



AGENDA

WARRENTON PLANNING COMMISSION
Regular Meeting | January 12, 2023 | 6:00pm
Warrenton City Hall Commission Chambers | 225 S Main Avenue, Warrenton, OR 97146

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

<https://us02web.zoom.us/j/89594092173?pwd=VG5sMFFTVEExqTWI1dXVXSTBFbWw2UT09>

Meeting ID: 851 4280 5492 | Passcode: 12345 | Dial in number: 253-215-8782

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE

2. ATTENDANCE

3. 2023 Vice Chair Election

4. Oath of Office – Jessica Sollaccio, Position No. 5

5. APPROVAL OF MINUTES

- A. Planning Commission Regular Minutes – 12.08.22

6. PUBLIC COMMENT

At this time, anyone wishing to address the Planning Commission concerning items of interest may do so. The person addressing the Planning Commission must complete a Public Comment Card and submit it to the Secretary prior to the meeting. All comments will be addressed to the whole Planning Commission and limited to 3 minutes per person. Public Comments may also be submitted by email to the Secretary, rsprengeler@ci.warrenton.or.us, no later than 4:00 p.m. the day of the meeting. The Planning Commission reserves the right to delay any action, if required, until such time as they are fully informed on a matter.

7. PUBLIC HEARING

- A. Continuation: L&D Race Tech Motorcycle Shop Site Design Review (SDR-22-2) on tax map 81022DD, Lots 06100, 06200, 06300, 06500, & 06501

8. BUSINESS ITEMS

9. DISCUSSION ITEMS

- A. Lisa Lamping Communication
- B. Warrenton Development Code Audit – Request for Proposals (RFP)
- C. Sign Code

10. GOOD OF THE ORDER

11. ADJOURNMENT

Next Regular Meeting: February 9, 2023

Warrenton City Hall is accessible to the disabled. An interpreter for the hearing impaired may be requested under the terms of ORS 192.630 by contacting Dawne Shaw, City Recorder, at 503-861-0823 at least 48 hours in advance of the meeting so appropriate assistance can be provided.



OATH OF OFFICE

*City of Warrenton Planning Commissioner
Position No. 5*

Term: January 1, 2023 - December 31, 2026

STATE OF OREGON)
:SS
COUNTY OF CLATSOP)

*I, **Jessica Sollaccio**, do solemnly swear that I will support the Constitution and laws of the United States of America, the State of Oregon, the Ordinances and City Charter of the City of Warrenton. I will respect and support the **Planning Commission** by-laws, policies and procedures, operations, and decisions. I recognize that a board member has no legal authority as an individual and that decisions can be made only by a majority vote during a public meeting. I will faithfully and honorably perform the duties of **Planning Commissioner Position No. 5**, to which I have been appointed.*

Jessica Sollaccio

Subscribed and sworn to before me this 12th day of January 2023, by Jessica Sollaccio.

Jay Blake, Planning Director

ATTEST:

Rebecca Sprengeler, Planning Technician

MINUTES
 Warrenton Planning Commission
 December 8, 2022
 6:00 p.m.
 Warrenton City Hall - Commission Chambers
 225 S. Main
 Warrenton, OR 97146

Chair Hayward called the meeting to order at 6:01 p.m. and lead the public in the Pledge of Allegiance.

Commissioners Present: Chris Hayward, Christine Bridgens, Mike Moha, and Lylla Gaebel

Absent: Karin Hopper, Kevin Swanson, and Ken Yuill

Staff Present: Planning Director Jay Blake and Planning Technician Rebecca Sprengeler

APPROVAL OF MINUTES

A. Planning Commission Meeting Minutes – 11.10.22

Commissioner Bridgens made the motion to accept the minutes of the Planning Commission meeting of 11/10. Motion was seconded and passed with majority in favor.

Hayward – abstain; Bridgens – aye; Moha – aye; Gaebel – aye

PUBLIC COMMENT ON NON-AGENDA ITEMS - None

PUBLIC HEARINGS

5.B Side Yard Setback Variance

Chair Hayward opened the public hearing in the matter of side yard setback variance application V-22-4, submitted by Yelena Belinskiy for 1180 S Main Avenue (taxlot 81028AB00600). Commissioner Moha owns property in the area, but it will not affect his decision. Commissioner Bridgens visited the site but feels it will not affect her decision. There were no other conflicts of interest or ex parte contact reported.

Planning Technician Rebecca Sprengeler presented the staff report. The applicant requested a variance to the North side yard setback standard from 8 feet to 6 feet. The Belinskiys purchased the property and obtained building permits in 2021 to remodel the existing house. It was determined that the addition on the back of the house was not originally permitted and would not be allowed to continue to be within the setback without a variance. The applicant has not been allowed to pour the foundation footings until a determination on the variance is made. The adjacent property owners at 1160 S Main provided comments in support of the application but were concerned about shipping containers in the backyard of 1180 S Main. They feel the

containers inhibit their ability to build a fence. The applicant's proposal meets most of the variance criteria, but further determination is needed by the Planning Commission regarding criteria A, B, and F related to reasonable use of the site and physical site characteristics precluding conformance with the code.

The applicant, Yelena Belinskiy, explained they purchased the house as it was. There is a shared driveway between 1180 and 1160 S Main that would be split by a fence, but Ms. Belinskiy would not oppose. Commissioner Gaebel noted expansion of the house could be made in a different direction to meet the code. Chair Hayward asked if the new foundation has been poured yet. Ms. Belinskiy noted it has not been poured yet. They plan to use the existing foundation footprint. It was noted there would be an economic hardship if not granted. Commissioner Gaebel asked about the shipping containers on the property as noted in the neighbor's comments. Ms. Belinskiy assured the commission that the containers are not in the neighbors' way and are on their own property. The containers are for material storage during construction. One will be removed after construction and the other will remain for storage. Chair Hayward asked if the container was closer than 8 ft from the property line. Ms. Belinskiy confirmed they were not. Discussion continued.

Chair Hayward called for public testimony. No one spoke in favor, opposition, or from a neutral position.

The Commissioners asked questions about the application. Staff clarified that there was an error on the building plans submitted that showed incorrect setbacks. Planning Director Jay Blake noted that reasonable use of the property will be the hardest criteria to meet because there are alternatives that would allow the setback to be met, but there are some economic considerations as well. He also discussed the lack of regulation for shipping containers in Warrenton. He suggested moving the shipping containers as a condition of approval. Commissioner Gaebel noted there was a business owner in the past that was forced to remove shipping containers. Chair Hayward feels nothing has changed from the previous footprint, the neighbor is not opposed, and moving the shipping containers would be a reasonable condition of approval. Commissioner Moha feels the variance would allow a small amount of square footage for the house, believes criteria A and B are met, and the flow of the house remains unchanged related to criterion F. Brief discussion continued about the shipping containers. Commissioner Gaebel noted that sheds are required to meet the setbacks and feels a shipping container should be treated the same. Chair Hayward asked the applicant if she would object to having the storage container 8 ft from the property line. Ms. Belinskiy confirmed that they are already more than 8 ft from the property line.

Commissioner Moha made the motion to approve variance application V-22-4 based on the findings of fact in the staff report and determination by the Planning Commission that criteria A, B, and F are met adding that the containers will be 8 feet from the property line. Motion was seconded and passed unanimously.

Hayward – aye; Bridgens – aye; Moha – aye; Gaebel – aye

5.C L & D Race Tech Motorcycle Shop

MINUTES

Warrenton Planning Commission

Regular Meeting – 12.08.22

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Warrenton Planning Commission

January 12, 2023

Mr. Blake requested the Planning Commission motion to table item 5.C until January.

Commissioner Gaebel made the motion to table item 5.C until the January 12th meeting motion was seconded and passed unanimously.

Hayward – aye; Bridgens – aye; Moha – aye; Gaebel – aye

5.A Buoy 10 Landing Subdivision - Continuation

Chair Hayward continued deliberations for the Buoy 10 Landing Subdivision SUB-22-2.

Mr. Blake presented traffic safety information for the area as requested at the last meeting. The Police Chief felt that the statistics were not abnormal from other areas in the community. The applicant recontacted ODOT regarding safety related to the curve on Pacific Drive. An email from Scott Nelson was provided to the Commission outlining support for the one-way horseshoe driveway on Pacific Avenue. ODOT requested the Planning Commission make a determination about sidewalks on Pacific. A video was received from a property owner showing flooding in the area on January 6, 2022. Staff noted that on this date, a state of emergency was declared as there was a major city-wide flooding event. Mr. Blake noted engineering is not part of the preliminary plat review then reviewed the applicable criteria. The density standards are met for the RM zone. The proposed name is not in use. There is some leeway for the stormwater and sidewalks that can be made conditions of approval. The applicant will need to have the City's consulting engineer sign off on the final engineering. Two parking spaces have been provided for each unit. Mr. Blake noted the garages are larger than normal, but not two-car garages. There was concern from Commissioner Gaebel that full-sized trucks would not fit in the garage. Mr. Blake noted the Fire Department approves of the layout because the units will be sprinkled. The proposed surface water management facilities will need to address water from buildings and impervious surfaces. Mr. Blake feels there will be some flexibility with alternative pervious surface materials. Covenants, Conditions & Restrictions will be reviewed and approved by the City Attorney. Mr. Blake noted there is no flexibility in approval, but there is in the engineering review prior to final plat approval.

Commissioner Bridgens noted concern that Seventh is too narrow for street parking and safe travel, being only 18' wide. Mr. Blake confirmed it is not a full-sized street. The city engineer recommends improvements to Seventh. The applicant is open to making improvements that are proportional to the project. Mr. Blake noted the Commission could direct the applicant to provide some on-street parking, but the code does not require it and it would affect all related developments moving forward. Commissioner Bridgens feels cars should not be parked on-street as it could restrict emergency vehicles. Discussion continued. Commissioner Moha feels sidewalks on Seventh should be addressed but is unsure about sidewalks on Pacific. Commissioner Gaebel agreed and discussed visitor parking that is often at apartment complexes. Mr. Blake responded that it seems like extra parking and noted the parking requirements for different housing types. He discussed the State's reduction in parking requirements to shift to transit systems. Mr. Blake requested clear findings of fact be made for the record. Commissioner Gaebel would like sidewalks on Seventh with the hope they will continue in the future. She is in

opposition to the sidewalk in-leu-of fees and likes the idea of alternative pervious surface. Commissioner Moha noted stormwater runoff cannot be increased and will need to be addressed in engineering. Mr. Blake would like to allow flexibility in engineering design to meet the intent of the code. Commissioner Gaebel feels more housing is needed but is concerned about traffic safety at Seventh and Pacific. Mr. Blake hopes when the city replaces the water main, they will also make improvements to the intersection. The statistics from the Police Department do not indicate any concern. Commissioner Bridgens noted concern about visibility turning from Pacific to the project driveway and feels a driveway should not be on the blind corner. Chair Hayward noted permits would be needed from ODOT that would not be easy to obtain. If approved, there is a lot more work that would need to be done before construction. Commissioner Bridgens asked if the number of units could be reduced. Chair Hayward felt this would not be appropriate because the proposal meets the code. Discussion continued about what will need to be addressed prior to the final plat. Mr. Blake emphasized that findings of fact would be needed in order to demonstrate that 7 units is too many. Commissioner Bridgens asked for photos of the housing.

Chair Hayward called for a brief recess at 7:17pm and resumed the meeting at 7:21pm.

Mr. Blake displayed and reviewed the preliminary elevations for the two-story units. There will be a yard in front and back. Commissioner Gaebel is concerned about parking in the yards. Chair Hayward noted a homeowner's association will be important in addressing this. Commissioner Gaebel would like conditions addressing the sidewalks on Seventh and drainage. Commissioner Bridgens feels the street parking issue needs to be addressed. Chair Hayward suggested a fire lane on part of the street. Mr. Blake noted the right-of-way is 70 feet wide and there is room to expand the road and include on-street parking. These street improvements will need to be addressed in engineering. It was noted that some of the yards on Seventh are in the right-of-way.

Chair Hayward reopened the hearing to request additional information from the applicant's engineer. Eric Hoovestol reviewed a proposed design for the half street improvements including new asphalt, curb, planter strip, and sidewalk. He discussed how they will address stormwater runoff. He clarified that Seventh would only be widened in front of the property. Commissioner Gaebel feels the design addresses the concerns. Chair Hayward closed the hearing.

Brief discussion followed about the conditions of approval that will be met by the proposed design. Mr. Blake feels widening the street is critical to reduce concern about emergency vehicles travel. It was confirmed that "sign a non-remonstrance agreement" on No. 5 was stricken out. Commissioner Gaebel would like to suggest that the preliminary design presented by Mr. Hoovestol be the starting point for the engineering design. Commissioner Gaebel would like to add this to condition No. 3. There was question about how many votes would be required to pass the motion, whether it was the majority of the quorum or the whole body.

Chair Hayward called for a brief recess at 7:40pm and resumed the meeting at 7:46pm.

Commissioner Gaebel made the motion to approve the request of Nathan Johnson, Sunrise Homes, LLC for the Buoy 10 Landing Preliminary Plat application creating seven attached residential lots. The action is based on the following items: the findings of fact found in the staff memo dated October 13, 2022, and amended memo dated November 10,

2022, the submittals from the applicant, the public and applicant comments made at the public hearing, the supplemental information presented by staff and applicant at the December 8, 2022, Planning Commission meeting. Said approval is subject to the conditions of approval below and as modified tonight: there will be sidewalks required on Seventh Avenue for No. 2. For No. 3, the site design presented at tonight’s meeting shall be a starting point for site design and engineering. Motion was seconded and passed unanimously.

Hayward – aye; Bridgens – aye; Moha – aye; Gaebel – aye

Commissioner Bridgens asked when they anticipate starting the project. Engineering will take some time; they estimate next spring.

BUSINESS ITEMS – None

DISCUSSION ITEMS – None

GOOD OF THE ORDER

The Planning Department will budget for a code audit next year. Chair Hayward asked if there would be a joint session with the City Commission. Mr. Blake confirmed.

Chair Hayward attended the chair training recently and learned a lot and felt it is important that all members attend. He also noted a document Mr. Blake emailed about new State guidelines for residential developments. The State will be pushing for higher densities. Chair Hayward and Mr. Blake encouraged those present to make their voices heard on issues that are important to them.

There was a question about the City Commission’s rejection of the psilocybin temporary moratorium ordinance. They will be reconsidering the ordinance at their next meeting.

There being no further business, Chair Hayward adjourned the meeting at 7:57 p.m.

APPROVED:

ATTEST:

Chris Hayward, Chair

Rebecca Sprengeler, Secretary



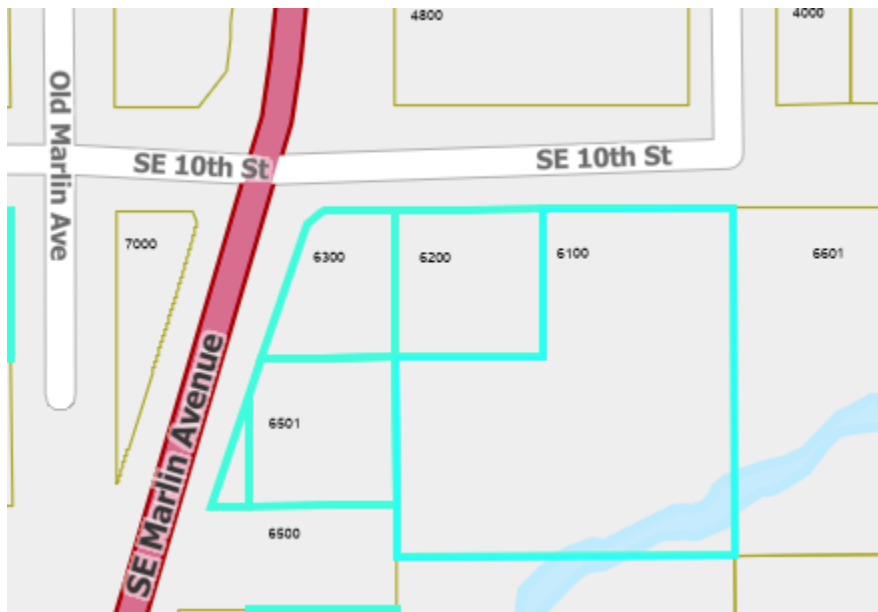
City of Warrenton

Planning Department

225 S Main Avenue ■ P.O. Box 250 ■ Warrenton, OR 97146
Phone: 503.861.0920 Fax: 503.861.2351

STAFF REPORT

TO: The Warrenton Planning Commission
FROM: Jay Blake, Planning Director
DATE: January 10, 2023
SUBJ: Site Design Review for L&D Race Tech, Inc. on Parcels in Section 22 of the City of Warrenton, Parcels #81022DD6100, 6200, 6300, 6500, and 6501



Timelines:

- The property owner submitted materials related to the development of this property on October 18, 2022.
- The application was deemed complete by staff on November 8, 2022.
- Notice of hearing was prepared and mailed on November 18, 2022.
- The Planning Commission continued the application at its December 10, 2022 meeting to allow additional time for staff review and comment on the proposal.

- The city Development review committee provided some comments for your consideration. Comments from the Consulting engineer are attached.
- The 120 Day Review period expires on March 9, 2023.

BACKGROUND:

The application is for a Type III Site Design Review allowing the development of the above-referenced parcels. The proposed construction is for a new commercial building for the retail sales of motorcycles, and other off-road-vehicles. This use is a permitted use in the C-1 Zoning District.

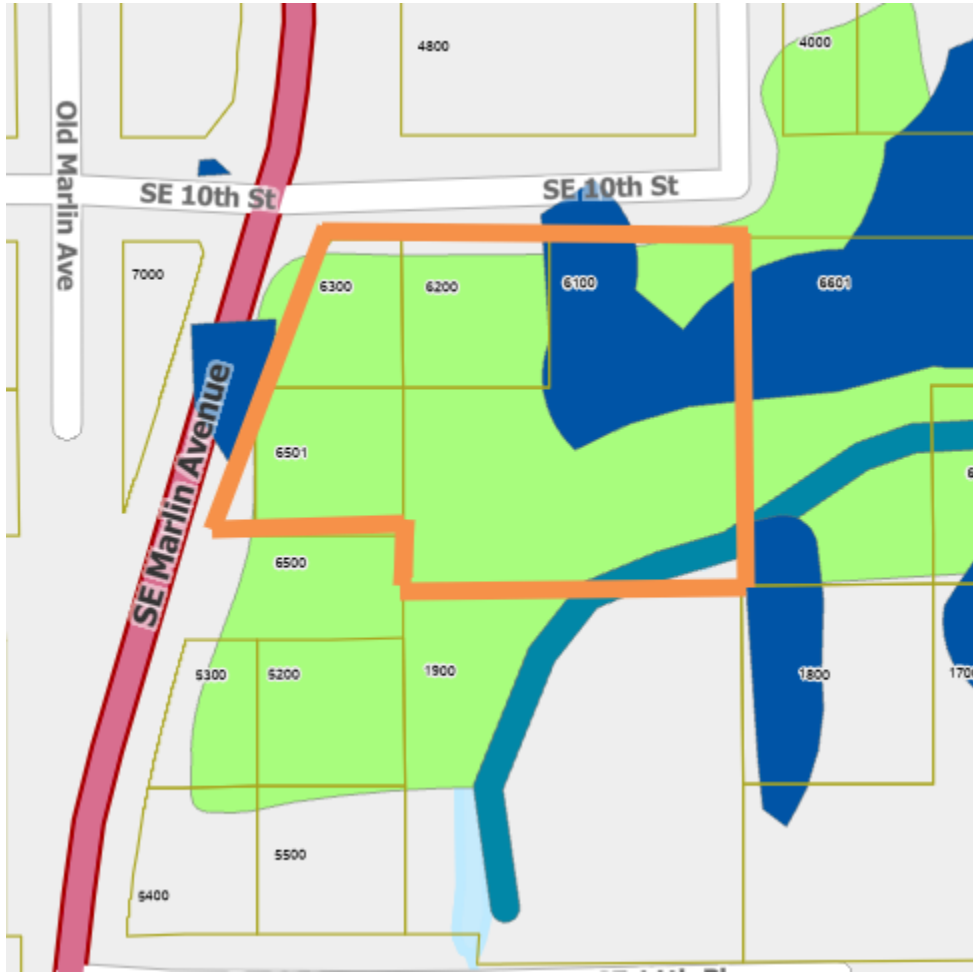
Findings Related to the Site:

1. L&D Race Tech currently operates a sales and service business at their property at 1035 Se Marlin Avenue. The proposal is to expand the business to the proposed site on the east side of SE Marlin Avenue.
2. The subject property is currently vacant, but previously had a single-family home with access and public utilities from SE 10th Street.

The Property is Zoned C-1



3. GIS data indicates the presence of locally non-significant wetlands from the City of Warrenton Local Wetland Inventory and an emergent vegetation wetland according to the National Wetland Inventory. A drainage ditch moves water from the developed areas along SE Marlin Avenue towards Holbrook Slough and Youngs Bay.
4. The owner submitted a wetland delineation report dated August 24, 2021. The wetland report, however indicates no wetlands on the site.
5. No additional wetland permits will be required by the city of Warrenton for the development.



6. The applicants have submitted a Geotech report addressing design considerations related to soils characteristics. They are recommending settlement-sensitive deep foundation design.
7. The applicants submitted a preliminary stormwater management plan dated August 10, 2022, for the site development.
8. The site is in the 100-year flood zone. The proposed finished floor elevation is 13.0 feet which is required by Section 16.88 of the Warrenton Municipal Code.



Findings Related to the Proposed Development:

9. The project includes the construction of a 23,292-sf retail commercial building, 25 parking stalls, concrete outdoor display area, fenced exterior storage area, accessible garbage enclosure, and run-off retention areas.
10. Proposed access is from both SE Marlin Avenue and SE 10th Street. sidewalks, landscaping and lighting plans have been submitted for review.
11. The proposed use is consistent with allowed uses in the C-1 Zoning District, although commercial design standards do apply.
12. Half-street improvements are proposed for SE 10th Street, including curb, gutter sidewalks and street lighting.
13. Proposed access from Marlin will occur over the platted SE 11th Street. The area is currently being used for parking of vehicles and storage units. Final engineering plans should address the removal of the parking and storage units within the right-of-way.

14. The applicant was asked to go ahead with the vacation of SE 11th Street so that the business entrance on to SE Marlin comes from the applicant's property. The applicant is willing to address this.
15. The surface material used for the exterior storage area is not indicated on the plans. Section 16.120 states that area open to public parking or turn-around must be paved with a durable surface. Other materials may be used of areas used exclusively for storage.
16. The proposed building meets the height and coverage requirements of the City Code. The proposed building and improvements meet setback requirements.
17. A landscape plan was submitted. The plan states that a "Proposed Lawn/Ground Cover" will be used. More detail should be provided prior to the issuance of the building permit. The plan includes the installation of thirteen (13) Street trees along SE Marlin and SE 10th Street. Species are not noted. They should be non-invasive hearty trees for our zone.
18. Twenty-five percent (25%) of the site is reserved for landscaping. No landscaping is proposed adjacent to the structure.
19. Fence height is limited to six (6) feet unless a variance is granted by the Planning Commission.
20. No significant vegetation or trees are identified on the drawings. A large spruce will be removed as part of the construction.

Findings related to Building Design Standards:

The proposed building exceeds 100 feet in length so additional design standards apply.

21. The primary entrance faces the higher designated street.
22. Roof top utilities should be screened from view. Architectural features and building color standards are met.
23. Signage plans should be submitted. The C-1 zone allows up to 1 sf of sign area per front foot of property. The frontage along SE Marlin Ave. would allow up to 223.7 sf of signage. An additional 32 sf of signage would be allowed along SE 10th Street.

24. Staff expressed concern over the placement and access to the garbage and recycling area. The applicant is willing to work with public works and Recology on improving the access plans.

Planning Commission Options

I move approval of the Site Plans for the expansion of L and D Race Tech on property in Section 22 of the City of Warrenton. The approval is based on the submittals from the applicant, findings of fact related to the proposed development in the staff review memo, and testimony heard at the public hearing on January 10, 2023. The approval is subject to the following conditions:

1. The property owner will maintain the drainage ditch on their property so that it does not hinder the movement of water from the developed areas along SE Marlin Avenue towards Holbrook Slough and Youngs Bay.
2. As the site lies within the 100-year flood plain, the applicant shall obtain a Flood Plain Review permit with Clatsop County prior to the issuance of the Building Permit.
3. The applicant will modify the access plan for the garbage enclosure to meet the intent of the city engineering standards. Since there will likely be a recycling container, Recology should be contacted to ensure that the final engineering plans create a suitable garbage enclosure design and location that meets the intent of the code.
4. The applicant shall supply a more detailed landscape plan that meets the requirements of WMC 16.124 to be reviewed by the Planning Director prior to the issuance of the Building Permit.
5. The applicant shall remove the shipping containers in the 11th Street right-of-way prior to the issuance of the final certificate of occupancy for the building.
6. The applicant will make proper application for a street vacation on SE 11th Street. Prior to the issuance of the final certificate of occupancy the necessary street vacation documents will be filed with Clatsop County. Should the vacation be denied, the applicant will agree to a maintenance agreement with the City of Warrenton Public Works Department establishing that the maintenance of the private business access will be the responsibility of the property owner.
7. The applicant will provide further detail on the pavement or material used within the outdoor storage area. The materials shall meet the intent of the city development code.
8. The applicant shall submit sign permit applications to the Planning Department

prior to the issuance of the Building Permit.

9. All rooftop utilities shall be screened from view from public rights-of-way.
10. The applicant shall work with the Warrenton Fire Chief to determine the location of any new fire hydrant along SE Marlin Dr. prior to the issuance of the building permit.

Alternate Actions:

A. The Planning Commission may deny the request for Site Design Review. The Commission must make findings of fact that the application does not meet the standards of the Warrenton Municipal Code and/or it cannot be conditioned for approval in a way that it can meet the intent of the Warrenton Municipal Code.

B. The Planning Commission may table the request and require additional information from the applicant or city staff related to the application.

Staff Recommendation:

Staff recommends approval of the Site Design Review based on the submittals from the applicant, and the findings of fact present in this staff memo.

View facing North from SE 11th Street ROW



View from end of SE 11th Street ROW



Current SE 11th Street ROW – use for parking and storage containers



SE 11th Street ROW



Existing fire hydrant on SE 10th Street



End of SE 10th Street



Large Tree to be removed



View from SE 10th Street facing South





13967 Marquesas Way #30
Marina del Rey, CA 90292
503) 468-8600
adam@amengnr.com

December 2, 2022

Jay Blake
Planning Director
City of Warrenton
225 S Main Ave
Warrenton, OR 97146

RE: L&D Race Tech – Site Design Review (WMC 16.212.040)

Dear Mr. Blake,

The City of Warrenton has engaged A.M. Engineering to provide Site Design Review (SDR) support consulting services.

The site is located to the Southeast of the intersection of 10th St. and Marlin Ave. As submitted, the development consists of street, sidewalks, access aisles, parking, landscaping, a commercial building, sewer service, water service, and storm drainage improvements.

This is a review for the Site Design Review planning purposes only. It is not a review to determine if Public Works standards are met. A review of the engineering documents will be required separately for compliance with the Engineering standards at a later date.

This letter summarizes my review comments of this information provided to me, by the City, on 10/31/22. The reviewed documents included:

- C Series Drawings, 3J Consulting, publish date 10/10/22
- Stormwater Management Technical Memo, 3j Consulting, 8/10/22
- Wetland Delineation Report, Ecological Land Services, 8/12/21
- Impact Study, 3J Consulting, dated 10/10/22
- Pre-Application Memo, City of Warrenton Public Works, dated 4/18/22

Pre-application documentation from City departments, other than Public Works, was not received for review at this time.

Additional supporting documents were provided, and referred to, but are not reviewed for the site design review by Public Works. These documents included:

- Site Narrative, No cover sheet, No date
- City Commercial Site Design Application, dated 10/14/22
- A Series Drawings, Rickenbach Construction, dated 10/13/22
- Geotechnical Engineering Services Draft Report, GeoEngineers, dated 7/22/22
- Chicago Title, Owner's Policy of Title Insurance, not dated
- Ticor Title, Preliminary Report, not dated
- City Pre-application Conference Application, dated 3/8/22



The reviewed documents have been reviewed for compliance with the following:

- City of Warrenton Municipal Code 16.212.040 and additional referenced sections.
- 1 All items listed in these comments are to be adequately addressed prior to review of the engineering construction document submittal and prior to issuance of any Public Works Permits.
 - 2 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:
<http://www.ci.warrenton.or.us/publicworks/page/engineering-specifications-design-guide>
 - 3 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. Title 13 of the Development Code can be found at:
<http://qcode.us/codes/warrenton/view.php?topic=13&frames=on>
 - 4 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. The Development Code can be found at:
<http://qcode.us/codes/warrenton/view.php?topic=16&frames=on>
 - 5 Construction Documents shall meet all requirements of federal, state, and local standards, codes, ordinances, guidelines and/or other legal requirements.
 - 6 Prior to approval of construction plans the developer will waive any and all rights to remonstrate against the formation of a Local Improvement District (LID) for the purpose of making sanitary sewer, storm sewer, water or street improvements that benefit the property and assessing the cost to benefited properties pursuant to the City's regulations in effect at the time of such improvement.
 - 7 The City of Warrenton refers to ODOT details as standards. Provide applicable ODOT standard drawings and details where appropriate. Ensure the detail or drawing is modified to include any additional information referenced in the Engineering Standards & Design Criteria Manual. Where special or proprietary details are provided, ensure the Engineering Standards & Design Criteria Manual is met by the detail.
 - 8 All public water, sewer, and storm drainage infrastructure to be labeled as "Public" in all plan and profile sheets. Provide similar labeling for all "Private" infrastructure.
 - 9 The existing sewer lateral shall be TV'd to determine the quality, size, and location of the existing line prior to engineering construction document review submittal. Results are to be indicated in the engineering construction plans existing conditions sheet. Minimum standards compliance for commercial use will be required regardless of existing condition.
 - 10 Any abandoned sewer service to the site shall be removed, and plugged or capped at the existing service connection.

- 11 Provide sewer lateral service sizing, designed by a Registered Professional Engineer, for engineering construction review. Service shall meet minimum Engineering Design Standards.
- 12 All sources of extraneous flows (Inflow and Infiltration) of the existing sanitary sewer service shall be repaired.
- 13 Water meter and service connections will be installed by the owner/contractor.
- 14 Existing water service to be located and service to be abandoned, removed, and capped at the corp. stop.
- 15 Provide domestic water service and meter sizing, designed by a Registered Professional Engineer, for engineering construction review. Use Oregon Plumbing Specialty Code, Table A 103.1, Chart A 103.1(1) or A 103.1(2), and City engineering design standards Table 6-3 to determine service lines and meter size.
- 16 Any water main or hydrant extensions shall require additional valves.
- 17 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. Fire department materials, signing, striping, and other fire requirements are to coordinated directly with the Fire Department. Provide Fire improvements in the engineering construction documents for Fire Department review and acceptance. Provide Fire department coordination correspondence to public Works prior to engineering construction document acceptance.
- 18 A preliminary stormwater report has been provided. The stormwater report does not and shall detail a downstream analysis, including the adjacent ROWs and flows from existing stormwater systems. In addition, the report shall analyze any loss in flood volume storage relative to fill proposed for this development. The stormwater management system shall be designed by a Registered Professional Engineer capable of meeting the requirements in the current version of the ODOT Hydraulics Manual.
- 19 Ensure on-site driveways, parking areas, aisles and turn-a-rounds to have on-site collection or infiltration of surface waters to eliminate sheet flow of such waters onto public rights-of-way and abutting property. The plans show sheet flow from the site into the adjacent right of way. Surface water facility plans shall be prepared by a qualified engineer and constructed in accordance with City standards.
- 20 Indicate how roof drainage will be conveyed offsite.
- 21 Site disturbance will require issuance of a State Construction Stormwater Discharge Permit, 1200-C, prior to any disturbance. 1200-C plans to be reviewed by the City prior to submittal to the State.
- 22 Address the downstream analysis of the storm drainage system in the storm report as required by Public Works prior to engineering construction document review submittal.
- 23 The stormwater report references the design of a water quality treatment swale. Water quality is not required by the City for this site and is not reviewed at this time. The water quality swale configuration is required to meet the City conveyance standards, provide swale sizing calculations and configuration to meet conveyance requirements.
- 24 Preliminary conveyance calculations have not been provided at this stage. Final conveyance will be adequately addressed by the final storm report and the engineering construction document.



13967 Marquesas Way #30
Marina del Rey, CA 90292
503) 468-8600
adam@amengnr.com

- 25 Indicate surfacing of the proposed storage area behind the building.
- 26 Sidewalks shall be a minimum of 5 feet wide along SE 10th and SE 11th Streets, 6 feet wide along SE Marlin Ave and all shall meet ODOT standards.
- 27 Half street improvements will be required on SE 10th St. See Warrenton Municipal Code 16.136.20 Transportation Standards and chapter 3 in Engineering Design Standards for street requirements. The Warrenton TSP indicates street classifications.
- 28 Half street improvements will be required on SE 11th St. if a right of way vacation is not granted. See Warrenton Municipal Code 16.136.20 Transportation Standards and chapter 3 in Engineering Design Standards for street requirements. The Warrenton TSP indicates street classifications. If the vacation is not granted, a City standard driveway will be required to come off the required half street improvements, similar to the 10th St. condition.
- 29 Provide 11th St. currently unimproved right of way information on plan sheets.
- 30 Provide proposed paving materials and dimensions of entrances and exits to the site for vehicular, pedestrian, and bicycle access, WMC 16.212.040.B.1.e.
- 31 Marlin Ave. engineering plans are required to be reviewed by the City prior to submittal to ODOT for review and are subject to City requirements in addition to ODOT.
- 32 Provide driveway and road sight design triangles.
- 33 The City has design standards for refuse enclosures that include the required turning radius and access standards. Current design does not appear to show refuse or recycling service that meets these requirements. This may adversely affect site design at a later stage if the design standards are not met. See the Engineering Design Standards Chapter 7.
- 34 Address 11th St. in the Impact Study.
- 35 Public Works does not agree with the applicants that the proposed project impact will be minimal and will be offset by the proposed public improvements constructed with the project. The existing facility is not going to be removed and will likely be used in the future. Therefore, the existing demand on infrastructure will remain and there will be additional demand from the proposed project. The developer will be responsible for any adverse impacts on the downstream public infrastructure including, but not limited to, all sanitary sewer, water, storm drainage, and traffic impacts resulting from use of both sites.

If there are any questions, please don't hesitate to call me.

Sincerely,

Adam Dailey, P.E.
President

Enclosures: None

Cc: Client, File

P:\22009 Warrenton Review Race Tech\Project Review\Race Tech Site Design Review Comments.docx
Warrenton Planning Commission
January 12, 2023

**CITY OF WARRENTON
PLANNING AND BUILDING DEPARTMENT**

**COMMERCIAL SITE DESIGN
APPLICATION**

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

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

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

.....

Legal Description of the Subject Property: Township 8, Range 10, Section(s) 22DD, Tax Lot(s) 06100, 06200, 06300, 06501, 06500

Property street address: 1035 SE Marlin Avenue, Warrenton, OR 97146

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

PROPERTY OWNER/APPLICANT:

Printed Name: Donald Hall

Signature: _____  _____ Date: 10/14/22

Address: 1035 SE Marlin Avenue Phone: (503) 861-2636

City/State/Zip: Warrenton, OR 97146 Fax: N/A

APPLICANT'S REPRESENTATIVE:

Printed Name: 3J Consulting, Inc. C/O Chase Welborn

Signature: _____  _____ Date: 10/17/22

Address: 9600 SW Nimbus Ave Phone: (503) 946-9365 x215

E-mail Address: chase.welborn@3j-consulting.com

City/State/Zip: Beaverton, OR 97008 Fax: N/A

Commercial Site Design Application
October 2018

1. In detail, please describe your proposal:

The Applicant proposes to construct a new 20,000 square foot commercial building with associated parking lot and frontage improvements. The Applicant seeks approval of a Type III Site Design Review land use permit.

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

The Applicant is the owner of L&D Race Tech, an ATV and Bike dealership which contains the same address as that of the subject site (1035 Marlin Ave) and is located directly across from Marlin Avenue. The Applicant intends to develop the subject site into an improved version of the existing store across the street, and then (as part of a future land use request) repurpose the original dealership into a different use.

Current number of employees: 12
Projected number of customers per day: 50
Days of operation 7 Hours of operation 9-6
Number of shipments/deliveries per day 4 per week 25
By what method will these be arriving/sent? Truck & UPS / Fed X

3. Does this property have an existing business or businesses?

The subject property is vacant and does not contain an existing business.

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

The parcel across the street from SE Marlin Avenue, under the same ownership and containing the same address as the subject site, contains a Bike and ATV Dealership named L & D Race Tech. The intention of the Applicant is to relocate the existing shop to the subject site.

4. Is there a residence or residences on this property?

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

No – the subject property is vacant.

5. Availability of services: City water Yes, City sewer Yes

If you are an existing business, are materials or merchandise currently being stored on site? Where and how do you propose to store materials or merchandise for sale or processing?

As described above, the subject site is vacant; however, a Bike and ATV Dealership exists across the street from the subject site that does include the storage of materials and merchandise. The Applicant intends to migrate the existing business to the subject site including the storage of materials and merchandise.

7. What percentage of the property is currently landscaped? What percentage of the property do you propose to landscape as part of this project?

The subject property is currently vacant. The Applicant intends to landscape 25.9% of the site as part of the Site Design Review process, in conformance with the WMC 16.124 – Landscaping, Street Trees, Fences and Walls.

8. How do you intend to irrigate the existing and proposed landscaping?

Landscaping will be irrigated private landscape irrigation system controlled on-site.

9. Signs require the submittal of a separate application, which may be submitted in conjunction with this site plan application.

An application for a sign permit shall be submitted at a later date. The Applicant anticipates that a condition of approval requiring the sign permit prior to installation of any signs shall be incorporated into Staff's report.

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

The Applicant proposes to capture as much of the drainage as possible to be conveyed through a grassy swale and outlet into the adjacent drainage way. The remaining drainage will be conveyed to existing roadside ditches that also eventually outfall to the same drainage way.

11. Please provide the type of development on the neighboring properties.

All neighboring properties are also within the C-1 Zoning District.

North: Electrician, Commercial Building

South: Multi-business Commercial Building (Auto Glass, Mexican Restaurant, Auto Parts Supply), Mini-Storage Facility

East: Vacant

West: L&D Race Tech, Bike and ATV Dealership (existing location)

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

A building elevation has been provided as part of this land use submittal in the Appendix, depicting the type and color of each material used in the eventual construction and finishing of the building.

13. Will all parking for your business be provided on the property? All parking must be shown on your site plan map. If off-street parking is to be provided on another property, please attach a copy of the parking easement or agreement from the property owner; or will off-street parking be provided along the abutting street.

Yes. All parking is shown on the provided Site Plan in the Appendix.

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

Thorough findings demonstrating compliance with Section 16.40 – General Commercial are provided within the attached narrative submitted alongside this application.

15. Orientation of proposed building(s) (see Section 16.116.030 in the Warrenton Development Code)

Commercial Site Design Application
October 2018

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

Thorough findings demonstrating compliance with the above-mentioned criteria are provided within the attached narrative submitted alongside this application.

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

Return Application To:

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

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

MAP INSTRUCTIONS AND CHECKLIST

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

- x__ Title the map "Commercial Site Design".
- x__ The map may be drawn on 8 ½ x 11 or 8 ½ x 14 inch white paper.
- x__ Township, Range, Section and Tax Lot number of the subject property(ies) shall be included.
- x__ North arrow, date, and map scale in one inch intervals (1" = 20') shall be noted.
- x__ Shape, dimensions, and square footage of the parcel shall be shown. Draw the property line with a solid black line and label adjacent street(s), if any.
- x__ Identify existing and proposed easements with a dotted line.
- x__ Identify the location and direction of all water courses and drainage ways, as well as the location of the 100-year floodplain, if applicable.
- x__ Illustrate all existing buildings and their sizes.
- x__ Illustrate all proposed new construction with dashed lines (include dimensions).

Commercial Site Design Application
October 2018

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

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- Preliminary Stormwater Report
- Geotechnical Report
- Impact Report

Appendix C – Architectural Plans

Appendix D – Land Use Plans

GENERAL INFORMATION

Property Owner and Applicant: **Donald Hall**
1035 SE Marlin Ave
Warrenton, OR 97146
Phone: (503) 861-2636
Email: ldracetech@hotmail.com

Applicant's Representative: **3J Consulting, Inc.**
9600 SW Nimbus Avenue, Suite 100
Beaverton, OR 97008
Contact: Chase Welborn
Phone: (503) 946-9365 x215
Email: chase.welborn@3j-consulting.com

SITE INFORMATION

Parcel Number: Tax Map 81022DD, Lots 06100, 06200, 06300, 06500, & 06501
Address: 1035 SE Marlin Avenue, Warrenton, OR 97146
Size: 1.66 Acres (72,296 sq. ft.)
Zoning Designation: C-1 ("General Commercial") District
Existing Use: Vacant
Surrounding Zoning: C-1 on all sides

INTRODUCTION

APPLICANT'S REQUEST

Donald Hall (“the Applicant”) proposes to construct a new 23,292 square foot commercial building with associated parking lot and frontage improvements. The Applicant seeks approval of a Type III Site Design Review land use permit. This narrative has been prepared to describe the proposed development and to document compliance with the relevant sections of City of Warrenton Municipal Code (“WMC”).

The Site Design Review application is evaluated under a Type III quasi-judicial decision process. The Planning Commission will render a Type III decision after a public hearing on the application is held.

SITE DESCRIPTION/SURROUNDING LAND USE

The subject site is located at 1035 SE Marlin Avenue within City of Warrenton. The site consists of six tax lots: 81022DD06100, 81022DD06200, 81022DD06300, 81022DD06500, and 81022DD06501.

The site is 1.66 acres in gross size and is zoned General Commercial (“C-1”). The site has frontage on SE 10th Street to the north and SE Marlin Avenue to the west. The site is also comprised of Tax Lot 6500, which largely consists of an unnamed street. The City of Warrenton has expressed intent to vacate this parcel in the near future. South of the site are vacant parcels, a mini storage facility, and a relatively small building with various commercial establishments including an auto glass retailer, power sports retailer, and restaurant. North of the site is SE 10th Street. West of the site is SE Marlin Avenue. East of the site is a vacant parcel.

The subject site contains an existing drainageway on the southeastern portion of Tax lot 6100. The majority of the site is within a wetland area overlay as identified on City GIS maps for which the Applicant has provided a wetland delineation.

PROPOSAL

This proposal includes a new 23,292 square foot building for the sale of motorcycles and ATVs with associated parking and frontage improvements, as described throughout this narrative.

APPLICABLE CRITERIA

The following sections of City of Warrenton’s Municipal Code have been extracted as they have been deemed to be applicable to the proposal. Following each **bold** applicable criteria or design standard, the Applicant has provided a series of draft findings. The intent of providing code and detailed responses and findings is to document, with absolute certainty, that the proposed development has satisfied the approval criteria for this Type III Site Design Review application.

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:

9. Automobile sales, and/or service and parts establishment.

Applicant's Finding: The subject site is located on SE Marlin; therefore, this criterion is applicable. The anticipated use of the site is best characterized as an ATV and Motorcycle dealership, which is categorized as an automobile sales, and/or service and parts establishment use per subsection 9. The proposed use is permitted on the subject site. This criterion is met.

B. For all other C-1 zoned areas within the City limits of Warrenton, the following uses and their accessory uses are permitted and shall comply with the above noted sections:

Applicant's Finding: The subject is located directly on SE Marlin; therefore, Subsection A. of this standard is applicable pursuant to that standard, rendering Subsection B. non-applicable.

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.
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.**
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.**

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

Applicant's Finding: As described above, there is no minimum lot size, width, or depth, or maximum lot coverage for commercial uses of the subject site.

The proposed building will be just under 22 feet in height as shown on the provided elevations, with a parapet wall over the entry that measures just under 25 feet in height. The entire building is under the building height maximum of 45 feet stipulated in this standard. This criterion is met.

The front yard of the site is identified as the frontage along SE Marlin Avenue, as this street contains the higher classification of the two (SE 10th Street is a Local Street, whereas SE Marlin Avenue is a Minor Arterial according to Warrenton's TSP).

The proposed commercial use on the subject site does not abut a residential zone; therefore, the proposal does not have minimum required setbacks.

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.**
- B. Lots fronting onto U.S. Highway 101 shall have a setback of at least 50 feet between any part of the proposed building and the nearest right-of-way line of U.S. Highway 101.**
- C. Signs in General Commercial Districts along Fort Stevens Highway/State Highway 104 (i.e., S. Main Avenue, N. Main Avenue, NW Warrenton Drive, and Pacific Drive) shall comply with the special sign standards of Section 16.144.040.**
- D. Maximum front yard setback for commercial buildings in the C-1 zone along Fort Stevens Highway/State Highway 104 shall be 10 feet.**
- E. Maximum front yard setback for commercial buildings in the C- 1 zone adjacent to existing or planned transit stops shall be 10 feet.**
 1. **The Community Development Director may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to Site Design Review approval.**

Applicant's Finding: The requirements of Chapter 16.116 are discussed within this narrative. The lot does not contain frontage on U.S. Highway 101. The subject site is not along Fort Stevens Highway/State Highway 104. The subject site is not located adjacent to an existing or planned transit stop. This standard is met.

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.**
- B. Outside storage areas shall be enclosed by suitable vegetation, fencing or walls, in conformance with Chapter 16.124.**
- C. All uses shall comply with access and parking standards in Chapters 16.116 and 16.128 except as may be permitted by conditional use or variance.**
- D. Signs shall comply with standards in Chapter 16.144.**
- E. All development shall comply with the wetland and riparian area protection standards of Chapter 16.156.**
- F. All other applicable Development Code requirements shall also be satisfied.**
- G. RV parks shall comply with Chapter 16.176 and all applicable State and Federal laws and regulations.**
- H. Prior to undertaking disposal, the dredging project proponent shall consult with the Army Corps and Oregon DSL to determine if the disposal site contains wetlands that are regulated under permit programs administered by those agencies. If the site contains regulated wetlands, the dredging project proponent shall either alter the disposal site boundaries to avoid the wetlands and leave an acceptable protective buffer, or obtain the necessary Corps and DSL permits to fill the wetlands.**
- I. State licensed medical marijuana dispensaries and recreational marijuana retail outlets shall be located only east of Highway 101 and at least 1,000 feet from any public or private school, church, public park, or child care center, and operate exclusively as a single building occupant or with other licensed medical marijuana dispensaries or recreational marijuana retail outlets.**

Applicant's Finding: The subject site will be used as an ATV and motorcycle dealership, which may include outside sales and/or service areas. The proposal constitutes a Type III that will include review by the Warrenton Planning Commission; thus, Subsection A. shall be met upon that review. Conformance with the applicable requirements of Chapters 16.124, 16.116, 16.128, 16.144, and 16.156 are discussed in later sections of this narrative. The proposal does not constitute an RV park or medical marijuana dispensary; therefore, Subsections G. and I. are not applicable. Similarly, no dredging is set to occur; therefore, Subsection H. is not applicable. This standard is met.

CHAPTER 16.116 – DESIGN STANDARDS

16.116.010 Purpose Statement.

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

Applicant's Finding: The intent of this proposal is to relocate the existing motorcycle and ATV dealership across the street to the subject site. The Applicant and Owner of L&D Race Tech intends to maintain the same level of appropriateness and design toward the exterior appearance of structures, signs, site development and landscaping for the subject proposal. The proposed development will not involve the introduction of any of the negative externalities described within this standard. The building will be architecturally interesting with a stair-stepped roofline and parapet over the main front entrance. This standard is met.

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

- 1. Assure that development plans are designed in a manner that insures property functioning of the site and maintains a high quality visual environment.**
- 2. Encourage originality, flexibility and innovation in site planning and development, including the architecture, landscaping and graphic design of said development.**
- 3. Discourage monotonous, drab, unsightly, dreary and inharmonious developments.**
- 4. Conserve the City's natural beauty and visual character and charm by assuring that structures, signs and other improvements are properly related to their sites, and to surrounding sites and structures, with due regard to the aesthetic qualities of the natural terrain and landscaping, and that proper attention is given to exterior appearances of structures, signs and other improvements.**
- 5. Protect and enhance the City's appeal and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business, commercial and industrial purposes.**
- 6. Stabilize and improve property values to prevent blighted areas and, thus, increase tax revenues.**
- 7. Insure that adequate public facilities are available to serve development as it occurs and that proper attention is given to site planning and development so as to not adversely impact the orderly, efficient and economic provision of public facilities and services.**

8. Achieve the beneficial influence of pleasant environments for living and working on behavioral patterns and, thus, decrease the cost of governmental services and reduce opportunities for crime through careful consideration of physical design and site layout under defensible space guidelines that clearly define all areas as either public, semi-private, or private, provide clear identity of structures and opportunities for easy surveillance of the site that maximize resident control of behavior—particularly crime.
9. Foster civic pride and community spirit so as to improve the quality and quantity of citizen participation in local government and in community growth, change and improvements.
10. Sustain the comfort, health, tranquility and contentment of residents and attract new residents by reason of the City's favorable environment and, thus, to promote and protect the peace, health and welfare of the City.

Applicant's Finding: The Applicant had made note of the purposes and objectives for the site design requirements and review procedures described above, and attests to the conformance of this development proposal to them. This standard is met.

16.116.020 Applicability.

All developments within the City must comply with the applicable provisions of Chapters 16.120 through 16.196. Some developments, such as major projects requiring land division and/or site design review approval, may require detailed findings demonstrating compliance with each chapter of the Code. For smaller, less complex projects, fewer code provisions may apply. Though some projects will not require land use or development permit approval by the City, they are still required to comply with the provisions of this chapter.

Applicant's Finding: Findings adequately demonstrating compliance with the applicable portions of Chapters 16.120 through 16.196 are discussed in the appropriate sections of this narrative. This standard is met.

16.116.030 Architectural and Site Design Standards.

The City's development design standards are for the commercial district corridors along US Highway 101, Alternate Highway 101, SW & SE Dolphin, SE Marlin Avenue, E Harbor Drive, S Main Avenue, SE Ensign Lane, Pacific Drive, and SE Neptune. The standards in this section apply only to property in the commercial corridors listed above; lands outside of these commercial corridors are not subject to these standards. The following standards will apply to a new large retail establishment and/or complex that meets or exceeds 30,000 square feet of planned building footprint or gross floor area, whichever is greater; or has a façade length that is 100 feet or more along any street frontage; or to new mini-storage units regardless of size or façade length. An existing large retail establishment of said square footage or length or greater shall comply with these standards if proposed renovations or improvements exceed 50 % of the market value.

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. With the exception of US Hwy 101, all buildings located on a public street shall have the main entrance front onto said street.

Applicant's Finding: The proposed building exceeds 100 feet in length and therefore the provisions of 16.116.030 are applicable. The primary entrance of the building abuts SE Marlin Avenue, the street with the higher classification. This frontage represents the primary focal point of the property and development. This standard is met.

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

Applicant's Finding: The subject site contains an existing drainageway at the rear southeast corner of the site. The site was designed in a manner that protects the drainageway in accordance with the applicable requirements of this Title. Aside from this drainageway, the site as it exists is cleared of nearly all vegetation. One existing tree in the northeast corner of the site is planned for removal to make reasonable use of the site. This standard is met.

C. Building Requirements.

1. Customer Entrances. The customer entrance(s) shall be clearly defined and highly visible by using features such as canopies, porticos, overhangs, recesses/projections, raised corniced parapets, decorative awnings over the door, arcades, arches, wing walls, and integral planters are required. A combination of two features shall be incorporated at a minimum. Mixed use buildings that require two or more entrances are allowed but shall meet the standard.

Applicant's Finding: The main customer entrance to the building is clearly defined and highly visible, featuring raised corniced parapets and a decorative awnings over the door as shown on Sheet A-3 of the submitted architectural drawings. The building will be used for commercial purposes and does not constitute a mixed-use building. This standard is met.

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

Applicant's Finding: The roof design, as shown on Sheet A-3 of the submitted architectural drawings, includes a stair-stepped roofline and raised corniced parapet over the main building entrance, reducing the apparent exterior mass of the building, adding visual interest and is demonstrating appropriateness for the architectural style of the building. This standard is met.

3. Materials.

- a. **The predominant exterior building materials shall be of high quality materials, including, but not limited to, brick, sandstone, wood, native stone and cultured stone as accents to distinguish specific architectural features, rusticated metal cladding, 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. The main entrance does not count towards this standard.**
- c. **Exterior building materials shall not include smooth-faced concrete block, tilt-up concrete panels, EIFS, stucco, 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 Finding: As shown in the submitted Architectural Plans, Appendix C, the building is proposed with ribbed metal, wood post & beam and smooth metal siding and does not utilize any of the prohibited materials listed in Subsection C. of this standard. The membrane roof with metal flashing is compatible with the overall architectural design of the building. This standard is met.

4. Architectural Vernacular and Features. Architectural features shall 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. Vernacular architecture referred to as "Northwest Regional" or "Arts & Crafts" design shall be required. This could include the combination of materials, form, and style. Wood in the form of timber, glulam, cross laminated timber, and other natural features are predominant on the exterior and main entrance.

Applicant's Finding: Architectural features included in the building design are recesses, awnings and window display areas. These features, alongside the materials and colors described in other sections of this standard, are commonly representative of Northwest Regional commercial vehicle sales design. This standard is met.

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

Applicant's Finding: As identified in the Elevations and Materials in Appendix C, the building colors incorporated into the design are examples of low reflectance, subtle, neutral, and muted earth tone colors. The predominant color is gray with secondary colors of white and a small amount of blue to distinguish the entry. No high intensity colors or surfaces are used anywhere on the building. This standard is met.

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

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

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

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

Applicant's Finding: All storage areas, as identified on the Site Plan in Appendix D, are to the rear and side of the subject site in accordance with this standard. The fencing separating the storage area from SE 10th Street will be of a material that matches the building in color, material, and design and does not include chain link or cyclone fencing with or without slats, providing appropriate screening from the adjacent right-of-way. No equipment will remain visible from SE 10th Street, with the exception of the vehicles on the intentional display pad in the front of the site. Outdoor storage is limited to the storage of motorcycles, bicycles and ATVs as expected given the anticipated use of the site. Chain link or cyclone fencing with or without slats may be used to screen and secure the rear portions of the storage yard that are not adjacent to the right-of-way. This standard is met.

7. Building Mass. Building mass shall be limited to 150 feet in length. If any portion of the building exceeds this length, a recess or variation in height shall be required.

Applicant's Finding: As shown on the submitted elevations, the north and northwest elevations of the building include variations in height to reduce building mass. No exterior building walls exceed 150 feet in length, and therefore this standard is not applicable.

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, pedestrian plaza with park benches and landscaping, usable green spaces, or other features, such as a dedicated public park acceptable to the Parks Advisory Board and City Commission.

Applicant's Finding: This building includes a patio area, a water feature, and a sculpture. The building also includes a pedestrian plaza with park benches and landscaping. The building also includes a dedicated public park acceptable to the Parks Advisory Board and City Commission. This standard is met. **The south façade, need details here that were not in architect plans.** This standard is met.

E. Outdoor Lighting. The lighting for mixed use, 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 and shall be pedestrian scaled. Installation cost shall be borne by the developer. Decorative exterior lighting is required on the front elevation and at the main entrance. Decorative is defined as "gooseneck" or similar design that is pedestrian oriented.

Applicant's Finding: Proposed lighting, as shown on the Lighting Plan in Appendix D is shielded and directed down into the site and does not shine or glare onto adjacent properties or streets. No light fixtures exceed 25 feet in height. Decorative lighting highlights the front elevation and the main entrance of the main building. This standard is met.

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).

Applicant's Finding: There are no head-on parking stalls proposed with this development; however, there is a 6-foot wide pedestrian pathway separating the parking spaces from the building. RVs and travel trailers may utilize the parallel parking provided along the northwest portion of the parking area. This standard is met.

G. Storage Unit Facilities. Where allowed, storage unit facilities shall be subject to the following design, siting, and location standards:

1. **Setbacks.** New storage unit facilities shall be constructed no closer than 100 feet from the East Harbor Drive right-of-way line. This setback area shall be used for landscaping, open space, public or private amenities, off-street parking, other businesses allowed in the zone; or a combination thereof.
2. **Design Standards.** New storage unit facilities shall be subject to the following design standards:
 - a. Building material requirements in Section 16.131.030(C)(3);
 - b. Building color standards in Section 16.131.030(C)(5);
 - c. Mechanical equipment, outdoor storage and service area standards in Section 16.131.030(C)(6);
 - d. Building mass requirements in Section 16.131.030(C)(7);
 - e. Outdoor lighting standards in Section 16.131.030(E); and
 - f. Other applicable design requirements of this section.
3. **Location Requirements.** New storage unit facilities may be constructed and operated where allowed by the zoning district, but not in the following areas:
 - a. Along the South Main Avenue commercial corridor,
 - b. Along the Pacific Drive commercial corridor.

Applicant's The proposed development will not include commercial storage unit facilities.

Finding: The requirements of this section are not applicable.

CHAPTER 16.120 – ACCESS AND CIRCULATION

16.120.020 Vehicular Access and Circulation

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

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

4. **Subdivisions and Partitions Fronting Onto an Arterial Street.** Land divisions fronting onto a City arterial street shall be required to provide alley or secondary (local or collector) streets for access to individual lots. When alleys or secondary streets cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g., includes flag lots and mid-block lanes). Land divisions fronting onto state highways are expected to meet state access management and mobility standards.

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.)

**Applicant's
Finding:**

As shown on the provided Site Plan in Appendix D, the Applicant intends to utilize Options 2 and 3 of the above-mentioned options. The City has expressed to the Applicant an intent to vacate the unnamed Local Street located in the south-west corner of the subject site. This area is where the Applicant intends to take access via a driveway that could be shared with the southerly adjoining property, which itself takes access from SE Marlin Avenue. The Applicant intends to record a public access easement covering the driveway to assure access to SE Marlin Avenue, for all users of the private drive. The applicant further proposes a driveway connecting directly to the public street on SE 10th Street. This standard shall be fully met.

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

1. **Local Streets.** A minimum of 25 feet separation (as measured from the sides of the driveway/street) shall be required on local streets (i.e., streets not designated as collectors or arterials) for all single-family detached dwellings, except as provided in paragraph 3 of this subsection. A minimum of 20 feet separation shall be required on

local streets for all single-family attached dwellings, duplexes, and triplexes, except as provided in paragraph 3 of this subsection.

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

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

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.

Applicant's Finding: The driveway to SE 10th Street meets the requirements of 1. above and the driveway to SE Marlin Avenue meets the requirements of 2. above. The access spacing proposed complies with the requirements of the TSP, MUTCD, and other applicable documents adopted by the City. This standard is met.

H. **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.

Applicant's Finding: The Applicant's site design takes into account the number of access points, utilizing a soon-to-be vacated unnamed Local Street as a shared driveway with the southerly parcel, and providing one additional access to a local street, thereby limiting the number of access points pursuant to this standard. This standard 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.

Applicant's Finding: As mentioned in the previous standards of this Chapter, a shared driveway will be utilized between the subject site and the parcel immediately south. This shared driveway constitutes a consolidated access onto SE Marin Avenue, a Minor Arterial Street, in accordance with Subsection 1 of this standard. An access easement shall be recording accordingly as an anticipated condition of approval. This standard is met.

J. **Street Connectivity and Formation of Blocks Required.** In order to promote efficient vehicular and pedestrian circulation throughout the City, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:

1. **Block Length and Perimeter.** The maximum block length shall not exceed 600 feet between street corner lines in Residential and C-1 zones, 400 feet in the C-MU zone, and 1,000 feet in other zones unless it is adjacent to an arterial street or unless the topography or the location of adjoining streets justifies an exception. The minimum length of blocks along an arterial in zones other than Residential, C-1, and C-MU is 1,800

feet. A block shall have sufficient width to provide for two tiers of building sites unless topography or location of adjoining streets justifies an exception.

2. **Street Standards.** Public and private streets shall conform to the standards of Chapter 16.136, Public Facilities Standards; Section 16.120.030, Pedestrian Circulation; applicable Americans With Disabilities Act (ADA) design standards; City construction standards for streets; and other applicable Development Code sections.

3. **Exception.** Exceptions to the above standards may be granted when blocks are divided by one or more pathway(s), in conformance with the provisions of Section 16.120.030. Pathways shall be located to minimize out-of-direction travel by pedestrians and may be designed to accommodate bicycles.

Applicant's Finding: Given the configuration of the parcel on the corner of two existing streets, SE Marlin Avenue & SE 10th Street, the formation of a block is not practical. Additionally, even though the proposal does constitute a large-scale development, as the building exceeds 10,000 square feet, it does not constitute a land division or large site. This standard is not applicable.

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:

1. Single-family, two-family, and three-family uses shall have a minimum driveway width of 10 feet, and a maximum width of 24 feet, except that one recreational vehicle pad driveway may be provided in addition to the standard driveway for lots containing at least 5,000 square feet of area.

2. Multiple-family uses with between four and seven dwelling units shall have a minimum driveway width of 20 feet, and a maximum width of 24 feet.

3. Multiple-family uses with eight or more dwelling units shall have a minimum driveway width of 24 feet, and a maximum width of 30 feet. These dimensions may be increased if the Community Development Director, City-appointed engineer, or Planning Commission determines that more than two lanes are required based on the number of trips generated or the need for turning lanes.

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.

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.

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.

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.

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 Finding: As shown on the provided Site Plan in Appendix D, the driveway to SE Marlin is 25 feet in width and the driveway to SE 10th is 24 feet in width, accommodating the customer travel movements anticipated with this use. The design of driveways and on-site maneuvering and loading areas account for the anticipated storage length of entering and existing vehicles, and all driveway approaches are designed and located to provide exiting vehicles with an unobstructed view. The driveway connecting to SE Marlin is configured within an area of right-of-way that will be vacated and therefore the 5-foot setback to the property line is not applicable. The driveway on SE 10th is not near a shared property line. Driveway aprons and approaches have been designed to meet city standards. The parking areas conform to the standards of Chapter 16.128 as described in the findings for that section of this narrative. This standard is met.

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.

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.

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.

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.

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.

Applicant's Finding: The applicant acknowledges the requirement to meet fire equipment access drive standards prior to issuance of building permits. The majority of the proposed building is accessible via the parking area driveway or storage yard area and the parking areas provide an adequate turn-around area near the gate for the storage yard for service and delivery vehicles, in addition to providing two driveways for drive-thru accessibility. This standard is 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.

Applicant's Finding: All of the above-mentioned areas contain a minimum vertical clearance of at least 13 feet 6 inches for their entire length and width in accordance with this standard.

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

Applicant's Finding: Attention was given to the placement of the concrete display area in the northwest corner of the site so that it does not conflict with the vision clearance area requirements of this Title. The intersection of SE Marlin and SE 10th is designed such that the vision clearance area falls within the right-of-way. Nothing is proposed within the vision clearance areas adjacent to the driveways. This standard is met.

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.**
- 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.**
- 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**

Applicant's Finding: The proposed driveway and parking areas comply with the surfacing and surface water management requirements of this section. The site plan in Appendix D identifies the “grassy swale” area adjacent to the existing drainageway that will remain in the southeast corner of the site. The proposed plans demonstrate compliance with the Surface Water Management requirements of this Title. This standard 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.

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

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

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

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

d. For residential buildings the “primary entrance” is the front door (i.e., facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the “primary entrance” may be a lobby, courtyard or breezeway which serves as a common entrance for more than one dwelling.

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.

4. **Street Connectivity.** Pathways (for pedestrians and bicycles) shall be provided at or near mid-block where the block length exceeds the length required by Section 16.120.020. Pathways shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments, as applicable. Pathways used to comply with these standards shall conform to all of the following criteria:

a. Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than six feet wide.

b. If the streets within the subdivision or neighborhood are lighted, the pathways shall also be lighted.

- c. Stairs or switchback paths using a narrower right-of-way/easement may be required in lieu of a multi-use pathway where grades are steep.
- d. The City may require landscaping within the pathway easement/right-of-way for screening and the privacy of adjoining properties.
- e. The Planning Commission or Community Development Director may determine, based upon facts in the record, that a pathway is impracticable due to: physical or topographic conditions (e.g., freeways, railroads, extremely steep slopes, sensitive lands, and similar physical constraints); buildings or other existing development on adjacent properties that physically prevent a connection now or in the future, considering the potential for redevelopment; and sites where the provisions of recorded leases, easements, covenants, restrictions, or other agreements recorded as of the effective date of the ordinance codified in this chapter prohibit the pathway connection.

Applicant's Finding:

Pedestrian access and circulation has been incorporated into the site design pursuant to the above-mentioned requirements. The pedestrian network connects all parking areas, storage areas, buildings, and the SE Marlin adjacent right-of-way together to ensure safe, direct and convenient pedestrian circulation. The site Plan within Appendix D provides details on the pedestrian circulation system proposed. This standard is met.

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.
2. **Housing/Pathway Separation.** Pedestrian pathways shall be separated a minimum of five feet from all residential living areas on the ground floor, except at building entrances. Separation is measured as measured from the pathway edge to the closest dwelling unit. The separation area shall be landscaped in conformance with the provisions of Chapter 16.128. No pathway/building separation is required for commercial, industrial, public, or institutional uses.
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.
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.)

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

Applicant's Finding: All proposed pathways are raised six inches and curbed. Pathways are not designed to cross parking areas. Pathways are six feet and constructed of concrete. All pathways conform to ADA requirements. This standard is met.

CHAPTER 16.124 – LANDSCAPING, STREET TREES, FENCES AND WALLS

16.124.040 Street Trees.

Sets standards for and requires planting of trees along all streets for shading, comfort and aesthetic purposes.

16.124.050 Fences and Walls.

Sets standards for new fences and walls, including maximum allowable height and materials, to promote security, personal safety, privacy, and aesthetics. The following standards shall apply to all fences and walls:

A. **General Requirements.** All fences and walls shall comply with the standards of this section. The City may require installation of walls and/or fences as a condition of development approval, in accordance with Chapter 16.220, Conditional Use Permits, or Chapter 16.212, Development Review and Site Design Review. Walls built for required landscape buffers shall comply with Section 16.124.030.

B. Dimensions.

1. The maximum allowable height for fences and walls in the City of Warrenton is six feet, as measured from the lowest grade at the base of the wall or fence, except that retaining walls and terraced walls may exceed six feet when permitted as part of a site development approval, or as necessary to construct streets and sidewalks. Refer to paragraph 4 of this subsection for additional fence standards for residential uses.
2. Fences in the General Industrial (I-1) Zone may exceed six feet if necessary to protect the welfare of the general public (i.e., airport runway safety, military, coast guard, or homeland security defense facilities, etc.) but not for protection of private property (i.e., auto repair lots, equipment yards, woodworking shops, etc.). Barbed and razor wire fencing is prohibited in all zones except as necessary to enclose livestock or to protect the welfare of the general public (not private property).
3. A building permit is required for walls exceeding four feet in height and fences exceeding six feet in height, in conformance with the Uniform Building Code.
4. The height of fences and walls within a required front yard setback area for residential uses shall not exceed four feet (except decorative arbors, gates, etc.), as measured from the grade closest to the street right-of-way. Walls may exceed this height in accordance with paragraph 1 of this subsection. Chain-link fences and other open-style fences with at least 50% transparency or open space are allowed a maximum height of six feet within a required front yard setback area.

5. Walls and fences to be built for required buffers shall comply with Section 16.124.030.
6. Fences and walls shall comply with the vision clearance standards of Section 16.120.020.

C. **Maintenance**. For safety and for compliance with the purpose of this chapter, walls and fences required as a condition of development approval shall be maintained in good condition, or otherwise replaced by the owner.

Applicant's Finding: Retaining walls with fences on top are proposed along the eastern and southern (for the eastern portion) property lines. Stand-alone fencing is proposed along the northern (SE 10th) property line adjacent to the storage yard. Retaining walls, as depicted on the grading plan (sheet C250) in Appendix D, range from 1.6' (at the property's northeast corner) to 7' (foundation wall below the southeast corner of the building). Barbed wire and razor wire fencing will not be used. None of the proposed fencing is within the vision clearance area as shown on the provided plans. This standard is met.

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.).
2. **Exceptions**. Protection shall not be required for (a) plants listed as non-native, invasive plants by the Oregon State University Extension Service in the applicable OSU bulletins for Clatsop County, or (b) as otherwise excepted by Chapter 16.156, Wetland and Riparian Corridor Development Standards.

C. **Mapping and Protection Required**. All mapped wetland and riparian areas shall be protected in accordance with Chapter 16.156 and other applicable sections of this Code.

D. **Protection Standards**. All of the following protection standards shall apply to significant vegetation areas:

1. **Protection of Significant Trees**. Significant trees identified as meeting the criteria in subsection (B)(1) of this section shall be retained whenever practicable. Preservation

may become impracticable when it would prevent reasonable development of public streets, utilities, or land uses permitted by the applicable land use district.

2. **Conservation Easements and Dedications.** When necessary to implement the Comprehensive Plan, the City may require dedication of land or recordation of a conservation easement to protect sensitive lands, including groves of significant trees and mapped wetland and/or riparian areas.

E. **Construction.** All areas of significant vegetation and mapped wetland and riparian areas shall be protected prior to, during, and after construction. Grading and operation of vehicles and heavy equipment is prohibited within significant vegetation areas, wetlands, and riparian areas, except as approved by the City for installation of utilities or streets, or in accordance with other approved plans.

F. **Exemptions.** The protection standards in this section shall not apply in the following situations:

1. **Dead, Diseased, and/or Hazardous Vegetation.** Vegetation that is dead or diseased, or poses a hazard to personal safety, property or the health of other trees, may be removed. Prior to tree removal, the applicant shall provide a report from a certified arborist or other qualified professional (i.e., a certified member of the Oregon Loggers Association) to determine whether the subject tree is diseased or poses a hazard, and any possible treatment to avoid removal, except as provided by paragraph 2 of this section.

2. **Emergencies.** Significant vegetation may be removed in the event of an emergency when the vegetation poses an immediate threat to life or safety.

3. **Licensed Timber Operations.** Logging operations that have been permitted by the Oregon Department of Forestry as being consistent with the Oregon Forest Practices Rules and Statutes.

Applicant's Finding: The Applicant has provided a Wetland Delineation Report and Landscape Plan in Appendices C and D respectively showing that no significant trees or shrubs are located within the mapped wetland area. Mapped wetland and riparian areas will remain undisturbed as described in findings for Chapter 16.156 within this narrative. The requirements of this section are therefore not applicable.

16.124.070 New Landscaping.

A. **Applicability.** This section shall apply to all developments within the City of Warrenton.

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.

C. **Landscape Area Standards.** The minimum percentage of required landscaping equals:

1. Residential districts: 20% of the site.
 2. Commercial districts: 15% of the site shall be landscaped according to the requirements of this section.
 3. General industrial districts: a minimum of 20% of the site shall be landscaped.
- The use of mature, native vegetation within developments is a preferred alternative to removal of vegetation and re-planting.

Applicant's Finding: A Landscape Plan meeting the above-mentioned requirements has been provided in Appendix D (sheet C400). 25.9% of the gross site (shown in green at right) is landscaped according to the requirements of this section. This standard 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.
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.
3. "Non-native, invasive" plants, as per Section 16.124.020, shall be prohibited.
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.
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.

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.
7. **Shrub Size.** Shrubs shall be balled and burlapped and sized to fit in multi-gallon containers.
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.
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.
10. **Stormwater Facilities.** Stormwater facilities (e.g., detention/retention ponds and swales) shall be landscaped with water tolerant, native plants.

Applicant's Finding: As shown on the Landscape Plan (sheet C400) of Appendix D, plant selection gave priority to natural vegetation and utilizes a combination of deciduous and evergreen trees, shrubs, turf grasses, and groundcovers in all planted areas. Tree sizes for the required street trees along dedicated right-of-way are at least one and one-half inches in diameter. No significant vegetation is affected onsite. The Applicant is proposing detention/retention ponds that are landscaped with water tolerant and native plants.

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.
 - b. Use shrubs and trees as wind breaks, as appropriate.
 - c. Retain natural vegetation, as practicable.
 - d. Define pedestrian pathways and open space areas with landscape materials.
 - e. Provide focal points within a development, such as signature trees (i.e., large or unique trees), hedges and flowering plants.
 - f. Use trees to provide summer shading within common open space areas, and within front yards when street trees cannot be provided.
 - g. Use a combination of plants for year-long 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 Finding: As shown on the Landscape Plan (sheet C400) of Appendix D, the proposed yard setback landscaping meets these criteria. This standard is 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 Finding: As shown on the submitted plans in Exhibit D, a minimum of 8% of the combined area of all parking areas is landscaped. Landscaping is evenly distributed with 13 trees provided. All landscaped areas have minimum dimensions of 4'x4'. This standard is 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.

b. **Parking/Maneuvering Area Adjacent to Building.** Where a parking or maneuvering area, or driveway, is adjacent to a building (other than a single-family, two-family, or three-family dwelling), the area shall be separated from

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

c. Screening of Mechanical Equipment, Outdoor Storage, Service and Delivery Areas, and Automobile-Oriented Uses. All mechanical equipment, outdoor storage and manufacturing, and service and delivery areas, shall be screened from view from all public streets and residential districts. Screening shall be provided by one or more the following: decorative wall (i.e., masonry or similar quality material), evergreen hedge, non-see-through fence, or a similar feature that provides a non-see-through barrier. Walls, fences, and hedges shall comply with the vision clearance requirements and provide for pedestrian circulation, in accordance with Chapter 16.120, Access and Circulation. (See Section 16.124.050 for standards related to fences and walls.)

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.

Applicant's Finding: Parking and maneuvering areas are separated from the public street by landscaping strips and from the building by a raised pathway. All mechanical equipment and outdoor storage will be screened. The landscaping will include drought-tolerant plant species and irrigation will be provided. These standards are met.

G. Additional Requirements. Additional buffering and screening may be required for specific land uses, as identified by Division 2, and the City may require additional landscaping through the conditional use permit process (Chapter 16.220).

Applicant's Finding: This proposal does not include a conditional use permit. Additional buffering and screening is not necessary.

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 Finding: The submitted landscape plan, sheet C400 of Appendix D, demonstrates the provision of street trees. Street trees will meet these criteria as demonstrated prior to occupancy of the site. This standard is met.

B. Caliper Size. The minimum caliper size at planting shall be one and one-half inches diameter breast height (dbh) (two inches for required street trees), based on the American Association of Nurserymen Standards.

Applicant's Finding: Street trees will meet these criteria as demonstrated prior to occupancy of the site. This standard is met.

C. Spacing and Location. Street trees shall be planted within existing and proposed planting strips, and in sidewalk tree wells on streets without planting strips. The Community Development Director or Planning Commission may approve planting of street trees in other areas upon submission of a landscaping plan that demonstrates comparable (or greater) benefits to the neighborhood. Street tree spacing shall be based upon the type of tree(s) selected and the canopy size at maturity. In general, trees shall be spaced no more than 30 feet apart, except where planting a tree would conflict with existing trees, retaining walls, utilities and similar physical barriers.

Applicant's Finding: As shown on the submitted landscape plan, sheet C400, the street trees will meet the required spacing. This standard is met.

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.

Applicant's Finding: The proposed parking lot area is comprised of parking spaces and a drive aisle whereby no backing movements or other maneuvering within a street or right-of-way is required. This standard is 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.

Applicant's Finding: Parking areas proposed are designed (and will be constructed) to facilitate the flow of traffic and to provide maximum safety to pedestrian, bicycle, and vehicular traffic on the site. This standard is met.

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.

Applicant's Finding: Parking lot areas are clearly and permanently marked and defined through the use of painting/parking lot striping. This standard is met.

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

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

Applicant's Finding: The parking lot proposed is designed and constructed in accordance with the above-mentioned Chapters of the WMC. This standard is 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.

Applicant's Finding: Table 16.128.030.A. of the WMC contains a category under the Commercial Uses classification described as "Auto, boat, or RV sales...". The use of the site as an ATV and motorcycle dealership most closely resembles the

aforementioned use category, which requires 1 space per 1,000 square feet of the first 10,000 sq. ft. of gross land area plus 1 space per 5,000 sq. ft. for the excess over 10,000 sq. ft. of gross land area and 1 space per 2 employees on the largest shift.

The gross land area of the size is 1.66 acres, or 72,309.6 sq. ft. The first 10,000 square feet of this area required 10 spaces per the above requirement, leaving 62,309.6 square feet remaining. These 62,309.6 square feet requires one space per 5,000 square feet, resulting in 13 additional spaces required (when rounded up pursuant to Subsection 5. of this criterion). When added together, 23 spaces are required.

The final portion of the parking requirement for this particular use category is calculated by adding an additional space per 2 employees on the largest shift. L&D employs 12 people in total, and it is anticipated that the largest shift will be comprised of 4 employees, requiring 2 additional parking spaces.

The total number of required parking spaces, therefore, is 25. The applicant is proposing 25 parking stalls in accordance with this requirement. This standard is met.

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.

Applicant's Finding: None of the provided parking spaces or areas shall be used for transit related uses; therefore, this criterion is not applicable.

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.

Applicant's Finding: A total of 25 parking spaces are being proposed, requiring that three spaces are preferential carpool and vanpool parking spaces. The Applicant has will provide three of these spaces in the parking lot in accordance with this requirement. This standard is met.

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.

Applicant's Finding:

The subject site is zoned C-1. The proposed parking meets the minimum number of required parking spaces but does not exceed that minimum, in compliance with this criterion. This standard is 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

Applicant's Finding: The Applicant has not proposed a parking space standard that is different from that which is outright permitted in Table 16.128.030.A. This standard is not applicable.

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.

Applicant's Finding: All parking spaces are located in parking lots in conformance with this Code. This standard is 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.

Applicant's Finding: None of the required spaces are located on another parcel of land; therefore, this criterion is not applicable.

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.

Applicant's Finding: The subject site will solely be used as an ATV and motorbike dealership as is outright permitted in the underlying zone of C-1. Mixed uses will not occur at the subject site. This standard is not applicable.

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.

Applicant's Finding: The Applicant is not utilizing shared parking allowances. There is only one building and use that will be located on the subject site. This standard is not applicable.

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.

Applicant's Finding: If the Applicant provides a sign of this nature, it will be via a future permit request and will abide by the standards of WMC 16.144.

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.

Applicant's Finding: All parking stalls, as shown on the provide Site Plan (sheet C200) in Appendix D, meet the parking stall dimensions allowed by this Chapter and all other applicable criteria of the City of Warrenton. This standard is met.

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.

Applicant's Finding: Disabled parking has been provided in conformance with the ADA. The proposed development will include 25 parking spaces therefore, one ADA parking space is required. One ADA parking space will be provided. This standard 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 Finding: Pursuant to Table 16.128.040.A., Commercial uses require two spaces per primary use or one per five vehicle spaces, whichever is greater, to a maximum of 28 spaces per lot. The proposal is proposing 25 spaces, requiring five bicycle spaces. Of these bicycle spaces, 25 percent (1.25) must be long term and 75 percent (3.75) must be short term. Rounding these requirements to their

nearest whole, one long-term space and four short-term spaces must be provided. The Applicant is providing bicycle spaces accordingly, as shown on the Site Plan (sheet C200) in Appendix D. This standard is met.

C. Design and Location.

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

Applicant's Bicycle parking spaces are all securely anchored to the ground. This standard
Finding: is met.

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

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.

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

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.

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.

7. All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.

Applicant's Bicycle parking is adjacent to the building façade and is adequately lit for the
Finding: aforementioned purposes. The bicycle parking provided meets all other
criteria. This standard is met.

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.

Applicant's Finding: The short-term bicycle parking provided is 50 feet from the main building entrance. This standard is met.

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.

Applicant's Finding: The singular long-term bicycle parking space proposed will be in the secured storage yard, sheltered and secured in accordance with this standard. This standard is met.

D. Exemptions. This section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The City may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.

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.

Applicant's Finding: Proposed bicycle parking does not impede or create hazards to pedestrians or vehicles, and do not conflict with vision clearance standards. This standard is 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.).

Applicant's Finding: As described elsewhere in this report, a concrete display area is located along the northwest corner of the site containing signage for the business. Clear vision areas are maintained at the shared driveway location in the southwest corner and at the northwest corner where SE Marlin Avenue and SE 10th Street meet. These clear vision areas comply with this Chapter and are shown on the provided plans in Appendix D. This standard is met.

CHAPTER 16.156 – WETLAND AND RIPARIAN CORRIDOR DEVELOPMENT STANDARDS

16.156.030 Wetland Area Development Standards.

Wetland areas in the City of Warrenton are identified on the 1" equals 400' feet maps entitled *City of Warrenton Wetland Conservation Plan Inventory* dated October 17, 1997. These maps show approximate wetland boundaries for wetland areas within the Warrenton Urban Growth Boundary.

A. Applications to the City of Warrenton for subdivision, partition planned unit development, conditional use, site design review, variance, or temporary building permits that would lead to the disturbance of a wetland upon approval and issuance of grading or building permits, shall include a delineation of the wetland boundary, approved by the Oregon Department of State Lands.

B. Applications to the City of Warrenton for grading or building permits that would authorize development within a jurisdictional wetland boundary approved by the Oregon Department of State Lands shall contain the following:

1. A State of Oregon Wetland Removal-Fill Authorization.
2. Written verification from the Warrenton Community Development Director, or designee, that the affected wetland area is classified as "non-significant" per the *City of Warrenton Locally Significant Wetland Map* dated October 17, 1997. Alternatively, for development in a "significant" wetland, a City of Warrenton Hardship Variance (see Section 16.156.080) must be obtained instead of the Community Development Director's written verification.

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

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

D. Applications to the City of Warrenton for subdivision, partition, planned unit development, conditional use, site design review, variance, or temporary building permits, or grading or building permits on parcels that contain mapped wetland areas but would not alter land within 25 feet of a mapped wetland area, or portion thereof, shall present a to-scale drawing that clearly depicts the wetland boundary (as mapped on the *City of Warrenton Wetland Conservation Plan Inventory*) and the proposed setback to the wetland area for all new or proposed development. A delineation of the wetland boundary, approved by the Oregon Department of State Lands, is not required by the City of Warrenton but may be submitted in lieu of the wetland boundary on the wetland inventory.

E The City of Warrenton will notify the Oregon Department of State Lands of applications for preliminary plat, partition, planned unit development, conditional use, site design review, variance, or temporary building permits, and grading and building permits that appear to affect a wetland on the *City of Warrenton Wetland Conservation Plan Inventory* (Local Wetland Inventory) dated October 17, 1997 or other waters.

Applicant's Finding: A Wetland Delineation Report has been provided in Appendix C, as there is an existing drainageway at the southeast corner of the subject site. The Wetland Delineation Report depicts in a to-scale drawing that the proposal would not alter land within 25 feet of the wetland boundary. This standard is met.

16.156.040 Significant Wetland Area Development Standards.

A. The following additional development standards shall apply to all development in significant wetlands as designated on the *City of Warrenton Locally Significant Wetland Map* dated January 21, 2004.

B. Alteration of a significant wetland or portion of a significant wetland by grading, excavating, placement of fill including structures, and removal of vegetation, shall be prohibited, except for the following uses, upon demonstration that the uses are designed and constructed to minimize intrusion into the wetland area:

- 1. Agricultural (farming and ranching) activities other than construction of buildings, structures, or paved roads conducted in accordance with federal, state, and local laws; or**
- 2. Replacement of existing structures, streets, driveways, and utilities in the same location that do not disturb additional wetland surface area; or**
- 3. Perimeter mowing and other cutting necessary for hazard prevention; or**
- 4. Removal of non-native vegetation or nuisance plants and replacement with native plant species. All work conducted under this subsection (A)(4) must occur by hand (i.e., hand-pulling, machete, chain saw, or other similar means) unless approval from the Oregon Division of State Lands or the US Army Corp of Engineers for mechanized work has been granted. Submission of a landscape plan (including a revegetation plan) in accordance with Chapter 16.124 of this Code is required; or**
- 5. Maintenance of existing ditches (not streams) to same configuration as previously constructed; or**

6. A forest operation subject to the requirements of the Oregon Forest Practices Act and associated administrative rules; or
7. Uses authorized by an approved City of Warrenton hardship variance in conjunction with a valid State of Oregon Wetland Removal-Fill Authorization.

Applicant's Finding: All grading, excavating, and placement of fill (including structures and removal of vegetation) shall be performed outside of the wetland area as identified on the Wetland Delineation Report and associated map. No alteration of a wetland or portion thereof shall occur as a result of this proposal. This standard is met.

CHAPTER 16.192 – LARGE-SCALE DEVELOPMENTS

16.192.010 Approval Process.

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

1. A planned unit development, manufactured dwelling park, recreational vehicle park, or campground; or
2. A multifamily housing development or row house/townhouse (single-family attached) development which within two calendar years will have 10 or more dwelling units; or
3. A commercial, industrial, public or institutional development which within two calendar years will use two or more acres of land or will have buildings with 10,000 square feet or more of floor area; or
4. Dependent on the expansion of City utility system(s) to service the development, including, but not limited to, development (or improvement) of transportation facilities or water and/or sewer mainline extensions.

B. Review Type.

1. Type III: "1, 2, 3, or combined 1 and 4."
2. Type I: "4."

Applicant's Finding: Pursuant to Subsection A.3. and B.1. of this standard, a Type III approval process is required for this proposal, as it includes a building that exceeds 10,000 square feet or more of floor area.

16.192.030 Soil Suitability.

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

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

C. If the detailed soil survey indicates that significant amounts of hazardous soils are in locations desired for development, the developer or owner shall submit a report to the City of Warrenton prepared by a licensed geotechnical engineer which indicates suitable techniques to minimize potential soil hazards to facilities on the parcel or to nearby property.

D. The proposed use will only be approved if:

- 1. The detailed soil survey indicates that there is not a significant amount of hazardous soils on the portion of the site proposed for development; or**
- 2. A method of eliminating hazards which could result from soils on the site prepared by a licensed geotechnical engineer and submitted to the City of Warrenton Planning and Building Department for review by a City-appointed engineer who will be paid by the developer and/or property owner.**

E. If a detailed soil survey indicates that corrosive resistant materials are appropriate for pipes or foundations associated with the development, the City-appointed engineer may require that suitable materials be used for the pipes or foundations.

Applicant's Finding: A Soil Survey has been included in the Geotechnical Report provided in Appendix C satisfying the requirements of this standard. No significant amounts of hazardous soils were found at the subject site as described in the report. This standard is met.

16.192.040 Stormwater Management.

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

Applicant's Finding: A Stormwater Plan has been provided in accordance with the requirements of Chapter 16.140 in Appendix C. This Plan has been prepared by a registered engineer currently licensed in the State of Oregon. This standard is met.

16.192.050 Utilities.

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

B. On-site water supply, sewage disposal, access and circulation, shall be approved by the Warrenton Public Works Director. The development will not be allowed unless satisfactory provisions are made for these facilities. Satisfactory provisions, in part, mean that the size of any water lines, sewer lines, access roads, and drainage-ways will be sufficient to meet the

needs of the development and, where desirable, accommodate growth in other areas. Suitable arrangement, including dedication of land or use of easements, shall be made so that the City will be able to maintain appropriate water, sewer, street, and drainage facilities. The construction of lengthy pressure-forced sewer lines to the site which by-pass undeveloped properties will be discouraged.

Applicant's Finding: An Impact Study included in Appendix C has been provided to the City that quantifies and assesses the effect of the development on public facilities and services, including on-site water supply, sewage disposal, drainage, and access and circulation. The study finds that this development is feasible given existing and proposed utilities. This standard is met.

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

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

Applicant's Finding: All utility lines proposed will be located underground as shown on the provided Utility Plan (sheet C300) in Appendix D. Utilities will be installed in conformance with the WMC and City construction standards. This standard is met.

16.192.060 Schools.

Evidence indicating that local schools will be capable of accommodating the children from the development must be submitted in conjunction with proposals for large-scale residential development.

Applicant's Finding: The proposal is for the development of a commercial building that will not impact the capability of local schools to accommodate additional children; therefore, this criterion is not applicable.

16.192.070 Landscape Suitability.

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

Applicant's Finding: Adherence to Chapter 16.124 is described in the appropriate section of this narrative. Additionally, a Landscape Plan (sheet C400) has been provided in Appendix D that conforms to all relevant criteria. This standard is met.

16.192.080 Signs.

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

Applicant's Finding: Permits for signs will be submitted with a subsequent application demonstrating compliance with the provisions of Chapter 16.144. This standard is met.

CHAPTER 16.212 – SITE DESIGN REVIEW

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.)

Applicant's Finding: This application is comprised of a Type III Site Design Review request in accordance with the above requirements, as the proposal is a new development.

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:

a. Residential developments with between five and nine dwelling units shall be reviewed as a Type II application, except when development review is allowed under Section 16.212.020. Residential developments with greater than nine units shall be reviewed as a Type III application.

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.

ii. More than 10,000 square feet of gross floor area or developing two or more acres of land shall be reviewed as a Type III application.

c. Developments involving the clearing and/or grading of two acres or more shall be reviewed as Type III applications.

Applicant's Finding: Pursuant to Subsection A.1.ii. of this standard, a Type III application is required for commercial development proposals that include more than 10,000 square feet of gross floor area.

SUMMARY AND CONCLUSION

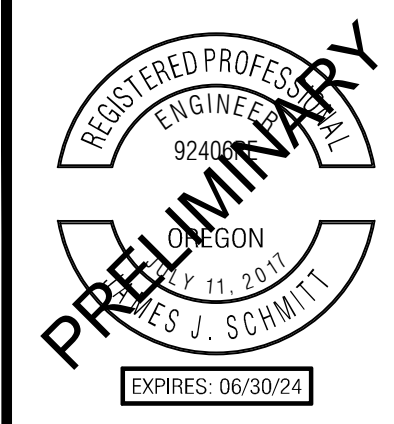
Based upon the materials submitted herein, the Applicant respectfully requests approval from the City's Planning Commission of this application for a Type III Site Design Review application.

LAND USE DRAWINGS

FOR

L & D RACE TECH SHOP CIVIL IMPROVEMENTS

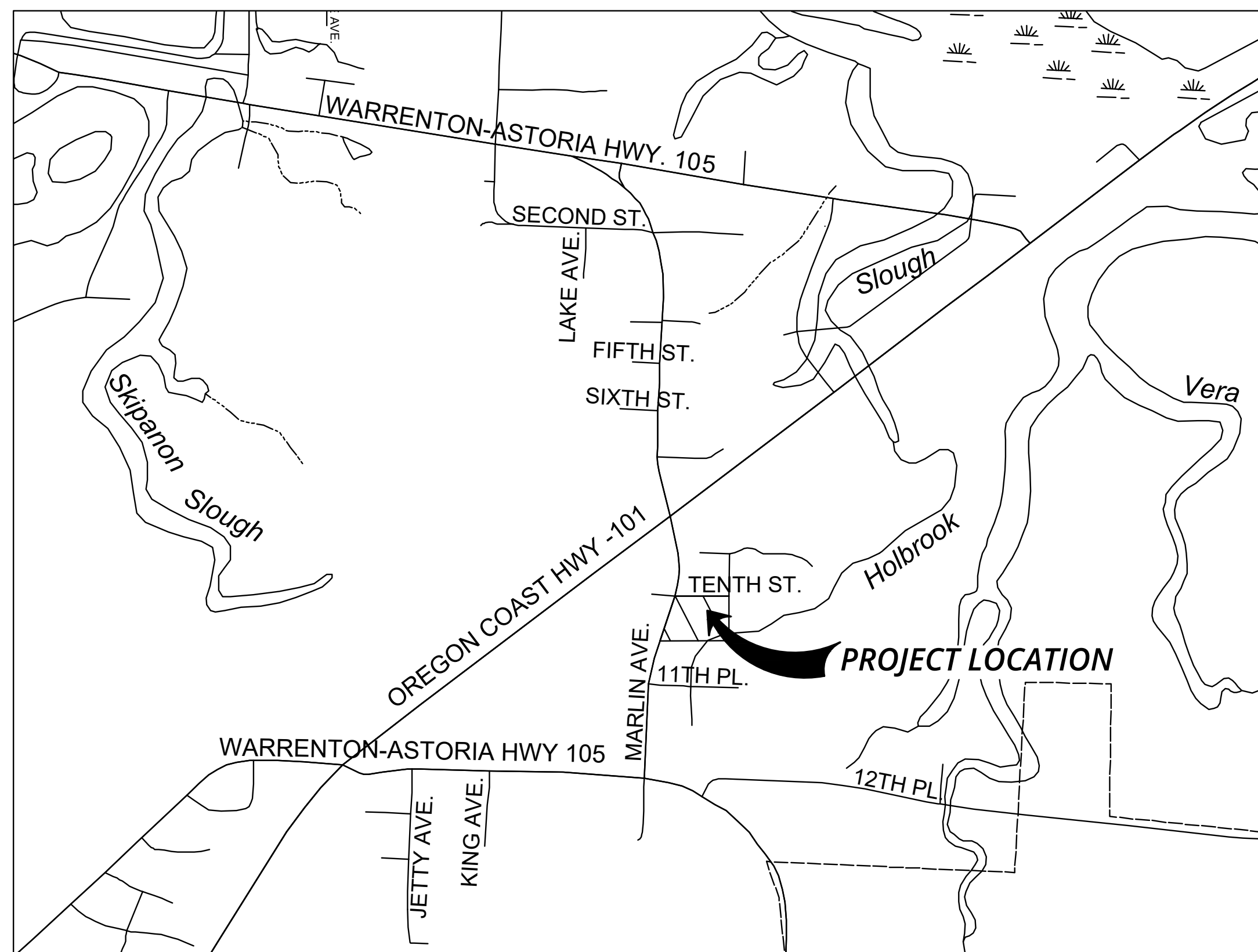
PREPARED FOR
L & D RACE TECH, INC



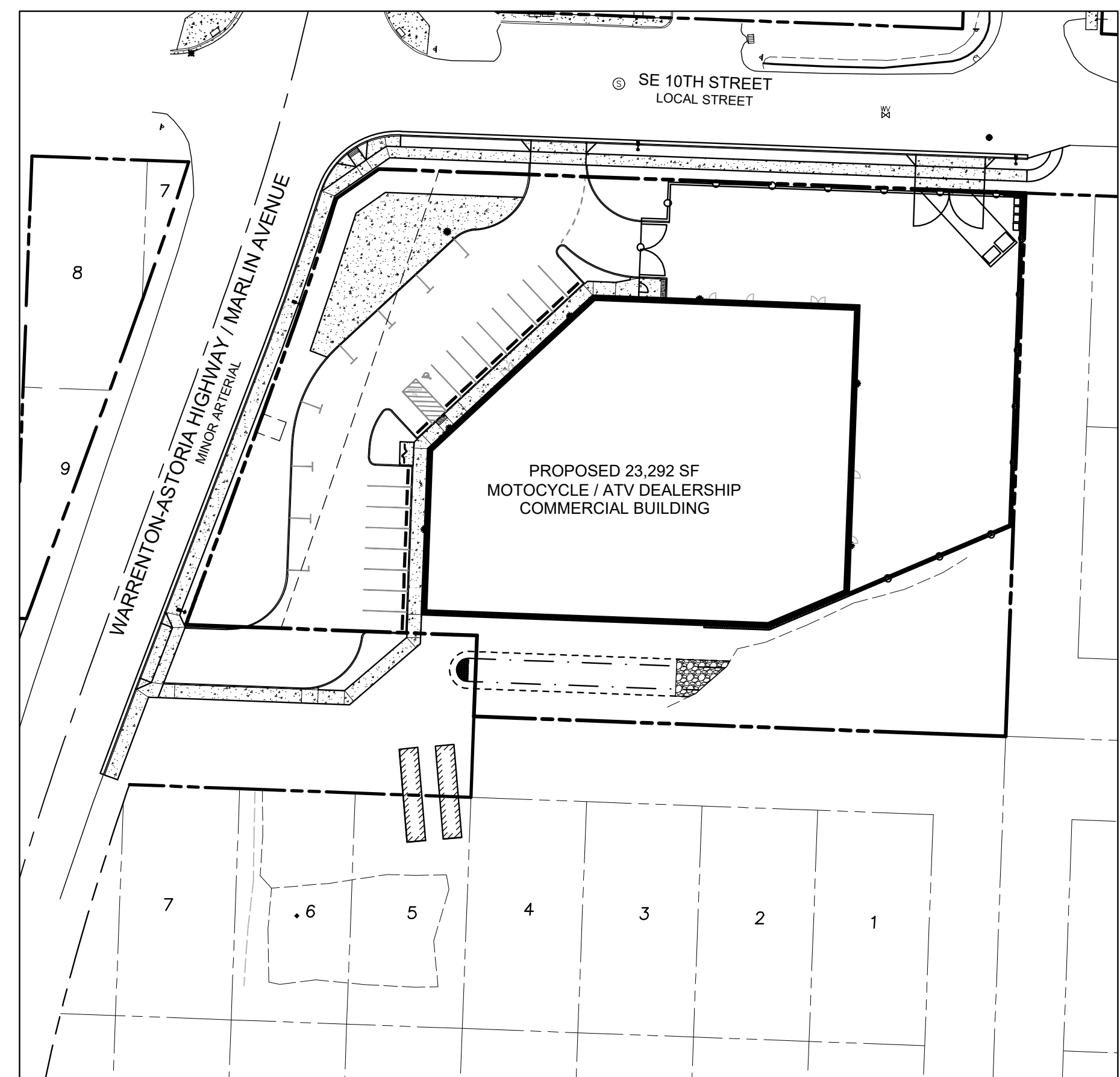
PUBLISH DATE
10-10-2022

ISSUED FOR
LAND USE DRAWINGS

REVISIONS



VICINITY MAP
NOT TO SCALE



SITE MAP
SCALE: 1" = 50'

SHEET LIST

SHEET #	SHEET TITLE
C000	COVER SHEET
C100	EXISTING CONDITIONS
C200	SITE PLAN
C220	LIGHTING PLAN
C250	GRADING PLAN
C300	UTILITY PLAN
C400	LANDSCAPE PLAN

ATTENTION EXCAVATORS:

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 THESE RULES FROM THE CENTER BY CALLING 503-232-1987. IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CENTER. YOU MUST NOTIFY THE CENTER AT LEAST TWO BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION. CALL 503-246-6699.

PROJECT TEAM

OWNER / APPLICANT	CIVIL ENGINEER	PLANNER
L & D RACE TECH, INC 1035 SE MARLIN AVENUE, WARRENTON, OR 97146 CONTACT: DON HALL PHONE: (503) 861-2636 EMAIL: ldacetechn@hotmail.com	3J CONSULTING, INC. 9600 SW NIMBUS AVENUE, SUITE 100 BEAVERTON, OR 97008 CONTACT: JIM SCHMITT, PE PHONE: (503) 946-9365 EMAIL: jim.schmitt@3j-consulting.com	3J CONSULTING, INC. 9600 SW NIMBUS AVENUE, SUITE 100 BEAVERTON, OR 97008 CONTACT: MERCEDES SERRA PHONE: (503) 946-9365 EMAIL: mercedes.serra@3j-consulting.com
SURVEYOR	ARCHITECT	
S&F LAND SERVICES 4858 SW SCHOLLS FERRY RD, STE A PORTLAND, OR 97225 CONTACT: CHRIS SHERBY, PLS PHONE: (503) 345-0328 EMAIL: chris.sherby@sflands.com	RICKENBACH CONSTRUCTION, INC 37734 EAGLE LANE ASTORIA, OR 97103 CONTACT: MICHELLE DIEFFENBACH PHONE: (503) 325-3749 EMAIL: michelle@rcibuilds.com	

SITE INFORMATION

LOCATION	SECTION, TOWNSHIP, RANGE
SOUTHEAST CORNER OF THE INTERSECTION OF MARLIN AVE AND SE 10th ST, WARRENTON, OREGON (45°09'23.3" N - 123°54'15.2" W)	TAX LOTS 81022DD 6100, 6200, 6300, 6500, AND 6501 LOCATED IN SECTION 27, T.8N., R.10W., W.M. CITY OF WARRENTON, CLATSOP COUNTY, OREGON
ZONING	FLOOD HAZARD
C1 - GENERAL COMMERCIAL	FIRM PANEL MAP NUMBER: 41007C0217E ZONE AE
TAX LOT(S)	GROSS SITE AREA
81022DD 6100, 6200, 6300, 6500, 6501	1.67 AC.

UTILITIES & SERVICES

WATER, STORM, SEWER, ROADS	MARLIN AVE FRONTAGE
CITY OF WARRENTON, PUBLIC WORKS PHONE: 503-861-0912	OREGON DEPT. OF TRANSPORTATION PHONE: 503-986-4180
POLICE	FIRE
WARRENTON POLICE DEPARTMENT PHONE: 503-861-2235 NON-EMERGENCY CALL 9-1-1 IN CASE OF EMERGENCY	WARRENTON FIRE DEPARTMENT PHONE: 503-861-2494 NON-EMERGENCY CALL 9-1-1 IN CASE OF EMERGENCY
SCHOOLS	PARKS
WARRENTON HAMMOND SCHOOL DISTRICT - PHONE: 503-861-2281	CITY OF WARRENTON, PUBLIC WORKS PHONE: 503-861-0912
ELECTRICAL POWER	ELECTRICAL LIGHTING
PACIFIC POWER PHONE: 888-221-7070	PACIFIC POWER PHONE: 503-672-5417



COVER SHEET

**L & D RACE TECH SHOP
CIVIL IMPROVEMENTS**

L & D RACE TECH, INC
WARRENTON, OR 97146

3J CONSULTING

CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING

9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION

3J PROJECT # | 22758
TAX LOT(S) | 81022DD 6100, 6200, 6300, 6500, 6501
LAND USE # | TBD
DESIGNED BY | SRC
CHECKED BY | JJS

SHEET NUMBER
C000



PUBLISH DATE
10-10-2022
ISSUED FOR
LAND USE DRAWINGS
REVISIONS

EXISTING CONDITIONS
L & D RACE TECH
CIVIL IMPROVEMENTS
L & D RACE TECH, INC
WARRENTON, OR 97146

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CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING
9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
3J PROJECT # | 22758
TAX LOT(S) | 81022DD 6100, 6200,
6300, 6500, 6501
LAND USE # | TBD
DESIGNED BY | SRC
CHECKED BY | JJS

SHEET NUMBER
C100

EXISTING CONDITIONS PLAN

THIS PLAN HAS BEEN PREPARED FOR INFORMATIVE PURPOSES ONLY. SITE BACKGROUND INFORMATION AND FEATURES HAVE BEEN GENERATED FROM A COMBINATION OF TOPOGRAPHIC SURVEY DATA PROVIDED BY S&F LAND SERVICES IN JUNE 2022, AERIAL IMAGERY, PUBLIC GIS DATA AND SITE ASSESSMENT/OBSERVATION. NO WARRANTY OR GUARANTEE OF ACCURACY IS EXPRESSED OR IMPLIED.

VERTICAL DATUM

ELEVATIONS ARE BASED ON GPS OBSERVATIONS VIA ORGN NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

SITE BENCHMARKS ① AND ② HELD WITH ELEVATIONS BELOW.

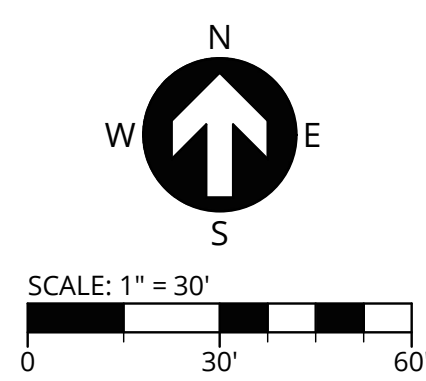
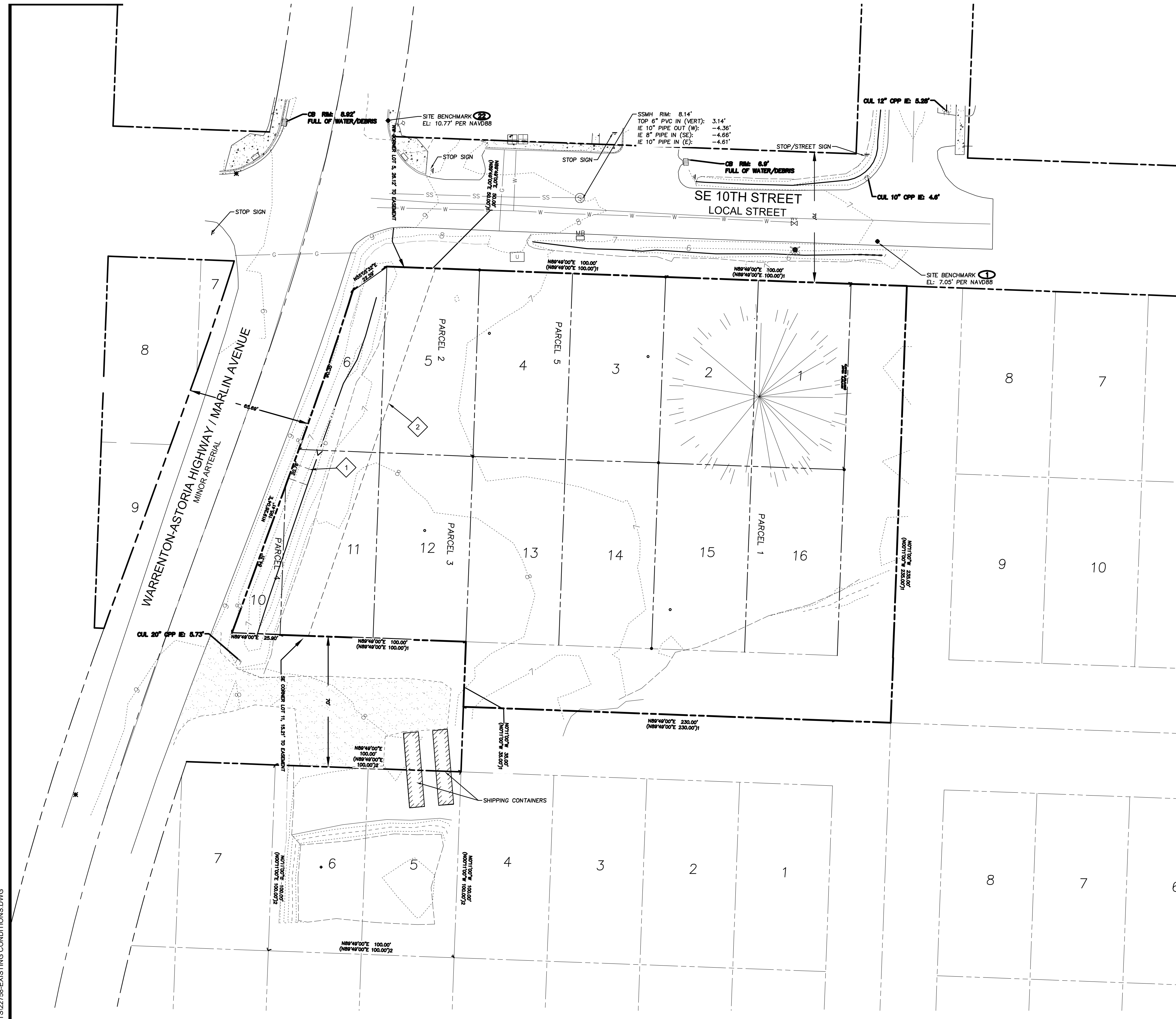
- ① EL: 7.05' SET MAG NAIL AND ALUMINUM WASHER MARKED "S&F LANDS CONTROL"
- ② EL: 10.77' FOUND 1 1/4" BRASS PLUG IN CONCRETE CURB MARKED "ODOT CONTROL 2"

EXISTING EASEMENTS

- ① PERMANENT EASEMENT FOR SIGN, CLASTOP COUNTY RECORDS, BOOK 652, PAGE 74, CITED IN INSTRUMENT NUMBER 200407046.
- ② PERMANENT EASEMENT FOR SLOPES, DRAINAGE FACILITIES, WATER, GAS, ELECTRIC AND COMMUNICATION LINES, FIXTURES AND FACILITIES, CLASTOP COUNTY RECORDS, BOOK 649, PAGE 918, CITED IN INSTRUMENT NUMBER 200407046.

LEGEND

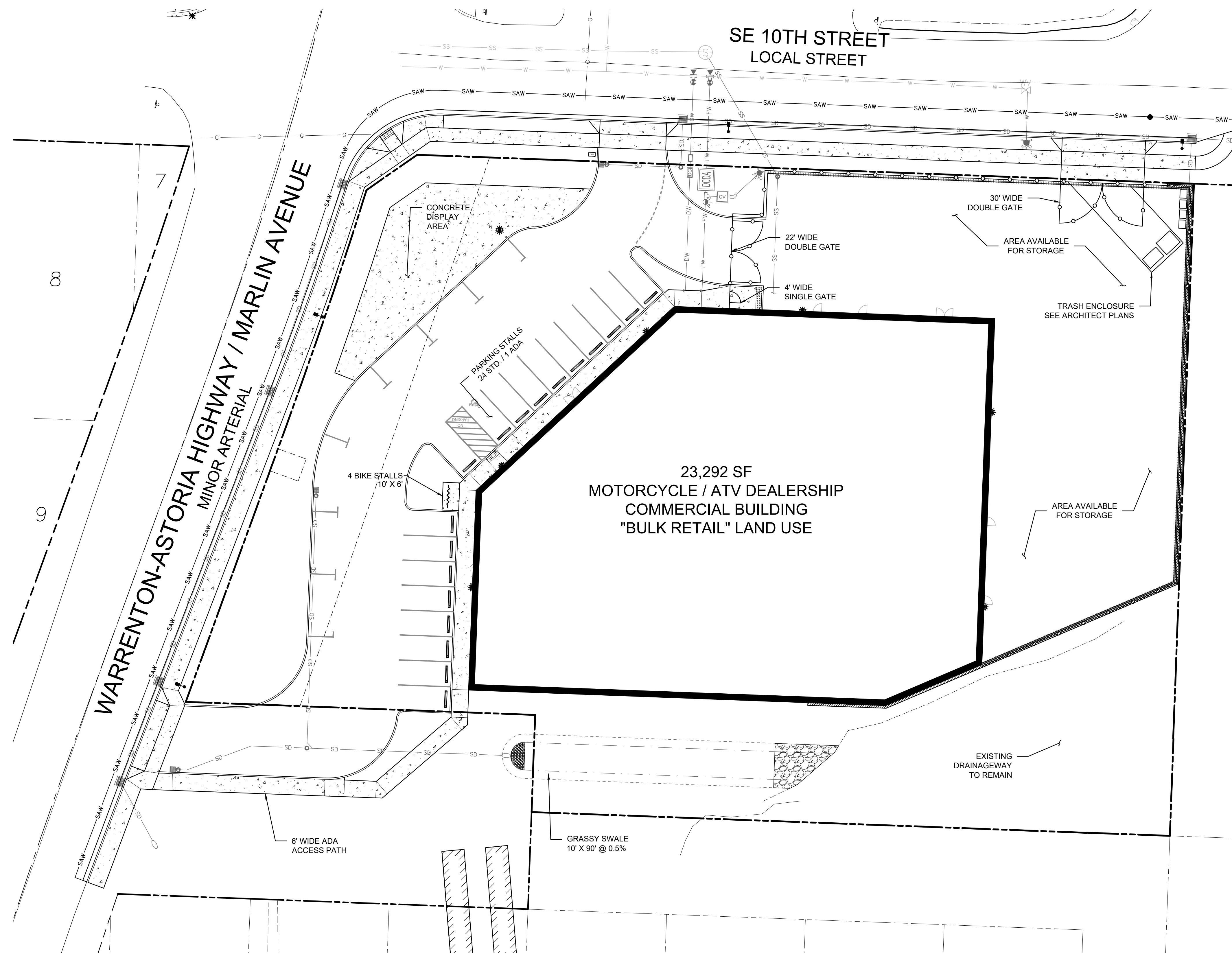
- PROJECT BOUNDARY
- RIGHT-OF-WAY LINE
- RIGHT-OF-WAY CENTERLINE
- EASEMENT LINE
- EXISTING LOT LINE
- EXISTING ADJACENT PROPERTY LINE
- EXISTING CONCRETE
- EXISTING GRAVEL
- EXISTING ASPHALT
- EXISTING CURB
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING TELECOM. LINE
- EXISTING GAS LINE
- EXISTING CABLE LINE
- UGP EXISTING UNDERGROUND POWER
- OHP EXISTING OVERHEAD POWER
- EXISTING VEGETATION LIMITS LINE
- EXISTING SANITARY SEWER
- EXISTING STORM DRAIN
- EXISTING WATER MAIN
- EXISTING FIRE HYDRANT
- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING SIGN
- EXISTING UTILITY POLE
- EXISTING GUY ANCHOR
- EXISTING SANITARY MANHOLE
- EXISTING STORM CULVERT
- EXISTING DRAINAGE INLET SYMBOLS
- EXISTING CONIFEROUS TREE



FLOOD HAZARD INFORMATION

ZONE AE THE SITE IS LOCATED WITHIN ZONE AE PER FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY-PANEL NUMBER 41007C0217E ZONE AE FEMA'S DEFINITION OF ZONE AE ARE IS BASE FLOODPLAIN WHERE BASE FLOOD ELEVATIONS ARE PROVIDED. AE ZONES ARE NOW USED ON NEW FORMAT FIRMS INSTEAD OF A1-A30 ZONES. IN COMMUNITIES THAT PARTICIPATE IN THE NFIP, MANDATORY FLOOD INSURANCE PURCHASE REQUIREMENTS APPLY.



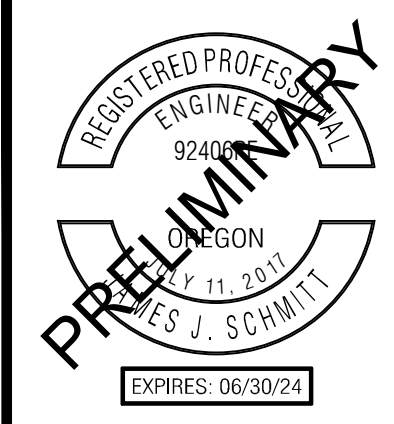
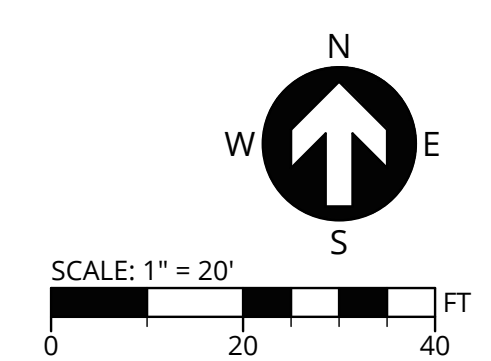


LEGEND

- EXISTING BUILDING
- PROJECT BOUNDARY
- RIGHT-OF-WAY LINE
- RIGHT-OF-WAY CENTERLINE
- EASEMENT LINE
- EXISTING LOT LINE
- EXISTING ADJACENT PROPERTY LINE
- PROPOSED CONCRETE
- PROPOSED BUILDING LINE
- PROPOSED BUILDING OVERHANG
- PROPOSED RETAINING WALL
- PROPOSED FENCE
- PROPOSED CURB

OFF STREET PARKING STATISTICS

PARKING TYPE	STALL COUNT	STALL LENGTH (FT)	STALL WIDTH (FT)	STALL ANGLE
PROPOSED STANDARD PARKING	17	19.0'	9.0'	90°
PROPOSED PARALLEL PARKING	7	9.0'	22.5'	0°
ACCESSIBLE PARKING	1	19.0'	9.0'	90°
SHORT TERM BICYCLE PARKING	4	6.0'	2.5'	90°
LONG TERM BICYCLE PARKING	1	SEE BUILDING PLANS		



PUBLISH DATE
10-10-2022
ISSUED FOR
LAND USE DRAWINGS
REVISIONS

SITE PLAN
L & D RACE TECH SHOP
CIVIL IMPROVEMENTS
L & D RACE TECH, INC
WARRENTON, OR 97146

3J CONSULTING
CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING
9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
3J PROJECT # | 22758
TAX LOT(S) | 81022DD 6100, 6200, 6300, 6500, 6501
LAND USE # | TBD
DESIGNED BY | SRC
CHECKED BY | JJS

SHEET NUMBER
C200



PUBLISH DATE
10-10-2022
ISSUED FOR
LAND USE DRAWINGS
REVISIONS

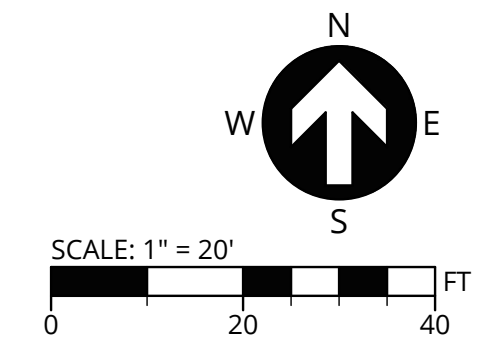
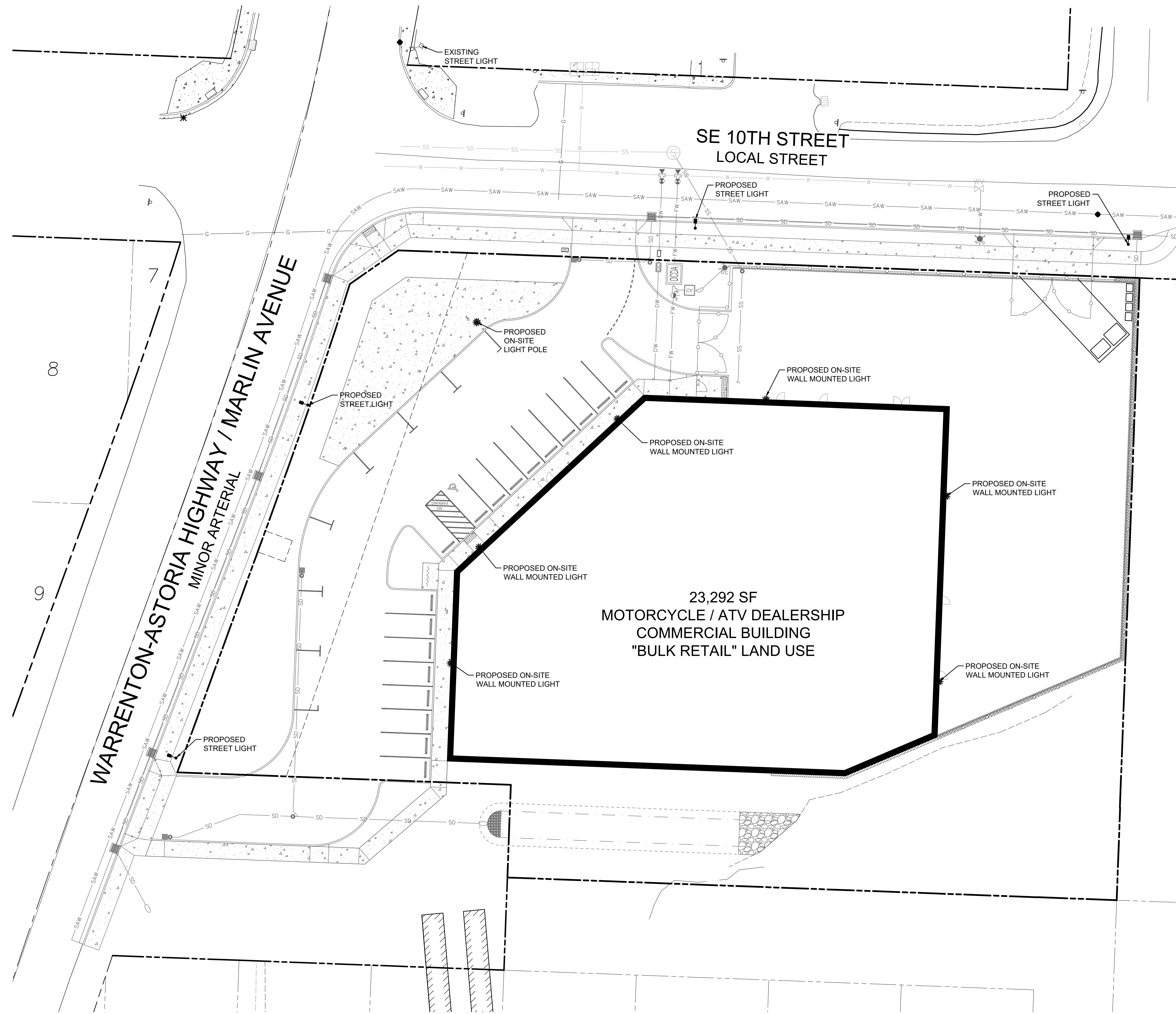
LIGHTING PLAN
L & D RACE TECH SHOP
CIVIL IMPROVEMENTS
L & D RACE TECH, INC
WARRENTON, OR 97146

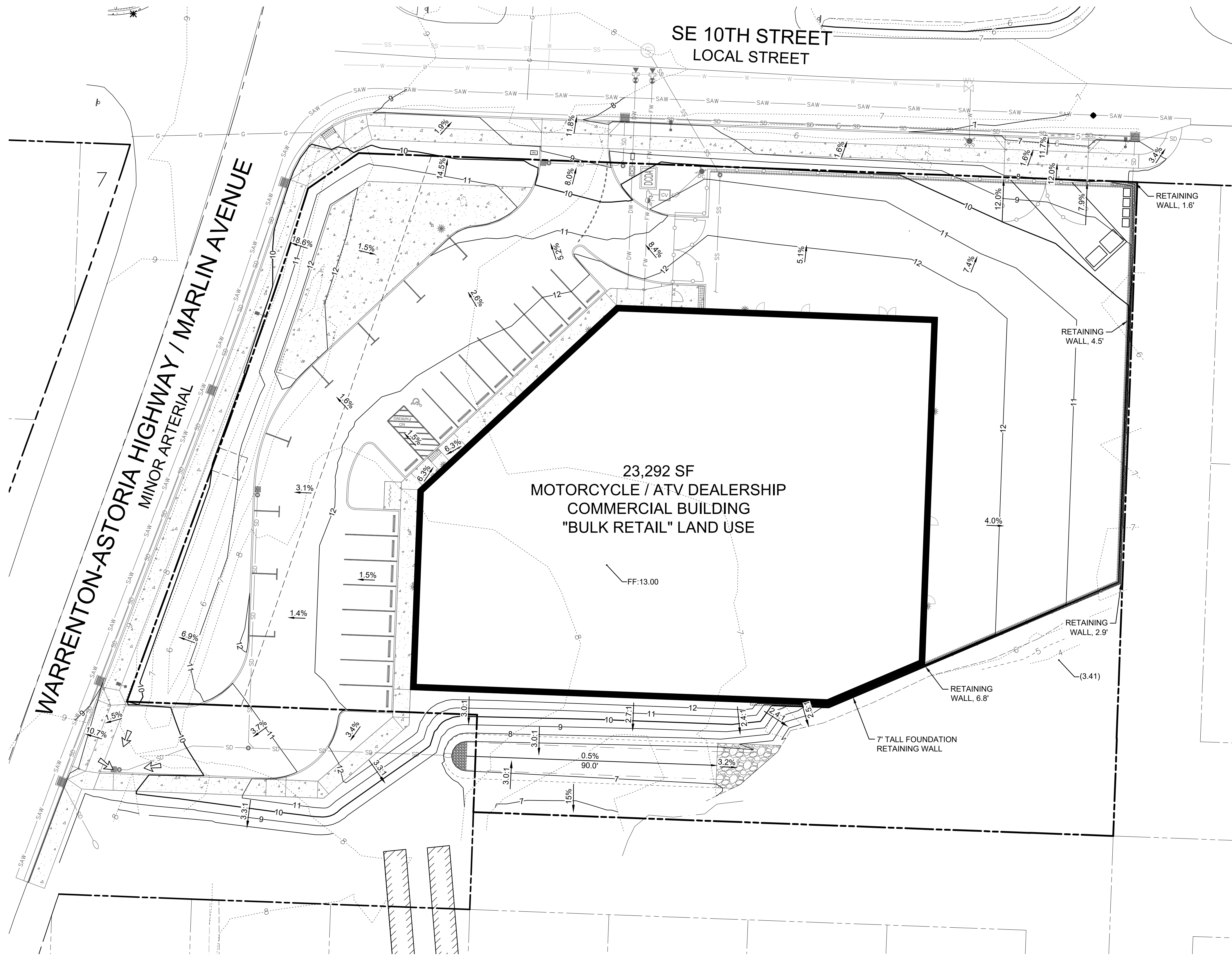
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9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
3J PROJECT # | 22758
TAX LOT(S) | 81022DD 6100, 6200,
6300, 6500, 6501
LAND USE # | TBD
DESIGNED BY | SRC
CHECKED BY | JJS

SHEET NUMBER
C220

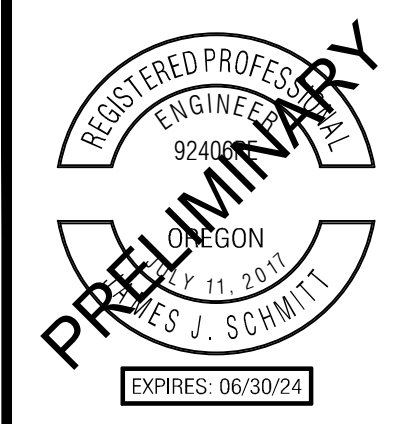
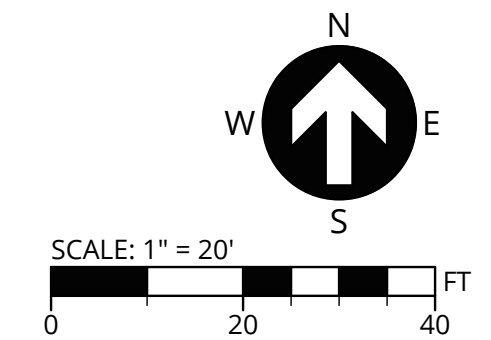
LEGEND
* ! PROPOSED LIGHTING





LEGEND

-100-	EXISTING MAJOR CONTOUR
-92-	EXISTING MINOR CONTOUR
110	PROPOSED MAJOR CONTOUR
108	PROPOSED MINOR CONTOUR
	PROPOSED RETAINING WALL
	SURFACE RUN-OFF FLOW ARROW

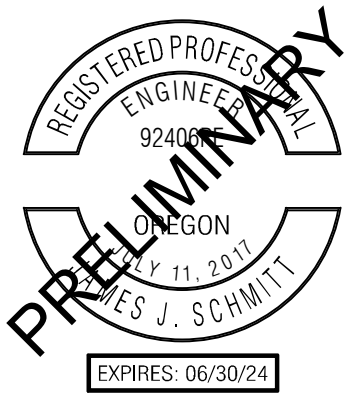


PUBLISH DATE
10-10-2022
ISSUED FOR
LAND USE DRAWINGS
REVISIONS

GRADING PLAN
L & D RACE TECH SHOP
CIVIL IMPROVEMENTS
L & D RACE TECH, INC
WARRENTON, OR 97146

3J CONSULTING
CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING
9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
3J PROJECT # | 22758
TAX LOT(S) | 81022DD 6100, 6200, 6300, 6500, 6501
LAND USE # | TBD
DESIGNED BY | SRC
CHECKED BY | JJS
SHEET NUMBER
C250



PUBLISH DATE
10-10-2022
ISSUED FOR
LAND USE DRAWINGS
REVISIONS

UTILITY PLAN
L & D RACE TECH SHOP
CIVIL IMPROVEMENTS
L & D RACE TECH, INC
WARRENTON, OR 97146

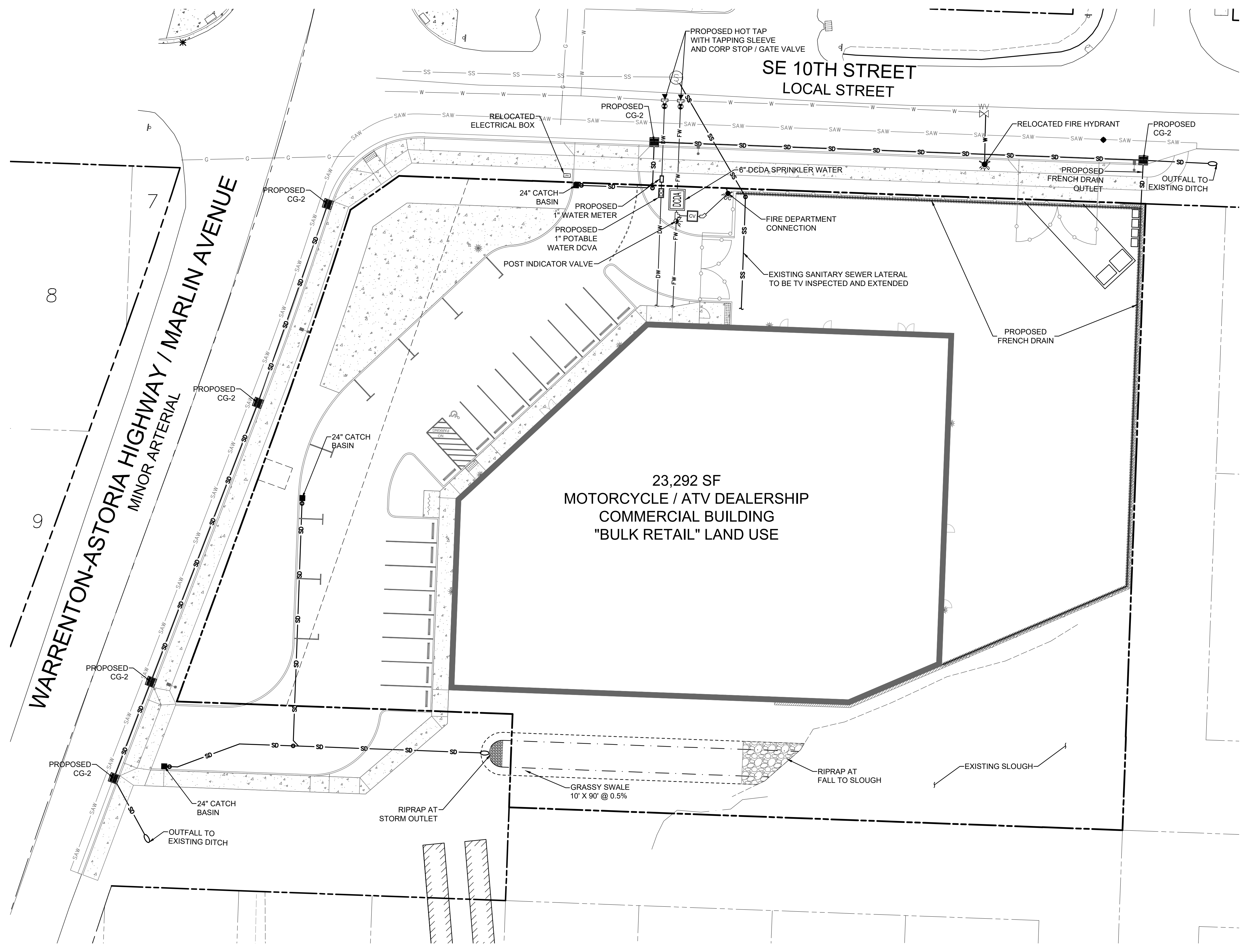
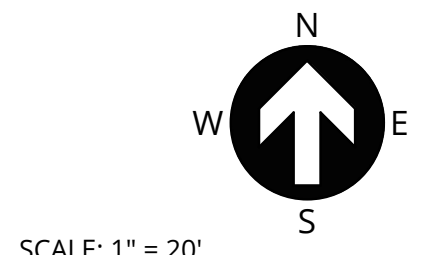
3J CONSULTING
CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING
9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
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TAX LOT(S) | 81022DD 6100, 6200,
6300, 6500, 6501
LAND USE # | TBD
DESIGNED BY | SRC
CHECKED BY | JJS

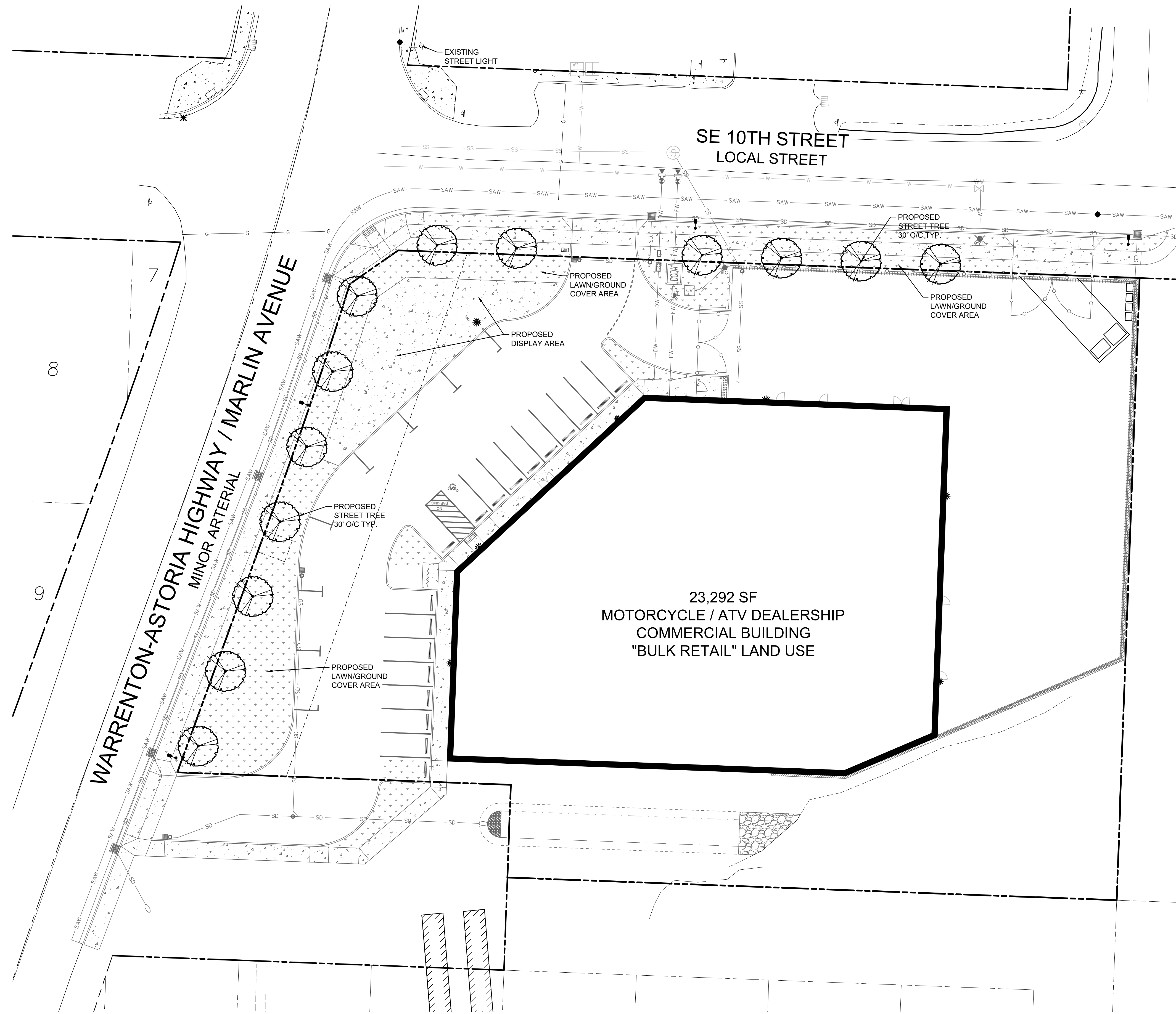
SHEET NUMBER
C300

LEGEND

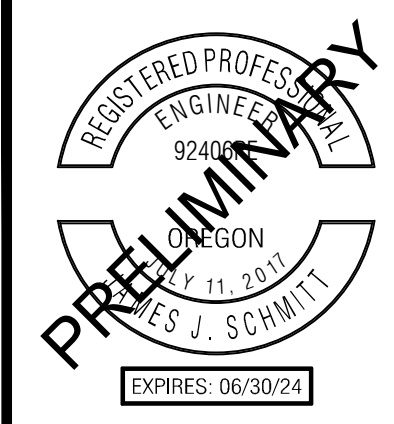
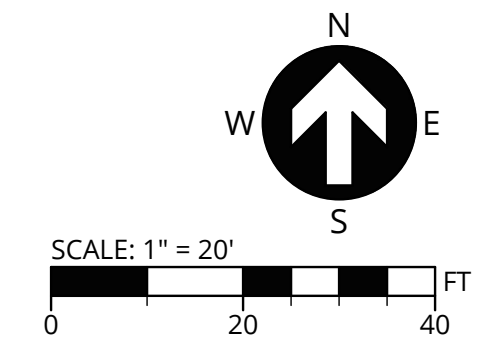
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SS	PROPOSED SANITARY PIPE
W	PROPOSED WATER MAIN
DW	PROPOSED WATER DOMESTIC SERVICE
FW	PROPOSED WATER FIRE SERVICE
~	LINE CONTINUATION
■	PROPOSED 24" SQUARE CATCH BASIN
■	PROPOSED CG-2 STORM INLET
■	PROPOSED WATER METER
■	PROPOSED HYDRANT
■	PROPOSED VALVE
■	FIRE DPT. CONNECTION
○	POST INDICATOR VALVE
○	PROPOSED SEWER CLEANOUT
○	PROPOSED STORM CLEANOUT



P:\22758-L & D RACE TECH SHOP\CAD\SHEETS\22758-UTILITY PLAN.DWG



P:\22758-L & D RACE TECH SHOP\CAD\SHEETS\22758-LANDSCAPE PLAN.DWG



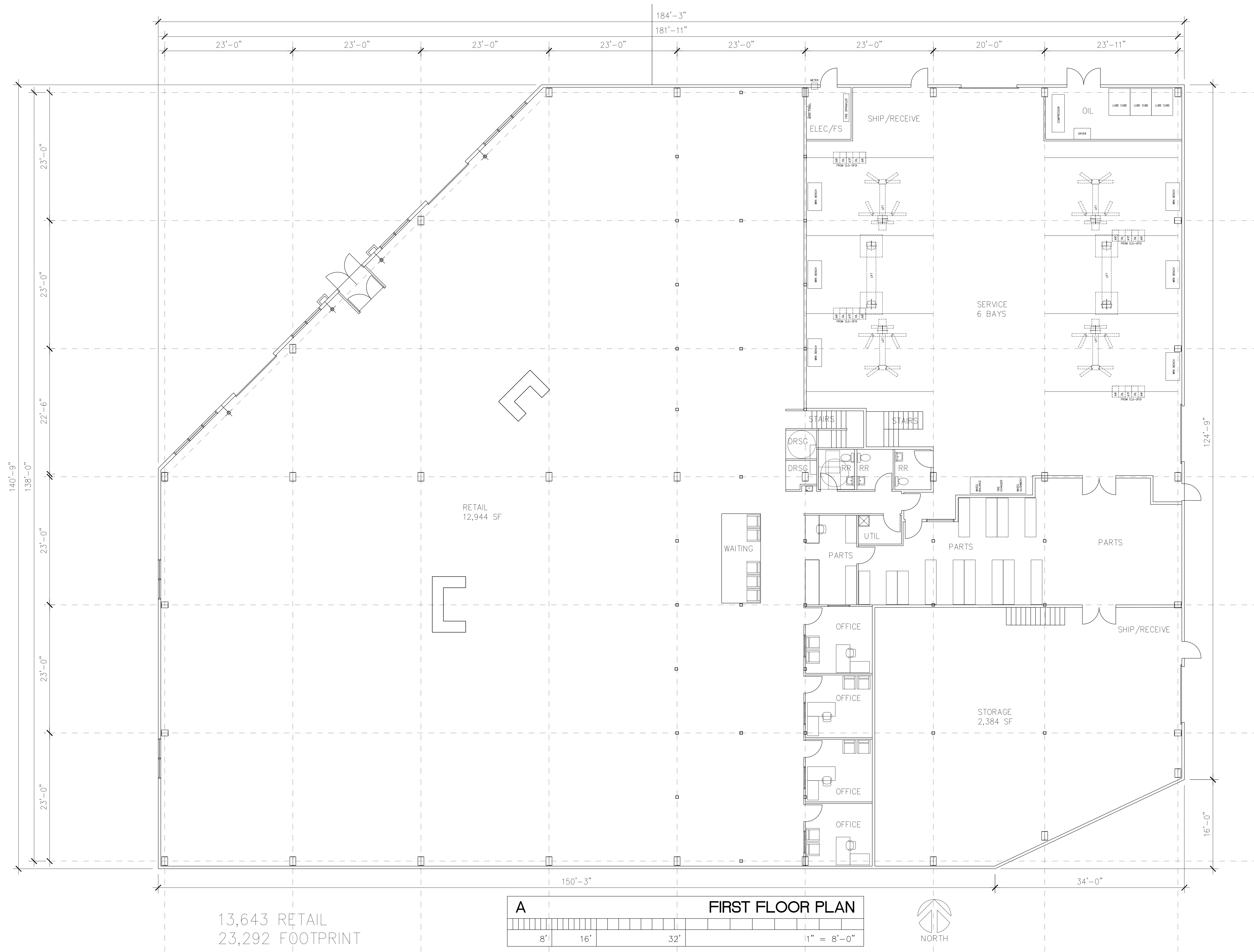
PUBLISH DATE
10-10-2022
ISSUED FOR
LAND USE DRAWINGS
REVISIONS

LANDSCAPE PLAN
L & D RACE TECH SHOP
CIVIL IMPROVEMENTS
L & D RACE TECH, INC
WARRENTON, OR 97146

3J CONSULTING
CIVIL ENGINEERING
WATER RESOURCES
COMMUNITY PLANNING
9600 SW NIMBUS AVE., SUITE 100, BEAVERTON, OR 97008

PROJECT INFORMATION
3J PROJECT # | 22758
TAX LOT(S) | 81022DD 6100, 6200, 6300, 6500, 6501
LAND USE # | TBD
DESIGNED BY | SRC
CHECKED BY | JJS

SHEET NUMBER
C400





A SECOND FLOOR PLAN
 8' 16' 32' 1" = 8'-0"



RICKENBACH CONSTRUCTION INCORPORATED
 rci
 OFFICE: 405.555.8745 FAX: 405.555.5205
 3172A Espinoza Lane, Auburn, OR 97103
 ARCHITECT: MICHELLE DIEFFENBACH

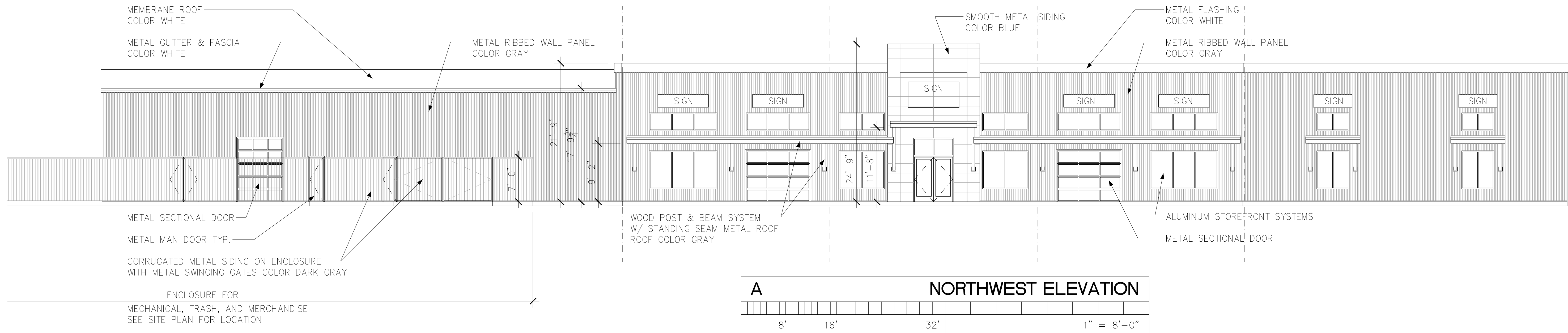
NEW DEVELOPMENT
 L & D RACE TECH
 1360 SE 10TH STREET
 WARRENTON, OR 97146

DON HALL
 L & D RACE TECH
 1035 SE MARLIN AVE
 WARRENTON, OR 97146
 503-861-

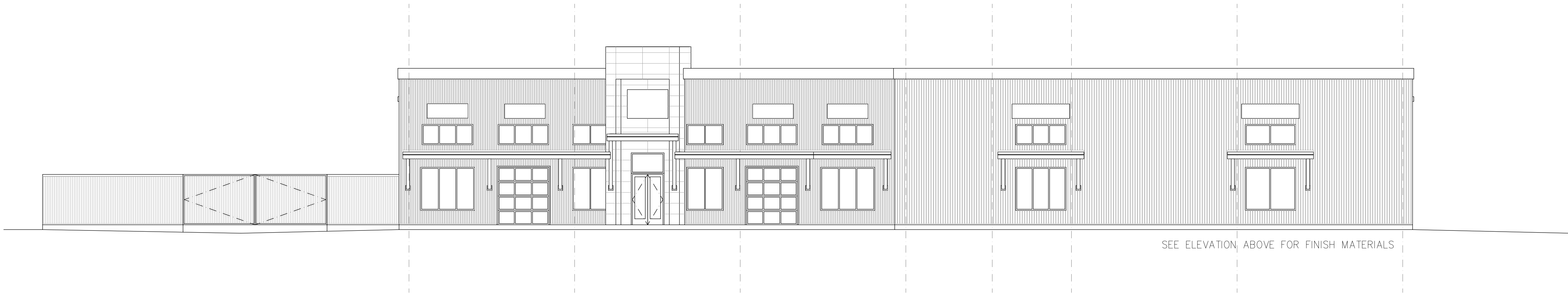
PRE-LIMINARY
 10-13-22
 DATE REVISED:
 - - -

DRAWN BY:
 MRD
 FILE NAME:
 - - -

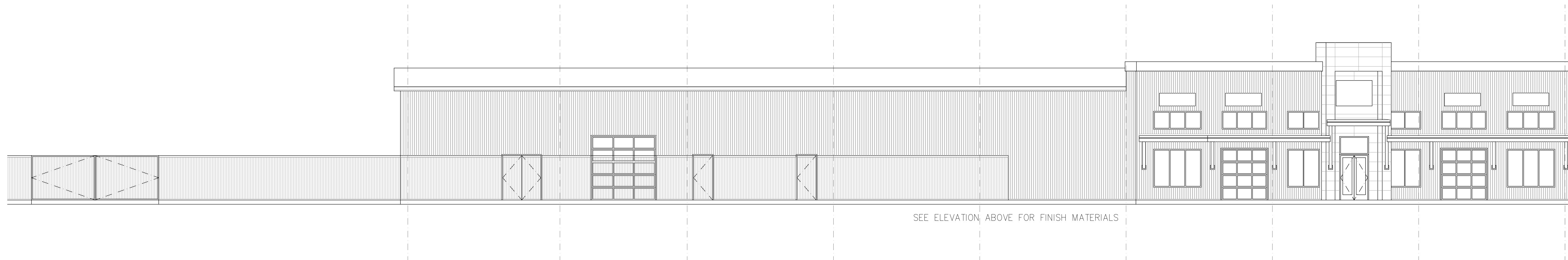
SHEET:
 A-2



A NORTHWEST ELEVATION
 8' 16' 32' 1" = 8'-0"



B WEST ELEVATION
 8' 16' 32' 1" = 8'-0"



C NORTH ELEVATION
 8' 16' 32' 1" = 8'-0"

Lisa Lamping
 1517 SW Oak Ave
 Warrenton, Oregon 97146
 503-338-0818

To The city of Warrenton Planning Commissioners

1/4/2023

Thank you Planning Commissioners for taking up my request to speak to the Mini Storage issue on Harbor Dr.

BACKGROUND

In 2019 I approached the city with the idea of doing a mini storage (which was an allowed use at the time) but was told by Kevin Cronin ...that the planning director at the time that "he" would not allow it regardless of it being allowed. I am still upset that I was not allowed to come before the planning commission. I should have pushed for that right to appear before you.

As a result, I pursued another VERY COSTLY direction. But with the economy being what it is...interest rates etc...my project that I worked so hard on from 2019 to 2022, is just not feasible anymore. I wasted a lot of time and money and now must again redirect things.

Now...I have a Commercial C-1 150x100 Lot set in the midst of residential housing area that fronts Harbor Drive and it is not easy to figure out what to do with the land.

So...I decided to revisit the mini storage idea, only to find out... a year AFTER I was told no to mini storages...not by the planning commission, but by Kevin Cronin, the zoning was amended to no longer allow mini storage within 100' feet of Harbor Dr. Which would be just on the other side of my property.

After research I was made aware that the impetus for this change was because of a strong distaste for the Mini Storage in our city center. Ok...I can understand people not feeling that is the highest and best use for that location...but I was a sitting City Council member when that project came before us.

We attempted to get a new Post Office there...not enough square footage... Then we attempted to look at other options...but in reality, it was a very odd shaped piece of land and lots of limitations.

This was the only thing that we could come up with at that time.

Granted...we all wish there was something more substantially visual in that space. But in all honesty the owners have kept it clean, and in good repair and maintained the grounds. I see it neither as a negative or a positive.

Which brings me to my challenge of the premise as I understand it....the rule not to allow mini storage on Harbor Drive is purely one of VISUAL IMPACT and wanting to control that.

I ask you this:

What is the current visual impact of Harbor Drive?

Run down houses, run down RV building, an older Propeller Shop, converted houses to retail business'...unkept fields and wetlands, overgrown ditches.

HARBOR DRIVE IS NOT VISUALLY BEAUTIFUL BY ANY MEANS...and it most likely will see little to no improvement in many years to come. I have lived here for 50 years and except for a few retail spaces very little has been done. The Dentist office is the newest thing in 25 years to have been built there.

And because of environmental limitations, you will not likely be able to develop much on Harbor Dr. A mini storage would be low impact, create revenue and **CAN BE MADE TO LOOK GOOD.**

Regarding impact of the area...my previous project plan for 7 Tiny Home units... which was approved... was going to have a greater impact on the area than mini storage units would have. The traffic, the people coming and going...although it would have been a service to tourism, would have been not much different visually but a much higher volume of traffic. Any retail business would be more impacting.

My Ask ... I am going to ask that you reconsider the zoning for mini storages on Harbor Dr. I am going to ask that you revisit the subject and change it to a "Conditional Use" only option, so that you can allow mini storage within 100' of Harbor Drive, but still having full control over the visual aspects and the impact to areas.

*I feel that the outright ban was draconian and far to excessive to mitigate the concerns.

*I believe the citizens should have had more input. I as a property owner was never notified of this zone change.

* I believe that whatever concerns besides the "visual" can be mitigated and addressed.

* I believe and KNOW that we are in a "storage crisis" all over this county. THERE ARE NO UNITS available any place.

* I think the city will benefit by obtaining taxes, and it will be an improvement on what is there now.

I am attaching a sample of what I envision the landscaping would look like. I would obscure the mini storage buildings with an 8 ft fence and gate and trees that would grow taller to obscure it even more over time. The only thing you would see would be a sign to the entrance and a gate.

In summary, to ban an entire zoning usage based on visual "like or dislike" is not enough reason.

I appreciate your time and look forward to standing before you at the January meeting to discuss this issue.

Lisa Lamping

EXAMPLE OF LANDSCAPE
TO OBSCURE MINI STORAGE
FROM ROADSIDE VIEW
DOORS CAN BE GREEN OR BLACK
OR RED

SIDE SLIDING GATE

8 FT WALL
& GATE

MAPLE OR BIRCH TREE
THAT WILL GROW HIGHER
CONCEALING ROOFTOPS EVEN MORE
OVER TIME

24' WIDE DRIVEWAY




City of Warrenton

Planning Department

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

Phone: 503.861.0920 Fax: 503.861.2351

STAFF REPORT

TO: The Warrenton Planning Commission
FROM: Jay Blake, Planning Director 
DATE: January 10, 2023
SUBJ: Discussion Request from Lisa Lamping regarding property on East Harbor Drive Parcel Numbers: 81022AC02400, 2500, 2600, and 2700

Background:

Staff met with Lisa Lamping regarding the development proposal for her property along East Harbor Drive. The city started the review of a proposed “tiny tel” motel project on the site prior to the COVID pandemic. The development was delayed and no construction completed.

In the interim time, the commercial development market and city code has changed. The mayor appointed a task force to study the aesthetics of the entrance points into the city. They recommended changes to the municipal code that were forwarded to the City Commission and Planning Commission for review. The city amended the city code in 2020 with the adoption of Ordinance 1242. This ordinance added Architectural and Site Design Standards to certain commercial areas throughout the city. It addressed commercial building entrances, building materials, building mass, lighting and storage unit facilities. to restrict the construction of new mini-storage units in certain zones within the city. A copy of the attached ordinance is included with this memo.

Lisa Lamping is asking for an opportunity to discuss the development of mini-storage facilities on her property on East Harbor Drive. During our discussions, I have shared that the code was changed in 2020 and that her tract is not deep enough to meet the 100-foot setback from East Harbor Drive. She would have a variance procedure available to her to move the request forward, but I identified that the hardship would be difficult to show in that a hardship is when reasonable use of the property is not allowed because of a characteristic of the property (i.e. wetlands steep slopes, historic features) and not created by the property owner.

The following is a list of uses that are outright uses in the C-1 district.

For all other C-1 zoned areas within the City limits of Warrenton, the following uses and their accessory uses are permitted and shall comply with the above noted sections:

1. Personal and business service establishments such as barber or beauty shop, clothes cleaning or funeral home.
2. Professional, financial, business and medical offices.
3. Retail business establishments.
4. Amusement enterprises such as theater or bowling alley.
5. Technical, professional, vocational and business schools.
6. Membership organizations such as unions, lodge hall, club or fraternal buildings.
7. Eating and drinking establishment.
8. Hotel, motel or other tourist accommodation, including bed and breakfast.
9. Automobile sales, service or repair establishment.
10. Boat and marine equipment sales, service or repair facilities.
11. Building material sales yard.
12. Residential home.
13. Residential (care) facility.
14. Home occupations (must comply with paragraph 19 of this subsection).
15. Child care center.
16. Government buildings and uses.
17. Public utilities, including structures, pipelines, cables, and utility crossings.
18. Hospital, medical offices, sanitarium, rest home, nursing or convalescent home.
19. Congregate care or assisted living facility.
20. Single-family residences existing prior to April 2, 1997 may be repaired, remodeled, expanded, or replaced if damaged.
21. Transportation facilities and improvements subject to the standards of Section 16.20.040.
22. Community garden(s) (see definitions).
23. Commercial uses with second floor residential use(s) [apartment(s)] or on same lot with existing single-family detached built prior to April 2, 1997.
24. Homestay lodging subject to the standards in Chapter 8.24.
25. Vacation rental dwelling subject to the safety regulations in Section 8.24.030.
26. Similar uses as those stated in this section. (Ord. 1249 § 1, 2022; Ord. 1248 § 2, 2021; Ord. 1234 § 1, 2020; Ord. 1196-A § 1, 2015; Ord. 1186-A § 1, 2014; Ord. 1177-A § 2, 2013)

There are also a number of uses allowed by conditional use permit within the C-1 district:

The following uses and their accessory uses are permitted in all other C-1 zoned areas within the City limits of Warrenton:

1. Cabinet, carpenter, woodworking or sheet metal shops.
2. Building contractor shops, including plumbing, electrical and HVAC.
3. Fuel oil distributor.
4. Processing uses such as bottling plants, bakeries and commercial laundries.

5. Research and development establishments.
6. Wholesale storage and distribution facilities, including cold storage.
7. Veterinary clinic, kennels.
8. Tool and equipment rental.
9. Mini-warehouses or similar storage uses, subject to the requirements in Section 16.116.030(G).
10. Church, synagogue, or other place of worship.
11. Commercial uses with 2nd floor residential use(s) [apartment(s)].
12. RV Park.
13. Multifamily housing development subject to the development and other applicable standards of Chapter 16.36, Section 16.124.070 generally and Section 16.124.070(C)(1) specifically, and Chapter 16.188.
14. Similar uses to those listed in this section. (Ord. 1249 § 1, 2022; Ord. 1242 § 1, 2020; Ord. 1225 § 3, 2019; Ord. 1211-A § 1, 2017)

The city also updated this with the adoption of Ordinance 1258 in 2022. This ordinance added pet grooming and food carts/pods to the list of allowed uses. It also corrected a scrivener's error in the initial adoption from 2020.

Section from Ordinance 1258

16.116.030 Architectural and Site Design Standards.

G. Storage Unit Facilities. Where allowed, storage unit facilities shall be subject to the following design, siting, and location standards:

1. Setbacks. New storage unit facilities shall be constructed no closer than 100 feet from the East Harbor Drive right-of-way line. This setback area shall be used for landscaping, open space, public or private amenities, off-street parking, other businesses allowed in the zone; or a combination thereof.
2. Design Standards. New storage unit facilities shall be subject to the following design standards:
 - a. Building material requirements in Section 16.131. ~~116.~~ 030(C)(3);
 - b. Building color standards in Section 16.131. ~~116.~~ 030(C)(5);
 - c. Mechanical equipment, outdoor storage and service area standards in Section 16.131 ~~116.~~ 030(C)(6);
 - d. Building mass requirements in Section 16.131 ~~116.~~ 030(C)(7);
 - e. Outdoor lighting standards in Section 16.131 ~~16.116.~~ 030(E); and
 - f. Other applicable design requirements of this section.

The design standards require mini-storage units to meet the standards found in other commercial districts. These standards were reaffirmed by the Planning Commission and City Commission.

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, decorative awnings over the door, arcades, arches, wing walls, and integral planters are required. A combination of two features shall be incorporated at a minimum. Mixed use buildings that require two or more entrances are allowed but shall meet the standard.
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.
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 cultured stone as accents to distinguish specific architectural features, rusticated metal cladding, 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. The main entrance does not count towards this standard.
 - c. Exterior building materials shall not include smooth-faced concrete block, tilt-up concrete panels, EIFS, stucco, 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.
4. Architectural Vernacular and Features. Architectural features shall 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. Vernacular architecture referred to as “Northwest Regional” or “Arts & Crafts” design shall be required. This could include the combination of materials, form, and style. Wood in the form of timber, glulam, cross laminated timber, and other natural features are predominant on the exterior and main entrance.

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 façade and/or roof of the building are prohibited except as approved for building trim.

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 façades of the principal building. Chain link or cyclone fencing (with or without slats) shall not be used to satisfy this requirement.

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

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

7. Building Mass. Building mass shall be limited to 150 feet in length. If any portion of the building exceeds this length, a recess or variation in height shall be required.

Ordinance 1242
Introduced by All Commissioners

**AN ORDINANCE AMENDING WARRENTON MUNICIPAL CODE TITLE 16,
DEVELOPMENT CODE, DIVISION 3, DESIGN STANDARDS, ESTABLISHING NEW
DESIGN STANDARDS FOR COMMERCIAL CORRIDORS**

WHEREAS, the City of Warrenton desires visually appealing commercial development along its commercial corridors to promote community economic development and related goals; and

WHEREAS, the Planning Commission held public hearings on May 14 and July 9, 2020, to consider design standards for the City's commercial corridors; and recommended an amendment package for the City Commission's consideration; and

WHEREAS, the City Commission conducted a public hearing on August 25, 2020, to receive public testimony and consider the Planning Commission's recommendations;

NOW, THEREFORE, the City of Warrenton ordains as follows:

[new language; ~~deleted language~~]

Section 1. Amend Warrenton Municipal Code Section 16.40.030.B, Conditional Uses in the General Commercial (C-1) District, to read as follows:

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):

B. The following uses and their accessory uses are permitted in all other C-1 zoned areas within the City limits of Warrenton:

1. Cabinet, carpenter, woodworking or sheet metal shops.
2. Building contractor shops, including plumbing, electrical and HVAC.
3. Fuel oil distributor.
4. Processing uses such as bottling plants, bakeries and commercial laundries.
5. Research and development establishments.
6. Wholesale storage and distribution facilities, including cold storage.
7. Veterinary clinic, kennels.

8. Tool and equipment rental.
9. Mini-warehouses or similar storage uses, subject to the requirements in 16.116.030.G.
10. Church, synagogue, or other place of worship.
11. Commercial uses with 2nd floor residential use(s) [apartment(s)].
12. RV Park.
13. Multifamily housing development subject to the development and other applicable standards of Chapter 16.36, Section 16.124.070 generally and 16.124.070(C)(1) specifically, and Chapter 16.188.
14. Similar uses to those listed in this section.

Section 2. Amend Warrenton Municipal Code Section 16.116.030 to read as follows:

16.116.030 Architectural & Site Design Standards.

The City's development design standards are for the commercial district corridors along US Highway 101, Alternate Highway 101, SW & SE Dolphin, SE Marlin Avenue, E Harbor Drive, S Main Avenue, SE Ensign Lane, Pacific Drive, and SE Neptune. The standards in this section apply only to property in the commercial corridors listed above; lands outside of these commercial corridors are not subject to these standards. The following standards will apply to a new large retail establishment and/or complex that meets or exceeds 30,000 square feet of planned building footprint or gross floor area, whichever is greater; or has a facade length that is 100 feet or more along any street frontage; or to new mini-storage units regardless of size or facade length. An existing large retail establishment of said square footage or length or greater shall comply with these standards if proposed renovations or improvements exceed 50 percent of the market value.

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. With the exception of US Hwy 101, all buildings located on a public street shall have the main entrance front onto said street.

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.

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, decorative awnings over the door, arcades, arches, wing walls, and integral planters are highly encouraged required. A combination of two features shall be incorporated at a minimum. Mixed use buildings that require two or more entrances are allowed but shall meet the standard.

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.

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 cultured stone as accents to distinguish specific architectural features, rusticated metal cladding, 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. The main entrance does not count towards this standard.

c. Exterior building materials shall not include smooth-faced concrete block, tilt-up concrete panels, EIFS, stucco, 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.

4. Architectural Vernacular & Features. Architectural features shall 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. Vernacular architecture referred to as "Northwest Regional" or "Arts & Crafts" design shall be required. This could include the combination of materials, form, and style. Wood in the form of timber, glulam, cross laminated timber, and other natural features are predominant on the exterior and main entrance.

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.

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

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

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

7. Building Mass: Building mass shall be limited to 150 feet in length. If any portion of the building exceeds this length, a recess or variation in height shall be required.

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 and landscaping, usable green open spaces, or other features, such as a dedicated public park acceptable to the review authority Parks Advisory Board and City Commission.

E. Outdoor Lighting. The lighting for mixed use, 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 and shall be pedestrian scaled. Installation cost shall be borne by the developer. Decorative exterior lighting is required on the front elevation and at the main entrance. Decorative is defined as “gooseneck” or similar design that is pedestrian oriented.

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).

G. Storage Unit Facilities: Where allowed, storage unit facilities shall be subject to the following design, siting, and location standards:

1. Setbacks. New storage unit facilities shall be constructed no closer than one-hundred (100) feet from the East Harbor Drive right-of-way line. This setback area shall be used for

landscaping, open space, public or private amenities, off-street parking, other businesses allowed in the zone; or a combination thereof.

2. Design Standards. New storage unit facilities shall be subject to the following design standards:

- a. Building material requirements in 16.131.030.C.3;
- b. Building color standards on 16.131.030.C.5;
- c. Mechanical equipment, outdoor storage and service area standards in 16.131.030.C.6;
- d. Building mass requirements in 16.131.030.C.7;
- e. Outdoor lighting standards in 16.131.030.E; and
- f. Other applicable design requirements of this ordinance.

3. Location Requirements: New storage unit facilities may be constructed and operated where allowed by the zoning district, but not in the following areas:

- a. Along the South Main Avenue commercial corridor,
- b. Along the Pacific Drive commercial corridor.

~~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).~~

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

Section 3. Amend Warrenton Municipal Code Section 16.36.050.J to read as follows

J. A garage (attached or detached) or carport is required for each dwelling unit up to 3 units, including multifamily dwelling units, and shall conform to the standards of Chapter 16.180. In place of garages, multi-family units are encouraged to provide storage facilities for residents subject to site design review.

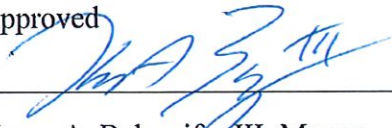
Section 4. This Ordinance shall take full force and effect 30 days upon its adoption by the Commission of the City of Warrenton.

First Reading: August 25, 2020

Second Reading: September 22, 2020

ADOPTED by the City Commission of the City of Warrenton, Oregon this 22nd day of September, 2020.

Approved



Henry A. Balensifer III, Mayor

Attest



Dawne Shaw, CMC, City Recorder