway is proposed. It meets width and distance standards.

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.

The proposed aisle and driveway widths appear to be adequate for the proposed use. As noted above, the design and orientation appear to require backing movements onto SE12th Place/Airport Way.

L1. Required Access. A fire equipment access drive that meets City construction standards shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an improved public street or approved fire equipment access drive. Plans for fire apparatus access roads shall be submitted to the Warrenton Fire Department and Warrenton City-appointed engineer for review and approval prior to issuance of building permits, grading permits, or start of construction. When fire apparatus access road(s) are required, the road(s) shall be installed and made serviceable prior to and during time of construction. Fire department access roads shall be provided and maintained in accordance with the fire department access requirements of the Uniform Fire Code, as amended.

The site plan is under review by the Fire Department; their comments, if any, will be provided separately.

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 site plan that any architectural or landscape features are proposed that would interfere with meeting this standard.

N. Vision Clearance. No signs, structures or vegetation in excess of three feet in height shall be placed in vision clearance areas, as shown in Figure 16.120.020.N. 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.).

Based on a review of the site plan, there are no materials proposed within the clearance areas at the property line boundary. The proposed buildings do not appear to be within the vision clearance area.

O.1. 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.

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

O.2. 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.

Runoff is directed off-site to the south and west. A stormwater plan is included in the application materials.

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 proposed development site has frontage on and takes access from Airport Way/SE 12th Place. This is a public road controlled by the Port of Astoria, and is classified as a minor collector in the City's TSP. Airport Way/SE 12th Place has a 22-foot wide travel surface in an 80-foot wide right-of-way. The City's May 27, 2020, pre-application memo to the applicant stated that, at a minimum, a crosswalk at the proposed driveway would be required. This element is included in the proposed design.

J. Sidewalks, Planter Strips, Bicycle Lanes. Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with the standards in Table 16.136.010, applicable provisions of the Transportation System Plan, the Comprehensive Plan, and adopted street plans. Sidewalks are required on both sides of all streets (including streets inside easements), except for alley ways and walking paths. Maintenance of sidewalks, curbs, and planter strips is the continuing obligation of the adjacent property owner.

SE 12th Place/Airport Way lacks sidewalks, planter strips, and bicycle lanes. The City's May 27, 2020, preapplication memo did not identify any of these elements as requirements for this development.

16.120.030 -- Pedestrian Access and Circulation

A.1. Continuous Pathways. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas whenever possible. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of Section 16.120.020, Vehicular Access and Circulation, and Chapter 16.136, Public Facilities Standards.

A.2. Safe, Direct, and Convenient Pathways. Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets and existing or planned transit stops, based on the following definitions:

a. Reasonably Direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

b. Safe and Convenient. Bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.

c. For commercial, industrial, mixed use, public, and institutional buildings, the "primary entrance" is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.

A.3. Connections Within Development. For all developments subject to site design review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable.

The proposed site plan shows on-site pedestrian ways.

B.1. Vehicle/Pathway Separation. Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised six inches and curbed, or separated from the driveway/street by a five-foot minimum strip with bollards, a landscape berm, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps.

A pedestrian walkway adjacent to vehicle parking is proposed on the east side of the building. The proposed design appears to meet this standard.

B.3. Crosswalks. Where pathways cross a parking area, driveway, or street ("crosswalk"), they shall be clearly marked with contrasting paving materials, humps/raised crossings, or painted striping. An example of contrasting paving material is the use of a concrete crosswalk through an asphalt driveway. If painted striping is used, it shall consist of thermo-plastic striping or similar type of durable application.

A crosswalk is shown at the driveway entrance. This addresses a comment in the City's pre-application memo to the applicant. No other crosswalks are shown on the proposed site plan.

B.4. Pathway Surface. Pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least six feet wide, and shall conform to ADA requirements. Multi-use paths (i.e., for bicycles and pedestrians) shall be the same materials, at least six feet wide. (See also Chapter 16.136, Public Facilities Standards, for public multi-use pathway standards.)

Pedestrian ways are shown as paved on the proposed site plan. Proposed fire access around the building is to be graveled.

B.5. Accessible Routes. Pathways shall comply with the Americans with Disabilities Act, which requires accessible routes of travel.

The proposed site plan appears to meet these standards.

Chapter 16.124 -- LANDSCAPING, STREET TREES, FENCES AND WALLS

16.124.070.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)

The proposal includes a landscape plan on sheet C4.

16.124.070.C. Landscape Area Standards. The minimum percentage of required landscaping equals: ... 3. General industrial districts: a minimum of 20% of the site shall be landscaped.

The proposed landscape plan shows that interior landscaping will cover 41.5 percent of the development site. This includes about 18,000 square feet of undeveloped open space on the lease site.

16.124.070.E.3. Buffering and Screening Required. Buffering and screening are required under the following conditions:

a. Parking/Maneuvering Area Adjacent to Streets and Drives. Where a parking or maneuvering area is adjacent and parallel to a street or driveway, a decorative wall (masonry or similar quality material), arcade, trellis, evergreen hedge, or similar screen shall be established parallel to the street or driveway. The required wall or screening shall provide breaks, as necessary, to allow for access to the site and sidewalk by pedestrians via pathways. The design of the wall or screening shall also allow for visual surveillance of the site for security. Evergreen hedges used to comply with this standard shall be a minimum of 36 inches in height at maturity, and shall be of such species, number and spacing to provide the required screening within one year after planting. Any areas between the wall/hedge and the street/driveway line shall be landscaped with plants or other groundcover. All walls shall be maintained in good condition, or otherwise replaced by the owner.

b. Parking/Maneuvering Area Adjacent to Building. Where a parking or maneuvering area, or driveway, is adjacent to a building (other than a single-family, two-family, or three-family dwelling), the area shall be separated from the building by a raised pathway, plaza, or landscaped buffer not less than four feet in width. Raised curbs, bollards, wheel stops, or other design features shall be used to protect buildings from being damaged by vehicles. When parking areas are located adjacent to residential ground-floor living space (except for a single-family residence, duplex, and triplex), a landscape buffer is required to fulfill this requirement.

c. Screening of Mechanical Equipment, Outdoor Storage, Service and Delivery Areas, and Automobile-Oriented Uses. All mechanical equipment, outdoor storage and manufacturing, and service and delivery areas, shall be screened from view from all public streets and residential districts. Screening shall be provided by one or more the following: decorative wall (i.e., masonry or similar quality material), evergreen hedge, non-see-through fence, or a similar feature that provides a non-see-through barrier. Walls, fences, and hedges shall comply with the vision clearance requirements and provide for pedestrian circulation, in accordance with Chapter 16.120, Access and Circulation.

The proposed landscaping plan provides for a refuse enclosure to City standards. It is not clear whether this includes screening: see proposed approval condition 5. Two 10,000-gallon tanks near the southeast corner for the proposed building have an "optional screening 6' cedar fence". This should not be optional: see proposed approval condition 5. The proposed loading dock cannot be screened from the street given its current orientation. The landscape plan

shows a landscaped strip about twenty feet wide along the loading dock's east side. The site plan shows three shipping containers along the proposed building's south and west side. If these are outdoor storage, they should be screened. If, on the other hand, these are buildings, they need to be connected to the site's pedestrian circulation system. The proposed site plan shows an unscreened "equipment pad" on the building's southeast corner. This should be screened unless operational considerations prevent it: see proposed condition 5.

Chapter 16.128 -- VEHICLE AND BICYCLE PARKING

16.128.030.A. General Provisions.

- 1. Groups of four or more off-street parking spaces shall be served by a driveway or aisle so that no backing movements or other maneuvering within a street or right-of-way, other than an alley, will be required. Section 16.120.020 contains driveway opening and width standards.*
- 2. Service drives or aisles to off-street parking areas shall be designed and constructed to facilitate the flow of traffic and to provide maximum safety to pedestrian, bicycle, and vehicular traffic on the site.*
- 3. Service drives or aisles shall be clearly and permanently marked and defined through the use of bumper rails, fences, buildings, walls, painting, or other appropriate markers.*
- 4. Fractional space requirements shall be counted as a whole space.*
- 5. All parking lots shall be designed and constructed to meet the City standards of Section 16.120.020, this chapter, Chapter 16.136, and this Code.*

Proposed off-street parking consists of five 9x19-foot spaces plus one handicapped space. The City's pre-application memo indicated that the applicable parking standard for this use is one space per two employees or one space per 700 square feet of gross floor area; plus one space per company vehicle. The proposed off-street parking is based on employment, not square footage. The proposed parking space dimensions meet the code's size requirements.

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

The site plan shows a two-bike parking rack near the building entrance.

Chapter 16.140 -- STORMWATER AND SURFACE WATER MANAGEMENT

The applicant provided a stormwater report with the request.

Chapter 16.144 -- Signs

No signage proposal was included with submitted materials, though the site plan shows a location for a future monument sign. Any signage installed at the site shall be submitted for review prior to installation for compliance with 16.444 sign codes. See proposed approval condition 6.

Chapter 16.156 -- Wetland and Riparian Corridor Development Standards

The development site contains wetlands inventoried as "locally non-significant". Wetland areas are shown on the proposed site plan. The proposal involves fill in about 0.11 acres of wetland. The standards in chapter 16.156 are applicable for this reason. The applicant has completed a wetland delineation for the site. City staff have submitted the wetland land use notification to Oregon Department of State Lands (DSL) required by ORS 227.350(1).

The requirements of 16.156.030 are applicable to the proposed site plan review. Subsection A requires:

Applications to the City of Warrenton for ... site design review ... that would lead to the disturbance of a wetland upon approval and issuance of grading or building permits, shall include a delineation of the wetland boundary, approved by the Oregon Department of State Lands.

This information is included in the application materials.

Because potentially affected wetlands are "non locally significant", the Significant Wetland Area Development Standards in 16.156.040 are not applicable.

The development site is not in a riparian corridor, so the Riparian Corridor Development Standards in 16.156.060 are not applicable.

The development site has not been rendered unbuildable by the application of Warrenton's wetland requirements, so the Hardship Variance Procedure and Criteria in 16.156.080 are not applicable.

Chapter 16.192 -- Large-Scale Developments

This proposal is subject to the large-scale development standards in chapter 16.192 because it involves development of a building with more than 10,000 square feet of floor area. This chapter establishes standards for soil stability (16.192.030), stormwater management (16.192.040), utilities (16.192.050), schools (16.192.060), landscape suitability (16.192.070), and signs (16.192.080). Most of these requirements are addressed in the application materials, and elsewhere in this staff report.

Section 16.192.060 establishes these standards for large-scale developments:

A. The applicant shall provide detailed information and analyses, as necessary, to the City of Warrenton to allow the City to assess the expected impacts of the development on the capacity of Warrenton's water, sewer, and transportation. The development will only be allowed if sufficient capacity exists or suitable evidence indicates it will exist prior to completion of the development construction. In deciding the sufficiency of capacity, consideration will be given to possible increases in flows resulting from activities of existing system users and from facilities which are likely to be built due to the proposed use, but are not part of the development.

B. On-site water supply, sewage disposal, access and circulation, shall be approved by the Warrenton Public Works Director. The development will not be allowed unless satisfactory provisions are made for these facilities. Satisfactory provisions, in part, mean that the size of any water lines, sewer lines, access roads, and drainage-ways will be sufficient to meet the needs of the development and, where desirable, accommodate growth in other areas. Suitable arrangement, including dedication of land or use of easements, shall be made so that the City will be able to maintain appropriate water, sewer, street, and drainage facilities. The construction of lengthy pressure-forced sewer lines to the site which by-pass undeveloped properties will be discouraged.

The Public Works Director reviewed this application and provided the following comment:

“The City of Warrenton's wastewater collection system does not currently have the capacity to accommodate this proposed facility. The Port of Astoria is diligently working on a project to substantially reduce the I&I [infiltration and inflow] coming from the Port properties. In addition, the Port of Astoria is working with the US Coast Guard to substantially reduce I&I coming from the US Coast Guard facility. The City and the Port of Astoria are developing an agreement that will specify when and how this proposed fishmeal facility can begin sending their waste into the City's wastewater collection system. This proposed facility will send a large amount of waste to the City's Waste Water Treatment Plant. Their flows are equivalent to 200 dwelling units (homes) and will reduce the amount of additional connections the City can allow to connect to our wastewater collection system and reduces the length of time before the City will be required to expand our waste water treatment plant.” (Colin Stelzig memo dated October 1, 2020)

The applicant addresses these issues as follows:

“The Port is in the process of determining a solution to drastically reduce the contribution of I&I from their sewer system. Additionally, the City is in the process of repairing or reconfiguring several existing pump stations downstream from the site in the Fall of this year. The reduction in I&I and the repair of the additional stations is expected to free up capacity and allow the connection of the proposed project to the public system.” (A.M. Engineering Site Development Impact Study, 6/15/20)

As of the date of this staff report, there is no agreement between the City and the Port as to how these issues can be resolved. See recommended approval condition 7.

Subject to the recommended approval conditions at the end of this staff report, the Planning Commission can find that the proposal meets, or can be conditioned to meet, the substantive requirements of chapter 16.192.

Chapter 16.220 -- Conditional Use Permits

The proposed development is an outright use in the General Industrial (I1) zone; however, the Airport Operations Overlay District makes it a conditional use pursuant to 16.92.040.C, 16.92.050, and 16.92.060. Specific requirements of the Airport Operations Overlay District are addressed elsewhere in this staff report. General conditional use permit approval criteria from 16.220.030.A, are addressed here:

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

There are no Comprehensive Plan policies that directly address this type of proposal at this location. Policies in the Comprehensive Plan and in the Transportation System Plan address the Airport. These policies are implemented through the Airport Operations Overlay District. These requirements are addressed elsewhere in this staff report.

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. (16.220.030.A.2)

The proposal involves an industrial use in an industrial zone. Property adjacent to the development site is similarly zoned. Compatibility with Airport operations is addressed by compliance with the Airport Operations Overlay district, addressed elsewhere in this staff report. Subject to the proposed approval conditions, the location, size, design and operating

characteristics of the proposal are compatible with and have minimal impacts on surrounding properties and uses.

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. (16.220.030.A.3)

The adjacent street, Airport Way and SE 12th Place, is identified as a minor collector in the City's Transportation System Plan. The applicant has stated that a traffic impact analysis is not necessary (August 20, 2020, memo from Will Caplinger) because the development will generate fewer than 25 average daily trips; because the increase in peak hour traffic volume on SE 12th Place/Airport Way will be less than twenty percent; and because large (>20,000 pounds gross vehicle weight) truck trips will increase by fewer than ten trips per day.

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

Wastewater disposal facilities require improvements to accommodate the proposed facility's demands on the system. See proposed approval condition 7. Other public facilities and services appear to be sufficient to accommodate the proposed use.

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

Site topography is essentially flat. Site soils consist of fill material and native Coquille-Clatsop-complex soils. Experience with this soil type suggests that it can support the development with appropriate engineering. This can be evaluated at the time a building permit is reviewed.

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. (16.220.030.A.6)

The site layout is large enough to accommodate the proposed building, off-street parking, fire access, and a loading dock. The site is laid-out in a manner that accommodates turning trucks around on site. Very large trucks may have to back onto or off of SE 12th Place/Airport Way. The

applicant's consultant has stated that the on-site turnaround space is sufficient for the size of trucks anticipated at this site.

7. 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. (16.220.030.A.6)

The proposed fishmeal plant is appropriate for this location. It is accessible via existing public streets. Similar sites of this size are available at other locations in the City, but these alternative sites are no more suitable than the proposed site.

DISCUSSION & RECOMMENDATION

The proposal meets or can be conditioned to meet the applicable requirements of the City's Development Code. Based on this, the Planning Commission should approve the proposed fence height variance and the requested site design review subject to the following conditions.

Recommended Approval Conditions:

1. The perimeter fence shall not exceed six feet in height.
2. Applicant or property owner shall provide the City with a copy of a written statement from the Oregon Aeronautics Division indicating that the proposed use will not interfere with operation of the landing facility.
3. All exterior building surfaces shall use materials and finishes that do not produce glare.
4. The owner shall install, operate, and maintain, at the owner's expense, such marking and lightings as recommended or required by the Federal Aviation Administration and the Oregon Department of Aviation.
5. Screening: The proposed refuse container area shall be partially screened from view with a fence, wall, or screening vegetation. The proposed 10,000-gallon tanks near the building's southeast corner shall be screened by a 6-foot cedar fence. The proposed equipment pad near the building's southeast corner shall be screened with vegetation, a fence, or a combination thereof.

6. This approval does not include any signs. Following the requirements of Chapter 16.144 of the Warrenton Development Code, the applicant shall apply for and obtain approval for any new signs prior to installation of those signs.

7. A development agreement between the City, Port of Astoria, and the Developer must be signed by all parties before construction drawings are submitted to the City. The Development Agreement specifies the necessary sewer collection improvements, waste water discharge limits, Charges and Fees, Tentative Schedules, City Obligations, Port Obligations, and Developer Obligations. A draft of this agreement has been distributed to City, Port, and Developer.

8. Construction Documents shall meet all requirements of federal, state, and local standards, codes, ordinances, guidelines and/or other legal requirements.

9. The Stormwater Plan and Stormwater Pollution Control Plan shall be reviewed and approved by the appropriate state and federal agencies.

10. The developer is required to follow the City of Warrenton Development Standards. These standards can be found in Title 16 of the Warrenton Municipal Code. Please provide documentation showing how this development will meet that standards set forth in the development code. Below is a link to the Development Code
<http://qcode.us/codes/warrenton/view.php?topic=16&frames=on>

11. The developer must follow the City's Water and Sewer Regulations. These regulations are included under Title 13 of the Warrenton Municipal Code. Please provide documentation showing how this development will meet that standards set forth in the development code. Below is a link to the Title 13 of our Code:
<http://qcode.us/codes/warrenton/view.php?topic=13&frames=on>

12. The developer is required to follow the Engineering Standards & Design Criteria Manual. Please provide documentation showing how the development meets the standards set forth in this manual. This manual can be found at the
<http://www.ci.warrenton.or.us/publicworks/page/engineering-specifications-design-guide>

13. Prior to approval of construction plans the developer will waive any and all rights to remonstrate against the formation of a Local Improvement District (LID) for the purpose of making sanitary sewer, storm sewer, water or street improvements that benefit the property and assessing the cost to benefited properties pursuant to the City's regulations in effect at the time of such improvement.

14. Developer to use the NAVD 88 vertical datum and provide control point on drawings.

15. Provide any construction phasing on design plans.

16. Design team to provide calculations in a report that confirms capacity of existing Port of Astoria pump station.
17. New water meter and service connections will be installed by the owner/contractor.
18. All commercial property shall have a backflow device at the meter for premise isolation.
19. Clearly show easements, encumbrances, and vacations on one plan sheet.
20. Show turning paths of fire truck, garbage truck, busses, and tractor-semitrailer at the intersection Hwy 101 business/Airport Lane.
21. Final stormwater report will include a downstream analysis for all impacted stormwater systems and end at the Youngs Bay or Lewis and Clark River. Analysis shall include pre and post development flows and note any current or future deficiencies. Provide a drawing that clearly shows storm drainage paths and includes existing and proposed infrastructure. Provide one sheet that shows entire stormwater system.
22. Provide fenced protection around all stormwater facilities with steep or long slopes.
23. All connections to existing water main shall include 3 valves.
24. All connections to the existing sewer system shall be designed and approved by the design engineer prior to approval of construction documents.



Public Works Department

Planning Submittal Review Memorandum

To: Mark Barnes, Community Development Director

From: Collin Stelzig, Public Works Director

Cc:

Date: October 1, 2020

Re: Port of Astoria – Scoular Fishmeal Facility – Planning Application Review

The following comments apply to the planning submittal for a new fishmeal facility located on tax lots 810260000500 to this land is to leased from the Port of Astoria. This memorandum is intended to review the provided documents and determine the functionality of the development and provide comments to the Community Development Director and Planning Commission. This memorandum is not a review of Design Documents.

The City of Warrenton's wastewater collection system does not currently have the capacity to accommodate this proposed facility. The Port of Astoria is diligently working on a project to substantially reduce the I&I coming from the Port properties. In addition, the Port of Astoria is working with the US Coast Guard to substantially reduce I&I coming from the US Coast Guard facility. The City and the Port of Astoria are developing an agreement that will specify when and how this proposed fishmeal facility can begin sending their waste into the City's wastewater collection system.

This proposed facility will send a large amount of waste to the City's Waste Water Treatment Plant. Their flows are equivalent to 200 dwelling units (homes) and will reduce the amount of additional connections the City can allow to connect to our wastewater collection system and reduces the length of time before the City will be required to expand our waste water treatment plant.

Below are a list conditions that will need to be addressed before this facility can apply for a building permit for this proposed development.

Conditions of Approval:

1. Construction Documents shall meet all requirements of federal, state, and local standards, codes, ordinances, guidelines and/or other legal requirements.

2. The Stormwater Plan and Stormwater Pollution Control Plan shall be reviewed and approved by the appropriate state and federal agencies
3. The developer is required to follow the City of Warrenton Development Standards. These standards can be found in Title 16 of the Warrenton Municipal Code. Please provide documentation showing how this development will meet that standards set forth in the development code. Below is a link to the Development Code <http://qcode.us/codes/warrenton/view.php?topic=16&frames=on>
4. The developer must follow the City's Water and Sewer Regulations. These regulations are included under Title 13 of the Warrenton Municipal Code. Please provide documentation showing how this development will meet that standards set forth in the development code. Below is a link to the Title 13 of our Code: <http://qcode.us/codes/warrenton/view.php?topic=13&frames=on>
5. The developer is required to follow the Engineering Standards & Design Criteria Manual. Please provide documentation showing how the development meets the standards set forth in this manual. This manual can be found at the <http://www.ci.warrenton.or.us/publicworks/page/engineering-specifications-design-guide>
6. Prior to approval of construction plans the developer will waive any and all rights to remonstrate against the formation of a Local Improvement District (LID) for the purpose of making sanitary sewer, storm sewer, water or street improvements that benefit the property and assessing the cost to benefited properties pursuant to the City's regulations in effect at the time of such improvement.
7. Developer to use the NAVD 88 vertical datum and provide control point on drawings.
8. Provide any construction phasing on design plans.
9. Design team to provide calculations in a report that confirms capacity of existing Port of Astoria pump station.
10. New water meter and service connections will be installed by the owner/contractor.
11. All commercial property shall have a backflow device at the meter for premise isolation.
12. Clearly show easements, encumbrances, and vacations on one plan sheet.
13. Show turning paths of fire truck, garbage truck, busses, and tractor-semitrailer at the intersection Hwy 101 business/Airport Lane.
14. Final stormwater report will include a downstream analysis for all impacted stormwater systems and end at the Youngs Bay or Lewis and Clark River. Analysis shall include pre and post development flows and note any current or future deficiencies. Provide a drawing that clearly shows storm drainage paths and includes existing and proposed infrastructure. Provide one sheet that shows entire stormwater system.
15. Provide fenced protection around all stormwater facilities with steep or long slopes.
16. All connections to existing water main shall include 3 valves.
17. All connections to the existing sewer system shall be designed and approved by the design engineer prior approval of construction documents.
18. A development agreement between the City, Port of Astoria, and the Developer must be signed by all parties before construction drawings are submitted to the City. The Development Agreement specifies the necessary sewer collection improvements, waste water discharge limits, Charges and Fees, Tentative Schedules, City Obligations, Port

Obligations, and Developer Obligations. A draft of this agreement has been distributed to City, Port, and Developer.

Janice Weese

From: Ryan Helligso <ryan@helligsoconstruction.com>
Sent: Monday, July 20, 2020 10:54 AM
To: Janice Weese
Cc: Tom Wortmann
Subject: RE: Scoular Warrenton FM Processing Facility Planning Application
Attachments: Warrenton FM, Site Design Review, Design Standards Supplement.docx

Janice-

Attached is the completed Compliance Supplement (Item #16 on page 3) as promised. This should complete our packet. Contact me w/ any questions-

Regards,

Ryan Helligso, Pres.
Helligso Construction Co.

PO Box 147
35047 Hwy 101 Business
Astoria, OR 97103

Tel:503.325.7697 Cell:503.440.4135
www.helligsoconstruction.com



From: Ryan Helligso
Sent: Friday, July 17, 2020 11:46 AM
To: Janice Weese <jweese@ci.warrenton.or.us>
Cc: Tom Wortmann <TWortmann@scoular.com>
Subject: Scoular Warrenton FM Processing Facility Planning Application

Hello Janice-

Good morning. As requested we are submitting the formal planning application for Scoular Company Warrenton FM Processing Facility. Attached are the following:

1. Signed Planning Application Document (6 pages)
2. Site Plan (4 pages)
3. Building Structure drawings (12 pages)
4. Roofing Materials (4 pages)
5. Siding Materials (2 pages)
6. Color Chart indicating wall and roof colors (2 pages)
7. Masonry materials specifications for split-faced block (1 page)

Warrenton FM Processing Plant

Design Review application/Compliance Supplement

Applicable Provisions, and Applicant's Statements (in Italics):

General industrial (I-1) Zone Standards

16.60.040 Development Standards.

The following standards are applicable in the I-1 zone:

A. Air Quality. The air quality standards set by the Department of Environmental Quality shall be the guiding standards in this zone, except that open burning is prohibited in any case.

The project will comply with air quality standards.

B. Noise. As may be permitted under all applicable laws and regulations.

The project will not produce noise in violation of any applicable law or regulation.

C. Storage. All materials, including wastes, shall be stored and maintained in a manner that will not attract or aid the propagation of insects or rodents or other animals or birds, or otherwise create a health hazard or nuisance.

Storage will not create any health hazard or nuisance. Exterior storage will be within three 8'x40' shipping containers arranged in an L-shape around the southwest corner of the building.

D. Fencing. Will be allowed inside a boundary planting screen and where it is necessary to protect property of the use concerned or to protect the public from a dangerous condition. Proposed fence locations and design shall be subject to City review.

A security fence will be erected around the facility as shown on the Site Design Review Map, Sheet C2.

E. Buffer. Where this zone adjoins another non-industrial zone there shall be a buffer area at least 10 feet wide to provide a dense evergreen landscape buffer which attains a mature height of eight feet, or such other screening measures as may be prescribed by the City in the event differences in elevation or other circumstances should defeat the purpose of this requirement.

The I-1 Zone abuts the AF/Agriculture-Forestry Zone more than 400 feet south of the project site.

The applicant holds that the distance to the adjacent non-industrial zone and the presence of conserved vegetation in the wetlands south of the site defeat the purpose of this requirement.

F. Vibration. No vibration other than that caused by highway vehicles, trains and aircraft shall be permitted which is discernible without instruments at the property line of the use concerned.

No vibration associated with the facility will be discernible without instruments at the property line.

G. Airport Interference. No use shall create electrical or lighting interference with the operations of the Port of Astoria Airport.

The facility will not have the potential to create electrical or lighting interference with the airport operations.

H. Setbacks. The minimum front, side and rear yard setbacks shall be 10 feet. When across a street from a non-industrial zone, the setback from the property line shall be 10 feet. When a property abuts a non-industrial zone, the setback shall be as follows: *(the property abuts the AF/Agriculture-Forestry zone along a portion of the south boundary)*

1. 50 feet for buildings and other structures more than 10 feet in height;

The setback from the AF Zone will be more than 400 feet.

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I. All development shall comply with the wetland and riparian area protection standards of Chapter 16.156.

The project will comply with Chapter 16.156 wetland and riparian protection standards.

J. Building Height. The maximum building height shall be 45 feet, except that it may be lower under either of the following circumstances:

2. Within the Airport Hazard Overlay Zone, where the maximum building height is described by the Airport Hazard Overlay Zone.

Under Section 16.92.015 concerning the Airport Operations Overlay District, the project is required to comply with the provisions of the Airport Safety and Compatibility Overlay Zone. Under this zone the project is not among the Airport Imaginary Surfaces as defined in WMC §16.92.020.D; and therefore the maximum building height is 45 feet. Note that the proposed one-story building will be 18 feet high at the eaves.

K. All other applicable Code requirements shall be satisfied.

Additionally, the requirements under General Development Standards Section 16.116.020 are applicable and are addressed in the following section.

L. All new sewer and water connections for a proposed development shall comply with all City regulations.

The sewer and water connections will comply with all City regulations.

M. Prior to undertaking disposal, the dredging project proponent shall consult with the Army Corps and Oregon DSL to determine if the disposal site contains wetlands that are regulated under permit programs administered by those agencies. If the site contains regulated wetlands, the dredging project proponent shall either alter the disposal site boundaries to avoid the wetlands and leave an acceptable protective buffer, or obtain the necessary Corps and DSL permits to fill the wetlands.

The applicant has obtained DSL Removal and Fill Permit No. 40307-FP

General Development Standards

16.116.020 Applicability.

All developments within the City must comply with the applicable provisions of Chapters 16.120 through 16.196. Some developments, such as major projects requiring land division and/or site design review approval, may require detailed findings demonstrating compliance with each chapter of the Code.

Chapter 16.120 ACCESS AND CIRCULATION

- 16.120.020 Vehicular Access and Circulation subsection (C)(2) requires an access permit based on city standards.
The applicant or project manager will obtain an access permit based on city standards.
- Subsection D/Traffic Study Requirements notes that a traffic study may be required.
At the pre-application meeting it was determined that a traffic study will not be necessary as long as safe ingress/egress is addressed.
- Subsection F/Access Options requires a minimum vehicular access width of 10 feet per lane.
The project will utilize Option 3, access from a public street adjacent to the development parcel. The proposed approach from Airport Road is 75 feet wide to safely accommodate truck ingress and egress. The access drive parallel to the east side of the building is 24 feet wide (12' per lane).

- Subsection G.4/Corner Clearance requires that “the distance from a street intersection to a driveway shall meet or exceed the minimum spacing requirements for the street classification in the Warrenton TSP.”
The minimum spacing for a minor collector from TSP Table 10 is 100 feet, whereas the distance from the nearest intersection to the east is >500 feet (SE Flightline) and approximately 1,000 feet from the nearest intersection to the west (Airport Ln).
- Subsection H/Number of Access Points requires that the number of street access points for industrial uses shall be minimized.
The project proposes only a single access point, on Airport Rd (SE 12th Place).
- Subsection K/Driveway Openings and Widths requires that such openings “shall be the minimum width necessary to provide the required number of vehicle travel lanes.”
Although the required travel lane width is 10 feet, the proposed driveway opening is significantly wider to accommodate two-way truck traffic, facilitate maneuvering on the concrete dock, avoid trucks backing up onto Airport Rd, and minimize internal traffic conflicts. The driveway apron will meet City construction standards and will provide exiting vehicles with unobstructed views of the road.
- Subsection L/Fire Access and Circulation.
The travel lanes along the east side of the building will meet City construction standards for a fire equipment access drive (not less than 20-foot width), and will terminate past the south end of the leased area with a 20' x 120' hammerhead turnaround.
- Subsection M/Vertical Clearances.
The driveway, aisles and turn-around areas will all maintain vertical clearance as required—at least 13 feet 6 inches. Note that the Site Plan does not indicate any structural elements built over the vertical clearance areas.
- Subsection N/Vision Clearance.
The vision clearance areas as depicted in WMC Figure 16.120.020N will remain free of structures or vegetation in excess of three feet in height.
- Subsection O/Construction.
 1. 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.
All driveways, parking areas, aisles and turn-arounds will be paved with asphalt.
 2. 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... 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.
The Site Development Impact Study states that, “The proposed development...is expected to result in a minor net increase in runoff rate.” Surface water management will ensure that the volume and rate of drainage off-site will not be significantly different than if the site had remained undeveloped.
- 16.120.030 Subsection A/Pedestrian Access and Circulation requires pathways, in the case of this processing facility, that connect all building entrances to one another and that connect parking and storage areas.
The building only has one pedestrian entrance, which is located near the southeast corner of the building, where parking is also located. The site plan indicates a walkway that connects all of the required parking spaces with the one pedestrian entrance. Such walkway will be an accessible route of travel that complies with the Americans with Disabilities Act.

Chapter 16.124 LANDSCAPING, STREET TREES, FENCES AND WALLS

- 16.124.060 Landscape Conservation subsection C/Mapping and Protection Required mandates protection of all mapped wetland areas in accordance with Chapter 16.156 and other applicable sections.
- Subsection E/Construction requires protection of wetland areas before, during and after construction, and prohibits vehicles and heavy equipment within significant wetlands.
The lease area contains 0.11 acre of wetlands, and the development proposes a wetland fill volume of 321 cubic yards, which will be covered under a revised wetland fill permit. Wetlands adjacent to the lease area will be protected via best management practices for wetland protection and erosion control.
- 16.124.070 New Landscaping subsection B requires a landscape plan with the following details:
 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; *(N/A)*
 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.*The landscape plan includes each of the listed details except for 3 since no terraces or retaining walls are proposed.*
- Subsection C/Landscape Standards requires landscaping in the 1-1 District over a minimum of 20% of the site (lease area).
41.5% of the lease area will be devoted to proposed and conserved landscaping.
- Subsection D/Landscape Materials. Subsections 1,2 and 6-8 apply to the development:
 1. Natural Vegetation. Natural vegetation shall be preserved or planted where practicable.
The proposed landscaping consists entirely of native plants and the conserved landscaping will consist of natural vegetation.
 2. Plant Selection. A combination of deciduous and evergreen trees, shrubs, turf grasses, and groundcovers shall be used for all planted areas.
The landscape plan calls for ten species of shrubs, three species of trees and three species of groundcover.
 6. Tree Size. Trees shall have a minimum caliper size of one and one-half inches or greater at time of planting.
Trees will meet the caliper size standard.
 7. Shrub Size. Shrubs shall be balled and burlapped and sized to fit in multi-gallon containers.
Shrubs will meet the B&B standard to the extent that such material is available. The applicant interprets the multi-gallon container standard to mean that shrubs will be a minimum of two-gallon size.
 8. Groundcover Size. Groundcover plants shall be sized and spaced so that they grow together to cover a minimum of 30% of the underlying soil within two years.
Groundcover will meet the size and spacing standard.

- Subsection E/Landscape Design Standards

1. Yard Setback Landscaping. Landscaping shall satisfy the following criteria:

- a. Provide visual screening and privacy within side and rear yards while leaving front yards and building entrances mostly visible for security purposes.

The west, south and east sides of the lease area do not extend to the property lines, hence there are no applicable side yards. The proposed landscape areas are all on the east side of the development, which leaves the front yard visible for security purposes. The building entrance near the southeast corner will not be obscured by landscaping.

- b. Use shrubs and trees as wind breaks, as appropriate.

(N/A)

- c. Retain natural vegetation, as practicable.

(See response under Subsection D.1 above)

- d. Define pedestrian pathways and open space areas with landscape materials.

The proposed landscaping strip and the conserved landscaping area frame and define the limited pedestrian pathway.

- e. Provide focal points within a development, such as signature trees (i.e., large or unique trees), hedges and flowering plants.

The landscape plan establishes focal points as described.

- f. Use trees to provide summer shading within common open space areas, and within front yards when street trees cannot be provided.

(N/A)

- g. Use a combination of plants for year-long color and interest.

The landscape plan meets the combination and interest standard.

- h. Use landscaping to screen outdoor storage and mechanical equipment areas, and to enhance graded areas such as berms, swales and detention/retention ponds.

(N/A)

2. Parking Areas. A minimum of eight percent of the combined area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped.

The 6 parking spaces and their maneuvering area cover approximately 1,512 square feet, eight percent of which is 121 sq. ft. The landscaped area consists of 7,597 sq. ft.

3. Buffering and Screening Required.

- b. Parking/Maneuvering Area Adjacent to Building. Where a parking or maneuvering area, or driveway, is adjacent to a building (other than a single-family, two-family, or three-family dwelling), the area shall be separated from the building by a raised pathway, plaza, or landscaped buffer not less than four feet in width.

The parking area adjacent to the southeast corner of the building is separated from the building by a raised pathway.

- c. Screening of Mechanical Equipment, Outdoor Storage, Service and Delivery Areas, and Automobile-Oriented Uses.

The container storage area adjacent to the southwest corner of the building is not adjacent to a public street or residential area as addressed in the standard, and it is not practicable to screen the service/delivery area on the north side of the building since it provides direct trucking access.

- Subsection F/Maintenance and Irrigation. The use of drought-tolerant plant species is encouraged. *The landscape plan lists suitable drought-tolerant native plant species.*

Chapter 16.124.080 Street Trees.

Street trees shall be planted for all developments that are subject to land division or site design review...Planting of unimproved streets shall be deferred until the construction of curbs and sidewalks.

(N/A)

Chapter 16.128 VEHICLE AND BICYCLE PARKING

A. General Provisions.

1. Groups of four or more off-street parking spaces shall be served by a driveway or aisle so that no backing movements or other maneuvering within a street or right-of-way.

The parking area consisting of six spaces does not involve backing or maneuvering within a street or ROW.

2. Service drives or aisles to off-street parking areas shall be designed and constructed to facilitate the flow of traffic and to provide maximum safety to pedestrian, bicycle, and vehicular traffic on the site.

The aisle to the off-street parking area is designed and will be constructed to meet this standard.

3. Service drives or aisles shall be clearly and permanently marked and defined through the use of bumper rails, fences, buildings, walls, painting, or other appropriate markers.

The service drive and aisle are defined via the building placement and landscape areas.

5. All parking lots shall be designed and constructed to meet the City standards of Section 16.120.020, this chapter, Chapter 16.136, and this Code.

See Chapter 16.120.020 responses above. Chapter 16.136 A/Development Standards requires a street frontage of at least 25 feet. The lease area contains over 300 feet of frontage on Airport Rd. The remainder of Chapter 16.136 regards development within the public ROW and does not apply.

Table 16.128.030/Off-Street Parking Requirements requires 1 space per 2 employees on the largest shift.

Five regular spaces and one ADA space are provided for an anticipated 10 employees.

- #### **C. Parking Stall Standard Dimensions and Compact Car Parking.** All off-street parking stalls shall be improved to conform to City standards for surfacing, stormwater management, and striping.

See Section 16.120.020 above for compliance with parking lot construction standards. Standard parking spaces conform to the required dimension of 9 feet width by 19 feet depth. The required one Disabled Person parking space will comply with ADA standards.

16.128.040 Bicycle Parking Requirements. Table 16.128.040 stipulates two spaces per primary use or 1 space per 10 vehicle spaces, whichever is greater; hence, the code requires two spaces.

Sheet C-1/ Site Design Review Plan indicates a two-bicycle rack at the south end of the pedestrian walkway.

Chapter 16.132 CLEAR VISION AREAS

See Section 16.120.020.N/Vehicular Access and Circulation above.

Chapter 16.136 PUBLIC FACILITIES STANDARDS

16.136.010 Purpose and Applicability.

D. Conditions of Development Approval. No development may occur unless required public facilities are in place or guaranteed...

The developer will ensure that facilities are in place or guaranteed prior to commencement of construction, subject to City of Warrenton approval.

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...

The lease area contains over 300 feet of frontage on Airport Rd, and see Chapter 16.120 above for applicant's responses.

16.136.040 Sanitary Sewer and Water Service Improvements.

A. Sewers and Water Mains Required. Sanitary sewers and water mains shall be installed to serve each new development.

Sanitary sewer and water mains exist to serve the development, but the development depends on the resolution of downstream sewer I&I and pump station issues.

B. Sewer and Water Plan Approval. Development permits for sewer and water improvements shall not be issued until the City-appointed engineer has approved all sanitary sewer and water plans in conformance with City standards.

Sanitary sewer and water plans will conform with city standards.

16.136.050 Storm Drainage Improvements.

A. General Provisions. The City shall issue a development permit only where adequate provisions for stormwater and floodwater runoff have been made in conformance with Chapter 16.140, Stormwater and Surface Water Management.

See applicant's responses under Chapter 16.140 below.

D. Easements. Where a development is traversed by a watercourse, wetland, drainage way, channel or stream, the City may require a dedication of a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance.

Although the development is not traversed by a drainage as described, the west boundary is parallel and adjacent to a wetland drainage (existing ditch). The Site Design Review Plan indicates a "Proposed Wetland Drainage Easement" along the west side of the development.

16.136.060 Utilities.

A. Underground Utilities. All utility lines including, but not limited to, those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above.

All utility lines will be placed underground in compliance with this section.

B. Easements. Easements shall be provided for all underground utility facilities.

Utility easements will be provided in compliance with this section.

C. Exception to Undergrounding Requirement. The standard applies only to proposed land divisions and large-scale developments. *Per WMC Section 16.12.010/Definitions, the standard applies to the project as a large-scale development, which is in part defined as, "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; or (4) dependent on the expansion of City utility system(s) to service the development, including, but not limited to, development (or improvement) of transportation facilities or water and/or sewer mainline extensions."*

16.136.070 Easements.

Easements for sewers, storm drainage and water quality facilities, water mains, electric lines or other public utilities shall be dedicated on a final plat, or provided for in the deed restrictions. See also Chapter 16.212, Site Design Review, and Chapter 16.216, Land Divisions and Lot Line Adjustments. The developer or applicant shall make arrangements with the City, the applicable district, and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development. The City's standard width for public main line utility easements shall be 20 feet unless otherwise specified by the utility company, applicable district, or City-appointed engineer.

Easements will be dedicated or provided in compliance with this section.

16.136.080 Construction Plan Approval and Assurances.

No public improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting, parks, or other requirements shall be undertaken except after the plans have been approved by the City, permit fee paid, and permit issued.

The developer will ensure that plans are approved by the City and that permit fees are paid.

16.136.090 Installation.

C. Commencement. Work shall not begin until the City has been notified in advance and all required permits have been issued.

The developer will obtain required permits and provide advance notice to the City prior to commencement of work.

F. Engineer's Certification and As-Built Plans. A registered civil engineer shall provide written certification in a form required by the City that all improvements, workmanship and materials

are in accord with current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to City acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide four set(s) of "as-built" plans, in conformance with the City-appointed engineer's specifications, for permanent filing with the City.

The project Engineer will provide documents in compliance with this section.

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.

The development substantially conforms to the natural contours of the land and does not propose disturbing pre-existing man-made drainage ways except as necessary and appropriate to ensure drainage.

16.140.020 Developments Must Drain Properly.

C. Whenever practicable, the drainage system of a development must coordinate with and connect to the drainage systems or drainage ways on surrounding properties or streets.

The development connects to and maintains the existing drainage regime discharging to the south and to the east via existing ditches that drain the gross tax lot area.

D. All developments must be constructed and maintained so that adjacent properties are not unreasonably burdened with stormwater runoff as a result of the developments.

See response under Subsection C above.

16.140.030 Surface Water Management.

B. No development may be constructed or maintained so that stormwater from the development is collected and channeled into natural or man-made drainage ways, such that the volume and/or rate of flow is substantially greater than the pre-development volume and/or rate.

As stated in the Site Development Impact Study, the proposed development is expected to result in a minor net increase in runoff rate.

C. No development may be constructed such that the flow of water through natural or existing man-made drainage ways is obstructed. Bridges and culverts constructed to allow the flow of water through a development must be designed to pass flow during a 100-year storm event.

The 24-inch stormwater culvert specified for beneath the driveway apron complies with this section.

16.140.040 Erosion and Sediment Control.

A. For projects that disturb over one acre, applicants must apply to Oregon Department of Environmental Quality (DEQ) for a National Pollutant Discharge Elimination Control System (NPDES) 1200(C) permit.

The development will disturb slightly more than one acre. The applicant will obtain a 1200-C permit.

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.

The developer will not commence work until the erosion control plan is approved.

16.140.060 Illegal Discharge of Materials Into the Stormwater System.

The discharge of any material other than stormwater into the stormwater system is prohibited. The placement of materials in a location where they are likely to be carried into the stormwater system by any means is also prohibited.

The developer will ensure that material placement will not result in discharge of materials into the stormwater system.

Chapter 16.144 SIGNS

16.144.020 General Requirements. The following general provisions shall govern all signs:

A. Signs shall not extend into, over or upon any public street or right-of-way.

The Site Design Review Plan Sheet C-2 shows a single sign located in the landscape area adjacent to the northwest corner of the concrete dock. This location is approximately 28 feet back from the north property line.

B. Signs or sign supporting structures shall not be located so as to detract from a motorist's view of vehicular or pedestrian traffic or a traffic sign.

See response under Subsection A above.

C. All signs shall be designed and located so as to prevent the casting of glare or direct light from artificial illumination upon adjacent publicly dedicated streets, surrounding public or private streets, or surrounding public or private property.

The sign design provided in a separate sign permit application will comply with this standard.

E. Signs shall not contain flashing, moving, rotating or otherwise animated parts.

The sign design provided in a separate sign permit application will comply with this standard.

16.144.040 Sign Requirements for C-1, C-MU, C-2, R-C, I-1, and I-2 Zones.

G. Unless otherwise permitted by site design review or other City action, the total number of signs allowed per commercial or industrial use shall be two signs (i.e., one pole sign together with one projecting wall sign or one projecting wall sign together with one sandwich board sign, etc.).

For sites with more than one side of street frontage, one additional sign (up to 32 square feet or based on lineal feet of street frontage, as applicable) may be provided.

Only one sign is currently proposed for the development.

Chapter 16.152 GRADING, EXCAVATING, AND EROSION CONTROL PLANS

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.

The applicant or project manager will obtain a grading permit.

C. Grading Designation. Grading in excess of 5,000 cubic yards shall be permitted in accordance with the approved grading plan prepared by a civil engineer, and shall be designated as "engineered grading." Grading involving less than 5,000 cubic yards shall be designated as "regular grading" unless the permittee chooses to have the grading performed as engineered

grading, or the building official determines that special conditions or unusual hazards exist, in which case grading shall conform to the requirements of engineered grading.

Grading will exceed 5,000 cubic yards and a plan for engineered grading will be duly submitted.

16.152.070 Grading Inspection.

A. General. Grading operations for which a permit is required shall be subject to inspection by the building official. Professional inspection of grading operations shall be provided by the civil engineer, soils engineer, and the engineering geologist retained to provide such services in accordance with this section for engineered grading and as required by the building official for regular grading.

The applicant understands the inspection requirement and will fully cooperate with the process as performed by the building official and his retaine(s).

D. Compaction. All fills shall be compacted to a minimum of 90% of maximum density. *Compaction will meet or exceed the minimum standard.*

16.152.130 Drainage and Terracing.

D. Disposal.

1. All drainage facilities shall be designed to carry waters to the nearest practicable drainage way approved by the building official or other appropriate jurisdiction as a safe place to deposit such waters. Erosion of ground in the area of discharge shall be prevented by installation of non-erosive down-drains or other devices.

The project will comply with the drainage standard by utilizing the existing drainage ditches that parallel the north and east sides of the lease area. Best management practices will be used to prevent erosion at discharge areas.

2. Building pads shall have a drainage gradient of two percent toward approved drainage facilities unless waived by the building official. The gradient from the building pad may be one percent if all of the following conditions exist throughout the permit area: (a) no proposed fills are greater than 10 feet in maximum depth; (b) no proposed finish cut or fill slope faces a vertical height in excess of 10 feet; and (c) no existing slope faces, which have a slope face steeper than one unit vertical in 10 units horizontal, have a vertical height in excess of 10 feet.

The building pad will comply with the appropriate gradient standard. None of the conditions will exist as described in subsections (a)-(c).

16.152.140 Erosion Control.

B. Other Devices. Where necessary, check dams, cribbing, riprap, or other devices or methods shall be employed to control erosion and provide safety.

The project will include such other devices as necessary and appropriate.

16.152.150 Completion of Work.

Upon completion of the rough grading work and at the completion of the work, the following reports and drawings and supplements thereto are required for engineered grading or when professional inspection is performed for regular grading, as applicable:

A. An as-built grading plan prepared by the civil engineer retained to provide such services in accordance with Section 16.152.070 showing original ground surface elevations, as-graded ground surface elevations, lot drainage patterns, and the locations and elevations of surface drainage facilities and of the outlets of subsurface drains. As-constructed locations, elevations, and details of subsurface drains shall be shown as reported by the soils engineer.

Civil engineers shall state that to the best of their knowledge the work within the specified area of responsibility was done in accordance with the final approved grading plan.

The project civil engineer will provide an as-built plan to comply with this standard.

B. A report prepared by a soils engineer retained to provide such services in accordance with Section 16.152.070, including locations and elevations of field density tests, summaries of field and laboratory tests, other substantiating data, and comments on any changes made during grading and their effect on recommendations made in the approved soils engineering investigation report. Soils engineers shall submit a statement that, to the best of their knowledge, the work within their area of responsibilities is in accordance with the approved soils engineering report and applicable provisions of this chapter.

The project soils engineer will provide a report and statement to comply with this standard.

Chapter 16.156 WETLAND AND RIPARIAN CORRIDOR DEVELOPMENT STANDARDS

16.156.030 Wetland Area Development Standards.

C. Applications to the City of Warrenton for subdivision, partition, planned unit development, conditional use, site design review, variance, or temporary building permits that include designs of altering land within 25 feet of a mapped wetland, or grading permits or building permits that would alter land within 25 feet of a mapped wetland boundary, but not within a mapped wetland area itself, shall contain the following:

1. A delineation of the wetland boundary, approved by the Oregon Division of State Lands.
2. A to-scale drawing that clearly delineates the wetland boundary, the proposed setback to the wetland area (if any), and existing trees and vegetation in the mapped wetland area.

The submitted Site Design Review plan and associated wetland fill permit contain the required information.

Chapter 16.192 LARGE-SCALE DEVELOPMENTS

16.192.010 Approval Process.

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 project is a large-scale development due to a proposed main building floor area of 14,400 square feet.

B. Review Type.

1. Type III: “1, 2, 3, or combined 1 and 4.”

The project warrant a Type III review due to its inclusion under subsection 3 above.

16.192.030 Soil Suitability.

A. Unless the Community Development Director (Type I or Type II) or hearings body (Type III) determines that an adequate detailed soil survey has already been undertaken for the entire portion of the site proposed for development, the owner or developer shall have a new soil survey of the site prepared to determine if construction on the site would be hazardous to facilities on the parcel or to nearby property due to the load bearing capacity of the soils, the potential for wind or water erosion, or the wetness or slope characteristics of the soil.

B. The soil survey shall be performed by a registered geotechnical engineer that is licensed in the State of Oregon.

Don Rondema of Geotech Solutions conducted a soil survey of the original lease area. A revised survey will be conducted on the relocated site.

16.192.040 Stormwater Management.

The applicant shall submit a stormwater management plan, which shall meet the criteria of Chapter 16.140 of this Code, to the City of Warrenton Planning and Building Department for review for the proposed development that is prepared by a registered engineer currently licensed in the State of Oregon.

The plan submittals will comply with the criteria of Chapter 16.140 (Stormwater and Surface Water Management).

16.192.050 Utilities.

A. The applicant shall provide detailed information and analyses, as necessary, to the City of Warrenton to allow the City to assess the expected impacts of the development on the capacity of Warrenton’s water, sewer, and transportation. The development will only be allowed if sufficient capacity exists or suitable evidence indicates it will exist prior to completion of the development construction. In deciding the sufficiency of capacity, consideration will be given to possible increases in flows resulting from activities of existing system users and from facilities which are likely to be built due to the proposed use, but are not part of the development.

The applicant has provided or will provide such information and analyses as necessary to comply with this standard.

B. On-site water supply, sewage disposal, access and circulation, shall be approved by the Warrenton Public Works Director. The development will not be allowed unless satisfactory provisions are made for these facilities. Satisfactory provisions, in part, mean that the size of any water lines, sewer lines, access roads, and drainage-ways will be sufficient to meet the needs of the development and, where desirable, accommodate growth in other areas. Suitable arrangement, including dedication of land or use of easements, shall be made so that the City will be able to maintain appropriate water, sewer, street, and drainage facilities. The construction of lengthy pressure-forced sewer lines to the site which by-pass undeveloped properties will be discouraged.

The project will comply with the terms of this standard.

C. Utility lines in the development (including electricity, communications, street lighting and cable television) shall be placed underground. Appurtenances and associated equipment such as surface mounted terminal boxes and meter cabinets may be placed above ground.

The project will comply with the standard for utility lines and their appurtenances and associated equipment.

D. All utilities shall be installed in conformance with this Code and City construction standards.

The project will comply with WMC provisions and City construction standards.

16.192.070 Landscape Suitability.

The development shall comply with the provisions of a landscape plan which is consistent with Chapter 16.124 of this Code.

The Site Design Review Plan Sheet C-4 (Preliminary Grading and Landscape Plan) indicates that the development will comply with Chapter 16.124 (see responses under 16.124 above).

16.192.080 Signs.

All signs of any type within the development are subject to design review and approval by the Community Development Director or hearings body (Type III). The City shall consider each sign on its merits based on the aesthetic impact on the area, potential traffic hazards, and need for the sign. No sign shall violate provisions in Chapter 16.144.

The responses provide under Chapter 16.144 above demonstrate that the project will comply with all sign standards.

16.192.090 Additional Provisions.

A. The City of Warrenton may charge the applicant additional fees, as necessary, to cover the cost of reviewing surveys, reports, plans, or construction methods required to comply with the provisions of this Code.

B. The City of Warrenton may require the owner or developer to post a performance bond to assure that improvements required to comply with the provisions of this section are completed in accordance with the plans and specifications as approved by the Community Development Director, and/or hearings body.

C. Proposals for large-scale developments shall be reviewed for consistency with all applicable sections of this Code prior to issuance of a development permit, including grading, filling, or building permits.

D. The standards of this section are required in addition to development review (Type I and II) and site design review (Type III) standards of Chapter 16.212.

The applicant and project manager understand and accept any applicable additional provisions.

**CITY OF WARRENTON
PLANNING AND BUILDING DEPARTMENT**

OFFICE USE ONLY
FILE # <u>SDR-20-6</u> FEE \$ <u>750⁰⁰</u>
ZONING DISTRICT _____
RECEIPT # <u>8830426</u>
DATE RECEIVED <u>7/17/20</u>

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

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 8N, Range 10W, Section 26, Tax Lot 500

Property street address: 1110 SE Flightline Drive, Warrenton, OR 97146

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: The Scoular Company (Tom Wortmann)
Signature: [Signature] Date: 7-16-2020
Address: 2027 Dodge St. Suite 300 Phone: 402.881.2908
City/State/Zip: Omaha, NE 68102 Email: twortmann@scoular.com Fax: _____

PROPERTY OWNER (if different from Applicant):

Printed Name: Port of Astoria (Attn: Gary Kobes) Attn: Will Isom
Signature: [Signature] Date: 7/16/2020
Address: 422 Gateway #100 Phone: 503.861.1222
E-mail Address: wisom@portofAstoria.com
City/State/Zip: Astoria, OR 97103 Fax: _____

1. In detail, please describe your proposal:

Construct a 14, 400 square foot fishmeal processing facility. Development will include site grading, water main extension with fire hydrant, private sewer pump to City pump station, stormwater management, placement of asphalt and concrete, curb, sidewalk, landscaping, and building with accessory structures.

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

This facility will produce fishmeal, fishoil, and shrimp shell meal. The meal and oil production processes are a relatively simple one that involves the collection of the fish offal from edible product processing facilities in the region. The material is then cooked, pressed, and dried. The facility will produce high-quality fishmeal and oil, serving the pet food and other specialty feed markets.

Current number of employees: The facility will employ six to eight full-time workers.

Projected number of customers per day: The facility will not sell retail or be open to the general public.

Days of operation: Monday-Saturday during April to October. Hours of operation: Day shifts will vary seasonally from 8 – 12 hours per day.

Number of shipments/deliveries per day: Seven on average. per week: Thirty-Five on average.

By what method will these be arriving/sent? Raw materials will arrive in insulated totes on flatbed trucks and depart on tractor trailer.

3. Does this property have an existing business or businesses? No, the property is vacant.

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: City water is provided via an existing 8" line, owned by the Port, located in the North side of the Airport Way ROW;

City sewer: Private gravity lateral to tie into public pump station at the intersection of Airport Way & Flightline Dr. The private lateral will provide the connection to the Public system.

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?

Materials and finished product will be stored within the main building.

7. What percentage of the property is currently landscaped? 0%

What percentage of the property do you propose to landscape as part of this project? 41.5% of the 1.46-acre leased area will be landscaped: 7,597 sq. ft. will be new landscape and 18,762 sq. ft. will be conserved landscape.

8. How do you intend to irrigate the existing and proposed landscaping? The proposed landscape plants are native drought-tolerant plants and will not require an irrigation system.
9. Signs require the submittal of a separate application, which may be submitted in conjunction with this site plan application.
10. Please explain how you propose to provide for the drainage of this property, or explain why no additional drainage consideration is necessary. 0.85 acres of the lease area will be impervious and 0.61 acres will be semi-pervious. The City of Warrenton does not require detention at this site due to proximity to Adams Slough. The existing drainage regime will be substantially maintained and will utilize existing storm ditches along the north and east boundaries of the leased portion to drain stormwater to Adams Slough.
11. Please provide the type of development on the neighboring properties.

North: Commercial; US Coast Guard station
South: Commercial property management/development company field office & yard
East: Vacant portion separates waste management (Recology) office and yard
West: Vacant

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.
13. Will all parking for your business be provided on the property? Yes X No _____ All parking must be shown on your site plan map. If off-street parking is to be provided on another property, please attach a copy of the parking easement or agreement from the property owner; or will off-street parking be provided along the abutting street.
14. How does this request comply with the Warrenton Development Code Chapter 16, Section 16.40 (General Commercial)? The property is not within the General Commercial (C-1) Zone, but is within the General Industrial (I-1) Zone where development is regulated by Section 16.60. The purpose of this zone is "to provide sites for light, heavy, and airport-related industrial activities." Section 16.60.020 Permitted Uses allows, "A. Production, processing, assembling, packaging or treatment of such products as food products, pharmaceutical, hardware and machine products."
15. Orientation of proposed building(s) (see Section 16.116.030 in the Warrenton Development Code). Section 16.116.030(A) requires that, "Building(s) shall be located on the property with the principal building entrance oriented toward the primary focal point of the property/development." The building could be considered to have two principal entrances, the loading dock on the north side of the building and the office entrance on the southeast corner. Both entrances are oriented towards the processing facility as the primary focal point of the development.
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.

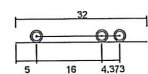
_____ Identify designated flood hazard area(s).

_____ Show wetland and riparian areas, streams and/or wildlife areas.

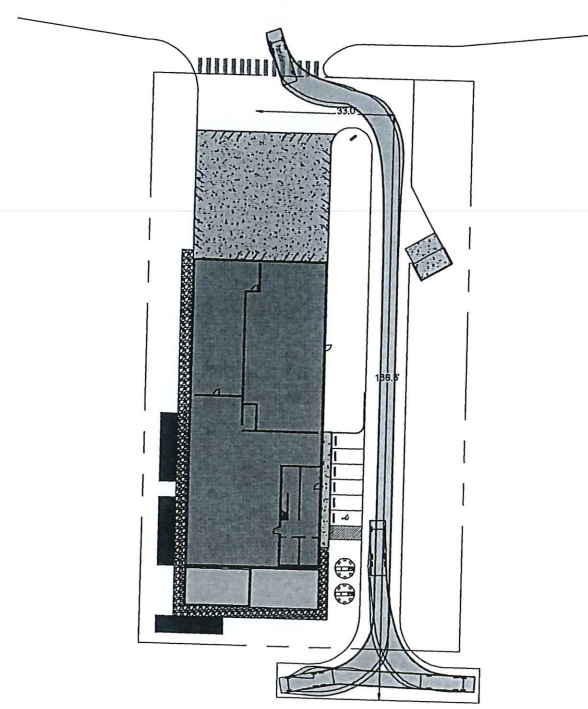
_____ Any designated historic and cultural resources areas on the site and/or adjacent parcels or lots.

_____ Location, size and type of trees and other vegetation on the property.

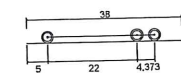
P:\20011\Warrenton FM (Processing Plant) Site Development\ACAD\C20011-003.dwg Plotted: By: ame_07/16/20 2:49:15 pm



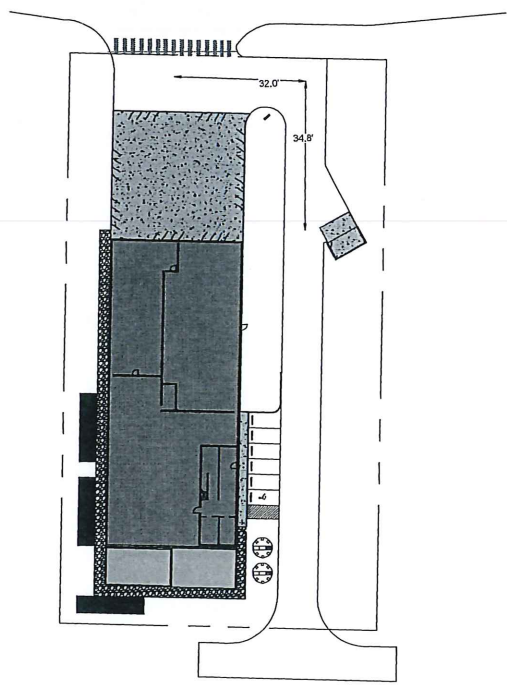
Warrenton Fire
 Overall Length 32.000ft
 Overall Width 9.000ft
 Overall Body Height 1.458ft
 Min Body Ground Clearance 1.458ft
 Track Width 6.320ft
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 45.000ft



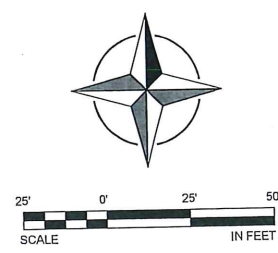
FIRE TRUCK TRACKING
 SCALE: 1" = 50'



Warrenton Garbage
 Overall Length 38.000ft
 Overall Width 9.000ft
 Overall Body Height 1.438ft
 Min Body Ground Clearance 1.438ft
 Max Track Width 6.350ft
 Lock-to-lock time 6.90s
 Max Steering Angle (Virtual) 27.40°



GARBAGE TRUCK TRACKING
 SCALE: 1" = 50'



SITE DESIGN REVIEW PLAN

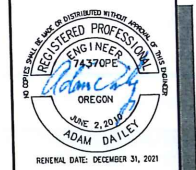
NO.	DATE	BY	REVISION COMMENTS

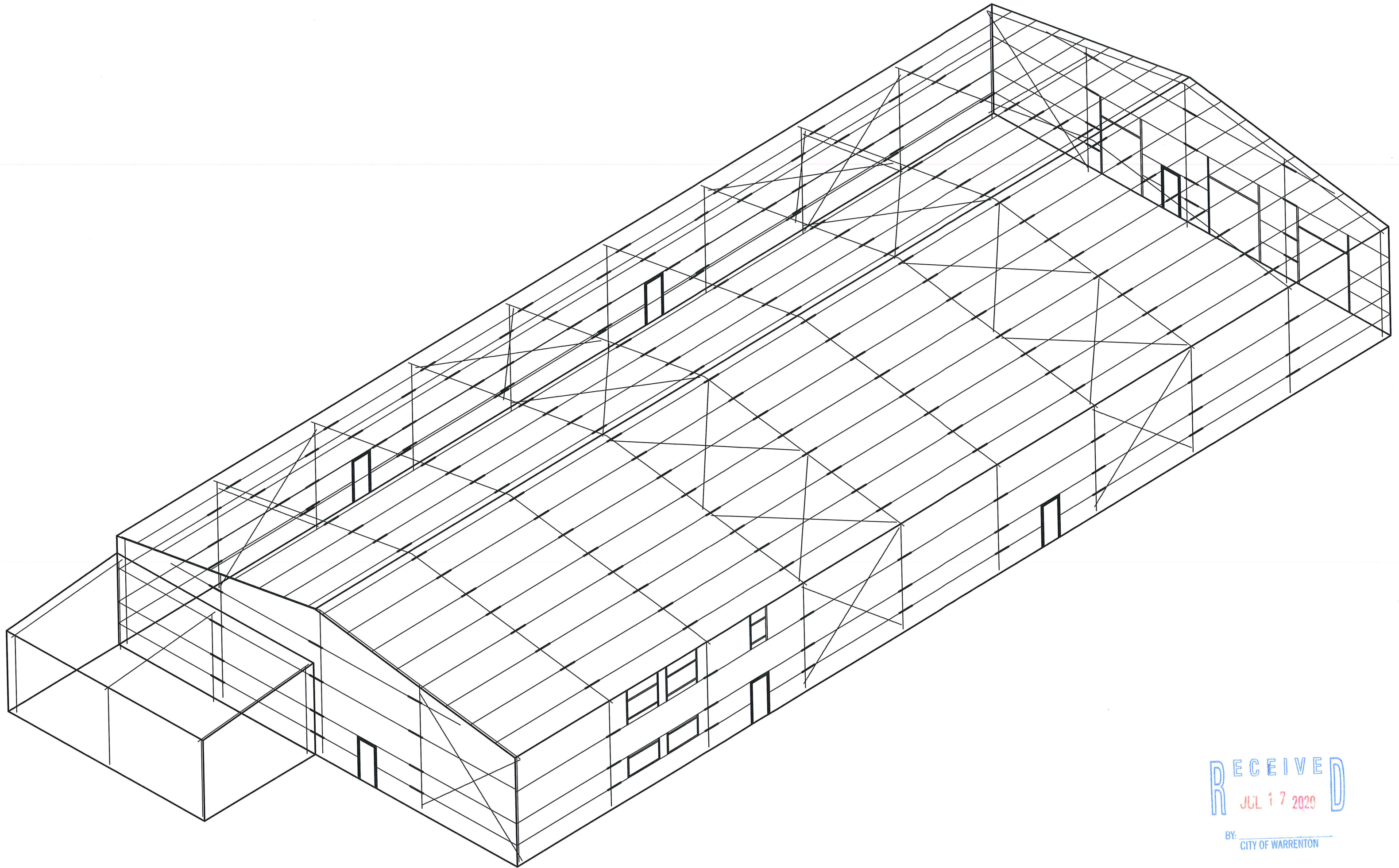
INITIAL ISSUE
 DESIGN# DRAWN#
 ADD MJD
 CHECKED: DATE: 7/16/20
 ADD
C3
 COPYRIGHT 2020 ©

**WARRENTON FM (PROCESSING PLANT)
 SITE DEVELOPMENT (COMMERCIAL SITE DESIGN)
 VEHICLE TRACKING**

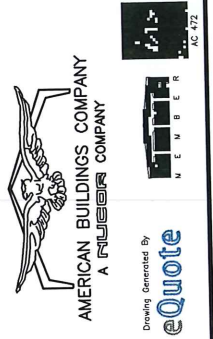
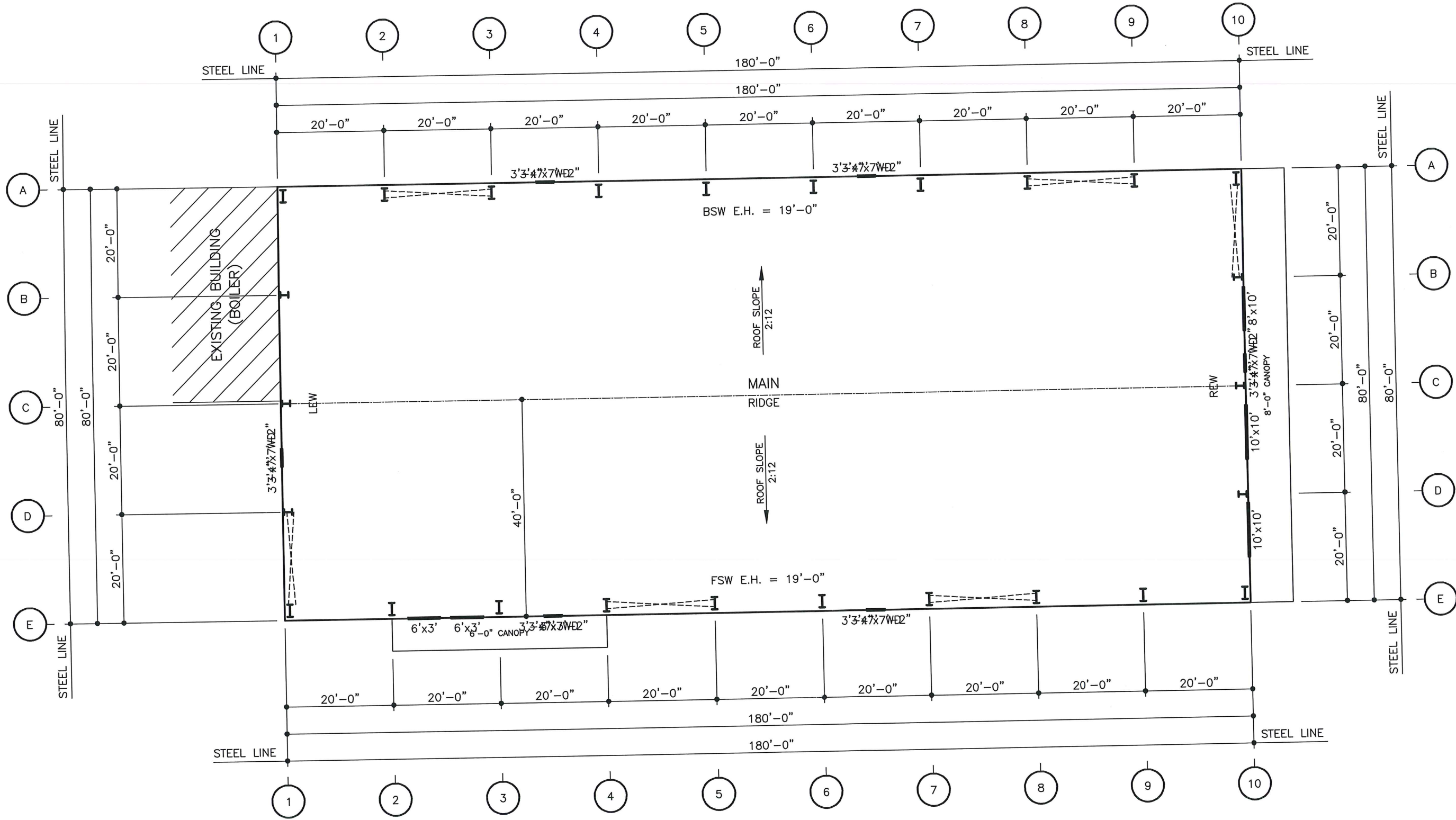
S26, T8N, R10W WM
 WARRENTON, CLATSOP COUNTY, OREGON

A.M. Engineering
 P.O. BOX 978 SEASIDE, OREGON 97138
 Phone: 503.483.8600 WWW.AMENGINEERING.COM





RECEIVED
JUL 17 2020
BY: _____
CITY OF WARRENTON



PROJECT NAME:
WARRENTON FM PLANT
 WARRENTON, OR

CUSTOMER NAME:
HELLIGSO CONSTRUCTION COMPANY
 ASTORIA, OR

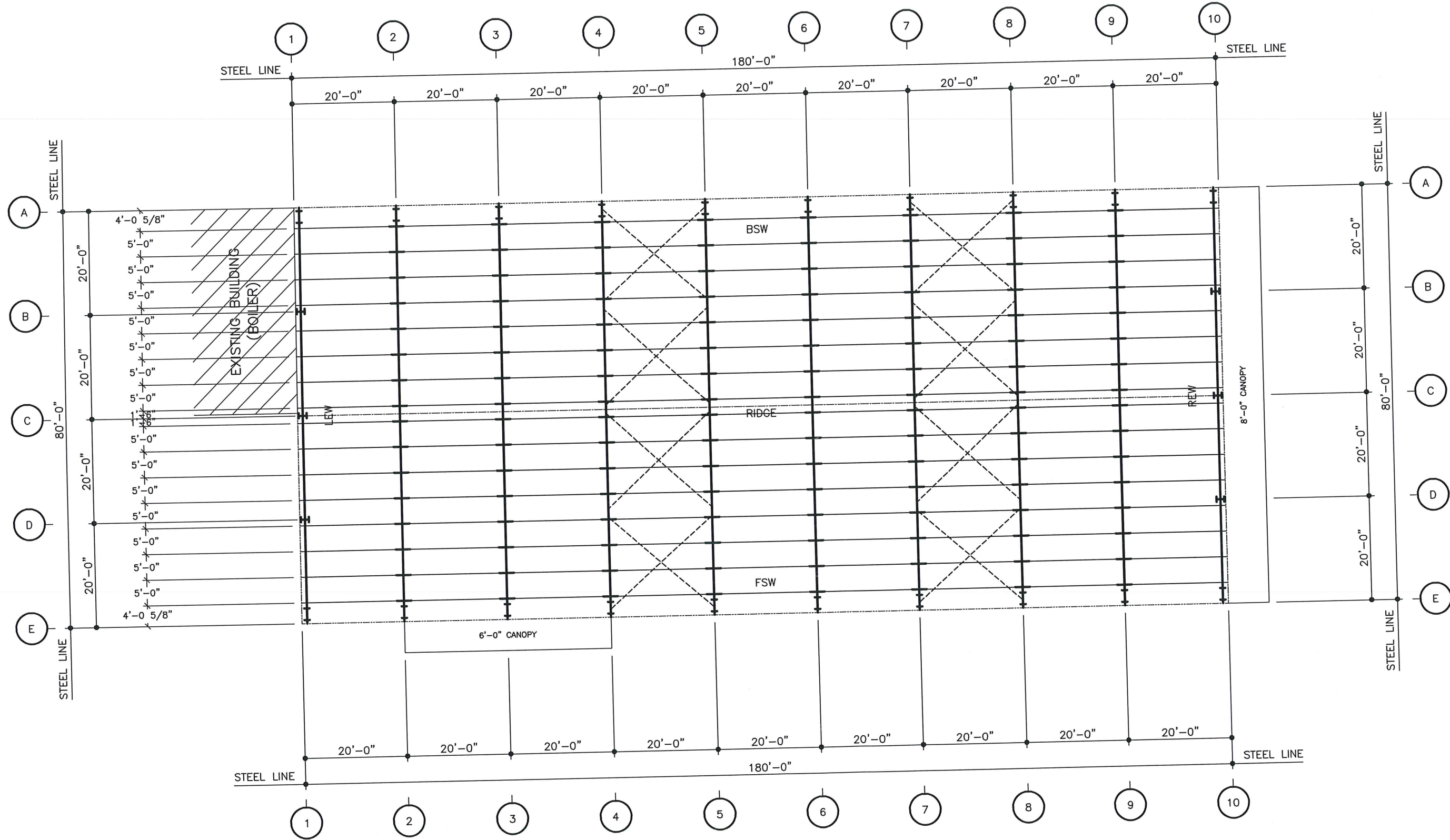
DO NOT USE FOR FINAL CONSTRUCTION

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PRELIMINARY FLOOR PLAN

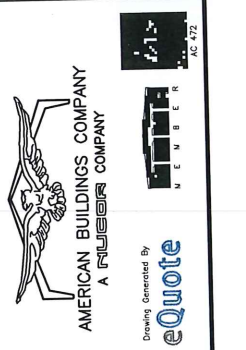
SHEET NUMBER:
FP1

DATE:
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QUOTE NUMBER:
NOG-20032-R1



MAIN ROOF FRAMING PLAN

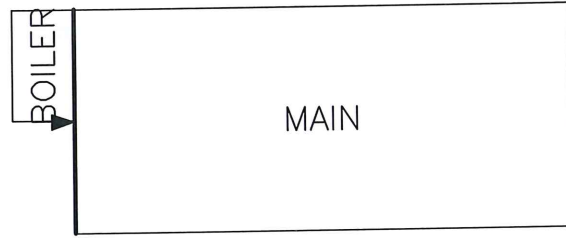


PROJECT NAME:
WARRENTON FM PLANT
 WARRENTON, OR
 CUSTOMER NAME:
HELLIGSO CONSTRUCTION COMPANY
 ASTORIA, OR

DO NOT USE FOR FINAL CONSTRUCTION
 SHEET TITLE:
PRELIMINARY ROOF FRAMING PLAN
 SHEET NUMBER:
RF1
 QUOTE NUMBER:
NOG-20032-R1
 DATE:
 7/15/2020 11:41 AM

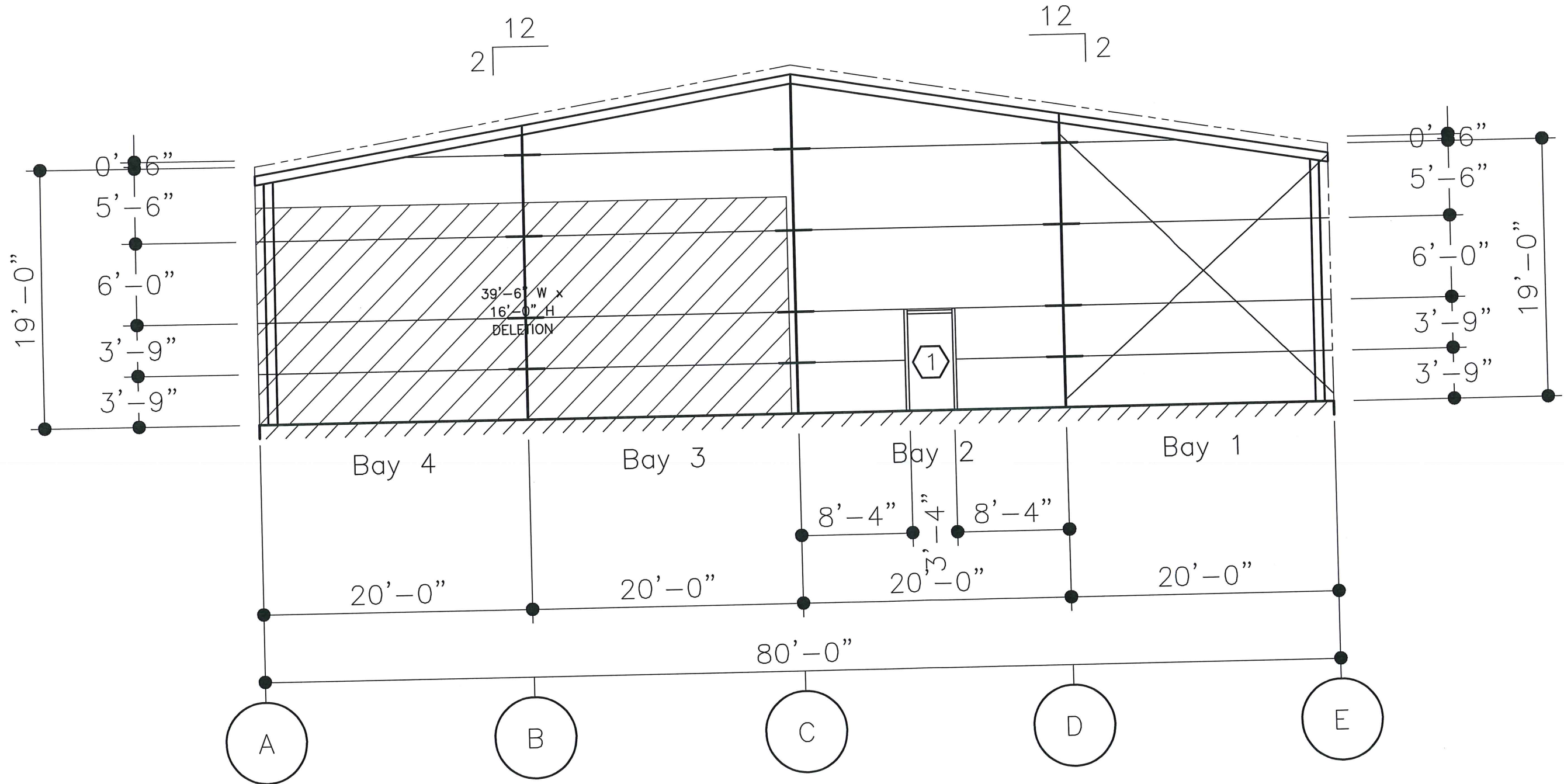
DO NOT USE FOR FINAL CONSTRUCTION

KEY PLAN

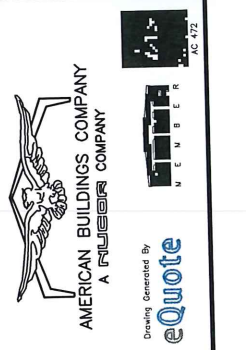


FRAMED OPENING SCHEDULE

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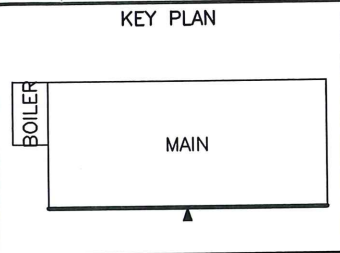


ELEVATION AT LINE 1

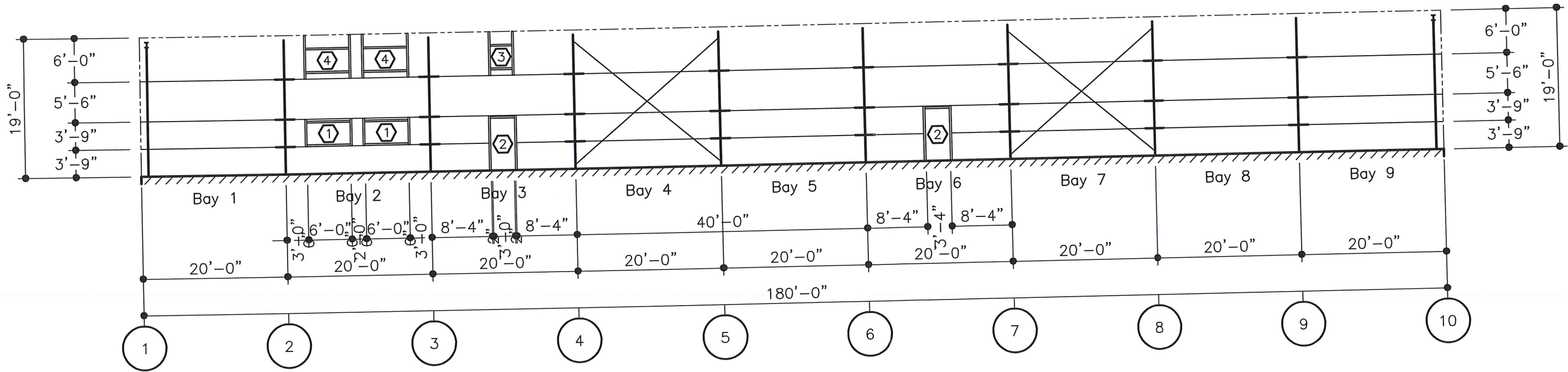


PROJECT NAME:
WARRENTON FM PLANT
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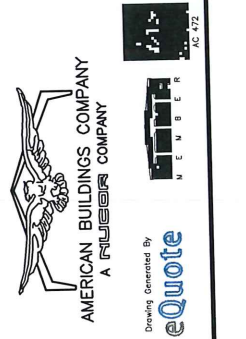
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PRELIMINARY STRUCTURAL ELEVATIONS
 SHEET NUMBER:
ST5
 QUOTE NUMBER:
NOG-20032-R1
 DATE: 7/15/2020 11:41 AM



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2	2	3'-4"	7'-2"	0'-0"	FACTORY
3	1	3'-0"	3'-0"	14'-0"	FACTORY
4	2	6'-0"	3'-0"	14'-0"	FACTORY



ELEVATION AT LINE E



PROJECT NAME:
WARRENTON FM PLANT
 WARRENTON, OR

CUSTOMER NAME:
HELLIGSO CONSTRUCTION COMPANY
 ASTORIA, OR

DO NOT USE FOR FINAL CONSTRUCTION

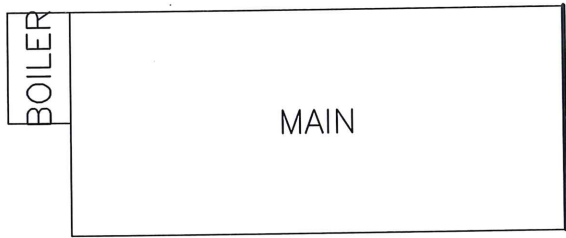
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SHEET NUMBER:
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DATE:
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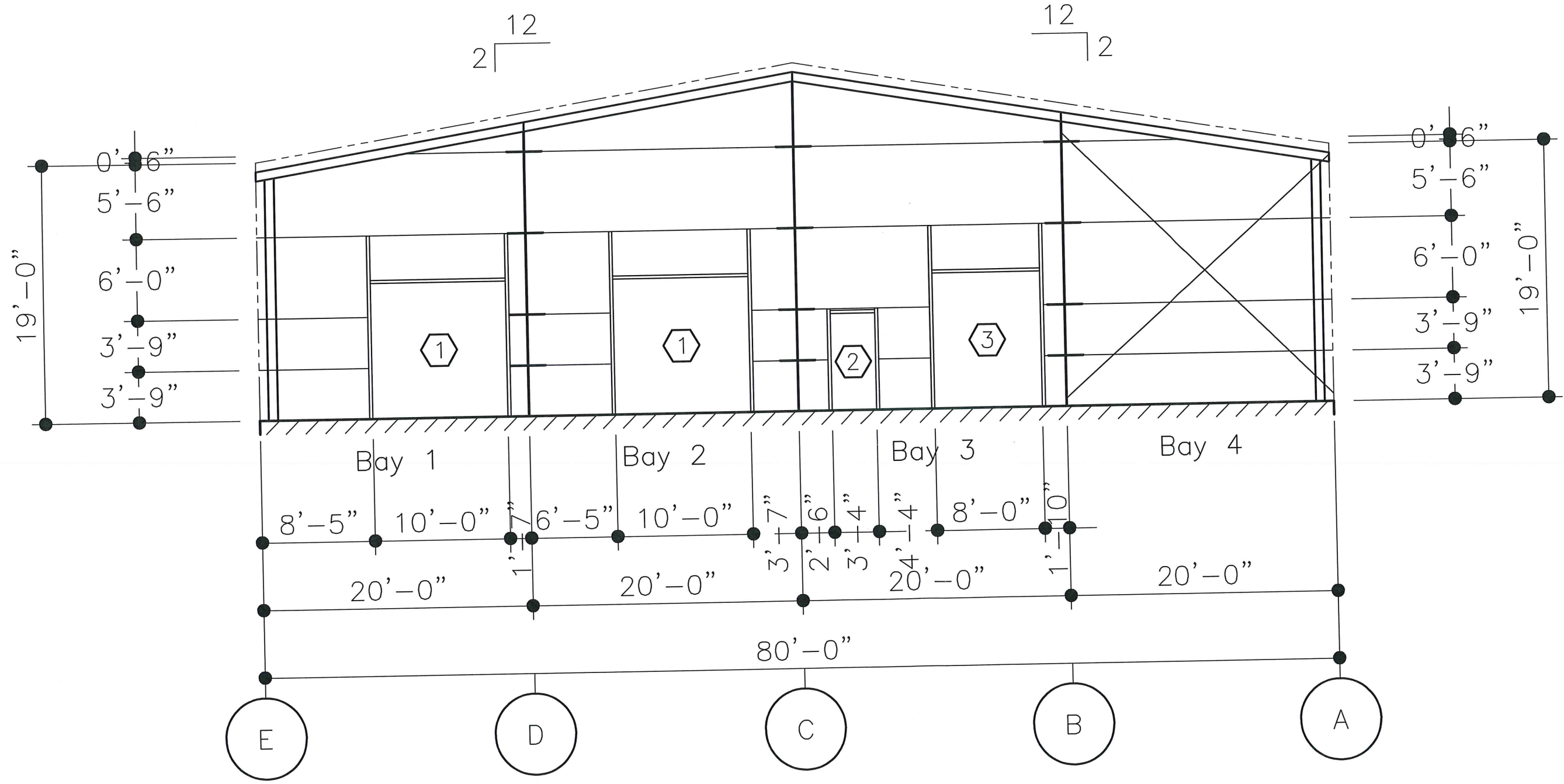
QUOTE NUMBER:
NOG-20032-R1

KEY PLAN



FRAMED OPENING SCHEDULE

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3	1	8'-0"	10'-0"	0'-0"	FACTORY



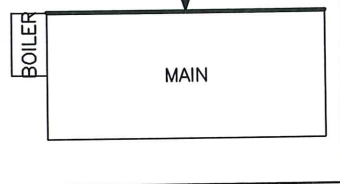
ELEVATION AT LINE 10



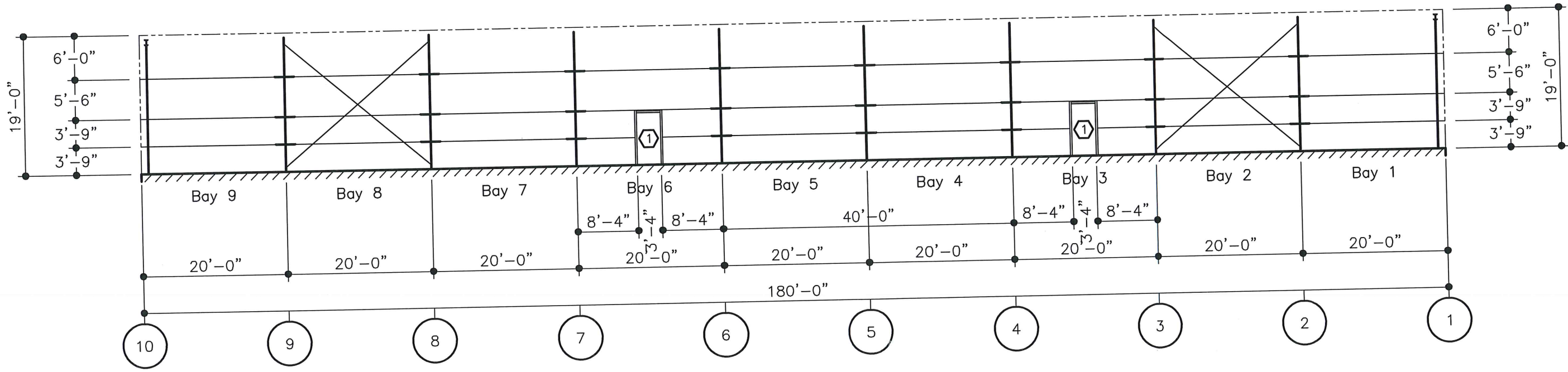
PROJECT NAME:
 WARRENTON FM PLANT
 WARRENTON, OR
 CUSTOMER NAME:
 HELIGSO CONSTRUCTION COMPANY
 ASTORIA, OR

DO NOT USE FOR FINAL CONSTRUCTION
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 SHEET NUMBER:
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 QUOTE NUMBER:
 NOG-20032-R1
 DATE:
 7/15/2020 11:41 AM

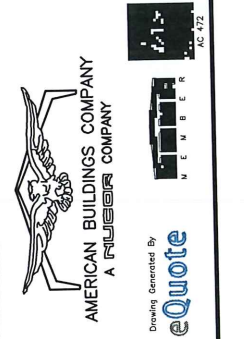
KEY PLAN



FRAMED OPENING SCHEDULE					
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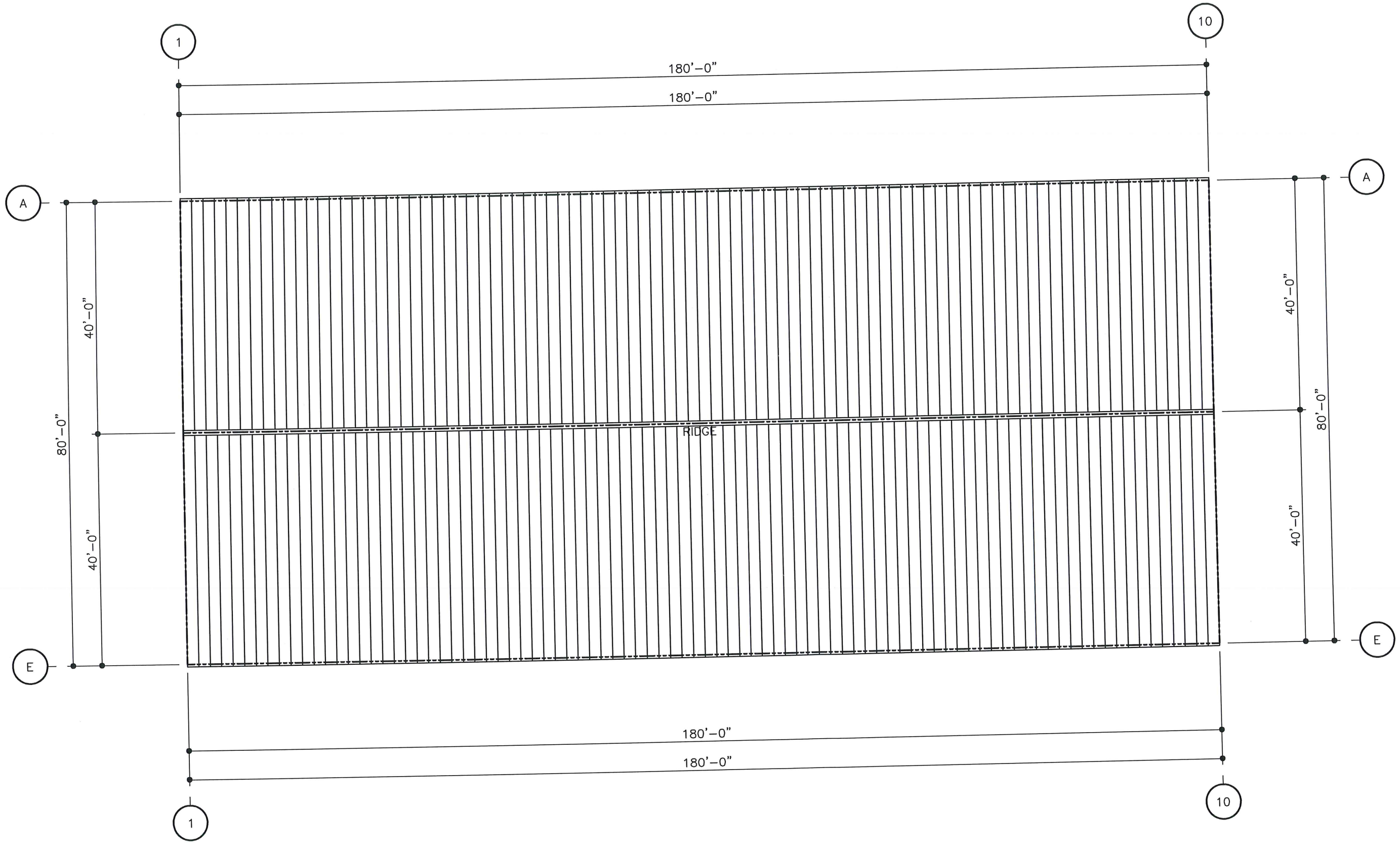
ELEVATION AT LINE A



PROJECT NAME:
WARRENTON FM PLANT
 WARRENTON, OR
 CUSTOMER NAME:
HELLIGSO CONSTRUCTION COMPANY
 ASTORIA, OR



DO NOT USE FOR FINAL CONSTRUCTION
 SHEET TITLE:
PRELIMINARY STRUCTURAL ELEVATIONS
 SHEET NUMBER:
ST8
 QUOTE NUMBER:
NOG-20032-R1

7/15/2020 11:41 AM



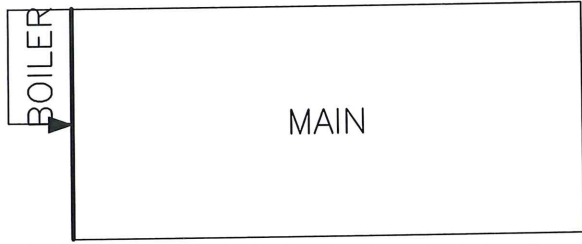
ROOF SHEETING PLAN

MAIN - PANELS: 24 GA. STANDINGSEAM360 - TO BE SELECTED (PVDF)
 BOILER - PANELS: 24 GA. STANDINGSEAM360 - TO BE SELECTED (PVDF)

 AMERICAN BUILDINGS COMPANY A FULBRIGHT COMPANY		 Drawing Generated By eQuote	
PROJECT NAME: WARRENTON FM PLANT WARRENTON, OR		CUSTOMER NAME: HELLIGSO CONSTRUCTION COMPANY ASTORIA, OR	
DO NOT USE FOR FINAL CONSTRUCTION		SHEET TITLE: PRELIMINARY ROOF SHEETING PLAN	
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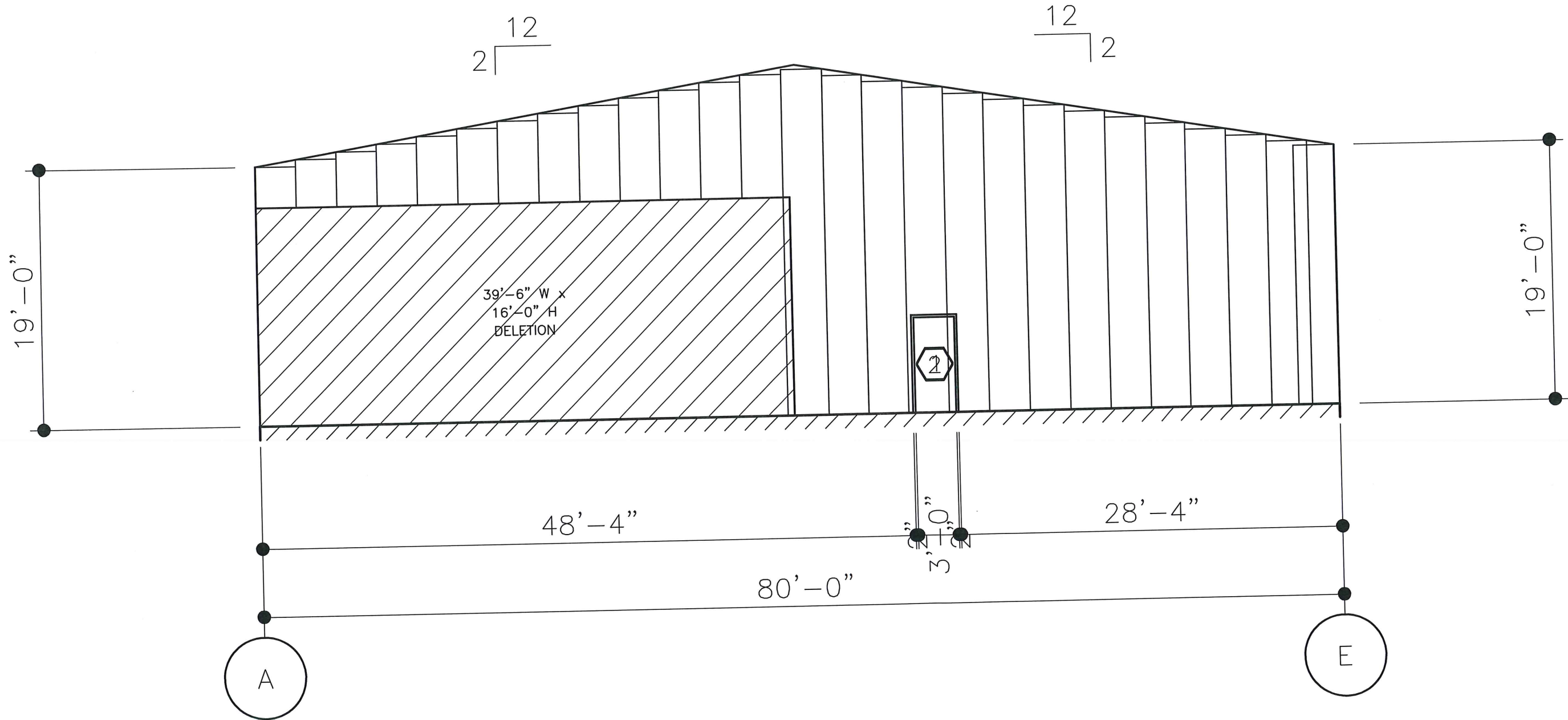
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KEY PLAN



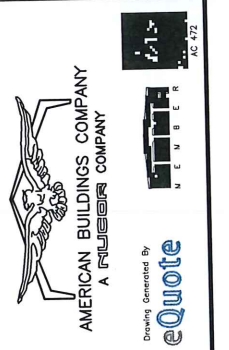
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2	1	3'-0"	7'-0"	0'-0"	FACTORY



WALL SHEETING ELEVATION AT LINE 1

PANELS: 26 GA. Longspan III - TO BE SELECTED (PVDF)



PROJECT NAME:
WARRENTON FM PLANT
WARRENTON, OR

CUSTOMER NAME:
HELLIGSO CONSTRUCTION COMPANY
ASTORIA, OR

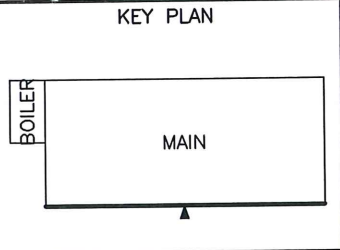
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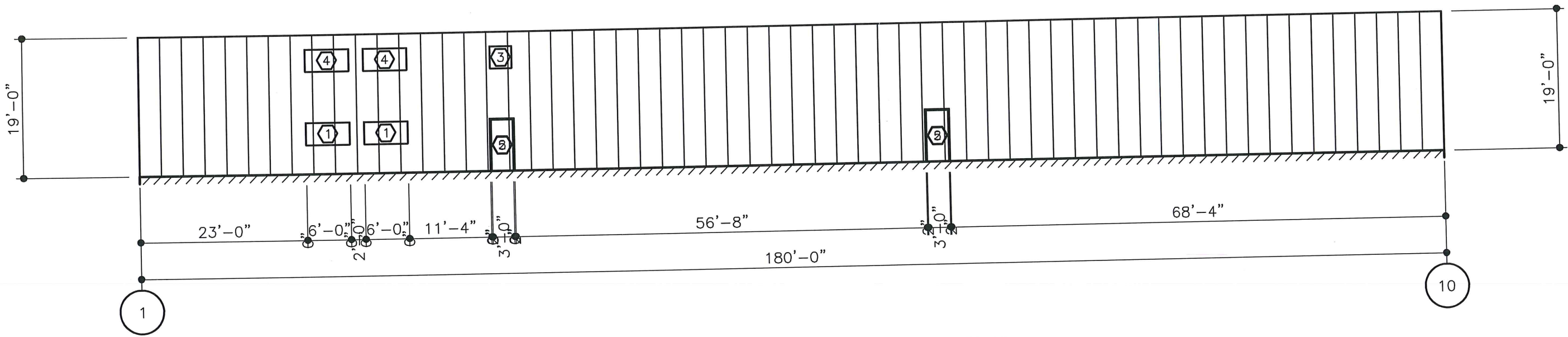
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WS5

7/15/2020 11:41 AM

QUOTE NUMBER:
NOG-20032-R1



FRAMED OPENING SCHEDULE					
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2	2	3'-4"	7'-2"	0'-0"	FACTORY
3	1	3'-0"	3'-0"	14'-0"	FACTORY
4	2	6'-0"	3'-0"	14'-0"	FACTORY
5	2	3'-0"	7'-0"	0'-0"	FACTORY



WALL SHEETING ELEVATION AT LINE E
 PANELS: 26 GA. Longspan III - TO BE SELECTED (PVDF)



PROJECT NAME:
 WARRENTON FM PLANT
 WARRENTON, OR

CUSTOMER NAME:
 HELLGISO CONSTRUCTION COMPANY
 ASTORIA, OR

DO NOT USE FOR FINAL CONSTRUCTION

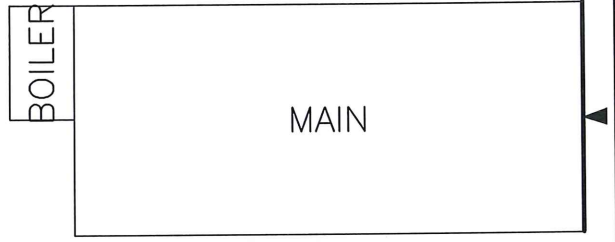
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 PRELIMINARY SHEETING ELEVATIONS

SHEET NUMBER:
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DATE:
 7/15/2020 11:41 AM

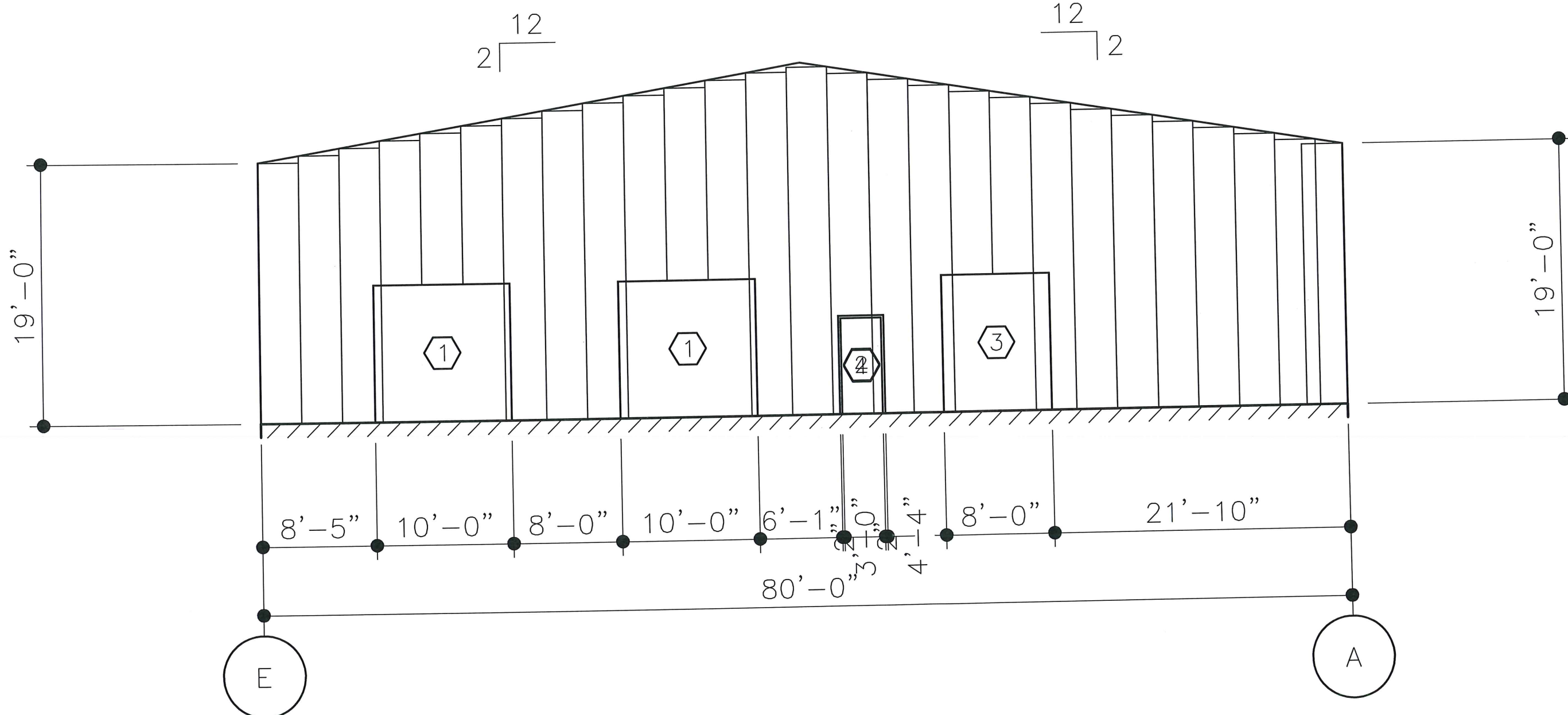
QUOTE NUMBER:
 NOG-20032-R1

KEY PLAN



FRAMED OPENING SCHEDULE

ID	QTY	WIDTH	HEIGHT	SILL HEIGHT	LOCATED
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2	1	3'-4"	7'-2"	0'-0"	FACTORY
3	1	8'-0"	10'-0"	0'-0"	FACTORY
4	1	3'-0"	7'-0"	0'-0"	FACTORY



WALL SHEETING ELEVATION AT LINE 10

PANELS: 26 GA. Longspan III - TO BE SELECTED (PVDF)



PROJECT NAME:
WARRENTON FM PLANT
WARRENTON, OR

CUSTOMER NAME:
HELLIGSO CONSTRUCTION COMPANY
ASTORIA, OR

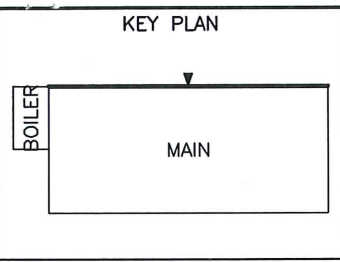
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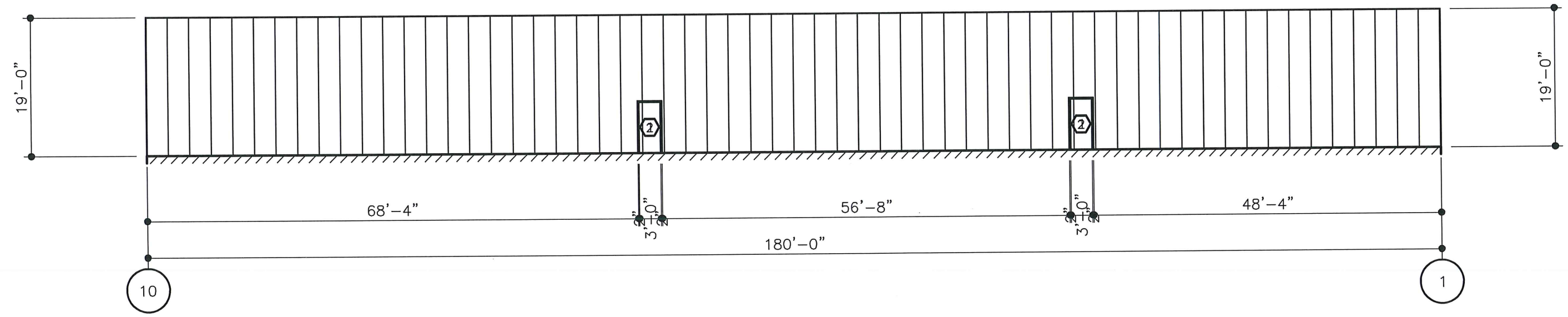
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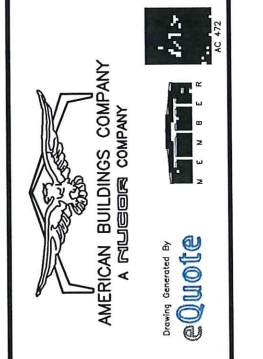
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FRAMED OPENING SCHEDULE					
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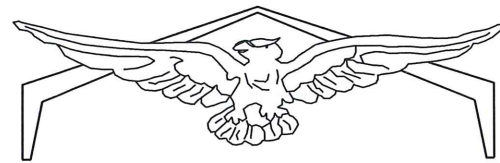
WALL SHEETING ELEVATION AT LINE A
 PANELS: 26 GA. Longspan III – TO BE SELECTED (PVDF)



PROJECT NAME:
 WARRENTON FM PLANT
 WARRENTON, OR
 CUSTOMER NAME:
 HELIGSO CONSTRUCTION COMPANY
 ASTORIA, OR

DO NOT USE FOR FINAL CONSTRUCTION
 SHEET TITLE:
 PRELIMINARY SHEETING ELEVATIONS
 SHEET NUMBER:
 WS8

7/15/2020 11:41 AM
 QUOTE NUMBER:
 NOG-20032-R1



AMERICAN BUILDINGS COMPANY
A HUBER COMPANY

PROJECT NUMBER: TBD
PROJECT NAME: Warrenton FM Plant
PROJECT LOCATION: Warrenton, OR COUNTY: Clatsop
CUSTOMER: Helligso Construction Company Astoria, OR



PROJECT LOADS

DESIGN CODE: IBC 2018 BUILDING END USE: 2A
ROOF LIVE LOAD: 20 PSF MBMA OCC. CLASS: II - Standard Buildings
GROUND SNOW LOAD: 25 PSF SNOW EXP. FACTOR, Ce: 0.9
SNOW IMPORTANCE FACTOR, Is: 1
WIND: 135 WIND IMPORTANCE FACTOR, Iw: 1
EXPOSURE: D WITHIN HURRICANE COASTLINE YES NO
UL 90 YES NO RAIN INTENSITY (in/hr) 4

NOTES AND SPECIFICATIONS

BUILDING ERECTION NOTES

- 1) THE GENERAL CONTRACTOR AND/OR ERECTOR IS RESPONSIBLE TO SAFELY AND PROPERLY ERECT THE METAL BUILDING SYSTEM IN CONFORMANCE WITH THESE DRAWINGS, OSHA REQUIREMENTS, AND MBMA STANDARDS PERTAINING TO PROPER ERECTION. THIS INCLUDES, BUT IS NOT LIMITED TO, THE CORRECT USE OF TEMPORARY GUYS AND BRACING WHERE NEEDED FOR SQUARING, PLUMBING, AND SECURING THE STRUCTURAL AND SECONDARY FRAMING. SECONDARY WALL FRAMING MEMBERS (GIRTS OR BAR JOISTS) ARE NOT DESIGNED TO FUNCTION AS A WORK PLATFORM OR PROVIDE SAFETY TIE OFF ATTACHMENT IN ACCORDANCE WITH OSHA REQUIREMENTS. SECONDARY ROOF FRAMING MEMBERS (PURLINS OR BAR JOISTS) ARE NOT DESIGNED TO PROVIDE SAFETY TIE OFF ATTACHMENT IN ACCORDANCE WITH OSHA REQUIREMENTS.
- 2) ALL HIGH STRENGTH BOLTS ARE TYPE ASTM A325 AND ARE TO BE INSTALLED TO THE "SNUG-TIGHT" CONDITION AS DEFINED BY THE RCSC SPECIFICATION FOR STRUCTURAL JOINTS USING A325 OR A490 BOLTS, 2004 EDITION, SECTION 8.1, UNLESS NOTED OTHERWISE. ALSO, NOTE THAT BOLTS IN STANDARD HOLES DO NOT REQUIRE WASHERS PER THE RCSC SPECIFICATION FOR STRUCTURAL JOINTS USING A325 OR A490 BOLTS, SECTION 6.
- 3) ALL A307 MACHINE BOLTS ARE TO BE BROUGHT TO A "SNUG TIGHT" CONDITION TO ENSURE THAT THE MATERIALS IN THE JOINT ARE BROUGHT INTO GOOD CONTACT WITH EACH OTHER.
- 4) WASHERS ARE REQUIRED AT ALL SLOTTED CONNECTIONS AS FOLLOWS:
=HOLE TO SLOT CONNECTION, ONE WASHER REQUIRED ON SLOTTED SIDE.
=SLOT TO SLOT CONNECTION, TWO WASHERS REQUIRED, ONE ON EACH SIDE OF THE CONNECTION, HOWEVER AT LAPPED ZEE MEMBERS, WHETHER PURLINS OR GIRTS, NO WASHERS ARE REQUIRED IN THE 8-BOLT LAPPED REGION.
- 5) THE METAL BUILDING SUPPLIER SHALL BE NOTIFIED PRIOR TO ANY FIELD MODIFICATIONS. MODIFICATIONS SHALL BE APPROVED BY THE METAL BUILDING SUPPLIER BEFORE WORK IS UNDERTAKEN.
- 6) ALL WELDING MUST BE PERFORMED BY AWS QUALIFIED WELDERS FOR THE WELDING PROCESSES AND POSITIONS INDICATED. ALL WORK MUST BE COMPLETED AND INSPECTED IN ACCORDANCE WITH THE APPLICABLE AWS SPECIFICATIONS. WELD ELECTRODES USED FOR THE SMAW (OR STICK) WELD PROCESS MUST BE 70 KSI STEEL AND LOW HYDROGEN CONTENT.

7) COMMON ABBREVIATIONS:

a) TYP UNO-TYPICAL UNLESS NOTED OTHERWISE	i) SIM-SIMILAR
b) SLV-SHORT LEG VERTICAL	j) NIC-NOT IN CONTRACT
c) LLV-LONG LEG VERTICAL	k) SL-STEEL LINE
d) NS & FS-NEAR SIDE AND FAR SIDE	l) N/A-NOT APPLICABLE
e) O.A.L.-OVERALL LENGTH	m) MBS-METAL BUILDING SUPPLIER

- 8) CONSTRUCTION LOADS SHALL NOT BE PLACED ON ANY STRUCTURAL STEEL FRAMEWORK UNLESS SUCH FRAMEWORK IS SAFELY BOLTED, WELDED, OR OTHERWISE ADEQUATELY SECURED.
- 9) PURLINS AND GIRTS SHALL NOT BE USED AS AN ANCHORAGE POINT FOR A FALL ARREST SYSTEM UNLESS WRITTEN APPROVAL IS OBTAINED FROM THE METAL BUILDING SUPPLIER.
- 10) PURLINS MAY ONLY BE USED AS A WALKING/WORKING SURFACE WHEN INSTALLING SAFETY SYSTEMS, AFTER ALL PERMANENT BRIDGING HAS BEEN INSTALLED AND FALL PROTECTION IS PROVIDED.
- 11) CONSTRUCTION LOADS MAY BE PLACED ONLY WITHIN A ZONE THAT IS WITHIN 8 FEET OF THE CENTER-LINE OF THE PRIMARY SUPPORT MEMBER. CFR BUNDLES SHOULD BE PLACED DIRECTLY OVER THE RIGID FRAMES.
- 12) ALL LIFTING DEVICES MUST MEET OSHA OR MSHA STANDARDS AND IN NO CASE IS IT ACCEPTABLE TO USE STRUCTURAL MEMBERS SUPPLIED BY THE MBS AS A SPREADER BAR OR LIFTING DEVICE.

GENERAL DESIGN NOTES AND MATERIAL SPECIFICATIONS

- 1) ALL STRUCTURAL STEEL SECTIONS AND WELDED PLATE MEMBERS ARE DESIGNED IN ACCORDANCE WITH THE AISC "SPECIFICATIONS FOR STRUCTURAL STEEL BUILDINGS-ALLOWABLE STRESS DESIGN", NINTH EDITION, OR THE AISC "SPECIFICATIONS FOR STRUCTURAL STEEL BUILDINGS", THIRTEENTH EDITION, AS REQUIRED BY THE SPECIFIED BUILDING CODE.
- 2) ALL WELDING OF STRUCTURAL STEEL IS BASED ON AWS D1.1 "STRUCTURAL WELDING CODE", LATEST EDITION.
- 3) ALL COLD FORMED MEMBERS ARE DESIGNED IN ACCORDANCE WITH AISI "SPECIFICATIONS FOR THE DESIGN OF COLD FORMED STEEL STRUCTURAL MEMBERS", LATEST EDITION.
- 4) ALL WELDING OF COLD FORMED STEEL IS BASED ON AWS D1.3 "STRUCTURAL WELDING CODE - SHEET STEEL", LATEST EDITION.
- 5) IF JOISTS ARE INCLUDED WITH THIS PROJECT, THEY ARE SUPPLIED AS A PART OF THE SYSTEMS-ENGINEERED METAL BUILDING AND ARE FABRICATED IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 1926.758 OF THE OSHA SAFETY STANDARD FOR STEEL ERECTION, DATED JANUARY 18, 2001.
- 6) MATERIAL SPECIFICATIONS:
PLATE AND FLANGE MATERIAL:
5"-12" WIDE & THRU 1" THICK A529, GRADE 55
OTHERS A572 GRADE 50 OR A36
BUILT-UP STRUCTURAL WEB MATERIAL A1011 SS (OR HSLAS CL1) GR 55
HOT-ROLLED STRUCTURAL A36 OR A572 GRADE 50 OR A992 GRADE 50
STRUCTURAL TUBE A500 GRADE C (46 KSI)
STRUCTURAL PIPE A500 GRADE B (42 KSI)
COLD-FORMED STRUCTURAL A1011 OR A1039 SS (OR HSLAS CL1) GR 55
RPB ROOF PANELS A792 GRADE 80
STANDING SEAM ROOF PANELS A792 GRADE 50, CLASS 1
R-PANEL AND A-PANEL SIDING A653 GRADE 80, CLASS 1 OR A792 GRADE 80, CLASS 1
ROD BRACING A529 GRADE 50
CABLE BRACING A475 COATING CLASS A, GRADE EHS, 7-WIRE
WELDS AWS D1.1 LATEST EDITION
HIGH-STRENGTH BOLTS A325 TYPE 1 HEAVY HEX OR A490 TYPE 1 HEAVY HEX
MACHINE BOLTS A-307 GRADE A HEX

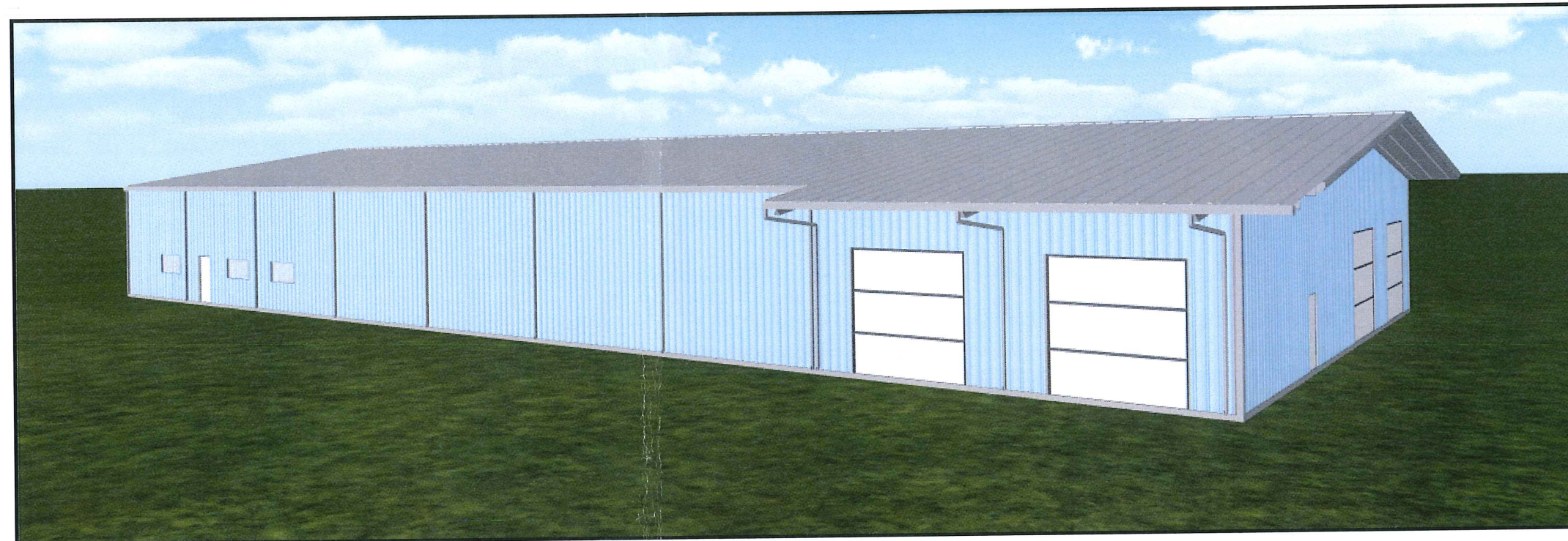
SEISMIC INFORMATION Ss:1.298, S1:0.679

Design Sds/Sd1: _____ Site Class: E
Seismic Imp. Factor Ie: 1 Seismic Design Category: _____
Analysis Procedure: Equivalent Lateral Force Method
Basic SFRS:

NOTES:

- 1) COLLATERAL DEAD LOADS, UNLESS OTHERWISE NOTED, ARE ASSUMED TO BE UNIFORMLY DISTRIBUTED. WHEN SUSPENDED SPRINKLER SYSTEMS, LIGHTING, HVAC EQUIPMENT, CEILING, ETC., ARE SUSPENDED FROM ROOF MEMBERS, CONSULT THE M.B.S. IF THESE CONCENTRATED LOADS EXCEED 200 POUNDS, OR IF INDIVIDUAL MEMBERS ARE LOADED SIGNIFICANTLY MORE THAN OTHERS.
- 2) THE DESIGN OF STRUCTURAL MEMBERS SUPPORTING GRAVITY LOADS IS CONTROLLED BY THE MORE CRITICAL EFFECT OF ROOF LIVE LOAD OR ROOF SNOW LOAD, AS DETERMINED BY THE APPLICABLE CODE.

BUILDING	
	Main
ROOF DEAD (PSF):	2.6
PRI. COL. (PSF):	5
SEC. COL. (PSF):	5
SNOW C _s :	1.2
ROOF SNOW (PSF):	25
WIND ENCLOSURE:	Enclosed
GC _p :	
SEISMIC R _t :	
SEISMIC C _s :	
BASE SHEAR (KIPS):	



PROJECT NAME: **WARRENTON FM PLANT**
WARRENTON, OR
CUSTOMER NAME: **HELLIGSO CONSTRUCTION COMPANY**
ASTORIA, OR

DO NOT USE FOR FINAL CONSTRUCTION

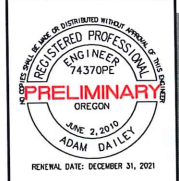
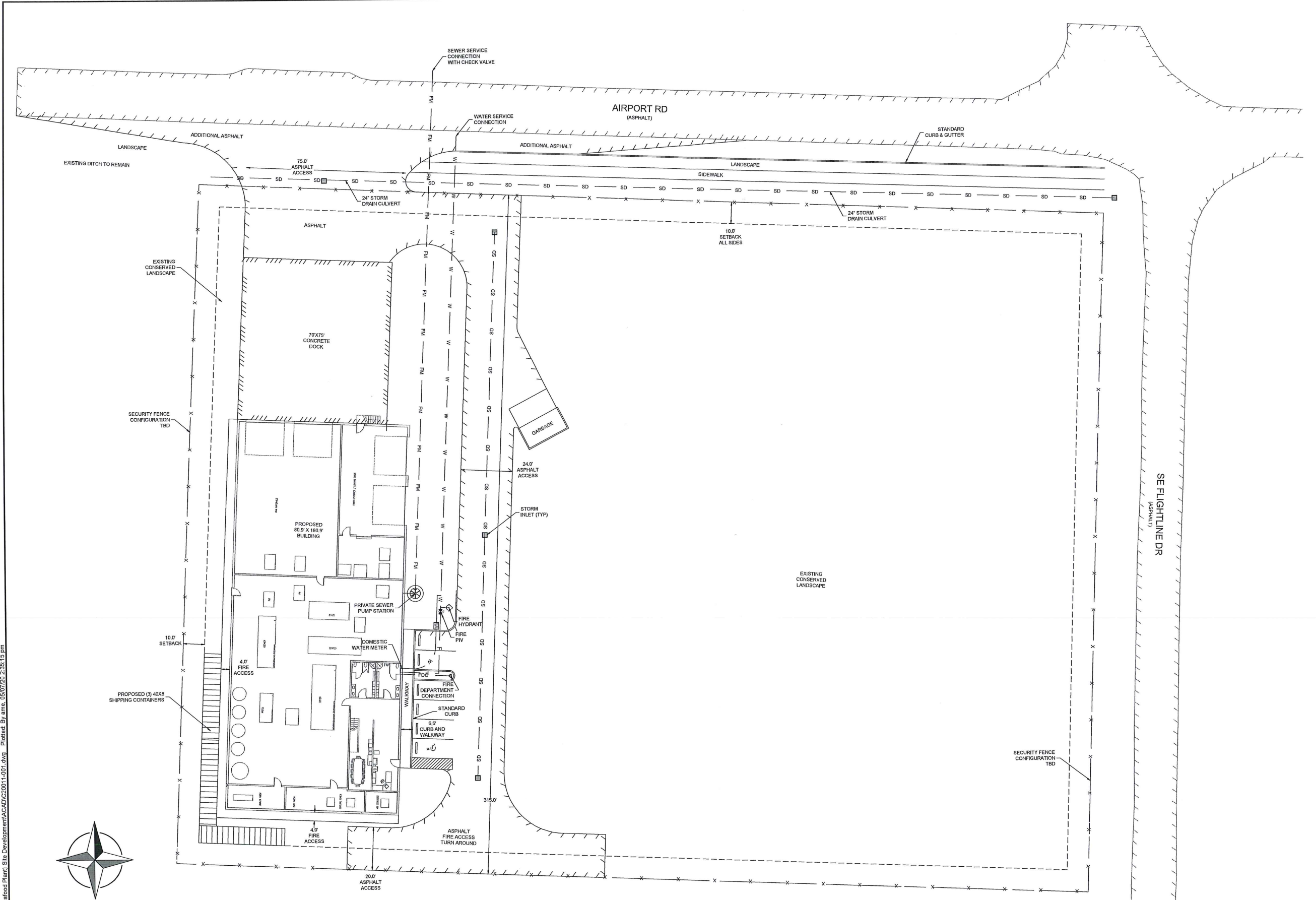
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4/15/2020 1:19 PM

QUOTE NUMBER: **TBD**

SHEET NUMBER: **C1**

PRE-APP Wed May 20



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

**WARRENTON FM (SEAFOOD PLANT)
 SITE DEVELOPMENT
 CONCEPTUAL SITE EXHIBIT**
 S26, T8N, R10W WM
 WARRENTON, CLATSOP COUNTY, OREGON

NO.	DATE	BY	REVISION COMMENTS

INITIAL ISSUE
 DESIGN: DRAWN:
 CHECKED: DATE:
 ADD: 11/28/19

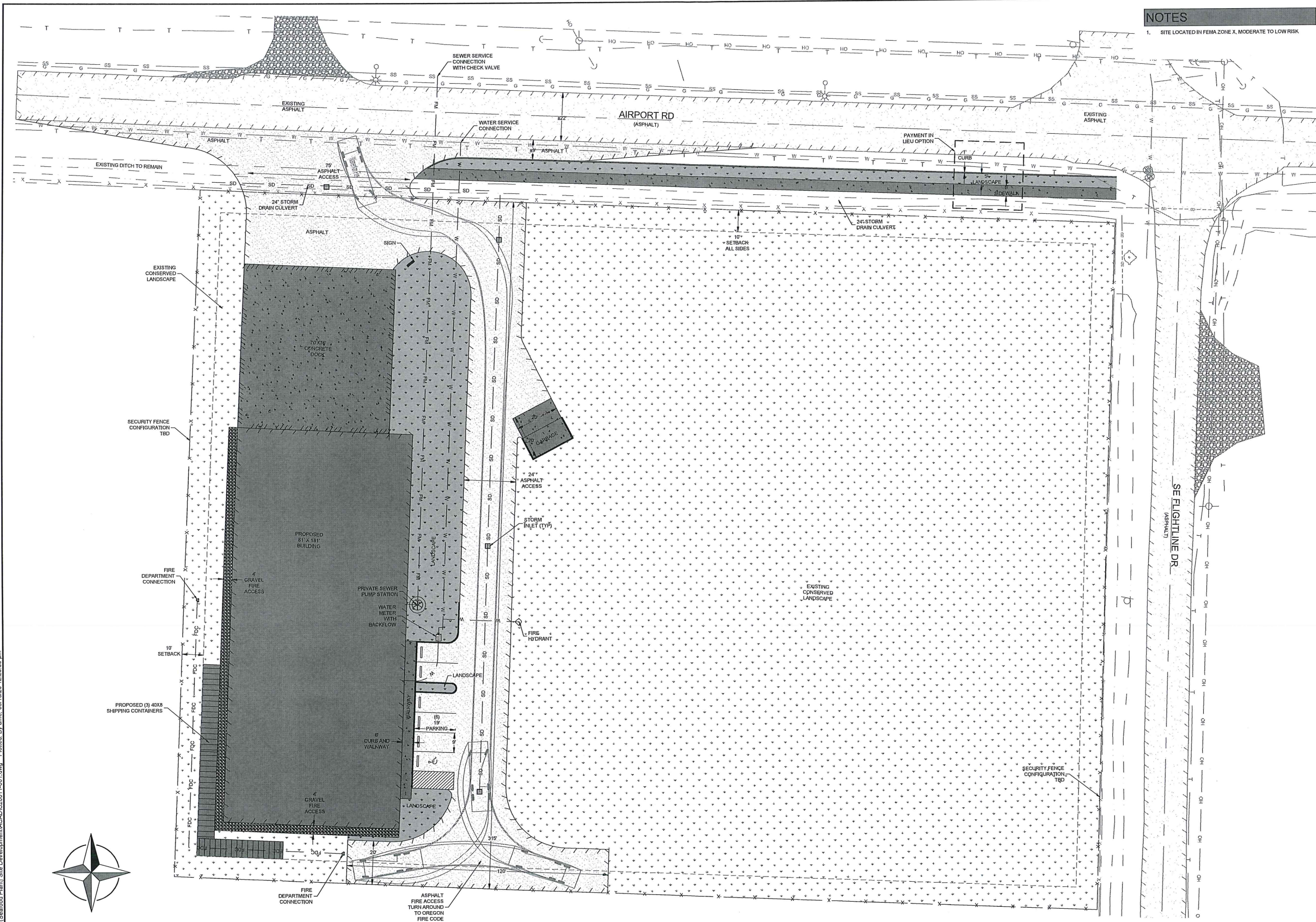
EX1

COPYRIGHT 2020 ©

P:\20011 Warrenton FM (Seafood Plant) Site Development\ACAD\20011-001.dwg Plotted: By: ame_05/07/20 2:35:15 pm



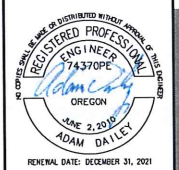
CONCEPTUAL SITE EXHIBIT
 SCALE: 1" = 20'



NOTES
 1. SITE LOCATED IN FEMA ZONE X, MODERATE TO LOW RISK



PRE APPLICATION SITE EXHIBIT
 SCALE: 1" = 20'



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

WARRENTON FM (SEAFOOD PLANT)
SITE DEVELOPMENT
 PRE APPLICATION SITE EXHIBIT
 S26, T8N, R10W WM
 WARRENTON, CLATSOP COUNTY, OREGON

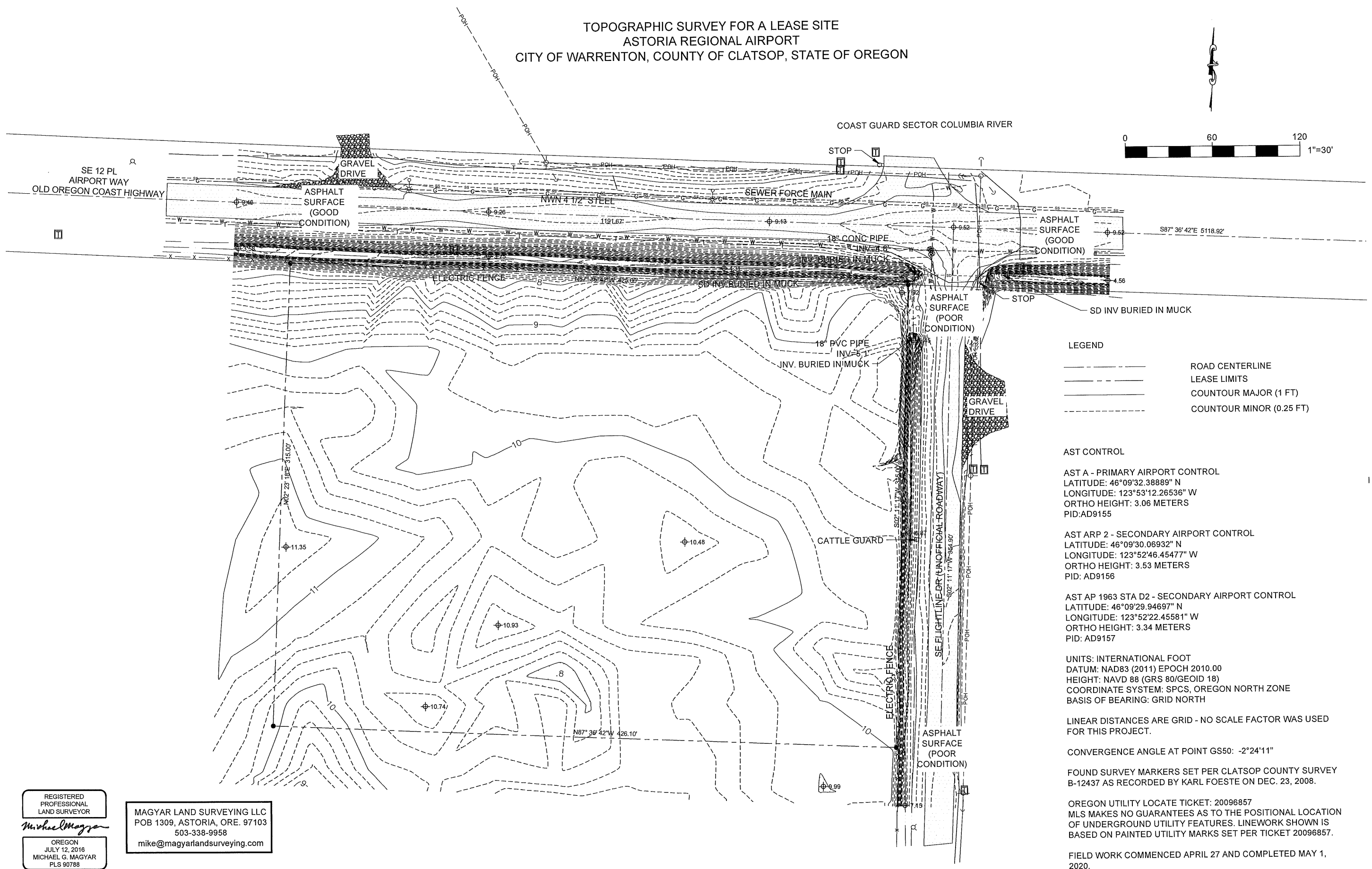
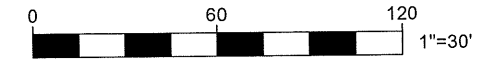
EXHIBIT - NOT FOR CONSTRUCTION

NO.	DATE	BY	REVISION COMMENTS

INITIAL ISSUE	
DESIGN: ADD	DRAWN: MEO
CHECKED: ADD	DATE: 5/19/20
EX2	
COPYRIGHT 2020 ©	

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TOPOGRAPHIC SURVEY FOR A LEASE SITE
 ASTORIA REGIONAL AIRPORT
 CITY OF WARRENTON, COUNTY OF CLATSOP, STATE OF OREGON



LEGEND

- ROAD CENTERLINE
- LEASE LIMITS
- COUNTOUR MAJOR (1 FT)
- COUNTOUR MINOR (0.25 FT)

AST CONTROL

AST A - PRIMARY AIRPORT CONTROL
 LATITUDE: 46°09'32.38889" N
 LONGITUDE: 123°53'12.26536" W
 ORTHO HEIGHT: 3.06 METERS
 PID: AD9155

AST ARP 2 - SECONDARY AIRPORT CONTROL
 LATITUDE: 46°09'30.06932" N
 LONGITUDE: 123°52'46.45477" W
 ORTHO HEIGHT: 3.53 METERS
 PID: AD9156

AST AP 1963 STA D2 - SECONDARY AIRPORT CONTROL
 LATITUDE: 46°09'29.94697" N
 LONGITUDE: 123°52'22.45581" W
 ORTHO HEIGHT: 3.34 METERS
 PID: AD9157

UNITS: INTERNATIONAL FOOT
 DATUM: NAD83 (2011) EPOCH 2010.00
 HEIGHT: NAVD 88 (GRS 80/GEOID 18)
 COORDINATE SYSTEM: SPCS, OREGON NORTH ZONE
 BASIS OF BEARING: GRID NORTH

LINEAR DISTANCES ARE GRID - NO SCALE FACTOR WAS USED FOR THIS PROJECT.

CONVERGENCE ANGLE AT POINT GS50: -2°24'11"

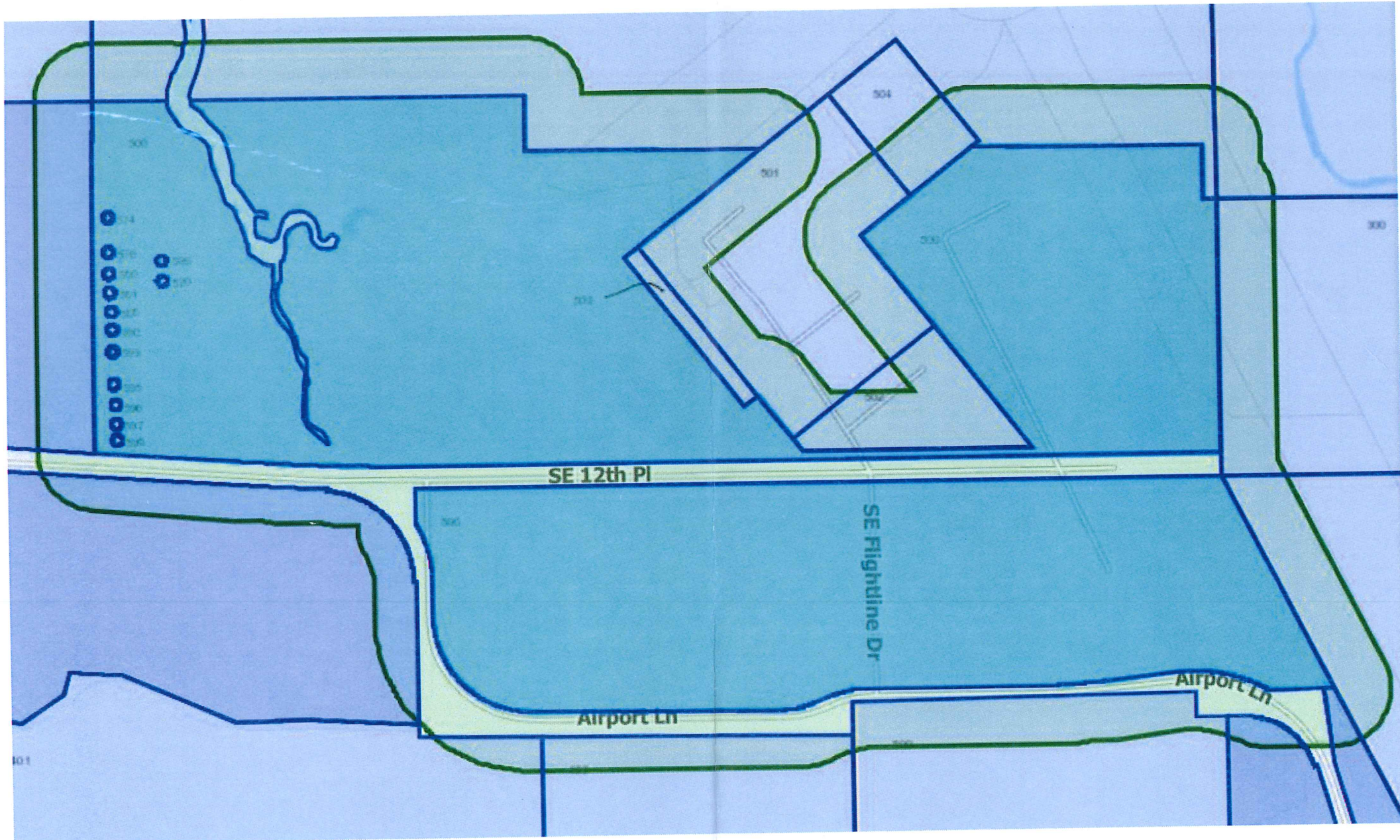
FOUND SURVEY MARKERS SET PER CLATSOP COUNTY SURVEY B-12437 AS RECORDED BY KARL FOESTE ON DEC. 23, 2008.

OREGON UTILITY LOCATE TICKET: 20096857
 MLS MAKES NO GUARANTEES AS TO THE POSITIONAL LOCATION OF UNDERGROUND UTILITY FEATURES. LINework SHOWN IS BASED ON PAINTED UTILITY MARKS SET PER TICKET 20096857.

FIELD WORK COMMENCED APRIL 27 AND COMPLETED MAY 1, 2020.

REGISTERED PROFESSIONAL LAND SURVEYOR
Michael Magyar
 OREGON
 JULY 12, 2016
 MICHAEL G. MAGYAR
 PLS 90788
 EXPIRES: DEC. 31, 2020

MAGYAR LAND SURVEYING LLC
 POB 1309, ASTORIA, ORE. 97103
 503-338-9958
 mike@magyarlandsurveying.com





Roof Panels

STANDING SEAM II PANEL SPECIFICATIONS

1. PRODUCT NAME

American Standing Seam II panel for roof applications.

2. MANUFACTURER

AMERICAN BUILDINGS COMPANY

1150 State Docks Road
Eufaula, Alabama 36027
Phone: (334) 687-2032

3. PRODUCT DESCRIPTION

These standing seam panels float on a system of sliding clips that prevent damage from thermal expansion and contraction. Standing seam designs also eliminate 80% of the through fasteners found in other systems for greater weathertightness. Standing Seam II panels provide 24" width coverage with 2" high ribs – 3" including the seam. Minimum roof slope for the Standing Seam II roof panels is ¼ to 12.

Basic Use: A roof covering system for new or retrofit construction.

Materials: Standing Seam II panels are available in 24 or 22 gage 50,000 psi in either G90 zinc-coated (galvanized) steel or aluminum-zinc alloy-coated (AZ50 or AZ55) steel. Pre-painted panels have American Buildings Company's SmartKote® (PVDF) or SP-COOL™ (Silicone-Polyester) Finish.

The Standing Seam II concealed clip is a two part assembly. The tab portions are 2-1/2" wide, die formed of SAE 1050 high carbon spring steel and heat treated to Rockwell 45C to 50C with fluorocarbon coating for corrosion resistance, or 301 stainless steel. The base portion of the clip is 2-1/4" or 3-1/4" (for thermal blocks) in height. It is die formed from 12 gage, zinc-coated (galvanized) steel. Total expansion capability of the clip assembly is 2-1/2". For higher uplift value requirements, optional panel clip accessory, panel to clip fastening base (SSCH), which is 16 gage zinc-coated galvanized material is available. Standing Seam II sidelaps have factory applied mastic, SikaLastomer-511 or equal. Its composition is 85% solids by weight. Service temperature range is -60°F to + 220°F.

Endlaps, roof flashing laps, ridges and eave closures are sealed with tape mastic, Sika Sika-Tape TC-95 or equal. The material is non-staining, non-corrosive, non-toxic and non-volatile. Composition is 100% solid isobutylene tripolymer tape. Service temperature is -60°F to +212°F.

Caulk: Eaves, endlaps, ridge and eave closures are sealed with non-skinning butyl caulk, SikaLastomer-511 or equal. Its composition is 85% solids by weight. Service temperature range is -60°F to + 220°F. All gutter and downspout joints, and roof accessories are sealed with polyurethane caulk, Sika SikaFlex 219LM or equal. It meets or exceeds Federal Specification TT-S-00230C, Type II, Class A.

All fasteners for panel to secondary framing and panel to panel will be one of the following EPDM washer head screws. **Fasteners:** Roof fasteners shall be No. 14 x 1" self-drilling carbon steel screws with a molded zinc alloy hex washer head.

Standing Seam II panel clips are attached to the purlins with the following fasteners. Self-drilling screws are carbon steel No. 12 x 1-1/4" hex head, cadmium or zinc plated.

Maximum "over the purlin" insulation thickness allowed with these panels is 4" without thermal blocks and 8" with thermal blocks and tall clips.

4. TECHNICAL DATA

The Standing Seam II panel has received a Class 90 Wind Uplift rating by Underwriters Laboratories when tested in accordance with test procedure UL 580. This panel has also been tested in accordance with Air Infiltration, ASTM E1680 and Water Penetration, ASTM E1646. This panel has received a Class A fire rating when tested in accordance with test procedure ASTM E108.

5. INSTALLATION

Panels are joined at the sidelap with an interlocking seam standing one inch above the major rib. Panel sidelaps are seamed by a special mechanical seaming machine. Sidelap sealer is factory applied. Roof systems are installed by American Buildings Company Authorized Builders. Installation may be incorporated with a light gage structural system.

6. AVAILABILITY

For availability, contact:

AMERICAN BUILDINGS COMPANY

7. WARRANTY

Thirty-five year material and twenty year weathertightness warranties are available.

8. MAINTENANCE

Only normal routine maintenance is required over the life of the panels.

...continued

STANDING SEAM II PANEL SPECIFICATIONS

9. TECHNICAL SERVICES

For information, contact:

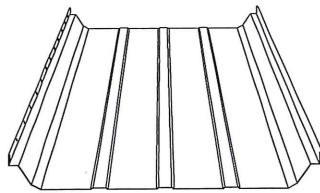
AMERICAN BUILDINGS COMPANY

10. PRODUCT NOTES

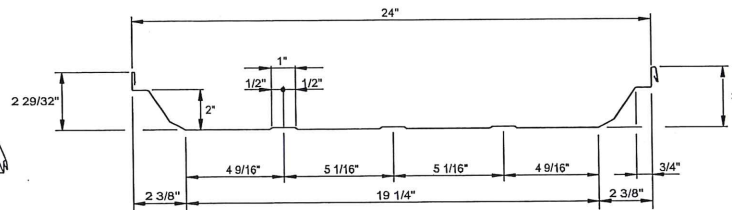
A certain amount of waviness called "oilcanning" may exist in this panel. Minor waviness of the panel is not sufficient cause for rejection, because oilcanning does not affect the structural integrity of the panel. Standing Seam Panels in general are known for their tendency to rumble in high winds

if insulation is not used. SSII and SS360 are no different. Under no circumstances should SSII or SS360 be used without blanket insulation between the panel and the purlin/bar joist.

American Buildings Company reserves the right to revise all standard specifications and information. American Buildings Company regularly updates its published "Standard Specifications" on the American Buildings web site, www.americanbuildings.com, which supercede and replace any previously published standard specifications of American Buildings Company.



PANEL PROFILE



CROSS SECTION

Engineering Properties of American Buildings Company Standing Seam II Panel (ASD)											
Designated Gage of Steel	Steel Yield KSI	Base Metal Thick. (In.)	Total Thick. (In.)	Panel Base Metal Weight (lbs. / ft. ²)	Top In Compression			Bottom In Compression			Fb KSI
					Ix (In. ⁴ / ft.)	Sx (In. ³ / ft.)	Ma K-IN. / ft.	Ix (In. ⁴ / ft.)	Sx (In. ³ / ft.)	Ma K-IN. / ft.	
24 Ga.	50	0.0225	0.0241	1.13	0.277	0.112	3.36	0.129	0.079	2.37	30
22 Ga.	50	0.0300	0.0316	1.50	0.372	0.153	4.59	0.180	0.108	3.24	30

Gage of Panel	No. of Spans	Load Type	Maximum Total Uniform Load in PSF															
			Span Lengths, Ft.															
			1.50		2.00		2.50		3.00		3.50		4.00		4.50		5.00	
24 Ga.	1	POS	995	B	560	B	358	B	249	B	183	B	140	B	111	B	90	B
	2	POS	549	B+S	339	B+S	228	B+S	163	B+S	122	B+S	95	B+S	75	B+S	61	B+S
	3	POS	634	B+S	401	B+S	274	B+S	198	B+S	149	B+S	116	B+S	93	B+S	76	B+S
	4	POS	608	B+S	381	B+S	259	B+S	187	B+S	140	B+S	109	B+S	87	B+S	71	B+S
22 Ga.	1	POS	1360	B	765	B	490	B	340	B	250	B	191	B	151	B	122	B
	2	POS	793	B+S	481	B+S	320	B+S	227	B+S	169	B+S	131	B+S	104	B+S	85	B+S
	3	POS	928	B+S	575	B+S	388	B+S	278	B+S	208	B+S	161	B+S	129	B+S	105	B+S
	4	POS	886	B+S	545	B+S	366	B+S	261	B+S	195	B+S	151	B+S	121	B+S	98	B+S

- The panels are checked for bending (B), shear (S), combined bending and shear (B+S) and deflection (D). The controlling check is noted in the table. Deflection is limited to span/60.
- Section Properties are calculated in accordance with the 2012 *North American Specification for the Design of Cold-Formed Steel Structural Members*.
- Minimum yield strength of 24 and 22 gage steel is 50,000 psi.
- Steel panels are either aluminum-zinc alloy or G-90 coated. The base metal thickness is used in determining section properties.
- Positive load (POS) is applied inward toward the panel supports and is applied to the outer surface of the full panel cross-section.



STANDING SEAM 360 PANEL SPECIFICATIONS

1. PRODUCT NAME

American Standing Seam 360 panel for roof applications

2. MANUFACTURER

AMERICAN BUILDINGS COMPANY

1150 State Docks Road
Eufaula, Alabama 36027
Phone: (334) 687-2032

3. PRODUCT DESCRIPTION

These standing seam panels float on a system of sliding clips that prevent damage from thermal expansion and contraction. Standing seam designs also eliminate 80% of the through fasteners found in other systems for greater weathertightness. Standing Seam 360 panels provide 24" width coverage with 2" high ribs – 3" including the seam. Minimum roof slope for the Standing Seam 360 roof panels is ¼ to 12.

Basic Use: A roof covering system for new or retrofit construction.

Materials: Standing Seam 360 panels are available in 24 and 22 gage 50,000 psi in either G90 zinc-coated (galvanized) steel or aluminum-zinc alloy-coated (AZ50 or AZ55) steel. Pre-painted panels have American Buildings Company's SmartKote® (PVDF) or SP-COOL™ (Silicone-Polyester) Finish.

The Standing Seam 360 concealed (S3PC-_) clip is a two part assembly. The tab portion is die formed of 0.031 thick aluminum-zinc alloy-coated steel. The base shall be die formed 12 gage zinc-coated (galvanized) material 2-1/4" or 3-1/4" (for thermal blocks) high and 6" long. The expansion capability is 2-1/2". For higher uplift values requirements, optional panel clips (S3PC-_R) consists of panel clip (S3PC-_) with an additional panel to clip fastening base which is 16 gage, zinc-coated (galvanized) material are available. Standing Seam 360 sidelaps have factory applied mastic, SikaLastomer-511 or equal. Its composition is 85% solids by weight. Service temperature range is -60°F to + 220°F. Endlaps, roof flashing laps, ridges and eave closures are sealed with tape mastic, Sika Sika-Tape TC-95 or equal. The material is non-staining, non-corrosive, non-toxic and non-volatile. Composition is 100% solid isobutylene tripolymer tape. Service temperature is -60°F to +212°F.

Caulk: Eaves, endlaps, ridge and eave closures are sealed with non-skinning butyl caulk, SikaLastomer-511 or equal. Its composition is 85% solids by weight. Service temperature range is -60°F to + 220°F. All gutter and downspout joints, and roof accessories are sealed with polyurethane caulk, Sika SikaFlex 219LM or equal. It meets or exceeds Federal Specification TT-S-00230C, Type II, Class A.

All fasteners for panel to secondary framing and panel to panel will be one of the following EPDM washer head screws.

Fasteners: Roof fasteners shall be No. 14 x 1" self-drilling carbon steel screws with a molded zinc alloy hex washer head.

Standing Seam 360 panel clips are attached to the purlins with the following fasteners: Self-drilling screws are carbon steel No. 12 x 1-1/4" hex head, cadmium or zinc plated.

Maximum "over the purlin" insulation thickness allowed with these panels is 4" without thermal blocks and 8" with thermal blocks and tall clips.

4. TECHNICAL DATA

The Standing Seam 360 panel has received a Class 90 Wind Uplift rating by Underwriters Laboratories when tested in accordance with test procedure UL 580. The Standing Seam 360 roof panel has been Factory Mutual and Miami-Dade County approved. This panel has been tested in accordance with Wind Uplift ASTM E1592 and CEGS 07416, Air Infiltration, ASTM E1680 and Water Penetration, ASTM E1646. This panel has been approved for SREF (SSTD-97) Impact Testing. This panel has received a Class A fire rating when tested in accordance with test procedure ASTM E108.

5. INSTALLATION

Panels are joined at the sidelap with an interlocking 360 degree seam standing one inch above the major rib. Panel sidelaps are seamed by a special electrical seaming machine. Sidelap sealer is factory applied. Roof systems are installed by American Buildings Company Authorized Builders. Installation may be incorporated with a light gage structural system.

6. AVAILABILITY

For availability, contact:

AMERICAN BUILDINGS COMPANY

7. WARRANTY

Thirty-five year material and twenty-year weathertightness warranties are available.

...continued

STANDING SEAM 360 PANEL SPECIFICATIONS

8. MAINTENANCE

Only normal routine maintenance is required over the life of the panels.

9. TECHNICAL SERVICES

For information, contact:

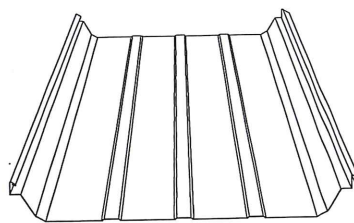
AMERICAN BUILDINGS COMPANY

10. PRODUCT NOTES

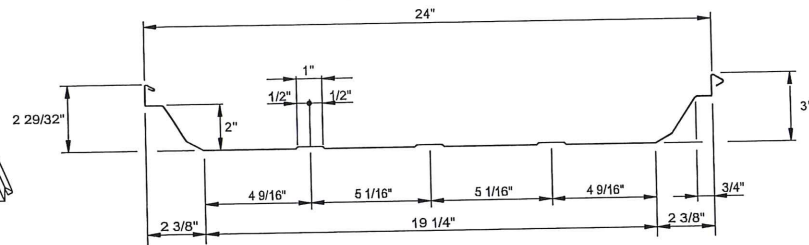
A certain amount of waviness called "oilcanning" may exist in this panel. Minor waviness of the panel is not sufficient cause for rejection, because oilcanning does not affect the

structural integrity of the panel. Standing Seam Panels in general are known for their tendency to rumble in high winds if insulation is not used. SSII and SS360 are no different. Under no circumstances should SSII or SS360 be used without blanket insulation between the panel and the purlin/bar joist.

American Buildings Company reserves the right to revise all standard specifications and information. American Buildings Company regularly updates its published "Standard Specifications" on the American Buildings web site, www.americanbuildings.com, which supercede and replace any previously published standard specifications of American Buildings Company.



PANEL PROFILE



CROSS SECTION

Engineering Properties of American Buildings Company Standing Seam 360 Panel (ASD)											
Designated Gage of Steel	Steel Yield KSI	Base Metal Thick. (In.)	Total Thick. (In.)	Panel Base Metal Weight (lbs. / ft. ²)	Top In Compression			Bottom In Compression			Fb KSI
					Ix (In. ⁴ / ft.)	Sx (In. ³ / ft.)	Ma K-IN. / ft.	Ix (In. ⁴ / ft.)	Sx (In. ³ / ft.)	Ma K-IN. / ft.	
24 Ga.	50	0.0225	0.0241	1.13	0.278	0.116	3.48	0.126	0.080	2.41	30
22 Ga.	50	0.0300	0.0316	1.50	0.372	0.159	4.76	0.177	0.111	3.32	30

Gage of Panel	No. of Spans	Load Type	Maximum Total Uniform Load in PSF															
			Span Lengths, Ft.															
			1.50		2.00		2.50		3.00		3.50		4.00		4.50		5.00	
24 Ga.	1	POS	1032	B	581	B	372	B	258	B	190	B	145	B	115	B	93	B
	2	POS	548	B+S	340	B+S	230	B+S	165	B+S	123	B+S	96	B+S	76	B+S	62	B+S
	3	POS	631	B+S	402	B+S	275	B+S	199	B+S	151	B+S	117	B+S	94	B+S	77	B+S
	4	POS	606	B+S	382	B+S	261	B+S	188	B+S	142	B+S	110	B+S	88	B+S	72	B+S
22 Ga.	1	POS	1409	B	793	B	507	B	352	B	259	B	198	B	157	B	127	B
	2	POS	798	B+S	487	B+S	325	B+S	231	B+S	173	B+S	133	B+S	106	B+S	86	B+S
	3	POS	930	B+S	580	B+S	393	B+S	282	B+S	212	B+S	164	B+S	131	B+S	107	B+S
	4	POS	889	B+S	551	B+S	371	B+S	266	B+S	199	B+S	154	B+S	123	B+S	100	B+S

- The panels are checked for bending (B), shear (S), combined bending and shear (B+S) and deflection (D). The controlling check is noted in the table. Deflection is limited to span/60.
- Section Properties are calculated in accordance with the 2012 *North American Specification for the Design of Cold-Formed Steel Structural Members*.
- Minimum yield strength of 24 and 22 gage steel is 50,000 psi.
- Steel panels are either aluminum-zinc alloy or G-90 coated. The base metal thickness is used in determining section properties.
- Positive load (POS) is applied inward toward the panel supports, and is applied to the outer surface of the full panel cross-section.



Wall Panels

LONG SPAN III PANEL SPECIFICATIONS

1. PRODUCT NAME

American Long Span III Panel for roof and wall applications.

2. MANUFACTURER

AMERICAN BUILDINGS COMPANY

1150 State Docks Road
Eufaula, Alabama 36027
Phone: (334) 687-2032

3. PRODUCT DESCRIPTION

These wall and roof panels have 1 1/4" ribs on 12" centers for an even shadowed appearance. They offer 36" width coverage and are reinforced between the ribs for added strength. Minimum roof slope for Long Span III roof panels is 1/2 to 12.

Basic Use: A roof and wall covering systems for new or retrofit construction.

Materials: Long Span III panels are available in 29, 26, 24 gage 80,000 psi or 22 gage 50,000 psi and either G90 zinc-coated (galvanized) steel or aluminum-zinc alloy-coated (AZ50 or AZ55) steel. Pre-painted panels have American Buildings Company's SmartKote® (PVDF) or SP-COOL (Silicone-Polyester) Finish. An embossed finish is available as an option. Long Span III wall panels are attached to the secondary framing members by self-drilling carbon steel screws, No. 12 x 1 1/4" hex washer head, cadmium or zinc plated. Long Span III wall sidelaps are stitched with self-drilling carbon steel screws, No. 14 X 3/4" Type A or AB, cadmium or zinc plated.

Fasteners are normally color coordinated with a premium coating system that protects against corrosion and weathering. Long Span III roof panels are attached to secondary framing members by the following:

Fasteners: Roof fasteners shall be No. 12 x 1 1/4" self-drilling carbon steel screws with a molded zinc alloy hex washer head. Roof fasteners shall be assembled with an EPDM washer.

Fasteners for roof panel sidelaps and flashing connection shall be stitched by the following:

Roof fasteners shall be No. 14 X 3/4", Type "AB" self-drilling carbon steel screws with a molded zinc alloy hex washer head. Roof fasteners shall be assembled with an EPDM washer.

Long Span III panel roof sidelaps, endlaps, roof flashing laps; ridge and eave are sealed with tape mastic, Sika Sika-Tape TC-95 or equal. The material is non-staining, non-corrosive, non-toxic and non-volatile. Composition is 100% solid isobutylene tripolymer tape. Service temperature is -60°F to +250°F. Maximum insulation thickness allowed with roof panels is 6" and 6" for wall panel applications.

4. TECHNICAL DATA

The Long Span III panel has received a Class 90 Wind Uplift rating by Underwriters Laboratories when tested in accordance with test procedure UL 580. This panel has been Factory Mutual and Miami-Dade County approved and tested in accordance with Air Infiltration, ASTM E283 and Water Penetration, ASTM E331. This panel has received a Class A fire rating when tested in accordance with test procedure, ASTM E108

5. INSTALLATION

Installation should be performed in accordance with American Buildings Company's manuals and building erection drawings, and should be by a qualified installer using proper tools and equipment. Systems are installed by American Buildings Company Authorized Builders.

6. AVAILABILITY

For availability, contact:

AMERICAN BUILDINGS COMPANY

7. WARRANTY

Thirty-five year material warranties are available.

8. MAINTENANCE

Only normal routine maintenance is required over the life of the panels.

9. TECHNICAL SERVICES

For information, contact:

AMERICAN BUILDINGS COMPANY

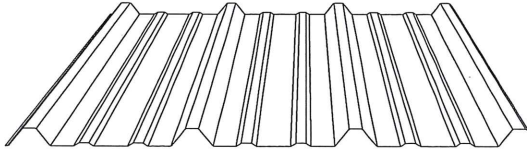
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LONG SPAN III PANEL SPECIFICATIONS

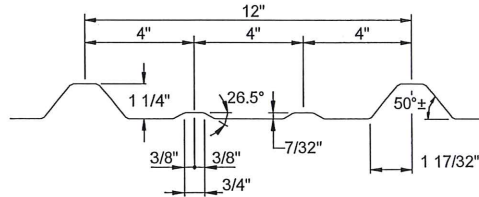
10. PRODUCT NOTES

American Buildings Company reserves the right to revise all standard specifications and information. American Buildings Company regularly updates its published "Standard

Specifications" on the American Buildings web site, www.americanbuildings.com, which supercede and replace any previously published standard specifications of American Buildings Company.



PANEL PROFILE



PARTIAL CROSS SECTION

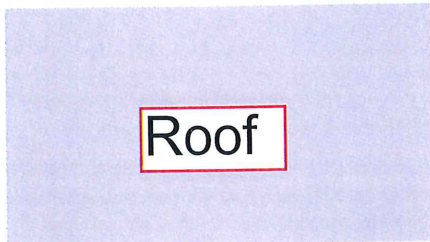
Engineering Properties of American Buildings Company Long Span III Panel (ASD)											
Designated Gage of Steel	Steel Yield KSI	Base Metal Thick. (in.)	Total Thick. (in.)	Panel Base Metal Weight (lbs. / ft. ²)	Top In Compression			Bottom In Compression			Fb KSI
					Ix (in. ⁴ / ft.)	Sx (in. ³ / ft.)	Ma K-IN. / ft.	Ix (in. ⁴ / ft.)	Sx (in. ³ / ft.)	Ma K-IN. / ft.	
29 Ga.	80	0.0137	0.0153	0.66	0.030	0.025	0.91	0.026	0.035	1.27	36
26 Ga.	80	0.0177	0.0193	0.86	0.043	0.037	1.34	0.035	0.046	1.66	36
24 Ga.	80	0.0225	0.0241	1.09	0.060	0.054	1.95	0.047	0.059	2.14	36
22 Ga.	50	0.0300	0.0316	1.45	0.083	0.085	2.56	0.070	0.081	2.44	30

Gage of Panel	No. of Spans	Load Type	Maximum Total Uniform Load in PSF													
			Span Lengths, Ft.													
			3.00	3.50	4.00	4.50	5.00	6.00	7.00	7.50						
29 Ga.	1	POS	67 B	49 B	38 B	30 B	24 B	17 B	12 B	11 B						
		NEG	-94 B	-69 B	-53 B	-42 B	-34 B	-23 B	-17 B	-15 B						
	2	POS	46 C	40 C	35 C	31 C	28 C	22 B+S	17 B+S	15 B+S						
		NEG	-49 P	-42 P	-36 B+S	-29 B+S	-23 B+S	-16 B+S	-12 B+S	-11 B+S						
	3	POS	53 C	45 C	39 C	35 C	32 C	26 B	19 B	17 B						
		NEG	-56 P	-48 P	-42 P	-35 B+S	-29 B+S	-20 B+S	-15 B+S	-13 B+S						
	4	POS	51 C	43 C	38 C	34 C	30 C	25 C	19 B+S	17 B+S						
		NEG	-54 P	-46 P	-40 P	-33 B+S	-27 B+S	-19 B+S	-14 B+S	-12 B+S						
26 Ga.	1	POS	99 B	73 B	56 B	44 B	36 B	25 B	18 B	16 B						
		NEG	-123 B	-91 B	-69 B	-55 B	-44 B	-31 B	-23 B	-20 B						
	2	POS	75 C	64 C	56 C	50 C	43 B+S	30 B+S	22 B+S	19 B+S						
		NEG	-64 P	-55 P	-48 P	-42 P	-35 B+S	-24 B+S	-18 B+S	-16 B+S						
	3	POS	85 C	73 C	64 C	57 C	51 C	37 B+S	28 B+S	24 B+S						
		NEG	-72 P	-62 P	-54 P	-48 P	-43 P	-30 B+S	-22 B+S	-20 B+S						
	4	POS	82 C	70 C	61 C	55 C	49 C	35 B+S	26 B+S	23 B+S						
		NEG	-70 P	-60 P	-52 P	-46 P	-41 B+S	-28 B+S	-21 B+S	-18 B+S						
24 Ga.	1	POS	145 B	106 B	81 B	64 B	52 B	38 B	27 B	23 B						
		NEG	-158 B	-116 B	-89 B	-70 B	-57 B	-40 B	-29 B	-25 B						
	2	POS	117 C	100 C	87 B+S	69 B+S	56 B+S	39 B+S	29 B+S	25 B+S						
		NEG	-81 P	-69 P	-61 P	-54 P	-49 P	-36 B+S	-26 B+S	-23 B+S						
	3	POS	133 C	114 C	100 C	86 B+S	70 B+S	49 B+S	36 B+S	31 B+S						
		NEG	-92 P	-79 P	-69 P	-61 P	-55 P	-45 B+S	-33 B+S	-29 B+S						
	4	POS	128 C	110 C	96 C	80 B+S	65 B+S	46 B+S	34 B+S	29 B+S						
		NEG	-89 P	-76 P	-66 P	-59 P	-53 P	-42 B+S	-31 B+S	-27 B+S						
22 Ga.	1	POS	189 B	139 B	107 B	84 B	68 B	47 B	35 B	30 B						
		NEG	-180 B	-133 B	-102 B	-80 B	-65 B	-45 B	-33 B	-29 B						
	2	POS	166 C	130 B+S	100 B+S	79 B+S	64 B+S	45 B+S	33 B+S	29 B+S						
		NEG	-114 P	-98 P	-86 P	-76 P	-67 P	-47 B+S	-35 B+S	-30 B+S						
	3	POS	188 C	161 C	124 B+S	99 B+S	80 B+S	56 B+S	41 B+S	36 B+S						
		NEG	-130 P	-111 P	-98 P	-87 P	-78 P	-59 B+S	-43 B+S	-38 B+S						
	4	POS	181 C	151 B+S	116 B+S	92 B+S	75 B+S	52 B+S	38 B+S	34 B+S						
		NEG	-125 P	-107 P	-94 P	-83 P	-75 P	-55 B+S	-40 B+S	-35 B+S						

- The panels are checked for bending (B), shear (S), combined bending and shear (B+S), deflection (D), web crippling (C), and panel pullover (P). The controlling check is noted in the table. Deflection is limited to span/60, and includes the permitted wind load reduction factor of 0.7 times the "components and cladding" loads as noted in footnote f of IBC Table 1604.3.
- Section Properties are calculated in accordance with the 2012 *North American Specification for the Design of Cold-Formed Steel Structural Members*.
- Minimum yield strength of 29, 26 and 24 gage steel is 80,000 psi. Minimum yield strength of 22 gage steel is 50,000 psi.
- Steel panels are either aluminum-zinc alloy or G-90 coated. The base metal thickness is used in determining section properties.
- Positive load (POS) is applied inward toward the panel supports, and is applied to the outer surface of the full panel cross-section. Negative load (NEG) is in the opposite direction.

PVDF Cool Coatings

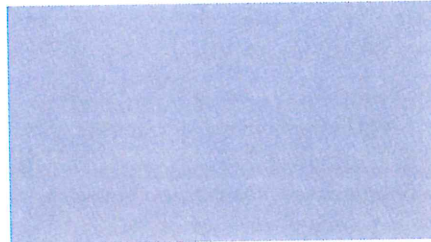
PVDF utilizes a two-coat system featuring fade resistant color, incredible durability, and environmentally-friendly "cool" technology.



Roof

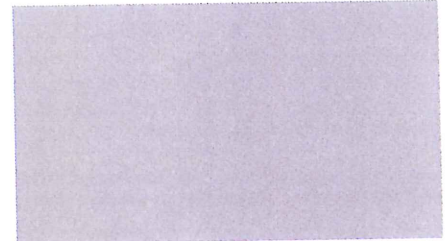
Regal White †

IR .72 SRI 88



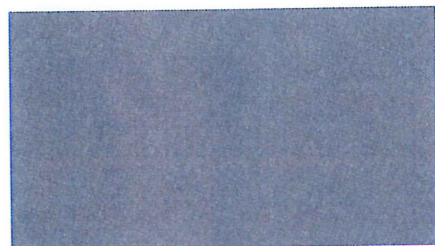
Reflective White **

IR .63 SRI 76



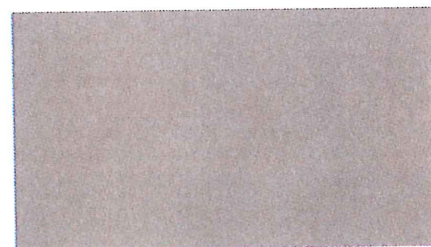
Warm White †

IR .63 SRI 76



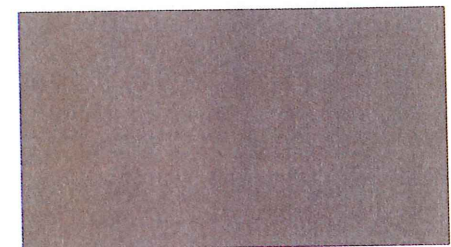
Pearl Gray **

IR .47 SRI 54



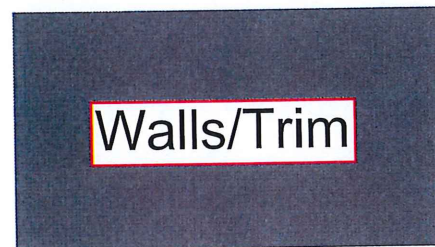
Desert Sand **

IR .57 SRI 67



Surrey Beige †

IR .50 SRI 56



Walls/Trim

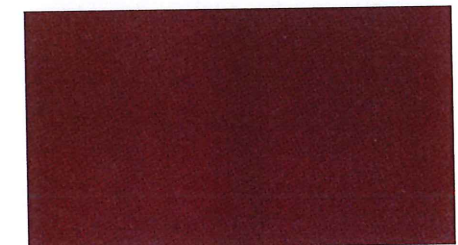
Slate Gray †

IR .37 SRI 40



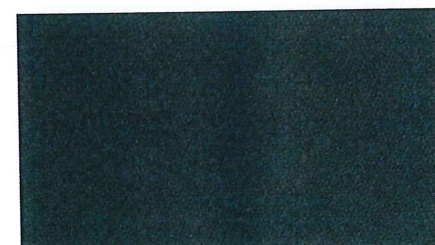
Royal Blue †

IR .30 SRI 30



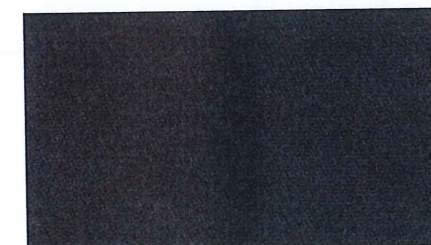
Terra Cotta †

IR .36 SRI 38



Cypress Green †

IR .31 SRI 31



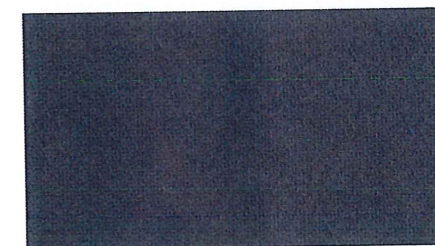
Dark Bronze †

IR .32 SRI 33



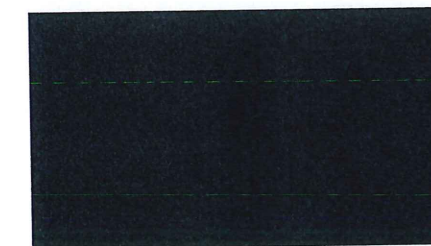
Brite Red **

IR .38 SRI 40



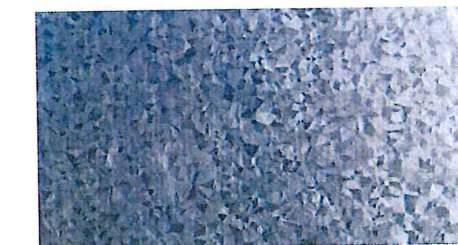
Charcoal **

IR .32 SRI 34



Midnight Black **

IR .27 SRI 26



Galvalume **

IR .77 SRI 72

*Non-Stock Color: Extended lead times may apply. *The Galvalume coating process is likely to result in variances in spangle (size, number, and reflection) from coil to coil which may result in noticeable shade variations. Galvalume is also subject to variable weathering and may appear to have different shades due to weathering characteristics. These shade variations are not cause for rejection. *ENERGY STAR® Qualified Color. All standard PVDF colors have a 35-year finish warranty. Colors shown closely approximate actual coating colors. These colors utilize Cool Coating Technology. The term "TBK" on the Order Document refers to "To Be Selected" from standard PVDF colors as shown on this chart. Please note that PVDF is a slight upcharge over SP.



PVDF Cool Coatings

Product Specifications



Solar Reflectance, Thermal Emittance and Solar Reflectance Index (SRI)

Solar Reflectance

To be considered “cool,” products must have a Solar Reflectance of at least .25. Solar Reflectance is the fraction of the total solar energy that is reflected away from a surface.

Thermal Emittance

Thermal Emittance is the measure of a panel's ability to release heat that it has absorbed.

Solar Reflectance Index (SRI)

Put Solar Reflectance and Thermal Emittance together and you get the Solar Reflectance Index (SRI). SRI is calculated by using the values of solar reflectance, thermal emittance and a medium wind coefficient. The higher the SRI value, the lower its surface temperature and consequently, the heat gain into the building. Metal roofs coated with pigmented PVDF resin achieve an SRI of 26-88, depending on the color.

Conventional roof surfaces have low reflectance (0.05 to 0.25) and high thermal emittance (typically over .85). Roof panels with both high reflectance and high emittance can reduce the surface temperature by as much as 30-50% based on color and geographic location, which will result in a reduced heat gain to the building, therefore reducing the energy demand.

GALVALUME® is a registered trademark of BIEC International Inc., and some of its licensed producers.

PVDF COOL PANEL COLORS

PVDF Cool Color	Initial Solar Reflectance (IR)	Initial Thermal Emittance	Solar Reflectance Index (SRI)
Regal White	.72	0.85	88
Reflective White	.63	0.86	76
Warm White	.63	0.86	76
Pearl Gray	.47	0.86	54
Desert Sand	.57	0.86	67
Surrey Beige	.50	0.85	56
Slate Gray	.37	0.85	40
Royal Blue	.30	0.85	30
Terra Cotta	.36	0.85	38
Cypress Green	.31	0.85	31
Dark Bronze	.32	0.86	33
Brite Red	.38	0.84	40
Charcoal	.32	0.86	34
Midnight Black	.27	0.85	26
Galvalume®	.77	0.08	72

PVDF COOL TECHNICAL INFORMATION

Test	Test Methods	Performance
Dry Film Thickness	ASTM D1400	0.15 - 0.30 mil primer 0.70 - 0.90 mil topcoat
Gloss	ASTM D523 @ 60°	25 - 35
Solar Reflectance	ASTM E903 Steep Slope: Low Slope:	>25% Initial >15% after 3 years >65% Initial >50% after 3 years
Emissivity	ASTM C1371, ASTM E408	0.80 (80%) min.
Pencil Hardness	ASTM D3363	F-2H
Flexibility	T-Bend, ASTM D4145	0 - 2 T-Bend; No pick off
Adhesion	ASTM D3359	No adhesion loss
Reverse Impact	ASTM D2794	No cracking or adhesion loss
Abrasion, Falling Sand	ASTM D968	65 - 85 l/mil
Mortar Resistance	ASTM C267	No effect
Detergent Resistance	ASTM D2248 3% detergent @ 100°F (72 hrs.)	No Effect
Acid Resistance	ASTM D1308 10% muriatic acid - 24 hrs. 20% sulfuric acid - 18 hrs.	No effect No effect
Acid Rain Test	Kesternich SO ₂ , DIN 50018	15 cycles min. No objectionable color change
Alkali Resistance	ASTM D1308 10% , 25% NaOH, 1 hr.	No effect
Salt Spray Resistance	ASTM B117 5% salt fog @ 95°F	None or few #8 blisters; Max. average 1/8" Scribe creep Passes 1000 hrs.
Humidity Resistance	ASTM D714, ASTM D2247 100% relative humidity @ 95°F	Passes 1500 hrs. No #8 blisters
Exterior Exposure	ASTM D2244, ASTM D 4214 10 yrs. @ 45°F, South Florida	Max. 5 fade Max. 8 chalk

8x8x16 CMU Block, Color: Natural, Split Faced.

CONCRETE MASONRY UNIT GUIDE SPECIFICATION

The following Guide Specification was written as the framework for a specification section. It appears in the CSI format on the left side with explanatory information in the Notes to Specifier on the right. When using this Guide Specification, the specifier must consider applicable building codes and particular requirements of each project. A complete reinforced concrete masonry construction Guide Specification is available from the NWCMA office or at www.nwcma.org.

■ PRODUCTS

2.01 CONCRETE MASONRY UNITS

A. Hollow and solid load-bearing concrete masonry units.

1. ASTM C 90-___, *Specification for Load-Bearing Concrete Masonry Units*.
2. Nominal face dimensions:
___ in. x ___ in.
3. Linear shrinkage shall not exceed 0.065 percent.
4. Minimum concrete oven-dry density shall be _____ lb./cu. ft.

Units shall be manufactured with aggregates conforming to ASTM C-33 and C-331.

5. (Optional provision, see specifier notes.) Units shall contain the integral water repellent admixture DRY-BLOCK® II or equal. Units shall be manufactured by a block producer qualified by the admixture supplier.

A qualification program shall include annual testing of the water repellency of a concrete masonry unit wall panel. Additionally, random unit testing shall be performed yearly by an admixture supplier representative who is certified by the National Concrete Masonry Association as a concrete masonry testing technician.

6. Units shall be manufactured by a member of the Northwest Concrete Masonry Association.
7. (Optional provision, see specifier notes.) Net area compressive strength of the units: ___ psi.
8. Testing of units shall be overseen by a certified laboratory technician of an accredited testing agency.

■ NOTES TO SPECIFIER

2.01 Specify the size of units along with any special requirements regarding the configuration, texture, color and strength of the units.

When applicable, request submittal of a sample consisting of not less than four units, representing the range of texture and color. (Section 1.04.A.1)

2.01.A.1. Specify most recent version year of ASTM C-90.

2.01.A.2 Specify the nominal sizes of the units. Unit thickness and type shall be shown on the construction plans.

2.01.A.4 Concrete masonry unit weight affects numerous properties including water absorption, shrinkage potential, sound transmission, thermal and fire resistance. Specifying block by concrete density rather than weight classification is recommended to meet performance requirements.

A minimum average concrete density of 95 lb./cu. ft. is recommended for opaque coated or weather protected walls.

A minimum average concrete density of 105 lb./cu. ft. is recommended for clear-sealed, weather-exposed walls or 110 lb./cu. ft. when such walls are located in the wet weather climates of Western Washington and Western Oregon. Also, see note 2.01.A.5 below if 110 lb./cu. ft. minimum density is specified.

A minimum concrete density of 105 lb./cu. ft. is recommended for all 4-inch wide concrete masonry veneer units.

These density recommendations apply when using pumice aggregate per ASTM C-331. Pumice is the common lightweight aggregate used in the Northwest.

2.01.A.5 Include this provision when walls are clear sealed on the exterior and exposed to wet weather climates. This applies to Western Washington and Western Oregon locations.

When specifying units with an integral water repellent, the manufacturer recommended mortar admixture must be used in the mortar (Section 2.01.D). Request submittal of a copy of a current producer qualification certificate issued by the admixture supplier (Section 1.04.A). Certificates should be renewed annually.

2.01.A.7 Unless otherwise specified, concrete masonry units conforming to ASTM C-90 will have a minimum average net compressive strength of 1,900 psi. If stronger units are required, specify strength here. Structural notes should call out the masonry compressive strength required and method of compliance, if so, omit this section.

2.01.A.8 Testing should be overseen by an individual certified through the National Concrete Masonry Association. The laboratory performing masonry testing should be accredited in accordance with ASTM C-1093.

Northwest Concrete Masonry Association

19109 36th Avenue West, Suite 211 ■ Lynnwood, WA 98036 ■ (425) 697-5298 ■ www.nwcma.org

Basalite Concrete Products, LLC
DuPont, WA (253) 964-5000
Portland, OR (503) 285-4557
Meridian, ID (208) 888-4050

Central Pre-Mix Concrete Products Co.
Spokane, WA (509) 926-8235
Kent, WA (253) 872-9466

Eastside Masonry Products
Redmond, WA (425) 868-0303

Mutual Materials Co.
Bellevue, WA (425) 452-2300
Tualatin, OR (503) 624-8860
Spokane, WA (509) 922-4100

Western Materials
Yakima, WA (509) 575-3000
Pasco, WA (509) 547-3301
Wenatchee, WA (509) 662-1181

White Block Co.
Spokane, WA (509) 534-0651

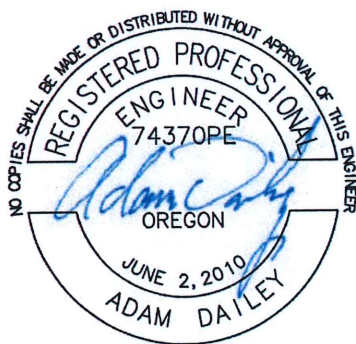
Willamette Graystone, Inc.
Eugene, OR (541) 726-7666
Bend, OR (541) 388-3811
Salem, OR (503) 585-5234

Warrenton FM (Processing Plant)



PRELIMINARY DRAINAGE REPORT

6/15/20



RENEWAL DATE: DECEMBER 31, 2021

RECEIVED
SEP 18 2020



A.M.
Engineering

BY: _____
CITY OF WARRENTON

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 an industrial processing building totaling approximately 14,400 square feet with associated parking, landscaping, and utility services. The lease site is approximately 3.08 acres of the Airport's 114.5 acre lot and is located in Warrenton, Oregon. The proposed leased lot development will include a total of 0.83 acres of impervious surface, 2.1 acres of conserved field pervious surface, and 0.15 acres of proposed landscaping.

Vehicular access for the site is from the Airport Way right of way to the north of the site.

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 26 Willamette Meridian. The latitude and longitude coordinates for the site are 46.15° north latitude and 123.882° west longitude. The subject property is located southwest of the Airport Way and SE Flightline Dr. intersection.

2.2 Site Configuration

The subject property has a total leased area of approximately 3.08 acres and is bordered by industrial properties all around. The Youngs River is located approximately 4,800 feet to the north.

A preliminary topographic survey of the site completed by Magyar Land Surveying LLC, not dated, indicates the existing ground slopes mainly to the north where the slopes steepen to the existing drainage. The proposed buildings have approximate finish floor elevation of 13 feet NAVD88, and will cover approximately 14,400 square feet.

The overall existing site drainage pattern to the Adams Slough 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 Youngs River. A 100 year, 24 hour precipitation depth of 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.

Table 1 – NOAA 24 Hour Precipitation Depths	
Design Storm Return Period	Depth (inches)
100-year	6.25

3.2 Existing Site Hydrology

The site is composed of 3.08 acres of undeveloped farmland/grazing 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 Youngs 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)
Proposed Site	Impervious Area	Asphalt and building roof	D	98
	Pervious Area	Pasture/Grassland/Range, Fair	D	84
	Pervious Area	>75% Grass cover, Good	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.

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.

Site	Category	Drainage Basins (DB)	
Proposed Site	Impervious	Area (square feet)	36,187 (Approximately)
		NRCS Curve Number	98
	Pervious, Pasture/Grassland/Range	Area (square feet)	91,059 (Approximately)
		NRCS Curve Number	84
	>75% Grass cover (Landscaping)	Area (square feet)	6,802 (Approximately)
		NRCS Curve Number	80
		Total Area (square feet)	134,048 (Approximately)
		Time of Concentration (min)	5

4.1 Drainage Descriptions

4.1.1 Proposed Site Drainage Basin

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 Airport Way right of way ditch and then on to Adams Slough where it is directed to Youngs River.

Section 4—Proposed Site Drainage Plan

Continued

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	
Drainage Basins (DB)	Proposed Site	Total
100-yr Peak Flow (cfs)	3.78	3.78
100-yr Runoff Volume (ft ³)	43,560	43,560

Appendix A



Warrenton FM

Type IA 24-hr 100 year Rainfall=6.25"

Prepared by A.M. Engineering

Printed 06/15/20 2:56:27 pm

HydroCAD® 10.00-24 s/n M17343 © 2018 HydroCAD Software Solutions LLC

Page 1

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=134,048 sf 27.00% Impervious Runoff Depth>4.04"
Tc=5.0 min CN=84/98 Runoff=3.78 cfs 1.035 af

Subcatchment A2: Existing

Runoff Area=134,048 sf 0.00% Impervious Runoff Depth>3.78"
Tc=5.0 min CN=84/0 Runoff=3.50 cfs 0.970 af

Reach 2R: Outfall

Inflow=7.27 cfs 2.005 af
Outflow=7.27 cfs 2.005 af

Total Runoff Area = 6.155 ac Runoff Volume = 2.005 af Average Runoff Depth = 3.91"
86.50% Pervious = 5.324 ac 13.50% Impervious = 0.831 ac

Summary for Subcatchment A1: Proposed

Runoff = 3.78 cfs @ 7.92 hrs, Volume= 1.035 af, Depth> 4.04"

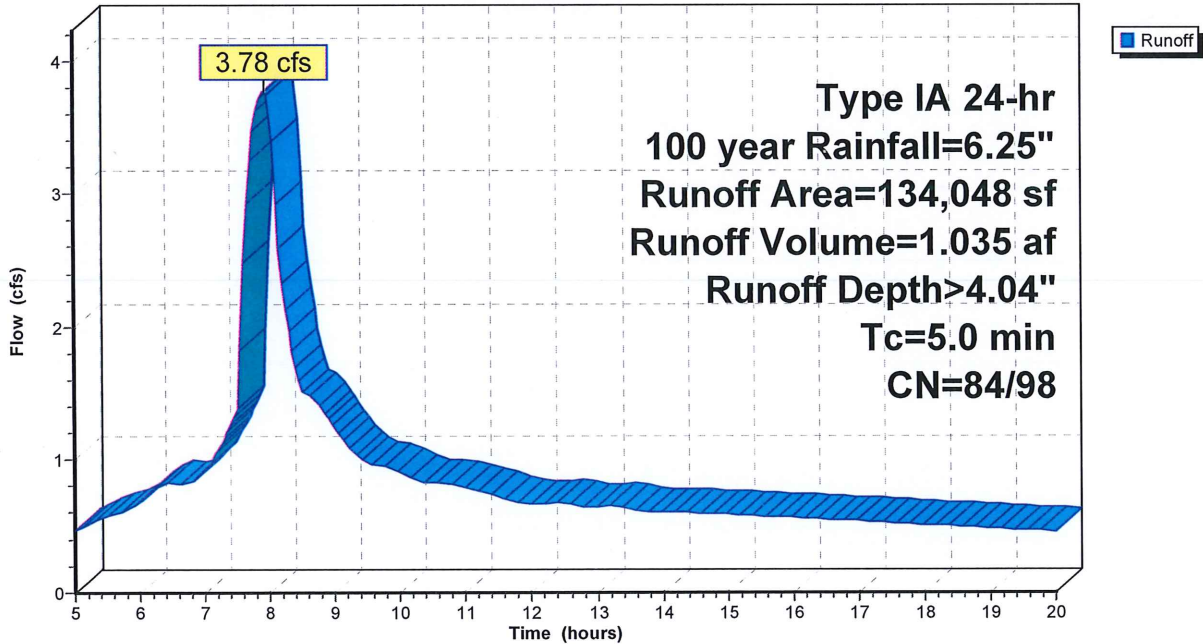
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 100 year Rainfall=6.25"

Area (sf)	CN	Description
* 36,187	98	Asphalt and building roof
91,059	84	Pasture/grassland/range, Fair, HSG D
6,802	80	>75% Grass cover, Good, HSG D
134,048	88	Weighted Average
97,861		73.00% Pervious Area
36,187		27.00% Impervious Area

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

Subcatchment A1: Proposed

Hydrograph



Warrenton FM

Type IA 24-hr 100 year Rainfall=6.25"

Prepared by A.M. Engineering

Printed 06/15/20 2:56:27 pm

HydroCAD® 10.00-24 s/n M17343 © 2018 HydroCAD Software Solutions LLC

Summary for Subcatchment A2: Existing

Runoff = 3.50 cfs @ 7.94 hrs, Volume= 0.970 af, Depth> 3.78"

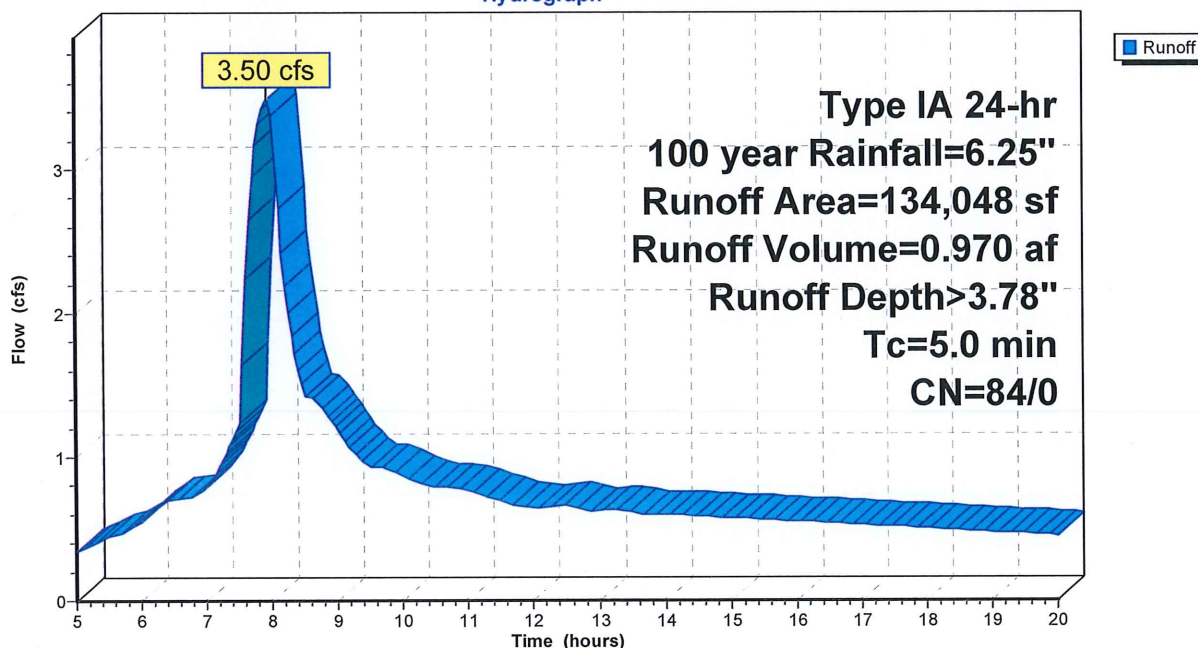
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 5.00-20.00 hrs, dt= 0.05 hrs
 Type IA 24-hr 100 year Rainfall=6.25"

Area (sf)	CN	Description
134,048	84	Pasture/grassland/range, Fair, HSG D
134,048		100.00% Pervious Area

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

Subcatchment A2: Existing

Hydrograph



Warrenton FM

Type IA 24-hr 100 year Rainfall=6.25"

Prepared by A.M. Engineering

Printed 06/15/20 2:56:27 pm

HydroCAD® 10.00-24 s/n M17343 © 2018 HydroCAD Software Solutions LLC

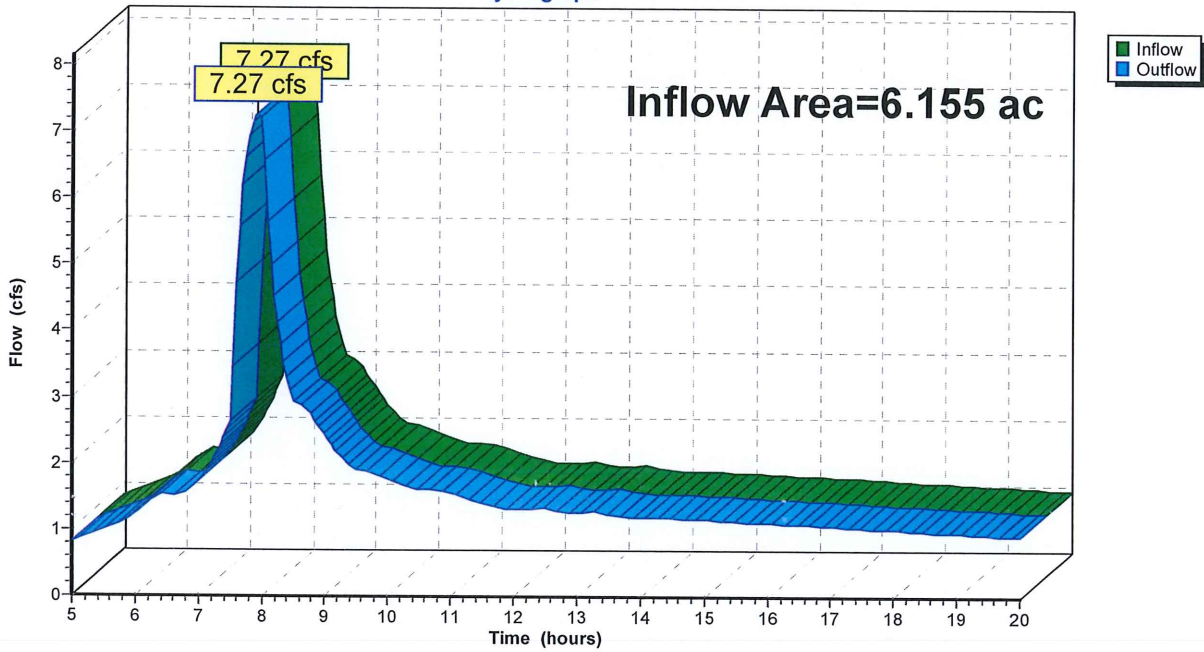
Summary for Reach 2R: Outfall

Inflow Area = 6.155 ac, 13.50% Impervious, Inflow Depth > 3.91" for 100 year event
Inflow = 7.27 cfs @ 7.93 hrs, Volume= 2.005 af
Outflow = 7.27 cfs @ 7.93 hrs, Volume= 2.005 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

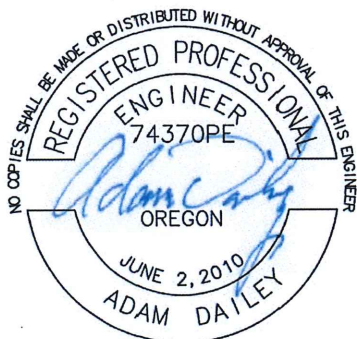


Warrenton FM (Processing Plant)



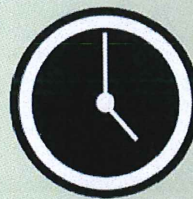
SITE DEVELOPMENT IMPACT STUDY

6/15/20



RENEWAL DATE: DECEMBER 31, 2021

RECEIVED
SEP 18 2020



A.M.
Engineering

BY: CITY OF WARRENTON

Section 1.0 Introduction

The development of the Warrenton FM (Processing Plant) Site is generally located southeast of the intersection of Airport Way and SE Flightline Dr. in Township 8 North, Range 10 West, Section 26, Willamette Meridian.

The existing lot is zoned I1 – General Industrial. The lot will be developed for office, warehouse, and processing. Buildings, parking, landscaping, display area, and associated public utility extensions for service are included. The total leased acreage to be developed will be approximately 3.08 acres of the 114.5 acre lot. One access on Airport Way is proposed. Water utilities are expected to be tied into at the north side of the Airpory Way right of way to an existing 8” water line owned by the Port. Sanitary sewer utilities are expected to be tied into at the public pump station located at the intersection of Airport Way and Flightline Dr. adjacent to the Lektro facility. Storm drainage will tie into the existing adjacent roadside ditch along the south side of Airport Way.

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 0.86 acres of impervious area and 2.22 semi-pervious acres of landscaping is expected to result in a minor net increase in runoff rate.

The property generally slopes to the north with slopes not exceeding 5%. The proposed development maintains the existing drainage regime of discharge to the north. There is an existing storm ditch at the north boundary of the property which drains to the west along the southern right of way of Airport Way which drains the property to Adams Slough. From the site, the slough runs approximately 1.1 miles to

Young's 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 3-2, Warrenton Parks Service Area Analysis, shows the proposed site is not within 1 mile of any existing park

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 Airport Dike Trail Network, which is the closest trail network to the site. The trail is approximately 0.6 miles at its closest point from the site and is separated by the Airport.

The proposed development will not create a negative impact to trail or park users because the development does not alter existing facilities and is not within view or reasonable earshot of the trails or parks.

Section 5.0 Water System

The total domestic water use estimate for this retail commercial site, assuming 10 employees, all day, at an estimated 100 gpd per employee, would begin at 1000 gallons per day (gpd) for the entire site.

For comparison, one residential home with 4 people would produce about 400 gpd.

The processing facility is not expected to require domestic water because one of the byproducts of the processing is water. Part of the byproduct is then re-used in the process and the remainder is disposed of.

Currently there is a Port of Astoria 8" water main located at the north right of way of Airport Way that will provide service for the site. The 8" line continues past the site to serve the Airport. It is expected the proposed development will not create a negative impact to the Port's water system.

Section 6.0 Sewer System

Conservatively, the domestic sewer demand for this impact study can be estimated as being equal to the impact study domestic water demand estimate of 300 gpd.

During the pre-application meeting held 5/20/20, the City Public Works Director indicated there have been concerns with the capacity of the downstream public sewer system pump stations due to inflow and infiltration (I&I) issues. The Port is in the process of determining a solution to drastically reduce the contribution of I&I from their sewer system. Additionally, the City is in the process of repairing or reconfiguring several existing pump stations downstream from the site in the Fall of this year. The reduction in I&I and the repair of the additional stations is expected to free up capacity and allow the connection of the proposed project to the public system.

Section 7.0 Noise

The proposed site and adjacent properties are zoned general industrial.

Adjacent businesses to the site include UPS, Lektro, and construction trades. Typical outdoor noise contributed by the applicant will be generated by traffic similar to the adjacent businesses.

The proposed business is expected to generate noise comparable or less to the adjacent businesses and road 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

City of Warrenton, Oregon in association with The Warrenton Trails Association (2008). *Warrenton Trails Master Plan*. Warrenton, Oregon

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

Youngs River Engineering, LLC

91280 Youngs River Road
Astoria, Oregon 97103

TEL (503) 791-3010

September 29, 2020

Mark Barnes
Interim City Planner
City of Warrenton
45 SW 2nd Street
Warrenton, Oregon 97146

RE: SCOLAR FISH PLANT PROJECT

This is a review of the preliminary plans for the Scoular Fish Plant Project

Reviewed with the following documents:

- Site Development Plans – Permit Set - Dated 07/16/2020
- Site Development Impact Study - Dated 06/15/2020
- Preliminary Drainage Report - Dated 06/15/2020
- ESCP (Erosion) – Permit Set – Dated 08/18/2020

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

- Legend of symbols - missing
- Elevation Standard – current datum is NAVD 88. Plan is using NGVD 1929. Recommended these plans be updated to the current datum or the surveyor provides a local datum correction to the elevations. As a note – the Engineer and/or Surveyor should provide the drawings and reference survey points in Oregon State Plane Coordinates.
- Utility Providers contact information – update local Charter Communication point of contact. Please note that Charter is 'hard to keep' up on the current point of contact.
- Property Legal Description – Missing
- Survey Control Corners – 2 each - missing. Again the recommendation is State Plane Coordinates and tied to identified section corners.

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

Site Development Plans Preliminary Site Plan:

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

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

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

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

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

Sewer: Provide design for low pressure sewer system. The Site Impact Study indicates the flow is from typical 'domestic'. Will any of the 'fish processing 'by-products' ' go into the pumped system?

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

- Road Profiles and drainage patterns
- ADA features – sidewalks, ramps, and crossings
- Fire and Trash truck Vehicle tracking are provided (See Sheet C3)

Storm:

- Storm Calculations are provided in a separate report. The site plan does have some basic storm infrastructure designs – storm culverts. Surface storm flows – conveys into 'Existing Conserved Landscape'.

Water:

- Section 6.9.1 City Service Lines and Meters
 - Location of the water meters - water meters to be installed close to the water mains
- Section 6.9.1 City Service Lines and Meters
 - Sizing – is there water meter sizing for the proposed water services?
 - Fire suppression for buildings – will there be any requirement for separate services?
 - Will applicant provide a '**Public Utility Easement**' for the proposed water line and Fire Hydrant?
- Section 6.8 Combination Air/Vacuum Release Valves
 - Identify any potential high points for installation Air/Vacuum Release valves.
- Section 6.9.2 Fire Service Lines
 - Provide fire flow measurement per building code.
 - Fire suppression for buildings – will there be any requirement for separate services? Refer Section 6.9.1 City Service Lines and Meters
 - Will the city require that the Fire Department Connection (FDC) and new Fire Hydrant to be co-located?

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

Youngs River Engineering, LLC

Geoffrey G. Liljenwall, PE

NOTICE OF PUBLIC HEARING

The Warrenton Planning Commission will conduct a public hearing at 6:00 PM, October 8, 2020, at the Warrenton City Hall, Commission Chambers to consider:

SDR 20-6, a request by The Scoular Company to develop a 14,400 square foot fishmeal processing facility on property owned by the Port of Astoria located on Airport Way in the Airport Industrial Park. The property includes a portion of taxlot 810260000500. This request will be reviewed under Warrenton Municipal Code sections 16.60.040, I-1 General Industrial zone development standards; 16.92, Airport Operations Overlay District; 16.120, Design Standards: Access & Circulation; 16.124, Design Standards: Landscaping, Street Trees, Fences, and Walls; 16.128, Design Standards: Vehicle & Bicycle Parking; 16.132, Design Standards: Clear Vision Areas; 16.136, Public Facilities Standards; 16.140, Stormwater & Surface Water Management Standards; 16.192, Large Scale Development; 16.212, Site Design Review Application & Review Procedures; and 16.208.050 Type III Procedure (Quasi-Judicial Hearing).

AP-19-3, an appeal filed by Scott Widdecombe of an administrative decision (20-PE-03) to extend previous Planning Commission approvals SDR19-06 and CUP19-02 for Pacific Seafood for an additional year. The property is located at 1815 NW Warrenton Drive; taxlot 81019B00500. Pacific Seafoods was granted approval of SDR19-06 and CUP19-02 to develop employee housing on November 19, 2019. These approvals expire November 20, 2020 (Warrenton Municipal Code 16.212.060.B; 16.220.070). Applicant requested a one-year extension of these approvals. The request was administratively approved on August 27, 2020. An appeal was filed by Mr Widdicombe on September 9, 2020. The appeal will be reviewed under Warrenton Municipal Code sections 16.220.070, Time Limit on a Permit for a Conditional Use; 16.212.060.C, Extension of Site Design Review; and 16.208.040.G, Appeal, Type II Procedure.

Those wishing to testify on either of these proposals may attend the public hearing and speak to the Planning Commission, or submit written materials, which must be received by the Warrenton Community and Economic Development Department no later than 4:00 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; or via email to cityplanner@ci.warrenton.or.us.

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

Published: The Columbia Press

Date: September ##, 2020



NOTICE OF PUBLIC HEARING

To: Adjacent Property Owners & Interested Parties

The Warrenton Planning Commission will hold a public hearing at 6:00 pm on Thursday, October 8, 2020, in the City Commission Chambers, Warrenton City Hall, 225 S Main Ave regarding the following:

SDR 20-6, a request by The Scoular Company to develop a 14,400 square foot fishmeal processing facility on property owned by the Port of Astoria located on Airport Way in the Airport Industrial Park. The property includes a portion of taxlot 810260000500. This request will be reviewed under Warrenton Municipal Code sections 16.60.040, I-1 General Industrial zone development standards; 16.92, Airport Operations Overlay District; 16.120, Design Standards: Access & Circulation; 16.124, Design Standards: Landscaping, Street Trees, Fences, and Walls; 16.128, Design Standards: Vehicle & Bicycle Parking; 16.132, Design Standards: Clear Vision Areas; 16.136, Public Facilities Standards; 16.140, Stormwater & Surface Water Management Standards; 16.192, Large Scale Development; 16.212, Site Design Review Application & Review Procedures; and 16.208.050 Type III Procedure (Quasi-Judicial Hearing).

AP-20-1, an appeal filed by Scott Widdicombe of an administrative decision (20-PE-03) to extend previous Planning Commission approvals SDR19-06 and CUP19-02 for Pacific Seafood for an additional year. The property is located at 1815 NW Warrenton Drive; taxlot 81019B00500. Pacific Seafoods was granted approval of SDR19-06 and CUP19-02 to develop employee housing on November 19, 2019. These approvals expire November 20, 2020 (Warrenton Municipal Code 16.212.060.B; 16.220.070). Applicant requested a one-year extension of these approvals. The request was administratively approved on August 27, 2020. An appeal was filed by Mr Widdicombe on September 9, 2020. The appeal will be reviewed under Warrenton Municipal Code sections 16.220.070, Time Limit on a Permit for a Conditional Use; 16.212.060.C, Extension of Site Design Review; and 16.208.040.G, Appeal, Type II Procedure.

Participants in the above-noted public hearings may present testimony orally at the public hearing, or submit written testimony, which must be received by the Warrenton Planning and Building Department no later than 4:00 P.M. on the day of the hearing. Written comments may be sent to the Warrenton Community Development Department, P.O. Box 250, Warrenton Oregon, 97146-0250; or by email to cityplanner@ci.warrenton.or.us. Failure to raise an issue in person or by letter before the close of the record at the public hearing, or failure to provide statements or evidence sufficient to

afford the decision-making body an opportunity to respond to the issue, will preclude appeal to the City Commission based on that issue.

Staff reports will be available seven days before the public hearing. Anyone wishing to review and/or purchase copies of the applications and/or staff reports may make an appointment to do so by contacting Mark Barnes, Interim City Planner, at 503.861.0920 or cityplanner@ci.warrenton.or.us.

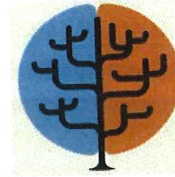
Notice to mortgagee, lienholder, vendor, or seller: the Warrenton Development Code requires that if you receive this notice it shall be promptly forwarded to the purchaser.



Mark Barnes, Interim City Planner

9-18-2020

Date



TWO BRANCHES CONSULTING, LLC
William J. Caplinger

August 20, 2020

TO: Mark Barnes
Interim City Planner
City of Warrenton, OR

RE: Scouler Co Fishmeal Plant, Airport Industrial Park (File: SDR20-06)
Findings to support waiver of a traffic impact analysis

1. A traffic impact study is not mandatory, per WMC Section 16.120.020.D/*Traffic Study Requirements*, which states that the city or affected agencies “may require” a traffic impact analysis.
At the pre-application meeting it was determined that a traffic study will not be necessary as long as safe ingress/egress is addressed.
2. The project meets the applicable standards in WMC Section 16.136.020.
See SDR application/Compliance Supplement pp. 2-3.
3. The project does not create any of the conditions that would require a traffic impact study as listed in WMC Section 16.256:
 - a. The development application does not involve a change in zoning or a plan amendment designation.
 - b. The development does not cause any of the following effects:
 - i. An increase in site traffic volume generation by 300 average daily trips (ADT) or more.
The development will generate fewer than twenty-five (25) ADTs.
 - ii. An increase in peak hour volume of a particular movement to and from the state highway by 20% or more.
The development does not have the potential to increase peak hour volume due to the limited number of ADTs.
 - iii. An increase in use of adjacent streets by vehicles exceeding the 20,000-pound gross vehicle weights by 10 vehicles or more per day.
The development will require fewer than ten truck trips per day, including both trucks delivering daily to the plant and the weekly or bi-weekly waste-management and/or recycling vehicles.

APA Certified Planner No. 022106
ISA Certified Arborist No. WC-3861A

1566 Irving Avenue #10
Astoria, Oregon 97103
(503) 298-0574
caplingerwill@gmail.com

- iv. The location of the access driveway does not meet minimum sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the state highway, creating a safety hazard.

The access driveway complies with the location standards in WMC Sections 16.120.020.F, G, H & K.

- v. A change in internal traffic patterns that may cause safety problems, such as back up onto the highway or traffic crashes in the approach area.

The development's ingress, egress and circulation comply with applicable WMC Sections 16.120.020.K through N and do not have the potential to cause safety problems. Truck circulation is specifically designed to avoid backing onto the road.

Will Caplinger



August 19, 2020

Ryan Helligso
Helligso Construction Company
PO Box 147
Astoria, OR 97103
ryan@helligsoconstruction.com

RE: Scoular Co Fishmeal Plan, Airport Industrial Park (File: SDR 20-06)

I have reviewed the above application for a Type 3 site design review and find that the application is incomplete. The following additional information is needed before the application is complete and can go forward through the City's review process:

1. A Public Facilities Impact Study is required. This was identified in the City's May 27, 2020, memo to the applicant.
2. A Preliminary Stormwater Report is required. This was identified in the City's May 27, 2020, memo to the applicant. Sheet C2 of your Site Design Review Plan includes flow arrows for the direction of runoff, and shows the location of existing drainage ditches; however, additional detail and more information will be needed before the application is complete with respect to this item. You or your engineer should contact the City's Public Works Department for more specific guidance on this requirement.
3. Provide findings to support waiver of a traffic impact analysis. This was identified in the City's May 27, 2020, memo to the applicant. I could not find this in your submittal. If it's there and I missed it, please direct me to the part of your narrative that addresses this.
4. Sheet C4 provides the elements of a landscape plan. First, I could not find language in your application materials concerning landscape maintenance. This was identified in the City's May 27, 2020, memo to the applicant: "Maintenance provisions for landscaping and other common areas shall be included in a lease agreement and a copy provided at time of application." Second, the landscape plan (sheet C4) includes a plant list. As I read it, this would apply only to the area immediately east of the building. Most of the landscaping would be "existing conserved landscape", and would not be planted with the species listed in the proposed plant list. Is this correct? If so, the plan should list the dominant species in the conserved areas.

If you can get this information to me no later than September 11, I'll schedule your request for the October 8 Planning Commission.

If you need additional time to generate this information, you can extend the schedule for the City's review. Call me if you choose this option so we can talk about an extension.

If you wish the City to proceed with our review of the incomplete application, direct us to do so. I cannot predict how the Planning Commission will act, but an incomplete application will most likely receive a negative staff recommendation.

Please call me if you wish to discuss any of this. I look forward to working with you on this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Barnes", with a long horizontal flourish extending to the right.

Mark Barnes
Interim City Planner



CITY OF WARRENTON
Pre-application Conference
Warrenton Development Code - Chapter 16.208.070
Wednesdays @ 11 am

FEE \$150.00
 File# PRE-20-7
 Date Received _____
 Receipt# _____

Subject Property Site Address: 1110 SE Flightline Drive Warrenton, OR 97146

Township 8 range 10, section _____, Tax Lot (s) 500

Lot Square Footage/Acres 3.08 Zone Industrial 1

Property Owner Port of Astoria (Attn: Gary Kobes) Phone/text 503.861.1222

Mailing Address 1110 SE Flightline Dr Warrenton, OR 97146

Email gkobes@portofastoria.com

Applicant (if not owner) The Scoular Company (Tom Wortmann) Phone/text 402.449.1464

Mailing Address 2027 Dodge St. Suite 300 Omaha, NE 68102

Email twortmann@scoular.com

DESCRIBE PROPOSAL AS COMPLETELY AS POSSIBLE: Construction of an approximately 14,400 sf
non-water dependent seafood processing facility, related site improvements, loading docks and infrastructure. The facility will
process fish meal and oils for pet-foods and other associated markets (City municipal Code: 16.060.020)

1. **Participants.** When a pre-application conference is required, the applicant shall meet with the Community Development Director or his/her designee(s).
2. **Information Provided.** At such conference, the Community Development Director shall:
 - a. Cite the Comprehensive plan policies and map designations applicable to the proposal;
 - b. Cite the ordinance provisions, including the substantive and procedural requirements applicable to the proposal;
 - c. Provide available technical data and assistance, which will aid the applicant;
 - d. Identify other governmental policies and regulations that relate to the application; and
 - e. Reasonably identify other opportunities or constraints concerning the application.
3. **Disclaimer.** Failure of the Community Development Director or his/her designee to provide any of the Information required by this subsection C shall not constitute a waiver of any of the standards, criteria or

[Type text]

[Type text]

Pre-application
November 2019



requirements for the application.

4. **Changes in the Law.** Due to possible changes in federal, state, regional, and local law, the applicant is responsible for ensuring that the application complies with all applicable laws on the day the application is deemed complete.
5. **Pre-application Checklist: Please submit the following items for review at least 10 days prior to a scheduled pre-application conference.**

Preliminary site plan or preliminary plat

Preliminary utility plan

Preliminary elevations (mixed use, commercial and multi-family)

Optional: List of questions and concerns

[Type text]

[Type text]

Pre-application
November 2019

May 27, 2020

To: Ryan Helligso, Project Manager, Helligso Construction Co.
From: Kevin A. Cronin, AICP, Assistant City Manager/Community Development Director
Re: Pre-application Conference Notes | Scoular Co Fishmeal Plant | Airport Industrial Park

The purpose of this memo is to summarize the notes and discussion of a pre-application conference held on May 20, 2020 at City Hall and online through Zoom. The subject property is 114 acres, vacant, and with direct access to SE Airport Road within the Airport Industrial Park. There is no site address assigned to date. The area is zoned for General Industrial (I-1). The proposed use of a fish processing plant is consistent with the zone. The facility will not have customer or general public access and proposes a security fence. Future development would require improvements to an already overcapacity sanitary sewer system.

The following comments were discussed at the meeting.

In general, the proposed layout of the warehouse, parking, service bays, and location of off street parking conforms to the Code. Please provide percentages of all required standards such as parking and landscaping, and buildings. The subject property is larger than the proposed use so the application must distinguish the lease area from the tax lot. *A signature from the Port Director as the authorized representative for the property owner is required on the site design review application.*

The final layout will be evaluated using the site design review standards and applicable criteria identified below:

Warrenton Municipal Code Chapters & Sections:

- I-1 General Industrial Zone Development Standards (16.60.040)
- Design Standards: Access & Circulation (16.120)
- Design Standards: Landscaping, Street Trees, Fences, and Walls (16.124)
- Design Standards: Vehicle & Bicycle Parking (16.128)
- Design Standards: Clear Vision Areas (16.132)
- 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)

- As new information is provided or learned independently, additional studies may be required.

City staff is committed to streamlining the development review process to support the economic development and redevelopment objectives of the area and looks forward to seeing the revisions requested. Incomplete applications will delay the review time.

Written responses to the pre-application notes are required as part of the submittal and completeness review checklist that was provided via email.

If you have any additional questions, please contact me.

Estimate of Land Use Fees & SDCs

Land Use Fees

Site Design Review:	\$ 750
Temporary Use Permit	<u>\$ 300</u>
Total	\$ 850

System Development Charges Estimate

SDC estimates are provided as a courtesy and for project budget purposes only. Actual amounts are determined at building permit stage.

Water (1.5 inch meter)	\$6,528
Sewer	\$6,523
Stormwater (36,261 SF impervious)	\$2,810
Transportation (Industrial Park 1.30 PHPT x \$1,055/Thousand)	<u>\$19,804</u>
Total	\$34,945

Commercial development is not assessed for Parks SDCs.