



Warrenton Planning Commission  
AGENDA  
May 13, 2021 | 6 PM | City Hall – Commission Chambers

**\*\*\*The meeting will be broadcast via Zoom at the following link\*\*\***

<https://us02web.zoom.us/j/89594092173?pwd=VG5sMFFTVExqTWI1dXVXSTBFbWw2UT09>

**Meeting ID: 895 9409 2173**

**Passcode: 612659**

**Dial in number: 253-215-8782**

1. Attendance
2. Flag Salute
3. Public Comment Period on *Non-Agenda* Items
4. Approval of minutes of April 8, 2021
  - *Action Item: Motion to Adopt*
5. **PUBLIC HEARING:** Major Modification MC20-21 Site Design and Conditional Use Review.
  - Applicant: Baysinger Partners Architecture on behalf of Atlas Youngs Bay, LLC
  - Proposal: Major Modification of Approved Site Design Review and Conditional Use Review SDR 20-3/CUP 20-1 and an extension of the approval period. The proposed development is located on Tax Lot 81023CB00800, at 103 US Highway 101. The subject property is zoned General Commercial (C-1).
  - *Action Item: Recommendation to approve with condition.*
6. Staff Announcements & Project Updates
7. **Next Meeting:** June 10, 2021

MINUTES  
Warrenton Planning Commission  
April 8, 2021  
6:00 p.m.  
Warrenton City Hall - Commission Chambers  
225 S. Main  
Warrenton, OR 97146

Chair Paul Mitchell called the meeting to order at 6:00 p.m. and led the public in the Pledge of Allegiance.

Commissioners Present: Chair Paul Mitchell, Chris Hayward, Mike Moha, Ken Yuill (via Zoom), Christine Bridgens, and Kevin Swanson (via Zoom, joined at 6:06 p.m.)

Excused: Commissioner Lylla Gaebel

Staff Present: Community Development Director Scott Hess, Public Works Director Collin Stelzig (via Zoom), Secretary Rebecca Sprengeler, and City Attorney Spencer Parsons.

PUBLIC COMMENT ON NON-AGENDA ITEMS - None

APPROVAL OF MINUTES

A. Planning Commission Meeting Minutes – 03.11.21

**Commissioner Yuill made the motion to approve the minutes from 03.11.21 as written. Motion was seconded by Commissioner Bridgens and passed unanimously.**

**Mitchell – aye; Hayward - aye; Moha – aye; Yuill – aye; Bridgens - aye**

PUBLIC HEARING

SITE DESIGN REVIEW SDR 20-8 & VARIANCE V 21-1 | TRILLIUM HOUSE  
MULTIFAMILY DEVELOPMENT

Chair Mitchell opened the public hearing for the Site Design Review (SDR 20-8) for Trillium House Multi-family development located approximately 700 SE 14<sup>th</sup> Place in Warrenton and for the Variance (V 21-1).

Commissioner Yuill recused himself from this item. Commissioner Bridgens disclosed an ex parte that she has visited the site. Chair Mitchell asked for clarification of the ex parte requirements. City Attorney Spencer Parsons noted a site visit does not qualify as an ex parte; the legal recommendation is to still disclose this as an ex parte of contact, if the entire Planning Commission has not visited the site, and state if this impacts ability to vote. Commissioner Swanson asked for context on the discussion. Chair Mitchell summarized. Commissioner Bridgens stated she does not feel her vote will be impacted by her site visit. Mr. Parsons clarified

this item is a consolidated application; the primary application and variance were submitted together. State law and City ordinance require these be processed as a single application.

Community Development Director Scott Hess clarified that there are two separate motions for the Site Design Review (SDR) and the variance. He asked that the Planning Commission weigh in on staff findings. Mr. Hess reviewed the staff report. The rezone and master plan required traffic study and mitigation. The City did a traffic study indicating required intersection updates for any new development in the Chelsea Gardens area. One of these was a left turn lane from 104 Spur to Ensign Dr. The City requested a rough proportionality study from the developer. The City had third party application done. The City recommends this be moved to development or other funding agreement between the City and developer to move out of land-use approval realm. Mr. Hess summarized the parking variance application and background. It is staff's opinion based on the City Code requirements and the developer's analysis of related projects in the community that the variance will not be an issue. The tradeoff with the variance is an improvement of amenities that are requested through the master plan process. The addition of the parking would reduce amenities on site. The Code states the developer can receive a 10% reduction in parking for including vanpool and carpool spaces and another 10% parking reduction if the site has more than the minimum number of parking spaces. The developer has done both. Staff generally recommends approval for the variance. Mr. Hess noted that there is a culvert of unknown ownership on the southwest side of the property. There is currently drainage from Home Depot and ODOT (Oregon Department of Transportation) running through it and draining underneath Spur 104 and into the full drainage system. The City and Legal Counsel recommended not providing approval on a land use application that would create a trespass. There is research being done on the title for this property. There is potential development of an alternative solution if the original title cannot be located, and the title approval process is unsuccessful. It is staff's understanding that this can be approved with the condition that this issue be resolved correctly through finding the property owner or an alternative solution. Staff recommends approval of the application. Mr. Hess noted it meets design requirements, has main entrances, is a secured building, is of multiple colors and materials; it will be a nice amenity in the location.

Mr. Hess noted the applicant requested an amendment to condition of approval 15 that the language be changed from "...prior to *submitting* any engineer or building plans or documents" to "...prior to *approval* of engineer or building plans." Staff feels this is a friendly amendment; the risk is all on the developer's side. Commissioner Hayward asked for clarification of the amendment to condition of approval 15. Mr. Hess noted that as worded, if the application is approved with conditions, the applicant's only next steps would be to work through the development agreement; everything else stops. The requested amendment will allow for the development agreement to be done prior to *approval* of building permits. This allows extra time for negotiations between the developer and the City for the funding mechanism while the final plans are being reviewed.

Chair Mitchell asked the applicant to speak.

Stuart Emmons, Emmons Design, introduced himself and thanked Mr. Hess, Public Works Director Collin Stelzig, and Adam Daily for their fine work. Mr. Emmons introduced Jim Evans

and Nina Reed from NOHA (Northwest Oregon Housing Authority). Ms. Reed made some comments about NOHA and introduced interim Executive Director of NOHA, Jim Evans. Mr. Evans commented on the necessity of and his excitement for this project. Briana Murtaugh, with Greenlight Development, introduced herself and commented on the work of her employer. Mr. Emmons made introductory comments and noted his experience with housing projects. Jay Nees, Project Manager for Walsh Construction, introduced himself. He noted Walsh Construction's experience, strengths, partnerships, and progress on design work. Eric Hoovestol, Civil Engineer with Firwood Design Group, introduced himself and made comments about projects Firwood Design Group has worked on in Warrenton. He noted his excitement for this project and is honored to be on this great team for a much-needed housing project.

Mr. Emmons presented the Trillium Team Process from a digital presentation (Attachment A). The 2019 Clatsop County Housing report identified need for more housing on North Coast. Eleven sites in Clatsop County were being considered. Many sites were tested. This site was chosen because of proximity to services, need, transportation services available, and proximity to jobs. The Chelsea Gardens area name originates from old plans for a town named Chelsea in this area. There were two C-MU (Commercial Mixed Use) framework plans. Conversations with property owners in this area have indicated a desire to create a diverse residential neighborhood. Mr. Emmons created a development plan and worked with the developer on a roadway system and layout for this area. The Trillium House Project is a four-story model that includes security, management office, laundry services, playground, yard, community garden, and bike shed. These amenities are available because of the choice to do four stories instead of three. The project won competitive state-wide funding in August 2020 that included scope of the project and budget. Construction costs are a little over \$10 million. Mr. Emmons noted the parking variance allows for a large community garden and playground; he does not feel all the parking stalls are needed. There is some Home Depot and ODOT water going into the culvert of unknown ownership. The applicant wants to have storm water drain into the culvert too. The process to establish ownership of the culvert is in progress; there is an alternate route for stormwater if ownership cannot be established. After three pre-application meetings with the City in 2020, the applicant was asked to do a traffic study, especially focused on the Spur 104 and Ensign intersection. The traffic study by Lancaster Mobley stated "...the installation of a dedicated turn lane as part of the proposed development is not necessary or recommended." Mr. Emmons noted the importance of staying within the budget regarding City-requested improvements. The improvements will make other projects more financially viable; it is kickstarting the neighborhood. Mr. Emmons noted the off-site costs are \$437,621. The developer acknowledges there are traffic issues in Warrenton, but there is also a responsibility to the project budget. There were brief comments about the left-hand turn lane for the Ensign and 104 intersection. Mr. Emmons noted this project is investing in Warrenton. The project cost is about \$10.5 million; the goal is to spend 1/3 - 1/2 of the construction budget locally. Mr. Emmons noted the need for local workforce housing.

Chair Mitchell asked about the number and sizes of the rental units. Ms. Murtaugh clarified that there are 42 units. There are 11 three-bedroom units, 19 two-bedrooms, and 12 one-bedrooms. With the tax-credit financing, the rent is in the \$800 - \$1,100 range. Mr. Emmons noted the need for three-bedroom apartments in Warrenton.



Commissioner Swanson asked about the projected percentage of increase to peak-hour traffic. Mr. Emmons noted the estimated addition is five cars during peak evening traffic for the Spur 104 and Ensign intersection. There was discussion about vehicles per unit and the parking variance. The variance allows for a community garden and larger greenspace.

Commissioner Bridgens asked which street will be the entry and exit points and the total number of entrances and exits. Mr. Emmons stated most entry would be off 14<sup>th</sup> Place. There is also the Galena Court entrance. There was brief discussion about vehicle trips and traffic flow. There was brief discussion about an emergency exit by Home Depot. This is not planned as the property is private. The proximity to shopping and services was noted; this may lead to more foot traffic. There was discussion about additional sidewalks in the future of the Chelsea Gardens district. Mr. Hess noted the decision documents for the rezone and the master plan consider a system development area charge in addition to the standard SCD's to cover sidewalks, parks, trails, and roadway improvements as required by the rezone. Discussion continued. There was discussion about the Galena Court alley; it is gravel for emergency ingress and egress; there are no sidewalks. Mr. Hess noted this is one of the offsite improvements requested by the Fire Department. Commissioner Moha asked about street parking on SE 14<sup>th</sup> Place. There was brief discussion. Mr. Hess noted it could technically be used for parking. The primary entrance for emergency vehicles is 14<sup>th</sup> Place and the secondary entrance is from Galena. There was discussion about the stormwater runoff; there would be an increase to the existing pipes if needed. Mr. Hoovestol noted this project will be providing stormwater detention on site as required by the City, estimated at \$75,000 - \$80,000; this will match existing runoff rates. The capacity analysis done on the unknown culvert showed it can withstand the '100-year storm.' The existing drainage has sufficient capacity. Commissioner Bridgens inquired about waiting for further development of the area before sidewalks and other infrastructure come in. Mr. Emmons noted they are hoping for a phase II. Mr. Hoovestol asked for clarification on condition thirteen for sewer inspections. Mr. Parsons clarified that a staff response to this question could wait until after the public testimony. Commissioner Bridgens asked who will own the project. Ms. Reed responded that the owner of the property will be Trillium House LLC. NOHA will be the sole managing member. It was noted that NOHA is exempt from property taxes.

There were no comments in opposition.

Chair Mitchell closed the public hearing.

Mr. Stelzig clarified that the expectation for condition 13 is a video recording of the main. Typically, repairs are completed by the developer. It was noted past repairs have not usually been significant.

Chair Mitchell asked about ingress and egress traffic. Mr. Hess noted it is anticipated that the population using these apartments will utilize ridesharing and have varying work schedules, similar the new Skipanon apartments; he described the traffic flow and road improvements. It is staff's opinion that the daily traffic will be averaged. The traffic report showed single digit increase in traffic trips to the area during peak hours. There was discussion about the half-street improvements to 14<sup>th</sup> Place. Mr. Hess noted limitations; half-street improvements are the standard for existing streets or right of ways. Chair Mitchell asked if the gravel alley should be

paved. Mr. Hess responded that the Fire Department asked that it be an all-weather surface that will accept a garbage truck or fire truck; it is not required to be paved because it is not the primary access. Commissioner Moha asked if the Home Depot parking lot is accessible by foot from the Galena gravel alley. Mr. Hess noted it is not fenced off; there is a right-of-way between the two; the parking lot is accessible by foot. Home Depot is private property; there is no internal sidewalk network to request to connect to. It was noted that 14<sup>th</sup> is a City street. Mr. Hess noted that North side of the 75% street improvement will come when there is a developer on the North side of 14<sup>th</sup>. Mr. Parsons added that the City must be cognizant of potential takings claim. The presumption is that frontage improvements are proportional to impact of the development. Improvements such as sidewalks and streets that are fronting the development are because the developments impact mandates the improvements be made. A fair and proportional impact will be assigned to future developers. This applies to sidewalk improvements. The area SDC's can be used for those improvements if they are in the CIP (Capital Improvement Plan). SDC's are not typically assigned to one improvement.

Commissioner Bridgens asked about the project timeline.

Chair Mitchell reopened the public hearing.

Mr. Emmons noted the expected timeline is 13 months after breaking ground in the fall. Chair Mitchell noted concerns about loss of property taxes on the property and asked Ms. Reed to speak about NOHA and how it will work. Ms. Reed said housing is infrastructure for the City. NOHA is not for profit. This is a tax credit property. Chair Mitchell restated concerns about loss of tax income for Fire Department, schools, etc. Ms. Reed said this is what the \$143,000 SDC's are for. Discussion continued. Mr. Emmons added that the property taxes for this site are about \$2,000 per year. There is expectation of increased property development in this area that may lead to future property tax revenue.

Chair Mitchell closed public hearing.

Chair Mitchell noted he appreciates the affordability of the housing. He likes that the variance allows greenspace and a community garden. He has no issue with the parking variance. He noted concerns with continual growth without additional property tax income. He believes phase II will require more improvements to the infrastructure.

Commissioner Hayward noted the planning of the project looks well done and made comments about the use; the project meets a lot of needs; it may not impact homeless population but will help the workforce population.

Commissioner Bridgens agreed the project is needed; she is bothered this location will not produce property taxes to support schools, police, fire, etc. She hopes to not repeat this.

Commissioner Swanson noted concerns that the traffic study does not account for impacts on whole city. Mr. Hess responded that the traffic study for the rezone included eight different intersections including up to Harbor and Hwy 101. The rough proportionality for the traffic study notes that a larger percentage of improvement costs are paid for intersections nearest to the

development site. This percentage decreases for each intersection as the distance from the site increases. The rough proportionality analysis from DKS uses the same methodology; five of eight intersections were determined relevant to Trillium House with percentages allocated. The City had a wide scope for the traffic study; the applicant focused the study to the development area; between the two is the development agreement discussion.

**Commissioner Moha made the motion to approve the Site Design Review SDR 20-8, for Trillium House apartments, located approximately 700 SE 14th Place, based on the findings of the staff report, conditions of approval, and discussion with the amendment to number 15. The last sentence should be “This agreement shall be signed by both parties prior to approval of any engineering or building plans or documents.” Motion was seconded by Commissioner Hayward and passed by majority.**

**Mitchell – aye; Swanson - aye; Hayward - aye; Moha – aye; Yuill – abstain; Bridgens - aye**

**Commissioner Moha made the motion to approve the Variance V 21-1, for Trillium House apartments, located approximately 700 SE 14th Place, for parking reduction, based on the findings in the staff report and discussion. Motion was seconded by Commissioner Hayward and passed by majority.**

**Mitchell – aye; Swanson - aye; Hayward - aye; Moha – aye; Yuill – abstain; Bridgens - aye**

#### STAFF ANNOUNCEMENTS & PROJECT UPDATES

Mr. Hess noted Clatsop County discovered a street vacation of the Galena cul-de-sac within the Yuill property; there is a note specifying it is for block 2; it is not for block 1 and 2. This created a hanging piece of right-of-way that was assumed to be vacated. The City Manager is aware. The City Commission will finalize the street vacation.

Mr. Hess noted the Economic Development Study will be presented to the Planning Commission possibly in June; there will be adopting language in late June/early July. Staff has been working with DLCD (Department of Land Conservation & Development) on funding for a Goal 5 Economic Development update to the City; there is a draft Economic Opportunity Analysis (EOA); the committee’s second TAC (Technical Advisory Committee) meeting is April 13<sup>th</sup>; there is contract with CREST (Columbia River Estuary Study Taskforce); DLCD is working on this; the consultant is Community Attributes; to be completed by June 30<sup>th</sup>; there will be Comprehensive Plan changes and amendments based on the new EOA.

Mr. Hess noted his last day with the City of Warrenton is April 23<sup>rd</sup>. He is in awe of the work of the Planning Commission. He complemented the City and the people here. Chair Mitchell asked about an Interim Planner. Will Caplinger is currently under contract to be the Interim Planner; he will be working on project items for the Planning Commission and City Commission; he has assisted with past City projects and is very familiar with City Code. Mr. Hess noted upcoming agenda items. Mr. Hess noted Mr. Caplinger is excited and will be presenting via Zoom from Taiwan.

Commissioner Bridgens noted a noise complaint of home occupation auto repair in Astoria; she asked what the process for making an addition to WMC (Warrenton Municipal Code). Mr. Hess noted several options but recommended sending an email to the City Manager in the interim; Discussion continued.

Chair Mitchell thanked Mr. Hess for his time, noting he did a great job and was very organized.

There being no further business, Chair Mitchell adjourned the meeting at 7:50 p.m.

**Next Meeting:** May 13, 2021

APPROVED:

ATTEST:

\_\_\_\_\_  
Paul Mitchell, Chair

\_\_\_\_\_  
Rebecca Sprengeler, Secretary



May 3, 2021

To: Warrenton Planning Commission

From: Will Caplinger, Interim City Planner

Re: ITEM MC 20-21: This is a request by Baysinger Partners Architecture on behalf of Atlas Youngs Bay, LLC for a Major Modification of an Approved Site Design Review and Conditional Use Review and an extension of its approval period. The proposed modifications will 1) eliminate the previously approved new pad building, 2) relocate the previously approved pick-up window and queue to the existing building, 3) move the trash enclosures, and 4) eliminate the previously approved three parking stalls in front of the pump station. The property is tax lot 81023CB00800, located in Youngs Bay Plaza, at 103 US Highway 101, on the west corner of the intersection of US Highway 101 and East Harbor Drive. The subject property is zoned General Commercial (C-1) (File: SDR 20-3/CUP 20-1).

### **Background:**

On May 19, 2020 the Planning Commission conditionally approved SDR 20-3/CUP 20-1 for the renovation of an existing freestanding building (formerly occupied by Dooger's Seafood Restaurant) and the construction of a new restaurant with drive-through pick-up window. The applicant proposes modifications to the project as described above.

The removal of the new pad building will allow overall parking to be increased from the 366 spaces in the prior approval to 399 spaces. The other modifications resulted from feedback received from the City at the February 10, 2021 pre-application conference held for the proposed modification, and are limited to changes to the existing building to accommodate the relocation of the pick-up window. In addition to relocating the trash enclosures and eliminating three parking spaces, the modifications include increasing the queue lane from the previously approved length of 144 feet to 170 feet. The remodel still includes demising the building into two tenant spaces, constructing a new shared refuse and recycling enclosure to serve both spaces, and removing a portion of the south façade to reduce the floor area and bring the building into compliance with the required minimum 50 feet Highway setback.

The application also requests an extension of the approval period for SDR 20-3/CU 20-1, so that the approval period is extended to the same end date as the requested Modification, pending its approval. No other modifications to the original approval are included, and there are no changes proposed to the SDR 20-3/CUP 20-1 conditions of approval.

## **Public Process, Procedures & Public Notice:**

Applicable Warrenton Municipal Code (WMC) chapters for this modification include:

- 16.116 Design Standards
- 16.120 Access and Circulation
- 16.124 Landscaping, Street Trees, Fences, and Walls
- 16.128 Vehicle and Bicycle Parking
- 16.136 Public Facilities Standards
- 16.208 Types of Applications and Review Procedures
- 16.212 Site Design Review
- 16.220 Conditional Use Permits
- 16.228 Modifications to Approved Plans and Conditions of Approval

Public Notice letters were sent to affected property owners on April 20, 2021 and published in The Columbia Press on April 30, 2021.

## **Code Provisions, Applicant Responses, and Findings:**

For Major Modifications, WMC 16.228.C.2 states that, “the review shall be limited in scope to the modification request.” Therefore, this portion of the staff report will examine only those aspects of the project which have changed since the original approval, although the attached application addresses certain criteria that were satisfied in the original approval. Where criteria are listed in the WMC in numerical or alphabetical order, any departures in the staff report from the order listed in the WMC or the application’s Narrative are intentional and are not oversights. Applicant’s responses that enhance the responses in the original application are nonetheless included in the staff report.

### **Chapter 16.116 Design Standards.**

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

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

APPLICANT’S RESPONSE: This application seeks to modify the prior approval by relocating the approved pick-up window to the existing pad building and eliminating the new pad building. The site, as a fully developed shopping center with multiple buildings has multiple focal points. Among those focal points are the pad buildings themselves and the adjacent streets. The existing building’s facades change only slightly from the prior approval. The main change is that the south façade will now accommodate the pick-up window and building entrances will be located on the east and north elevations. The entries orient to both rights-of-way. This criterion is met as the building have entries that orient toward one of the primary focal points onsite.

STAFF FINDING: This criterion is met.

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

APPLICANT'S RESPONSE: The proposed project site is within a fully developed shopping center; therefore, natural features are limited. The site abuts Holbrook Slough. This feature is north of the main mall building and outside area of work; therefore, it will be preserved. The project will remove several trees that would be negatively impacted by the development; however, the project will also plant 14 new trees.

STAFF FINDING: This criterion is met.

**C. Building Requirements.**

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

APPLICANT'S RESPONSE: All customer entrances are defined by canopies.

STAFF FINDING: This criterion is met.

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

APPLICANT'S RESPONSE: The building design will only be altered minimally from the prior approval. The roof will remain flat with articulated parapets to reduce the mass of the buildings and add visual interest. Canopies are used throughout the building to provide pedestrian weather protection and accentuate building entries.

STAFF FINDING: This criterion is met.

3. Materials.

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

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

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

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

APPLICANT'S RESPONSE: a) The buildings will be constructed of concrete, metal, glass, tile and cement fiber board. b) The buildings will be constructed of concrete, metal, glass, tile and cement fiber board. c) The project does not include any smooth-faced concrete block, tilt-up concrete panels, T1-11 siding or prefabricated steel panels. d) The project does not include metal roof except at the canopies.

STAFF FINDING: These criteria are met.

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

APPLICANT'S RESPONSE: The building still includes recesses and projections, ample windows and canopies. This criterion is met as the building utilizes ample architectural features to provide visual interest and break up the mass of the buildings.

STAFF FINDING: This criterion is met.

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

APPLICANT'S RESPONSE: All colors proposed are low reflectance, muted earth toned. The building will include small areas of red as an accent color. This criterion is met as the project does not include any high intensity color such as black, neon, metallic or fluorescent.

STAFF FINDING: This criterion is met.

6. Mechanical Equipment, Outdoor Storage and Service Areas. *The location of loading docks, outdoor storage yards and all other service areas shall be located to the sides and/or rear of a building, except when a site abuts Highway 101, in which case the said areas shall be located to the sides of the building that do not face Highway 101.*

a. *All outdoor storage yards, loading docks, service areas and mechanical equipment or vents larger than eight inches in diameter shall be concealed by screens at least as high as the equipment they hide, of a color and material matching or compatible with the dominant colors and materials found on the facades of the principal building. Chain link or cyclone fencing (with or without slats) shall not be used to satisfy this requirement.*

c. *The architectural design of the buildings shall incorporate design features which screen, contain and conceal all heating, ventilation, air conditioning units, trash enclosures, dumpsters, loading docks and service yards.*

APPLICANT'S RESPONSE: a) This project will relocate the previously approved trash enclosure in response to City comments during the preapplication meeting. The enclosure will be constructed of solid sight obscuring materials and high enough to ensure the containers inside are concealed. The adjacent transformer will be screening with landscaping. This criterion is met as all mechanical and storage/service areas are screened. c) The building has been designed to provide



screening of rooftop mechanical by the building parapets. The trash area will be screened by a new enclosure.

STAFF FINDING: This criterion is met.

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

APPLICANT'S RESPONSE: The building includes a large outdoor seating area along the east facade and the previously approved park improvements remain. This criterion is met as both buildings include two (2) community amenities.

STAFF FINDING: This criterion is met.

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

APPLICANT'S RESPONSE: The building has walkways along the east and north facades. There is also a new walkway south of the building which connects the building to the main existing center building. The east facade walkway also connects to the previously approved walkway to East Harbor Drive. All walkways are a minimum five (5) feet wide. This criterion is met as walkways are provided which allow access between the parking and buildings.

STAFF FINDING: This criterion is met.

**Chapter 16.120 Access and Circulation.**

**16.120.020 Vehicular Access and Circulation.**

**D. Traffic Study Requirements.** *The City or other agency with access jurisdiction may require a traffic study prepared by a qualified professional to determine access, circulation and other transportation requirements. (See also Chapter 16.136, Public Facilities Standards, and Chapter 16.256, Traffic Impact Study.)*

APPLICANT'S RESPONSE: A full TIA was prepared by licensed traffic engineers with Lancaster Mobley and including the prior submittal package approved under SDR 20-3/CU 20-1. As part of this application Lancaster Mobley has provided a Trip Generation Memo demonstrating the reduction in traffic associated with the reduction in square footage.

STAFF FINDING: This criterion is met.

***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:*

*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.*

APPLICANT'S RESPONSE: The pad building associated with this project and its intended tenants, small quick service restaurants, will not receive deliveries via large trucks. At this time dedicated loading berths are not required for the building and have not been included in the proposed plan. All deliveries can be accommodated with the proposed parking and maneuvering as shown. This criterion is therefore met as driveway and maneuvering areas have been designed to accommodate the needs of anticipated vehicles.

STAFF FINDING: This criterion is met.

***16.120.030 Pedestrian Access and Circulation. A. Pedestrian Access and Circulation.*** *To ensure safe, direct and convenient pedestrian circulation, all developments, except single-family detached housing, duplexes, or triplexes on individual lots, shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) The system of pathways shall be designed based on the standards in paragraphs 1 through 3 of this subsection:*

*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.*

APPLICANT'S RESPONSE: There is an existing walkway along the façade of the main building that connects to the existing pad building. The proposed project will maintain the connection and enhance with adequate width striping. A new connection between the pad building and E. Harbor Drive right-of-way (as approved under SDR 20-3/CU 20-1) is retained in this modification. This criterion is met as continuous paths are provided.

STAFF FINDING: This criterion is met.

*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.*

**APPLICANT'S RESPONSE:** As noted in prior narrative sections, the main mall building has an existing pedestrian pathway and a connection to the existing pad building. This project will enhance that connection with striping of adequate width. The pad building has a walkway that encircles the building providing access to both tenant entries, parking and outdoor eating areas. This walkway also connects the building to the East Harbor Drive right-of-way. This criterion is met as all building entrances are connected and accessible by pedestrian pathways.

**STAFF FINDING:** This criterion is met.

**Chapter 16.124 Landscaping, Street Trees, Fences, and Walls.**

**16.124.070 New Landscaping.**

A. N/A

*B. Landscaping Plan Required. For every new development in the City of Warrenton requiring a City permit, a landscape plan is required. All landscape plans shall include the following minimum required details (see Section 16.212.040 for additional landscape plan requirements for projects requiring site design review): 1. Legal description (e.g., assessor parcel number, copy of warranty deed, etc.) for the subject property; 2. Property lines with the location and general description (height and type of material) of existing and proposed fences and other buffering or screening materials; 3. The location of existing and proposed terraces or retaining walls; 4. The location of existing and proposed plant materials; 5. Wetland and/or riparian area boundaries on the property, if any; 6. Existing and proposed structures; 7. Driveway and adjoining roadway widths, descriptions, and locations; and 8. Prevailing drainage patterns for the property. 9. Other information as deemed appropriate by the Community Development Director. An arborist's report may be required for sites with mature trees that are protected under this chapter and/or Chapter 16.156 of this Code.*

**APPLICANT'S RESPONSE:** A Landscape Plan, Sheet L1.0, has been provided with the submitted materials. Some of the above items, like items #1 and 8, can be found on the included civil and site plans. All of the above items have been provided on the included drawings and a landscape plan has been provided.

**STAFF FINDING:** This criterion will be met following compliance with SDR 20-3/CUP 20-1 Condition of Approval No. 3, which requires, prior to the issuance of building permits, the submittal and approval of a revised landscape plan indicating the addition of street trees.

*C. Landscape Area Standards. The minimum percentage of required landscaping equals: 2. Commercial districts: 15% of the site shall be landscaped according to the requirements of this section. The use of mature, native vegetation within developments is a preferred alternative to removal of vegetation and re-planting.*

**APPLICANT'S RESPONSE:** The total area of the development is approximately 8.19 acres (398,5090 square feet). This is increased from the prior approval's 7.34 acres as it now includes the soon to be vacated right-of-way stub at the main access off E. Harbor Drive. The site area at 8.19 acres requires 59,777 square feet (15%) landscaping. The proposed project will provide 61,542 square feet of landscape area or 15.4%. This criterion is met as the landscape area will exceed the minimum required.

STAFF FINDING: This criterion is met.

*D. Landscape Materials. Landscape materials include trees, shrubs, groundcover plants, turf grasses (e.g. grass sod or seed), and outdoor hardscape features, as described below:*

*1. Natural Vegetation. Natural vegetation shall be preserved or planted where practicable.*

APPLICANT'S RESPONSE: There is minimal natural vegetation within the project area. There are large expanses of grass and some shrubs adjacent to the existing building. There project will remove the following existing trees: four (4) trees along the northwest existing building elevation, three (3) trees southwest of the existing building and four (4) trees adjacent to the pylon sign at the driveway/East Harbor Drive intersection. These trees are required to be removed due to impacts of construction. The project will plant 14 new trees.

STAFF FINDING: The proposal satisfies this criterion.

*2. Plant Selection. A combination of deciduous and evergreen trees, shrubs, turf grasses, and groundcovers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions. As necessary, soils shall be amended to allow for healthy plant growth.*

APPLICANT'S RESPONSE: A combination of deciduous and evergreen trees, shrubs, grasses and groundcover has been provided. Refer to the included landscape plan. The plant materials have been selected to be compatible with the local climate, exposure, water availability and drainage conditions. Soils will be amended as needed to allow for healthy plant growth.

STAFF FINDING: This criterion is met.

*3. "Non-native, invasive" plants, as per Section 16.124.020, shall be prohibited.*

APPLICANT'S RESPONSE: The proposed landscape plan does not include any invasive plants.

STAFF FINDING: This criterion is met.

*4. Hardscape features (i.e., patios, decks, plazas, etc.) may cover up to 50% of the required AI 19075 North Coast Entitlements Narrative Baysinger Partners Architecture | 38 | March 5, 2021 landscape area. Swimming pools, sports courts and similar active recreation facilities may not be counted toward fulfilling the landscape requirement.*

APPLICANT'S RESPONSE: The 61,542 square feet of landscape provided does not include any hardscape features. With hardscape features included the provided landscape area is significantly higher.

STAFF FINDING: This criterion is met.

*5. Non-plant Groundcovers. Bark dust, chips, aggregate or other non-plant groundcovers may be used, but shall cover no more than 50% of the area to be landscaped. "Coverage" is measured based on the size of plants at maturity or after five years of growth, whichever comes sooner.*

APPLICANTS'S RESPPONSE: The project does not include more than 50% non-plant ground cover.

STAFF FINDING: This criterion is met.

*6. Tree Size. Trees shall have a minimum caliper size of one and one-half inches or greater (two inches for required street trees) at time of planting.*

APPLICANT'S RESPONSE: All trees planted onsite have been specified at a minimum 1.5 inches. The project does not include any street trees. Refer to Sheet L1.0 for plant specification information. This criterion is therefore met.

STAFF FINDING: This criterion is partially met with the presently submitted landscape specifications, and will be fully met following compliance with SDR 20-3/CUP 20-1 Condition of Approval No. 3, which requires street trees (see Section 16.124.080 below).

*7. Shrub Size. Shrubs shall be balled and burlapped and sized to fit in multi-gallon containers.*

APPLICANT'S RESPONSE: All shrubs will be balled and burlapped and sized in multi-gallon containers.

STAFF FINDING: This criterion is not clear, but Staff interprets it to mean that B&B shrubs must be equivalent in size to two-gallon containers or larger. This criterion is met.

*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.*

APPLICANT'S RESPONSE: All groundcover has been specified at sizes and spacing that will ensure they grow together to cover a minimum 30% of the underlying soil within two (2) years. Refer to Sheet L1.0.

STAFF FINDING: This criterion is met.

*E. Landscape Design Standards. All yards, parking lots and required street tree planter strips shall be landscaped in accordance with the provisions of Sections 16.124.010 through 16.124.050. Landscaping shall be installed with development to provide erosion control, visual interest, buffering, privacy, open space and pathway identification, shading and wind buffering, and to help control surface water drainage and improvement of water quality, based on the following 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.*

APPLICANT'S RESPONSE: The side yard includes a shrub hedge to visual screening. The front yard has been left as is to visibility.

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

APPLICANT'S RESPONSE: The proposed trees and shrubs will reduce wind impacts onsite.

*c. Retain natural vegetation, as practicable.*

APPLICANT'S RESPONSE: Existing vegetation has been retained to the extent practicable with only that vegetation negatively impacted by development proposed for removal.

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

APPLICANT'S REPOSE: Trees and shrubs have been proposed along all pedestrian pathways to define them.

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

APPLICANT'S REPOSE: Trees and shrubs have been proposed along all pedestrian pathways to define them.

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

APPLICANT'S REPOSE: Trees have been placed to provide shade along the proposed outdoor seating areas and within the parking area.

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

APPLICANT'S REPOSE: The proposed landscape plan includes a mix of trees, shrubs and groundcover as well as evergreen and deciduous plants to ensure year-round color and interest.

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

APPLICANT'S REPOSE: The new refuse and recycling area is screened by an enclosure and the existing transformer adjacent to the existing pad building will be screened with landscaping. This criterion is met as outdoor storage area sand mechanical equipment areas are screened.

STAFF FINDING: These criteria are met.

*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. Such landscaping shall consist of an evenly distributed mix of shade trees with shrubs and/or groundcover plants. "Evenly distributed" means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial canopy. At a minimum, one tree per five parking spaces total shall be planted to create a partial tree canopy over and around the parking area. All parking areas with more than 20 spaces shall include landscape islands with trees to break up the parking area into rows of not more than 12 contiguous parking spaces. All landscaped areas shall have minimum dimensions of four feet by four feet to ensure adequate soil, water, and space for healthy plant growth.*

APPLICANT'S RESPONSE: The existing development contains 226,215 square feet of combined parking area and provides approximately 10,654 square feet (4.7%) of landscape. The proposed project will reduce the total parking area to 218,073 square feet and slightly increase interior landscape percentage to 4.8% with approximately 10,459 square feet interior landscaping. All landscape planter islands inside the work area include trees.

STAFF FINDING: These criteria are met.

*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.*

APPLICANT'S RESPONSE: The proposed landscape plan includes a hedge along the west and south sides of the order pick-up window queue lane.

STAFF FINDING: This criterion is met.

**16.124.080 Street Trees.** *Street trees shall be planted for all developments that are subject to land division or site design review. Requirements for street tree planting strips are provided in Chapter 16.136, Public Facilities Standards. Planting of unimproved streets shall be deferred until the construction of curbs and sidewalks. Street trees shall conform to the following standards and guidelines: A. Growth Characteristics. Trees shall be selected based on growth characteristics and site conditions, including available space, overhead clearance, soil conditions, exposure, and desired color and appearance. The following should guide tree selection: 1. Provide a broad canopy where shade is desired. 2. Use low-growing trees for spaces under utility wires. 3. Select trees which can be "limbed-up" where vision clearance is a concern. 4. Use narrow or "columnar" trees where awnings or other building features limit growth, or where greater visibility is desired between buildings and the street. 5. Use species with similar growth characteristics on the same block for design continuity. 6. Avoid using trees that are susceptible to insect damage, and avoid using trees that produce excessive seeds or fruit. 7. Select trees that are well-adapted to the environment, including soil, wind, sun exposure, and exhaust. Drought-resistant trees should be used in areas with sandy or rocky soil. 8. Select trees for their seasonal color, as desired. 9. Use deciduous trees for summer shade and winter sun.*

APPLICANT'S RESPONSE: At this time the only right-of-way work included with the project is a walkway along East Harbor Drive to the Highway 101 intersection. The preapp notes did not indicate that street trees were required for this project.

STAFF FINDING: WMC 16.208.270.C.3 states: 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 requirements for the application.*

The original approval of SDR 20-3/CUP 20-1 included Condition #3: "The proposed sidewalk on E Harbor Drive shall include street trees. The landscape plan shall be revised and submitted to review prior to building permits. The location of the street trees can be installed off center from the sidewalk or in tree wells in the sidewalk." This criterion will be met following compliance with SDR 20-3/CUP 20-1 Condition of Approval No. 3.

**Chapter 16.128 Vehicle and Bicycle Parking.**

**16.128.030 Vehicle Parking Standards.**

*A. General Provisions.*

*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.*

APPLICANT'S RESPONSE: The project is within an existing center with an established parking layout and drive aisles. The project will retain the drive aisles established and provide new pedestrian walkways to ensure maximum safety. Additionally, the queue lane for the pick-up window has been increased in length to 170 feet from currently approved 144 feet to ensure it does not negatively impact onsite vehicular traffic. As this is not a standard drive through, but simply a pickup window for already placed online orders, the increased queue is a positive modification.

STAFF FINDING: This criterion is met.

*9. Sites that are adjacent to existing or planned transit stops or are in the General Commercial (C1) and Commercial Mixed Use (C-MU) districts are subject to maximum off-street vehicle parking requirements. The maximum number of off-street vehicle parking spaces allowed per site shall be equal to the minimum number of required spaces, pursuant to Table 16.128.030.A, multiplied by a factor of: a. 1.2 spaces for uses fronting a street with adjacent on-street parking spaces; or b. 1.5 spaces, for uses not fronting a street with adjacent on-street parking; or c. A factor determined according to a parking analysis prepared by a qualified professional/registered engineer and submitted by the applicant.*

APPLICANT'S RESPONSE: Per Table 16.128.030.A, the site, at completion will have 102,023 square feet (reduced from the currently approved 104,284 square feet) of building area requiring a minimum of 293 vehicular parking spaces after application of Section 16.128.030.10(a), reduction for adjacency to transit which was previously approved. The site is allowed 440 parking stalls maximum. The site will provide 399 total parking spaces. This criterion is therefore met.

STAFF FINDING: This criterion is met.

**16.128.040 Bicycle Parking Requirements.**

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

*B. Number of Bicycle Parking Spaces. The minimum number of bicycle parking spaces required for uses is provided in Table 16.128.040.A. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to the vehicle parking standard, pursuant to 16.128.030(A)(10), the City may require bicycle parking spaces in addition to those in Table 16.128.040.A.*

APPLICANT'S RESPONSE: The existing building's square footage will be reduced to approximately 4,914 square feet in area and the previously approved new pad building is being removed from the application. The existing building requires approximately 49 vehicular stalls. Per Table 16.128.040.A, the proposed project requires 1 stall per every 5 vehicle stalls for



commercial use. The proposed project now requires 10 total bicycle parking stalls, with three (3) long term and seven (7) short term required. The project will provide three (3) longer term under building canopies and seven (7) uncovered spaces. Refer to sheet A103 for bike stall locations.

STAFF FINDING: This criterion is met.

**Chapter 16.136 Public Facilities Standards.**

**16.136.020 Transportation Standards.**

*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. Maintenance of sidewalks, curbs, and planter strips is the continuing obligation of the adjacent property owner.*

APPLICANT'S RESPONSE: Per the prior approval, East Harbor Drive must be improved with a sidewalk to the Highway 101 intersection. This modification retains the approved walkway.

STAFF FINDING: Please note that although the walkway has been approved in concept, it must still include street trees, which must be indicated on a revised and approved landscape plan prior to building permit issuance. This criterion will be met following compliance with SDR 20-3/CUP 20-1 Condition of Approval No. 3.

**Chapter 16.208 Types of Applications and Review Procedures.**

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

*A. Pre-application Conference. A pre-application conference is required for all Type III applications. The requirements and procedures for a pre-application conference are described in Section 16.208.070.*

*B. Application Requirements.*

*1. Application Forms. Type III applications shall be made on forms provided by the City of Warrenton.*

*2. Content. Type III applications shall:*

*a. Include the information requested on the application form.*

*b. Be filed with three copies of a narrative statement that explains how the application satisfies each and all of the relevant criteria in sufficient detail for review and action.*

*c. Be accompanied by the required fee.*

*d. Include one set of pre-stamped and pre-addressed envelopes for all property owners of record as specified in subsection C of this section. The records of the Clatsop County Department of Assessment and Taxation are the official records for determining ownership. The applicant shall demonstrate that the most current assessment records have been used to produce the notice list. Alternatively, the applicant may pay a fee for the City to prepare the public notice mailing.*

*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.*

*C. Notice of Hearing. 1. Mailed Notice. Notice of a Type III application hearing (or appeal) or Type I or II appeal hearing shall be given by the Community Development Director...*

APPLICANT'S RESPONSE, items A-C:

A. A preapplication meeting for the proposed modification was held on February 10, 2021.

B. 1. The City provided a Modification application by email on March 2, 2021. That completed application has been included with this narrative.

2. a. All applicable information from the application form has been provided along with this narrative; b. Per an email with Scott Hess on February 24, 2021, four (4) hard copies of all submittal materials have been provided; c. All applicable fees will be paid. Depending on the cost at the time of submittal, they may be paid by individual from Baysinger Partners submitting the hard copies in person or via phone by the landowner; d. One (1) set of pre-addressed and stamped envelopes have been provided with the submittal materials; e. An updated impact study discussing the proposed modifications has been provided with the submittal materials.

C. The submittal materials include one (1) set of addressed, stamped envelopes for property owners with 200 feet of the project site.

STAFF FINDING: These criteria are met.

### **Chapter 16.212 Site Design Review.**

**16.212.040 Site Design Review.** A. *Application Review Procedure. 1. Site Design Review—Determination of Type II and Type III Applications. Applications for site design review shall be subject to Type II or Type III review, based on the following criteria:*

*b. Commercial, industrial, public/semi-public, and institutional buildings (including building additions) with up to 10,000 square feet of gross floor area and developing less than two acres of land shall be reviewed as a Type II application.*

APPLICANT'S RESPONSE: The proposed project is for the remodel of an existing 5,887 square foot building whose area will be reduced to approximately 4,914 square feet. The project therefore qualifies for a Type II Site Design Review.

STAFF FINDING: Staff concurs with the applicant, that the site design review qualifies for a Type II review, but it is being processed as a Type III review for consistency with the criteria under Chapter 16.228 below.

### **Chapter 16.220 Conditional Use Permits.**

#### **16.220.030 Review Criteria.**

*C. Drive-Up/Drive-Through Facility.*

*1. Purpose. Where drive-up or drive-through uses and facilities are allowed, they shall conform to all of the following standards, which are intended to calm traffic, provide for adequate vehicle queuing space, prevent automobile turning movement conflicts, and provide for pedestrian comfort and safety.*

*2. Standards. Drive-up and drive-through facilities (i.e., driveway queuing areas, customer service windows, teller machines, kiosks, drop-boxes, or similar facilities) shall meet all of the following standards:*

*a. The drive-up or drive-through facility shall orient to and receive access from a driveway that is internal to the development and not a street, as generally illustrated.*

*b. The drive-up or drive-through facility shall not be oriented to street corner.*

*d. Drive-up and drive-through queuing areas shall be designed so that vehicles will not obstruct any street, fire lane, walkway, bike lane, or sidewalk.*

**APPLICANT'S RESPONSE:**

a. The proposed queue lane for the online order pick-up window originates and ends within an internal aisle and not the adjacent street. The queue lane length has been increased from the previously approved 144 feet to 170 feet to ensure it does not negatively impact onsite circulation.

b. The main entrances of the pad building are on the south, north and east facades facing the interior parking area and the highway. The order pick-up window is also on the south façade facing the interior parking lot and not the street corner. This criterion is therefore met as the online order pick-up use is not oriented to the street corner.

d. The proposed queue lane for the online order pick-up window originates and ends within an internal aisle and not an adjacent street. The queue lane length has been increased from the previously approved 144 feet to 170 feet to ensure queuing does not impact onsite circulation. Vehicles will not obstruct any street, fire lane, walkway, sidewalk or bike lane.

STAFF FINDING: These criteria are met.

***16.220.070 Time Limit on a Permit for a Conditional Use.*** *Except as otherwise noted in this chapter, authorization of a conditional use shall be void after either one year or such other time period specified in the conditional use permit unless substantial construction has taken place. However, the Community Development Director may extend authorization for an additional period upon written request. The Community Development Director may grant additional extensions upon written request if the applicant demonstrates good cause for the delay.*

APPLICANT'S RESPONSE: As part of this application, it is requested that the prior approvals (SDR 20-3/CU 20-1) be extended to conform with the expiration date of this modification, upon its approval.

STAFF FINDING: This code provision is not a criterion, per se, but Staff finds that the request for an extension is reasonable. The extended expiration date is reflected in the Condition of Approval.

**Chapter 16.228 Modifications to Approved Plans and Conditions of Approval.**

**16.228.030 Major Modifications.**

*A. The Community Development Director may determine that a major modification(s) is required if one or more of the changes listed below are proposed:*

*3. A change in the type and/or location of access ways, drives or parking areas that affect off-site traffic;*

APPLICANT'S RESPONSE: The proposed modification will relocate the previously approved pick-up window and queue lane from the new pad building to the existing pad building and will eliminate the new pad building from the project. The proposed modifications will result in a reduction in off-site traffic.

STAFF FINDING: Staff concurs with the applicant. See Staff Finding under Subsection B below.

*B. In making a determination under subsection A of this section, the Community Development Director shall consider the reason for the requested change, the scope of the requested change and the amount of its potential impact on the surrounding area.*

APPLICANT'S RESPONSE: The proposed changes will reduce impacts of the project of the existing approved project.

STAFF FINDING: Although the proposed modifications may result in a reduction in off-site traffic, the code language does not qualify the term, "affect" as positive or negative. Staff reasoned that the scope of the project encompasses the community's concern over drive-through developments, and that the Planning Commission should be afforded the opportunity to review the modification proposal; therefore, a literal interpretation of the code provision would result in a determination that a major modification is required, which would require the proposal to be reviewed at the same level as the previous proposal, per subsection C.2 below. This criterion is met.

*C. Major Modification Request. An applicant may request a major modification as follows:*

*1. Upon the Community Development Director's determining that the proposed modification is a major modification, the applicant shall submit an application for the major modification.*

APPLICANT'S RESPONSE: The materials submitted with this narrative include an application form provided by the Planning Direction via email on March 2, 2021.

STAFF FINDING: This criterion is met.

*2. The modification request shall be subject to the same review procedure (Type II, III, or IV) and approval criteria used for the initial project approval; however, the review shall be limited in scope to the modification request. For example, a request to modify a parking lot shall require site design review only for the proposed parking lot and any changes to associated pathways, lighting and landscaping. Notice shall be provided in accordance with the applicable review procedure.*

APPLICANT'S RESPONSE: The prior Site Design Review was a Type II review while the prior Conditional Use Review was a Type III review. The modifications are limited to eliminating the previously approved new pad building, relocating the previously approved pick-up window and

queue to the existing building, moving the trash enclosures and eliminating the previously approved three (3) parking stalls in front of the pump station.

STAFF FINDING: This criterion is met.

## **CONCLUSIONS AND RECOMMENDATION**

The applicant has demonstrated that the proposed modification satisfies the requirements of the Warrenton Municipal Code, subject to Staff Findings and the Condition of Approval. The original Conditions of Approval for SDR 20-3/CUP 20-1 remain in effect unchanged. Staff recommends approval of MC20-21, subject to the following Condition of Approval.

### **Youngs Bay Plaza MC20-21 Conditions of Approval:**

1. The effective date of expiration for MC-20-21 and SDR 20-3/CUP 20-1 shall be May 19, 2022.

### **Recommended Motion:**

#### **Major Modification MC20-21**

*"I motion to approve the Major Modification of an Approved Site Design Review and Conditional Use Review SDR 20-3/CUP 20-1, for Youngs Bay Plaza, located at US Highway 101 and East Harbor Drive, based on the findings in the staff report, Condition of Approval, and discussion."*

### **Attachments:**

1. Youngs Bay Updated Submittal for Planning and Engineering review
2. Original Conditions of Approval for SDR 20-3/CUP 20-1



# **Major Modification of Approved Site Design Review and Conditional Use Review (SDR 20-3/CU 20-1)**

**For Atlas Youngs Bay LLC**

**Parcel 81023CB 00800  
103 US 101, Warrenton, OR 97146**

---

**Submitted to:**

City of Warrenton  
Planning and Building Department  
P.O. Box 250  
225 S. Main Street  
Warrenton OR 97146

**Table of Contents**

I. Exhibits ..... 3

II. Project Team..... 4

III. Site Data ..... 5

IV. Site/Project History ..... 6

V. Proposed Project Summary ..... 6

VI. Preapplication Meeting Notes Response ..... 8

VII. Project Narrative..... 16

    Chapter 16.40 General Commercial (C-1) District..... 16

    Chapter 16.88 Flood Hazard Overlay (FHO) District..... 19

    Chapter 16.116 Design Standards ..... 24

    Chapter 16.120 Access and Circulation ..... 28

    Chapter 16.124 Landscaping, Street Trees, Fences and Walls ..... 36

    Chapter 16.128 Vehicle and Bicycle Parking ..... 42

    Chapter 16.132 Clear Vision Areas ..... 49

    Chapter 16.136 Public Facilities Standards ..... 50

    Chapter 16.140 Stormwater and Surface Water Management ..... 54

    Chapter 16.152 Grading, Excavating, and Erosion Control Plans ..... 57

    Chapter 16.208 Types of Applications and Review Procedures ..... 61

    Chapter 16.212 Site Design Review ..... 63

    Chapter 16.220 Conditional Use Permits ..... 67

    Chapter 16.228 Modifications to Approved Plans and Conditions of Approval ..... 72

    Chapter 16.256 Traffic Impact Study ..... 74

    Chapter 16.276 Nonconforming Uses and Development ..... 75

I. Exhibits

Within Narrative

Figure 1: Site Vicinity Map ..... 5  
 Figure 2: Site Zoning ..... 6

Separate From Narrative

Note: Only those items that have changed since the approval SDR 20-3/CU 20-1 are being provided. Reference approved drawings from SDR 20-3/CU 20-1 for sheets/documents that do not impacts by the proposed modifications.

1. Application Form: Modification of Approved Plans and Conditions of Approval
2. Checklist
3. Mailing Label List
4. Mailing Label Map
5. Traffic Impact Analysis
6. Pre-construction Elevation Certificate
7. Drainage Report
8. Impact Study
9. A101 Architectural Site Plan
10. A103 Enlarged Site Plan
11. A105 Trash Enclosure
12. Civil
  - C0.1 General Notes
  - C0.2 Existing Conditions
  - C0.3 Demolition Plan
  - C1.0 Site Plan
  - C2.0 Grading Plan
  - C3.0 Utility Plan
  - C4.0 Details
  - C4.1 Details
13. Landscape
  - L1.0 Landscape Plan
14. A111 Floor Plan - Remodel
15. A201 Exterior Elevations - Remodel
16. Renderings & Materials board
17. Sewer Video



## II. Project Team

**Architect:** Baysinger Partners Architecture  
1006 SE Grand Ave #300  
Portland, OR 97214  
Contact: William M. Ruecker, AIA  
503.546.1614 (direct)  
[billr@baysingerpartners.com](mailto:billr@baysingerpartners.com)

**Planner:** Baysinger Partners Architecture  
1006 SE Grand Ave #300  
Portland, OR 97214  
Contact: Jennifer L. Rinkus  
503.546.1623 (direct)  
[jenniferr@baysingerpartners.com](mailto:jenniferr@baysingerpartners.com)

**Property Owner:** Atlas Youngs Bay LLC  
808 SW Alder St #200  
Portland, OR 97205  
Contact: Gary Gilbert  
503.241.9312 (phone)  
[ggillbert@atlasinv.com](mailto:ggillbert@atlasinv.com)

**Civil Consultant:** AAI Engineering  
4875 SW Griffith Dr, Ste 300  
Beaverton, OR 97005  
Contact: Craig Harris  
503.352.7678 (phone)  
[craigh@aaieng.com](mailto:craigh@aaieng.com)

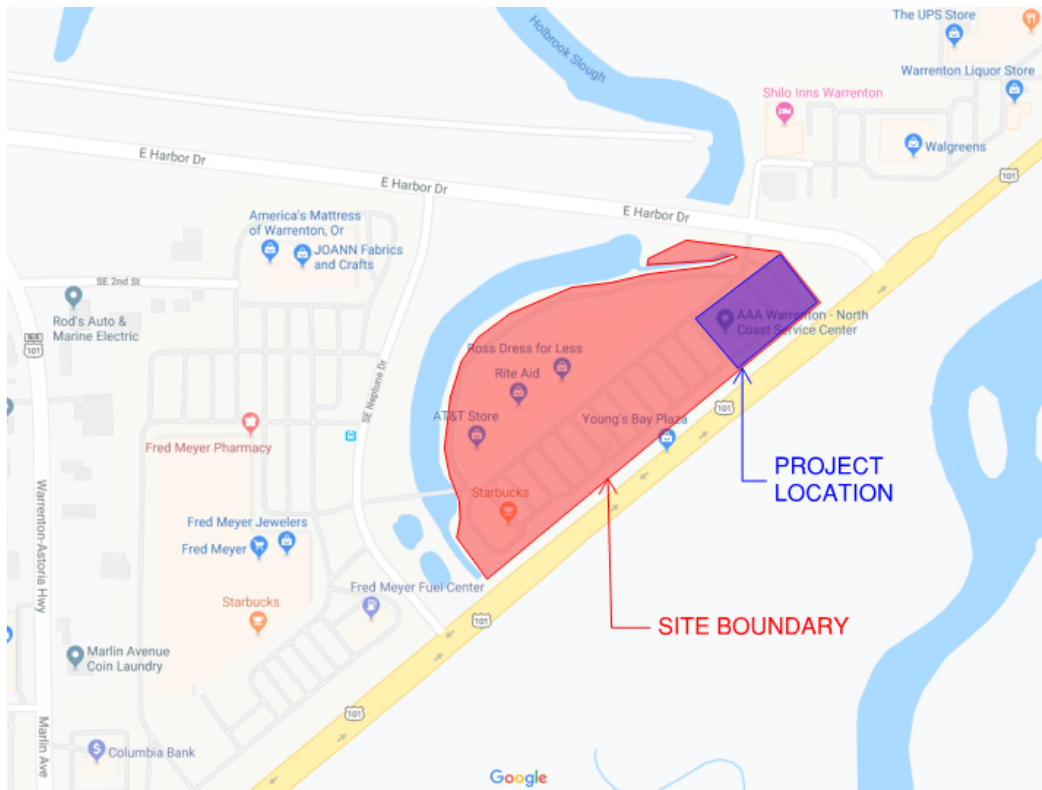
**Landscape Architect:** AAI Engineering  
4875 SW Griffith Dr, Ste 300  
Beaverton, OR 97005  
Contact: Teresa Long  
503.352.7685 (phone)  
[teresal@aaieng.com](mailto:teresal@aaieng.com)

**III. Site Data**

**Site Location:** 103 US Hwy 101, Warrenton, OR 97146;  
Tax Assessors #: 55568  
Tax Map and Lot #: 81023CB 00800

**Site Size:** 8.19 acres (prior approval listed acreage as 7.34 acres. New number includes soon to be incorporated right-of-way stub in driveway)

**Zoning Designation:** C-1 – General Commercial



**Figure 1: Site Vicinity Map**

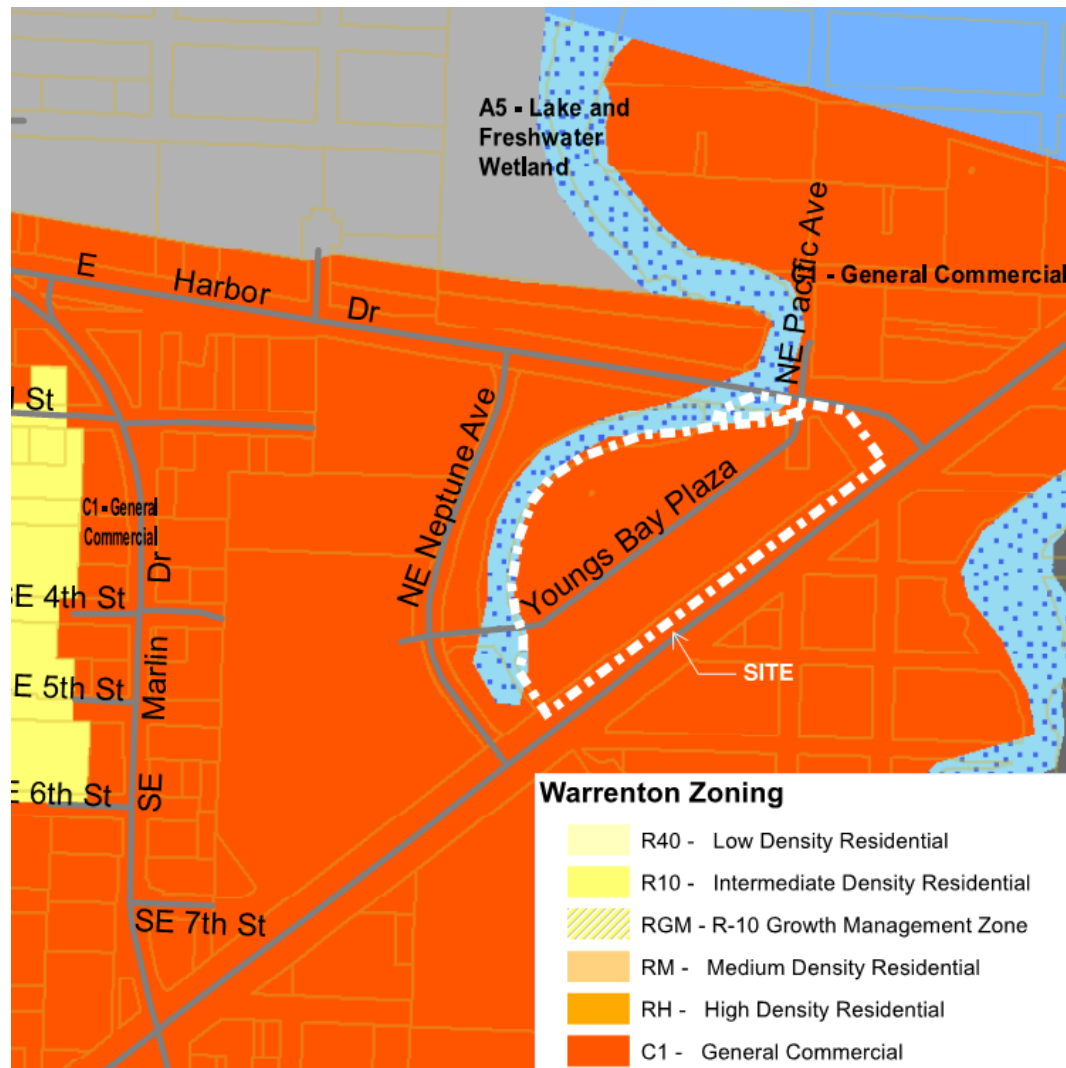


Figure 2: Site Zoning

#### IV. Site/Project History

- The following meetings with City staff regarding this project have occurred:
  - Preapplication Meeting – October 16, 2019
  - Site Design Review, Conditional Use and Floodplain Review (SDR 20-3/CU 20-1) - May 19, 2020
  - Preapplication Meeting – February 10, 2021

#### V. Proposed Project Summary

This application is for the Major Modification of the previously approved Site Design Review, Conditional Use and Floodplain Reviews. This application also requests an extension of the approval period for SDR 20-3/CU 20-1, per WMC 16.220.070, so that the approval period is extended to the same end date as

the requested Modification, upon its approval.

The previous applications were for the construction of a new restaurant pad building with a pick-up only window and the remodel of the adjacent existing restaurant pad building formerly occupied by Doogar's Seafood Restaurant. This application seeks to remove the approved new pad building and relocate the approved pick-up window to the existing pad building. There will be minor changes to the existing building, over what was previously approved, to accommodate the relocation of the pick-up window. The queue lane will be increased from the previously approved length of 144 feet to 170 feet.

The remodel will still be comprised of demising of the space into two (2) tenant spaces and construction of a new shared refuse/recycling enclosure to serve both buildings. The enclosures will be relocated due to the pick-up window relocation and feedback received from the City at the last pre-app meeting. The remodel of the building still includes removing a portion of the south façade reducing the floor area and bringing the building into compliance with the required minimum 50 feet Highway setback. With removal of the new pad building the parking in that area will remain and be restriped. Overall parking onsite will be increased from the 366 stalls in the prior approval to 399 stalls with this modification.

## VI. Preapplication Meeting Notes Response

### Planning/Zoning Comments:

1. [WMC 16.228.030 Major Modifications](#): This code section outlines requests to amend existing approvals, and is applicable to the SUP 20-1 and SDR 20-3 Notice of Decision from May 19, 2020.

**RESPONSE:** The application is for a Major Modification to the prior approves. The following narrative includes responses to WMC 16.228.030.

2. Staff is concerned with the design of the “154’ Queue Lane” on sheet Floor Plan 01. The City has experienced a high demand for drive-up uses which have caused long lines, and traffic concerns in other high-traffic areas of the City. That being said, if it is practical to bring the queuing line in from the parking lot side of the development as opposed to the Harbor Drive side of the development, you will likely face fewer concerns during the review.

**RESPONSE:** In response to these comments the length of the queue has been extended to 170 feet. This is a significant improvement over both the preapplication plan and the currently approved 144 feet queue associated with SDR 20-3/CU20-1.

It is important to note that this is not a traditional drive-through, it is pick-up window only. As detailed in the original approval, customers cannot place orders from the queue lane. All orders must be placed online or via the app and they are giving a pickup time. They enter the queue only to pick up orders that have already been placed. The pick-up window must be on the driver side of the car and the only other configuration that allows the tenant to occupy the southern tenant space would require elimination of a significant amount of parking south of the building. As the site is low on parking this was not a viable option. The other configuration would require the tenant to move to the northern tenant space which they do not have an interest in doing.

3. [Warrenton Municipal Code 16.208.050 Type III Applications](#) provides details needed to satisfy the public notice hearing posting and elements required leading up to Planning Commission.

**RESPONSE:** The application materials submitted include addressed and stamped envelopes for the required public notice and all required application materials as noted in WMC 16.208.050. The site will be posted as required.

4. [WMC 16.121.020](#) establishes standards for Site Design review applicability. Commercial buildings greater than 10,000 square feet greater require a Type III review with public notice required per Chapter 16.208.040.

**RESPONSE:** The building is not greater than 10,000 square feet in area. The prior Site Design Review was a Type II review. This application is a modification of that Type II Site Design and Type III Conditional Use Review. The Type III Modification of the Conditional Use requires public notice. The submitted materials include addressed stamped envelopes for properties within 200 feet of the subject property.

5. [WMC 16.212.040](#) explains Site Design elements.
  - a. Street Lights will be required as well as a lighting plan for the site
  - b. Assure that parking lot is lit to increase safety of the parking areas.

**RESPONSE: All onsite lighting will remain. There will be new lights on the building which will only improve lighting conditions. Detailed lighting plans will be provided as part of permit submittals.**

6. Design standards for C-1 Zone can be found in [Title 16, Division 3](#). On initial review, this project will be required to conform with the following:
  - a. [Chapter 16.116 Design Standards](#): Please review the Architectural Design Standards and provide information on how the design the building meets the basic Building Requirements in 16.116.030 C. Note the Building Massing, Materials, and Mechanical equipment requirements.

**RESPONSE: The proposed modifications will continue to meet the requirements of Chapter 16.116 as detailed in the following narrative.**

- b. [Chapter 16.20 Access and Circulation](#)

**RESPONSE: The proposed modifications will continue to meet the requirements of Chapter 16.120 as detailed in the following narrative.**

- c. Chapter 16.124 Landscaping, Street Trees, Fences, and Walls
  - i. [Chapter 16.124.070 New Landscaping](#) provides information for Landscaping Plans. Basic requirements are 15% of the site shall be landscaped in Commercial Zones. The Site Design Review would be limited to the site of the two new restaurant pads where 15% of landscaping would be required.

**RESPONSE: The prior approval assessed landscaping based on the entirety of the site/center. To remain consistent with the prior approval which this application seeks to modify, the landscape discussed in this narrative the submitted plans is based on the entirety of the legal parcel. The proposed modifications will provide landscaping in excess of the minimum required at 15.4%.**

- d. [Chapter 16.128 Vehicle and Bicycle Parking](#):
  - i. Vehicle Parking - Your use falls into the category of "Shopping centers and multi-tenant commercial centers". Currently the site meets parking requirements, and each new lease or tenant improvement will be considered against the entire parking on-site. Parking immediately surrounding the new restaurant uses must comply with current code requirements for parking stall size, parking aisle access, and landscaping requirements.

**RESPONSE: The prior application analyzed parking based on the individual uses onsite such as retail and restaurant. This application is for a modification of the prior approval and documents. In keeping with the original format parking in the following narrative and submitted documents is analyzed based on individual uses.**

- ii. Landscaped parking aisles will count towards your 15% landscape requirement.

**RESPONSE: All landscaping has been included in the total provided landscape numbers on Sheet A101.**

- iii. Bicycle parking – It appears that you are providing 6 new spaces for these two uses. All new commercial businesses are required to provide at minimum 2 spaces with 25% long term and 75% short term. Long term parking must be within a lockable enclosure, a secure room in a building onsite, monitored, or another form of sheltering. Placing the bike rack under an awning in a visible location that does not impede pedestrian flow will meet this requirement.

**RESPONSE: The existing building, after modification, will be approximately 4,914 square feet in area. Both tenants are restaurant use and require a total of 49 parking spaces. This required 10 total bike parking spaces, three (3) long term and seven (7) short term. The project will provide three (3) long term and seven (7) short term. All long-term spaces will be under canopies and will not impede pedestrian accessways. Reference sheet A101 for calculations and A103 for location of bike parking.**

- e. [Chapter 16.144.040 Signs](#): This reference is direct to the Commercial Sign Requirements can be handled administratively at building permit, but understanding the requirements will be helpful for you now.

**RESPONSE: All signage will be permitted at a later date.**

7. [WMC 3.36.050 SDC Methodology](#): The ordinance for SDC calculation references a study completed in 2012 for SDC collection. I have put together notes below on the methodology by which we assess SDCs. Please let me know if you have any questions.

**RESPONSE: Thank you for the estimate.**

8. According to the FEMA FIRM map, the property is located in a floodplain – 12 foot BFE. A preconstruction elevation certificate is required. A floodplain development permit can be issued based on the elevation certificate and a finished floor elevation has been verified by a professional land surveyor. CREST conducts all floodplain development review for the City. A post construction elevation certificate is required and is used to determine and verify NFIP flood insurance on federally backed mortgages.

**RESPONSE: A preconstruction elevation certification was submitted with the prior application. This application is modification of that prior approval. The information in the preconstruction elevation certificate has not changed and is still valid.**

9. The Planning Commission meets on the second Thursday of each month. Your completed application materials need to be submitted at least **five weeks ahead** of the meeting date.

**RESPONSE: This application is for the modification of a prior approval. Along with this narrative we have provided copies of all prior submittal materials that are affected by the proposed modifications and therefore changed. To the best of our knowledge this application is complete.**

**Public Works Comments:**

Public Works understands that a remodel of commercial structures and an additional building are proposed on portions of Tax Lot 81023CB00800. With this information, staff at public works has provided the following items that will need to be addressed in your design and planning documents:

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

**RESPONSE: The proposed modifications to the prior approved development have been designed in accordance with all applicable City of Warrenton Development Standards.**

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

**RESPONSE: The proposed modifications to the prior approved development have been designed in accordance with all applicable City Water and Sewer Regulations.**

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

**RESPONSE: The proposed modifications to the prior approved development have been designed in accordance with all applicable Engineering Standards and Design Manual Criteria.**

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

**RESPONSE: All construction documents will meet all applicable requirements of federal, state and local standards, codes, ordinances, guidelines and/or other legal requirements.**

5. Intersection into this development is congested and dangerous. Provide a traffic impact study to determine impacts at this intersection. Access to this development may need to include turning restrictions (right-in/right-out).

**RESPONSE: This project is for the modification of an approved Site Design Review and Conditional Use. The proposed changes reduce the amount of approved building area and therefore reduce the number of trips associated with the site. The proposed changes do not impact the intersection except to reduce the number of trips. The prior approval under SDR 20-3/CU 20-1 includes a condition regarding**



**the intersection. This application does not change the intersection and per the preapplication notes provided on February 25, 2021, the intersection and prior intersection related conditions of approval will not be under review or open to change in this application.**

6. The existing sewer lateral should be TV'd to determine the quality, size, and location of the existing line. Once the size is determined, the developer will need to determine if the size is adequate for the proposed use. Sewer services for commercial projects shall be a minimum of 6" diameter. In addition, all sources of extraneous flows (Inflow and Infiltration) shall be repaired.

Video inspection of the existing sewer system (manhole to manhole) is necessary to verify the quality and capacity of the system prior to submitting Construction Drawings. Inspection shall be completed per Oregon Standard Specifications. All sources of "I and I" shall be repaired prior to approval of Construction Drawings. It is assumed that a large portion of this I & I can be attributed to gutters and drains connected directly to the sewer system. In general, these connections can be easily capped and provide a large reduction in I & I.

**RESPONSE: The sewer was TV'd for the prior applications. A video of that scoping has been submitted with this narrative. The scoping was done all the way back to the main street. No evidence of a shared storm or rain drains were found.**

7. All connections to the existing sewer system shall be designed and approved by the design engineer prior approval of construction documents.

**RESPONSE: All connection to the sewer system have been designed in accordance with all applicable codes.**

8. Any food service establishments shall have a gravity grease interceptor.
- Grease interceptor sizing and installation shall conform to the current edition of the UPC.
  - All drains and fixtures in the establishment that may receive FOG shall drain through the interceptor.
  - Temperatures in excess of 140 degrees shall not be Discharged to the interceptor. Dishwashers shall not drain to the grease interceptor unless the volume/temperature (in combinations with any detergents or soaps) will not interfere with the operation of the interceptor

**RESPONSE: The anticipated uses for the existing building will continue to be food use. A grease interceptor will be provided and installed according to all applicable codes.**

9. The three parking spaces that are added in front of the pump station shall not be added. To ensure proper maintenance to equipment, this area is needed for accessing the pump station. Parking spots at this location will inhibit the immediate response to a sewer issue.

**RESPONSE: The three (3) parking spaces by the pump station were approved under SDR 20-3/CU 20-1; however, in response to these comments the site owner has chosen to remove them.**

10. All connections to the existing sewer system shall be designed and approved by the design engineer prior approval of construction documents.

**RESPONSE: All connections to the sewer system have been designed in accordance with applicable codes and will received all required approvals prior to installation.**

11. Water meter and service connections will be installed by the owner/contractor.

**RESPONSE: Any water meter or serve connections will be installed by the owner/contractor.**

12. All commercial property shall have a backflow device at the meter for premise isolation.

**RESPONSE: A backflow device will be provided.**

13. The City will need an easement at meter and vault locations if on private property.

**RESPONSE: All necessary easements will be provided.**

14. Clearly show easements, encumbrances, and vacations on one plan sheet.

**RESPONSE: The previously submitted Title report shows all easements, encumbrances and vacations. Vacation of the street stub at the main entry is currently being discussed with the City and in process. A plan showing all current easements, encumbrances and vacations will be provided in the building/site permit drawings.**

15. Show turning paths of fire truck and garbage truck to necessary site locations.

**RESPONSE: All aisle of the shopping center will remain the same width as they currently are. The proposed modifications do not change the existing widths of the drive aisles. Truck turning has been shown on included Sheet A105.**

16. Please work with the Fire Chief to determine appropriate Fire hydrant spacing for this development. Developer team is responsible for determining if fire flows are available at this location. This can include hydrant testing and/or water modeling.

**RESPONSE: The project engineers will work the Fire Chief to coordinate any fire hydrant locations.**

17. As previously discussed, the new and existing refuse locations do not meet City standards and cannot be approved as shown.

**RESPONSE: The trash enclosures and locations shown in the preapplication site plan were approved under SDR 20-3/CU 20-1; however, in response to these comments the site owner has decided to modify their location to comply with City standards as part of this application. Refer to the included site plan for the new trash enclosure size and location.**

18. Coordinate recycling service with Recology, the City will provide garbage service.

**RESPONSE: Recycling services will be coordinated with Recology.**

19. Sidewalks shall be a minimum of 5 feet wide and shall meet ODOT standards.

**RESPONSE: All sidewalks have been designed at a minimum five (5) feet wide.**

20. All on-site driveways, parking areas, aisles and turn-a-rounds shall have on-site collection or infiltration of surface waters to eliminate sheet flow of such waters onto public rights-of-way and abutting property. Surface water facility plans shall be prepared by a qualified engineer and constructed in accordance with City standards. Stormwater report shall detail pre- and post-stormwater conditions, including the adjacent ROWs and flows from existing storm system.

**RESPONSE: There is an existing stormwater system onsite. The proposed modifications associated with the application will require minimum changes to the existing system. All changes will ensure that water does not sheet flow onto public rights-of-way or abutting properties. Refer to the included civil drawings for detailed information. An updated drainage report and Impact Study have been included with the submittal materials.**

**Fire Department Comments:**

Based on the information provided, the Fire Department has the following comments.

1. The plans, as provided, do not provide enough information for sufficient fire review

**RESPONSE: Refer to the provided detailed architectural site plan and civil drawings for additional information beyond that provided for the preapp.**

2. Fire needs to know the FDC proposed placement

**RESPONSE: Any new FDC's have been located on the include civil drawings.**

3. Provide calculations from the prior fire flow test (if completed) or complete a fire flow test at the nearest hydrant.

**RESPONSE: A fire flow test will be completed and submitted with building/site permit documents**

**Building Department Comments:**

1. The plans, as provided, are conceptual in nature and contain insufficient information to provide comprehensive Building Department comments at this time.

**RESPONSE: Refer to the provided detailed architectural and civil drawings for additional information beyond that provided for the preapp. Further detailed architectural drawings will be provided at the time of building permit submittal.**

2. Building Department Review and Building Permit submittal are the final step in the Land Use approval process. The project must clear all Planning and Zoning, and Public Works comments prior to submittal for a Building Permit.

**RESPONSE:** All planning and zoning and public works comments will to handled prior to building permit submittal.

**VII. Project Narrative**

**Chapter 16.40 General Commercial (C-1) District**

**16.40.020 Permitted Uses.**

The following uses and their accessory uses are permitted in the C-1 zone if the uses conform to the standards in Sections 16.40.040 through 16.40.060, Chapters 16.124, 16.212 and other applicable Development Code standards, and other City laws:

- A. Only the following uses and their accessory uses are permitted along Highway 101, SE Marlin, SE Ensign Drive, SE Discovery Lane, and SE Dolphin Avenues and shall comply with the above noted sections as well as Chapter 16.132:
  - 7. Eating and drinking establishment.

**RESPONSE: The remodel of the former Doogar’s Seafood Restaurant Pad building within the Youngs Bay Plaza Shopping Center is for exterior improvements and demising of the single occupancy restaurant into two (2) Quick Service Restaurant tenants. This application is to relocate the previously approved order pick-up window from the previously approved new pad building to the existing building. The pick-up window is a Conditional Use per 16.40.030.A.6 below and was approved under CU 20-1 in May of 2020.**

**This criterion is met as all uses, eating and drinking, are permitted in the C-1 zone.**

**16.40.030 Conditional Uses.**

The following uses and their accessory use may be permitted in the C-1 zone when approved under Chapter 16.220 and shall comply with Sections 16.40.040 through 16.40.060 and Chapters 16.124 (Landscaping) and 16.212 (Site Design Review):

- A. Only the following uses and their accessory uses are permitted along Highway 101, SE Marlin and SW Dolphin Avenues, and shall comply with the above noted sections and Chapter 16.132:
  - 6. New drive-through/drive-up facility or substantially improved as defined by 25% of assessed value.

**RESPONSE: The pick-up window was previously approved under CU 20-1 in May of 2020. This application seeks to modify that approval by relocating the pick-up window to the existing pad build building as the new pad building is being removed from the application. Chapter 16.220 has been included in this narrative addressing the conditions and standards associated with a Conditional Use.**

**16.40.040 Development Standards.**

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

- A. Density Provisions.
  - 1. Minimum lot size, commercial uses: none.
  - 2. Minimum lot width, commercial uses: none.
  - 3. Minimum lot depth, commercial uses: none.

4. Maximum building height: 45 feet.

**RESPONSE: The maximum height of pad building is 22 feet. The maximum height is less than the 45 feet allowed; therefore, this criterion will remain is met.**

5. Commercial uses, maximum lot coverage: none.
- B. Setback Requirements.
1. Minimum front yard setback, commercial uses: none except where adjoining a residential zone, in which case it shall be 15 feet. See Section 16.40.050 for maximum front yard setback for commercial uses.

**RESPONSE: Per Warrenton Municipal Code Chapter 16.40.050.B a minimum 50-foot setback along Highway 101 is required. The existing building does not comply with this standard as it is 39.80 feet from the Highway. This project will continue to remove part of the existing south façade and will bring the building into compliance with the minimum setback, placing the building approximately 58 feet from the right-of-way. This criterion and the ODOT requirement are therefore met.**

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

**RESPONSE: The site does not adjoin a residentially zoned lot; therefore, the side and rear setbacks are zero. The project therefore meets these setbacks.**

- C. Landscaping requirements shall comply with Chapter 16.124 of the Development Code.

**RESPONSE: The project complies with the landscaping requirements of Chapter 16.124. Refer to the included narrative section, Chapter 16.124 for detailed information. This criterion is therefore met.**

#### **16.40.050 Design Standards.**

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

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

**RESPONSE: The project complies with the standards of Chapter 16.116. Refer to the included narrative section for detailed information. This criterion is therefore met.**

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

**RESPONSE: The existing building is 39.80 feet from the U.S. Highway 101 right-of-way. The proposed project still proposes to demo part of the south façade and the new south façade will be approximately 58 feet from the highway, moving the building into compliance with the standard. This criterion is met as both buildings will be 50 feet from the Highway 101 right-of-way.**

**16.40.060 Other Applicable Standards.**

- A. Outside sales and service areas shall be approved by the Warrenton Planning Commission if not enclosed by suitable vegetation, fencing or walls.

**RESPONSE: The project still does not include any outside sales or service areas. This criterion does not apply.**

- B. Outside storage areas shall be enclosed by suitable vegetation, fencing or walls, in conformance with Chapter 16.124.

**RESPONSE: The project still does not include any outside sales or service areas. This criterion does not apply.**

- C. All uses shall comply with access and parking standards in Chapters 16.116 and 16.128 except as may be permitted by conditional use or variance.

**RESPONSE: The project complies with the standards of Chapters 16.166 and 16.128. Refer to the corresponding narrative sections for detailed information. This criterion is therefore met.**

- D. Signs shall comply with standards in Chapter 16.144.

**RESPONSE: All signs will be submitted separately and are not included in this application. All signs will comply with Chapter 16.144 when submitted for permit.**

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

**RESPONSE: Per Riparian Corridor Unit 12(b): Holbrook Slough – Youngs Bay Plaza, within Chapter 16.156, “*Riparian vegetation on the Youngs Bay Plaza (east side of the slough) side of the slough is in poor condition: dominated by invasive plants, subject to regular mowing, and adjoins a busy commercial area. The east side of the slough has existing riparian vegetation in a strip of varying width between the pavement and the high-water line of Holbrook Slough. On this side of the slough, riparian vegetation should be protected only between the edge of the exiting pavement, as it currently existing (2006), and the slough shoreline for a 50-foot riparian setback to protect the remaining natural vegetation within the corridor.*”**

**The proposed project is not within the vicinity of Holbrook Slough or the riparian setback as all work will occur south of the existing shopping center building. The requirements of Chapter 16.156 therefore do not apply and have not been included in this narrative.**

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

**RESPONSE: All applicable Development Code requirements have been met as demonstrated in the following narrative and included plans and reports. This criterion is therefore**

met.

**Chapter 16.88 Flood Hazard Overlay (FHO) District**

**16.88.020 General Provisions.**

- A. Areas Affected by FH Overlay District. This district shall apply to all areas of special flood hazards within the jurisdiction of Warrenton. Since the FH overlay district is an overlay zone, one or more other zoning districts will also regulate the use of land in areas of special flood hazards.

**RESPONSE: The project site is located within the AE Flood Zone of the FEMA Flood Map (41007C0217E) and is therefore within the Warrenton FH Overlay District.**

- D. Prohibited Uses. In an FH overlay district it shall be unlawful to erect, alter, maintain or establish, in an FH overlay district, any building, use, or occupancy not permitted by the provisions of this or any other applicable zoning district except existing nonconforming uses and structures, which may continue as specified in Chapter 16.276.

**RESPONSE: The existing building associated with this application is nonconforming with the base flood elevation (BFE) of 12 feet as the existing finished floor of the building is at 10.25 feet. The majority (if not all) existing development of this center is nonconforming will the BFE. The work associated with this project will upgrade the structure to be compliant with Chapter 16.88.040.A, B and G, Floodproofing. As the uses proposed, restaurant, are allowed and the buildings will be in compliance with Chapter 16.88 the uses are not prohibited, and this criterion does not apply.**

- E. Warning and Disclaimer of Liability. The degree of flood protection required by this ordinance is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. Larger floods can and will occur on rare occasions. Flood heights may be increased by man-made or natural causes. This chapter does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This chapter shall not create liability on the part of the City of Warrenton, any officer or employee thereof, or the Federal Insurance Administration, for any flood damages that result from reliance on this chapter or any administrative decision lawfully made hereunder.

**RESPONSE: This criterion is understood.**

- F. Penalties for Noncompliance. No structure or land shall hereafter be constructed, located, extended, converted, or altered without full compliance with the terms of this chapter and other applicable regulations. Violations of the provisions of this chapter by failure to comply with any of its requirements (including violations of conditions and safeguards established in connection with conditions) shall constitute a misdemeanor. Any person who violates this chapter or fails to comply with any of its requirements shall upon conviction thereof be fined not more than \$1,000.00 for each violation and in addition shall pay all costs and expenses involved in the case. Nothing herein contained shall prevent the Community Development Director from taking such other lawful action as is necessary to prevent or remedy any violation.



**RESPONSE: The building will be floodproofed as part of the proposed work and will be in full compliance with the requirements of this chapter. This criterion is therefore met.**

- F. Abrogation and Greater Restrictions. This chapter is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this chapter and another ordinance, state building codes, easement, covenant, or deed restriction conflict or overlap, whichever imposes the more stringent restrictions shall prevail.

**RESPONSE: This criterion is understood.**

- I. Encroachments. The cumulative effect of any proposed development, where combined with all other existing and anticipated development, shall not increase the water surface elevation of the base flood more than one foot at any point.

**RESPONSE: The proposed reduction in square footage and work associated with the approved applications, SDR 20-3/CU 20-1, will reduce the amount of grading and site work needed. The project will not significantly alter existing site grades. Removal of the previously approved new pad building and the reduction in area of the existing pad building to comply with the Highway setback results in a reduction in onsite square footage. This reduction will not increase the water surface elevation of the base flood more than one (1) foot at any point; therefore, this criterion is met.**

#### 16.88.030 Administration.

- A. Establishment of Floodplain Development Permit. A floodplain development permit, in addition to any regular building permit and/or grading permit that may be required, shall be obtained before construction or development begins in any area of special flood hazard established in Section 16.88.010. The permit shall be for all structures including manufactured homes, as set forth in the “definitions,” and for all development including fill and other activities.

**RESPONSE: This application seeks modification of the previously approved applications, SDR 20-3/CU 20-1, which included a floodplain development review.**

- B. Application for a development permit shall be made on forms furnished by the Planning and Building Department and may include but not be limited to plans in duplicate drawn to scale showing the nature, location, dimensions, and elevations of the area in question; existing or proposed structures, fill, storage of materials, drainage facilities, and the location of the foregoing. Specifically, the following information is required:
1. Description of proposed development.
  2. Size and location of proposed development (site plan required).
  3. Base flood elevation at the site.
  4. Elevation in relation to mean sea level, of the lowest floor (including basement) of all structures.
  5. Elevation to which floodproofing has occurred (if any).
  6. Certification by a registered professional engineer or architect that the floodproofing methods for any nonresidential structure meet the floodproofing criteria in Section 16.88.040.
  7. Elevation in relation to mean sea level of floodproofing in any structure.
  8. Description of the extent to which any watercourse will be altered or relocated as a result of proposed development.

9. FEMA/NFIP elevation certificate completed by a land surveyor, engineer, or architect who is authorized by law to certify elevation information (for all new structures and substantial improvements unless otherwise exempt from this requirement by state or federal law).

**RESPONSE:** The included narrative provides a description of the proposed development including size and location of the development. The preconstruction flood certificate, provided as part of the previously approved SDR 20-3/CU 20-1, states the base flood elevation and elevation of the existing building floor. The proposed modification will not alter or relocate any watercourse. These criteria are therefore met.

H. Variance Procedures.

1. Variances shall be issued or denied in accordance with this section.

**RESPONSE:** This project does not seek a variance.

**16.88.040 Standards for Flood Hazard Reduction.**

In all areas of special Flood Hazard Overlay Zone (FHO zone), the following standards are required:

A. Anchoring.

1. All new construction and substantial improvements shall be anchored to prevent flotation, collapse or lateral movement of the structure.

**RESPONSE:** The existing will be anchored to ensure flotation, collapse or lateral movement of the structures do not occur. The anchoring will be designed by a registered structural engineer and details will be provided at permitting. This criterion will therefore be met.

2. All manufactured homes shall be anchored to prevent flotation, collapse, or lateral movement and shall be installed using methods and practices that minimize flood damage. Anchoring methods may include, but are not limited to, use of over-the-top and frame ties to ground anchors. (Reference FEMA's "Manufactured Home Installation in Flood Hazard Areas" guidebook for additional techniques.)

**RESPONSE:** This criterion does not apply as the project does not include manufactured homes.

3. A certificate signed by a registered architect or engineer which certifies that the anchoring system is in conformance with FEMA regulations shall be submitted prior to final inspection approval.

**RESPONSE:** All required certificates will be provided; therefore, this criterion will be met.

B. Construction Materials and Methods.

1. All new construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage.

**RESPONSE:** The proposed projects will be constructed of concrete and metal and designed per this chapter to be floodproof. This criterion is therefore met.

2. All new construction and substantial improvements shall be constructed using methods and practices that minimize flood damage.

**RESPONSE: All work associated with this application has been designed and will be constructed using methods and practices that minimize flood damage as specified in this chapter. This criterion is therefore met.**

3. Electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities shall be elevated or located so as to prevent water from entering or accumulating within the components during conditions of flooding.

**RESPONSE: All electrical, heating, ventilation, plumbing and air conditioning equipment have been located one (1) foot above the base flood elevation to prevent water from entering or accumulating within the components. This criterion is therefore met.**

C. Utilities.

1. All new and replacement water supply systems shall be designed to minimize or eliminate infiltration of floodwaters into the system;

**RESPONSE: All new and replacement water supply systems have been designed to minimize or eliminate infiltration of floodwaters into the system. Refer to the included civil utility drawings. This criterion is therefore met.**

2. New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of floodwaters into the systems and discharge from the systems into floodwaters; and

**RESPONSE: All new and replacement sanitary sewerage systems have been designed to minimize or eliminate infiltration of floodwaters into the system. Refer to the included civil utility drawings. This criterion is therefore met.**

3. On-site waste disposal systems shall be located to avoid impairment of them or contamination from them during flooding consistent with the Oregon Department of Environmental Quality (DEQ).

**RESPONSE: All waste disposal systems have been located to avoid impairment or contamination during flooding. This criterion is therefore met.**

- G. Specific Standards, Residential and Nonresidential Construction. In all areas of special flood hazards (FH overlay district) where base flood elevation data has been provided as set forth in Section 16.88.020, the following provisions shall apply unless a variance is granted in accordance with Section 16.88.030 and Chapter 16.272.

2. Nonresidential Construction.
  - a. New construction and substantial improvement of any commercial, industrial, or other nonresidential structure shall either have the lowest floor, including basement, elevated to a minimum of one foot above the base flood elevation; or, together with attendant utility and sanitary facilities, shall:
    - i. Be floodproofed so that below the base flood level the structure is watertight with

walls substantially impermeable to the passage of water;

**RESPONSE:** The existing finished floor of the former Doogar’s building is 10.25 feet. There is an existing concrete stem wall (except at door openings) approximately 36 inches in height around the building’s perimeter walls. The existing concrete stem wall will remain and in areas of modification a new concrete stem wall will be installed. At door openings a door flood shield will be utilized to ensure the structure is watertight. Refer to the include cut sheet for more information.

- ii. Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy;

**RESPONSE:** A structural engineer is designing all components of the existing to resist hydrostatic and hydrodynamic loads and the effects of buoyancy. This criterion is therefore met.

- iii. Be certified by a registered professional engineer or architect that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on their development and/or review of the structural design, specification and plans. Such certifications shall be provided to the building official as set forth in Chapter 16.244;

**RESPONSE:** Permit drawings will include both the signature of a registered architect and a registered structural engineer. This criterion will therefore be met.

- iv. Nonresidential structures that are elevated, not floodproofed, must meet the same standards for space below the lowest floor as described in this section;

**RESPONSE:** Both the existing and new buildings will not be elevated and will instead be floodproofed. This criterion therefore does not apply.

- v. Applicants floodproofing nonresidential buildings shall be notified that the flood insurance premiums will be based on rates that are one foot below the floodproofed level (e.g., a building floodproofed to the base flood level will be rated as one foot below).

**RESPONSE:** It is understood that flood insurance rates will be based on rates that are one foot below the floodproofed level.

- b. Critical Facility. Construction of new critical facilities shall be, to the extent possible, located outside the limits of the Special Flood Hazard Area (SFHA) (100-year floodplain). Construction of new critical facilities shall be permissible within the SFHA if no feasible alternative site is available. Critical facilities constructed within the SFHA shall have the lowest floor elevated three feet above BFE or to the height of the 500-year flood, whichever is higher. Access to and from the critical facility should also be protected to the height utilized above. Floodproofing and sealing measures must be taken to ensure that toxic substances will not be displaced by or released into floodwaters. Access routes elevated to or above the level of the base flood elevation shall be provided to all

critical facilities to the extent possible.

**RESPONSE:** This criterion does not apply as the project does not include the construction of any critical facilities.

**Chapter 16.116 Design Standards**

**16.116.030 Design Standards.**

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

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

**RESPONSE:** This application seeks to modify the prior approval by relocating the approved pick-up window to the existing pad building and eliminating the new pad building. The site, as a fully developed shopping center with multiple buildings has multiple focal points. Among those focal points are the pad buildings themselves and the adjacent streets. The existing building’s facades change only slightly from the prior approval. The main change is that the south façade will now accommodate the pick-up window and building entrances will be located on the east and north elevations. The entries orient to both rights-of-way. This criterion is met as the building have entries that orient toward one of the primary focal points onsite.

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

**RESPONSE:** The proposed project site is within a fully developed shopping center; therefore, natural features are limited. The site abuts Holbrook Slough. This feature is north of the main mall building and outside area of work; therefore, it will be preserved. The project will remove several trees that would be negatively impacted by the development; however, the project will also plant 14 new trees. This criterion is met as the majority of existing natural features will be preserved.

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

**RESPONSE:** All customer entrances are defined by canopies; therefore, this criterion is met.

- 2. Roof Design. Roofs should be designed to reduce the apparent exterior mass of a building, add

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

**RESPONSE: The building design will only be altered minimally from the prior approval. The roof will remain flat with articulated parapets to reduce the mass of the buildings and add visual interest. Canopies are used throughout the building to provide pedestrian weather protection and accentuate building entries. This criterion is therefore met.**

3. Materials.

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

**RESPONSE: The building will be clad in various forms of metal siding with a concrete base. These materials are high-quality, durable and easy to maintain. This criterion is therefore met.**

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

**RESPONSE: The buildings will be constructed of concrete, metal, glass, tile and cement fiber board. This criterion is met as more than three (3) materials are provided.**

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

**RESPONSE: The project does not include any smooth-faced concrete block, tilt-up concrete panels, T1-11 siding or prefabricated steel panels. This criterion is therefore met.**

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

**RESPONSE: The project does not include metal roof except at the canopies. This criterion is therefore met.**

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

**RESPONSE: The building still includes recesses and projections, ample windows and canopies. This criterion is met as the building utilizes ample architectural features to provide visual interest and break up the mass of the buildings.**

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

**RESPONSE: All colors proposed are low reflectance, muted earth toned. The building will include small areas of red as an accent color. This criterion is met as the project does not include any high intensity color such as black, neon, metallic or fluorescent.**

6. Mechanical Equipment, Outdoor Storage and Service Areas. The location of loading docks, outdoor storage yards and all other service areas shall be located to the sides and/or rear of a building, except when a site abuts Highway 101, in which case the said areas shall be located to the sides of the building that do not face Highway 101.
- a. All outdoor storage yards, loading docks, service areas and mechanical equipment or vents larger than eight inches in diameter shall be concealed by screens at least as high as the equipment they hide, of a color and material matching or compatible with the dominant colors and materials found on the facades of the principal building. Chain link or cyclone fencing (with or without slats) shall not be used to satisfy this requirement.

**RESPONSE: This project will relocate the previously approved trash enclosure in response to City comments during the preapplication meeting. The enclosure will be constructed of solid sight obscuring materials and high enough to ensure the containers inside are concealed. The adjacent transformer will be screening with landscaping. This criterion is met as all mechanical and storage/service areas are screened.**

- b. Equipment that would remain visible despite the screening, due to differences in topography (i.e., a site that is at a lower grade than surrounding roadways) shall be completely enclosed except for vents needed for air flow, in which event such vents shall occupy no more than 25% of the enclosure façade.

**RESPONSE: Any equipment not fully screened due to topography will be enclosed as required. This criterion will therefore be met.**

- c. The architectural design of the buildings shall incorporate design features which screen, contain and conceal all heating, ventilation, air conditioning units, trash enclosures, dumpsters, loading docks and service yards.

**RESPONSE: The building has been designed to provide screening of rooftop mechanical by the building parapets. The trash area will be screened by a new enclosure. This criterion is therefore met.**

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

**RESPONSE: The building includes a large outdoor seating area along the east facade and the**

**previously approved park improvements remain. This criterion is met as both buildings include two (2) community amenities.**

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

**RESPONSE: The project does not include any new site lighting. Existing lighting will remain without change.**

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

**RESPONSE: No head-on parking rows are being created; therefore, this criterion does not apply.**

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

**RESPONSE: The building has walkways along the east and north facades. There is also a new walkway south of the building which connects the building to the main existing center building. The east façade walkway also connects to the previously approved walkway to East Harbor Drive. All walkways are a minimum five (5) feet wide. This criterion is met as walkways are provided which allow access between the parking and buildings.**

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

**RESPONSE: Landscaping meets the requirements of Chapter 16.124; refer to the corresponding narrative section and landscape drawings for detail information on landscaping. This criterion is therefore met.**



## Chapter 16.120 Access and Circulation

### 16.120.020 Vehicular Access and Circulation.

- C. Access Permit Required. Access to a street requires an access permit in accordance with the following procedures:
1. Permits for access to state highways shall be subject to review and approval by Oregon Department of Transportation (ODOT), except when ODOT has delegated this responsibility to the City or Clatsop County. In that case, the City or County shall determine whether access is granted based on its adopted standards.
  2. Permits for access to county highways shall be subject to review and approval by Clatsop County, except where the County has delegated this responsibility to the City, in which case the City shall determine whether access is granted based on adopted City standards.

**RESPONSE: The site has an existing access. The project does not include any new accesses or modifications to the existing access.**

- D. Traffic Study Requirements. The City or other agency with access jurisdiction may require a traffic study prepared by a qualified professional to determine access, circulation and other transportation requirements. (See also Chapter 16.136, Public Facilities Standards, and Chapter 16.256, Traffic Impact Study.)

**RESPONSE: A full TIA was prepared by licensed traffic engineers with Lancaster Mobley and including the prior submittal package approved under SDR 20-3/CU 20-1. As part of this application Lancaster Mobley has provided a Trip Generation Memo demonstrating the reduction in traffic associated with the reduction in square footage. This criterion is therefore met.**

- E. Conditions of Approval. The City or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system. Access to and from off-street parking areas (other than driveways that serve single-family, two-family, or three-family dwellings) shall not permit backing onto a public street.

**RESPONSE: The site has one existing curb cut to East Harbor Drive. The prior approval SDR 20-3/CU 20-1 includes a condition of approval to coordinate with ODOT regarding the site access. Coordination with ODOT is ongoing.**

- F. Access Options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (a minimum of 10 feet per lane is required). These methods are “options” to the developer/subdivider, unless one method is specifically required under Division 2, or through conditions required by the hearings body.
1. Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has

- access to an alley or lane, direct access to a public street is not permitted.
2. Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., “shared driveway”). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.
  3. 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.
  5. Double-Frontage Lots. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. Except for corner lots, the creation of new double-frontage lots shall be prohibited in all residential districts, unless topographic or physical constraints require the formation of such lots. When double-frontage lots are permitted in a residential district, a landscape buffer with trees and/or shrubs and groundcover not less than 10 feet wide shall be provided between the back yard fence/wall and the sidewalk or street; maintenance shall be assured by the owner (i.e., through homeowner’s association, etc.).
  6. Important Cross-References to Other Code Sections. Divisions 2 and 3 may require buildings placed at or near the front property line and driveways and parking areas oriented to the side or rear yard. The City may require the dedication of public right-of-way and construction of a street (e.g., frontage road, alley or other street) when the development impact is proportionate to the need for such a street, and the street is identified by the Comprehensive Plan or Transportation System Plan. (Please refer to Chapter 16.136, Public Facilities Standards.)

**RESPONSE: The project site is part of a fully developed center that has frontage on U.S. Highway 101 and E. Harbor Drive. The site has an existing full turn access to E. Harbor Drive and access across Holbrook Slough to SE Neptune Drive (to west) via the city owned bridge.**

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

**RESPONSE: The site has existing accesses. The project does not propose any new accesses. The prior approval SDR 20-3/CU 20-1 includes a condition of approval to coordinate with ODOT regarding the site access. Coordination with ODOT is ongoing.**

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 the 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.

**RESPONSE: The site has one access to E. Harbor Drive. They also have a cross property access through the abutting western parcel for indirect access to SE Neptune Drive. The proposed project does not propose any new accesses.**

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.

**RESPONSE: The existing access meets required spacing. There are no new accesses proposed.**

- G. Number of Access Points. For single-family (detached and attached), two-family, and three-family housing types, one street access point is permitted per dwelling unit, when alley access or shared driveways cannot otherwise be provided; except that one additional access point may be permitted for one-family, two-family and three-family housing types on corner lots (i.e., no more than one access per street), subject to the access spacing standards in subsection G of this section. 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.

**RESPONSE: The site has one access to E. Harbor Drive. They also have a cross property access through the abutting western parcel for indirect access to SE Neptune Drive. The proposed does not propose any new accesses. The number of accesses is the minimum for efficient access to and from the site. This criterion is met.**

- 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:
  1. Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. "Stub" means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent parcel develops. "Developable" means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).
  2. Access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval (Chapter 16.216) or as a condition of development review or site development approval (Chapter 16.212).
  3. Exception. Shared driveways are not required when existing development patterns or physical constraints (e.g., topography, parcel configuration, and similar conditions) prevent consolidation

of access points to public streets.

4. Cross Access. Cross access is encouraged, and may be required, between contiguous sites in commercial (C-1, C-MU, C-2 & R-C) and industrial (I-1 & I-2) districts and for multifamily housing developments in the High Density Residential District in order to provide more direct circulation between sites and uses for pedestrians, bicyclists, and drivers.

**RESPONSE: The site has an existing shared driveway to East Harbor Drive. There are no additional abutting properties to share access with and no new shared accesses proposed.**

- 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:

4. 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.

**RESPONSE: The site has an existing shared driveway to East Harbor Drive. There are no additional abutting properties to share access with and no new shared accesses proposed.**

5. Setback Required. A minimum five-foot setback from the edge of driveway to any property line is required. The setback area shall be kept free of impervious surfaces at all times and shall be vegetated to minimize surface water runoff to adjoining properties. These requirements may be increased if the Community Development Director, building official, City-appointed engineer, or Planning Commission determines that topography, soil conditions, or other circumstances dictate the need for additional protection measures.

**RESPONSE: The existing driveway is not adjacent to any property lines. This criterion does not apply.**

6. Driveway Aprons. Driveway aprons shall meet City construction standards and be installed between the street right-of-way and the private drive, as shown in Figure 16.120.020.K. Driveway aprons shall conform to ADA standards for sidewalks and pathways, which require a continuous route of travel that is a minimum of three feet in width, with a cross slope not exceeding two percent.

**RESPONSE: The aprons of the existing driveway will be reconstructed as needed to meet current city standards. This criterion will therefore be met.**

7. Driveway Approaches. Driveway approaches should be designed and located to provide an existing vehicle with an unobstructed view. Construction of driveways along acceleration or deceleration lanes or tapers should be avoided due to potential for vehicle conflicts.

**RESPONSE: The site has an existing shared driveway to East Harbor Drive. There are no additional abutting properties to share access with and no new shared accesses**

**proposed. The approved TIA demonstrates that adequate sight distance exists for this access. This criterion is therefore met.**

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.

**RESPONSE: The pad building associated with this project and its intended tenants, small quick service restaurants, will not receive deliveries via large trucks. At this time dedicated loading berths are not required for the building and have not been included in the proposed plan. All deliveries can be accommodated with the proposed parking and maneuvering as shown. This criterion is therefore met as driveway and maneuvering areas have been designed to accommodate the needs of anticipated vehicles.**

- L. Fire Access and Circulation. The City of Warrenton adopts the Uniform Fire Code, as amended, including administrative sections and all appendices and all the State of Oregon revisions. All development in the City of Warrenton is required to meet these minimum adopted standards.
  1. 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.

**RESPONSE: Fire access is provided throughout the site currently and is maintained with the provided plan. Both buildings are directly accessible by fire trucks. This criterion is therefore met.**

2. Dimensions. Fire apparatus roads shall have an unobstructed width of not less than 20 feet and unobstructed vertical clearance of not less than 13 feet 6 inches. Fire apparatus roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with a surface so as to provide all-weather driving capabilities.

**RESPONSE: All vehicular aisles within the center are a minimum 20 feet wide and accessible to fire trucks. This criterion is therefore met.**

3. Turnaround Required. Dead-end fire apparatus roads in excess of 150 feet shall be provided with approved provisions for the turning around of fire apparatus. See Table 16.136.010 for minimum standards.

**RESPONSE: This criterion does not apply as there are no dead-end fire apparatus roads included in this site or project.**

4. **Grade.** The gradient for a fire apparatus access road shall not exceed 12% except that isolated segments no longer than 250 feet may have grades up to 15% upon approval by the Warrenton Fire Chief. Non-fire apparatus access roads (driveways and private streets) shall maintain a maximum grade of 15% unless otherwise approved by the Warrenton City-appointed engineer. See Table 16.136.010 for other applicable standards.

**RESPONSE: This criterion is met as no accesses or aisles have a grade greater than 12%.**

5. **Parking Areas.** Parking areas shall provide adequate aisles or turn-around areas for service and delivery vehicles so that all vehicles may enter the street in a forward manner. See also Chapter 16.136, Public Facilities Standards.

**RESPONSE: All aisles meet city standards and provide adequate maneuvering area for trucks. This criterion is therefore met.**

- 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.

**RESPONSE: All driveways and aisles provide a minimum vertical clearance of 13.5 feet for their entire length and width. This criterion is therefore met.**

- 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.). See also Chapter 16.132 for additional requirements.

**RESPONSE: The proposed project does not include any signage or new vegetation within clear vision areas.**

- O. **Construction.** The following development and maintenance standards shall apply to all driveways, parking areas, and private streets in the City of Warrenton:
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. A durable non-paving material may be used for driveways and private streets that serve three or fewer residential dwelling units and in other instances where the need to reduce surface water runoff and protect water quality can be demonstrated through adequate findings of fact submitted by the applicant and/or property owner as part of the development proposal. All paving and non-paving surfaces shall meet City construction standards and shall be subject to review and approval by the Community Development Director, City-appointed engineer, and/or Planning Commission.

**RESPONSE: All parking areas are paved with asphalt and will remain asphalt. This criterion will continue to be met.**

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.

**RESPONSE: The site has an existing stormwater management system that will be retained and modified as needed to accommodate the new building. Refer to the included civil plans which detail the modifications of that system. This criterion is met as all driveways, parking areas, and aisles have an on-site collection system for surface waters that prevents the sheet flow of waters onto public rights-of-way and abutting property.**

3. Driveway Aprons. When driveway approaches or “aprons” are required to connect driveways to the public right-of-way, they shall be paved with concrete surfacing and meet City construction standards. (Ord. 1225 § 5, 2019)

**RESPONSE: The exiting apron is paved and will remain so. This criterion is therefore met.**

#### **16.120.030 Pedestrian Access and Circulation.**

- A. Pedestrian Access and Circulation. To ensure safe, direct and convenient pedestrian circulation, all developments, except single-family detached housing, duplexes, or triplexes on individual lots, shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) The system of pathways shall be designed based on the standards in paragraphs 1 through 3 of this subsection:
  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.

**RESPONSE: There is an existing walkway along the façade of the main building that connects to the existing pad building. The proposed project will maintain the connection and enhance with adequate width striping. A new connection between the pad building and E. Harbor Drive right-of-way (as approved under SDR 20-3/CU 20-1) is retained in this modification. This criterion is met as continuous paths are provided.**

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.

**RESPONSE: All new pathways are as reasonably direct as allowed by grades and existing development. This criterion is therefore met.**

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



**RESPONSE: All pedestrian and bicycle routes are free from hazards and provide a reasonably direct route of travel. This criterion is therefore met.**

- 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.

**RESPONSE: All main entrances to the buildings are accessible by pedestrian pathways.**

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.

**RESPONSE: As noted in prior narrative sections, the main mall building has an existing pedestrian pathway and a connection to the existing pad building. This project will enhance that connection with striping of adequate width. The pad building has a walkway that encircles the building providing access to both tenant entries, parking and outdoor eating areas. This walkway also connects the building to the East Harbor Drive right-of-way. This criterion is met as all building entrances are connected and accessible by pedestrian pathways.**

- B. Design and Construction. Pathways shall conform to all of the standards in paragraphs 1 through 5 of this subsection:

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.

**RESPONSE: All pedestrian pathways will be raised except at drive aisle crossings. All crossings include ADA compliant curb ramps. This criterion is therefore met.**

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.

**RESPONSE: All pedestrian crossings of drive aisles will be delineated by painted thermoplastic striping. This criterion is therefore met.**

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.)

**RESPONSE: All pathways will be constructed of concrete. This criterion is therefore met.**



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

**RESPONSE: All pathways associated with this project have been designed and will be installed to meet the Americans with Disabilities Act. This criterion is therefore met.**

## Chapter 16.124 Landscaping, Street Trees, Fences and Walls

### 16.124.060 Landscape Conservation.

- A. Applicability. All development sites containing significant vegetation, as defined below, shall comply with the standards of this section. The purpose of this section is to incorporate significant native vegetation into the landscapes of development. The use of mature, native vegetation within developments is a preferred alternative to removal of vegetation and re-planting. Mature landscaping provides summer shade and wind breaks, and allows for water conservation due to larger plants having established root systems.
- B. Significant Vegetation. “Significant vegetation” means:
  1. Significant Trees and Shrubs. Individual trees located within a mapped wetland area as depicted on the 1" = 400' maps entitled City of Warrenton Wetland Conservation Plan Inventory dated October 17, 1997 with a trunk diameter of 18 inches or greater, as measured four feet above the ground (DBH), and all plants within the drip line of such trees and shrubs, shall be protected. Other trees may be deemed significant, when nominated by the property owner and designated by the City Commission as “Heritage Trees” (i.e., by virtue of site, rarity, historical significance, etc.).

**RESPONSE: The proposed project does not impact any significant trees.**

### 16.124.070 New Landscaping.

- B. Landscaping Plan Required. For every new development in the City of Warrenton requiring a City permit, a landscape plan is required. All landscape plans shall include the following minimum required details (see Section 16.212.040 for additional landscape plan requirements for projects requiring site design review):
  1. Legal description (e.g., assessor parcel number, copy of warranty deed, etc.) for the subject property;
  2. Property lines with the location and general description (height and type of material) of existing and proposed fences and other buffering or screening materials;
  3. The location of existing and proposed terraces or retaining walls;
  4. The location of existing and proposed plant materials;
  5. Wetland and/or riparian area boundaries on the property, if any;
  6. Existing and proposed structures;
  7. Driveway and adjoining roadway widths, descriptions, and locations; and
  8. Prevailing drainage patterns for the property.
  9. Other information as deemed appropriate by the Community Development Director. An arborist’s report may be required for sites with mature trees that are protected under this chapter and/or Chapter 16.156 of this Code.

**RESPONSE:** A Landscape Plan, Sheet L1.0, has been provided with the submitted materials. Some of the above items, like items #1 and 8, can be found on the included civil and site plans. All of the above items have been provided on the included drawings and a landscape plan has been provided. This criterion is therefore met.

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

The use of mature, native vegetation within developments is a preferred alternative to removal of vegetation and re-planting.

**RESPONSE:** The total area of the development is approximately 8.19 acres (398,5090 square feet). This is increased from the prior approval's 7.34 acres as it now includes the soon to be vacated right-of-way stub at the main access off E. Harbor Drive. The site area at 8.19 acres requires 59,777 square feet (15%) landscaping. The proposed project will provide 61,542 square feet of landscape area or 15.4%. This criterion is met as the landscape area will exceed the minimum required.

- D. Landscape Materials. Landscape materials include trees, shrubs, groundcover plants, turf grasses (e.g. grass sod or seed), and outdoor hardscape features, as described below:
1. Natural Vegetation. Natural vegetation shall be preserved or planted where practicable.

**RESPONSE:** There is minimal natural vegetation within the project area. There are large expanses of grass and some shrubs adjacent to the existing building. There project will remove the following existing trees: four (4) trees along the northwest existing building elevation, three (3) trees southwest of the existing building and four (4) trees adjacent to the pylon sign at the driveway/East Harbor Drive intersection. These trees are required to be removed due to impacts of construction. The project will plant 14 new trees.

2. Plant Selection. A combination of deciduous and evergreen trees, shrubs, turf grasses, and groundcovers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions. As necessary, soils shall be amended to allow for healthy plant growth.

**RESPONSE:** A combination of deciduous and evergreen trees, shrubs, grasses and groundcover has been provided. Refer to the included landscape plan. The plant materials have been selected to be compatible with the local climate, exposure, water availability and drainage conditions. Soils will be amended as needed to allow for healthy plant growth. This criterion is therefore met.

3. "Non-native, invasive" plants, as per Section 16.124.020, shall be prohibited.

**RESPONSE:** The proposed landscape plan does not include any invasive plants. This criterion is therefore met.

4. Hardscape features (i.e., patios, decks, plazas, etc.) may cover up to 50% of the required

landscape area. Swimming pools, sports courts and similar active recreation facilities may not be counted toward fulfilling the landscape requirement.

**RESPONSE: The 61,542 square feet of landscape provided does not include any hardscape features. With hardscape features included the provided landscape area is significantly higher.**

5. Non-plant Groundcovers. Bark dust, chips, aggregate or other non-plant groundcovers may be used, but shall cover no more than 50% of the area to be landscaped. "Coverage" is measured based on the size of plants at maturity or after five years of growth, whichever comes sooner.

**RESPONSE: The project does not include more than 50% non-plant ground cover. This criterion is therefore met.**

6. Tree Size. Trees shall have a minimum caliper size of one and one-half inches or greater (two inches for required street trees) at time of planting.

**RESPONSE: All trees planted onsite have been specified at a minimum 1.5 inches. The project does not include any street trees. Refer to Sheet L1.0 for plant specification information. This criterion is therefore met.**

7. Shrub Size. Shrubs shall be balled and burlapped and sized to fit in multi-gallon containers.

**RESPONSE: All shrubs will be balled and burlapped and sized in multi-gallon containers. This criterion will therefore be met.**

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.

**RESPONSE: All groundcover has been specified at sizes and spacing that will ensure they grow together to cover a minimum 30% of the underlying soil within two (2) years. Refer to Sheet L1.0. This criterion is therefore met.**

9. Significant Vegetation. Significant vegetation preserved in accordance with Section 16.124.020 may be credited toward meeting the minimum landscape area standards. Credit shall be granted on a per square foot basis. The street tree standards of Section 16.124.040 may be waived when trees preserved within the front yard provide the same or better shading and visual quality as would otherwise be provided by street trees.

**RESPONSE: The project site does not include any significant vegetation. This criterion does not apply.**

10. Stormwater Facilities. Stormwater facilities (e.g., detention/retention ponds and swales) shall be landscaped with water tolerant, native plants.

**RESPONSE: The site does not include any detention/retention ponds or swales. This criterion does not apply.**

- E. Landscape Design Standards. All yards, parking lots and required street tree planter strips shall be landscaped in accordance with the provisions of Sections 16.124.010 through 16.124.050. Landscaping shall be installed with development to provide erosion control, visual interest, buffering, privacy, open space and pathway identification, shading and wind buffering, and to help control surface water drainage and improvement of water quality, based on the following 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.

**RESPONSE: The side yard includes a shrub hedge to visual screening. The front yard has been left as is to visibility. This criterion is therefore met.**

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

**RESPONSE: The proposed trees and shrubs will reduce wind impacts onsite. This criterion is therefore met.**

- c. Retain natural vegetation, as practicable.

**RESPONSE: Existing vegetation has been retained to the extent practicable with only that vegetation negatively impacted by development proposed for removal. This criterion is therefore met.**

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

**RESPONSE: Trees and shrubs have been proposed along all pedestrian pathways to define them. This criterion is therefore met.**

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

**RESPONSE: Landscaping flanking the building entries and outdoor seating area provide focal points within the development. The project previously approved landscape improvements in the right-of-way triangle between the site and Highway 101/East Harbor Drive intersection. This not within the site's property lines its proximity to the site implies its association with the site. The landscape improvements here would be a major focal point and are retained as part of this modification. This criterion is therefore met.**

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

**RESPONSE: Trees have been placed to provide shade along the proposed outdoor seating areas and within the parking area. This criterion is therefore met.**

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

**RESPONSE: The proposed landscape plan includes a mix of trees, shrubs and groundcover as**

**well as evergreen and deciduous plants to ensure year-round color and interest. This criterion is therefore met.**

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

**RESPONSE: The new refuse and recycling area is screened by an enclosure and the existing transformer adjacent to the existing pad building will be screened with landscaping. This criterion is met as outdoor storage area sand mechanical equipment areas are screened.**

- 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. Such landscaping shall consist of an evenly distributed mix of shade trees with shrubs and/or groundcover plants. "Evenly distributed" means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial canopy. At a minimum, one tree per five parking spaces total shall be planted to create a partial tree canopy over and around the parking area. All parking areas with more than 20 spaces shall include landscape islands with trees to break up the parking area into rows of not more than 12 contiguous parking spaces. All landscaped areas shall have minimum dimensions of four feet by four feet to ensure adequate soil, water, and space for healthy plant growth.

**RESPONSE: The existing development contains 226,215 square feet of combined parking area and provides approximately 10,654 square feet (4.7%) of landscape. The proposed project will reduce the total parking area to 218,073 square feet and slightly increase interior landscape percentage to 4.8% with approximately 10,459 square feet interior landscaping. All landscape planter islands inside the work area include trees.**

- 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.

**RESPONSE: The proposed landscape plan includes a hedge along the west and south sides of the order pick-up window queue lane. This criterion is therefore met.**

- 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.

**RESPONSE: In all areas where parking and maneuvering areas are adjacent to a building it is separated from the building by either a sidewalk or landscaped area. This criterion is therefore met.**

- 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. (See Section 16.124.050 for standards related to fences and walls.)

**RESPONSE: The new refuse and recycling area is screened by an enclosure. The existing transformer adjacent to the existing pad building will be screened with landscaping. And, the order pick-up queue lane is screened with an evergreen hedge. This criterion is met as mechanical equipment, service area and automobile-oriented use areas are appropriately screened.**

- F. Maintenance and Irrigation. The use of drought-tolerant plant species is encouraged, and may be required when irrigation is not available. Irrigation shall be provided for plants that are not drought-tolerant. If the plantings fail to survive, the property owner shall replace them with healthy plantings of shrubs, flowering plants and/or trees. All other landscape features required by this Code shall be maintained in good condition, or otherwise replaced by the owner.

**RESPONSE: The existing site is irrigated and the proposed minor changes to landscaping will be tied into the existing irrigation system. This criterion is therefore met.**

#### **16.124.080 Street Trees.**

Street trees shall be planted for all developments that are subject to land division or site design review. Requirements for street tree planting strips are provided in Chapter 16.136, Public Facilities Standards. Planting of unimproved streets shall be deferred until the construction of curbs and sidewalks. Street trees shall conform to the following standards and guidelines:

- A. Growth Characteristics. Trees shall be selected based on growth characteristics and site conditions, including available space, overhead clearance, soil conditions, exposure, and desired color and appearance. The following should guide tree selection:
1. Provide a broad canopy where shade is desired.
  2. Use low-growing trees for spaces under utility wires.
  3. Select trees which can be "limbed-up" where vision clearance is a concern.

4. Use narrow or “columnar” trees where awnings or other building features limit growth, or where greater visibility is desired between buildings and the street.
5. Use species with similar growth characteristics on the same block for design continuity.
6. Avoid using trees that are susceptible to insect damage, and avoid using trees that produce excessive seeds or fruit.
7. Select trees that are well-adapted to the environment, including soil, wind, sun exposure, and exhaust. Drought-resistant trees should be used in areas with sandy or rocky soil.
8. Select trees for their seasonal color, as desired.
9. Use deciduous trees for summer shade and winter sun.

**RESPONSE: At this time the only right-of-way work included with the project is a walkway along East Harbor Drive to the Highway 101 intersection. The preapp notes did not indicate that street trees were required for this project.**

## Chapter 16.128 Vehicle and Bicycle Parking

### 16.128.030 Vehicle Parking Standards.

At the time a structure is erected or enlarged, or the use of a structure or parcel of land is changed within any zone in the City, off-street parking spaces shall be provided in accordance with requirements in this section, chapter, and Code, unless greater requirements are otherwise established. The minimum number of required off-street vehicle parking spaces (i.e., parking that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in Table 16.128.030.A.

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.

**RESPONSE: All parking is served with an aisle and driveway. There is no parking provided that requires backing movements or other maneuvering within a street or right-of-way. This criterion is therefore met.**

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.

**RESPONSE: The project is within an existing center with an established parking layout and drive aisles. The project will retain the drive aisles established and provide new pedestrian walkways to ensure maximum safety. Additionally, the queue lane for the pick-up window has been increased in length to 170 feet from currently approved 144 feet to ensure it does not negatively impact onsite vehicular traffic. As this is not a standard drive through, but simply a pickup window for already placed online orders, the increased queue is a positive modification.**

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.



**RESPONSE: All vehicular areas are defined by permanently painted markings, landscaping with curbs, raised walkways and buildings. This criterion is therefore met.**

4. Fractional space requirements shall be counted as a whole space.

**RESPONSE: All fractions have been counted as a whole. This criterion is therefore met.**

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.

**RESPONSE: The site is fully developed. The proposed project includes only minor changes to the existing parking located adjacent to the building. All changes have been designed to be compliant with Sections 16.120.020 and 16.136. This criterion is therefore met.**

6. Uses not specifically listed above shall furnish parking as required by the Community Development Director, who shall consider uses similar to those listed in Table 16.128.030.A and the Institute of Traffic Engineers Parking Generation as guides for determining requirements for other uses.

**RESPONSE: All uses provided are listed in Table 16.128.030.A. This criterion does not apply.**

7. Parking spaces and parking areas may be used for transit related uses such as transit stops and park-and-ride/rideshare areas, provided minimum parking space requirements can still be met.

**RESPONSE: The proposed project does not include parking spaces for transit related uses. This criterion does not apply.**

8. Parking areas that have designated employee parking and more than 20 automobile parking spaces shall provide at least 10% of the employee parking spaces (minimum two spaces) as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces shall be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.

**RESPONSE: The site does not have designated employee parking; therefore, this criterion does not apply.**

9. Sites that are adjacent to existing or planned transit stops or are in the General Commercial (C-1) and Commercial Mixed Use (C-MU) districts are subject to maximum off-street vehicle parking requirements. The maximum number of off-street vehicle parking spaces allowed per site shall be equal to the minimum number of required spaces, pursuant to Table 16.128.030.A, multiplied by a factor of:
  - a. 1.2 spaces for uses fronting a street with adjacent on-street parking spaces; or
  - b. 1.5 spaces, for uses not fronting a street with adjacent on-street parking; or
  - c. A factor determined according to a parking analysis prepared by a qualified professional/registered engineer and submitted by the applicant.



**RESPONSE: Per Table 16.128.030.A, the site, at completion will have 102,023 square feet (reduced from the currently approved 104,284 square feet) of building area requiring a minimum of 293 vehicular parking spaces after application of Section 16.128.030.10(a), reduction for adjacency to transit which was previously approved. The site is allowed 440 parking stalls maximum. The site will provide 399 total parking spaces. This criterion is therefore met.**

10. The applicant may propose a parking space standard that is different than the standard in Table 16.128.030.A, for review and action by the Community Development Director through a variance procedure, pursuant to Chapter 16.272. The applicant's proposal shall consist of a written request and a parking analysis prepared by a qualified professional/registered engineer. The parking analysis, at a minimum, shall assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent transit service, carpools, or private shuttles; and other relevant factors.

The Community Development Director may reduce or waive the off-street parking standards for sites with one or more of the following features:

- a. Site has a transit stop with existing or planned frequent transit service (30-minute headway or less) located adjacent to it, and the site's frontage is improved with a transit stop shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20% reduction to the standard number of automobile parking spaces;
- b. Site has dedicated parking spaces for carpool/vanpool vehicles: Allow up to a 10% reduction to the standard number of automobile parking spaces;
- c. Site has dedicated parking spaces for motorcycle and/or scooter or electric carts: Allow reductions to the standard dimensions for parking spaces and the ratio of standard to compact parking spaces;
- d. Available on-street parking spaces adjacent to the subject site in amounts equal to the proposed reductions to the standard number of parking spaces.
- e. Site has more than the minimum number of required bicycle parking spaces: Allow up to 10% reduction to the number of automobile parking spaces.
- f. The property is located in the downtown area as defined by the intersection of E Harbor Drive, S Main Avenue and 4th Street.

**RESPONSE: The site provides a total of 399 parking stalls. Per Table 16.128.030.A, the required number of parking spaces is 366.**

**The site is adjacent to the existing transit stop located along SE Neptune Drive and the site has a shared access to SE Neptune that is adjacent to the stop. As previously approved under SDR 20-3/CU 20-1, due to its proximity to existing transit, the site may utilize Sub Item (a) above for a 6% reduction in parking.**

**Table 16.128.030.A  
Off-Street Parking Requirements**

Commercial Uses	Parking Spaces Required
General retail or personal services businesses including banks, salons, and markets	1 space per 350 sq. ft. of gross floor area
Restaurants, bars, cafés, ice cream parlors, and similar uses	1 space per 4 seats or 1 space per 100 sq. ft. of gross leasable floor area, whichever is less

B. Parking Location and Shared Parking.

1. Location. Vehicle parking is allowed only on approved parking shoulders (streets), within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this Code. Parking and loading areas shall not be located in required yards adjacent to a street unless otherwise specifically permitted in this ordinance. Side and rear yards that are not adjacent to a street may be used for such areas when developed and maintained as required in this chapter. See also Chapter 16.120, Access and Circulation.

**RESPONSE: All parking is provided onsite and outside of required yards adjacent to streets. This criterion is therefore met.**

2. Off-Site Parking. Except for single-family, two-family, and three-family dwellings, the vehicle parking spaces required by this chapter may be located on another parcel of land, provided the parcel is within 200 feet or a reasonable walking distance of the use it serves. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.

**RESPONSE: All parking is located onsite. This criterion does not apply.**

3. Mixed Uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (i.e., the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly.

**RESPONSE: All uses fall under the “shopping center” category and have been calculated as such.**

4. Shared Parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use.

**RESPONSE: The shopping center includes the main mall building, two (2) pad buildings and a small kiosk. All buildings and uses onsite share parking. Parking has been calculated and is provided based on the total square footage onsite. Parking is not shared; therefore, this criterion does not apply.**

- 5. Availability of Facilities. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers and/or employees, as applicable. Signs shall conform to the standards of Chapter 16.144.

**RESPONSE: All required signage will be posted. This criterion will therefore be met.**

- 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 for parking lot construction standards. Up to 40% of the required spaces may be sized to accommodate compact cars. Standard parking spaces shall conform to the dimensions in Figure 16.128.030.C. Disabled person parking spaces shall conform to the standards (and dimensions) in this section.

**RESPONSE: All parking provided within the project work area meet the standard size requirements of Figure 16.128.030.C. Full size stalls are a minimum nine (9) feet wide and 19 feet long and the 35 compact stalls provided are a minimum of nine (9) feet wide by 15 feet long.**

**Figure 16.128.030.C  
Parking Stall Dimensions  
(See Section 16.128.030(D) for Disabled Parking)**

Minimum Parking Space and Aisle Dimensions						
Angle (A)	Type	Width (B)	Curb Length (C)	1 Way Aisle Width (D)	2 Way Aisle Width (D)	Stall Depth (E)
0° (Parallel)	Standard	8 ft.	22 ft. 6 in.	12 ft.	24 ft.	8 ft.
	Compact	7 ft. 6 in.	19 ft. 6 in.	12 ft.	24 ft.	7 ft. 6 in.
	Disabled					
30°	Standard	9 ft.	18 ft.	12 ft.	24 ft.	17 ft.
	Compact	7 ft. 6 in.	15 ft.	12 ft.	24 ft.	14 ft.
	Disabled					
45°	Standard	9 ft.	12 ft. 6 in.	12 ft.	24 ft.	19 ft.
	Compact	7 ft. 6 in.	10 ft. 6 in.	12 ft.	24 ft.	16 ft.
	Disabled					
60°	Standard	9 ft.	10 ft. 6 in.	18 ft.	24 ft.	20 ft.
	Compact	7 ft. 6 in.	8 ft. 6 in.	15 ft.	24 ft.	16 ft. 6 in.
	Disabled					
90°	Standard	9 ft.	9 ft.	24 ft.	24 ft.	19 ft.
	Compact	7 ft. 6 in.	7 ft. 6 in.	22 ft.	24 ft.	15 ft.
	Disabled					

- D. Disabled Person Parking Spaces. The following parking shall be provided for disabled persons, in conformance with the Americans With Disabilities Act. Disabled parking is included in the minimum number of required parking spaces in this subsection.

**RESPONSE:** The site has 399 total parking spaces requiring eight (8) ADA compliant stalls of which one (1) needs to be van accessible. The site provides 10 ADA stall, all of which van accessible.

**Figure 16.128.030.D: Disabled Person Parking Requirements: Minimum Number of Accessible Parking Spaces; ADA Standards for Accessible Design**

Total Number of Parking Spaces Provided (per lot)	Total Minimum Number of Accessible Parking Spaces (60" & 96" aisles)	Van Accessible Parking Spaces with Minimum 96" Wide Access Aisle	Accessible Parking Spaces with Minimum 60" Wide Access Aisle
	Column A		
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7

\* 1 out of every 8 accessible spaces.

\*\* 7 out of every 8 accessible parking spaces.

**16.128.040 Bicycle Parking Requirements.**

- A. All uses shall provide bicycle parking in conformance with the following standards which are evaluated during development review or site design review.
- B. Number of Bicycle Parking Spaces. The minimum number of bicycle parking spaces required for uses is provided in Table 16.128.040.A.

Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to the vehicle parking standard, pursuant to 16.128.030(A)(10), the City may require bicycle parking spaces in addition to those in Table 16.128.040.A.

**RESPONSE:** The existing building’s square footage will be reduced to approximately 4,914 square feet in area and the previously approved new pad building is being removed from the application. The existing building requires approximately 49 vehicular stalls. Per Table 16.128.040.A, the proposed project requires 1 stall per every 5 vehicle stalls for commercial use. The proposed project now requires 10 total bicycle parking stalls, with three (3) long term and seven (7) short term required. The project will provide three (3) longer term under building canopies and seven (7) uncovered spaces. Refer to sheet A103 for bike stall locations.

**Table 16.128.040.A Bicycle Parking Requirements**

Minimum Required Bicycle Parking Spaces		Long and Short Term Bicycle Parking
Use	Minimum Number of Spaces	(As % of Minimum Required Bicycle Parking Spaces)

Commercial	2 spaces per primary use or 1 per 5 vehicle spaces, whichever is greater. Maximum of 28 spaces per commercial lot.	25% long term 75% short term
------------	--	---------------------------------

C. Design and Location.

1. All bicycle parking shall be securely anchored to the ground or to a structure.

**RESPONSE: All bicycle racks will be securely anchored to the ground or building. This criterion will therefore be met.**

2. All bicycle parking shall be lighted for theft protection, personal security and accident prevention.

**RESPONSE: All bicycle parking areas are adequately lit by building and site lighting. This criterion is therefore met.**

3. All bicycle parking shall be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle. Bicycle parking spaces shall be at least six feet long and two-and-one-half feet wide, and overhead clearance in covered spaces should be a minimum of seven feet. A five foot aisle for bicycle maneuvering should be provided and maintained beside or between each row/rack of bicycle parking.

**RESPONSE: All bicycle spaces have been provided an area 2.5 feet wide and six (6) feet long. All spaces have a minimum overhead clearance of seven (7) feet and a five (5) foot aisle. This criterion is therefore met.**

4. Bicycle parking racks shall accommodate locking the frame and both wheels using either a cable or U-shaped lock.

**RESPONSE: All racks allow for locking of the frame and both wheels with either a cable or U-shaped lock. This criterion is therefore met.**

5. Direct access from the bicycle parking area to the public right-of-way shall be provided at-grade or by ramp access, and pedestrian access shall be provided from the bicycle parking area to the building entrance.

**RESPONSE: All bike parking has been located adjacent to the buildings, near the tenant entries. All parking is located at grade on concrete patios or walkways. This criterion is therefore met.**

6. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall not conflict with the vision clearance standards of Chapter 16.132.

**RESPONSE: Bicycle parking has been located to be convenient without blocking or impeding pedestrian and vehicular traffic. The bicycle parking is compliant with the vision clearance standards of Chapter 16.132. This criterion is therefore met.**

7. All bicycle parking should be integrated with other elements in the planter strip when in the

public right-of-way.

**RESPONSE: There is no bicycle parking proposed in the public right-of-way. This criterion therefore does not apply.**

8. Short-term bicycle parking.
  - a. Short-term bicycle parking shall consist of a stationary rack or other approved structure to which the bicycle can be locked securely.
  - b. If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.
  - c. Short-term bicycle parking shall be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automobile parking space.

**RESPONSE: All bicycle parking spaces are provided by a stationary rack that provides a secure structure to lock a bicycle to. All short-term parking is located within 50 feet of the new main entrances of the pad building. The project is required a total of seven (7) short term bike parking stalls and the project provides seven (7).**

9. Long-term bicycle parking. Long-term bicycle parking shall consist of a lockable enclosure, a secure room in a building onsite, monitored parking, or another form of sheltered and secure parking.

**RESPONSE: All long-term parking is rack located under cover adjacent to the entries. The racks allow for secure parking and the locations allows for surveillance. This criterion is therefore met.**

- E. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall be located so as to not conflict with the vision clearance standards of Chapter 16.132.

**RESPONSE: Bicycle parking has been located to be convenient without blocking or impeding pedestrian and vehicular traffic. The bicycle parking is compliant with the vision clearance standards of Chapter 16.132. This criterion is therefore met.**

## Chapter 16.132 Clear Vision Areas

### 16.132.010 Clear Vision Areas.

See also Section 16.120.020 and Figure 16.120.020.N.

- A. A clear vision area shall be maintained on the corner of property adjacent to the intersection of two streets, or adjacent to the intersection of a street and a railroad.
- B. A clear-vision area shall consist of a triangular area. Two sides of the triangle are lot lines measured from the corner intersection of the street lot lines for a distance specified in this section or, where the lot lines have rounded corners, the lot lines extended in a straight line to a point of intersection and

so measured. The triangle's third side is a line across the corner of the lot joining the non-intersecting ends of the other two sides.

- C. A clear-vision area shall contain no planting, fence, wall, structure, or temporary or permanent obstruction exceeding 36 inches in height measured from the top of the curb or, where no curb exists, from the established street centerline grade, except:
  - 1. Trees exceeding this height may be located in this area provided all branches and foliage are removed to a height of eight feet above the grade;
  - 2. Open-wire fencing that does not obscure sight more than 10% may be a maximum of 48 inches high.
- D. The following dimensional requirements govern clear vision areas:
  - 1. The minimum length of street sides of the clear vision triangle shall be 15 feet. See Figure 16.132.010.
  - 2. 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.).

**RESPONSE: The existing clear vision area at the driveway intersection is maintained. This criterion is therefore met.**

## Chapter 16.136 Public Facilities Standards

### 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;

**RESPONSE: Per the prior approval, East Harbor Drive must be improved with a sidewalk to the Highway 101 intersection. This modification maintains the approved walkway. This criterion is therefore met.**

- 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;

**RESPONSE: The project does not include any new streets. This criterion does not apply.**

- 3. New streets and drives connected to a City collector or arterial street shall be paved; and

**RESPONSE: This criterion does not apply as there are no new streets or drives proposed.**

- 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. Maintenance of



sidewalks, curbs, and planter strips is the continuing obligation of the adjacent property owner.

**RESPONSE: Per the prior approval, East Harbor Drive must be improved with a sidewalk to the Highway 101 intersection. This modification maintains the approved walkway. This criterion is therefore met.**

- O. Curbs, Curb Cuts, Ramps, and Driveway Approaches. Concrete curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in accordance with standards specified in Chapter 16.120, Access and Circulation, and City construction standards.

**RESPONSE: All curbs, curb cuts, ramps and driveway approaches have been designed and will be constructed in accordance with standards of Chapter 16.120. This criterion is therefore met.**

- Q. Development Adjoining Arterial Streets. Where a development adjoins or is crossed by an existing or proposed arterial street, the development design shall separate residential access and through traffic, and shall minimize traffic conflicts. The design shall include one or more of the following:
1. A parallel access street along the arterial with a landscape buffer separating the two streets;
  2. Deep lots abutting the arterial or major collector to provide adequate buffering with frontage along another street. Double-frontage lots shall conform to the buffering standards in Chapter 16.164;
  3. Screen planting at the rear or side property line to be contained in a non-access reservation (e.g., public easement or tract) along the arterial; or
  4. Other treatment suitable to meet the objectives of this subsection;
  5. If a lot has access to two streets with different classifications, primary access shall be from the lower classification street, in conformance with Section 16.120.020.

**RESPONSE: There is no residential development. This criterion does not apply.**

- U. Survey Monuments. Upon completion of a street improvement and prior to acceptance by the City, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments shall be reestablished and protected.

**RESPONSE: All survey monuments will be reestablished and/or protected and all required certifications of this will be provided. This criterion will therefore be met.**

- X. Street Light Standards. Streetlights shall be installed in accordance with City standards.

**RESPONSE: Streetlights will be installed as required. This criterion will therefore be met.**

- Y. Street Cross-Sections. The final lift of asphalt or concrete pavement shall be placed on all new constructed public roadways prior to final City acceptance of the roadway and within one year of the conditional acceptance of the roadway unless otherwise approved by the City appointed engineer.
1. Sub-base and leveling course shall be of select crushed rock;
  2. Surface material shall be of Class C or B asphaltic concrete;
  3. The final lift shall be Class C asphaltic concrete as defined by O.D.O.T/A.P.W.A. standard specifications;



4. No lift shall be less than one and one-half inches in thickness; and
5. All streets shall be developed in accordance with City of Warrenton construction standards.

**RESPONSE: The project does not include new public roadways; therefore, this criterion does not apply.**

**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 and to connect developments to existing mains in accordance with the City's construction specifications and the applicable Comprehensive Plan policies. Where City sanitary sewers are not physically or legally available to service the site, the applicant must demonstrate provisions for a suitable on-site disposal system permitted by DEQ prior to issuance of City permits. All development within a growth management (GM) zone, as identified on the official Warrenton Zoning Map, shall comply with the growth management zone standards of Chapter 16.112.
- 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.
- C. Over-sizing. Proposed improvements to the City sewer and water systems shall be sized to accommodate additional development within the area as projected by the Comprehensive Plan, Water System Master Plan, and/or Sanitary Sewer Master Plan. The developer shall be entitled to system development charge credits for the over-sizing.
- D. Permits Denied. Development permits may be restricted by the City where a deficiency exists in the existing water or sewer system which cannot be rectified by the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. Building moratoriums shall conform to the criteria and procedures contained in ORS 197.505.

**RESPONSE: The proposed project is part of an existing fully developed center that is served by public utilities. All required permits will be secured prior to initiation of work. All new utilities will be undergrounded and designed and installed according to all applicable City standards. This criterion will therefore be met.**

**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.
- B. Accommodation of Upstream Drainage. Culverts and other drainage facilities shall be large enough to accommodate potential runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the City-appointed engineer.
- C. Effect on Downstream Drainage. Where it is anticipated by the City-appointed engineer that the additional runoff resulting from the development will overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with City standards.
- 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.

**RESPONSE:** The proposed project is part of an existing fully developed center that is served by existing storm system. All required permits will be secured prior to initiation of work. All new utilities will be undergrounded and designed and installed according to all applicable City standards. This criterion will therefore be met.

#### 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. The following additional standards apply to all new land divisions, in order to facilitate underground placement of utilities:
1. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that all above ground equipment does not obstruct circulation and access aisles or impede vision clearance areas for vehicular traffic (Chapters 16.120 and 16.132);
  2. The City reserves the right to approve the location of all surface mounted facilities;
  3. All underground utilities, including sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets; and
  4. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.
- B. Easements. Easements shall be provided for all underground utility facilities.
- C. Exception to Undergrounding Requirement. The standard applies only to proposed land divisions and large-scale developments. An exception to the undergrounding requirement may be granted due to physical constraints, such as steep topography or existing development conditions.

**RESPONSE:** The proposed project is part of an existing fully developed center that is served by public utilities. All required permits will be secured prior to initiation of work. All new utilities will be undergrounded and designed and installed according to all applicable City standards. This criterion will therefore be met.

#### 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.

**RESPONSE:** Easements will be provided as required. This criterion will therefore be met.

**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 permit fee is required to defray the cost and expenses incurred by the City for construction and other services in connection with the improvement. The permit fee shall be set by resolution of the City Commission. The City may require the developer or land divider to provide bonding or other performance guarantees to ensure completion of required public improvements. See also Section 16.212.040, Site Design Review, and Chapter 16.216, Land Divisions and Lot Line Adjustments.

**RESPONSE: No work will begin prior to permit issues. All bonds or other guarantees will be provided as required. These criteria will therefore be met.**

**16.136.090 Installation.**

- A. Conformance Required. Improvements installed by the developer either as a requirement of these regulations or at his/her own option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the City.
- B. Adopted Installation Standards. The Oregon Standard Specifications for Construction (combined APWA/ODOT standards) shall be a part of the City's adopted installation standard(s); other standards may also be required upon recommendation of the City-appointed engineer.
- C. Commencement. Work shall not begin until the City has been notified in advance and all required permits have been issued.
- D. Resumption. If work is discontinued for more than one month, it shall not be resumed until the City is notified.
- E. City Inspection. Improvements shall be constructed under the inspection and to the satisfaction of the City. The City may require minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest. Modifications requested by the developer shall be subject to land use review under Chapter 16.228, Modifications to Approved Plans and Conditions of Approval. Any monuments that are disturbed before all improvements are completed by the subdivider shall be replaced prior to final acceptance of the improvements.
- 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.

**RESPONSE: The proposed project is part of an existing fully developed center that is served by public utilities. All required permits will be secured prior to initiation of work. All new utilities will be undergrounded and designed and installed according to all applicable standards. This criterion will therefore be met.**

**Chapter 16.140 Stormwater and Surface Water Management**

**16.140.010 Natural Drainage System Maintained to Extent Feasible.**

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

**RESPONSE: The proposed work will maintain the existing drainage pattern of the established center. This criterion is therefore met.**

**16.140.020 Developments Must Drain Properly.**

- A. All developments must provide an adequate drainage system to prevent the undue detention or retention of stormwater or surface water on the development site. Stormwater or surface water will not be regarded as unduly detained or retained if:
  - 1. The detention or retention results from a technique, practice or device deliberately installed as part of an approved sedimentation or stormwater runoff control plan prepared by an engineer; or
  - 2. The detention or retention is not substantially different in location or degree than that experienced by the development site in its predevelopment state, unless such detention or retention presents a danger to health or safety.
- B. No stormwater may be channeled and directed into a sewer line.
- 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.
- 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.

**RESPONSE: The proposed project is part of an existing fully developed center that is served by an existing drainage system. The project will connect the new work to the existing drainage system onsite. This criterion will therefore be met.**

**16.140.030 Surface Water Management.**

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

- A. No development may be constructed or maintained so that the development unreasonably impedes the natural flow of water from higher adjacent properties across the development, resulting in substantial damage to the higher adjacent properties; and
- 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.
- 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.

**RESPONSE: The proposed project is part of an existing fully developed center that is served by**

**an existing drainage system. The project will connect the new work to the existing drainage system onsite. The proposed work will not negatively impact the existing system. This criterion will therefore be met.**

**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.
- B. Erosion and sediment control plans are required by the City as a component of the site plan for all plats and all projects which require site plan review. Erosion control plans must be designed to the specifications as outlined in this chapter.
- C. Development of the land may not begin (and no building permits may be issued) until the City-appointed engineer approves the erosion control plan.
- D. For purposes of this section, “disturb” means any use of the land by any person in any development, and/or road construction and maintenance that results in a change in the natural cover or topography that may cause or contribute to sedimentation. Sedimentation occurs whenever solid particulate matter, mineral or organic, is transported by water, air, gravity or ice from the site of its origin.

**RESPONSE: The project will apply for and receive all required permits prior to initiation of any work. This criterion will therefore be met.**

**16.140.050 Stormwater System Design.**

- A. Storm sewers constructed within the street will be sized by the developer’s engineer and will consider all potential runoff requirements within the site and upstream of the site.
  - 1. The storm sewer will be sized for a 100-year design recurrence criteria for storm drainage facilities.
  - 2. The minimum size of storm sewers is eight inches in diameter.
  - 3. Spacing of catch basins along the street must conform to published engineering recommendations, which consider profile of the street and street width.
- B. On-site detention shall be required for new development where downstream deficiencies exist or are anticipated to exist. The square footage considers the total development of the property including the future potential impervious surface. Required design recurrence criteria for a commercial or residential storm drainage detention facility is a 10-year interval. Development that has less than 5,000 square feet of impervious surface is exempt from detention requirements.
- C. Pervious pavement, and pavement and roofs that drain to an infiltration facility will not be counted when sizing a detention facility to handle the stormwater design.

**RESPONSE: The proposed project is part of an existing fully developed center that is served by an existing stormwater system. The project will connect the new work to the existing system onsite. The proposed work will not negatively impact the existing system. This criterion will therefore be met.**

**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.

**RESPONSE: The project will not discharge any materials other than stormwater into the stormwater system. This criterion will therefore be met.**

## 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. A separate permit shall be obtained for each site, and may cover both excavations and fills.

**RESPONSE: The project will apply for and receive all required permits prior to initiation of any work. This criterion will therefore be met.**

- B. Application. To obtain a grading permit, the applicant shall file an application in writing to the City of Warrenton on a form furnished by the building official. Every such application shall contain:
1. Identification and description of work to be covered by the permit for which the application is made, including estimated quantities of work involved.
  2. Description of the land on which the proposed work is to be done by legal description, street address, assessor parcel number, or similar description that will readily identify and definitely locate the proposed building or work.
  3. Indication of the use or occupancy for which the proposed work is intended.
  4. Plans, diagrams, computations, and specifications, and other data as required by this chapter. Plans and specifications shall be drawn to scale and shall be of sufficient clarity to indicate the location, nature, and extent of the work proposed, and show in detail that it will conform to all provisions of this Code and relevant laws, ordinances, rules, and regulations of the City.
  5. Applicant's signature.
  6. Other data as required by the building official.

**RESPONSE: The permit submittal will contain all required information. This criterion will therefore be met.**

- B. 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.

**RESPONSE: The project does not include grading in excess of 5,000 cubic yards.**

- D. Engineered Grading Requirements. As required by 2010 Oregon Structural Specialty Code Appendix J, as may be amended.

**RESPONSE: The project does not include grading in excess of 5,000 cubic yards**

- E. Regular Grading Requirements. Each application for a grading permit shall be accompanied by a plan in sufficient clarity to indicate the nature and extent of the work. The plans shall give the location of the work, the name of the owner, and the name of the person who prepared the plan. The plan shall include the following information:
1. General vicinity of the proposed site.
  2. Limiting dimensions and depth of cut and fill.
  3. Location of any buildings or structures where work is to be performed, and the location of any buildings or structures within 15 feet of the proposed grading.

**RESPONSE: The permit submittal will contain all required information. This criterion will therefore be met.**

- F. Issuance.
1. The application, plans, specifications, computations, and other data filed by an applicant for a grading permit shall be reviewed by the building official. Such plans may be reviewed by other City departments to verify compliance with any applicable laws of the City. The building official may require that grading operations and project designs be modified if delays occur which incur weather generated problems not considered at the time the permit was issued. The provisions of UBC Section 106.4 are applicable to grading permits.
  2. The building official may require professional inspection and testing by the soils engineer. When the building official has cause to believe that geologic factors may be involved, the grading will be required to conform to engineered grading.

**RESPONSE: All required inspections and testing will be conducted as required. This criterion will therefore be met.**

#### **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.

**RESPONSE: All required inspections and testing will be conducted as required. This criterion will therefore be met.**

- B. Civil Engineer. The civil engineer shall provide professional inspection within such engineer's area of technical specialty, which shall consist of observation and review as to the establishment of line, grade, and surface drainage of the development area. If revised plans are required during the course of the work they shall be prepared by the civil engineer.

**RESPONSE: The project team includes registered civil engineers with AAI Engineering. This criterion is therefore met.**



- C. Soils Engineer. The soils engineer shall provide professional inspection within such engineer's area of technical specialty, which shall include observation during grading and testing for required compaction. The soils engineer shall provide sufficient observation during preparation of the natural ground and placement and compaction of the fill to verify that such work is being performed in accordance with the conditions of the approved plan and the appropriate requirements of this chapter. Revised recommendations relating to conditions differing from the approved soils engineering and engineering geology reports shall be submitted to the permittee, building official, and the civil engineer.

**RESPONSE: All required inspections and testing will be conducted as required. This criterion will therefore be met.**

- D. Engineering Geologist. The engineering geologist shall provide professional inspection within such engineer's area of technical specialty, which shall include professional inspection of the bedrock excavation to determine if conditions encountered are in conformance with the approved report. Revised recommendations relating to conditions differing from the approved engineering geology report shall be submitted to the soils engineer.

**RESPONSE: All required inspections and testing will be conducted as required. This criterion will therefore be met.**

#### **16.152.090 Bonds.**

The building official may require bonds in such form and amounts as may be deemed necessary to assure that the work, if not completed in accordance with the approved plans and specifications, will be corrected to eliminate hazardous conditions. In lieu of a surety bond, the applicant may file a cash bond or instrument of credit with the building official in an amount equal to that which would be required in the surety bond.

**RESPONSE: All bond and guarantees will be provided as required. This criterion will therefore be met.**

#### **16.152.100 Cuts.**

- A. General. Unless otherwise recommended in the approved soils engineering or engineering geology report, cuts shall conform to the provisions of this section. In the absence of an approved soils engineering report, these provisions may be waived for minor cuts not intended to support structures.
- B. Slope. The slope of cut surfaces shall be no steeper than is safe for the intended use and shall be no steeper than one unit vertical in two units horizontal (50% slope) unless the permittee furnishes a soils engineering or engineering geology report, or both, stating that the site has been investigated and given an opinion that a cut at a steeper slope will be stable and not create a hazard to public or private property.

**RESPONSE: Any proposed cuts are minimal as this work occurs in an existing fully developed center. All slopes will remain safe. This criterion is therefore met.**



**16.152.110 Fills.**

- A. General. Unless otherwise recommended in the approved soils engineering report, fills shall conform to the provisions of this section. In the absence of an approved soils engineering report, these provisions may be waived for minor fills not intended to support structures.

**RESPONSE: Any proposed fill is minimal as this work occurs in an existing fully developed center.**

**16.152.130 Drainage and Terracing.**

- A. General. Unless otherwise indicated on the approved grading plan, drainage facilities and terracing shall conform to the provisions of this section for cut or fill slopes steeper than one unit vertical in three units horizontal (33.3% slope).
- C. Subsurface Drainage. Cut and fill slopes shall be provided with subsurface drainage as necessary for stability.
- 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.
  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.
- E. Interceptor Drains. Paved interceptor drains shall be installed along the top of all cut slopes where the tributary drainage area above slopes toward the cut and has a drainage path greater than 40 feet measure horizontally. Interceptor drains shall be paved with a minimum of three inches of concrete or gunite and reinforced. They shall have a minimum depth of 12 inches and a minimum paved width of 30 inches measured horizontally across the drain. The slope of the drain shall be approved by the building official.

**RESPONSE: The proposed work is within an existing fully developed center. The work proposed will tie into the existing drainage system onsite. The drainage facility will continue to comply with all applicable City standards. The criterion of this section will therefore be met.**

**16.152.140 Erosion Control.**

- A. Slopes. The faces of cut and fill slopes shall be prepared and maintained to control against erosion. This control may consist of effective planting. The protection of the slopes shall be installed as soon as practicable and prior to calling for final approval. Where cut slopes are not subject to erosion due to the erosion-resistant character of the material, such protection may be omitted.
- B. Other Devices. Where necessary, check dams, cribbing, riprap, or other devices or methods shall be

employed to control erosion and provide safety.

**RESPONSE: Erosion control in accordance with all applicable City standards will be provided. This criterion will therefore be met.**

**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.

- 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.

**RESPONSE: All plans and reports will be provided as required. These criteria will therefore be met.**

**Chapter 16.208 Types of Applications and Review Procedures**

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

- A. Pre-application Conference. A pre-application conference is required for all Type III applications. The requirements and procedures for a pre-application conference are described in Section 16.208.070.

**RESPONSE: A preapplication meeting for the proposed modification was held on February 10, 2021.**

- B. Application Requirements.
  - 1. Application Forms. Type III applications shall be made on forms provided by the City of Warrenton.

**RESPONSE: The City provided a Modification application by email on March 2, 2021. That**

**completed application has been included with this narrative. This criterion is therefore met.**

2. Content. Type III applications shall:
- a. Include the information requested on the application form.

**RESPONSE: All applicable information from the application form has been provided along with this narrative. This criterion is therefore met.**

- b. Be filed with three copies of a narrative statement that explains how the application satisfies each and all of the relevant criteria in sufficient detail for review and action.

**RESPONSE: Per an email with Scott Hess on February 24, 2021, four (4) hard copies of all submittal materials have been provided.**

- c. Be accompanied by the required fee.

**RESPONSE: All applicable fees will be paid. Depending on the cost at the time of submittal, they may be paid by individual from Baysinger Partners submitting the hard copies in person or via phone by the landowner.**

- d. Include one set of pre-stamped and pre-addressed envelopes for all property owners of record as specified in subsection C of this section. The records of the Clatsop County Department of Assessment and Taxation are the official records for determining ownership. The applicant shall demonstrate that the most current assessment records have been used to produce the notice list. Alternatively, the applicant may pay a fee for the City to prepare the public notice mailing.

**RESPONSE: One (1) set of pre-addressed and stamped envelopes have been provided with the submittal materials.**

- 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.

**RESPONSE: An updated impact study discussing the proposed modifications has been provided with the submittal materials.**

- C. Notice of Hearing.
1. Mailed Notice. Notice of a Type III application hearing (or appeal) or Type I or II appeal hearing

shall be given by the Community Development Director in the following manner:

**RESPONSE: The submittal materials include one (1) set of addressed, stamped envelopes for property owners with 200 feet of the project site.**

## Chapter 16.212 Site Design Review

### 16.212.020 Applicability.

- A. Site design review shall be required for all new developments and modifications of existing developments, except for regular maintenance, repair and replacement of materials (e.g., roof, siding, awnings, etc.), parking resurfacing, and similar maintenance and repair shall be exempt. This applies to all development within the city limits of Warrenton. Site design review ensures compliance with the basic development standards of the land use district (building setbacks, lot coverage, maximum building height, etc.), as well as the more detailed design standards and public improvement requirements in Divisions 2 and 3.
- B. Site design review shall be conducted by the Community Development Director with public notice (Type II); or the Planning Commission with a public notice and hearing (Type III). (See Chapter 16.208 for review procedure.)

**RESPONSE: The proposed project is for the construction of a new pad building within a fully developed shopping center. This narrative and supplemental materials have been submitted for a Type III Site Design Review per the requirements of Chapter 16.212.040 below.**

### 16.212.040 Site Design Review.

- A. Application Review Procedure.
  1. Site Design Review—Determination of Type II and Type III Applications. Applications for site design review shall be subject to Type II or Type III review, based on the following criteria:
    - b. Commercial, industrial, public/semi-public, and institutional buildings (including building additions) with:
      - i. Up to 10,000 square feet of gross floor area and developing less than two acres of land shall be reviewed as a Type II application.

**RESPONSE: The proposed project is for the remodel of an existing 5,887 square foot building whose area will be reduced to approximately 4,914 square feet. The project therefore qualifies for a Type II Site Design Review.**

- B. Application Submission Requirements. All of the following information (subsections (B)(1) through (7) of this section) is required for site design review application submittal:
  1. Proposed Site Plan. The site plan shall contain the following information:
    - a. The proposed development site, including boundaries, dimensions, and gross area.
    - b. Natural land features identified which are proposed to be removed or modified by the development, including modifications to existing drainage patterns.
    - c. The location and dimensions of all proposed public and private streets, drives, rights-of-

- way, and easements.
- d. The location and dimensions of all existing and proposed structures, utilities, pavement and other improvements on the site. Setback dimensions for all existing and proposed buildings shall be provided on the site plan.
  - e. The location and dimensions of entrances and exits to the site for vehicular, pedestrian, and bicycle access.
  - f. The location and dimensions of all parking and vehicle circulation areas (show striping for parking stalls and wheel stops, as applicable), and proposed paving materials.
  - g. Pedestrian and bicycle circulation areas, including sidewalks, internal pathways, pathway connections to adjacent properties, and any bicycle lanes or trails.
  - h. Loading and service areas for waste disposal, loading and delivery.
  - i. Outdoor recreation spaces, common areas, plazas, outdoor seating, street furniture, and similar improvements.
  - j. Location, type, and height of outdoor lighting.
  - k. Location of mail boxes, if known.
  - l. Locations, sizes, and types of signs (shall comply with Chapter 16.144).
  - m. The Community Development Director may require studies or exhibits prepared by qualified professionals to address specific site features (e.g., traffic, noise, environmental features, site drainage, natural hazards, etc.).
  - n. The applicant's entire tax lot and the surrounding property to a distance sufficient to determine the location of the development in the City, and the relationship between the proposed development site and adjacent property and development. The property boundaries, dimensions and gross area shall be identified.
  - o. Identification of slopes greater than 10%.
  - p. The location, condition (paved, gravel unimproved, etc.) and width of all public and private streets, drives, sidewalks, pathways, rights-of-way, and easements on the site and adjoining the site.
  - q. Any areas identified as located in a designated floodplain and/or floodway.
  - r. Depict any wetland and riparian areas, streams and/or wildlife habitat areas.
  - s. Site features such as pavement, areas having unique views, and drainage ways, canals and ditches.
  - t. Any designated historic and cultural resources areas on the site and/or adjacent parcels or lots.
  - u. The location, size and type of trees and other vegetation on the property.
  - v. North arrow, scale, names and addresses of all property owners.
  - w. Name and address of applicant, project designer, engineer, architect, surveyor, and/or planner, if applicable.

**RESPONSE:** All of the above information can be found on the included site plan and civil drawings. Item M is satisfied by the provided TIA, Drainage Report and Elevation Certificate. This criterion is therefore met.

2. Architectural Drawings. Architectural drawings shall be submitted showing the following information from subparagraphs a through c of this paragraph 2, and shall comply with Division 3:
  - a. Building elevations with building height and width dimensions.
  - b. Building materials, color and type.
  - c. The name of the architect or designer.

**RESPONSE:** Refer to the included Architectural Elevations, Renderings and Materials Board which show the proposed modifications to the approved building elevations, materials, colors, and heights. This criterion is therefore met.

3. Preliminary Grading Plan. A preliminary grading plan prepared by a registered engineer shall be required for developments which would result in the grading (cut or fill) of 1,000 cubic yards or greater. The preliminary grading plan shall show the location and extent to which grading will take place, indicating general changes to contour lines, slope ratios, slope stabilization proposals, and location and height of retaining walls, if proposed. Surface water detention and treatment plans may also be required, in accordance with Chapter 16.140.

**RESPONSE:** A Grading Plan, Sheets C2.0 and 2.1, have been provided with the submittal materials. This criterion is therefore met.

4. Landscape Plan. A landscape plan is required and shall comply with Chapter 16.124.

**RESPONSE:** A Landscape Plan, Sheet L1.0, has been provided with the submittal materials. This criterion is therefore met.

5. Proposed sign(s) shall be required in conformance with the City's Sign Code (Chapter 16.144).

**RESPONSE:** All signage will be in accordance with the City's Sign Code, chapter 16.144. This criterion will therefore be met.

6. Copies of all existing and proposed restrictions or covenants.

**RESPONSE:** A deed/title report for all existing and proposed restrictions and covenants was submitted with the existing approval materials for SDR 20-3/CU 20-1. Those restrictions have not changed. Vacation of the portion of Pacific Avenue projecting into the site is an ongoing discussion between the City Manager the site owner's attorney. It is expected that the vacation will be accomplished shortly.

7. Letter or narrative report documenting compliance with the applicable approval criteria contained in subsection C of this section.

**RESPONSE:** The prior and following pages of this document serve as the narrative report responding to compliance with applicable criteria and standards of the Warrenton Municipal Code. This criterion is therefore met.

- C. Review Criteria. The Community Development Director shall make written findings with respect to all of the following criteria when approving, approving with conditions, or denying an application:
  1. The application is complete, as determined in accordance with Chapter 16.208 and subsection B of this section.

**RESPONSE:** All applicable materials requested in Chapter 16.208 and subsection B of this section have been provided as documented in the corresponding narrative sections and with the supplemental plans and reports accompanying this narrative. The project is therefore complete, and this criterion is met.

2. The application complies with all of the applicable provisions of the underlying land use district (Division 2), including building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other special standards as may be required for certain land uses.

**RESPONSE: The project complies with all applicable provisions of the underlying land use district as demonstrated in this narrative. This criterion is therefore met.**

3. The applicant shall be required to upgrade any existing development that does not comply with the applicable land use district standards, in conformance with Chapter 16.276, Nonconforming Uses and Development.

**RESPONSE: The project does not move the site out of compliance with any standard and moves the site into compliance with the required highway setback. This criterion is therefore met.**

4. The application complies with the applicable design standards contained in Division 3.

**RESPONSE: As demonstrated in this narrative, the proposed project complies with all applicable design standards of Division 3.**

#### **16.212.050 Bonding and Assurances.**

- A. Performance Bonds for Public Improvements. On all projects where public improvements are required, the City shall require a bond in an amount not greater than 100% or other adequate assurances as a condition of site development approval in order to guarantee the public improvements.
- B. Release of Performance Bonds. The bond or assurance shall be released when the City engineer finds the completed project conforms to the site development approval, including all conditions of approval.
- C. Completion of Landscape Installation. Landscaping shall be installed prior to final building inspections and issuance of occupancy permits, unless security equal to the cost of the landscaping as determined by the Community Development Director, City Engineer, Planning Commission, or a qualified landscape architect is filed with the City Recorder assuring such installation within six months after occupancy. If the installation of the landscaping is not completed within the six-month period, the security may be used by the City to complete the installation.
- D. Business License Filing. The applicant shall ensure that all contractors and sub-contractors, and business occupants of the completed project, whether permanent or temporary, apply for and receive a City business license prior to initiating work on the site or conducting business from the site.

**RESPONSE: All bonds and guarantees will be provided as required. These criteria will therefore be met.**

#### **16.212.060 Development in Accordance with Permit Approval.**

Development shall not commence until the applicant has received all of the appropriate land use and development approvals (i.e., site design review approval) and building permits. Construction of public improvements shall not commence until the City has approved all required public improvement plans (e.g.,

utilities, streets, public land dedication, etc.). The City may require the applicant to enter into a development agreement (e.g., for phased developments and developments with required off-site public improvements), and may require bonding or other assurances for improvements, in accordance with Section 16.212.050.

**RESPONSE:** **Work onsite will not commence until all required land use and development approval and permits have been secured. All agreements, bonds and/or guarantees will be provided as required. This criterion will therefore be met.**

## Chapter 16.220 Conditional Use Permits

### 16.220.020 Authorization to Grant or Deny Conditional Uses.

- A. A new, enlarged or otherwise altered development listed in this Code as a conditional use shall be approved or denied by the Planning Commission under the procedure in this chapter. The Planning Commission shall base its decision on whether the use complies with:
1. Applicable policies of the Comprehensive Plan.

**RESPONSE:** **The proposed pick-up window Conditional Use was deemed compliant with applicable Comprehensive Plan policies through approval of CU 20-1. The proposed modification to CU 20-1 seeks to relocate the approved pick-up window from the approved new commercial pad building to the existing commercial pad building. The proposed modifications do not impact the developments ability to comply with Comprehensive Plan policies. The project will still renovate and existing building within the center which is in compliance with Section 3.320, Commercial Lands, of the Comprehensive Plan which states in subsection (1), *“it is the City’s policy to promote convenient and attractive commercial areas that along with other commercial facilities in the County, provide an adequate lever of trade and services for local citizens other County residents and tourists.”***

**It will also remain compliant with subsection 1(c) which states, *“the purpose of the General Commercial zone is to allow a broad range of commercial uses provided products and services in the downtown area, the Hammond business district and along the highway 101 corridor.”***

**Subsection (2) of the Commercial Lands section states, *“precautions will be taken to minimize traffic congestion associated with nearby commercial uses, particularly on U.S. Highway 101,... Groupings of businesses, common access points and other appropriate techniques will be encouraged. Sufficient parking on either jointly-used lots or individual business sites will be required for new commercial development.”*** The proposed modifications do not increase access points and reduces the number of trips over those previously approved which will minimize traffic congestion on Highway 101. Eliminating the previously approved pad building means existing parking stalls in that area will be retained increasing onsite parking.

**Subsection (5) of the Comprehensive Plans Commercial Lands section which states, *“the City supports the efforts to develop a regional shopping district***



*adjacent to U.S. Highway 101. The City finds that such a development would strengthen the local economy, attract new businesses to Warrenton and increase the diversity of retail commercial uses available to Clatsop County residents.”* The renovations will bring new tenants to the center which will provide jobs and services to the local area. The proposed modifications continue to meet subsection (5) as it enhances an existing shopping center along Highway 101 and will attract new businesses and increase diversity within the existing center and along the Highway 101.

The proposed conditional use will also be in compliance with Section 4.320, Flood Hazards, as it will be floodproofed in accordance with Zoning Code Section 16.88 (in compliance with subsection 1 and 3 of the Comprehensive Plan Section 4.320) and a flood permit has been applied for with the conditional use (subsection 2 of Comprehensive Plan Section 4.320)

This criterion is therefore met as the proposed modifications continue to meet the applicable criterion of the Comprehensive Plan.

- 2. Applicable Columbia River Estuary Aquatic and Shoreland Development Standards, Chapter 16.160.

**RESPONSE:** The standards of Chapter 16.160 do not apply to this project as the project does not include aquaculture or fishery activities; deep-water navigation, port or industrial development; or dredging or diking.

- 3. For certain uses in Columbia River Estuary aquatic areas, whether the use or activity meets the resource capability and purpose of the zone in which it is proposed when such a determination is required in accordance with Chapter 16.164.

**RESPONSE:** The proposed project does will not impact or alter an estuarine ecosystem and is not one of the listed uses or activities of 16.164.020; therefore, this criterion does not apply

- 4. For certain activities in Columbia River Estuary aquatic areas, the findings of an impact assessment where required by Chapter 16.164.

**RESPONSE:** The proposed project does will not impact or alter an estuarine ecosystem and is not one of the listed uses or activities of 16.164.020; therefore, this criterion does not apply

- 5. Development standards of the applicable zone.

**RESPONSE:** This narrative includes responses to all zone-specific development standards and how the proposed project is compliant with those standards. This criterion is therefore met.

- 6. Basic conditional use standards of this section.

**RESPONSE:** This narrative includes responses to all basic conditional use standards and how the proposed project is compliant with those standards. This criterion is therefore met.

- 7. Appropriate conditional use standards of this section.

**RESPONSE:** This narrative includes responses to all appropriate conditional use standards and how the proposed project is compliant with those standards. This criterion is therefore met.

- B. In permitting a conditional use or the modification of an existing conditional use that involves a housing type (e.g. multifamily structure, manufactured dwelling park), the Planning Commission may impose in addition to those standards and requirements expressly specified in the ordinance, conditions which it considers necessary to protect the best interest of the surrounding property or the City as a whole. These additional conditions may include, but are not limited to:
  - 1. Controlling the location and number of vehicle access points.
  - 2. Increasing the required street width.
  - 3. Limiting the number, size, location and lighting of signs.
  - 4. Requiring diking, fencing, screening, landscaping, berms, or other items to protect adjacent areas.
  - 5. Designating sites for open space.
  - 6. Specifying the types of materials to be used.

**RESPONSE:** This criterion does not apply as the proposed project does not include any housing.

- C. In permitting a conditional use or the modification of a conditional use for a use other than a housing type, the Planning Commission may impose in addition to those standards and requirements expressly specified for that use other conditions which are necessary to protect the adjacent property, an identified resource, or the City as a whole. These conditions may include the provisions of paragraphs (B)(1) through (6) of this section. For conditional uses other than a housing type, additional conditions may include, but are not limited to:
  - 1. Increasing the required lot size or yard dimensions.
  - 2. Reducing the required height and size of buildings.
  - 3. Specifying the time of year the activity may occur.
  - 4. Completion of a monitoring program.

**RESPONSE:** It is understood that in permitting a conditional use the Planning Commission may impose standards, requirements and conditions of approval,

- D. In the case of a use existing prior to its present classification as a conditional use, any change in use or in lot area or any alteration of a structure will conform with the requirements dealing with conditional uses.

**RESPONSE:** This criterion does not apply as the proposed project is not for an existing use or building.

- E. The Planning Commission may require that the applicant for a conditional use furnish to the City a

performance bond up to, and not to exceed, the value of the cost of the required improvements in order to assure that the conditions imposed are completed in accordance with the plans and specifications as approved by the Planning Commission and that the standards established in granting the conditional use are observed.

**RESPONSE: All bonds and guarantees will be provided as required. This criterion will therefore be met.**

**16.220.030 Review Criteria.**

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

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

**RESPONSE: Refer to Section 16.220.020.A(1) of this narrative for demonstration of how this project meets all applicable section. This criterion is therefore met as it has been demonstrated the project is in conformance with the Comprehensive Plan.**

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

**RESPONSE: The proposed project is within an existing shopping center. The proposed modifications will reduce the total square footage onsite as the work will remove a portion of the existing pad building (approximately 1,044 sf) and will remove the previously approved new pad building (2,325 sf) from the application. The work will not alter onsite circulation or access to or from the abutting rights-of-way This criterion is therefore met.**

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

**RESPONSE: The proposed modifications will reduce the peak hour trips (both morning and evening) over both the existing center and the approved SDR 20-3/CU 20-1 as the total building area onsite is being reduced. The reduction in trips, as demonstrated in the included Trip Generation Memo, will not negatively impact adjacent streets. Refer to the included Trip Generation Memo for detailed information. This criterion is therefore met.**

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

**RESPONSE: The proposed project is within an existing shopping center which is served with public facilities. This criterion is therefore met.**

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

**RESPONSE: The site is already fully developed with a shopping center with multiple buildings and tenants. The proposed project site therefore has physical characteristics that**

**are appropriate for the proposed use.**

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

**RESPONSE: The site is already fully developed. The proposed project will not alter existing site access points and will utilize existing utilities and facilities. The project will only make minor modifications to existing onsite circulation. The project will provide new trash and recycling facilities. It will also move the existing building into compliance with the required setback for the Highway. This criterion is met.**

C. Drive-Up/Drive-Through Facility.

1. Purpose. Where drive-up or drive-through uses and facilities are allowed, they shall conform to all of the following standards, which are intended to calm traffic, provide for adequate vehicle queuing space, prevent automobile turning movement conflicts, and provide for pedestrian comfort and safety.
2. Standards. Drive-up and drive-through facilities (i.e., driveway queuing areas, customer service windows, teller machines, kiosks, drop-boxes, or similar facilities) shall meet all of the following standards:
  - a. The drive-up or drive-through facility shall orient to and receive access from a driveway that is internal to the development and not a street, as generally illustrated.

**RESPONSE: The proposed queue lane for the online order pick-up window originates and ends within an internal aisle and not the adjacent street. The queue lane length has been increased from the previously approved 144 feet to 170 feet to ensure it does not negatively impact onsite circulation. This criterion is therefore met.**

- b. The drive-up or drive-through facility shall not be oriented to street corner.

**RESPONSE: The main entrances of the pad building are on the south, north and east facades facing the interior parking area and the highway. The order pick-up window is also on the south façade facing the interior parking lot and not the street corner. This criterion is therefore met as the online order pick-up use is not oriented to the street corner.**

- c. The drive-up or drive-through facility shall not be located within 20 feet of a street right-of-way.

**RESPONSE: The pick-up window is located approximately 76 feet from the property line abutting Highway 101 and approximately 233 feet from the north property line adjacent to E. Harbor Drive. This criterion is met as the pick-up windows is well over 20 feet from any right-of-way.**

- d. Drive-up and drive-through queuing areas shall be designed so that vehicles will not obstruct any street, fire lane, walkway, bike lane, or sidewalk.

**RESPONSE:** The proposed queue lane for the online order pick-up window originates and ends within an internal aisle and not an adjacent street. The queue lane length has been increased from the previously approved 144 feet to 170 feet to ensure queuing does not impact onsite circulation. Vehicles will not obstruct any street, fire lane, walkway, sidewalk or bike lane. This criterion is therefore met.

- e. Along Highway 101, between SE Marlin and SE Dolphin Avenues, no new drive-up or drive-through facility is allowed within 400 linear feet of another drive-up or drive-through facility, where the existing drive-up or drive-through facility lawfully existed as of the date of an application for a new drive-up or drive-through facility.

**RESPONSE:** This criterion does not apply as while the project is located along Highway 101, it is not located between SE Marlin and SE Dolphin Avenues.

#### 16.220.070 Time Limit on a Permit for a Conditional Use.

Except as otherwise noted in this chapter, authorization of a conditional use shall be void after either one year or such other time period specified in the conditional use permit unless substantial construction has taken place. However, the Community Development Director may extend authorization for an additional period upon written request. The Community Development Director may grant additional extensions upon written request if the applicant demonstrates good cause for the delay.

**RESPONSE:** As part of this application, it is requested that the prior approvals (SDR 20-3/CU 20-1) be extended to conform with the expiration date of this modification, upon its approval.

### Chapter 16.228 Modifications to Approved Plans and Conditions of Approval

#### 16.228.020 Applicability.

- A. This chapter applies to all development applications approved through the applicable provisions of the Warrenton Development Code:
  1. Site design review;
  2. Subdivisions and partitions;
  3. Conditional uses;
  4. Planned unit developments;
  5. Variance;
  6. Rezones; and
  7. Conditions of approval on any of the above application types.

**RESPONSE:** This application seeks to modify the previously approved Site Design Review and Conditional Use approvals (SDR 20-3/CU 20-1).

#### 16.228.030 Major Modifications.

- A. The Community Development Director may determine that a major modification(s) is required if one or more of the changes listed below are proposed:

1. A change in land use;
2. An increase in the number of dwelling units;
3. A change in the type and/or location of access ways, drives or parking areas that affect off-site traffic;
4. An increase in the floor area proposed for nonresidential use by more than 10% where previously specified;
5. A reduction of more than five percent of the area reserved for common open space and/or usable open space;
6. A reduction to specified setback requirements by more than 20%, or to a degree that the minimum setback standards of the land use district cannot be met; or
7. Changes similar to those listed in subsections (A)(1) through (6) of this section, which are likely to have an adverse impact on adjoining properties.

**RESPONSE:** The proposed modification will relocate the previously approved pick-up window and queue lane from the new pad building to the existing pad building and will eliminate the new pad building from the project. The proposed modifications will result in a reduction in off-site traffic.

- B. In making a determination under subsection A of this section, the Community Development Director shall consider the reason for the requested change, the scope of the requested change and the amount of its potential impact on the surrounding area.

**RESPONSE:** The proposed changes will reduce impacts of the project of the existing approved project.

- C. Major Modification Request. An applicant may request a major modification as follows:
1. Upon the Community Development Director's determining that the proposed modification is a major modification, the applicant shall submit an application for the major modification.

**RESPONSE:** The materials submitted with this narrative include an application form provided by the Planning Direction via email on March 2, 2021.

2. The modification request shall be subject to the same review procedure (Type II, III, or IV) and approval criteria used for the initial project approval; however, the review shall be limited in scope to the modification request. For example, a request to modify a parking lot shall require site design review only for the proposed parking lot and any changes to associated pathways, lighting and landscaping. Notice shall be provided in accordance with the applicable review procedure.

**RESPONSE:** The prior Site Design Review was a Type II review while the prior Conditional Use Review was a Type III review. The modifications are limited to eliminating the previously approved new pad building, relocating the previously approved pick-up window and queue to the existing building, moving the trash enclosures and eliminating the previously approved three (3) parking stalls in front of the pump station.

**Chapter 16.256 Traffic Impact Study****16.256.020 Typical Average Daily Trips.**

Average daily vehicle trips shall be calculated using the rates and methodology in the most recent addition of the Institute of Transportation Engineers Trip Generation Manual.

**RESPONSE: The provided Trip Generation Memo uses the approved rates and methodology. This criterion is met.**

**16.256.030 When Required.**

A traffic impact study will be required to be submitted to the City with a land use application, when the following conditions apply:

- A. The development application involves a change in zoning or a plan amendment designation; or,
- B. The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation Manual; and information and studies provided by the local reviewing jurisdiction and/or ODOT:
  1. An increase in site traffic volume generation by 300 average daily trips (ADT) or more; or
  2. An increase in ADT hour volume of a particular movement to and from the state highway by 20% or more; or
  3. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or
  4. 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; or
  5. 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.

**RESPONSE: The proposed project will reduce trips; therefore, a full TIS is not required. A Trip Generation Memo has been provided. This criterion is therefore met.**

**16.256.050 Approval Criteria.**

The traffic impact study report shall be reviewed according to the following criteria:

- A. The study complies with the content requirements set forth by the City and/or other road authorities as appropriate;

**RESPONSE: A full TIS was submitted and approved as part of SDR 20-3/CU 20-1. This Modification includes a Trip Generation Memo as discussed in the preapplication meeting. This criterion is therefore met.**

- B. The study demonstrates that adequate transportation facilities exist to serve the proposed land use action or identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the road authority;

**RESPONSE: The previously submitted and approved TIS demonstrated that the abutting**

**transportation facilities are adequate to serve. The current Trip Generation Memo documents a reduction in trips which is a positive impact on transportation facilities; refer to the include Trip Generation Memo for detailed information. This criterion is therefore met.**

- C. For affected City facilities, the study demonstrates that the project meets mobility and other applicable performance standards established in the adopted transportation system plan, and includes identification of multi-modal solutions used to meet these standards, as needed; and

**RESPONSE: The included Trip Generation Memo provides supplemental trip analysis to the previously approved TIS (SDR 20-3/CU 20-1). The original TIS demonstrated that the project meets the mobility and other applicable performance standards. The Trip Generation Memo demonstrates there is a reduction in trips and therefore no negative impacts to mobility. Refer to the included Trip Generation Memo for detailed information. This criterion is therefore met.**

- D. Proposed design and construction of transportation improvements are in accordance with the design standards and the access spacing standards specified in the transportation system plan.

**RESPONSE: This criterion does not apply as the report did not find any required improvements warranted.**

## Chapter 16.276 Nonconforming Uses and Development

### 16.276.010 Nonconforming Uses or Structures.

A nonconforming use or structure was a lawful existing structure or use at the time this Code became effective, but which does not conform to some or all of the requirements of this Code.

- A. Continuation. A nonconforming use or structure may be continued.

**RESPONSE: The former Doogar's building is nonconforming with the highway setback and floodplain elevation/floodproofing requirements. However, per this section, it can continue operations.**

- B. Expansion or Extension. In case of practical difficulty and unnecessary hardship, the Planning Commission may grant a variance for the enlargement or expansion of a nonconforming use up to 25% in floor or 10% in land area as was existing on the effective date of the ordinance codified in this chapter. For nonconforming industrial uses or structures, the Planning Commission may grant a variance for enlargement or expansion up to a size approved by the Planning Commission. The extension of a nonconforming use to a portion of a structure which was arranged or designed for the nonconforming use at the time of passage of the ordinance codified in this chapter is not an enlargement or expansion of a nonconforming use.

**RESPONSE: The project will reduce the size of the nonconforming structure; therefore, this criterion does not apply.**



- C. Alteration. A nonconforming structure that conforms with respect to use may be altered or extended if the alteration or extension does not cause the structure to deviate further from the standards of this Code.

**RESPONSE:** The nonconforming existing building was not and will not be nonconforming with use as the prior use was restaurant and the intended use is restaurant, a use which is allowed outright. The alterations of the structure associated with this modification will continue to bring the building into compliance with Chapter 16.40.050.B which requires a minimum 50-foot setback from the Highway 101 right-of-way. Additionally, the building will be floodproofed per the allowances and standards of Chapter 16.88. The building will be brought into full compliance and is therefore allowed to be altered.

- D. Discontinuance. If a nonconforming use is discontinued for a period of 12 months, further use of the property shall conform to this Code.

**RESPONSE:** The project does not include a nonconforming use; therefore, this criterion does not apply.

- E. Replacement. If a nonconforming use involving a structure is replaced by another use, the new use shall conform to this Code unless the Planning Commission determines that such structure is suitable only for another nonconforming use no more detrimental to surrounding properties than the one to be replaced.

**RESPONSE:** This criterion does not apply as the project was not associated with a nonconforming use.

**CITY OF WARRENTON  
PLANNING AND BUILDING DEPARTMENT**

**MODIFICATIONS TO APPROVED  
PLANS AND CONDITIONS OF  
APPROVAL APPLICATION**

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

The purpose for this application is to provide an efficient process for modifying land use decisions and approved development plans, in recognition of the cost and complexity of land development. Please answer the questions as completely as possible.

Legal Description of the Subject Property: Township 8N, Range 10W, Section(s) 23CB,


Tax Lot(s) 0800

Property street address: 107-161 US Hwy 101, Warrenton, OR

**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: Jennifer Rinkus - Baysinger Partners Architecture

Signature:  Digitally signed by Jennifer L. Rinkus  
DN: C=US, E=jenniferr@baysingerpartners.com, CN=Jennifer L. Rinkus  
Date: 2021.03.04 13:32:38-08'00' Date: 2021.03.04


Address: 1006 SE Grand Ave #300 Phone: 503.546.1623

E-mail Address: jenniferr@baysingerpartners.com

City/State/Zip: Portland, OR 97214 Fax: 503.546.1601

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

Printed Name: Atlas Youngs Bay LLC

Signature:  Date: 3/2/2021

Address: 808 SW Alder St. #200

E-mail Address: jparsons@atlasinv.com

Phone: 503.709.9918 Fax: \_\_\_\_\_

City/State/Zip: Portland, OR 97205

1. In detail, please describe the reason(s) for applying for a modification to an approved plan or conditions of approval:

It is not feasible to construct the previously approved new pad building at this time. The tenant of that building wishes to occupy a portion of the existing building instead and therefore necessitates moving the approved conditional use pick-up window to the existing building.

---

---

---

---

---

2. Please explain which category your request falls in:

a. Major Modification  yes  no

i. a change in land use \_\_\_\_\_

ii. an increase in the number of dwelling units \_\_\_\_\_

iii. a change in the type and/or location of access ways, drives or parking areas that affect off-site traffic

Reduction of building area will change previously approved on-site circulation and reduce trips.

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



## Community & Economic Development Department

### Permit Checklist

June 2019

The following is a general checklist that applies to all Community & Economic Development Department submittals. The checklist is intended to assist prospective applicants with navigating the permit process. In each case, there may be additional submittal requirements that are identified in the pre-application notes.

The burden of proof rests with the applicant to demonstrate compliance with applicable portions of the Development Code.

- Signed Application & Fee (Site Design Review, Conditional Use, Variance, etc)
- Site Plan (3 copies | 11 x 17 or larger to scale)
- Landscape & Parking Plan (if not indicated on site plan)
- Engineering Review Form & Deposit
- Self-addressed, stamped envelopes for public notice (Type 2 & Type 3)
- Impact Study (Type 2 & Type 3)
- Pre-application Notes Response Letter
- Narrative of findings that addresses applicable criteria
- Preliminary utility and stormwater plan

After all materials have been verified, a completeness letter will be issued with a basic timeline for review. After completion, public notice will be published and mailed to the affected property owners and agencies.

**The checklist itself is a requirement and must be submitted and date stamped by city staff.**

8.10E+11  
Astoria Port Of  
422 Gateway Ave #suite 100  
Astoria, OR 97103

81022D000101  
Warrenton City Of

81022D000200  
Kroger Mgmt NMTC Warrenton I  
Fred Meyer Stores Inc Lessee,  
1014 Vine St  
Cincinnati, OH 45202

81023CB00201  
Shilo Inn Warrenton Llc  
11707 NE Airport Way  
Portland, OR 97220-1075

81023CB00880  
Warrenton City of  
PO Box 250  
Warrenton, OR 97146

81023CB01100  
Astoria Port Of  
422 Gateway Ave #suite 100  
Astoria, OR 97103

81023CB01900  
Astoria Port Of  
422 Gateway Ave #suite 100  
Astoria, OR 97103

81023CB02900  
Astoria Port Of  
422 Gateway Ave #suite 100  
Astoria, OR 97103

8.10E+11  
Astoria Port Of  
422 Gateway Ave #suite 100  
Astoria, OR 97103

81022D000102  
Sunset River LLC  
CLP Warrenton LLC, BULJAM2 LLC  
PO Box 1583  
Corvallis, OR 97339

81022D000400  
Fred Meyer Stores Inc  
1014 Vine St  
Cincinnati, OH 45202

81023CB00800  
Atlas Youngs Bay LLC  
808 SW Alder St #200  
Portland, OR 97205

81023CB00883  
Providence Health System - OR  
4400 NE Halsey St Bldg 1 Ste #160  
Portland, OR 97213-1545

81023CB01700  
Astoria Port Of  
422 Gateway Ave #suite 100  
Astoria, OR 97103

81023CB02000  
Astoria Port Of  
422 Gateway Ave #suite 100  
Astoria, OR 97103

81023CC00301  
Clatsop County

81022D000100  
Warrenton City Of  
PO Box 250  
Warrenton, OR 97146-0250

81022D000104  
Kroger Mgmt NMTC Warrenton I  
Fred Meyer Stores Inc Lessee,  
1014 Vine St  
Cincinnati, OH 45202-1100

81022D000500  
Astoria Port Of  
422 Gateway Ave #suite 100  
Astoria, OR 97103

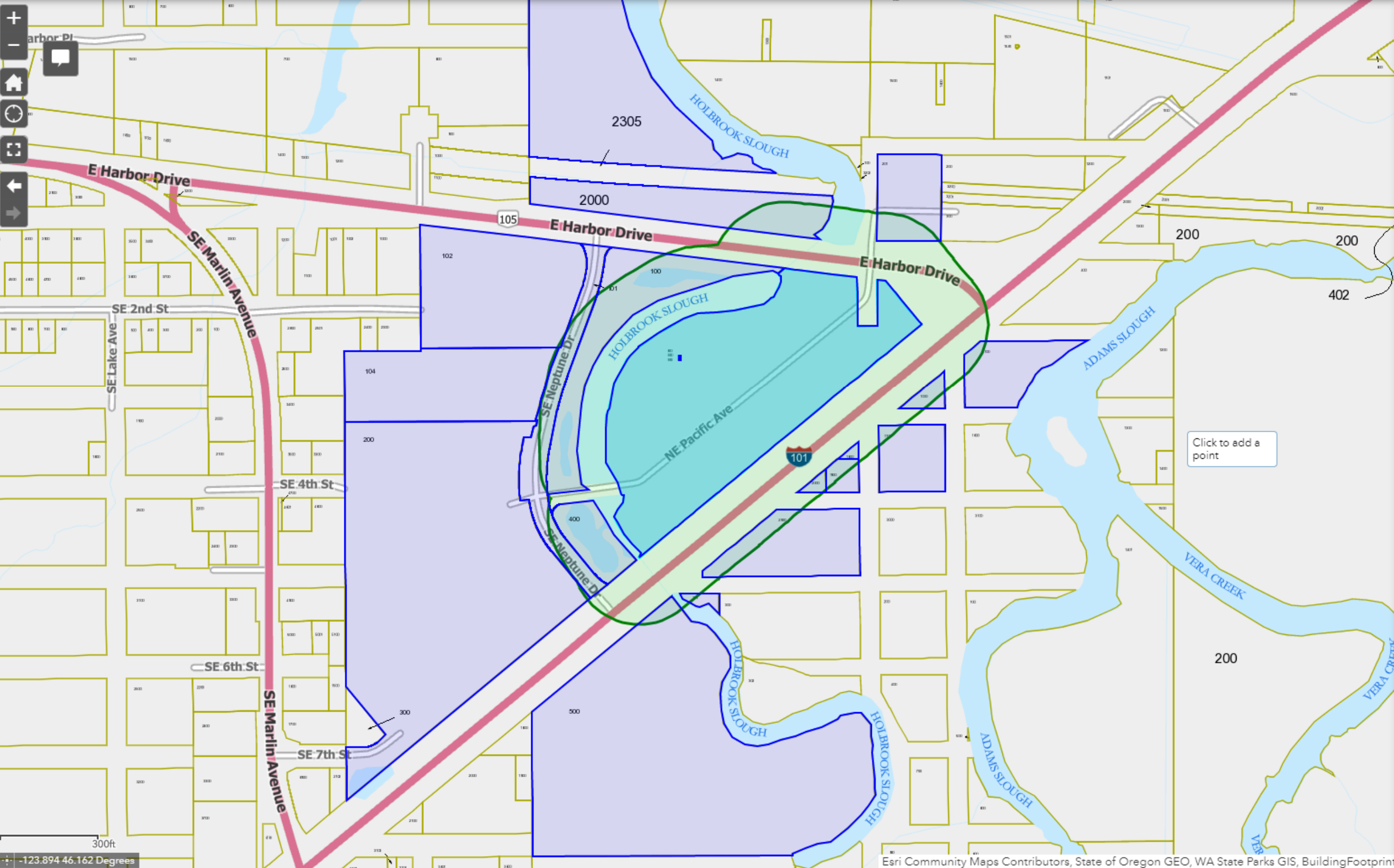
81023CB00880  
Atlas Youngs Bay LLC  
808 SW Alder St #200  
Portland, OR 97205

81023CB01000  
Astoria Port Of  
422 Gateway Ave #suite 100  
Astoria, OR 97103

81023CB01800  
Astoria Port Of  
422 Gateway Ave #suite 100  
Astoria, OR 97103

81023CB02000  
Seaside Aquarium & Gift Shop  
200 N Prom  
Seaside, OR 97138





### Select, Buffer, Mailing List

Select or search for a feature in the map

Apply a search distance

Addressee Layer

Taxlots - Address labels

Format

PDF label 1 x 2-5/8 inches; 30 per page

20 addressees found; do you want to continue?

Click to add a point

## Memorandum

To: Bill Ruecker, Baysinger Partners Architecture  
From: Todd E. Mobley, PE  
Date: March 4, 2021  
Subject: Youngs Bay Plaza: Major Modification of Approved Site Design &  
Conditional Use Review – Updated Transportation Impact Analysis



---

## Introduction

A major modification to the previously approved site design review and conditional use review is proposed. The prior approval included a new restaurant pad building at the shopping center as well as the remodel of the building that was previously occupied by Dooger's Seafood Restaurant. The proposed modification removes the new pad building and proposes to remodel the former Dooger's building into two smaller restaurant tenant spaces.

This memorandum is prepared as an update to the April 8, 2020 transportation analysis that was prepared and approved as part of the site design review and conditional use review.

## Trip Generation

As explained in the prior transportation analysis, the previously approved pad building would result in a net increase in trip generation to the Youngs Bay Plaza shopping center. The previous approval also recognized that the remodel of the Dooger's building as another restaurant use would not result in an increase in trip generation. Only the additional square footage associated with the new pad building would increase the overall trip generation of the center.

It is important to note that none of the tenants within Youngs Bay Plaza operate as a stand-alone land use. Shopping centers are specifically designed to accommodate a complementary mix of different tenants and land uses that encourage visitors to patronize more than one business within the center. Trips between two or more land uses are referred to as "internal capture trips", which are explained in more detail below.

### Shopping Center Characteristics

The ITE *Trip Generation Manual*<sup>1</sup> is the industry-standard document for estimation of trip generation. In the manual, land-use code 820, Shopping Center, contains data for the trip generation of shopping centers, based on trip generation studies at over 260 different locations. The manual describes a shopping center as follows:

*A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in*

---

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

*terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Factory outlet center (Land Use 823) is a related use.*

The description goes onto provide additional details about land uses that are commonly found in the shopping centers that are included in the data within the manual:

*Shopping centers, including neighborhood centers, community centers, regional centers, and super regional centers, were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (for example, ice skating rinks or indoor miniature golf courses).*

*Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.*

Youngs Bay Plaza clearly fits the description of a shopping center. For this reason, the trip generation associated with the proposed modification to the prior site design and conditional use approvals is calculated based on the data and trip rates contained in the *Trip Generation Manual* for land use code 820, Shopping Center.

### **Internal Capture Trips**

Guidance regarding internal capture is provided in the *Trip Generation Handbook*<sup>2</sup>, which is published by ITE as a companion document to the *Trip Generation Manual*. The Manual provides the following context for internal capture in Chapter 6: Trip Generation for Mixed-Use Development:

*Most data presented in Trip Generation Manual were collected at single-use, free-standing sites. However, development sites with two or more complementary land uses are not much more common and a method to accurately estimate the external trip generation effects of these types of developments is needed. At a development site consisting of two or more land uses, there is potential for interaction among those uses (referred to as "internal capture trips"), particularly where the trip can be made by walking. As a result, the total trip generation of external trips (that is, those entering and exiting the overall site) may be less than the simple sum of the trips generated by each discrete land use.*

The above excerpt is important, in that it recognizes the existence of and defines internal capture for developments that contain two or more uses. This co-locating of uses is the basic premise behind the design and operation of shopping centers such as Youngs Bay Plaza. However, the *Trip Generation Handbook* goes on to specifically recognize shopping centers and how trip generation estimates should be prepared:

*A shopping center could also be considered a mixed-use development because it typically includes uses other than general retail such as restaurants, banks, and office. However, because the data have been collected directly for them as stand-alone developments, shopping centers are considered in Trip Generation Manual as a single land use. The associated trip generation data presented in the*

---

<sup>2</sup> *Trip Generation Handbook*, 3<sup>rd</sup> Edition, published by the Institute of Transportation Engineers (ITE)





Manual already reflect the effects of internal capture and the mixed-use nature of the center. Accordingly, internal capture rates are not applicable and should not be used to estimate trips for shopping centers if using statistics and data for Land Use Code 820.

Lastly, there is one additional provision from the *Trip Generation Manual* that provides important direction for calculating trip generation for a shopping center:

*The vehicle trips generated at a shopping center are based upon the total GLA of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area of the building.*

### Trip Generation Calculations

Consistent with the guidance and recommended practice discussed above that is provided in both the *Trip Generation Manual* and the *Trip Generation Handbook*, the trip generation of Youngs Bay Plaza was calculated for three scenarios:

- Current shopping center configuration (total of 103,004 square feet)
- Shopping center with approved additional pad building (total of 105,329 square feet)
- Shopping center as proposed with major modification to prior approval (total of 102,023 square feet)

A summary of the trip generation calculations is shown below. Additional calculations are attached to this memorandum.

**Table 1: Trip Generation**

Scenario	ITE Code	Size (sf)	Morning Peak Hour			Evening Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Existing Center	820	103,004	60	37	97	188	204	392	3,888
With Approved Pad	820	105,329	61	38	99	192	209	401	3,976
As Proposed	820	102,023	60	36	96	187	202	389	3,852

As shown in the table above, the current proposal represents a significant decrease in trip generation compared to the prior approval that included the new restaurant pad building. In fact, the current proposal decreases the size of the former Dooger’s building slightly, resulting in a slight overall decrease in the size of the shopping center.

### Pick-Up Window Queuing

One of the two tenants in the remodeled building includes a mobile order pick-up window. It is important to note that this is not a traditional drive-through window, because there is no menu board or remote speaker or microphone. In fact, it is not used for placing an order, but only for picking up an order that was already made. Orders can be placed in advance using a mobile app, then picked up via the pick-up window at a prescribed time. This configuration is a relatively new model, so it is easily confused with a more traditional drive-through window, but it is important to understand that the two are not the same.



Mobile order pick-up windows have the benefit of operating more efficiently, since the time involved in reviewing the menu, communicating the order to a cashier, and preparing the order is removed. Instead, orders that are already prepared can be quickly picked up by customers. For this reason, queuing in the pick-up window aisle is expected to be significantly less than a traditional drive-through window.

Unfortunately, other sites with pick-up windows are not yet common enough to conduct studies at similar locations. Instead, observations were made at two other locations regarding queuing, but the other two sites were traditional drive-through facilities. The details of this queuing study are contained in the April 8, 2020 transportation analysis that was approved by the City of Warrenton as part of the prior site design and conditional use reviews.

**Table 2: Pick-Up Window Queuing Observations Summary**

	Max Observed Queue	
	6501 NE Hwy 99	5900 NE Fourth Plain Blvd
Morning Peak (7:30-9:00)	2	3
Mid-Day Peak (11:30-1:00)	5	6
Evening Peak (5:30-7:00)	2	4

Standard engineering practice for a facility such as this, where vehicles can queue closely together and there is not a need for maneuvering space between vehicles (as would be the case for parallel parking or similar) is to assume a headway of 20 feet per vehicle. Based on the above observations, a maximum queue of six vehicles would be 120 feet in length.

The currently proposed site plan shows a total queue storage in the pick-up window aisle of 170 feet. The site plan also shows that this could reasonably accommodate a total of eight passenger cars. Using the rule of thumb of 20 feet per vehicle and a total of eight vehicles, this would equate to a queue of 160 feet. Therefore, the queue capacity depicted on the site plan showing eight vehicles in 170 feet is a valid and slightly conservative. Figure 1 below is an excerpt of the current site plan that shows the pick-up window queuing proposed.

In addition, the currently proposed site plan provides more queue storage for the mobile order pick-up window than the previous approval, which provided 144 feet.

The queue storage proposed for the mobile order pick-up window is expected to be sufficient to accommodate queuing and avoid queue spillback into the site, for the following reasons:

1. Peak observed queues at other facilities were 120 feet in length, and the proposed site plan provides a total of 170 feet of queuing.
2. Demand observations at other facilities are based on traditional drive-through windows. The proposed mobile order pick-up window will be significantly more efficient with reduced service times compared to the traditional drive-through windows observed. Using these demand observations represents a worst-case analysis and queues are expected to be shorter than what is represented here.



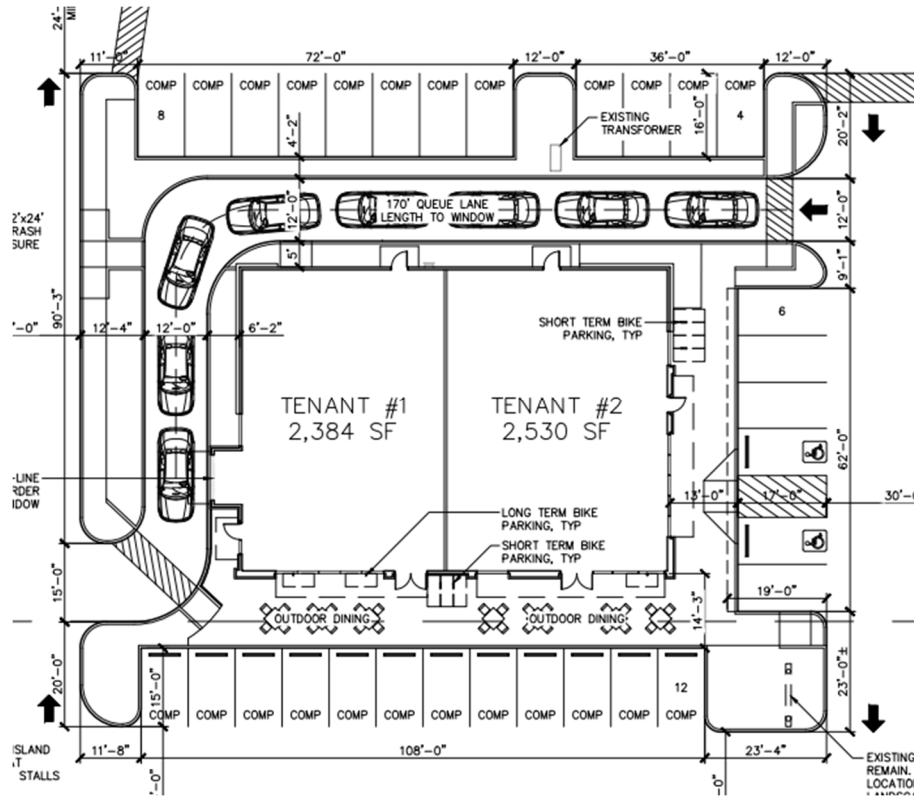


Figure 1: Site Plan Excerpt

## Conclusions

As demonstrated above, the proposed major modification to the prior site design and conditional use review approvals will not result in an increase in trip generation to Youngs Bay Plaza. In fact, the current proposal offers a significant reduction in trips compared to what was proposed previously. As such, no off-site mitigation is warranted or recommended to accommodate the proposed development plan.

The mobile order pick-up window as proposed with 170 feet of queue storage is expected to adequately accommodate queuing demand without spillback out of the pick-up window aisle. Even the previously approved storage of 144 feet would accommodate the anticipated peak queue, but the updated site plan offers 170 feet of storage, providing further insulation from queue spillback.

If you have any questions or require any additional information, please don't hesitate to call.





## TRIP GENERATION CALCULATIONS

*Land Use:* Shopping Center  
*Land Use Code:* 820  
*Setting/Location:* General Urban/Suburban  
*Variable:* 1,000 Sq. Ft. GFA  
*Variable Value:* 103

### AM PEAK HOUR

*Trip Rate:* 0.94

	Enter	Exit	Total
Directional Distribution	62%	38%	
Trip Ends	<b>60</b>	<b>37</b>	<b>97</b>

### PM PEAK HOUR

*Trip Rate:* 3.81

	Enter	Exit	Total
Directional Distribution	48%	52%	
Trip Ends	<b>188</b>	<b>204</b>	<b>392</b>

### WEEKDAY

*Trip Rate:* 37.75

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	<b>1,944</b>	<b>1,944</b>	<b>3,888</b>

### SATURDAY

*Trip Rate:* 46.12

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	<b>2,375</b>	<b>2,375</b>	<b>4,750</b>



## TRIP GENERATION CALCULATIONS

*Land Use:* Shopping Center  
*Land Use Code:* 820  
*Setting/Location:* General Urban/Suburban  
*Variable:* 1,000 Sq. Ft. GFA  
*Variable Value:* 105

### AM PEAK HOUR

*Trip Rate:* 0.94

	Enter	Exit	Total
Directional Distribution	62%	38%	
Trip Ends	<b>61</b>	<b>38</b>	<b>99</b>

### PM PEAK HOUR

*Trip Rate:* 3.81

	Enter	Exit	Total
Directional Distribution	48%	52%	
Trip Ends	<b>192</b>	<b>209</b>	<b>401</b>

### WEEKDAY

*Trip Rate:* 37.75

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	<b>1,988</b>	<b>1,988</b>	<b>3,976</b>

### SATURDAY

*Trip Rate:* 46.12

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	<b>2,429</b>	<b>2,429</b>	<b>4,858</b>



## TRIP GENERATION CALCULATIONS

*Land Use:* Shopping Center  
*Land Use Code:* 820  
*Setting/Location:* General Urban/Suburban  
*Variable:* 1,000 Sq. Ft. GFA  
*Variable Value:* 102

### AM PEAK HOUR

*Trip Rate:* 0.94

	Enter	Exit	Total
Directional Distribution	62%	38%	
Trip Ends	<b>60</b>	<b>36</b>	<b>96</b>

### PM PEAK HOUR

*Trip Rate:* 3.81

	Enter	Exit	Total
Directional Distribution	48%	52%	
Trip Ends	<b>187</b>	<b>202</b>	<b>389</b>

### WEEKDAY

*Trip Rate:* 37.75

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	<b>1,926</b>	<b>1,926</b>	<b>3,852</b>

### SATURDAY

*Trip Rate:* 46.12

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	<b>2,353</b>	<b>2,353</b>	<b>4,706</b>

**SUBMITTED AND  
 APPROVED UNDER  
 ORIGINAL APPLICATION  
 TO BE MODIFIED:  
 SDR 20-3/CU 20-1**

# ELEVATION CERTIFICATE

Important: Follow the instructions on pages 1-9.

Copy all pages of this Elevation Certificate and all attachments for (1) community official, (2) insurance agent/company, and (3) building owner.

SECTION A - PROPERTY INFORMATION						FOR INSURANCE COMPANY USE
A1. Building Owner's Name <u>ATLAS INVESTMENTS</u>						Policy Number:
A2. Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No. <u>103 South Hwy 101</u>						Company NAIC Number:
City <u>WARRENTON</u>		State <u>Oregon</u>		ZIP Code <u>97146</u>		
A3. Property Description (Lot and Block Numbers, Tax Parcel Number, Legal Description, etc.) <u>PORTION OF BLOCKS 2, 3 &amp; 4 "MERIWETHER" T&amp;N, ROW, SEC 23 CB WM</u>						
A4. Building Use (e.g., Residential, Non-Residential, Addition, Accessory, etc.) <u>NON-RESIDENTIAL</u>						
A5. Latitude/Longitude: Lat. <u>46.162259</u> Long. <u>-123.898047</u> Horizontal Datum: <input type="checkbox"/> NAD 1927 <input checked="" type="checkbox"/> NAD 1983						
A6. Attach at least 2 photographs of the building if the Certificate is being used to obtain flood insurance.						
A7. Building Diagram Number <u>1A</u>						
A8. For a building with a crawlspace or enclosure(s):						
a) Square footage of crawlspace or enclosure(s) _____ sq ft						
b) Number of permanent flood openings in the crawlspace or enclosure(s) within 1.0 foot above adjacent grade _____						
c) Total net area of flood openings in A8.b _____ sq in						
d) Engineered flood openings? <input type="checkbox"/> Yes <input type="checkbox"/> No						
A9. For a building with an attached garage:						
a) Square footage of attached garage _____ sq ft						
b) Number of permanent flood openings in the attached garage within 1.0 foot above adjacent grade _____						
c) Total net area of flood openings in A9.b _____ sq in						
d) Engineered flood openings? <input type="checkbox"/> Yes <input type="checkbox"/> No						
SECTION B - FLOOD INSURANCE RATE MAP (FIRM) INFORMATION						
B1. NFIP Community Name & Community Number <u>410033 CITY OF WARRENTON</u>				B2. County Name <u>CLATSOP</u>		B3. State <u>OR</u>
B4. Map/Panel Number <u>41007</u>	B5. Suffix <u>00217E</u>	B6. FIRM Index Date <u>3/17/2010</u>	B7. FIRM Panel Effective/ Revised Date <u>9/17/2010</u>	B8. Flood Zone(s) <u>AE</u>	B9. Base Flood Elevation(s) (Zone AO, use Base Flood Depth) <u>12.00</u>	
B10. Indicate the source of the Base Flood Elevation (BFE) data or base flood depth entered in Item B9: <input type="checkbox"/> FIS Profile <input checked="" type="checkbox"/> FIRM <input type="checkbox"/> Community Determined <input type="checkbox"/> Other/Source: _____						
B11. Indicate elevation datum used for BFE in Item B9: <input type="checkbox"/> NGVD 1929 <input checked="" type="checkbox"/> NAVD 1988 <input type="checkbox"/> Other/Source: _____						
B12. Is the building located in a Coastal Barrier Resources System (CBRS) area or Otherwise Protected Area (OPA)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Designation Date: _____ <input type="checkbox"/> CBRS <input type="checkbox"/> OPA						



# ELEVATION CERTIFICATE

OMB No. 1660-0008  
Expiration Date: November 30, 2018

<b>IMPORTANT: In these spaces, copy the corresponding information from Section A.</b>			<b>FOR INSURANCE COMPANY USE</b>
Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No. <u>103 South Hwy 101</u>			Policy Number:
City <u>WARRENTON</u>	State <u>OR</u>	ZIP Code <input checked="" type="checkbox"/> <u>97146</u>	Company NAIC Number

## SECTION C – BUILDING ELEVATION INFORMATION (SURVEY REQUIRED)

C1. Building elevations are based on:  Construction Drawings\*  Building Under Construction\*  Finished Construction  
\*A new Elevation Certificate will be required when construction of the building is complete.

C2. Elevations – Zones A1–A30, AE, AH, A (with BFE), VE, V1–V30, V (with BFE), AR, AR/A, AR/AE, AR/A1–A30, AR/AH, AR/AO. Complete Items C2.a–h below according to the building diagram specified in Item A7. In Puerto Rico only, enter meters.

Benchmark Utilized: 0410 01 1966 Vertical Datum: 13.64

Indicate elevation datum used for the elevations in items a) through h) below.

NGVD 1929  NAVD 1988  Other/Source: \_\_\_\_\_

Datum used for building elevations must be the same as that used for the BFE.

Check the measurement used.

- |  |              |  |                                 |
|--|--------------|--|---------------------------------|
| a) Top of bottom floor (including basement, crawlspace, or enclosure floor)  | <u>10.25</u> | <input checked="" type="checkbox"/> feet | <input type="checkbox"/> meters |
| b) Top of the next higher floor  | _____        | <input type="checkbox"/> feet            | <input type="checkbox"/> meters |
| c) Bottom of the lowest horizontal structural member (V Zones only)  | _____        | <input type="checkbox"/> feet            | <input type="checkbox"/> meters |
| d) Attached garage (top of slab)   | _____        | <input type="checkbox"/> feet            | <input type="checkbox"/> meters |
| e) Lowest elevation of machinery or equipment servicing the building (Describe type of equipment and location in Comments) | <u>10.25</u> | <input checked="" type="checkbox"/> feet | <input type="checkbox"/> meters |
| f) Lowest adjacent (finished) grade next to building (LAG)   | <u>9.9</u>   | <input checked="" type="checkbox"/> feet | <input type="checkbox"/> meters |
| g) Highest adjacent (finished) grade next to building (HAG)  | <u>12.3</u>  | <input checked="" type="checkbox"/> feet | <input type="checkbox"/> meters |
| h) Lowest adjacent grade at lowest elevation of deck or stairs, including structural support                               | _____        | <input type="checkbox"/> feet            | <input type="checkbox"/> meters |

## SECTION D – SURVEYOR, ENGINEER, OR ARCHITECT CERTIFICATION

This certification is to be signed and sealed by a land surveyor, engineer, or architect authorized by law to certify elevation information. I certify that the information on this Certificate represents my best efforts to interpret the data available. I understand that any false statement may be punishable by fine or imprisonment under 18 U.S. Code, Section 1001.

Were latitude and longitude in Section A provided by a licensed land surveyor?  Yes  No  Check here if attachments.


Certifier's Name DAVID A. FOSTER License Number OPLS 1934

Title OWNER / PRESIDENT

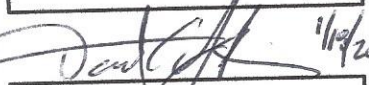
Company Name FOSTER SURVEYING INC

Address 3517 SE 198th AVE

City CAMAS State WA. ZIP Code  98607

Signature  Date 1/12/20 Telephone 503-997-1100 Ext. \_\_\_\_\_

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR



OREGON  
DECEMBER 16, 1980  
DAVID A. FOSTER  
1934

RENEWS: 12-31-21

Copy all pages of this Elevation Certificate and all attachments for (1) community official, (2) insurance agent/company, and (3) building owner.

Comments (including type of equipment and location, per C2(e), if applicable)



# BUILDING PHOTOGRAPHS

## ELEVATION CERTIFICATE

See Instructions for Item A6.

OMB No. 1660-0008

Expiration Date: November 30, 2018

<b>IMPORTANT: In these spaces, copy the corresponding information from Section A.</b>			<b>FOR INSURANCE COMPANY USE</b>	
Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No. 103 South Hwy 101			Policy Number:	
City WARRINGTON	State OR	ZIP Code <input checked="" type="checkbox"/> 97146	Company NAIC Number	

If using the Elevation Certificate to obtain NFIP flood insurance, affix at least 2 building photographs below according to the instructions for Item A6. Identify all photographs with date taken; "Front View" and "Rear View"; and, if required, "Right Side View" and "Left Side View." When applicable, photographs must show the foundation with representative examples of the flood openings or vents, as indicated in Section A8. If submitting more photographs than will fit on this page, use the Continuation Page.



Photo One

Photo One Caption

LOOKING SOUTHWESTARLY - NE SIDE BUILDING

Clear Photo One



Photo Two

Photo Two Caption

LOOKING NORTHEASTERLY - SOUTHWESTARLY SIDE BUILDING

Clear Photo Two



**BUILDING PHOTOGRAPHS**

**ELEVATION CERTIFICATE**

Continuation Page

OMB No. 1660-0008

Expiration Date: November 30, 2018

<b>IMPORTANT: In these spaces, copy the corresponding information from Section A.</b>			<b>FOR INSURANCE COMPANY USE</b>	
Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No. 103 South Hwy 101			Policy Number:	
City WARRENTON OR	State	ZIP Code <input checked="" type="checkbox"/> 97146	Company NAIC Number	

If submitting more photographs than will fit on the preceding page, affix the additional photographs below. Identify all photographs with: date taken; "Front View" and "Rear View"; and, if required, "Right Side View" and "Left Side View." When applicable, photographs must show the foundation with representative examples of the flood openings or vents, as indicated in Section A8.



Photo Three

Photo Three Caption

LOOKING EASTERN - NORTHWESTERN FACE BUILD.

Clear Photo Three



Photo Four

Photo Four Caption

NORTHEASTERN PARKING LOT - LOCATION PROPOSED NEW

Clear Photo Four



# BUILDING PHOTOGRAPHS

## ELEVATION CERTIFICATE

See Instructions for Item A6.

OMB No. 1660-0008

Expiration Date: November 30, 2018

<b>IMPORTANT: In these spaces, copy the corresponding information from Section A.</b>			<b>FOR INSURANCE COMPANY USE</b>	
Building Street Address (including Apt., Unit, Suite, and/or Bldg. No.) or P.O. Route and Box No. 103 South Hwy 101			Policy Number:	
City WARRENTON,	State OREGON	ZIP Code 97146	Company NAIC Number	

If using the Elevation Certificate to obtain NFIP flood insurance, affix at least 2 building photographs below according to the instructions for Item A6. Identify all photographs with date taken; "Front View" and "Rear View"; and, if required, "Right Side View" and "Left Side View." When applicable, photographs must show the foundation with representative examples of the flood openings or vents, as indicated in Section A8. If submitting more photographs than will fit on this page, use the Continuation Page.



FIVE

Photo One

Photo One Caption

LOOKING NORTHWEST - SOUTHEASTERNLY CORNER BLDG.

Clear Photo One



Photo Two

Photo Two Caption

LOOKING NORTHWESTERNLY - SOUTHEASTERNLY CORNER BLDG.

Clear Photo Two

**MEMORANDUM**

**DATE:** 03/04/2021  
**BY:** Craig Harris *CHH*  
**SUBJECT:** Stormwater Utility Narrative  
**PROJECT:** North Coast Shops  
**PROJECT NO.:** A19240.10

This memorandum is to outline the stormwater requirements for the North Coast Shops project located at 103 US 101, Warrenton, OR 97146. The project consists of the remodel of an existing restaurant to devise it into two retail units. We will also construct new raised landscape islands in the existing parking lot. As a result of this construction we will be adding pervious area (landscape) to the site and reducing the amount of impervious areas. The existing site is served by a facility located to the north and west of the center. This was designed to accommodate runoff from the centers existing impervious area. Since we will be reducing the amount of impervious area we will be lessening the demands on the existing facility and it will continue to function as designed.





**MEMORANDUM**

**DATE:** 03/04/2021  
**BY:** Craig Harris *CHH*  
**SUBJECT:** Utility Narrative  
**PROJECT:** North Coast Shops  
**PROJECT NO.:** A19240.10

This memorandum is to outline the utility requirements for the North Coast Shops project located at 103 US 101, Warrenton, OR 97146, (Tax Map 8-10-23CB, Tax Lot 800). The project consists of the remodel of an existing restaurant to devise it into two retail units. We will also construct new raised landscape islands in the existing parking lot. As a result of this construction we will be adding pervious area (landscape) to the site and reducing the amount of impervious areas.

**STORM**

The existing site is served by a stormwater facility located to the north and west of the center. This was designed to accommodate runoff from the centers existing impervious area. Since we will be reducing the amount of impervious area we will be lessening the demands on the existing facility and it will continue to function as designed.

**SANITARY**

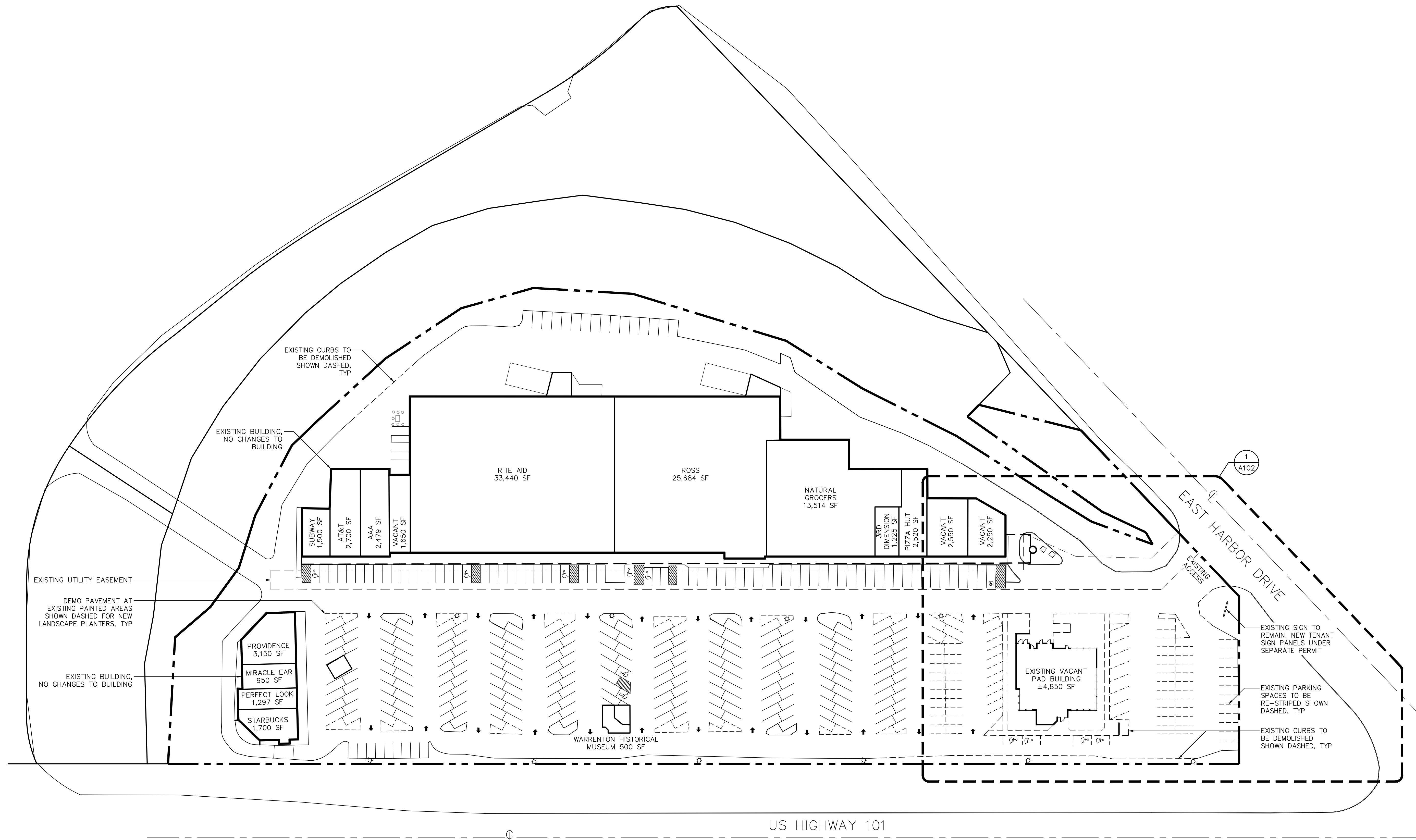
The remodeled building will utilize the existing sanitary connection. If needed we will construct a new connection to the existing sanitary line that is located in the drive aisle to the north of the existing building.

**Water**

The remodeled building will utilize the existing water connection. If needed we will construct a new connection to the existing water line that is located in the drive aisle to the north of the existing building.



PRELIMINARY  
 NOT FOR  
 CONSTRUCTION



Well-crafted simplicity.

ATLAS  
 INVESTMENTS  
**NORTH COAST  
 PAD REMODEL**

Revisions

**AI 19071**

Original Issue: 04.02.2021  
 Drawn/Check By: CM/BR

©2021 Baysinger Partners Architecture

**EXISTING  
 SITE PLAN**

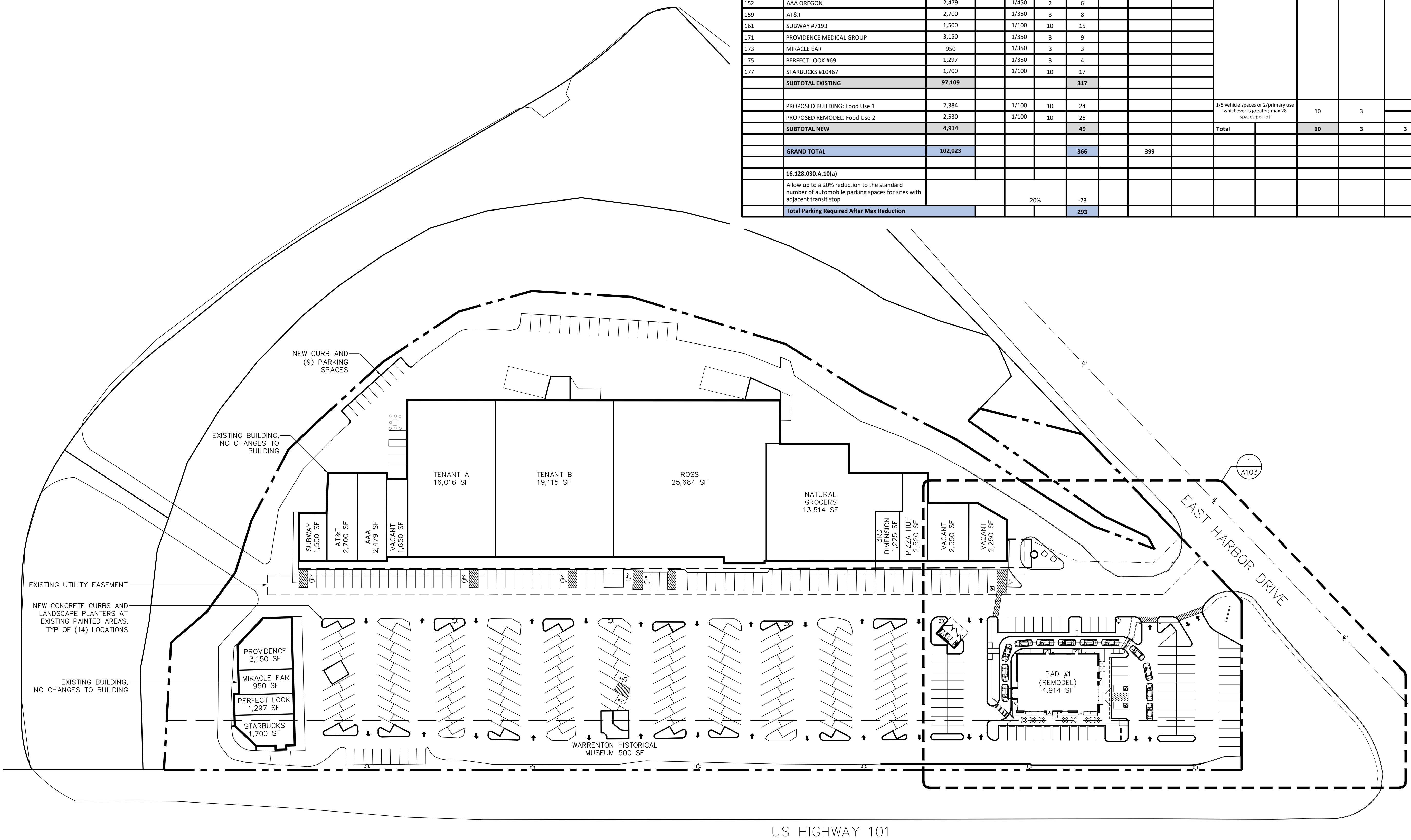
**A100**  
 DESIGN REVIEW

**1**  
**A100** EXISTING SITE PLAN  
 SCALE: 1"=50'-0"  
 ID: 0-sp - Existing PROJECT NORTH



SITE INFORMATION	
SITE AREA:	398,509 SF (8.19 ACRES)
<b>PARKING</b>	
EXISTING PARKING AREA:	226,215 SF (5.2 ACRES)
PROPOSED PARKING AREA:	217,943 SF (5.0 ACRES)
<b>LANDSCAPE</b>	
TOTAL LANDSCAPE AREA REQUIRED:	59,777 SF (15%)
TOTAL LANDSCAPE AREA PROVIDED:	61,642 SF (15.5%)
EXISTING INTERIOR LANDSCAPE AREA:	10,654 SF (4.7%)
PROPOSED INTERIOR LANDSCAPE AREA:	10,560 SF (4.8%)

SUITE #	OCCUPANT	OCCUPANT	PARKING SEPARATE USE CATEGORIES		PROVIDED	Min. Bicycle Parking					
			RATIO	#		RATIO	#	Long Term 25%	Provided	Short Term 75%	Provided
107	VACANT	2,250	1/350	3	7						
132	VACANT	2,550	1/350	3	7						
147	VACANT	1,650	1/350	3	5						
103	FORMERLY DOOGERS - SEE NEW BELOW										
113	PIZZA HUT	2,520	1/100	10	25						
133	THIRD DIMENSION	1,225	1/350	3	4						
137	NATURAL GROCERS	13,514	1/350	3	39						
141	ROSS DRESS FOR LESS #652	25,684	1/350	3	73						
143	CITY OF WARRENTON	500	1/450	2	1						
145	RITE AID #5343	33,440	1/350	3	96						
152	AAA OREGON	2,479	1/450	2	6						
159	AT&T	2,700	1/350	3	8						
161	SUBWAY #7193	1,500	1/100	10	15						
171	PROVIDENCE MEDICAL GROUP	3,150	1/350	3	9						
173	MIRACLE EAR	950	1/350	3	3						
175	PERFECT LOOK #69	1,297	1/350	3	4						
177	STARBUCKS #10467	1,700	1/100	10	17						
<b>SUBTOTAL EXISTING</b>					<b>317</b>						
PROPOSED BUILDING: Food Use 1			2,384	1/100	10	24	1/5 vehicle spaces or 2/primary use whichever is greater; max 28 spaces per lot	10	3		7
PROPOSED REMODEL: Food Use 2			2,530	1/100	10	25					
<b>SUBTOTAL NEW</b>			<b>4,914</b>		<b>49</b>	<b>Total</b>		<b>10</b>	<b>3</b>	<b>3</b>	<b>7</b>
<b>GRAND TOTAL</b>			<b>102,023</b>		<b>366</b>						
16.128.030 A.10(a)											
Allow up to a 20% reduction to the standard number of automobile parking spaces for sites with adjacent transit stop				20%	-73						
<b>Total Parking Required After Max Reduction</b>					<b>293</b>						



Baysinger Partners Architecture  
 2410 N. Lombard Street  
 Portland, OR 97217  
 503-546-1600  
 courtneym@Baysinger.Partners

PRELIMINARY  
 NOT FOR  
 CONSTRUCTION

Well-crafted simplicity.

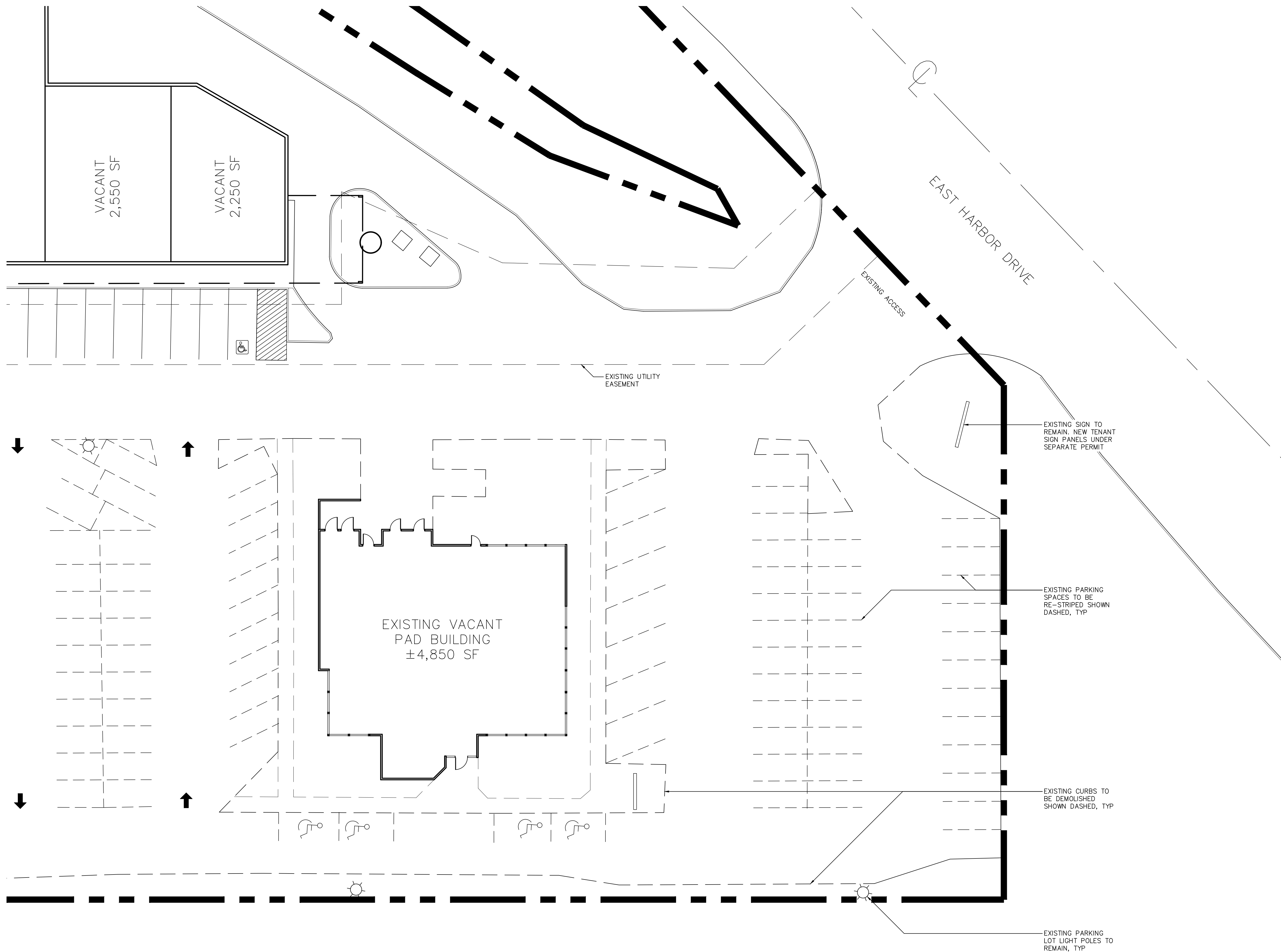
ATLAS  
 INVESTMENTS  
**NORTH COAST  
 PAD REMODEL**

Revisions

**AI 19071**  
 Original Issue: 04.02.2021  
 Drawn/Check By: CM/BR  
 ©2021 Baysinger Partners Architecture

**PROPOSED  
 SITE PLAN**

**A101**  
 DESIGN REVIEW

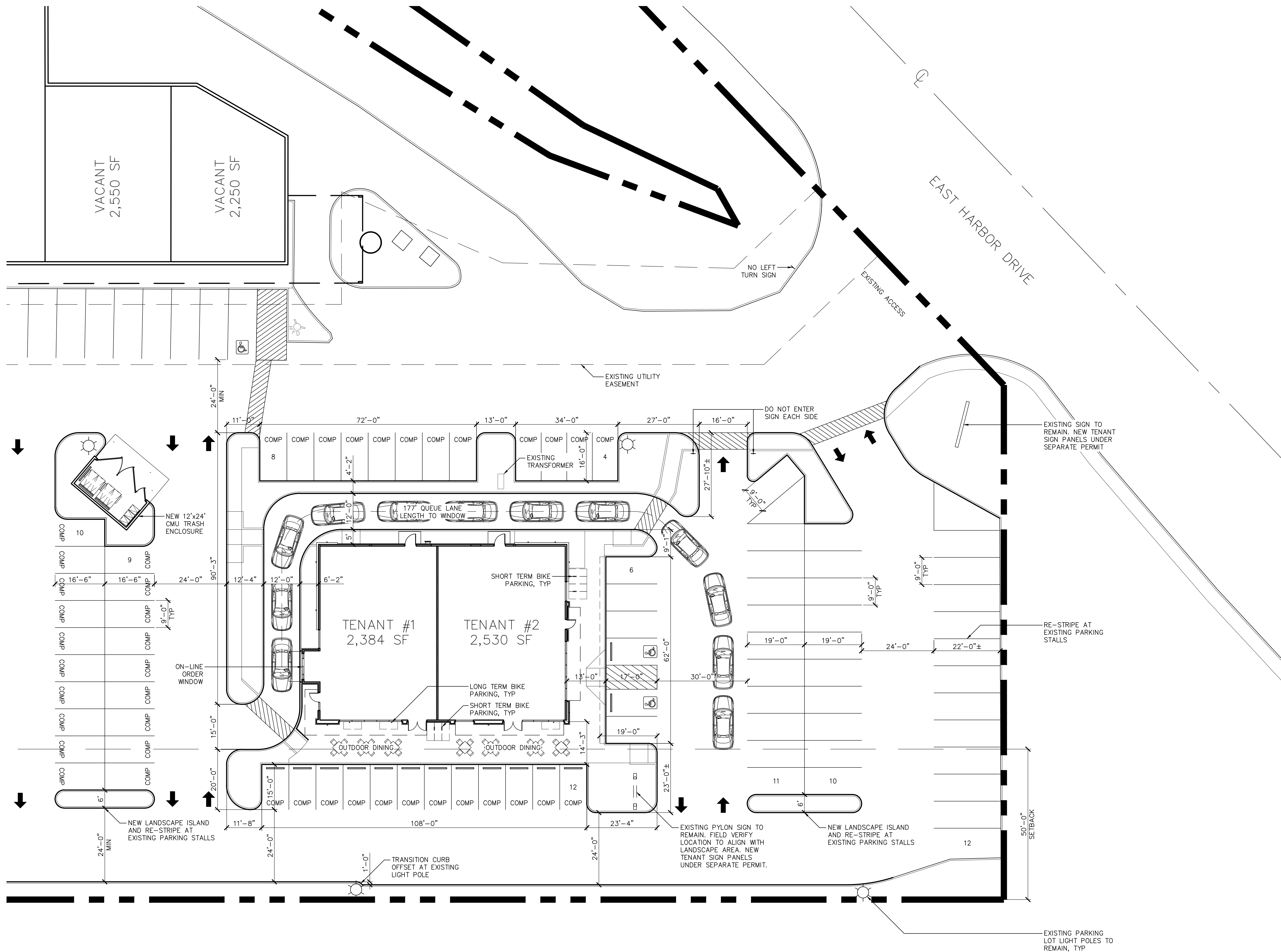


**ENLARGED  
 EXISTING SITE PLAN**  
 SCALE: 1/16"=1'-0"  
 ID: 0-sp - Existing

PROJECT NORTH



PRELIMINARY  
 NOT FOR  
 CONSTRUCTION



**ENLARGED PROPOSED SITE PLAN**  
 SCALE: 1/16"=1'-0"  
 ID: 0-sp - Proposed

Well-crafted simplicity.

ATLAS INVESTMENTS  
**NORTH COAST PAD REMODEL**

Revisions

**AI 19071**  
 Original Issue: 04.02.2021  
 Drawn/Check By: CM/BR  
 ©2021 Baysinger Partners Architecture

**ENLARGED PROPOSED SITE PLAN**

**A103**  
 DESIGN REVIEW



**PLANTING NOTES**

- ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH CURRENT CITY OF WARENTON STANDARDS AND THE OREGON STRUCTURAL SPECIALTY CODE. CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT AT LEAST TWO WEEKS PRIOR TO START OF LANDSCAPE WORK TO REVIEW PLANT SUBSTITUTIONS & JURISDICTIONAL REQUIREMENTS.
- SUBSTITUTIONS WILL NOT BE ACCEPTED UNLESS SPECIFICALLY ACCEPTED IN WRITING BY THE OWNER OR OWNER'S REPRESENTATIVE.
- VERIFY ALL EXISTING CONDITIONS, INCLUDING LOCATION OF PROPERTY LINES, PRIOR TO BEGINNING ANY WORK. REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE IMMEDIATELY.
- DO NOT WILLFULLY PROCEED WITH CONSTRUCTION WHEN UNKNOWN OBSTRUCTIONS AND/OR DIFFERENCES EXIST THAT MAY NOT HAVE BEEN KNOWN DURING DESIGN. IMMEDIATELY NOTIFY OWNER'S REPRESENTATIVE OF UNKNOWN OBSTRUCTIONS AND/OR DIFFERENCES. PRIOR TO REMOVING ANY EXISTING FEATURES, REVIEW AND CONFIRM EXTENT OF DEMOLITION WITH OWNER'S REPRESENTATIVE.
- PROTECT EXISTING ITEMS TO REMAIN DURING CONSTRUCTION. ANY DAMAGE TO EXISTING ITEMS DESIGNATED TO REMAIN I.E. CURBS, WALKS, PLANT MATERIAL, LAWN OR FENCES SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST TO THE OWNER.
- VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES, LINES, PIPES, VAULTS, OR BOXES PRIOR TO EXCAVATION. MARK AND PROTECT ALL UTILITIES, SITE FEATURES AND VEGETATION TO REMAIN IN PLACE. ANY DAMAGE TO ANY KNOWN EXISTING UTILITY ELEMENTS SHALL BE REPAIRED PROPERLY AND IMMEDIATELY REMOVE FROM THE SITE AND LEGALLY DISPOSE OF ALL DEBRIS AND EXCAVATED MATERIAL NOT REQUIRED FOR FILL. NO RUBBISH OR DEBRIS SHALL BE BURIED ON THE SITE.
- MAINTAIN ALL ROADWAYS AND PAVED PATHWAYS CLEAN AND FREE OF CONSTRUCTION MATERIALS AND DEBRIS, PROVIDING NECESSARY DUST CONTROL WHERE REQUIRED.
- COORDINATE AND SCHEDULE ALL WORK WITH THE OWNER'S REPRESENTATIVE. INSTALL EROSION CONTROL SYSTEMS IN ACCORDANCE WITH CITY OF WARENTON STANDARDS PRIOR TO SITE WORK AND LANDSCAPE INSTALLATION.
- CONTRACTOR SHALL PROVIDE TOPSOIL, SOIL AMENDMENTS, AND EROSION CONTROL.
- CONTRACTOR SHALL SUBMIT CERTIFIED TOPSOIL ANALYSIS REPORT FOR OWNER'S APPROVAL PRIOR TO PLANT INSTALLATION. SEE SPECS.
- CONTRACTOR IS RESPONSIBLE FOR ANY AMENDMENTS TO SOIL PH FERTILITY AND/OR DRAINAGE CONDITIONS NECESSARY TO ENSURE PROPER GROWING CONDITIONS FOR PROPOSED PLANTINGS. SEE SPECS.
- CONTRACTOR SHALL FOLLOW PROVIDER'S INSTRUCTIONS AND RECOMMENDATIONS FOR SEEDING.
- ALL PLANTS SHALL BE IRRIGATED BY A FULLY AUTOMATED, PERMANENT IRRIGATION SYSTEM UNLESS OTHERWISE NOTED. SEE SPECS.
- PRIOR TO FINAL ACCEPTANCE, CONTRACTOR SHALL PROVIDE OWNER WITH

- AS-BUILT PLANS OF THE INSTALLATION, COPIES OF ALL OPERATION MANUALS AND WARRANTY DOCUMENTS.
- ALL NEW PLANTS IN LANDSCAPE AREAS SHALL BE WARRANTED FOR A PERIOD OF ONE YEAR FROM THE DATE OF FINAL ACCEPTANCE.
  - COORDINATE INSTALLATION PLANTING MATERIALS WITH IRRIGATION. PLANT ONLY IN AREAS WHERE THE IRRIGATION SYSTEM IS COMPLETE AND FULLY OPERATIONAL.
- PLANT HEALTH AND REPLACEMENT**
- PROVIDE PLANT MATERIAL THAT IS HEALTHY NURSERY STOCK, WELL BRANCHED, AND FULL FOLIATED WHEN IN LEAF; AND FREE FROM DISEASE, INJURY, INSECTS, WEEDS AND WEED ROOTS.
  - PLANT MATERIALS NOT MEETING SPECIFICATION REQUIREMENTS WILL BE REJECTED.
- INITIAL INSPECTION OF PLANT MATERIAL**
- ASSEMBLE ALL PLANTS FOR EACH INSPECTION AT ONE LOCATION FOR INSPECTION TO BE COMPLETED IN ONE VISIT. ANY FURTHER INSPECTION REQUIRED DUE TO PLANTS BEING UNAVAILABLE, REJECTED, AND OR NOT MEETING SPECIFICATIONS SHALL BE CHARGED TO THE CONTRACTOR AT THE CURRENT HOURLY RATE FOR THE LANDSCAPE ARCHITECT PERFORMING THE INSPECTION.
  - OWNER RETAINS RIGHT TO OBSERVE TREES AND SHRUBS FURTHER FOR SIZE AND CONDITION OF BALLS AND ROOT SYSTEMS, INSECTS, INJURIES, AND LATENT DEFECTS AND TO REJECT UNSATISFACTORY OR DEFECTIVE MATERIAL AT ANY TIME DURING PROGRESS OF WORK.
  - REMOVE REJECTED TREES OR SHRUBS FROM PROJECT SITE WITHIN 24 HOURS.
  - REPLACE PLANT MATERIALS REJECTED BY OWNER AT NO ADDITIONAL EXPENSE TO OWNER.
- PLANT LAYOUT AND INSPECTION**
- ALL PLANTS SHALL BE INSTALLED ACCORDING TO AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1) AS WELL AS DETAIL DRAWINGS AND SPECIFICATIONS.
  - LAYOUT OF MAJOR PLANTING AREAS AS INDICATED IN THE DRAWINGS ARE APPROXIMATE ONLY; OUTLINE IN THE FIELD LOCATIONS AND IDENTITY OF ALL TREES, SHRUBS AND GROUND COVERS, SUBJECT TO REVIEW AND APPROVAL.
  - INSPECTION: NOTIFY THE OWNER 48 HOURS PRIOR TO BEGINNING PLANTING. THE OWNER MAY ADJUST PLANT MATERIAL LOCATION TO MEET FIELD CONDITIONS.
  - DO NOT COMMENCE WITH PLANTING UNTIL OWNER HAS APPROVED THE LOCATION AND LAYOUT OF ALL PLANT BEDS.
  - IF WORK IS NOT PROMPTLY OR PROPERLY PERFORMED BY THE CONTRACTOR, THE OWNER WILL, AT THEIR DISCRETION, HAVE THE WORK PERFORMED BY OTHERS. THE COST OF THE WORK BY OTHERS WILL BE DEDUCTED FROM THE

- CONTRACT AMOUNT.
- MULCH ALL SHRUBS AND GROUND COVER PLANTING BEDS WITH A 2 INCH LAYER OF IMPORTED MULCH MATERIAL WITHIN 2 DAYS AFTER PLANTING.
  - COVER ENTIRE BED AREAS; APPLY EVENLY.
- EDGING INSTALLATION**
- SHOVEL-CUT EDGING: SEPARATE MULCHED AREAS FROM TURF AREAS, CURBS, AND PAVING WITH A 45 DEGREE, 4 TO 6 INCH DEEP, SHOVEL-CUT EDGE.
- MAINTENANCE**
1. MAINTAIN LANDSCAPE PLANTINGS FROM INSTALLATION UNTIL FINAL ACCEPTANCE.
  2. MAINTAIN TREES, SHRUBS, AND GROUND COVER BY TRIMMING, PRUNING, CULTIVATING, WATERING, WEEDING, FERTILIZING, RESTORING PLANTING SAUCERS, TIGHTENING AND REPAIRING STAKES AND GUY SUPPORTS, AND RESETTling TO PROPER GRADES OR VERTICAL POSITION, AS REQUIRED TO ESTABLISH HEALTHY, VIABLE PLANTINGS.
  3. WATER TREES BY DEEP ROOT WATERING METHOD.
- WEEDING AND CLEANUP**
- KEEP ALL LANDSCAPE AREAS CLEAN AND WEED FREE. KEEP ALL BUILDINGS, PAVEMENTS, AND OTHER EXTERIOR IMPROVEMENTS CLEAN AND FREE OF SOIL AND DEBRIS.
  - WEED ALL BEDS WEEKLY.
  - APPLY A 2 INCH LAYER OF MULCH MATERIAL TO SAUCER AREAS OF TREES AND SHRUBS LOCATED OUTSIDE OF PLANTING BEDS. PLACE MULCH NO CLOSER THAN 4 INCHES FROM TRUNKS OF WOODY PLANT MATERIAL AND AWAY FROM THE CROWNS OF HERBACEOUS PLANTS.

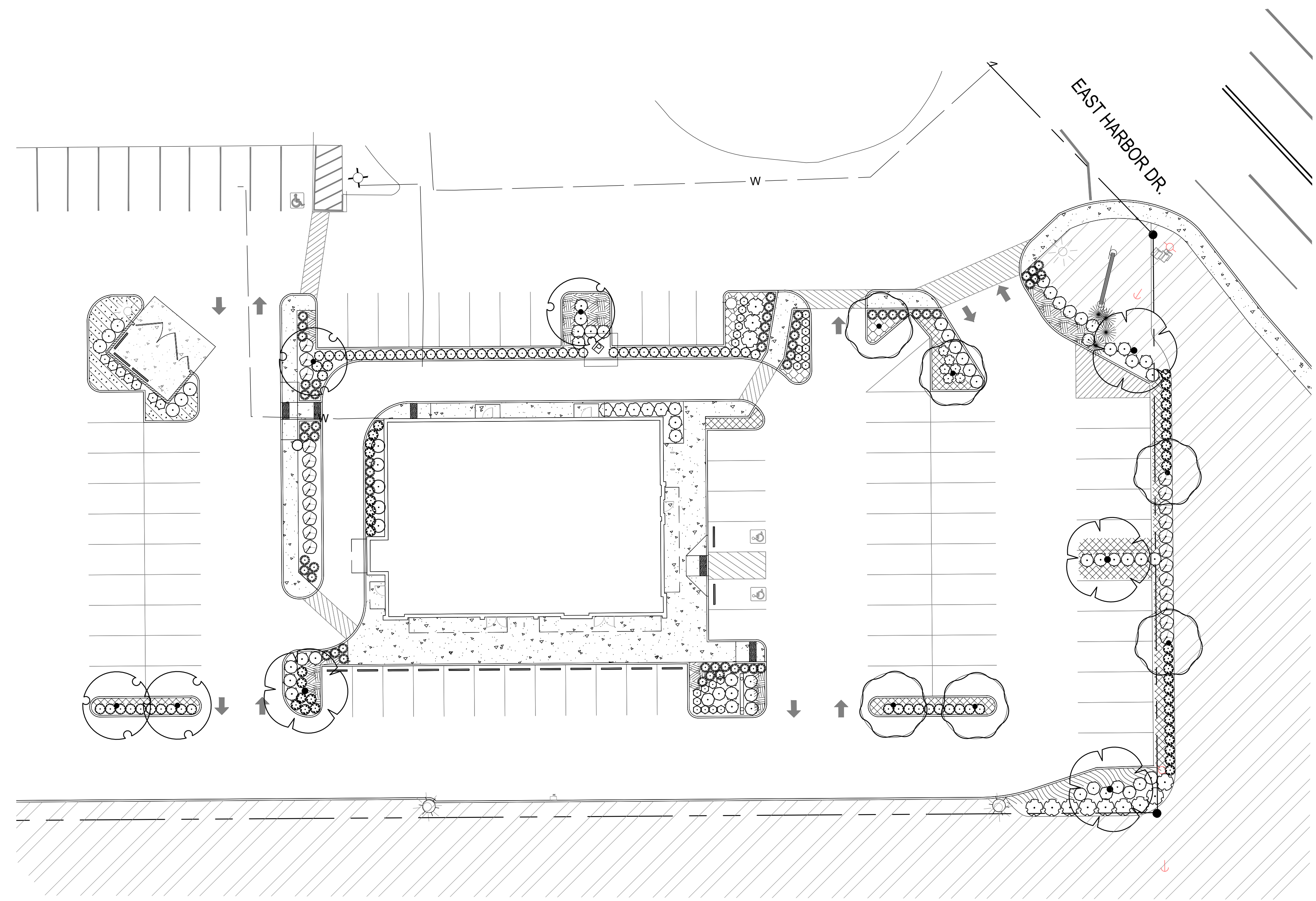
**LANDSCAPE REQUIREMENTS**

TOTAL SITE AREA	= 398,509 SF (8.19 AC)
LANDSCAPE AREA REQUIRED 15% OF SITE	= 59,777 SF
LANDSCAPE AREA PROVIDED (15.4%)	= 61,542 SF
EXISTING INTERIOR LANDSCAPE AREA (4.7%)	= 10,654 SF
EXISTING INTERIOR LANDSCAPE (4.8%)	= 10,459 SF

**LEGEND**

EXISTING TREES TO REMAIN

EXISTING LANDSCAPE TO REMAIN, CONTRACTOR TO PRESERVE & PROTECT



**PLANT SCHEDULE**

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	
	AG	4	ACER GRISEUM	PAPERBARK MAPLE	1.5" CAL.	
	FU	4	FRAXINUS PENNSYLVANICA 'URBANITE'	URBANITE ASH	1.5" CAL.	
	HM	6	HALESIA MONTRICOLA	SNOWDROP TREE	1.5" CAL.	
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	
	CB	38	CISTUS X CYPRIUS	BICOLOR ROCK ROSE	1 GAL.	
	EJ	23	ESCALLONIA X 'JUBILEE'	APPLE BLOSSOM ESCALLONIA	3 GAL.	
	GS	6	GAULTHERIA SHALLON	SALAL	1 GAL.	
	IS	6	ILEX GLABRA 'SHAMROCK'	INKBERRY	1 GAL.	
	IL	9	ITEA VIRGINICA 'LITTLE HENRY' TM	VIRGINIA SWEETPIRE	1 GAL.	
	LB	9	LONICERA NITIDA 'BAGGESSEN'S GOLD'	BOXLEAF HONEYSUCKLE	1 GAL.	
	LP	29	LONICERA PILEATA	PRIVET HONEYSUCKLE	1 GAL.	
	NC	23	NANDINA DOMESTICA 'COMPACTA'	DWARF HEAVENLY BAMBOO	1 GAL.	
	PF	5	PIERIS JAPONICA 'FOREST FLAME'	LILY OF THE VALLEY BUSH	1 GAL.	
	RR	24	ROSA RUGOSA	RUGOSA ROSE	1 GAL.	
	VO	38	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	1 GAL.	
GRASSES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	
	MM2	7	MISCANTHUS SINENSIS 'MORNING LIGHT'	EULALIA GRASS	1 GAL.	
	PA	50	PENNISETUM ALOPECUROIDES	FOUNTAIN GRASS	1 GAL.	
GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	FL	222	FRAGARIA CHILOENSIS 'LIPSTICK'	BEACH STRAWBERRY	4" POT	24" o.c.
	IC	234	IBERIS SEMPERVIRENS	EVERGREEN CANDYTUFT	4" POT	16" o.c.
	MR	70	MAHONIA REPENS	CREEPING MAHONIA	4" POT	24" o.c.
	RS7 SF	46	RUBUS CALYCINOIDES	CREEPING BRAMBLE	4" POT	24" o.c.

OREGON COAST HWY 101

**GRAPHIC SCALE**

( IN FEET )  
1 inch = 20 feet

**NORTH**

**Baysinger**

Baysinger Partners Architecture  
1006 SE Grand Avenue, Suite 300  
Portland, OR 97214  
503-546-1600  
BlIR @Baysinger.Partners

Well-crafted simplicity.

**AAI** alpha associates, inc.  
**ENGINEERING**

4875 SW Center Drive | Suite 300 | Beaverton, OR 97005  
503.620.3030 | 503.620.5539 | www.aai.com  
Project No. A152463-10

REGISTERED  
552  
Katherine Long  
OREGON  
5-14-04  
LANDSCAPE ARCHITECT

NORTH COAST SHOPS

Revisions

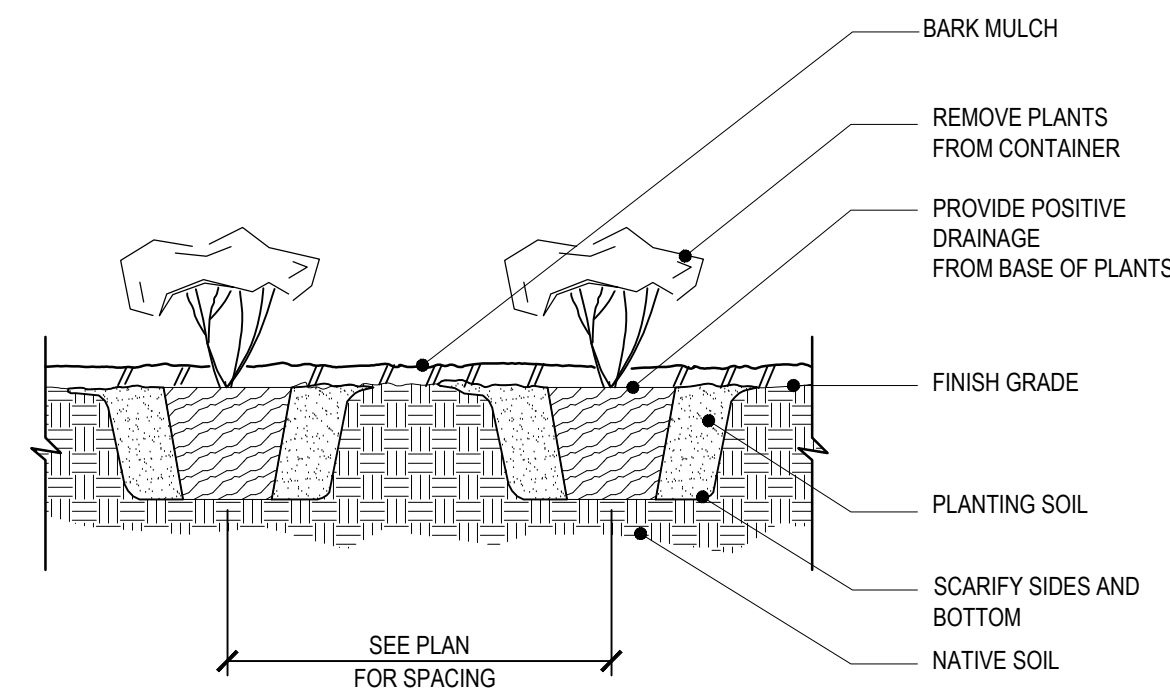
Original Issue: 03/05/2021  
Drawn/Check By: TRH/NWS  
© 2021 Baysinger Partners Architecture

**LANDSCAPE PLAN**

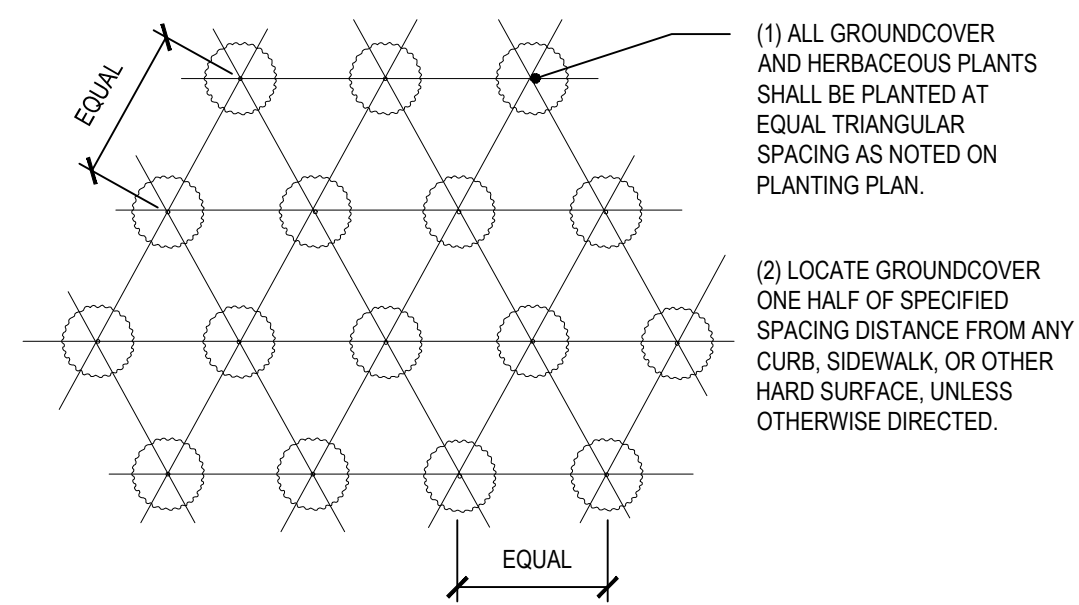
**L1.0**

DESIGN REVIEW

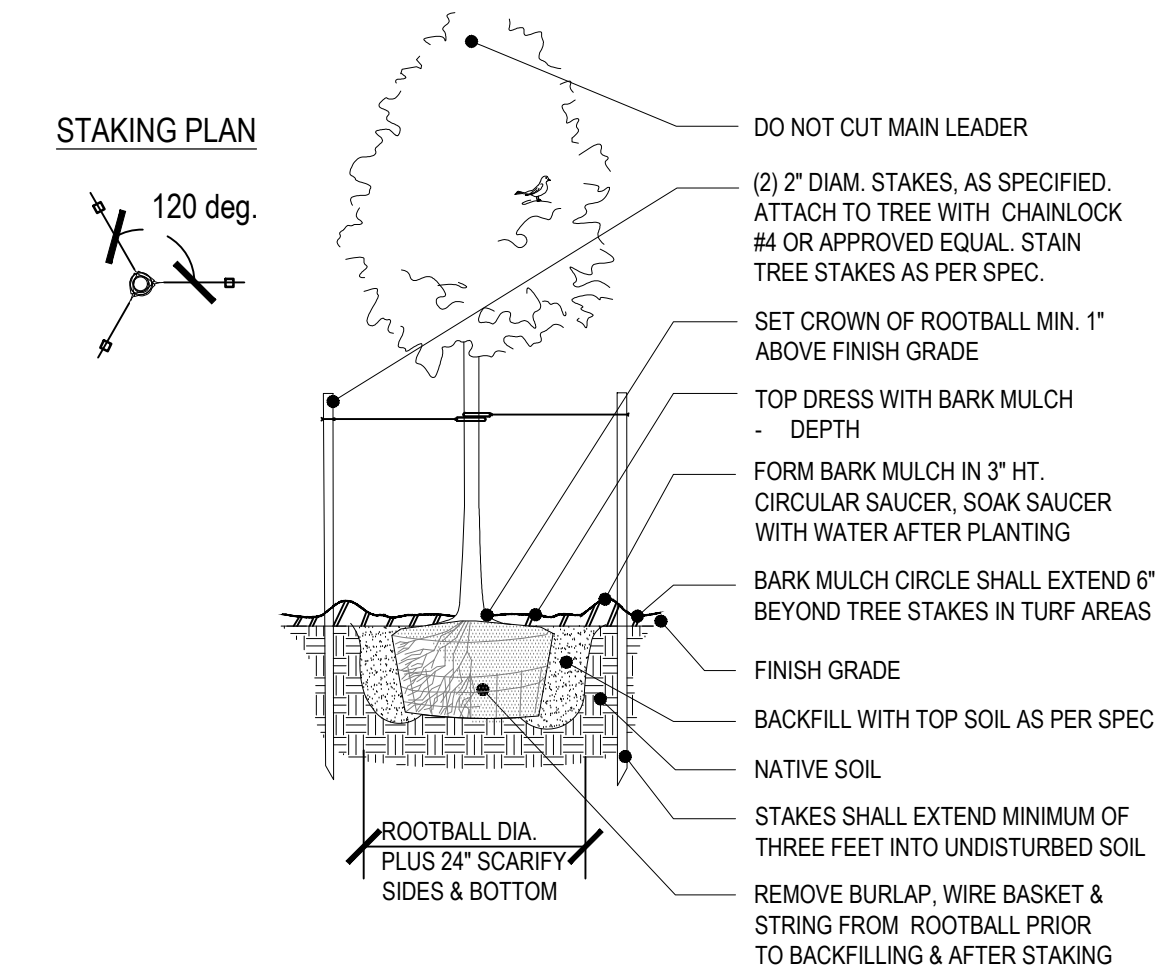




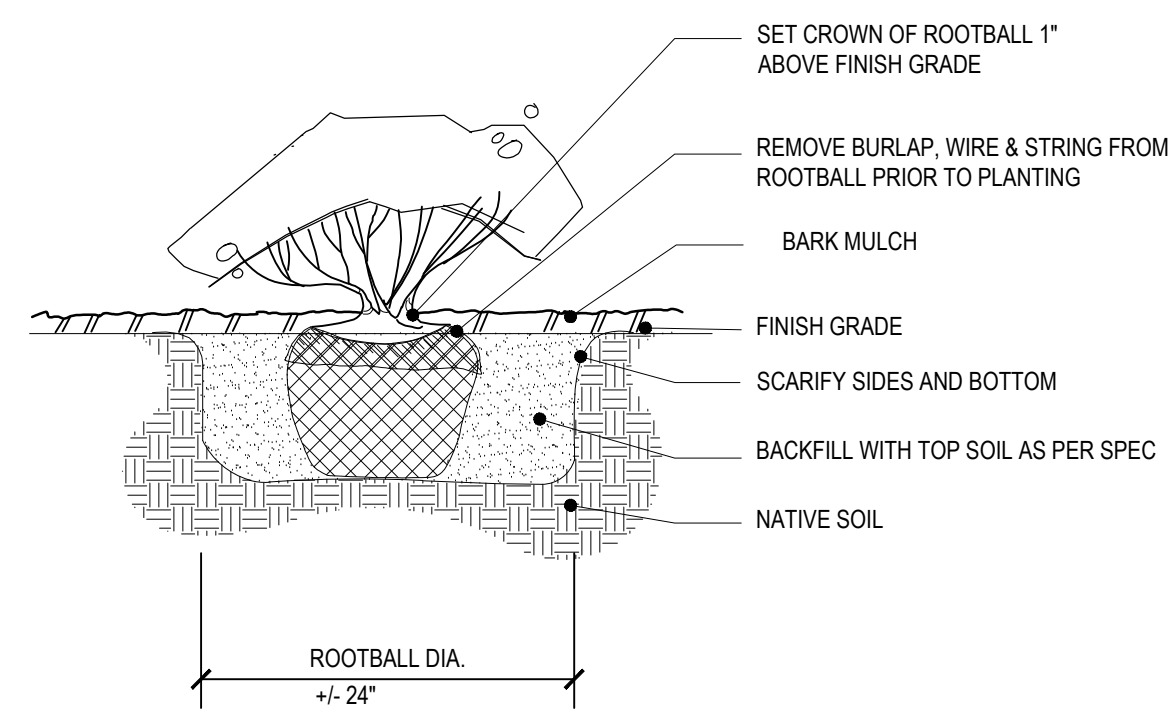
**1** GROUNDCOVER & HERBACEOUS PLANT PLANTING DETAIL  
L2.0 SCALE: NTS



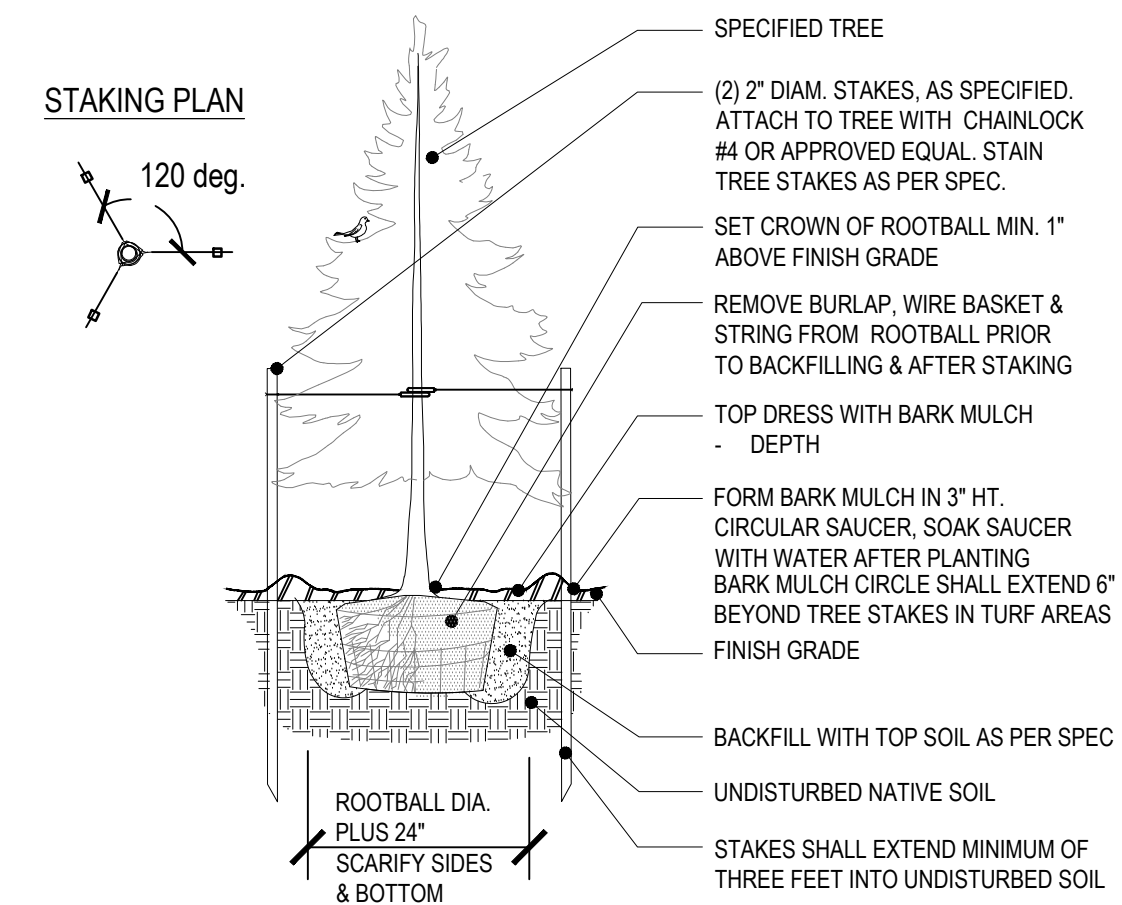
**2** GROUNDCOVER & HERBACEOUS PLANT PLANTING PLAN  
L2.0 SCALE: NTS



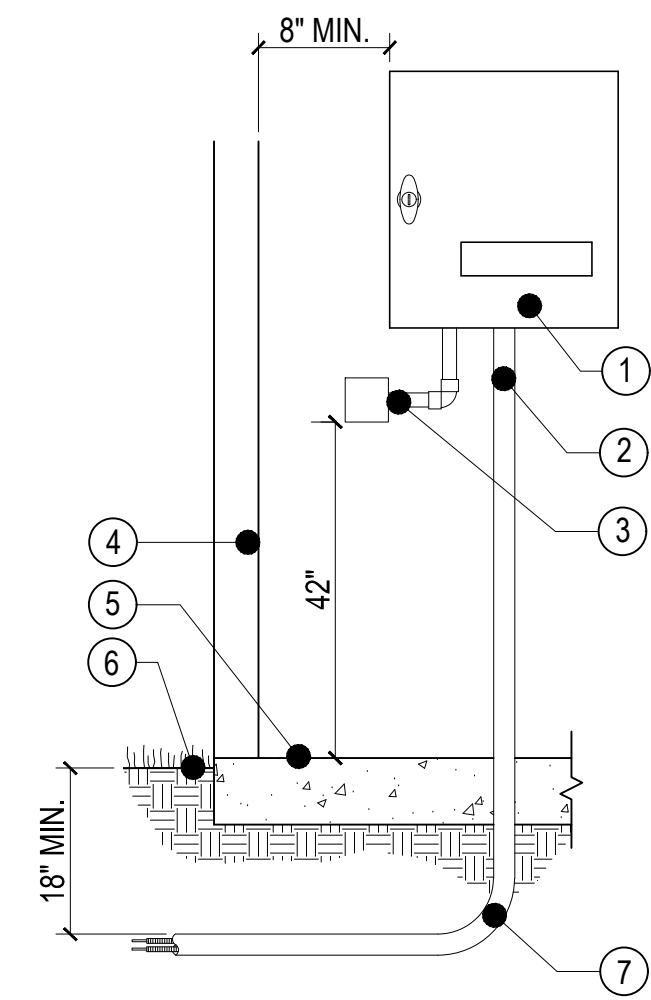
**3** DECIDUOUS TREE PLANTING DETAIL  
L2.0 SCALE: NTS



**4** SHRUB PLANTING  
L2.0 SCALE: NTS

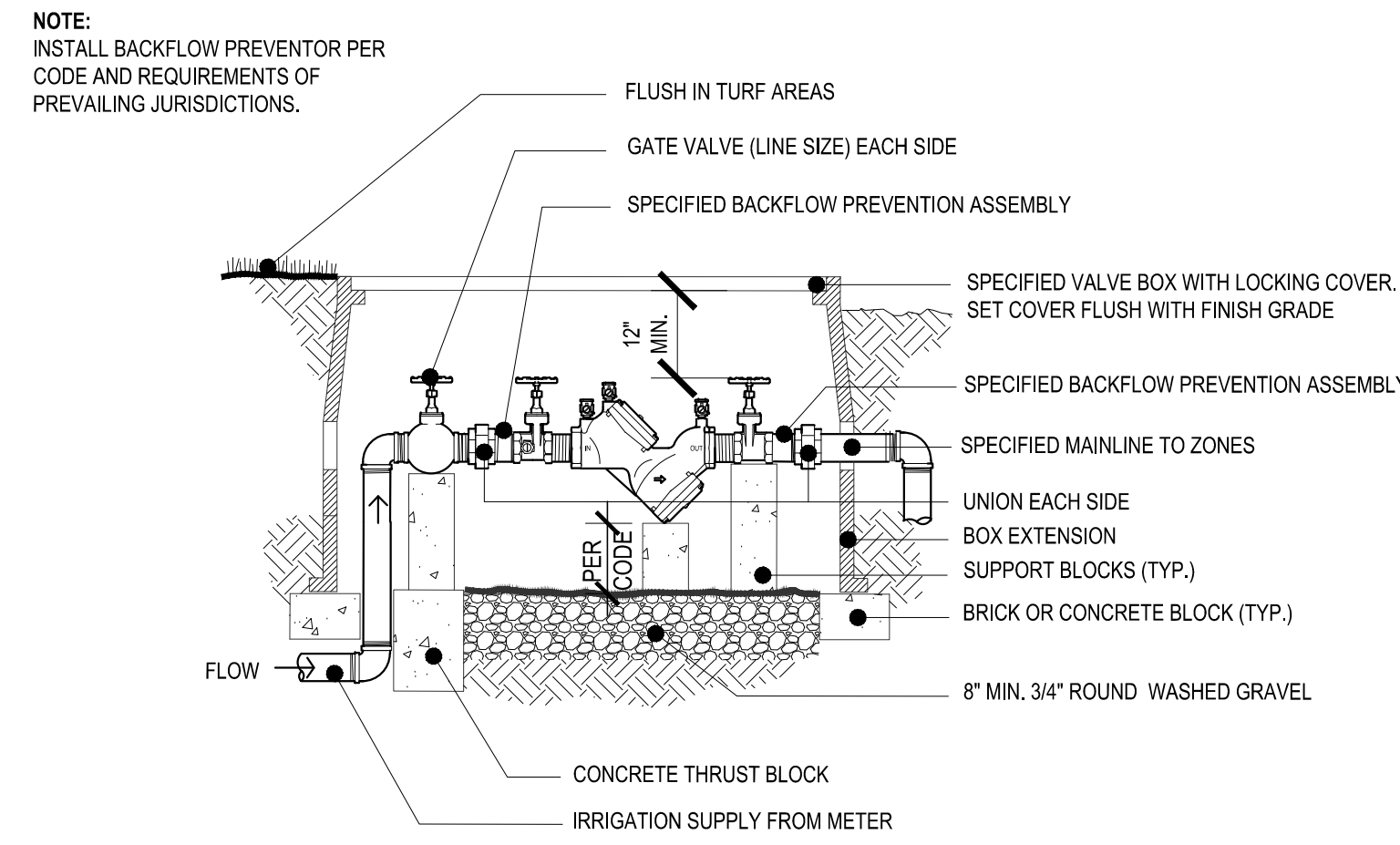


**5** CONIFER TREE PLANTING DETAIL  
L2.0 SCALE: NTS



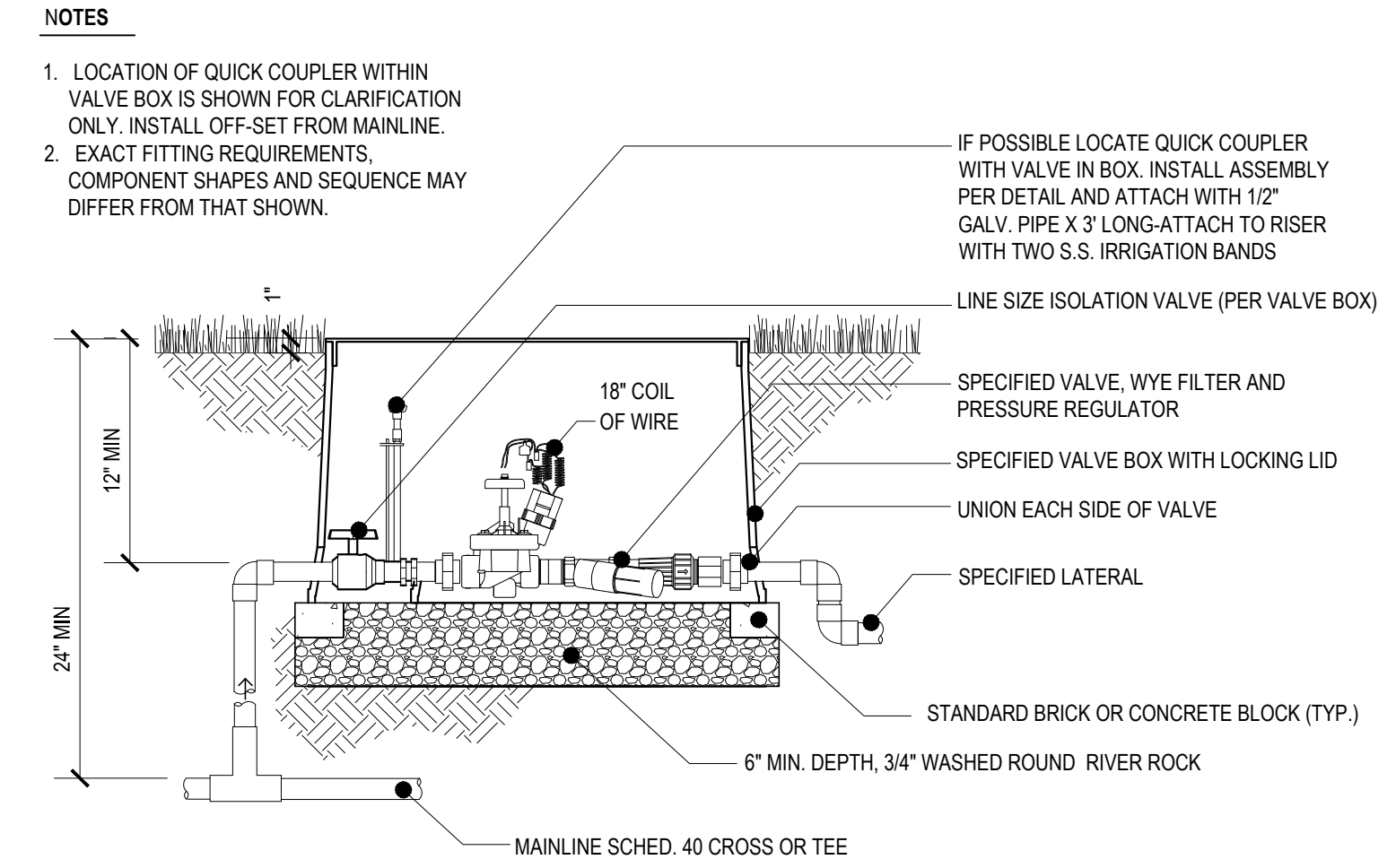
- LEGEND**
- ① AUTOMATIC CONTROLLER WITH LOCKING ACCESS DOOR.
  - ② 2" DIA. P.V.C. CONDUIT FOR COMMON AND CONTROL WIRES TO 8' BEYOND EDGE OF BUILDING.
  - ③ CONDUIT FOR 120 VOLT ELECTRICAL SERVICE WITH JUNCTION BOX.
  - ④ BUILDING WALL.
  - ⑤ BUILDING FLOOR.
  - ⑥ FINISH GRADE.
  - ⑦ SWEEP EL. ON ALL ELECTRICAL CONDUIT.
- NOTES**
- 1 ALL WIRES TO BE INSTALLED AS PER LOCAL CODE.
  - 2 VERIFY LOCATION PRIOR TO INSTALLATION.
  - 3 INSTALL CONTROLLER PER MANUFACTURER'S INSTRUCTIONS.

**1 WALL MOUNTED CONTROLLER**  
## SCALE: NTS



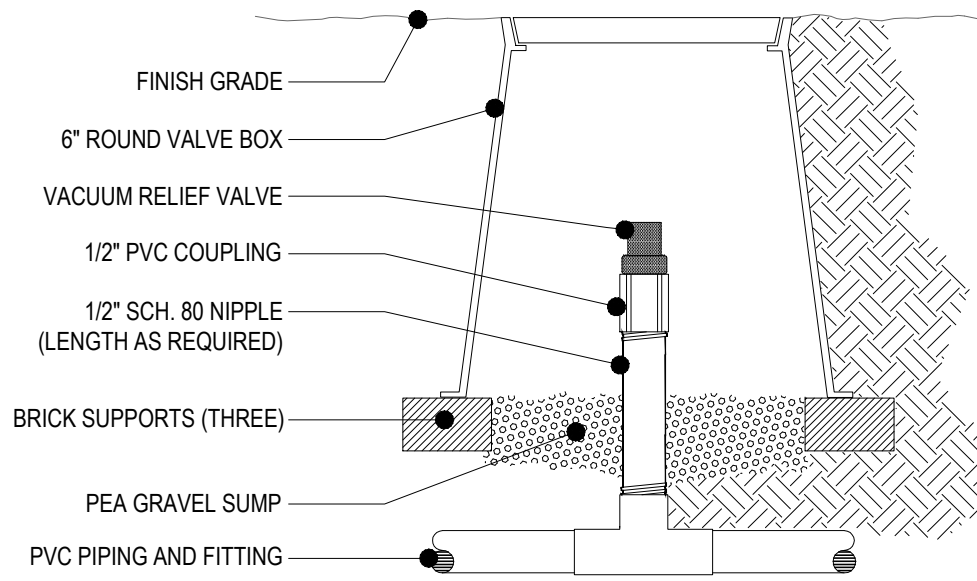
- NOTE:** INSTALL BACKFLOW PREVENTOR PER CODE AND REQUIREMENTS OF PREVAILING JURISDICTIONS.
- FLUSH IN TURF AREAS
  - GATE VALVE (LINE SIZE) EACH SIDE
  - SPECIFIED BACKFLOW PREVENTION ASSEMBLY
  - SPECIFIED VALVE BOX WITH LOCKING COVER. SET COVER FLUSH WITH FINISH GRADE.
  - SPECIFIED BACKFLOW PREVENTION ASSEMBLY
  - SPECIFIED MAINLINE TO ZONES
  - UNION EACH SIDE
  - BOX EXTENSION
  - SUPPORT BLOCKS (TYP.)
  - BRICK OR CONCRETE BLOCK (TYP.)
  - 8" MIN. 3/4" ROUND WASHED GRAVEL
  - CONCRETE THRUST BLOCK
  - IRRIGATION SUPPLY FROM METER

**2 BACKFLOW PREVENTION DEVICE ASSEMBLY**  
## SCALE: NTS



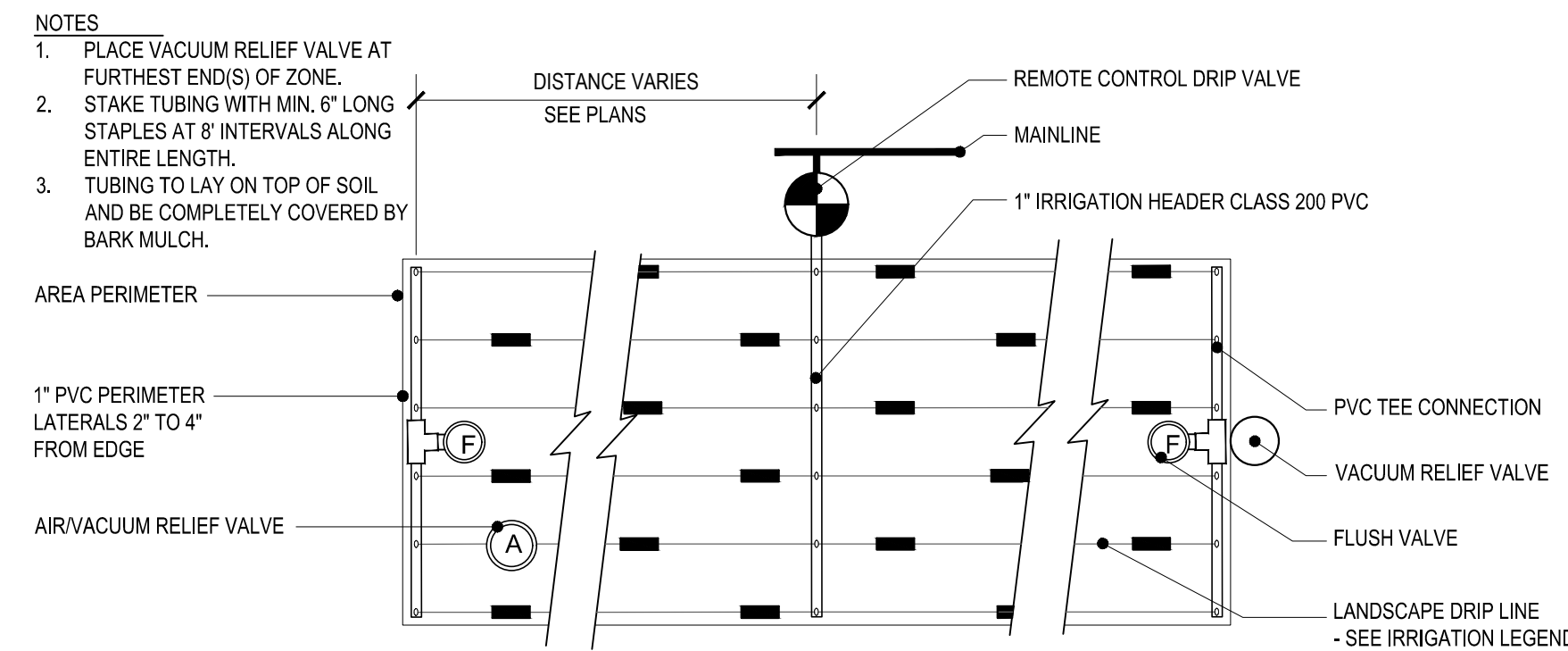
- NOTES**
- 1. LOCATION OF QUICK COUPLER WITHIN VALVE BOX IS SHOWN FOR CLARIFICATION ONLY. INSTALL OFF-SET FROM MAINLINE.
  - 2. EXACT FITTING REQUIREMENTS. COMPONENT SHAPES AND SEQUENCE MAY DIFFER FROM THAT SHOWN.
  - IF POSSIBLE LOCATE QUICK COUPLER WITH VALVE IN BOX. INSTALL ASSEMBLY PER DETAIL AND ATTACH WITH 1/2" GALV. PIPE X 3' LONG-ATTACH TO RISER WITH TWO S.S. IRRIGATION BANDS
  - LINE SIZE ISOLATION VALVE (PER VALVE BOX)
  - SPECIFIED VALVE, WYE FILTER AND PRESSURE REGULATOR
  - SPECIFIED VALVE BOX WITH LOCKING LID
  - UNION EACH SIDE OF VALVE
  - SPECIFIED LATERAL
  - STANDARD BRICK OR CONCRETE BLOCK (TYP.)
  - 6" MIN. DEPTH, 3/4" WASHED ROUND RIVER ROCK
  - MAINLINE SCHED. 40 CROSS OR TEE

**3 DRIP IR CONTROL VALVE ASSEMBLY**  
## SCALE: NTS



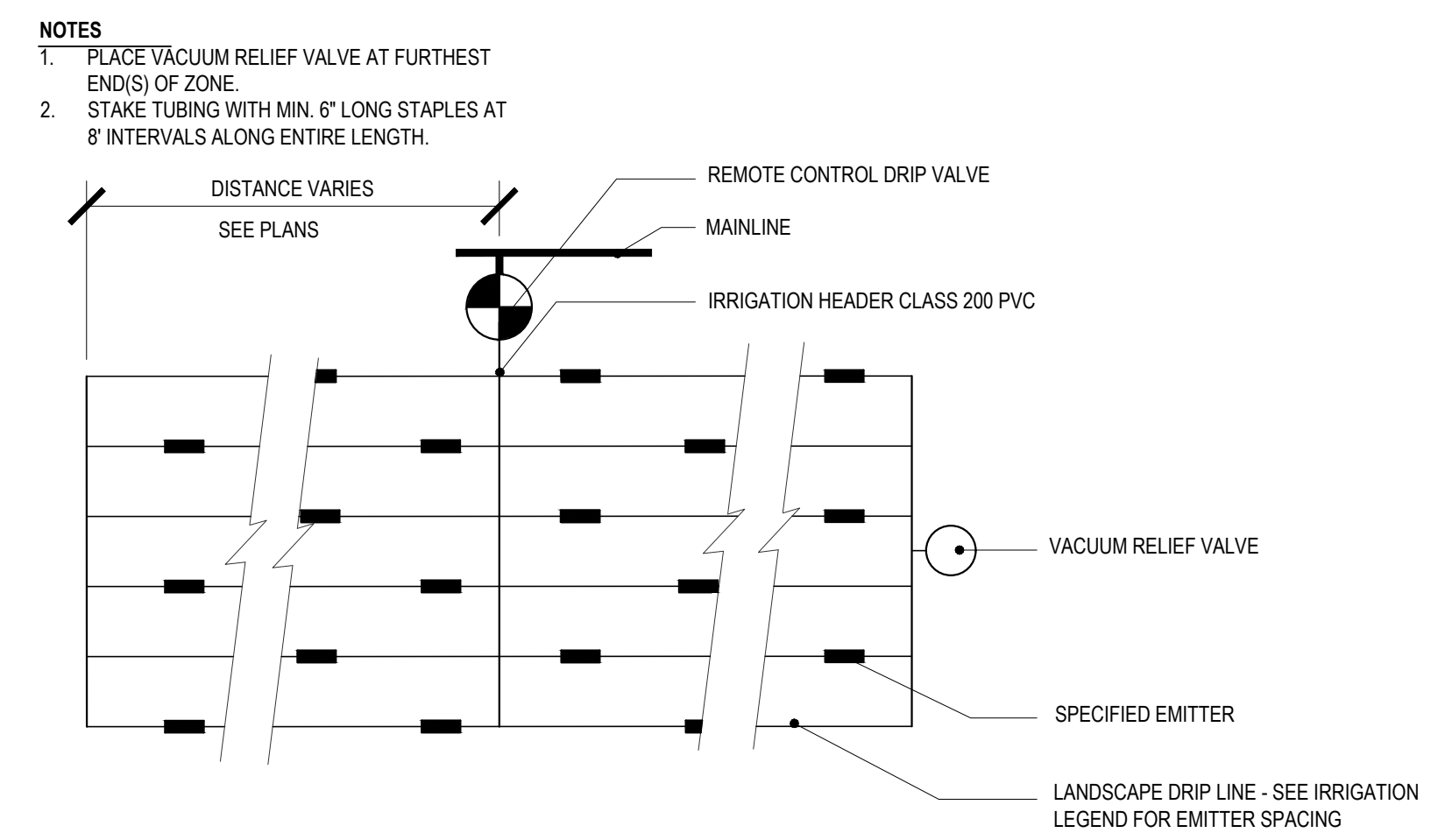
- FINISH GRADE
- 6" ROUND VALVE BOX
- VACUUM RELIEF VALVE
- 1/2" PVC COUPLING
- 1/2" SCH. 80 NIPPLE (LENGTH AS REQUIRED)
- BRICK SUPPORTS (THREE)
- PEA GRAVEL SUMP
- PVC PIPING AND FITTING

**4 VACUUM RELIEF VALVE**  
## SCALE: NTS



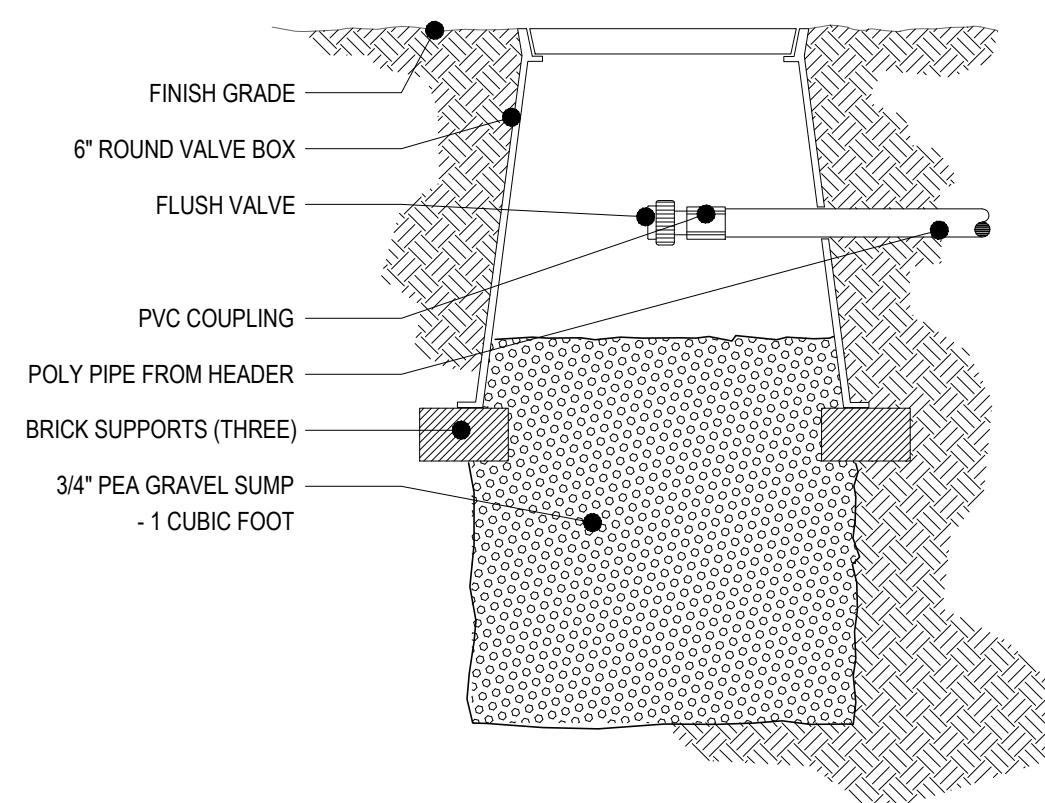
- NOTES**
- 1. PLACE VACUUM RELIEF VALVE AT FURTHEST END(S) OF ZONE.
  - 2. STAKE TUBING WITH MIN. 6" LONG STAPLES AT 8' INTERVALS ALONG ENTIRE LENGTH.
  - 3. TUBING TO LAY ON TOP OF SOIL AND BE COMPLETELY COVERED BY BARK MULCH.
- DISTANCE VARIES SEE PLANS
  - REMOTE CONTROL DRIP VALVE
  - MAINLINE
  - 1" IRRIGATION HEADER CLASS 200 PVC
  - PVC TEE CONNECTION
  - VACUUM RELIEF VALVE
  - FLUSH VALVE
  - LANDSCAPE DRIP LINE - SEE IRRIGATION LEGEND FOR EMITTER SPACING
  - AREA PERIMETER
  - 1" PVC PERIMETER LATERALS 2" TO 4" FROM EDGE
  - AIR/VACUUM RELIEF VALVE

**5 DRIPLINE LAYOUT DIAGRAM**  
## SCALE: NTS



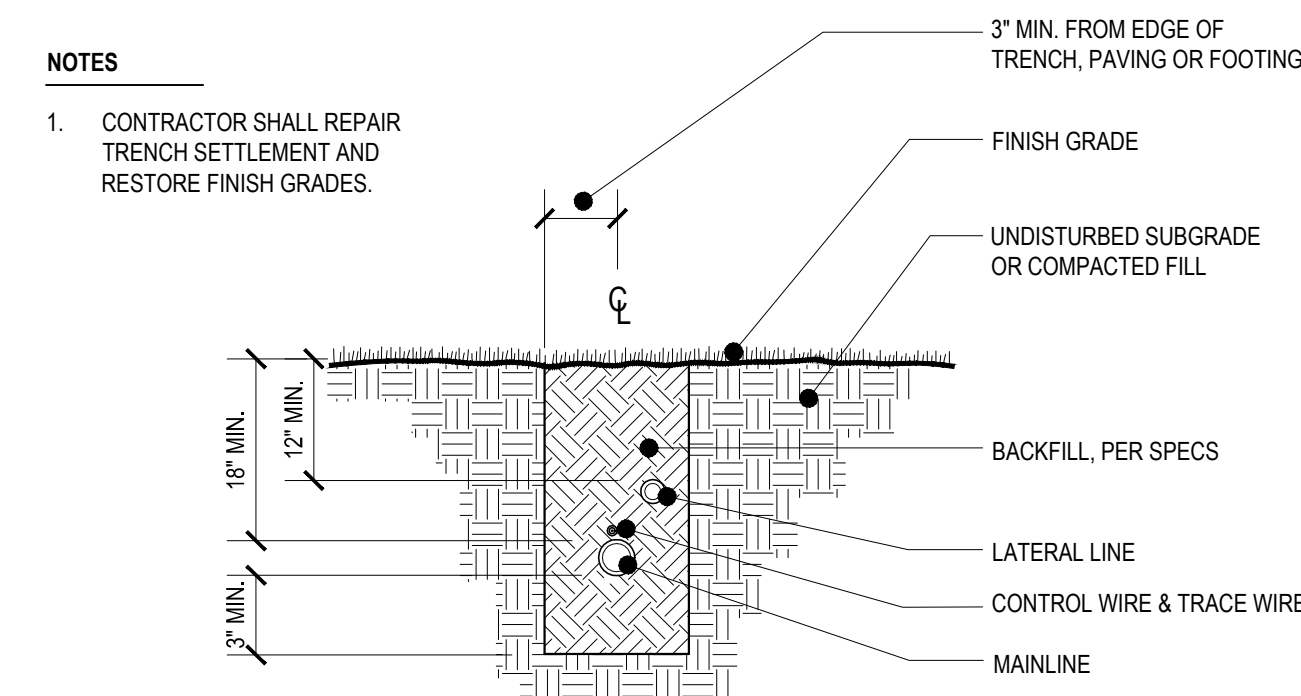
- NOTES**
- 1. PLACE VACUUM RELIEF VALVE AT FURTHEST END(S) OF ZONE.
  - 2. STAKE TUBING WITH MIN. 6" LONG STAPLES AT 8' INTERVALS ALONG ENTIRE LENGTH.
- DISTANCE VARIES SEE PLANS
  - REMOTE CONTROL DRIP VALVE
  - MAINLINE
  - IRRIGATION HEADER CLASS 200 PVC
  - VACUUM RELIEF VALVE
  - SPECIFIED EMITTER
  - LANDSCAPE DRIP LINE - SEE IRRIGATION LEGEND FOR EMITTER SPACING

**6 INLINE EMITTER TUBING INSTALLATION**  
## SCALE: NTS



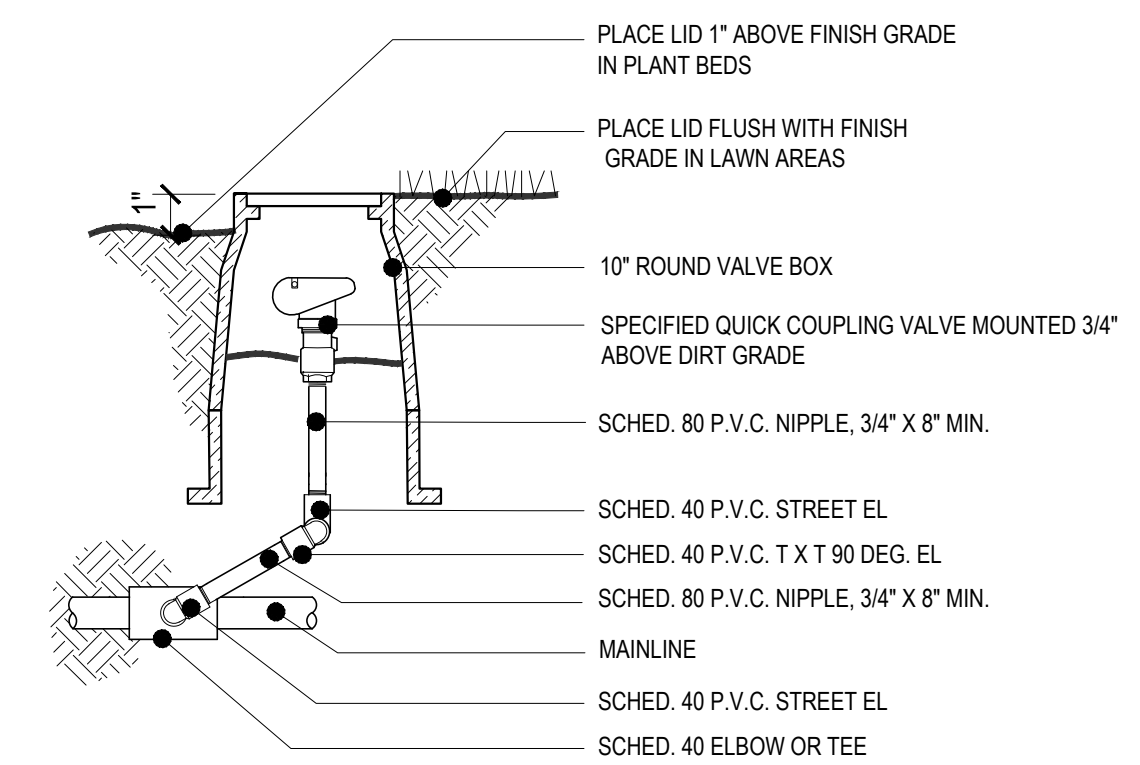
- FINISH GRADE
- 6" ROUND VALVE BOX
- FLUSH VALVE
- PVC COUPLING
- POLY PIPE FROM HEADER
- BRICK SUPPORTS (THREE)
- 3/4" PEA GRAVEL SUMP - 1 CUBIC FOOT

**7 FLUSH VALVE**  
## SCALE: NTS



- NOTES**
- 1. CONTRACTOR SHALL REPAIR TRENCH SETTLEMENT AND RESTORE FINISH GRADES.
- 3" MIN. FROM EDGE OF TRENCH, PAVING OR FOOTING
  - FINISH GRADE
  - UNDISTURBED SUBGRADE OR COMPACTED FILL
  - BACKFILL PER SPECS
  - LATERAL LINE
  - CONTROL WIRE & TRACE WIRE
  - MAINLINE
  - 18" MIN.
  - 12" MIN.
  - 3" MIN.

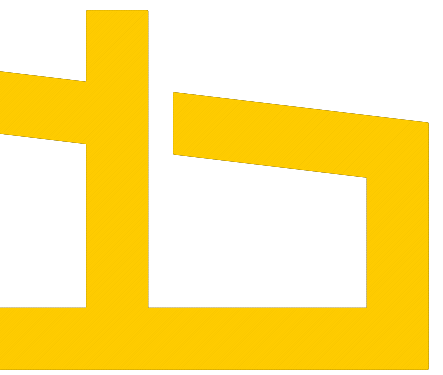
**8 IR TRENCHING DETAIL**  
## SCALE: NTS



- PLACE LID 1" ABOVE FINISH GRADE IN PLANT BEDS
- PLACE LID FLUSH WITH FINISH GRADE IN LAWN AREAS
- 10" ROUND VALVE BOX
- SPECIFIED QUICK COUPLER VALVE MOUNTED 3/4" ABOVE DIRT GRADE
- SCHED. 80 P.V.C. NIPPLE, 3/4" X 8" MIN.
- SCHED. 40 P.V.C. STREET EL.
- SCHED. 40 P.V.C. T X T 90 DEG. EL.
- SCHED. 80 P.V.C. NIPPLE, 3/4" X 8" MIN.
- MAINLINE
- SCHED. 40 P.V.C. STREET EL.
- SCHED. 40 ELBOW OR TEE

**9 QUICK COUPLER VALVE DETAIL**  
## SCALE: NTS





**Baysinger.**

Baysinger Partners Architecture

1006 SE Grand Avenue, Suite 300

Portland, OR 97214

503-546-1600

BillR @Baysinger.Partners



Well-crafted simplicity.



4875 SW Griffin Drive | Suite 300 | Beaverton, OR | 97005  
503.520.3030 fax | 503.520.3030 fax | www.aaieng.com  
Project No. A110426.10

NORTH COAST SHOPS

△ Revisions

Original Issue: 03/05/2021  
Drawn/Check By: TRH/NWS

©2021 Baysinger Partners Architecture

GENERAL NOTES

**C0.1**

DESIGN REVIEW

**GENERAL NOTES**

- CONSTRUCTION LAYOUT (ALL ACTUAL LINES AND GRADES) SHALL BE STAKED BY A PROFESSIONAL SURVEYOR, REGISTERED IN THE STATE OF OREGON, BASED ON COORDINATES, DIMENSIONS, BEARINGS, AND ELEVATIONS, AS SHOWN, ON THE PLANS.
- PROJECT CONTROL SHALL BE FIELD VERIFIED AND CHECKED FOR RELATIVE HORIZONTAL POSITION PRIOR TO BEGINNING CONSTRUCTION LAYOUT.
- PROJECT CONTROL SHALL BE FIELD VERIFIED AND CHECKED FOR RELATIVE VERTICAL POSITION BASED ON THE BENCHMARK STATED HEREON, PRIOR TO BEGINNING CONSTRUCTION LAYOUT.
- WHEN DIMENSIONS AND COORDINATE LOCATIONS ARE REPRESENTED – DIMENSIONS SHALL HOLD OVER COORDINATE LOCATION. NOTIFY THE CIVIL ENGINEER OF RECORD IMMEDIATELY UPON DISCOVERY.
- BUILDING SETBACK DIMENSIONS FROM PROPERTY LINES SHALL HOLD OVER ALL OTHER CALLOUTS. PROPERTY LINES AND ASSOCIATED BUILDING SETBACKS SHALL BE VERIFIED PRIOR TO CONSTRUCTION LAYOUT.
- CONTRACTOR SHALL PRESERVE AND PROTECT FROM DAMAGE ALL EXISTING MONUMENTATION DURING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PAYING FOR THE REPLACEMENT OF ANY MONUMENTS DAMAGED OR REMOVED DURING CONSTRUCTION. NEW MONUMENTS SHALL BE REESTABLISHED BY A LICENSED SURVEYOR.
- ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THESE PLANS, THE PROJECT SPECIFICATIONS AND THE APPLICABLE REQUIREMENTS OF THE 2018 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, THE 2017 OREGON PLUMBING SPECIALTY CODE AND LOCAL JURISDICTION REQUIREMENTS.
- THE COMPLETED INSTALLATION SHALL CONFORM TO ALL APPLICABLE FEDERAL, STATE, AND LOCAL CODES, ORDINANCES AND REGULATIONS. ALL PERMITS, LICENSES AND INSPECTIONS REQUIRED BY THE GOVERNING AUTHORITIES FOR THE EXECUTION AND COMPLETION OF WORK SHALL BE SECURED BY THE CONTRACTOR PRIOR TO COMMENCING CONSTRUCTION.
- ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987). EXCAVATORS MUST NOTIFY ALL PERTINENT COMPANIES OR AGENCIES WITH UNDERGROUND UTILITIES IN THE PROJECT AREA AT LEAST 48 BUSINESS-DAY HOURS, BUT NOT MORE THAN 10 BUSINESS DAYS PRIOR TO COMMENCING AN EXCAVATION, SO UTILITIES MAY BE ACCURATELY LOCATED.
- THE LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE. CONTRACTOR SHALL VERIFY ELEVATIONS, PIPE SIZE, AND MATERIAL TYPES OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING WITH CONSTRUCTION AND SHALL BRING ANY DISCREPANCIES TO THE ATTENTION OF AAI ENGINEERING, 72 HOURS PRIOR TO START OF CONSTRUCTION TO PREVENT GRADE AND ALIGNMENT CONFLICTS.
- THE ENGINEER OR OWNER IS NOT RESPONSIBLE FOR THE SAFETY OF THE CONTRACTOR OR HIS CREW. ALL O.S.H.A. REGULATIONS SHALL BE STRICTLY ADHERED TO IN THE PERFORMANCE OF THE WORK.
- TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE IMPLEMENTED. THE ESC FACILITIES SHOWN IN THESE PLANS ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT LEAVE THE SITE.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL ROADWAYS, KEEPING THEM CLEAN AND FREE OF CONSTRUCTION MATERIALS AND DEBRIS, AND PROVIDING DUST CONTROL AS REQUIRED.
- TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR THROUGHOUT CONSTRUCTION. CONTRACTOR SHALL PROVIDE A TRAFFIC CONTROL PLAN TO LOCAL JURISDICTION FOR REVIEW AND APPROVAL PRIOR TO COMMENCING CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING AND SCHEDULING ALL WORK WITH THE OWNER.
- THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
- THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.
- EXISTING SURVEY MONUMENTS ARE TO BE PROTECTED DURING CONSTRUCTION OR REPLACED IN ACCORDANCE WITH OREGON REVISED STATUTES 209.140 – 209.155.

**CONSTRUCTION NOTES**

DEMOLITION

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEMOLITION AND DISPOSAL OF EXISTING AC, CURBS, SIDEWALKS AND OTHER SITE ELEMENTS WITHIN THE SITE AREA IDENTIFIED IN THE PLANS.
- EXCEPT FOR MATERIALS INDICATED TO BE STOCKPILED OR TO REMAIN ON OWNER'S PROPERTY, CLEARED MATERIALS SHALL BECOME CONTRACTOR'S PROPERTY, REMOVED FROM THE SITE, AND DISPOSED OF PROPERLY.
- ITEMS INDICATED TO BE SALVAGED SHALL BE CAREFULLY REMOVED AND DELIVERED STORED AT THE PROJECT SITE AS DIRECTED BY THE OWNER.
- ALL LANDSCAPING, PAVEMENT, CURBS AND SIDEWALKS, BEYOND THE IDENTIFIED SITE AREA, DAMAGED DURING THE CONSTRUCTION SHALL BE REPLACED TO THEIR ORIGINAL CONDITION OR BETTER.
- CONCRETE SIDEWALKS SHOWN FOR DEMOLITION SHALL BE REMOVED TO THE NEAREST EXISTING CONSTRUCTION JOINT.
- SAWCUT STRAIGHT MATCHLINES TO CREATE A BUTT JOINT BETWEEN THE EXISTING AND NEW PAVEMENT.

UTILITIES

- ADJUST ALL INCIDENTAL STRUCTURES, MANHOLES, VALVE BOXES, CATCH BASINS, FRAMES AND COVERS, ETC. TO FINISHED GRADE.
- CONTRACTOR SHALL ADJUST ALL EXISTING AND/OR NEW FLEXIBLE UTILITIES (WATER, TV, TELEPHONE, ELEC., ETC.) TO CLEAR ANY EXISTING OR NEW GRAVITY DRAIN UTILITIES (STORM DRAIN, SANITARY SEWER, ETC.) IF CONFLICT OCCURS.
- CONTRACTOR SHALL COORDINATE WITH PRIVATE UTILITY COMPANIES FOR THE INSTALLATION OF OR ADJUSTMENT TO GAS, ELECTRICAL, POWER AND TELEPHONE SERVICE.
- BEFORE BACKFILLING ANY SUBGRADE UTILITY IMPROVEMENTS CONTRACTOR SHALL SURVEY AND RECORD MEASUREMENTS OF EXACT LOCATION AND DEPTH AND SUBMIT TO ENGINEER AND OWNER.

STORM AND SANITARY

- CONNECTIONS TO EXISTING STORM AND SANITARY SEWERS SHALL CONFORM TO THE 2018 OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, SECTION 00490, "WORK ON EXISTING SEWERS AND STRUCTURES".
- BEGIN LAYING STORM DRAIN AND SANITARY SEWER PIPE AT THE LOW POINT OF THE SYSTEM, TRUE TO GRADE AND ALIGNMENT INDICATED WITH UNBROKEN CONTINUITY OF INVERT. THE CONTRACTOR SHALL ESTABLISH LINE AND GRADE FOR THE STORM AND SANITARY SEWER PIPE USING A LASER.
- ALL ROOF DRAIN AND CATCH BASIN LEADERS SHALL HAVE A MINIMUM SLOPE OF 1 PERCENT UNLESS NOTED OTHERWISE IN THE PLANS.

WATER

- ALL WATER AND FIRE PROTECTION PIPE SHALL HAVE A MINIMUM 36-INCH COVER TO THE FINISH GRADE.
- ALL WATER AND FIRE PRESSURE FITTINGS SHALL BE PROPERLY RESTRAINED WITH THRUST BLOCKS PER DETAIL.
- ALL WATER MAIN / SANITARY SEWER CROSSINGS SHALL CONFORM TO THE OREGON STATE HEALTH DEPARTMENT REGULATIONS, CHAPTER 333.

EARTHWORKS

- CONTRACTOR SHALL PREVENT SEDIMENTS AND SEDIMENT LADEN WATER FROM ENTERING THE STORM DRAINAGE SYSTEM.
- TRENCH BEDDING AND BACKFILL SHALL BE AS SHOWN ON THE PIPE BEDDING AND BACKFILL DETAIL. THE PROJECT SPECIFICATIONS AND AS REQUIRED IN THE SOILS REPORT. FLOODING OR JETTING THE BACKFILLED TRENCHES WITH WATER WILL NOT BE PERMITTED.
- SUBGRADE AND TRENCH BACKFILL SHALL BE COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D-698. FLOODING OR JETTING THE BACKFILLED TRENCHES WITH WATER IS NOT PERMITTED.

PAVING

- SEE ARCHITECTURAL PLANS FOR SIDEWALK FINISHING AND SCORING PATTERNS.

**MATERIAL NOTES**

- GENERAL: MATERIALS SHALL BE NEW. THE USE OF MANUFACTURER'S NAMES, MODELS, AND NUMBERS IS INTENDED TO ESTABLISH STYLE, QUALITY, APPEARANCE, AND USEFULNESS. PROPOSED SUBSTITUTIONS WILL REQUIRE WRITTEN APPROVAL FROM ENGINEER PRIOR TO INSTALLATION.
- STORM AND SANITARY SEWER PIPING SHALL BE PVC PIPE AS INDICATED IN THE PLANS. PIPES WITH LESS THAN 2' OF COVER SHALL BE C900/C905 PVC, HDPE OR DUCTILE IRON PIPE.
- PRIVATE WATER MAINS 4-INCH DIAMETER AND LARGER SHALL BE DUCTILE IRON PIPE SCH 80; AS INDICATED IN THE PLANS.
- PRIVATE WATER LINES 3-INCH DIAMETER AND SMALLER SHALL BE TYPE K COPPER OR PVC; AS INDICATED IN THE PLANS.
- CONCRETE FOR CURBS, SIDEWALK AND DRIVEWAYS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI AT 28 DAYS.

**SEPARATION STATEMENT**

ALL WATER MAIN CROSSINGS SHALL CONFORM TO THE OREGON STATE HEALTH DEPARTMENT, CHAPTER 333. WATER MAINS SHALL CROSS OVER SANITARY SEWERS WITH A 18" MINIMUM CLEARANCE BETWEEN OUTSIDE DIAMETERS OF PIPE WITH ALL PIPE JOINTS EQUIDISTANT FROM CROSSING. HORIZONTAL SEPARATION BETWEEN WATER MAINS AND SANITARY SEWERS IN PARALLEL INSTALLATIONS SHALL BE 10'. MAINTAIN 12" MINIMUM VERTICAL DISTANCE FOR ALL OTHER UTILITY CROSSINGS AND 12" HORIZONTAL PARALLEL DISTANCE. IN CASES WHERE IT IS NOT POSSIBLE TO MAINTAIN THE MINIMUM 10' HORIZONTAL SEPARATION, THE WATER MAIN SHALL BE LAID ON A SEPARATE SHELF IN THE TRENCH 18" INCHES ABOVE THE SEWER.



# TOPOGRAPHIC SURVEY PORTION OF NORTH COAST SHOPPING CENTER

OREGON COAST HIGHWAY 101 AND HARBOR STREET  
WARRENTON, OREGON

LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 23  
TOWNSHIP 8 NORTH, RANGE 10 WEST, OF THE  
WILLAMETTE MERIDIAN, CITY OF WARRENTON,  
CLATSOP COUNTY, STATE OF OREGON

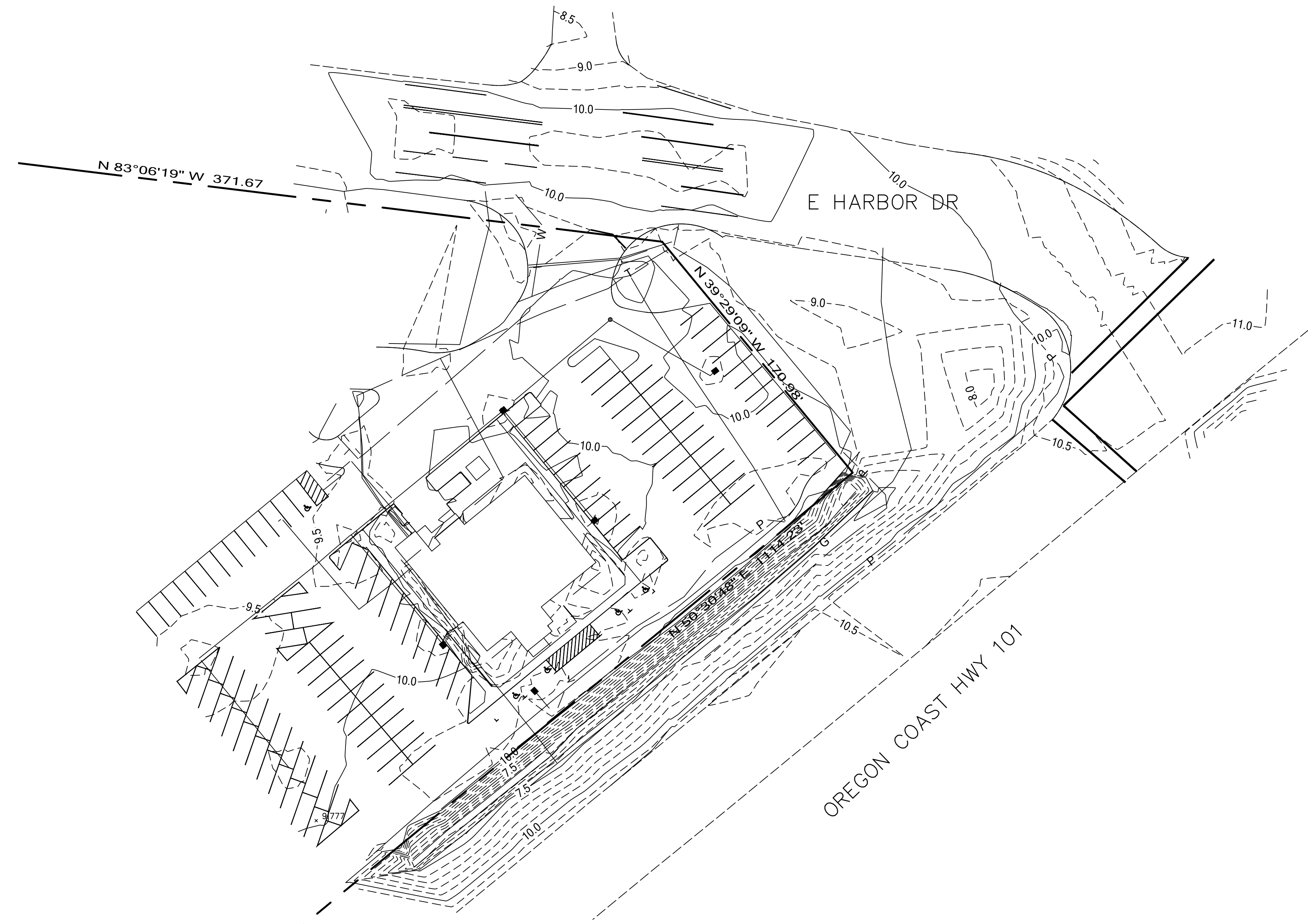


Baysinger Partners Architecture  
1006 SE Grand Avenue, Suite 300  
Portland, OR 97214  
503-546-1600  
BillR @Baysinger.Partners

Well-crafted simplicity.



NORTH COAST SHOPS



### LEGEND:

	PROPERTY LINE
	CENTERLINE
	BUILDING LINE
	6" CONCRETE CURB
	EDGE OF ASPHALT
	FIRE HYDRANT
	DRAINAGE VAULT
	TRAFFIC CONTROL BOX
	WATER/GAS VALVE
	SANITARY SEWER MH
	SANITARY SEWER C.O.
	STORM SEWER MH
	CATCH BASIN
	LIGHT STANDARD
	LIGHT STANDARD WITH 2' CONCRETE BASE
	GAS LINE
	POWER LINE
	UNDERGROUND WATER LINE
	TELEPHONE LINE
	UNDERGROUND STORM DRAIN LINE
	UNDERGROUND SANITARY SEWER LINE
	LANDSCAPED AREA
	FOUND AS NOTED

### BASIS OF BEARINGS:

THE BEARING OF SOUTH 39°29'09" EAST ALONG THE SOUTHEASTERLY PROPERTY LINE BETWEEN THE TWO FOUND AND HELD IRON PIPES AS SHOWN ON THE ALTA/ACSM LAND TITLE SURVEY PERFORMED BY WESTLAKE CONSULTANTS INC., DATED APRIL 26, 2006 AND LABELED AS DRAWING NUMBER 1676-01

### VERTICAL DATUM:

BENCHMARK: THE MARK IS IN THE CONCRETE ANCHOR BLOCK FOR THE WEST FLOATING DOCK AT THE WARRENTON BOAT RAMP. THE MONUMENT IS STAMPED 0410 01 1996. THE MLLW 83-01 ELEVATION OF THE MARK IS 13.66 FEET. THE NAVD88 ELEVATION IS 13.64, WHICH IS THE ELEVATION USED FOR THIS SURVEY.

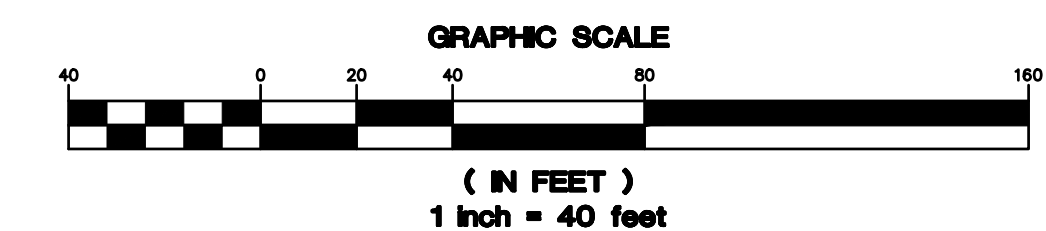
### NOTES:

- 1) UNDERGROUND UTILITIES SHOWN HEREON ARE BASED ON FIELD LOCATES BY "LOCATES DOWN UNDER, INC." ON 11/06/2019, TOGETHER WITH OBSERVED SURFACE FEATURES.

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
  
OREGON  
DECEMBER 16, 1980  
DAVID A. FOSTER  
1934  
RENEWS: 12-31-19

### SURVEYED BY

FOSTER SURVEYING, INC.  
3517 SE 198TH AVENUE  
CAMAS, WASHINGTON 98607  
503-997-1100



Revisions

Original Issue: 03/05/2021  
Drawn/Check By: TRH/NWS

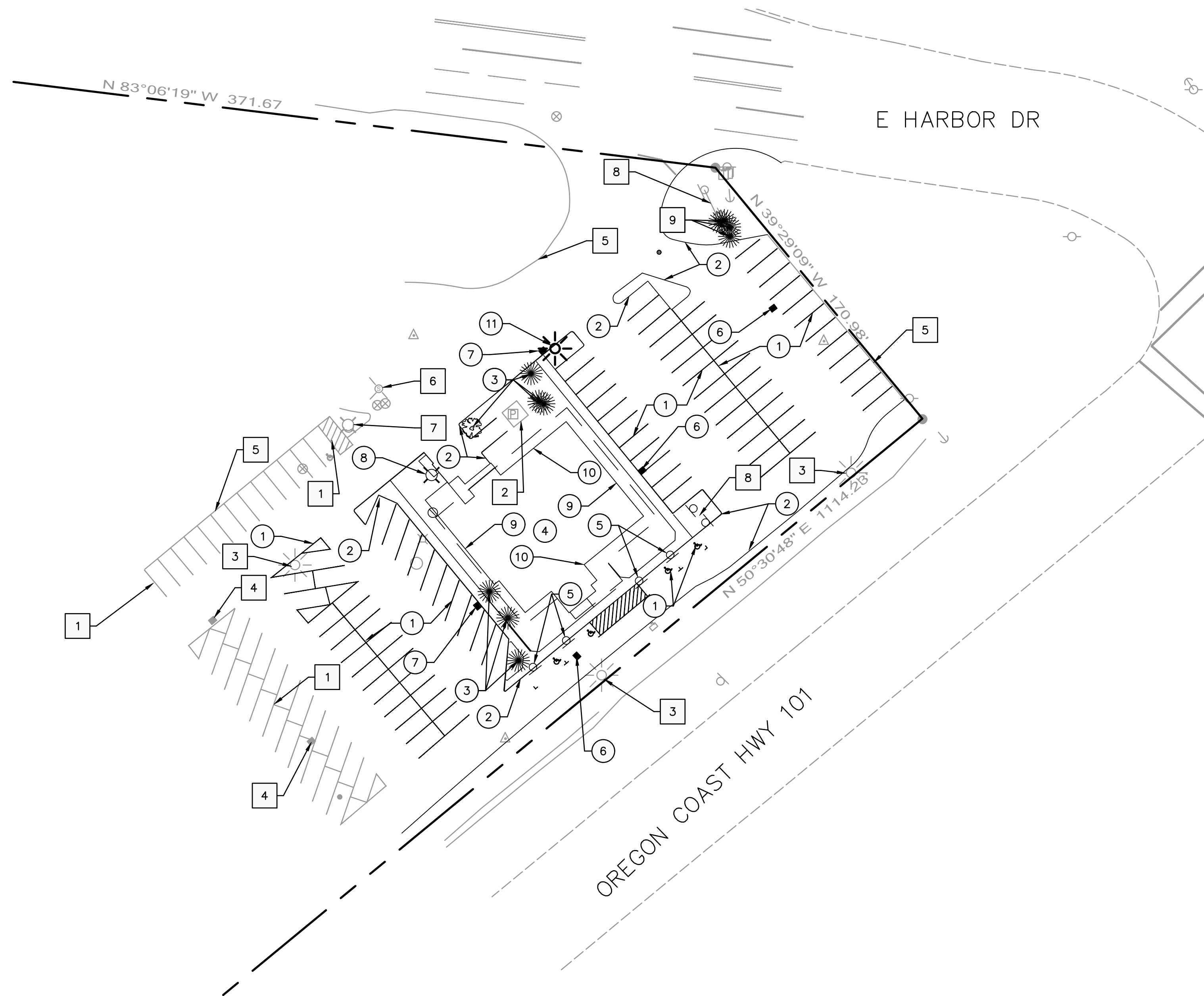
©2021 Baysinger Partners Architecture

EXISTING CONDITIONS

# C0.2

DESIGN REVIEW





**SHEET NOTES**

1. SEE SHEET C0.1 FOR GENERAL SHEET NOTES.
2. CONTRACTOR MAY STAGE WITHIN LIMITS OF DEMOLITION.
3. REMOVE ALL SITE COMPONENTS AND RECYCLE COMPONENTS AS REQUIRED IN THE SPECIFICATIONS.
4. ALL TRADE LICENSES AND PERMITS NECESSARY FOR THE PROCUREMENT AND COMPLETION OF THE WORK SHALL BE SECURED BY THE CONTRACTOR PRIOR TO COMMENCING DEMOLITION.
5. THE CONTRACTOR SHALL PRESERVE AND PROTECT FROM DAMAGE ALL EXISTING RIGHT-OF-WAY SURVEY MONUMENTATION DURING DEMOLITION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PAYING FOR THE REPLACEMENT BY A LICENSED SURVEYOR OF ANY DAMAGED OR REMOVED MONUMENTS.
6. PROTECT ALL ITEMS ON ADJACENT PROPERTIES AND IN THE RIGHT OF WAY INCLUDING BUT NOT LIMITED TO SIGNAL EQUIPMENT, PARKING METERS, SIDEWALKS, STREET TREES, STREET LIGHTS, CURBS, PAVEMENT AND SIGNS. CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ANY DAMAGED ITEMS TO ORIGINAL CONDITION.
7. PROTECT STRUCTURES, UTILITIES, SIDEWALKS, AND OTHER FACILITIES IMMEDIATELY ADJACENT TO EXCAVATIONS FROM DAMAGES CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUT AND OTHER HAZARDS.
8. SAWCUT STRAIGHT LINES IN SIDEWALK, AS NECESSARY.
9. CONTRACTOR IS RESPONSIBLE TO CONTROL DUST AND MUD DURING THE DEMOLITION PERIOD, AND DURING TRANSPORTATION OF DEMOLITION DEBRIS. ALL STREET SURFACES OUTSIDE THE CONSTRUCTION ZONE MUST BE KEPT CLEAN.
10. PROTECT ALL EXISTING UTILITY STRUCTURES AND UNDERGROUND MAINS TO REMAIN.
11. PROTECT ALL EXISTING VEGETATION TO REMAIN.

**X PROTECTION NOTES**

- 1 PROTECT EXISTING STRIPING
- 2 PROTECT EXISTING TRANSFORMER
- 3 PROTECT EXISTING LIGHT POLE
- 4 PROTECT EXISTING CATCH BASIN
- 5 PROTECT EXISTING CURB
- 6 PROTECT EXISTING MANHOLE
- 7 PROTECT EXISTING FIRE HYDRANT
- 8 PROTECT MONUMENT SIGN
- 9 PROTECT EXISTING TREE

**X DEMOLITION NOTES**

- 1 REMOVE EXISTING STRIPING
- 2 REMOVE EXISTING CURB
- 3 REMOVE EXISTING TREE
- 4 EXISTING SLAB TO REMAIN EXCEPT AS REQUIRED FOR UNDERGROUND & FOOTING/FOUNDATION. SEE ARCHITECTURAL PLANS FOR MORE DETAILS
- 5 REMOVE EXISTING SIGN
- 6 REMOVE EXISTING CATCH BASIN PROTECT LATERAL
- 7 REMOVE AND RELOCATE EXISTING CATCH BASIN
- 8 REMOVE AND RELOCATE EXISTING FDC
- 9 REMOVE WALLS. EXISTING CONCRETE STEM WALLS & FOOTINGS TO REMAIN. SEE ARCHITECTURAL FOR MORE DETAILS
- 10 REMOVE WALLS & FOOTINGS. SEE ARCHITECTURAL PLANS FOR MORE DETAILS
- 11 REMOVE EXISTING LIGHT POLE



Baysinger Partners Architecture

1006 SE Grand Avenue, Suite 300

Portland, OR 97214

503-546-1600

BillR @Baysinger.Partners



Well-crafted simplicity.



4875 SW Griffin Drive | Suite 300 | Beaverton, OR | 97005

503.520.3030 | 503.520.5030 | Fax | www.aaieng.com

Project No. A15042.10

NORTH COAST SHOPS

Revisions

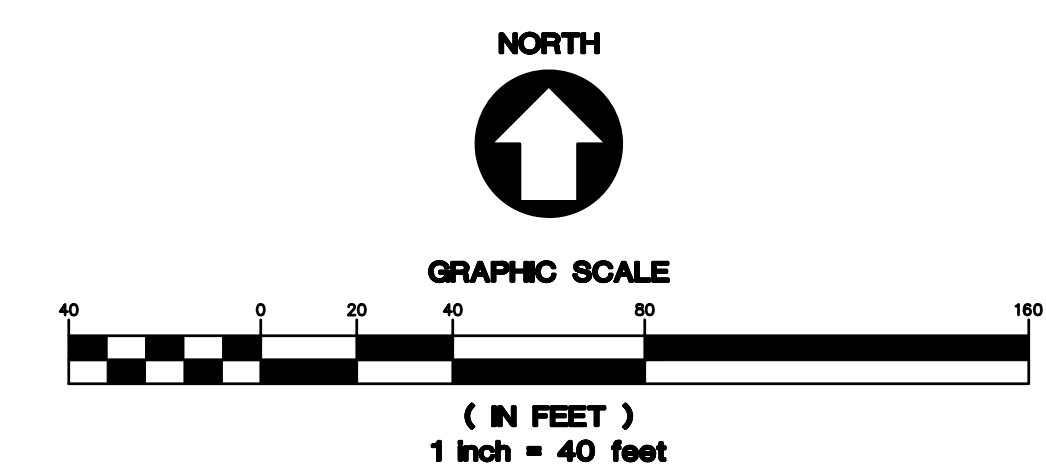
Original Issue: 03/05/2021  
Drawn/Check By: TRH/NWS

© 2021 Baysinger Partners Architecture

DEMO PLAN

**C0.3**

DESIGN REVIEW





Well-crafted simplicity.



NORTH COAST SHOPS

Revisions

Original Issue: 03/05/2021  
 Drawn/Check By: TRH/NWS

©2021 Baysinger Partners Architecture

SITE PLAN

**C1.0**

DESIGN REVIEW




**SHEET NOTES**

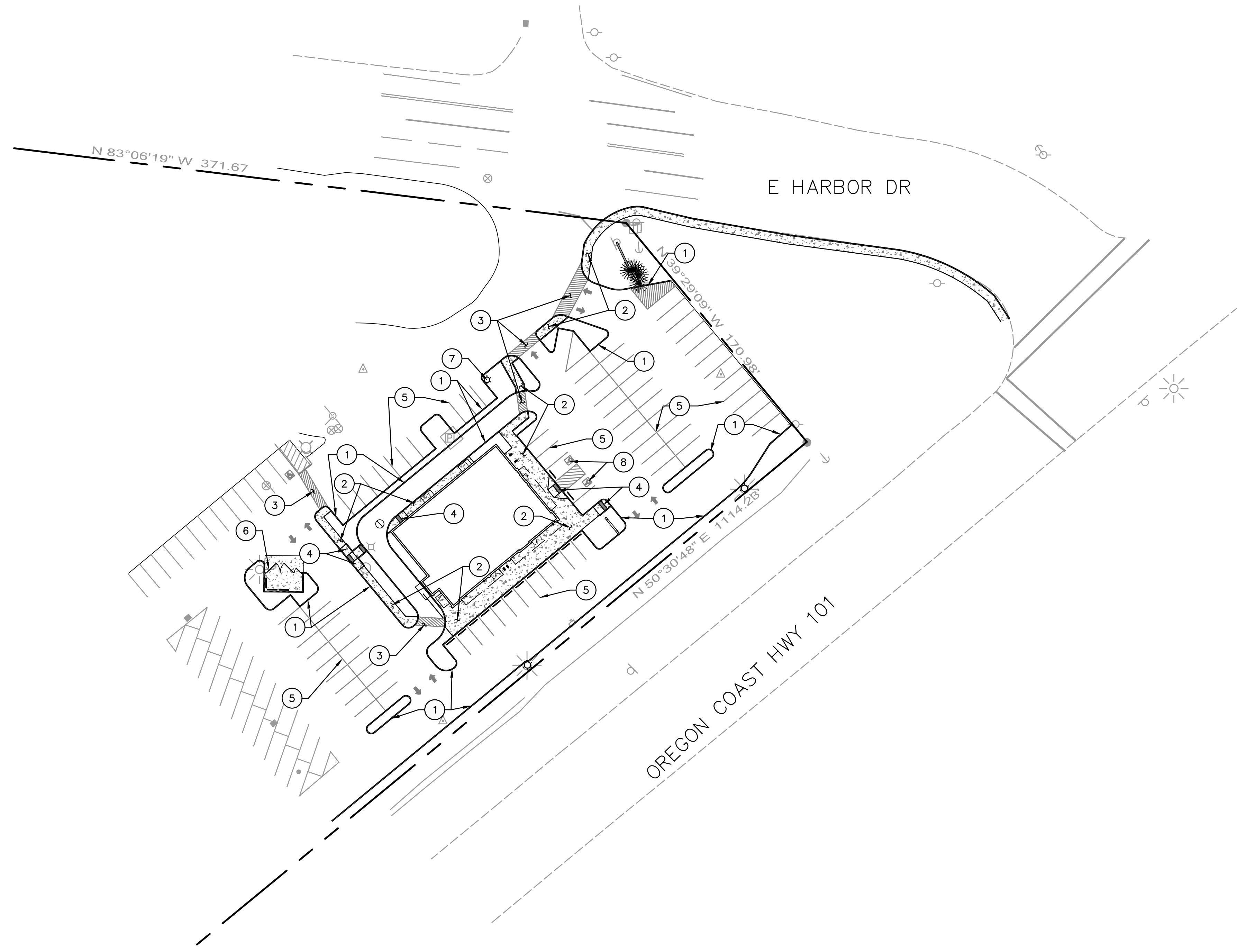
1. SEE SHEET C0.1 FOR GENERAL SHEET NOTES.
2. SEE ARCHITECTURAL PLANS FOR ADDITIONAL SITE INFORMATION.
3. THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
4. THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.

**CONSTRUCTION NOTES**

1. INSTALL CURB PER DETAIL 3/C4.0
2. INSTALL SIDEWALK PER DETAIL 5/C4.0
3. INSTALL CROSSWALK PER DETAIL 10/C4.0
4. INSTALL ADA RAMP PER DETAIL 7 OR 8/C4.0
5. INSTALL STRIPING PER ARCHITECTURAL PLANS
6. INSTALL TRASH ENCLOSURE, DESIGN BY OTHERS
7. CONTRACTOR TO COORDINATE WITH OTHERS TO INSTALL POLE LIGHT
8. INSTALL ADA PARKING PER DETAIL 2/C4.1

**LEGEND**

PROPERTY LINE	
CONCRETE SIDEWALK SURFACING PER DETAIL 5/C4.0	
ASPHALT SURFACING PER DETAIL 6/C4.0	

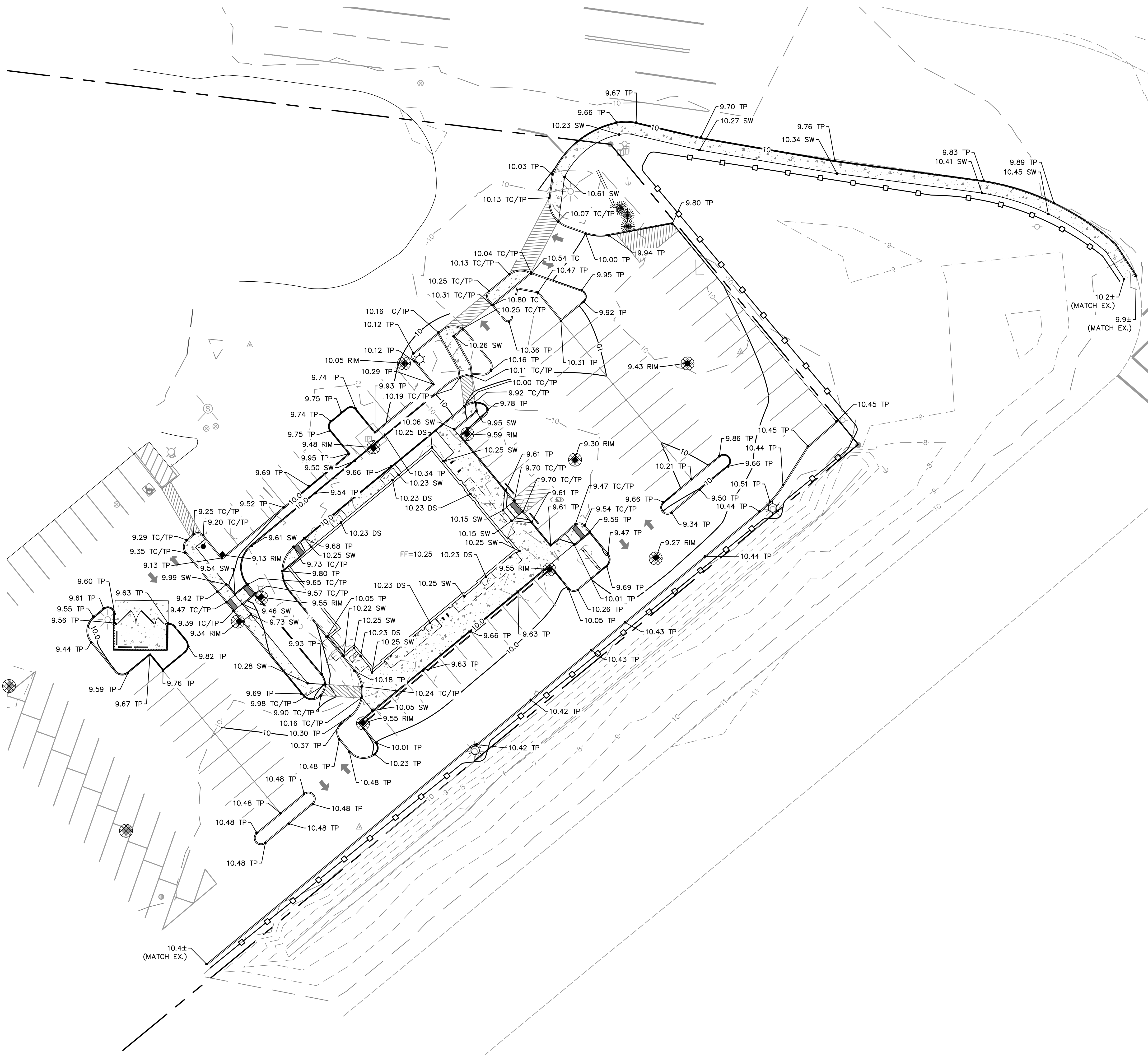


GRAPHIC SCALE



( IN FEET )  
 1 inch = 40 feet





**SHEET NOTES**

- SEE SHEET C0.1 FOR GENERAL SHEET NOTES.
- CURB HEIGHTS ARE 6" UNLESS NOTED OTHERWISE.
- LANDINGS ON ACCESSIBLE ROUTES SHALL NOT EXCEED 2% IN ANY DIRECTION.
- ALL ACCESSIBLE ROUTES SHALL COMPLY WITH CURRENT ADA ACCESSIBILITY GUIDELINES FOR BUILDING AND FACILITIES (ADAAG).
- ALL WALKWAYS FROM ACCESSIBLE UNITS ARE DESIGNED TO NOT REQUIRE HANDRAILS. THEREFORE, RAMPS WITH SLOPES STEEPER THAN 5.0% AND LESS THAN 8.33% SHALL NOT EXCEED 0.5' RISE OR 6.0' LENGTH.
- FINISH GRADES ARE TO BE BROUGHT TO WITHIN 0.08 FT IN 10 FT OF THE GRADES SHOWN AT SUBGRADE AND TO WITHIN 0.03 FT IN 10 FT AT FINISH GRADE. CONTRACTOR TO ALLOW FOR PLACEMENT OF REQUIRED TOPSOIL IN ROUGH GRADING.
- GRADING ELEVATIONS AS SHOWN ON SITE AND LANDSCAPE PLANS ARE FINISHED GRADE WHICH INCLUDES SUBGRADE SOIL, TOPSOIL, SOIL AMENDMENTS, ROCKERY AND RUNOFF PROTECTION CONTRACTOR IS RESPONSIBLE TO COORDINATE GRADING WITH BOTH EXCAVATOR AND LANDSCAPE CONTRACTOR.

**GRADING LABEL LEGEND**

XX.XX	XX	SPOT ELEVATION
XX.XX	XX	DESCRIPTION LISTED BELOW.
BS		BOTTOM OF STAIRS
BW		FINISHED GRADE AT BOTTOM OF WALL
DS		DOOR SILL
EX		EXISTING GRADE
FF		FINISHED FLOOR ELEVATION
FG		FINISH GRADE
G		GROUND
S		SIDEWALK
TC		TOP OF CURB
TP		TOP OF PAVEMENT
TS		TOP OF STAIRS
TW		FINISHED GRADE AT TOP OF WALL

**LEGEND**

EXISTING CONTOUR MINOR	---	102
EXISTING CONTOUR MAJOR	---	100
PROPOSED CONTOUR MINOR	---	102
PROPOSED CONTOUR MAJOR	---	100
GRADE BREAK	---	GB
SEDIMENT FENCE PER DETAIL 1/C4.0	□	
INLET PROTECTION PER DETAIL 2/C4.0	⊗	



Baysinger Partners Architecture  
 1006 SE Grand Avenue, Suite 300  
 Portland, OR 97214  
 503-546-1600  
 BillR @Baysinger.Partners



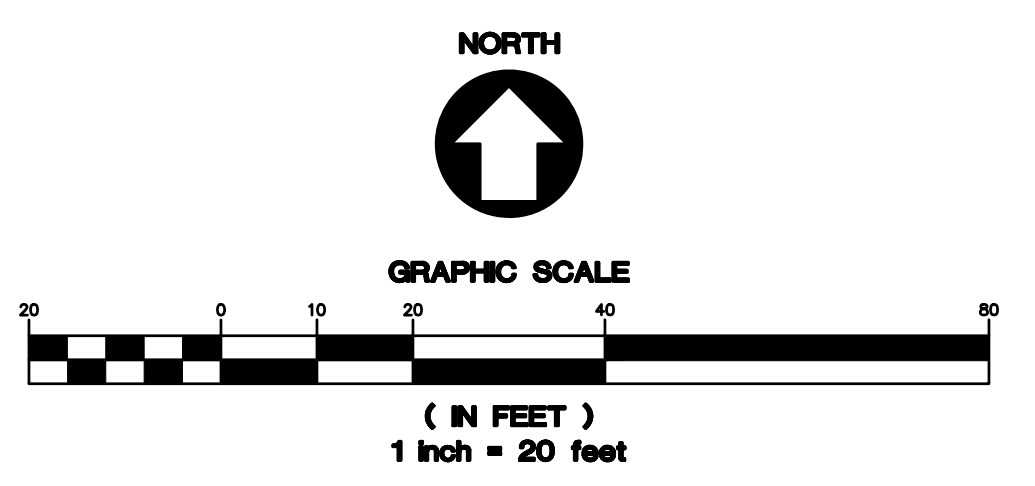
Well-crafted simplicity.



NORTH COAST SHOPS

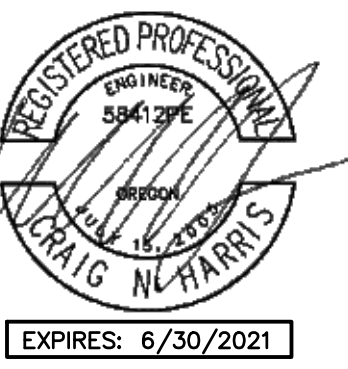
Revisions

Original Issue: 03/05/2021  
 Drawn/Check By: TRH/NWS  
 ©2021 Baysinger Partners Architecture



GRADING PLAN  
**C2.0**  
 DESIGN REVIEW





Well-crafted simplicity.



NORTH COAST SHOPS

Revisions

Original Issue: 03/05/2021  
 Drawn/Check By: TRH/NWS  
 ©2021 Baysinger Partners Architecture

UTILITY PLAN  
**C3.0**  
 DESIGN REVIEW

**SHEET NOTES**

- SEE SHEET C0.1 FOR GENERAL SHEET NOTES.
- STRUCTURES HORIZONTAL LOCATIONS AND PIPE INVERTS ARE BASED ON THE CENTER OF THE STRUCTURE.
- PIPE BEDDING AND BACKFILL UTILITIES SHALL BE DONE PER DETAIL 4/C4.1.
- ALL STORM AND SANITARY PIPING SHALL BE PVC 3034 OR APPROVED EQUAL UNLESS NOTED OTHERWISE.
- THIS PLAN IS GENERALLY DIAGRAMMATIC. IT DOES NOT SHOW EVERY JOINT, BEND, FITTING, OR ACCESSORY REQUIRED FOR CONSTRUCTION.
- CLEAN OUTS SHALL BE INSTALLED IN CONFORMANCE WITH UPC CHAPTER SEVEN, SECTION 707 AND SECTION 719. THIS PLAN MAY NOT SHOW ALL REQUIRED CLEAN OUTS.
- DOMESTIC WATER AND FIRE LINES AND ACCESSORIES BETWEEN THE WATER METER AND THE BUILDING SHALL BE INSTALLED BY A LICENSED PLUMBER EMPLOYED BY A LICENSED PLUMBING CONTRACTOR.
- UTILITIES WITHIN FIVE FEET OF A BUILDING SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR INTERIOR USE AS DESCRIBED IN THE CURRENT EDITION OF THE UPC.
- INLETS AND OUTLETS TO ON-SITE MANHOLES SHALL HAVE FLEXIBLE CONNECTION NO CLOSER THAN 12" AND NO FARTHER THAN 36" FROM THE MANHOLE.
- CONTRACTOR TO VERIFY SANITARY AND WATER SIZING AND INVERTS WITH APPROVED PLUMBING PLANS PRIOR TO ORDERING MATERIALS OR BEGINNING CONSTRUCTION OF SAID UTILITIES.
- CONTRACTOR TO COORDINATE WITH OTHERS TO INSTALL STREET LIGHT

**LABEL LEGEND**

**PIPE LABELS**

- UTILITY LENGTH
- UTILITY SIZE
- XXLF - XX" XX - UTILITY TYPE
- S=X.XX% - SLOPE (WHERE APPLICABLE)

**STRUCTURE LABELS**

- UTILITY TYPE (FP= FIRE PROTECTION, S=SANITARY, SD=STORM DRAINAGE, W=WATER)
- STRUCTURE TYPE (SEE BELOW)
- XX XX-XX - ID NUMBER (WHERE APPLICABLE)
- RIM=XX.XX - STRUCTURE INFO (WHERE APPLICABLE)
- IE IN=XX.X
- IE OUT=XX.X

**STRUCTURE TYPES**

TYPE	DESCRIPTION
CB	CATCH BASIN, PER DETAIL 3/C4.1
RD	ROOF DRAIN CONNECTION
FDC	FIRE DEPARTMENT CONNECTION, PER DETAIL 6/C4.1

**LEGEND**

SANITARY SEWER LINE	SS	SS	SS
WATER LINE	W	W	W
FIRE LINE	FP	FP	FP
FDC LINE	FDC	FDC	FDC
STORM LINE			

**STORM NOTES**

1. CONNECT TO EXISTING STORM PIPE
2. REPLACE EXISTING STORM STRUCTURE

CONTRACTOR TO COORDINATE WITH PLUMBING TO CONNECT TO EXISTING BUILDING SERVICE FOR DOMESTIC WATER AND SANITARY SEWER

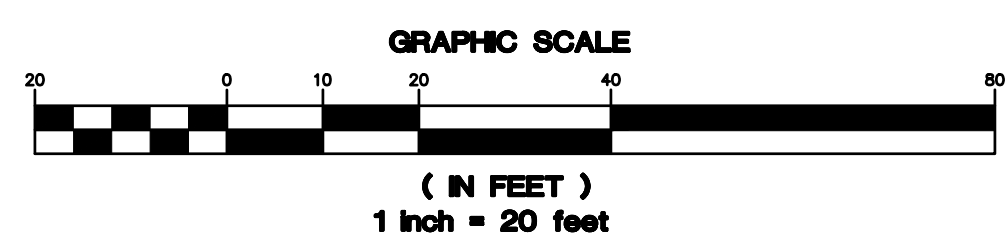
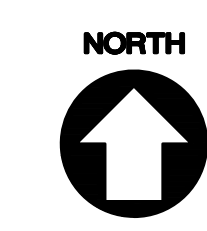
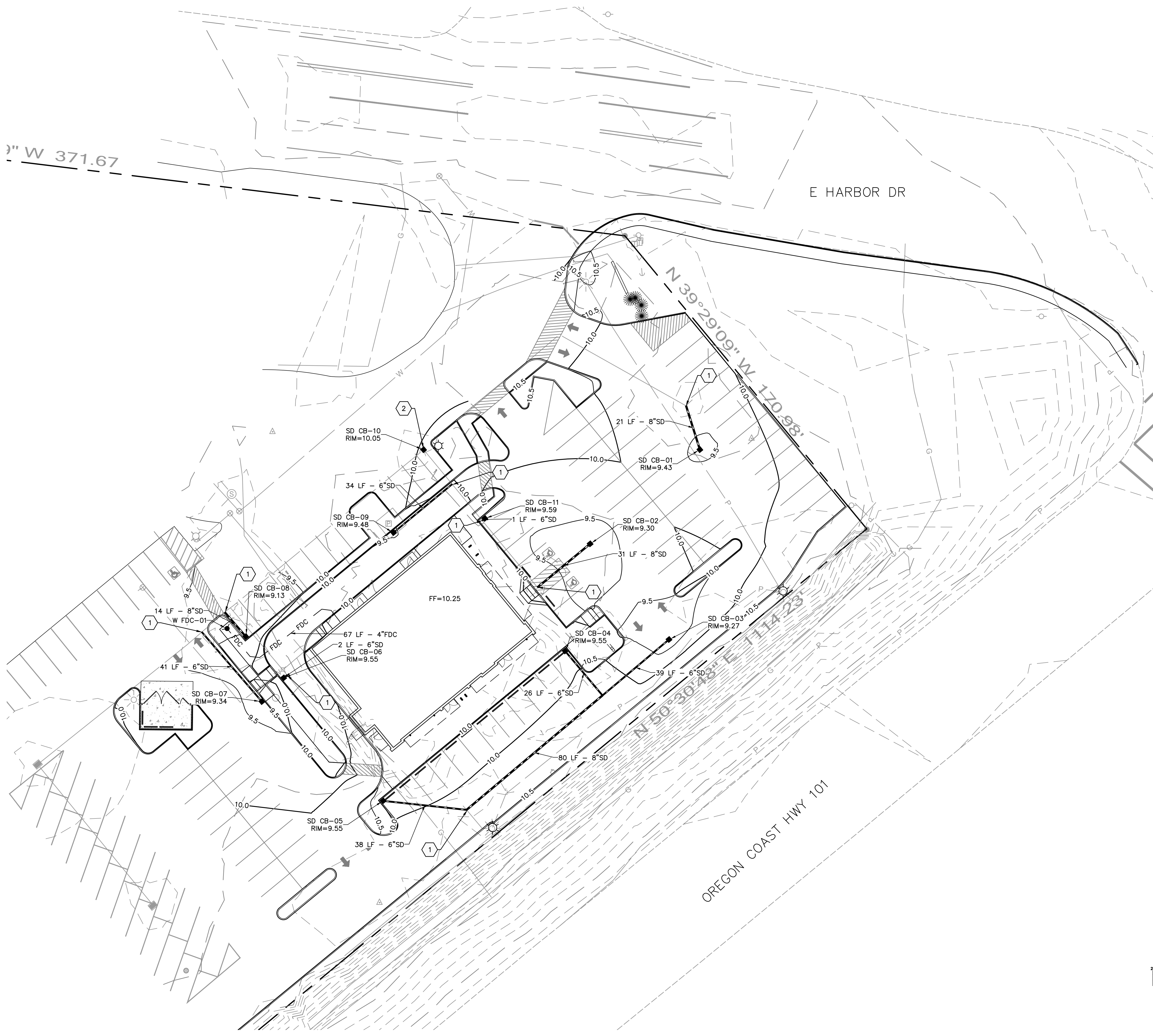
371.67' W

E HARBOR DR

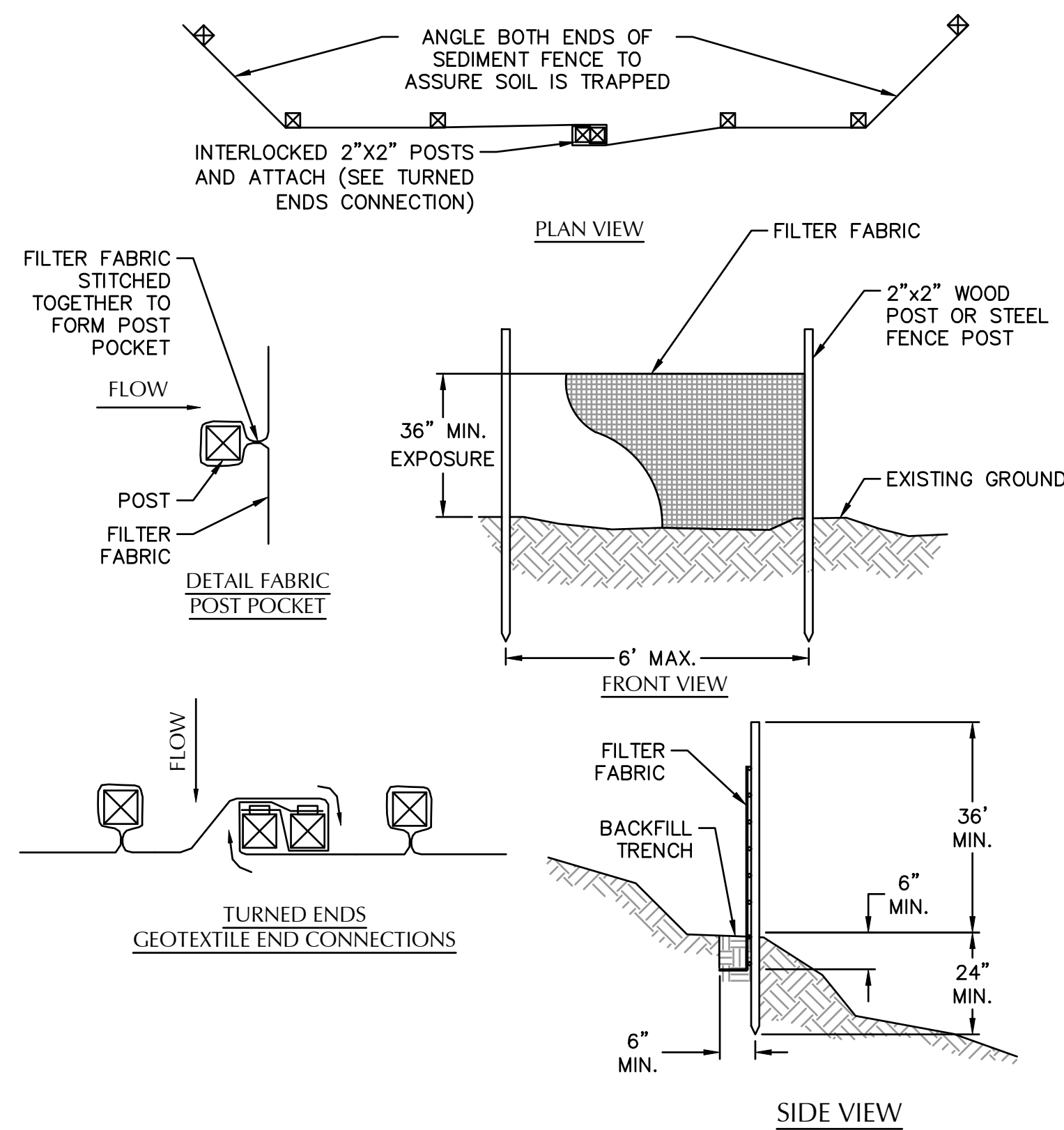
N 39°29'09" W 170.98'

N 50°30'43" E 111.14 23'

OREGON COAST HWY 101

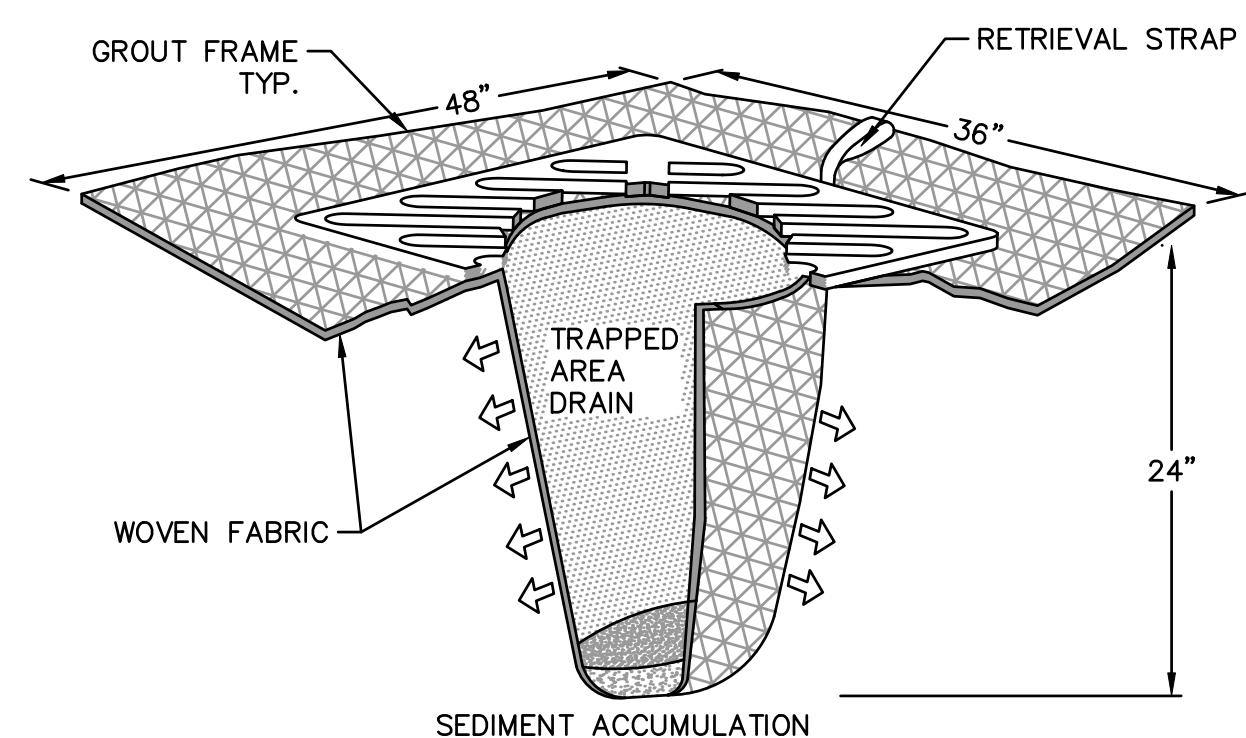






- NOTES:**
1. THE FILTER FABRIC SHALL BE (36" MIN. WIDTH) PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPLICED TOGETHER ONLY AT A SUPPORT POST, WITH A MINIMUM 6-INCH OVERLAP, AND BOTH ENDS SECURELY FASTENED TO THE POST, OR OVERLAP 2"x2" POSTS AND ATTACH AS SHOWN ON DETAIL SHEET.
  2. THE FILTER FABRIC FENCE SHALL BE INSTALLED TO FOLLOW THE CONTOURS WHERE FEASIBLE. THE FENCE POSTS SHALL BE SPACED A MAXIMUM OF 6- FEET APART AND DRIVEN SECURELY INTO THE GROUND A MINIMUM OF 24-INCHES.
  3. THE FILTER FABRIC SHALL HAVE A MINIMUM VERTICAL BURIAL OF 6-INCHES. ALL EXCAVATED MATERIAL FROM FILTER FABRIC FENCE INSTALLATION, SHALL BE BACKFILLED AND COMPACTED, ALONG THE ENTIRE DISTURBED AREA.
  4. STANDARD OR HEAVY DUTY FILTER FABRIC SHALL HAVE MANUFACTURED STITCHED LOOPS FOR 2"x2" POST INSTALLATION. STITCHED LOOPS WITH STAKES SHALL BE INSTALLED ON THE DOWN-SLOPE SIDE OF THE SLOPED AREA.
  5. FILTER FABRIC FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UP-SLOPE AREA HAS BEEN PERMANENTLY PROTECTED AND STABILIZED.
  6. FILTER FABRIC FENCES SHALL BE INSPECTED BY CONTRACTOR IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.

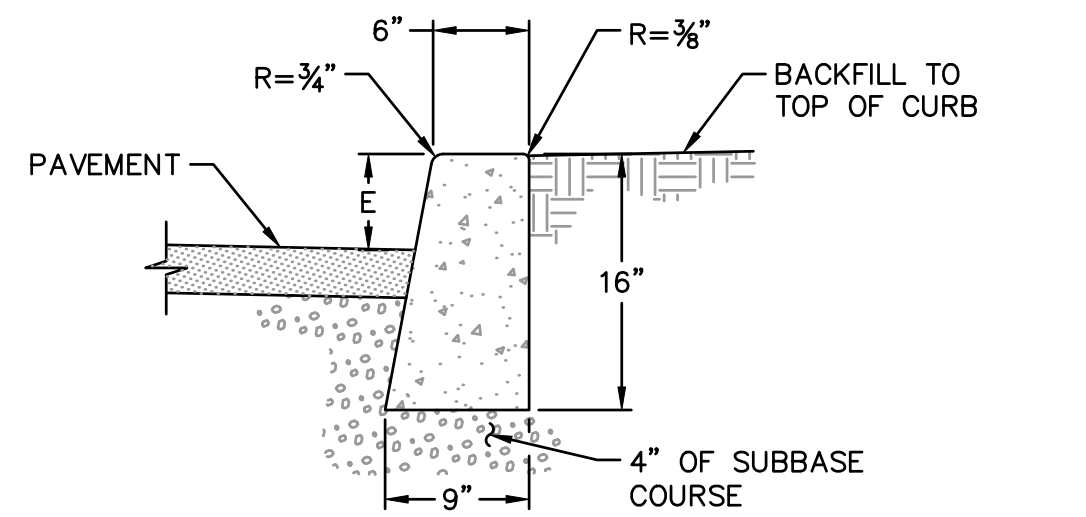
**1 SEDIMENT FENCE**  
SCALE: NTS



- INSTALLATION NOTES:**
1. REMOVE CATCH BASIN GRATE.
  2. CLEAN DIRT AND DEBRIS FROM GRATE LEDGE.
  3. PLACE WOVEN FABRIC INSERT FILTER SACK/FILTER FABRIC U-SHAPED BIOBAG/COMPOST SOCK OVER CATCH BASIN OPENING WITH BAG INSIDE BASIN. SEDIMENT PROTECTION MUST BE DESIGNED FOR LOW-FLOW AND CONTAIN NO OVERFLOW.
  4. REPLACE GRATE, AT THE SAME TIME PINCH INSERT FABRIC BETWEEN GRATE AND FRAME.
  5. CUT EXCESS FABRIC OFF AND LEAVE THREE TO FIVE INCHES OF FABRIC AROUND OUTSIDE SIDE OF GRATE IF INSERT IS REUSABLE.

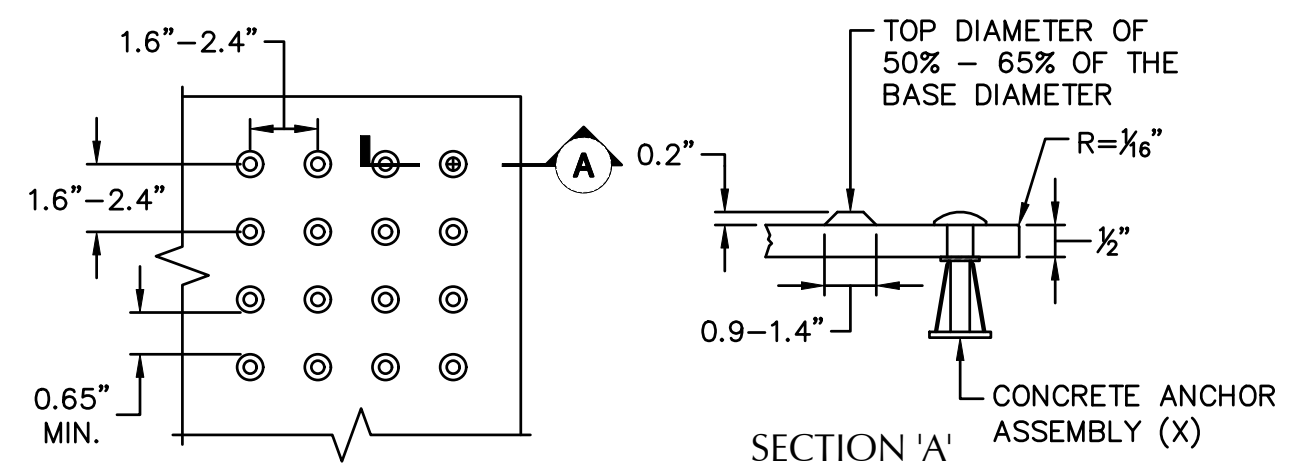
- MAINTENANCE NOTES:**
1. DETERMINE SEDIMENT ACCUMULATION BY PROBING WITH YARDSTICK TO MEASURE SEDIMENT LEVEL.
  2. RECOMMENDED: EMPTY AND REINSTALL WHEN UNIT IS APPROXIMATELY HALF FULL (UP TO 12 INCHES SEDIMENT).
  3. RECOMMENDED: REGULARLY INSPECT INSERTS/BIOBAGS/SOCKS AND LOG OBSERVATIONS AS A BEST MANAGEMENT PRACTICE.

**2 INLET SEDIMENT PROTECTION**  
SCALE: NTS



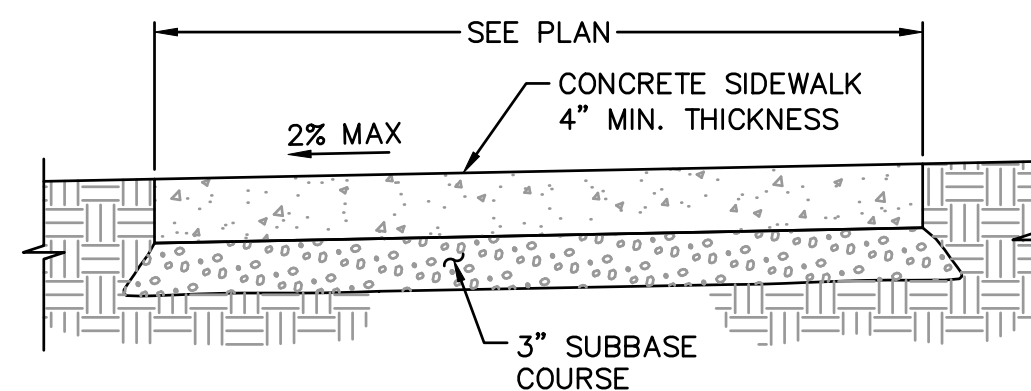
- NOTES:**
1. CURB EXPOSURE 'E' = 6", TYP. VARY AS SHOWN ON PLANS OR AS DIRECTED.
  2. CONSTRUCT CONTRACTION JOINTS AT 15' MAX. SPACING AND AT RAMPS. CONSTRUCT EXPANSION JOINTS AT 200' MAX SPACING AT POINTS OF TANGENCY AND AT ENDS OF EACH DRIVEWAY.
  3. TOPS OF ALL CURBS SHALL SLOPE TOWARD THE ROADWAY AT 2% UNLESS OTHERWISE SHOWN OR AS DIRECTED.
  4. DIMENSIONS ARE NOMINAL AND MAY VARY TO CONFORM WITH CURB MACHINE AS APPROVED BY THE ENGINEER.

**3 CONCRETE CURB - STANDARD**  
SCALE: NTS



- NOTES:**
1. DETECTABLE WARNINGS SHALL BE INSTALLED AS SHOWN IN PLANS AND DETAILS AND TO THE FULL WIDTH OF CURB RAMP OR FLUSH SURFACE. THE DETECTABLE WARNING SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE OR OTHER POTENTIAL HAZARD IS 6 TO 8 INCHES FROM THE CURB LINE OR OTHER POTENTIAL HAZARD.
  2. DETECTABLE WARNING SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
  3. MANUFACTURER OF DETECTABLE WARNING: ARMORCAST CAST IN PLACE DETECTABLE WARNING PANELS PH: (818) 982-3600 - ARMORCASTPROD.COM COLOR: SAFETY YELLOW OR APPROVED EQUAL

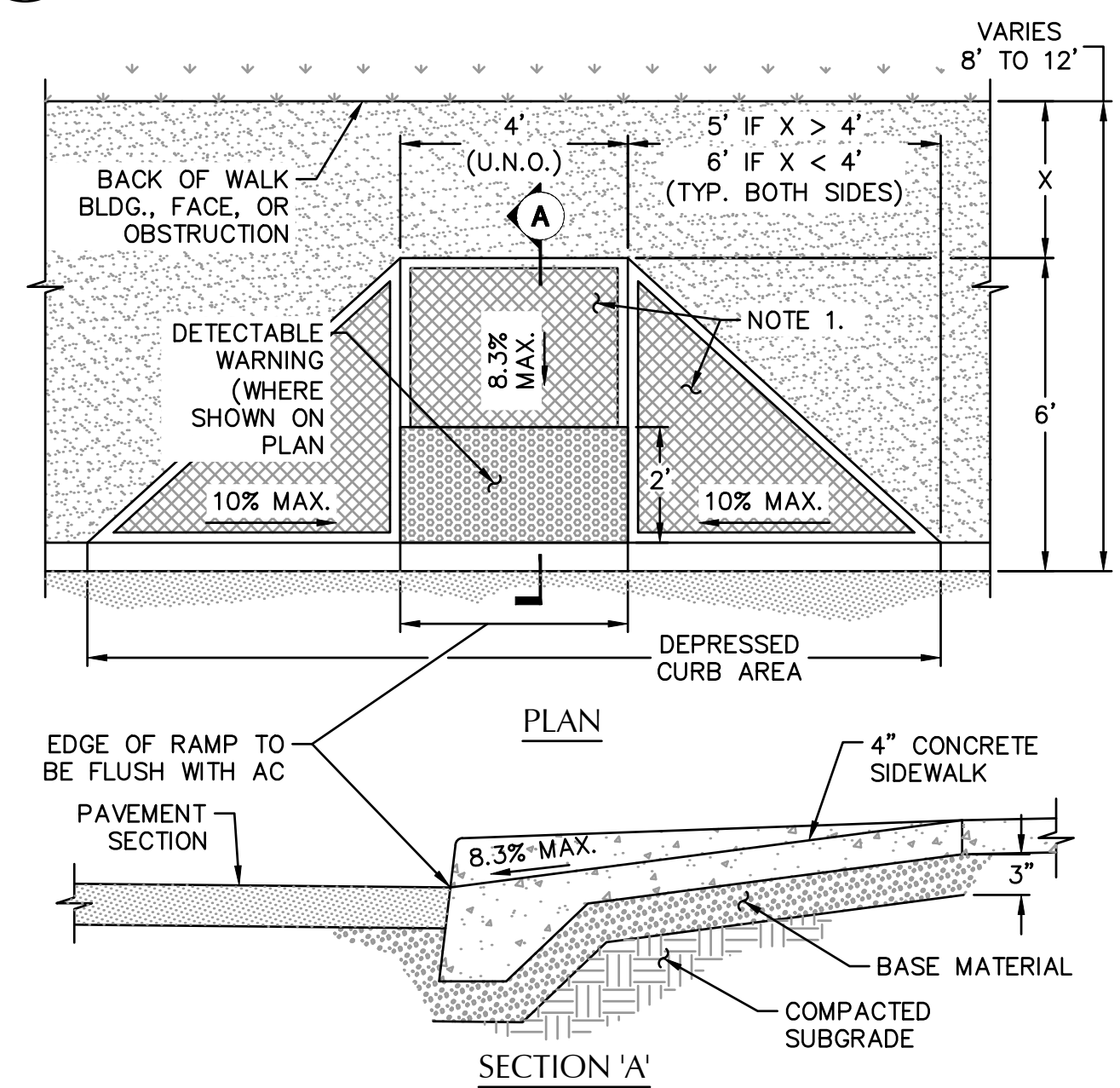
**4 DETECTABLE WARNING - TYPE 2**  
SCALE: NTS



- NOTES:**
1. CONSTRUCT CONTRACTION JOINTS AT 15' MAX. SPACING AND AT RAMPS. CONSTRUCT EXPANSION JOINTS AT 200' MAX SPACING, AT POINTS OF TANGENCY AND AT ENDS OF EACH DRIVEWAY, UNLESS NOTED OTHERWISE.
  2. CONCRETE SHALL BE 3000 P.S.I AT 28 DAYS, 6 SACK MIX, SLUMP RANGE OF 1-1/2" TO 3".
  3. PANELS SHALL BE 5 FEET LONG.
  4. EXPANSION JOINTS TO BE PLACED AT SIDES OF DRIVEWAY APPROACHES, UTILITY VAULTS, WHEELCHAIR RAMPS, AND AT SPACING NOT TO EXCEED 45 FEET.
  5. FOR SIDEWALKS ADJACENT TO THE CURB AND POURED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A TROWELED JOINT WITH A MINIMUM 1/2" RADIUS.
  6. SIDEWALK SHALL HAVE A MINIMUM THICKNESS OF 6 INCHES IF MOUNTABLE CURB IS USED OR IF SIDEWALK IS INTENDED AS PORTION OF DRIVEWAY. OTHERWISE SIDEWALK SHALL HAVE A MINIMUM THICKNESS OF 4 INCHES.
  7. DRAIN BLOCKOUTS IN CURBS SHALL BE EXTENDED TO BACK OF SIDEWALK WITH 3" DIA. PVC PIPE AT 2% SLOPE. CONTRACTION JOINT TO BE PLACED OVER PIPE.

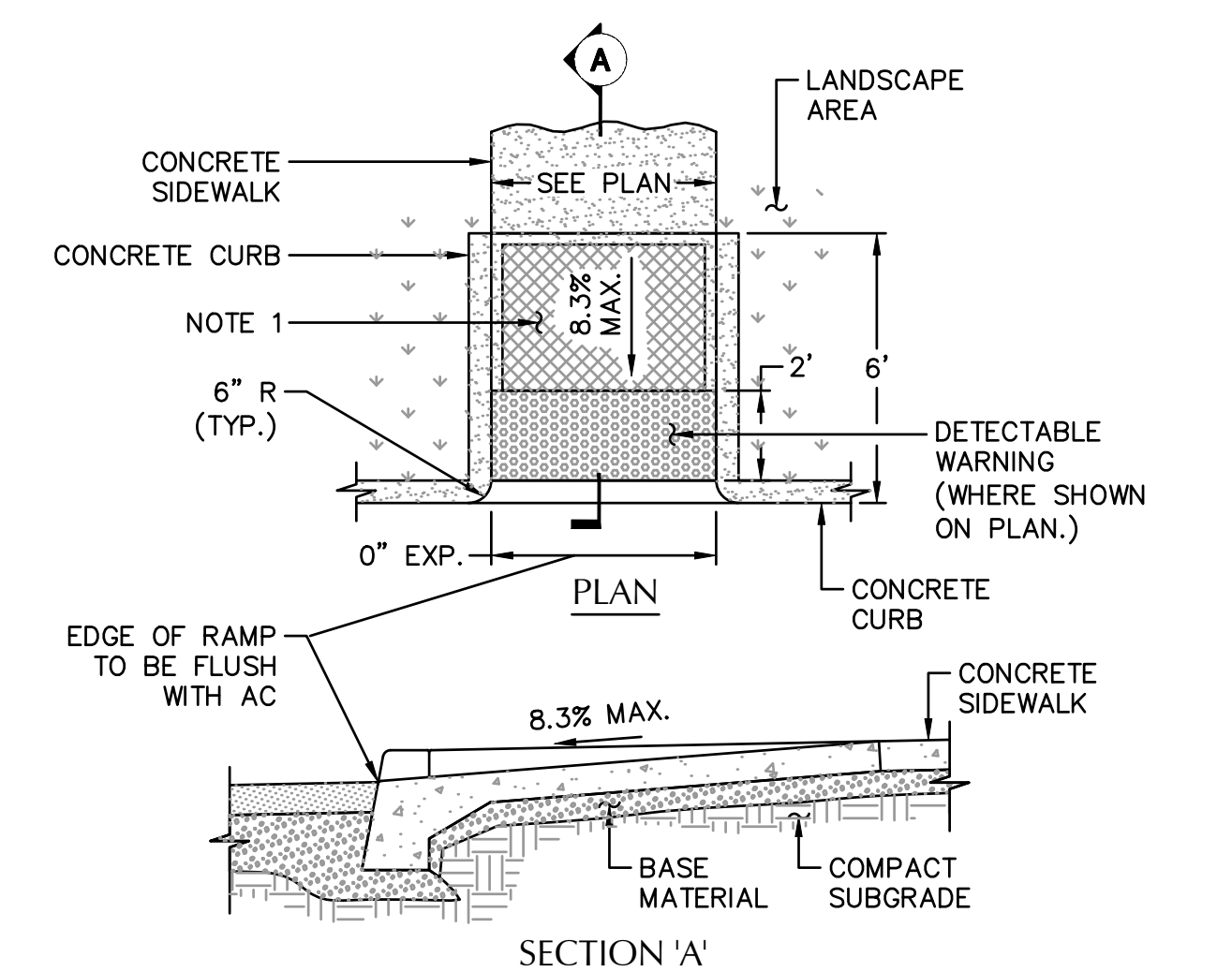
**5 CONCRETE SIDEWALK**  
SCALE: NTS

**6 ASPHALT PAVEMENT SECTION**  
SCALE: NTS



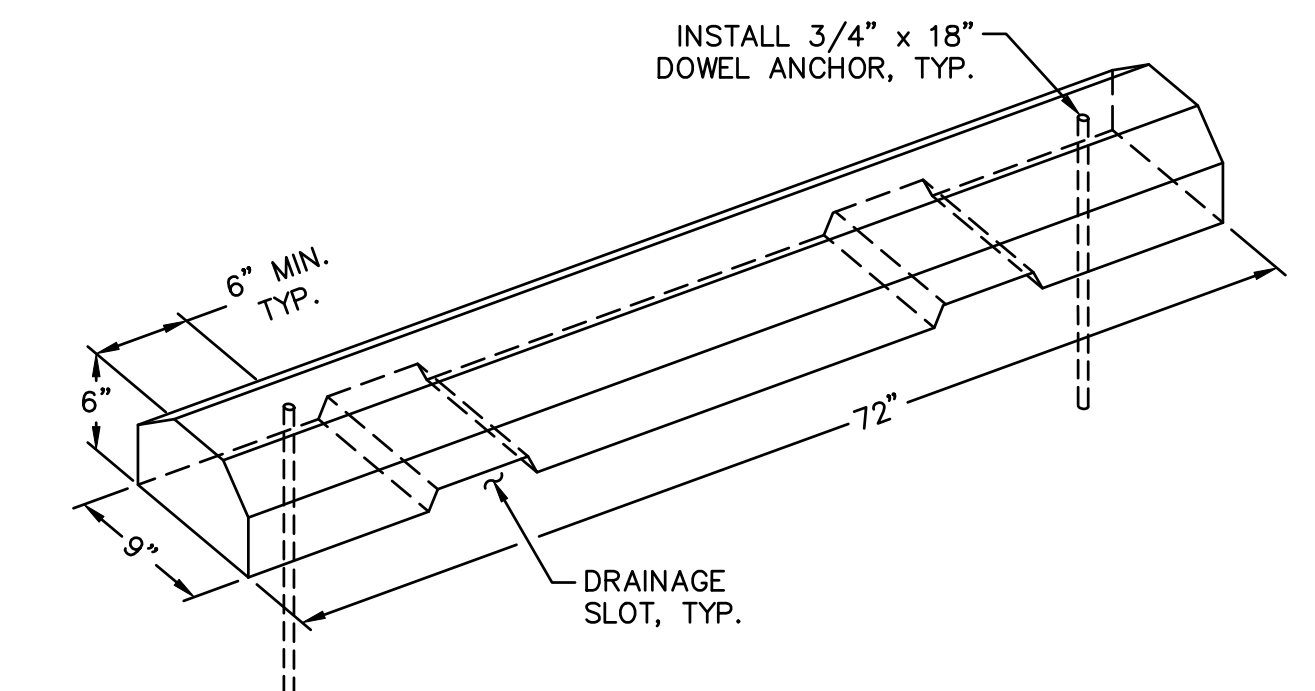
- NOTES:**
1. PROVIDE RAMP TEXTURING WITH AN EXPANDED METAL GRATE PLACED ON AND REMOVED FROM WET CONCRETE TO LEAVE A DIAMOND PATTERN. EACH DIAMOND SHALL BE 1 1/4" LONG BY 1/2" WIDE WITH THE LONG SECTION AXIS ORIENTED PERPENDICULAR TO THE CURB. THE GROOVES SHALL BE 1/8" DEEP BY 1/4" WIDE.

**7 CURB RAMP - TYPE 1**  
SCALE: NTS



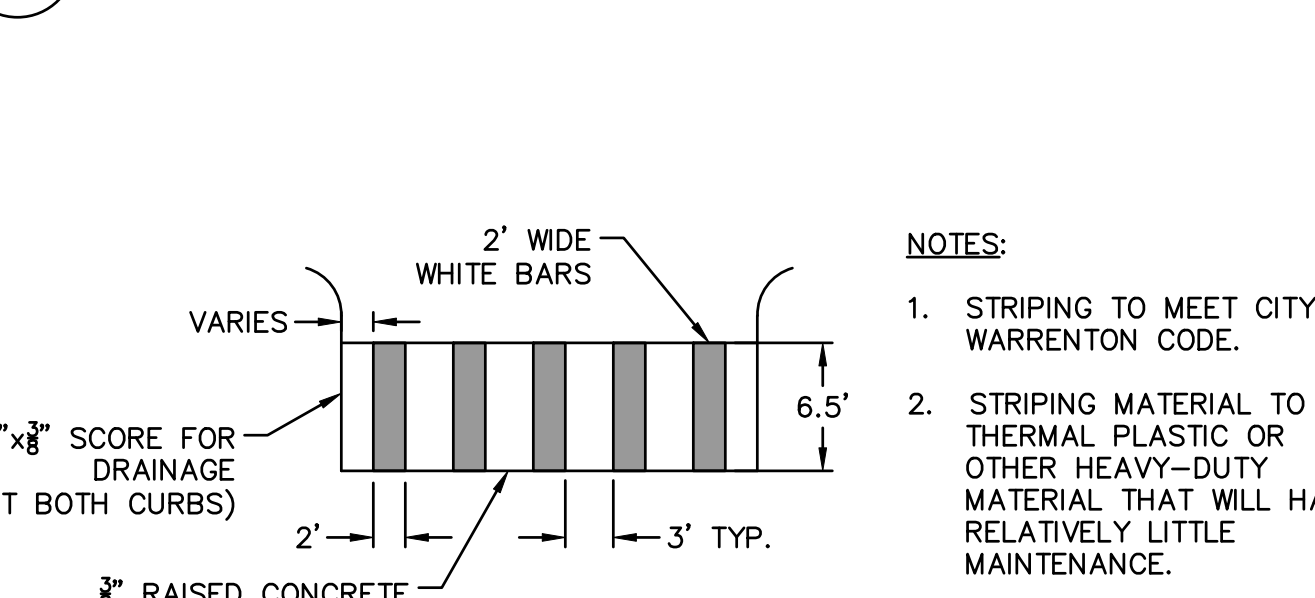
- NOTES:**
1. PROVIDE RAMP TEXTURING WITH AN EXPANDED METAL GRATE PLACED ON AND REMOVED FROM WET CONCRETE TO LEAVE A DIAMOND PATTERN. EACH DIAMOND SHALL BE 1 1/4" LONG BY 1/2" WIDE WITH THE LONG SECTION AXIS ORIENTED PERPENDICULAR TO THE CURB. THE GROOVES SHALL BE 1/8" DEEP BY 1/4" WIDE.

**8 CURB RAMP - TYPE 2**  
SCALE: NTS



- NOTES:**
1. DIMENSIONS ARE NOMINAL AND MAY VARY TO CONFORM TO MANUFACTURER'S PRODUCTS APPROVED BY ENGINEER.

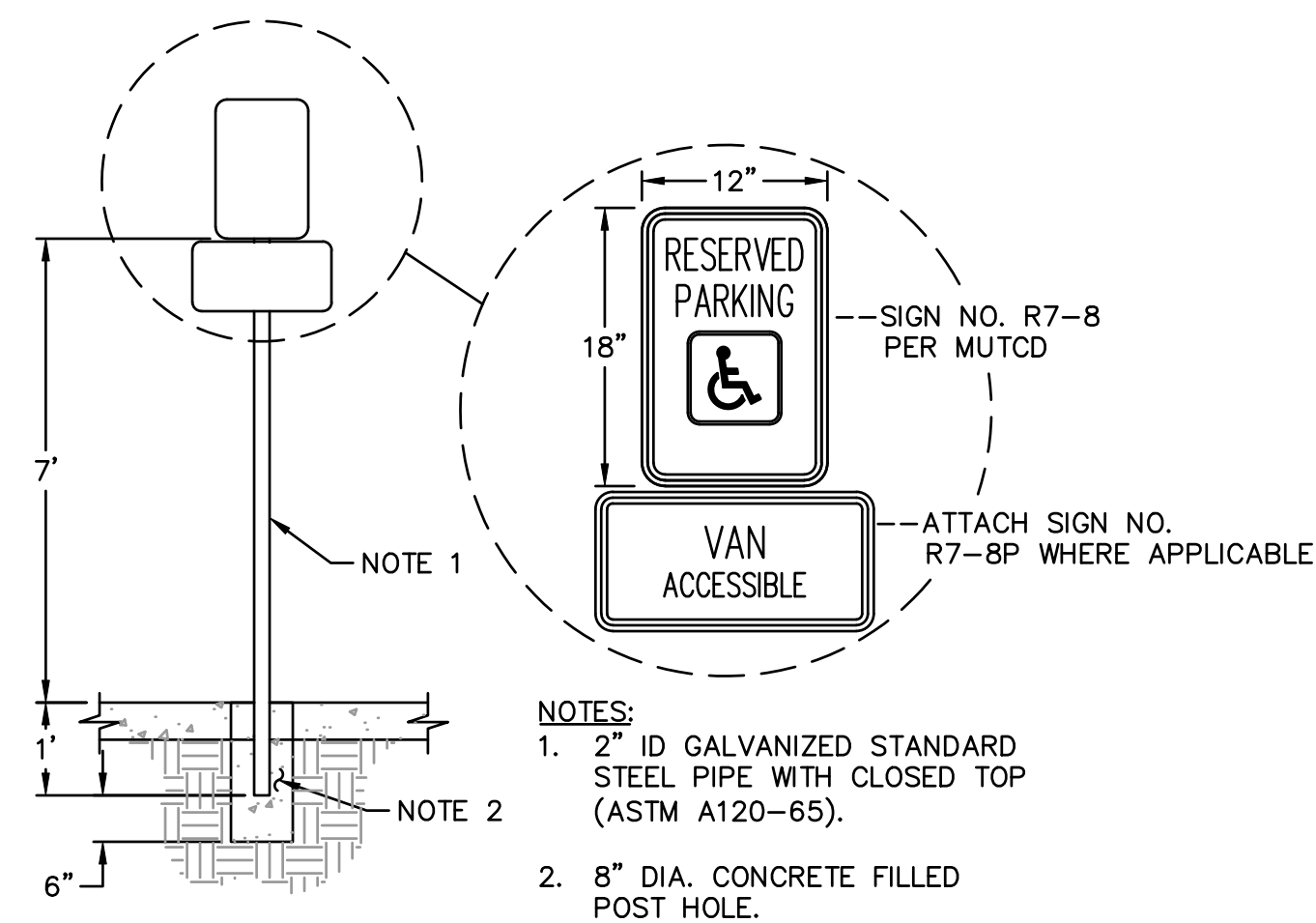
**9 PRECAST CONCRETE WHEEL STOP**  
SCALE: NTS



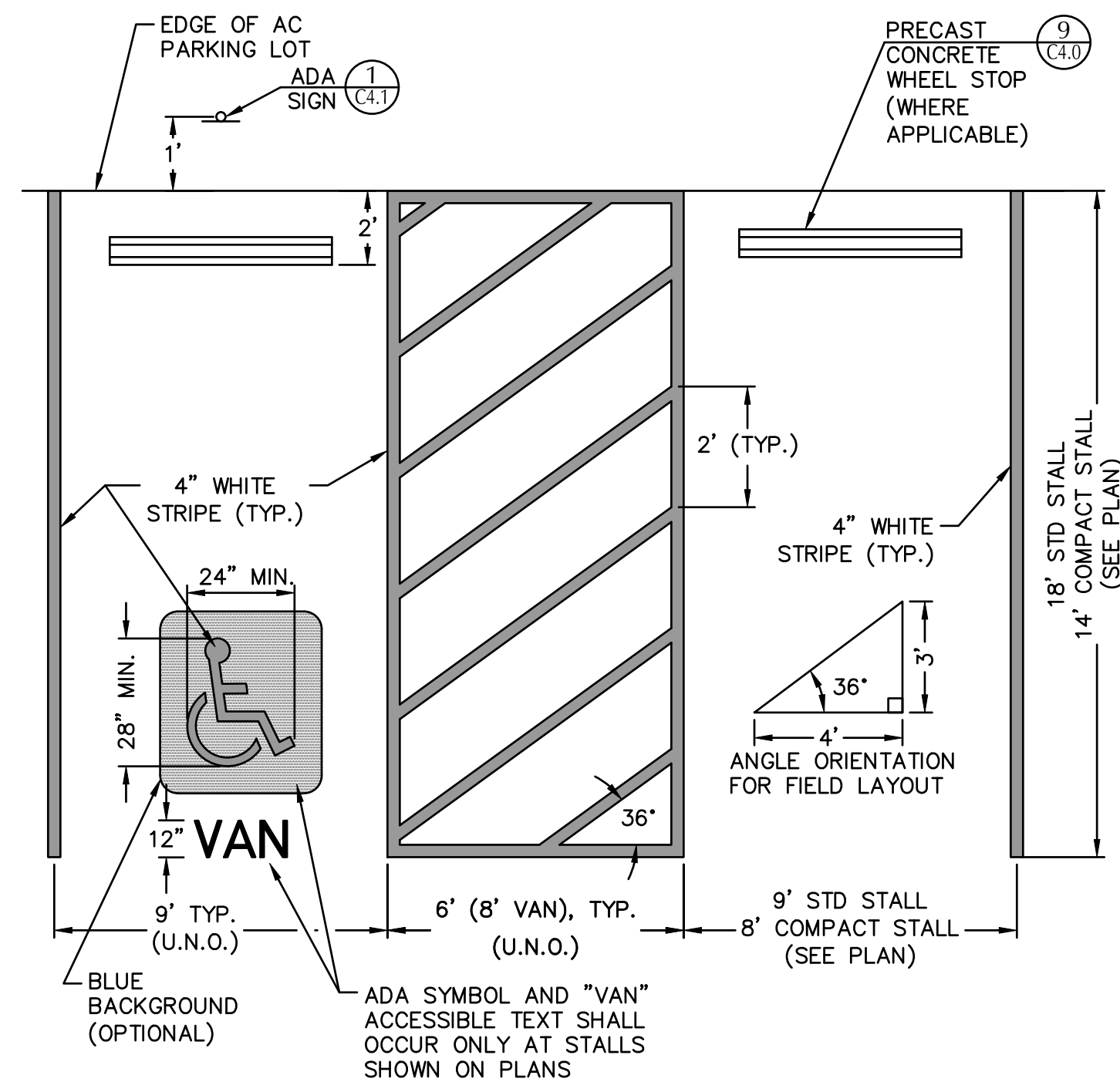
**10 CROSSWALK STRIPING**  
SCALE: NTS

- NOTES:**
1. STRIPING TO MEET CITY OF WARRENTON CODE.
  2. STRIPING MATERIAL TO BE THERMAL PLASTIC OR OTHER HEAVY-DUTY MATERIAL THAT WILL HAVE RELATIVELY LITTLE MAINTENANCE.

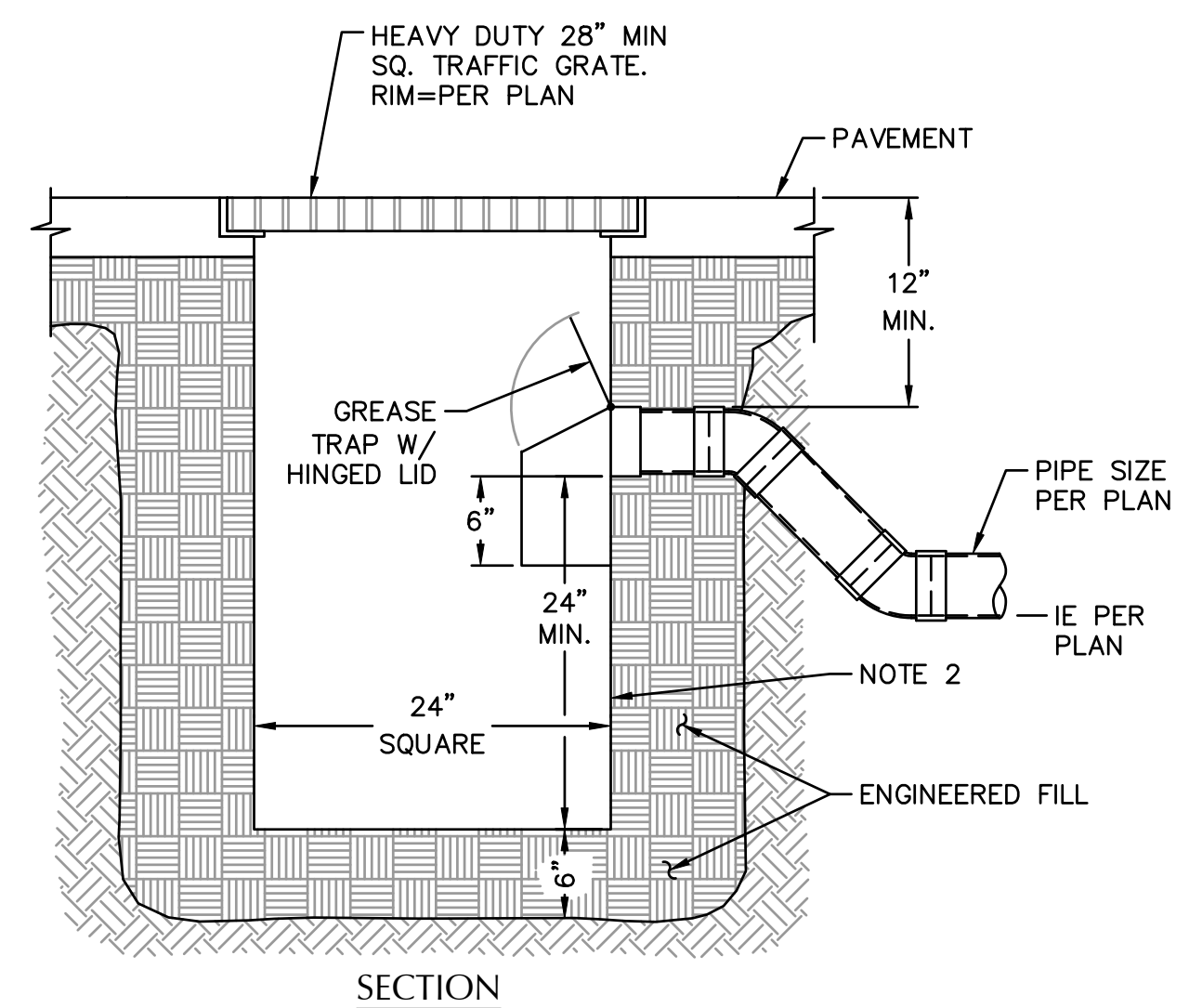




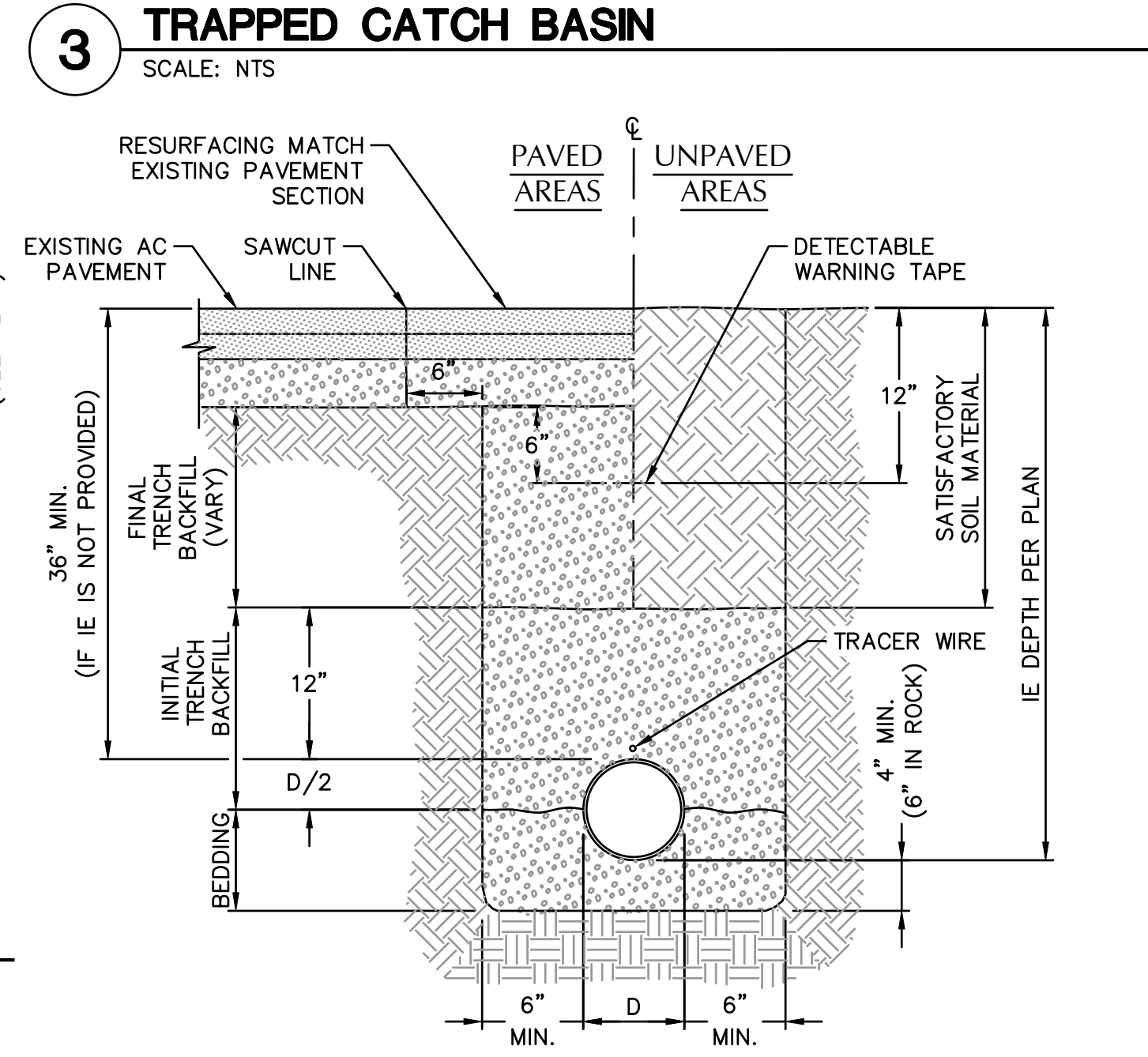
**1 ADA PARKING SIGN - TYPE 1**  
SCALE: NTS



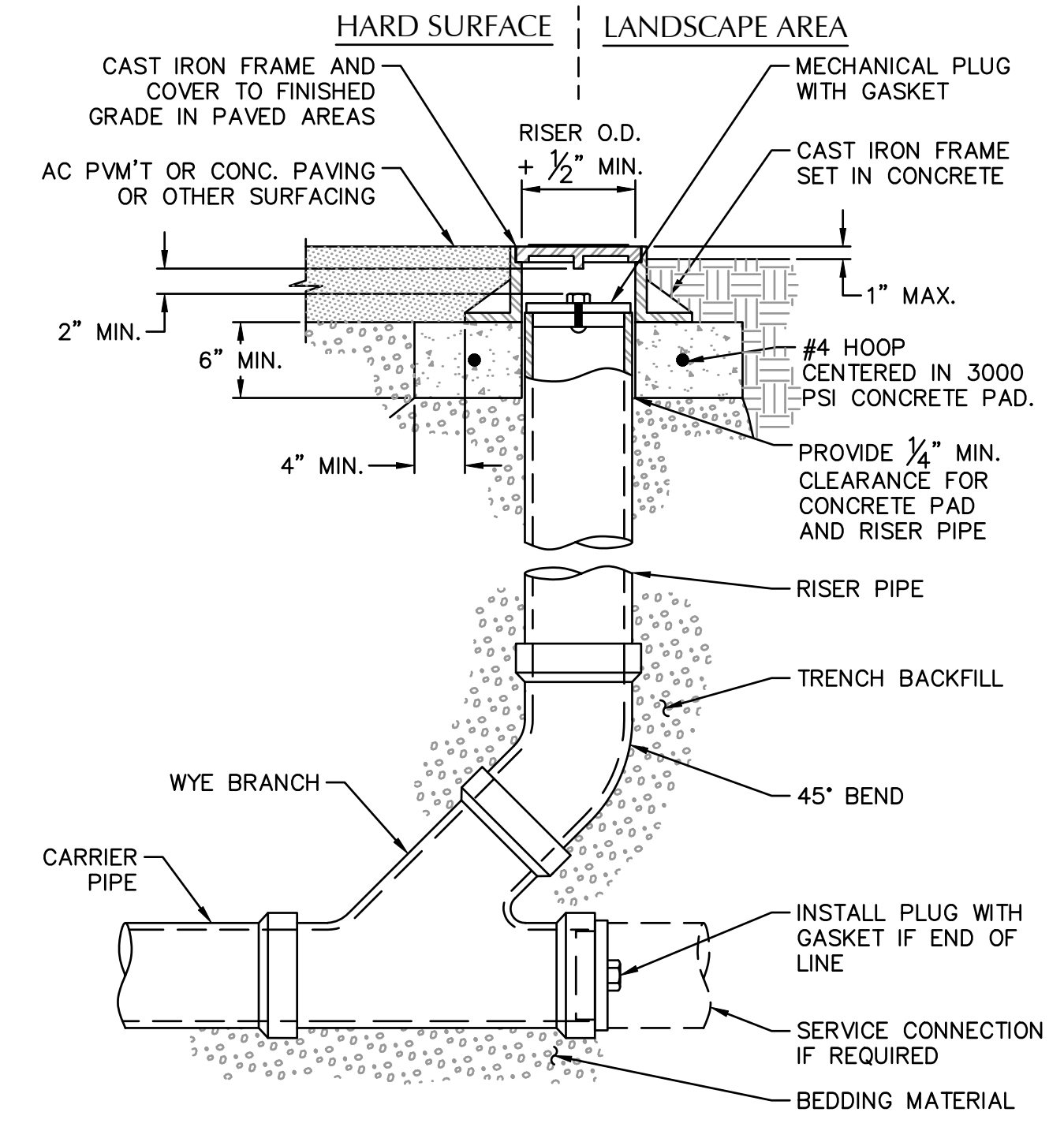
**2 TYPICAL PARKING LAYOUT**  
SCALE: NTS



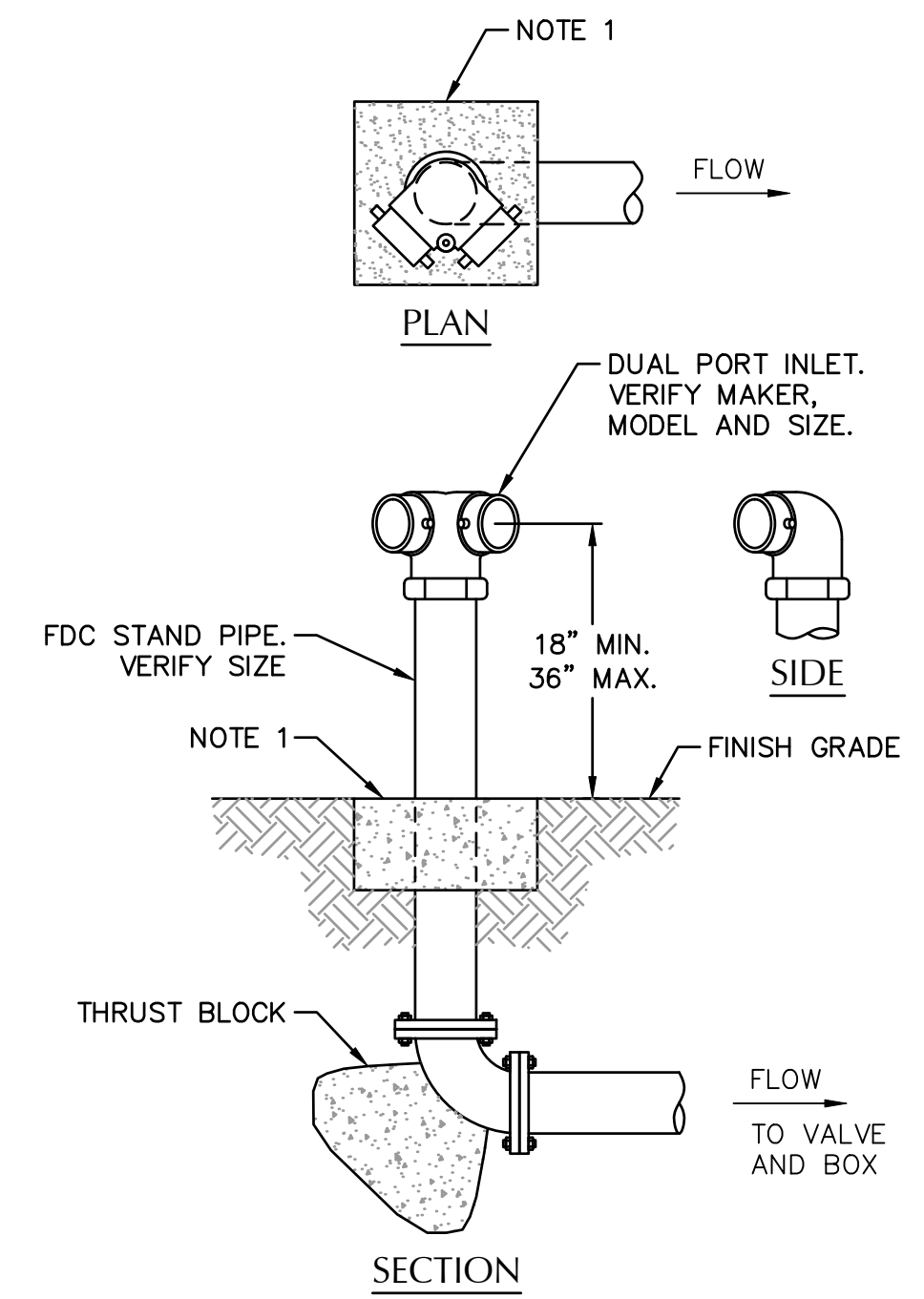
**3 TRAPPED CATCH BASIN**  
SCALE: NTS



**4 TYPICAL PIPE BEDDING AND BACKFILL**  
SCALE: NTS



**5 STANDARD CLEANOUT (COTG)**  
SCALE: NTS



**6 FIRE DEPARTMENT CONNECTION (FDC) DUAL PORT**  
SCALE: NTS

## YBP CUP original COAs

1. The applicant shall improve the intersection of the site access to E Harbor Drive subject to the approval of the City of Warrenton and ODOT. The improvements may be within the intersection and/or the throat of the site driveway. The purpose is to mitigate the high crash rate for northbound left turns and through movements leaving the site access. The applicant shall secure permits for any work within City or ODOT right-of-way. Improvements shall be completed within 6 months after approval from ODOT and City review.
2. To address a second community amenity, a *“Welcome to Warrenton”* sign will be provided facing the intersection of Hwy 101 and shall be installed within 6 months after ODOT approval for installation within their right-of-way. A site plan shall be revised and submitted for building permits to reflect and verify the requirement has been met.
3. The proposed sidewalk on E Harbor Drive shall include street trees. The landscape plan shall be revised and submitted to review prior to building permits. The location of the street trees can be installed off center from the sidewalk or in tree wells in the sidewalk.
4. The building shall be provided with a GE Supra lock box complete with keys for emergency entrance by Fire Department personnel. The location of the lock box shall be reviewed and approved by the Fire Chief prior to installation.
5. The building will be addressed with contrasting color letters/numbers placed on the building facing the Fire Department access. The location, color and size of the address numbers shall be submitted to the Fire Chief for review and approval prior to installation. The address shall also be conspicuously placed on the monument sign. An alarm system is also suggested that meets requirements of NFPA 72.
6. During the engineering review phase, provide adequate documentation to show that the existing stormwater and sanitary sewer capacity is adequate for the proposed project.
7. Submit an erosion control plan for review as part of the building permit phase.
8. A sign permit shall be required separately from the site design review and submitted at the building permit stage.
9. Video inspection of the existing sewer system (manhole to manhole) is necessary to verify the quality and capacity of the system prior to submitting Construction Drawings. Inspection shall be completed per Oregon Standard Specifications. All sources of “I and I” shall be repaired prior to approval of Construction Drawings.
10. Developer is required to confirm fire flow availability prior to submittal of Construction Drawings.
11. A floodplain development review permit shall be issued prior to building permits. A post construction elevation certificate is also required for review.
12. Pedestrian-oriented lighting for the drive thru shall be designed and installed. Alternatively, a lighting study can be submitted to demonstrate compliance. A plan illuminating the parking lot shall be aimed down and shielded such that glare does not trespass off-site.