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CITY OF WARRENTON

November 6, 2018

To: Warrenton Planning Commission

From: Kevin A. Cronin, AICP, Community Development Director

cc: Spencer Parsons, City Attorney

Re: SDR 18-4 and V18-3; Trondheim Acres, LLC ("Tractor Supply")

BACKGROUND

Keith Corporation submitted a site design review application for a retail building and a variance to the maximum fence height requirements. Trondheim Acres, LLC is the property owner which is a real estate partnership between Wes Giesbricht and Warrenton Fiber Co. The proposed 19,097 SF building, circulation system, and off-street parking would provide space for a "Tractor Supply" store, which is a national retail chain based in Brentwood, TN that sells farm and garden supplies in rural markets.

The larger property - Trondheim Subdivision Plat - is a 16.54 parcel located in the City's General Commercial (C1) zone corridor. The subject property is a 2.71-acre site within the larger subdivision. Retail is an outright permitted use. However, the size of the building requires site design review and a public hearing before the Planning Commission. The subject property consists of about 2.7 acres with two accesses, one from SE Marlin and another from Alt Hwy 101. The site has not yet been assigned a street address. The applicant will need to request one if the project moves forward. It is located at the southwest corner of the intersection of SE King St and Alt Hwy 101.

Application Timeline & Process

A pre-application conference was held on June 20. Pre-application notes were provided on June 27, 2018. Staff requested comments from the applicant that directly addressed the notes. On October 1, 2018, staff received a site design review application. Subsequently, a variance application was submitted on October 23, 2018 for permission to exceed the six (6) foot height maximum for a fence. Although the application was deemed complete on October 10, 2018, the variance application can be added to the site design review under one coordinated review. Notice was mailed to adjacent property owners on October 15. No public comments have been

received to date. Notice was published in *The Columbia Press* on October 19, 2018. In addition, staff provided notice to affected agencies on October 10, 2018 and received no comments. However, comments were received from the Fire Department and Public Works Department and are enclosed.

Finally, staff conducted a site visit on October 29, 2018 to photo document the existing conditions and analyze the proposal in the field. The proposed access off SE Marlin is constrained by a swale that runs parallel to the right-of-way as well as mature Douglas Fir trees that act as sentinels. There is an existing metal gate that will need to be removed. In addition, there is a storage container on an adjacent property that needs to be removed or permitted. The site of the proposed retail building was previously grubbed of vegetation and there are no other distinguishing characteristics. TJs Auto is located on a platted section of SE King St adjacent to the subject property, which is vacant. A significant grade exists between Alt Hwy 101 and the platted section of SE King St but the topography itself does prevent a street connection in the future.

C-1 General Commercial

The proposed building will be used by Tractor Supply for farm and garden retail sales and service. The proposed use straddles both "retail business establishments" and "building materials sales yard" but both are an outright use in the C1 zone (16.40.020.A.3 and A.11). The proposal also includes a variance to the maximum fence height standard in 16.124.050.B.1 to allow a fence to exceed this standard:

> *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.*

Applicable Review Criteria

Both the site design review and variance requests are reviewed in this staff report. The proposal is subject to the following development standards and review requirements:

- C1 zone development standards (16.40.040):
- C1 zone design standards (16.40.050)
- C1 zone other applicable standards (16.40.060)

- Commercial design standards (16.116.030)
- Access and Circulation Design Standards (16.120)
- Design Standards for Landscaping, Street Trees, Fences, and Walls (16.124)
- Design Standards for Vehicle and Bicycle Parking (16.128)
- Design Standards for Clear Vision Areas (16.132)
- Stormwater and Surface Water Management Standards (16.140)
- Public Facilities Standards (16.136)
- Design Standards for Signs (16.144)
- Large-Scale Developments (16.192)
- Flood Hazard Overlay District (16.88)
- Site Design Review Application and Review Procedures (16.212)
- Variances (16.272)

FINDINGS OF FACT

16.40.040. C1 Zone Development Standards:

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.*

The 45-foot maximum building height is the only C1 zone density provision applicable to the proposal. The proposed building is shown on the submitted architectural plans with a peak height of 30 feet above grade at the building entrance. Based on this, the building as proposed meets the C1 zone's density standards in 16.40.040.A.

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 ....*

The subject property does not adjoin a residential zone. Adjoining property to the north, west, south, and east is, like the subject property, in the General Commercial (C1) zone. As a result, the setback requirements in 16.40.040.B are not applicable to this proposal.

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

The proposal includes a baseline landscape plan; see findings below.

16.40.050. C1 Zone Design Standards:

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

The design standards in 16.116 are addressed later in this report.

> *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.*

The subject property has no frontage on Highway 101; this standard is not applicable to the proposal.

> *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.*

The subject property is not along any of the streets listed in this standard; 16.40.050.C does not apply to signs on this site.

> *D. Maximum front yard setback for commercial buildings in the C-1 zone along Fort Stevens Highway/State Highway 104 shall be 10 feet.*

The subject property is not along the streets listed in this standard; 16.40.050.D does not apply to the commercial building proposed for this site.

16.40.060. Other Applicable C1 Zone Standards.

> *A. Outside sales and service areas shall be approved by the Warrenton Planning*

Commission if not enclosed by suitable vegetation, fencing or walls.

The proposed farm supply has outdoor sales areas that are not enclosed nor screened; staff has proposed a condition of approval to require above ground landscape planters to offset the outdoor sales and effectively advertise onsite inventory of garden supply materials. Planning Commission review and approval is required. See conditions of approval.

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

The proposed farm and garden store will have a large part of its inventory outside to the east of the main building and in particular its yard related materials. The Planning Commission should consider interpreting this standard as to a screening requirement similar to the above standard. A fence that exceeds the 6 ft standard is being proposed, but the design is a basic chain link fence with no screening. A condition of approval is suggested.

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.

The standards for parking and access are addressed later in this report.

D. Signs shall comply with standards in Chapter 16.144.

Signage is addressed later in this report.

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

The subject property had onsite wetlands identified in the local wetland inventory that were previously mitigated. Standard is met.

16.116.030. Commercial Design Standards.

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

The proposed building is not oriented toward a public street and faces inward from Alt Hwy 101 as well as a proposed private street that T's into the building site. The subject property has frontage on a platted SE King Street as well. Based on this design, the proposed building's orientation toward either public street or private street does not meet the requirements of 16.116.030.A. The proposal shall either provide a new public street from SE Marlin to connect to SE King St or a private street built to a city standard. See additional findings under Transportation Standards. See conditions of approval.

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.

Based on field study, the proposed building site does not have any significant natural features or areas of special interest on the site. However, the proposed entrance and access from SE Marlin does have two very large, mature Douglas Firs that can be incorporated and preserved as part of the landscape plan and street connection. See conditions of approval.

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

The proposed building's primary customer entrance is facing the off street parking lot and includes a double-door, anodized, aluminum storefront system. A secondary door system is proposed to access the garden supplies and outdoor storage area. The plans show an oversized façade at the doorway, clearly marking this as the entrance. The placement of signage, and columns wrapped with corrugated metal also reinforce the entrance to the building as a primary entrance. However, the entrance is not enhanced beyond a basic overhang. There are no distinguishing features or highly visible architectural elements that meet the intent of the standard. Staff made suggestions to the developer/architect but those suggestions have not been designed. Therefore, the standard is not met.

C. Building Requirements.
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.

The proposed rooflines are shown on the building plans. The overwhelming majority of the building has a uniform roof height of 24', with two step downs of 2' towards the back of the building. Although the front entrance provides a visual breakup of the massing, the remainder of the building - from every elevation - fails to disarm the bulk and massing of what amounts to a large warehouse. Based on this design, the proposal does meet the requirements of 16.116.030.C.2.

C. Building Requirements.
3. Materials.
a. The predominant exterior building materials shall be of high quality materials, including, but not limited to brick, sandstone, wood, native stone and tinted/textured concrete masonry units and/or glass products. Simulated material may be substituted for any of the aforementioned building materials.
b. At least three different building materials shall be used for 100% construction of a building.
c. Exterior building materials shall not include smooth-faced concrete block, tilt-up concrete panels, or T 1-11. Prefabricated steel panels are excluded unless the design and material meets the City's design standards.
d. Metal roof may be allowed if compatible with the overall architectural design of the building.

The proposed building siding consists of split-face concrete masonry units (CMU). There is a minimum amount of corrugated metal at the front elevation, however, the predominant material for the entire structure is CMU. Only two materials have been used in the design. Although, the proposed materials do not include any prohibited materials, the bulk and massing of CMU is only set off by two toned color palette. Staff suggested multiple architectural methods to meet the standard. However, those suggested changes have not been made. Based on the design dated October 2, 2018, the proposed building materials do not meet the requirements of 16.116.030.C.3.

C. Building Requirements.
4. Architectural Features. Architectural features include, but are not limited to, the following: recesses, projections, wall insets, arcades, window display areas, awnings,

balconies, window projections, landscape structures or other features that complement the design intent of the structure and are acceptable to the Community Development Director.

The proposal does not include any of the above architectural features and does not propose an acceptable alternative to meet the standard. Staff suggested timber columns and other wood elements to connect the local logging and forestry culture to the building, as well as a continuation of the red lighting fixtures along the front facade and awnings, but again, suggestions have not been addressed. The overall design intent of the structure appears to be a warehouse and distribution facility and not a pedestrian oriented retail store. Section 16.116.030.C.4 does not establish a minimum number of architectural features. However, the basic intent of the standard has not been met or even attempted to be met. Based on this the proposed building design, the requirements of 16.116.030.C.4 have not been met.

C. Building Requirements.
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.

Building material colors, including tan, forest green, gray (metal), and red accents are provided on the plans. The proposed color palette meets the requirements of C.5.

C. Building Requirements.
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.

The site plan and building plans include an outdoor storage area to the east. No roof-mounted or exterior utility enclosures or HVAC equipment is being proposed that would be visible from the street. Final designs will be reviewed prior to building permit issuance to ensure the standard is met. See conditions of approval. The refuse container is located to the rear of the building. However, recycling facilities and enclosures are not indicated. See condition of approval. In addition, the proposed design of the fence does not meet subsection 6.a. It specifically prohibits chain link fencing. The applicant has not proposed an alternative to meet the standard. Standard is not met.

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

The applicant's narrative refers to a patio, picnic table, and three benches. The minimum quantitative standard is met. However, in reviewing the site plan, the location is problematic from a public safety perspective and is orphaned to the side of the private street and adjacent to the rear access drive with no shelter from the elements creating an inhospitable environment and useless common open space which defeats the purpose of the standard. Standard is not met.

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

The proposed site plan shows proposed light pole locations and height. Specifications included with the application materials indicate the pole height (25 feet) and the luminaire style (downcast LED). There are multiple wall mount light fixtures shown. 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).

Off-street parking requirements are addressed later in this report.

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

There is no pedestrian facility proposed from the off-street parking to the building entrance nor is there a crosswalk at key intersections. See additional findings under Section 16.120.030. Standard is not met.

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

The landscape standard is addressed later in this report.

16.120.020. Vehicular Access and Circulation Standards

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 backyard 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.)

The subject property has frontage on Alt Hwy 101 SE and SE King St. The proposed primary access point is on Alt Hwy 101 Ensign via a shared driveway with a secondary access proposed from SE Marlin Ave. The proposal fits under "Option 2" under 16.120.020.F. However, the presence of SE King Street requires the use of a lower classification street under "Option 3 and

Option 5." The applicant maintains that the grade prohibits the inclusion of SE King St and has suggested a street vacation as a remedy to "cure" the standard. Staff requested additional findings from the applicant to support this assertion.

The subject property is considered a corner lot, with frontage on two streets. Subsection 16.120.020.F.5 restricts direct access to the street with the lower functional classification; in this case, SE King St. There is direct access proposed onto Alt Hwy 101 and SE Marlin. Access has been requested to the Oregon Department of Transportation (ODOT) which owns and operates both roadways. Both accesses are proposed as shared private streets that will serve other adjacent development parcels in the same ownership.

Based on this, the proposal is consistent with the requirements of 16.120.020.F pending additional findings.

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 (see Warrenton Comprehensive Plan and TSP for a list of 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. Access spacing on state highways, and in other areas determined by the State of Oregon to be under the jurisdictional authority of ODOT, shall be at the direction of ODOT. Access to Highway 101 and all other state highways in the City of Warrenton (e.g., Highway 104, Highway 104 Spur, Highway 105, Highway 105 Extension No. 1, Highway 105 Extension No. 2, Alternate Highway 101) shall be determined by ODOT.

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.

Access to Alt Hwy 101 is governed by ODOT. Two access points are proposed and require review and approval from ODOT. The access from SE Marlin is located approximately 180 feet from the Alt Hwy 101 intersection and the new access from Alt Hwy 101 is over 300 feet from SE King St. See conditions of approval.

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

The subject property will use two access points consistent with the standard. ODOT will review the access points. The minimum number is being proposed as well. Based on this, the proposal is consistent with the requirements of 16.120.020.H pending ODOT approval.

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.

The subject property will build a system of private streets to service the commercial development parcels. This will require deed restrictions and easements to allow public service providers and utilities full access and enforcement powers. This arrangement allows cross-access between the proposed building and the adjoining commercial sites to the east and north without entering Alt Hwy 101, consistent with subsection 4. The proposed private street system shall include barricade and signs that indicate future extensions. Based on this, the proposal is consistent with the requirements of 16.120.020.I. See conditions of approval.

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

The proposed development relies on two access driveways (private streets): one directly onto SE Marlin Ave, and one directly to Alt Hwy 101. The proposed design meets the approach width requirements with two, 12 foot travel lanes (24 feet) described in 16.120.020.K. However, the setback standard from adjacent property owners (Jimmie/Delores Richards) with frontage on SE Marlin have not been clearly delineated on the site plan. A vegetated setback shall be added to the site plan and verified prior to site construction permits. See conditions of approval.

A designated loading area is proposed at the rear of the building for this development, which does not conflict with maintaining access on the private streets. Two entrances, two travel lanes, and wide aisles between parking rows allow for relatively easy truck maneuvering and loading/unloading. Based on this, the proposal is consistent with the requirements of 16.120.020.K.

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.

The proposal includes the design elements listed above. Based on this, and subject to review by the Fire Chief, the proposal can meet the requirements of 16.120.020.L. See conditions of approval.

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.

The proposed site plan does not have any features impeding vertical clearance.

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.

The landscaped areas associated with both driveways meet the code's clear vision requirements as long as landscaping is maintained to these standards. With this maintenance, the proposal meets requirements in 16.120.020.N.

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.

The proposed site plan shows that all parking, sidewalks, driveways, and driveway aprons are to be paved. The plan shows a stormwater detention/treatment pond near the site's SE Marlin entrance. The City's contract engineer needs to conduct a review and provide comments on the stormwater collection system. See conditions of approval.

16.120.030. Pedestrian Access and Circulation Standards

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

The proposed site plan shows a new sidewalk along the south side of the private street from SE Marlin connecting to the other access/private street. A sidewalk system will also be located in front of the building. However, outdoor storage sales will cover a large portion of the sidewalk system. In addition, there is no pathway or sidewalk system identified from the off street parking area to the main entrance nor is there a system for pedestrian access along the private street system. The proposal does not meet the requirements of 16.120.030.A.1.

> *A.2. Safe, Direct, and Convenient Pathways. Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets, 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.*

The pedestrian and bicycle circulation system internal to the commercial development fails to meet the requirements of this standard as stated above. The proposed site design on the subject property does not have a delineated system for pedestrians or bikes from each public street. Both public streets lack sidewalks and bike lanes as well. Standard is not met.

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

There is only one entrance proposed. On-site sidewalks extend around two sides of the proposed building. As stated above, there is no internal connections or connections to future development. For these reasons, the proposal is not consistent with 16.120.030.A.3.

> *A.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.

This requirement applies to the mid-block section where the two private street connect. A sidewalk is proposed on one side of the private street, which does not meet the intent of the standard and does not meet local alternative street standards. For these reasons, the Planning Commission can find the proposal is not consistent with 16.120.030.A.4.

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

Sidewalks are separated from the travel lane surfaces by a 5 ft landscaped planting strip. Although not a pathway as described in the standard, the proposed separation through a local alternative street standard does meet the intent of the requirements of 16.120.030.B.1.

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

shall consist of thermoplastic striping or similar type of durable application.

There are two proposed crosswalk markings as required by this section as shown on the site plan at the intersection of two private streets and to cross a driveway between the storage yard and landscaped buffer. The materials are not specified. In addition, there are no crosswalks proposed at each public street intersection. The proposal does not meet the requirements of 16.120.030.B.3.

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

The proposed site plan shows that sidewalks are to be concrete and 5 feet wide. This does not meet the requirements of 16.120.030.B.4. However, the alternative local road standard does allow 5 foot sidewalks on both sides. See conditions of approval.

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

The proposed sidewalk layout appears to meet ADA accessibility requirements. Final review by the Building Official shall be required to confirm this standard.

16.124.050. Design Standards for 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.

Site plan shows a fenced storage yard for outdoor display on the east side. See additional findings below.

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.
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.
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.

The site plan shows that the proposed yard storage enclosure will be 8 feet which exceeds the six ft standard. The applicant has applied for a variance to this standard. See findings under Variance section.

16.124.070. Design Standards for New Landscaping

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

A partial landscape plan was submitted with the application materials and prepared by the applicant's engineer dated September 14, 2018. The plan indicates the plant list but does not specify other materials or features. See additional findings below.

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

The landscape plan submitted with the application materials indicates that about 15 percent (17,778 SF) of the site is to be landscaped, which is the absolute minimum to comply with the standard. This complies with the requirements of 16.124.070.C.2.

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.

The proposed landscape plan identifies a mix of native trees, shrubs, and ground cover to meet the minimum requirements of 16.124.070.D. There are no details on the groundcover material or percentage of coverage, hardscape features, or tree caliper size. There is no significant vegetation to be preserved with the exception of two Douglas Fir trees at the SE Marlin entrance. Based on a site visit, there is non-native vegetation that must be removed. The requirements of this section have not been met. See conditions of approval.

E.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.

The proposed landscape plan relies on a minimum amount around the perimeter of the site and in the parking area. It is not used to define pedestrian areas or create a focal point of interest of visual cue. The site plan does show a row of deciduous trees that frame the north property line and additional landscaping along the east side adjacent to the private street. Native flowering species are proposed to conform with "year-long color and interest" standard. The outdoor storage areas were addressed under C-1 design standards section. The graded and steeply sloped area on the southwest corner does indicate rip rap and shrubs and ground cover but no details. In addition, there are no details for the proposed stormwater detention treatment area. See conditions of approval.

E.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.

Proposed parking lot landscaping is indicated, but there are no percentages provided that demonstrate compliance with subsection E.2. The landscape plan calls for eleven (11) trees along the north property line adjacent to a proposed permanent trailer and equipment display area. No other trees are indicated on the site plan. Based on the 1:5 ratio of trees to parking spaces, a minimum of 14 trees are required. Customer parking rows of six spaces are broken up by landscaped islands that meet this standard. However, based on the total review, the proposed landscape plan does not meet the requirements of 16.124.070.E.2.

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

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

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

c. Screening of Mechanical Equipment, Outdoor Storage, Service and Delivery Areas, and Automobile-Oriented Uses. All mechanical equipment, outdoor storage and

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

Proposed parking lot landscaping includes a screening line of trees adjacent to the storage area pursuant to subsection E.3.c. The proposed sidewalk around the building shall be five feet wide, in accordance with subsection E.3.b. Wheel stops are proposed to protect the west side of the building. However, there are no wheel stops identified for parking at the main entrance of the building. The final landscape plan will need to show where any utility pedestals, outdoor storage areas, or mechanical equipment that may require screening. See conditions of approval.

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.

The landscape plan does not show an irrigation system for the landscaped areas. Native plant species are generally drought tolerant after an establishment period. The project shall include irrigation for a two-year period to meet the requirements of 16.124.070.F.

16.128. Motor Vehicle and Bicycle Parking Standards.

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.

Table 16.128.030.A establishes this parking standard for general retail sales:

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

This requirement applies to the proposal as follows:

- First 10,000 feet of gross land area: 10 spaces
- 108, 121 square feet of gross land area: 24 spaces
- 8 employees on largest shift: 4 spaces

Based on this calculation, a total of 38 off-street parking spaces are required. The site plan calls for a total of 62 standard spaces plus 3 oversize, 2 ADA standard and 2 ADA van accessible spaces, which far exceeds the standard. The parking code does not have a maximum cap on the number of spaces. The proposed parking plan meets this requirement. Standard is met.

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

The proposed parking plan with service drive aisles and location does meet the requirements of 16.128.030.A.1 through 6. The proposed parking area in front of the main entrance creates a traffic safety hazard with backing movements into the drive aisle. In addition, a proposed private street does not serve the building directly which would replace the proposed parking area in front of the building and connect to SE King St. See additional findings under private

streets. Standard is not met.

C. Parking Stall Standard Dimensions and Compact Car Parking. All off-street parking stalls shall be improved to conform to City standards for surfacing, stormwater management, and striping. See Section 16.120.020 for parking lot construction standards. Up to 40% of the required spaces may be sized to accommodate compact cars. Standard parking spaces shall conform to the dimensions in Figure 16.128.030.C. Disabled person parking spaces shall conform to the standards (and dimensions) in this section.

Proposed parking design does not show compact spaces. The plans are full-size stalls (9' x 19'). Four spaces are marked and configured for ADA accessibility. Based on this, the dimensional standards in 16.128.030.C are 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.

The table referenced above requires two accessible spaces for a parking lot with up to 50 spaces. As proposed, four ADA accessible spaces are included. The proposal meets the requirements of 16.128.030.D.

16.132.010. Clear Vision Area Standards.

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.).

The clear vision areas associated with the two private streets intersection are not indicated on the site plan. The proposal could meet the clear vision standards as long as landscaping is maintained to these standards. With proper landscape maintenance, the proposal meets the requirements of 16.132.010. See condition of approval.

16.136.020. Transportation Standards

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

1. Streets within or adjacent to a development shall be improved in accordance with the Comprehensive Plan, Transportation System Plan, and the provisions of this chapter;

2. Development of new streets (public or private), and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this section, and public streets shall be dedicated to the applicable City, County or State jurisdiction;

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

4. The City may accept a future improvement guarantee [e.g., owner agrees not to remonstrate (object) against the formation of a local improvement district in the future] in lieu of street improvements if one or more of the following conditions exist:

a. A partial improvement may create a potential safety hazard to motorists or pedestrians,

b. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation,

c. The improvement would be in conflict with an adopted capital improvement plan, or

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

The applicant has proposed two private streets built to the Alternative Road Standard. The streets are proposed to be paved. Future improvement would be required as the private streets would be extended to serve other development parcels.

B. Variances. Variances to the transportation design standards in this section may be granted by means of a Class 2 variance, as governed by Chapter 16.272, Variances. A variance may be granted under this provision only if a required improvement is not feasible due to topographic constraints or constraints posed by sensitive lands (see Chapter 16.156).

The applicant has not proposed a variance to the street standard. However, as discussed below, the standard has not been met.

C. Creation of Rights-of-Way for Streets and Related Purposes. Streets shall be created through the approval and recording of a final subdivision or partition plat; except the City may approve the creation of a street by acceptance of a deed, provided that the street is deemed essential by the City Commission for the purpose of implementing the Transportation System Plan, and the deeded right-of-way conforms to the standards of this Code. All deeds of dedication shall be in a form prescribed by the City Attorney and shall name "the public," as grantee.

The applicant has proposed a system of private streets that would need easements and enforcement powers granted to the City through a deed restriction. Any easements or deed restrictions would be required prior to building permits.

D. Creation of Access Easements. The City may approve an access easement established by deed when the easement is necessary to provide for access and circulation in

conformance with Chapter 16.120, Access and Circulation. Access easements shall be created and maintained in accordance with the Uniform Fire Code, as amended.

See findings above.

E. Street Location, Width and Grade. Except as noted below, the location, width and grade of all streets shall conform to the Transportation System Plan and Comprehensive Plan, as applicable; and an approved street plan or subdivision plat. Street location, width and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets:

1. Street grades shall be approved by the City-appointed engineer in accordance with the design standards in subsection N of this section; and

2. Where the location of a street is not shown in an existing street plan (see subsection H of this section), the location of streets in a development shall either:

a. Provide for the continuation and connection of existing streets in the surrounding areas, conforming to the street standards of this chapter, or

b. Conform to a street plan adopted by the City, if it is impractical to connect with existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety.

The applicant has proposed two private streets in lieu of building out SE King St, which is a platted city street. A future street plan has not been submitted to show how the private streets would connect back to public streets nor is SE King St proposed for future use. There are no other platted or existing built streets to connect to the proposed development so a new street system is the only alternative. The question is whether the system should be private or public.

F. Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall conform to the design standards in Table 16.136.010. A variance shall be required in accordance with Chapter 16.272 of this Code to vary the standards in Table 16.136.010. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:

1. Street classification in the Transportation System Plan or Comprehensive Plan;

2. Anticipated traffic generation;

3. On-street parking needs;

4. Sidewalk and bikeway requirements based on anticipated level of use;

5. Requirements for placement of utilities;

6. Street lighting;

7. Street tree location, as provided for in Chapter 16.124;

8. Protection of significant vegetation and wetland and riparian areas, as provided for in Chapters 16.124 and 16.156;

9. Safety and comfort for motorists, bicyclists, and pedestrians;

10. Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided;

11. Access needs for emergency vehicles; and

12. Transition between different street widths (i.e., existing streets and new streets), as applicable.

Table 16.136.010

City of Warrenton Street Design Standards

Type of Street	Average Daily Trips (ADT)	Right-of-Way Width	Curb-to-Curb Pavement Width	Motor Vehicle Travel Lanes	Median/Flex Lane	Bike Lanes or On-Street Parking (both sides)	Curb	Planting Strip	Sidewalks
Local Road	Varies	50 - 60 ft.	36 ft.	10-12 ft.	None	8 ft. parking (on one or both sides1)	Yes (on one or both sides)	5 ft.	5 ft.
Alternative Local Road[2]	< 250	50 ft.	20 - 28 ft. (no curbs required)	10 ft.	None	None	None	5 ft.	None

The applicant has proposed an "Alternative Local Road" standard with two, 12 foot travel lanes, a sidewalk and landscape strip on one side, and a 2 foot wide curb on one side. The alternative road standard can be used only under strict circumstance which the application does not meet. The proposed street will most certainly exceed 250 ADT when the other commercial parcels develop. The site does not contain significant topographic or environmental constraints relative

to the proposed street location. The street off SE Marlin may impact some wetlands, but only at the entrance which the street can be adjusted (narrowed) to minimize impacts. According to the above table, the local road standard must be built with 36 foot width pavement, 10-12 ft travel lanes, sidewalk and landscape strip on one side, with one lane of on street parking and no bike lane. The Planning Commission can only approve a deviation under a variance procedure unless it finds that the Alternative Local Road standard has been met. If a Local Road standard is preferred, then the future development street shall include an on-street parking lane in addition to a sidewalk and planting strip when future development warrants the improvements. As currently proposed, the street standard is not met. For comparison sake, the Draft Transportation System Plan requires a 32 foot curb to curb standard with no bike lane.

S. Private Streets. Private streets shall not be used to avoid connections with public streets. Gated communities (i.e., where a gate limits access to a development from a public street) are prohibited. Design standards for private streets are the same as design standards for public streets and shall conform to the provisions of Table 16.136.010.

The applicant has proposed private streets that are not in conformance with a Local Road standard. See findings above.

16.140. Stormwater and Surface Water Management Standards.

> *16.140.010. A. To the extent practicable, all development must conform to the natural contours of the land and natural and pre-existing man-made drainage ways must remain undisturbed.*
>
> *16.140.010.B. To the extent practicable, lot boundaries created by partition or subdivision must coincide with natural and pre-existing man-made drainage ways to avoid the creation of lots that can be built upon only by altering such drainage ways.*

The lot boundaries of the subject property and adjoining properties were reviewed and approved by the City separately from this site design review.

> *16.140.020.A. All developments must provide an adequate drainage system to prevent the undue detention or retention of stormwater or surface water on the development site. Stormwater or surface water will not be regarded as unduly detained or retained if:*
> *1. The detention or retention results from a technique, practice or device deliberately installed as part of an approved sedimentation or stormwater runoff control plan prepared by an engineer; or*

2. The detention or retention is not substantially different in location or degree than that experienced by the development site in its predevelopment state, unless such detention or retention presents a danger to health or safety.

The site plan shows two storm drainage details. The proposed stormwater detention and treatment system includes a vegetated facility at the northeast corner of the site that drains into a swale system along SE Marlin Ave. A stormwater report by a civil engineer will be required as part of the engineering review phase.

16.140.020.B. No stormwater may be channeled and directed into a sewer line.

The proposal does not channel stormwater runoff into the City's sanitary sewer system.

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

The proposed stormwater system is not coordinated with that of the adjoining development to the north.

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

The stormwater drainage system serving the subject property avoids shedding runoff onto adjoining property except that it relies on an existing natural drainage system exiting the site.

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

The proposal does not include any barriers that impede the natural flow of water onto the site in a way that damages up-slope or down-slope property.

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

development volume and/or rate.

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

A stormwater is required prior to build permits issuance.

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

The project will disturb more than one acre, so this requirement is applicable to the proposal: See conditions of approval.

16.140.040.B. Erosion and sediment control plans are required by the City as a component of the site plan for all plats and all projects which require site plan review. Erosion control plans must be designed to the specifications as outlined in this chapter.

The proposal does not include erosion control plans. See conditions of approval.

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

1. The storm sewer will be sized for a 100-year design recurrence criteria for storm drainage facilities.

2. The minimum size of storm sewers is eight inches in diameter.

3. Spacing of catch basins along the street must conform to published engineering recommendations, which consider profile of the street and street width.

Building Official and the contract city engineer can review the stormwater system for conformance with these requirements. See conditions of approval.

16.140.050.B. On-site detention shall be required for new development where downstream deficiencies exist or are anticipated to exist. The square footage considers the total development of the property including the future potential impervious surface. Required design recurrence criteria for a commercial or residential storm drainage

detention facility is a 10-year interval. Development that has less than 5,000 square feet of impervious surface is exempt from detention requirements.

The project will result in more than 5,000 square feet of impervious surface. The proposal includes an on-site stormwater detention pond near the SE Marlin entrance. The proposal can meet the requirements of 16.140.050.B subject to conditions of approval.

16.144. Signs

Chapter 16.144 establishes size, location, and design standards for signs. The proposed building plan includes a large sign above the main entrance and a pylon sign at the north side near the permanent display area. No others signs are proposed or indicated on the site plan. The applicant did not submit a sign application or findings of fact for the aforementioned signs. Therefore, a condition of approval is required to review a sign request separately. See conditions of approval.

16.152 Grading, Excavation, and Erosion Control Plans

An erosion control plan and a grading plan are not included in the design review application submittal. See conditions of approval.

16.192. Large-Scale Developments

This chapter establishes special standards for projects larger than two acres or 10,000 square feet of floor area. The proposal exceeds these thresholds, so these standards are applicable.

16.192.010.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."

The proposal involves development as described in subsection 3, which requires a Type II review. The development code describes a Type III review in section 16.208.020.C. The City is following this process for this application.

16.192.030.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.

The soil investigation required by this section has not been provided with the application materials. See conditions of approval.

16.192.040.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.

A stormwater plan has not been submitted with this application. See conditions of approval.

16.192.050.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.

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.

The applicant submitted an impact study. The contract city engineer needs to review the impact study for compliance with this standard. No aboveground utility lines are included in the proposal.

16.192.060. 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.

This standard is applicable only to residential development. It is not applicable to the proposed commercial development.

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

The proposed landscape plan is addressed elsewhere in this report.

16.192.080. 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.

Signs were addressed above. See conditions of approval.

16.88.030 Flood Hazard Overlay District Administration.

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

B. Application for a development permit shall be made on forms furnished by the Planning and Building Department and may include but not be limited to plans in duplicate drawn to scale showing the nature, location, dimensions, and elevations of the area in question; existing or proposed structures, fill, storage of materials, drainage facilities, and the location of the foregoing. Specifically, the following information is required:

1. *Description of proposed development.*
2. *Size and location of proposed development (site plan required).*
3. *Base flood elevation at the site.*
4. *Elevation in relation to mean sea level, of the lowest floor (including basement) of all structures.*
5. *Elevation to which floodproofing has occurred (if any).*

6. Certification by a registered professional engineer or architect that the floodproofing methods for any nonresidential structure meet the floodproofing criteria in Section 16.88.040.

7. Elevation in relation to mean sea level of floodproofing in any structure.

8. Description of the extent to which any watercourse will be altered or relocated as a result of proposed development.

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

A significant portion of the site is in the 100-year floodplain. A floodplain development permit shall be required prior to building permits. This includes all required information mentioned above and in particular an elevation certificate that establishes the base flood elevation for new construction. See conditions of approval.

16.212. Site Design Review Application and Review Procedures

This section was addressed during completeness review for this application.

16.272 Variances

The applicant has requested a variance to the maximum fence height for a proposed storage yard. The maximum fence height is 6 feet.

16.272.010. The purpose of a variance is to provide relief when a strict application of the zoning requirements would impose unnecessary hardships resulting from the size, shape, or dimensions of a site or the location of existing structures thereon; or from geographic, topographic, or other factors listed below. Reasonable conditions may be imposed in connection with a variance as deemed necessary to protect the best interests of the surrounding property or neighborhood, and otherwise secure the purpose and requirements of this chapter. Guarantees and evidence may be required that such conditions will be met.

16.272.020. Variances to a quantitative requirement of this Code may be granted only

if, on the basis of the written application, investigation, and evidence submitted by the applicant, findings of fact are made by the zoning administrator (for Class 1 applications) or Planning Commission (for Class 2 applications) that satisfy the criteria of subsections A through F of this section. Prior variances allowed in the neighborhood shall not be considered by the granting authority in reaching its decision. A determination of whether the standards set forth in this section are satisfied necessarily involves the balancing of competing and conflicting interests. Each request shall be considered on its own merits.

16.272.020.A. The hardship was not created by the person requesting the variance.

This is the first of six variance criteria. The Planning Commission will need to determine whether the facts cited by the applicant constitute a "hardship". The Development Code does not define "hardship". Generally, the Planning Commission can interpret this section to include economic hardship. This is a reasonable interpretation in the case of commercially-zoned property and a proposed commercial use: economic considerations are paramount, so it is appropriate to interpret the code in a way that extends hardship considerations into the economic realm. The Planning Commission should also consider whether the breadth and deviation of the quantitative standard is an economic impact that rises to the level of a hardship. In this case, the applicant does not cite a specific hardship, but mentions security as a primary concern. The Planning Commission should consider whether this request is significant enough to be a hardship, or whether it is a relatively minor adjustment within the context of the overall project and commercial development. The Planning Commission must also determine if the hardship was self-created. Generally, the purpose of a variance is to provide relief in situations that are beyond the control of the applicant.

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

The applicant provides this information addressing criterion B: "An extra 2 feet of fence is necessary to reasonably use and secure the outdoor merchandise area, and being unable to properly secure and keep elk and deer out would be an unreasonable economic impact if denied."

The Planning Commission will need to determine whether the request by the applicant is an unreasonable economic impact. This might involve consideration of the alternatives to fence design or other security measures to accomplish the same objective, such as landscaping, lighting, alarm system, or wildlife deterrents.

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

The application materials address this criterion as follows:

"An extra 2 feet of fence does not result in a physical impact to a neighboring property that would typically occur in this type of development."

The impacts listed in criterion C are broad and include visual impacts. The Planning Commission can interpret this to encompass aesthetic impacts; however, the ordinance does not include any guidance as to the aesthetic values to be protected or promoted. The application materials include an elevation of the proposed fence that does not comply with the code. Staff generally agrees with the applicant's statement that the proposed fence will not impact any adjoining property owners all of which have been notified of the proposed development. Staff has not received any public comment to date.

16.272.020.D. The request is not in conflict with the Comprehensive Plan.

The applicant provides this response: "The Comprehensive Plan allows fences in this type of development, it is not ion conflict." The City's Comprehensive Plan does not have policies addressing fence height generally. Staff concurs with the applicant that the proposal does not conflict with the Comprehensive Plan.

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

The applicant's response is: "The Development Code allows fences in this zone, it is not an unpermitted use, and does not increase residential density." Staff generally concurs. The proposed variance doesn't result in a use or activity at the subject property that violates the C-1 zone.

16.272.020.F. Physical circumstance(s) related to the property involved preclude conformance with the standard to be varied.

The applicant responds to this criterion as follows: "Physical circumstances preclude conformance as a 6 foot fence would not provide the necessary security or adequately keep deer and elk out."

To find the proposed variance consistent with this criterion, the Planning Commission will need to identify physical circumstances on the subject property that prevent the applicant from meeting the standard. These might include, but are not limited to, topography, the site's configuration, or its location relative to the street or to adjoining buildings. Based on a site visit, staff does not find any credible evidence where existing conditions support the need for a variance request. If the applicant can provide evidence from the Oregon Department of Fish & Wildlife that an 8 foot fence is necessary to repel deer and elk from damaging inventory this could be considered acceptable evidence.

CONCLUSIONS & RECOMMENDATION

The analysis and findings above demonstrate that the proposal does not meet a multitude of the applicable city development standards and criteria as submitted or could be met through conditions of approval. Accordingly, staff recommends denial of applications SDR 18-4 and VAR 18-3.

As a result of a denial recommendation, there are no conditions of approval suggested at this time despite reference to conditions in the staff report. This format was used to allow a different decision by the Planning Commission.

If the Planning Commission elects to approve the applications, a new staff report and findings of fact would be needed in support of the application. This would take significant staff time and specific evidence cited by the applicant or Planning Commission in order to write defensible findings.

Regardless of the eventual decision, the Planning Commission should open the hearing, take public testimony, and continue to the hearing until a date certain. The date could be the next regularly scheduled meeting on December 13 or sooner such as November 15 depending on schedules. The application is well within the 120-day time limit. *Given the short turnaround on the staff report and materials, staff recommends deliberation until a date certain.*

SUGGESTED MOTION

I move to continue the hearing until a [date certain] to allow additional public testimony, time

to process the staff report and application, and deliberation of a decision.

ALTERNATIVE MOTION

Based on the findings and conclusions of the November 6, 2018 staff report, the evidence in the applicant's submittal, and subsequent testimony, I move to tentatively deny site design review application SDR 18-4 and variance application 18-3 submitted on behalf of the applicant and request staff to draft a Notice of Decision & Order for review at a date certain.

Attachments:

- Application materials
- Fire Department Comments
- Public Works Comments

September 28, 2018

Kevin Cronin
City of Warrenton
PO Box 250
Warrenton, OR 97146

Re: Proposed Tractor Supply Design Standards Compliance Letter

Dear Kevin,

The following documents the compliance with the applicable sections of Design Standards contained in the City of Warrenton Development Code.

16.116.030 Design Standards

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

Applicant Response: The front of the building shall face Highway 101 which shall be the focal point of the property. Accesses will be from the East side of the building with a drive through parking area on the North side of the building. Deliveries will be on the South side of the building.

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 Response: Currently there are no trees or shrubbery on the property. The grade is gentle sloping from west to east along Fort Stevens Highway. The proposed building elevation will continue to match this.

C. Building Requirements.

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

Applicant Response: Please see attached plans. The customer entrance is clearly marked at the center of the North wall and will be glass and aluminum doors.

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 Response: The building will have a flat top roof, to minimize exterior mass. The color scheme will highlight the roof line with aluminum coping painted Safety Red in front and Urban Putty on the sides and rear.

3. Materials.

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

Applicant Response: The exterior materials shall be corrugated galvanized metal, split face CMU, smooth face CMU, aluminum, and glass.

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

Applicant Response: There are at least 3 building materials proposed as noted above and on the plans.

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

Applicant Response: The building materials proposed are split face CMU with smooth face accents and aluminum.

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

Applicant Response: A metal roof is proposed on the front of the building.

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

Applicant Response: The proposed building includes vertical columns, horizontal split face concrete brick and highlights of color on the roof coping.

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

Applicant Response: The proposed colors are Urban Putty and Sanderling with Safety Red and Galvanized accents as shown on the plan submitted.

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.

Applicant Response: The site does not abut Highway 101, the loading areas are located at the rear of the building away from Highway 101, and the outdoor display/sales area are located at the side of the building as required and does not abut 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.

Applicant Response: The outdoor merchandise display area is secured an 8 foot chain link fence. Only the rear of the display area faces a public road. The loading dock is not concealed by a fence due to traffic flow requirements.

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.

Applicant Response: The only equipment will be the HVAC units, which are located on the roof and the ramp for loading and unloading of trucks and below the elevation of Highway 101 alternate.

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 Response: The HVAC units will be located on the roof of the building. The trash bin area will have an enclosed CMU structure with a wood gate.

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

Applicant Response: Community amenities include a patio, picnic table, and three benches.

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

Applicant Response: The proposed site lighting is downward directed and flag poles do not exceed 25 feet in height. See attached sheet for detail of site lighting.

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 Response: There are six rows of parking, one facing the west side of the building, one facing the front of the building, two middle rows of 26 parking spaces and a row facing Highway 101 with a total of 69 parking spaces,(62 standard spaces, 3 oversized, 2 oversized ADA spaces and 2 van accessible ADA spaces).

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).

Applicant Response: There is a walkway on the north and west side of the building to the entrance and attached to the parking areas. ADA access is provided from the required ADA parking.

16.124.030 New Landscaping.
Sets standards for and requires landscape plans for all new development in the City requiring a City permit. This section also requires buffering for parking and maneuvering areas, and between different land use districts. Note that other landscaping standards are provided in Division 2, Land Use Districts, for specific types of development.

Applicant Response: The landscaping plan meets the current Warrenton code with at least 15% lot coverage of landscaping.

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.

Applicant Response: A Variance is being requested for an 8 foot fence instead of a 6 foot fence; see the submitted variance request criteria below. The outdoor merchandise display area needs an 8 foot chain link fence for better security purposes and to keep elk and deer out.

Variance Criteria for 8 Foot instead of 6 Foot Fence Size:

16.272.020 Criteria.

Variances to a quantitative requirement of this Code may be granted only if, on the basis of the written application, investigation, and evidence submitted by the applicant, findings of fact are made by the zoning administrator (for Class 1 applications) or Planning Commission (for Class 2 applications) that satisfy the criteria of subsections A through F of this section. Prior variances allowed in the neighborhood shall not be considered by the granting authority in reaching its decision. A determination of whether the standards set forth in this section are satisfied necessarily involves the balancing of competing and conflicting interests. Each request shall be considered on its own merits.

A. The hardship was not created by the person requesting the variance;

Applicant Response: The need for an 8 foot fence for better security and to keep elk and deer out is not a hardship created by the applicant.

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

Applicant Response: An extra 2 feet of fence is necessary to reasonably use and secure the outdoor merchandise area, and being unable to properly secure and keep elk or deer out would be an unreasonable economic impact if denied.

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

Applicant Response: An extra 2 feet of fence does not result in a physical impact to a neighboring property than would typically occur in this type of development.

D. The request is not in conflict with the Comprehensive Plan;

Applicant Response: The Comprehensive Plan allows fences in this type of development, it is not in conflict.

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

Applicant Response: The Development Code allows fences in this zone, it is not an unpermitted use, and does not increase residential density.

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

Applicant Response: Physical circumstances preclude conformance as a 6 foot fence would not provide the necessary security or adequately keep deer and elk out.

16.120.020 Vehicular Access and Circulation.

C. Access Permit Required. Access to a street requires an access permit in accordance with the following procedures:

1. Permits for access to state highways shall be subject to review and approval by Oregon Department of Transportation (ODOT), except when ODOT has delegated this responsibility to the City or Clatsop County. In that case, the City or County shall determine whether access is granted based on its adopted standards.

Applicant Response: Access is proposed from state highways Marlin Avenue and Fort Stevens Highway Spur (Highway 104 Spur), and is subject to review and approval by ODOT. A preliminary access application to ODOT has been filed, but cannot be submitted until this application is deemed complete by the City of Warrenton.

16.136.010 Street Design Standards

Table 16.136.010
City of Warrenton Street Design Standards

Type of Street	Average Daily Trips (ADT)	Right-of-Way Width	Curb-to-Curb Pavement Width	Motor Vehicle Travel Lanes[4]	Median/Flex Lane[5]	Bike Lanes or On-Street Parking (both sides)	Curb	Planting Strip[5]	Sidewalks
Arterial Roads									
4-Lane Arterial	Varies	80 - 102 ft.	64 - 78 ft.	12 ft.[4]	14 ft.	8 ft.	Yes	6 ft.	6 ft.
2-Lane Arterial	Varies	80 ft.	40 - 54 ft.	12 ft.[4]	14 ft.	8 ft.	Yes	6 ft.	6 ft.
Collector Roads									
Collector Road	Varies	60 - 64 ft.	36 - 40 ft.	12 ft.[4]	None	6-8 ft.	Yes	6 ft.	6 ft.
Local Roads									
Local Road	Varies	50 - 60 ft.	36 ft.	10-12 ft.	None	8 ft. parking (on one or both sides[1)]	Yes (on one or both sides)	5 ft.	5 ft.[3]
Alternative Local Road[2]	< 250	50 ft.	20 - 28 ft. (no curbs required)	10 ft.	None	None [1]	None	5 ft.	None
Alleys	N/A	12 - 24 ft.	12 - 24 ft.	N/A	N/A	None	None	None	None
Multi-Use Paths	N/A	8 - 16 ft.	8 - 16 ft.	N/A	N/A	None	None	None	None

Notes:

[1] **Bike lanes are generally not needed on low volume (less than 3,000 ADT) and/or low travel speed (less than 35 mph) roads.**

[2] **The alternative local road standard may be used when approved by the City of Warrenton. The standard is intended to apply under the following circumstances:**

- **The local road will serve 18 or fewer dwelling units upon buildout of adjacent property.**
- **The ADT volume of the road is less than 250 vehicles per day.**
- **Significant topographical or environmental constraints are present.**
- **Use of the alternative local road standard will not create gaps in connectivity or roadway standards with adjacent roadway sections (i.e., side-walk, parking, travel lane widths).**
- **The City-appointed engineer and emergency service providers have reviewed and accepted usage of the alternative local roadway standard.**

[3] **Sidewalks are required on all local roads in high-density residential and commercial zones unless exempted by the City-appointed engineer or Planning Commission.**

[4] **Where parking is constructed next to a travel lane, the travel lane shall be increased to a width of 14 feet to function as a shared roadway and accommodate bicycles.**

[5] **Footnote indicates that these features are optional. Flex lanes would provide for traffic flow in one direction or another depending upon the specific traffic patterns and demands for an area. Flex lanes could be used for transit routes or emergencies, and would provide extra right-of-way width for future rail or transit. Appropriate safety measures would need to be installed in conjunction with flex lanes.**

Applicant Response: Access is proposed as a 24' asphalt drive aisle from Fort Stevens Highway (Highway 104 Spur) and a 24' asphalt drive aisle from Marlin Avenue. Since both of these drive aisles access state highways, they are under jurisdiction and review by ODOT pursuant to 16.120.020(C). These drive aisles will remain internal to the development and remain private after they are constructed.

To the extent these drive aisles are deemed a private road subject to City of Warrenton Street Design Standards, then the Alternative Local Road Standard applies, which is intended to apply in several circumstances involved presently including when the ADT volume of the road is less than 250 vehicles per day (as shown by the attached traffic engineer report), will serve less than 18 dwelling units (as zero dwelling units are adjacent), there would be no gap in connectivity, and emergency service providers such as the Fire Chief have reviewed and approved of these sizes during the pre-application meeting. Both of the proposed private roads are greater than the minimum requirements for the Alternative Local Road Standard, and will include curbs and a sidewalk on one side (no rolled curbs).

This development does not connect to the platted right of way portion of SE King Avenue, which is currently unimproved and occupied by a building from TJ Auto, and is currently undergoing the application process to vacate it.

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 Response: The proposal is a commercial building that is more than 10,000 square feet of gross floor area and more than two acres, so it a Type III application.

16.208.050 Type III Procedure (Quasi-Judicial)

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

Applicant Response: A pre-application conference was held June 20, 2018, with the city staff.

B. Application Requirements.

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

Applicant Response: The official City of Warrenton Commercial Site Design Application was filled out and submitted along with this narrative.

2. Content. Type III applications shall:

a. Include the information requested on the application form.

Applicant Response: The information requested on the application form has been filled in.

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

Applicant Response: Three copies of a narrative statement have been submitted.

c. Be accompanied by the required fee.

Applicant Response: The applicant submitted the required application fee of $1,150.

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

Applicant Response: The Applicant submitted pre-addressed stamped envelopes with the address of the owners within the notification area using the on line Clatsop County GIS ownership records.

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

Applicant Response: Please see attached impact study. Public facilities and utilities infrastructure have been installed to the property.

16.212.040 Site Design Review

B. Application Submission Requirements. All of the following information (subsections (B)(1) through (7) of this section) is required for site design review application submittal:

1. **Proposed Site Plan. The site plan shall contain the following information:**

a. The proposed development site, including boundaries, dimensions, and gross area.

Applicant Response: The proposed development site includes property boundaries, dimensions, and gross areas.

b. Natural land features identified which are proposed to be removed or modified by the development, including modifications to existing drainage patterns.

Applicant Response: There are no unique natural land features. It is an existing commercial site with an existing offsite storm water system that will be utilized.

c. The location and dimensions of all proposed public and private streets, drives, rights-of-way, and easements.

Applicant Response: Proposed private drive aisles and easements are shown along with adjacent existing streets, drives, roads, and easements.

d. The location and dimensions of all existing and proposed structures, utilities, pavement and other improvements on the site. Setback dimensions for all existing and proposed buildings shall be provided on the site plan.

Applicant Response: The location and dimensions of all existing and proposed structures, utilities, pavement and other improvements on the site have been shown on the plan.

e. The location and dimensions of entrances and exits to the site for vehicular, pedestrian, and bicycle access.

Applicant Response: The entrances and exits to the site for vehicular, pedestrian, and bicycle access are shown on the plan.

f. The location and dimensions of all parking and vehicle circulation areas (show striping for parking stalls and wheel stops, as applicable), and proposed paving materials.

Applicant Response: The location and dimensions of all parking and vehicle circulation areas (including striping for parking stalls and wheel stops), and proposed paving materials are shown on the plan.

g. Pedestrian and bicycle circulation areas, including sidewalks, internal pathways, pathway connections to adjacent properties, and any bicycle lanes or trails.

Applicant Response: Pedestrian and bicycle circulation areas, including sidewalks, internal pathways, pathway connections to adjacent properties, and any bicycle lanes or trails are shown on the site plan.

h. Loading and service areas for waste disposal, loading and delivery.

Applicant Response: Loading and service areas for waste disposal, loading and deliveries are shown.

i. Outdoor recreation spaces, common areas, plazas, outdoor seating, street furniture, and similar improvements.

Applicant Response: The common areas and outdoor improvements are shown on the site and landscape plans.

j. Location, type, and height of outdoor lighting.

Applicant Response: Outdoor lighting will be attached to the building and are shown on the electrical plan. Exterior pole lights will be downward lighting, poles will not exceed 25' high and will include cut off shielding.

k. Location of mail boxes, if known.

Applicant Response: Mail Boxes will be delivery to the business, no outside proposed mail boxes.

l. Locations, sizes, and types of signs (shall comply with Chapter 16.144).

Applicant Response: A signage plan for exterior and monument sign has been provided.

m. The Community Development Director may require studies or exhibits prepared by qualified professionals to address specific site features (e.g., traffic, noise, environmental features, site drainage, natural hazards, etc.).

Applicant Response: As instructed at the pre-application meeting, a full traffic impact study is not required, however a traffic engineer report (TIA) was required and is included to address multi-modal traffic safety and geometry issues entering the site as well as intersections with public streets.

n. The applicant's entire tax lot and the surrounding property to a distance sufficient to determine the location of the development in the City, and the relationship between the proposed development site and adjacent property and development. The property boundaries, dimensions and gross area shall be identified.

Applicant Response: The site plan shows the surrounding immediately adjacent properties.

o. Identification of slopes greater than 10%.

Applicant Response: Please see the attached plans regarding slopes.

p. The location, condition (paved, gravel unimproved, etc.) and width of all public and private streets, drives, sidewalks, pathways, rights-of-way, and easements on the site and adjoining the site.

Applicant Response: All existing roads and access easements are shown and will be paved.

q. Any areas identified as located in a designated floodplain and/or floodway.

Applicant Response: The subject property is located in the mapped Floodplain.

r. Depict any wetland and riparian areas, streams and/or wildlife habitat areas.

Applicant Response: After the removal fill permit was issued for the site and the areas filled, there are no wetlands or riparian areas, streams, or wildlife habitat on this property.

s. Site features such as pavement, areas having unique views, and drainage ways, canals and ditches.

Applicant Response: There are no site features such as pavement, areas having unique views, and drainage ways, or canals. There is an existing ditch along Fort Stevens Highway (Highway 104 Spur).

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

Applicant Response: There are no designated historic and cultural resource areas on the site or adjacent thereto.

u. The location, size and type of trees and other vegetation on the property.

Applicant Response: There are no existing trees or vegetation on the site. It is a pad ready site with grass.

v. North arrow, scale, names and addresses of all property owners.

Applicant Response: There is a North arrow, scale, names and addresses of all property owners.

w. Name and address of applicant, project designer, engineer, architect, surveyor, and/or planner, if applicable.

Applicant Response: The name and address of the applicant, project designer, Civil Engineer, Surveyor and Planner are shown on the site plan.

2. <u>Architectural Drawings</u>. Architectural drawings shall be submitted showing the following information from subparagraphs a through c of this paragraph 2, and shall comply with Division 3:

a. Building elevations with building height and width dimensions.

Applicant Response: The building elevations show the height and width dimensions.

b. Building materials, color and type.

Applicant Response: Samples of the building materials, colors and types have been submitted separately from the application along with colored elevations.

c. The name of the architect or designer.

Applicant Response: The name of the Architect is Glen Oxford of Oxford Architecture and is shown on the site plan.

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

Applicant Response: The preliminary grading plan is attached, prepared by registered engineer Adam Dailey of AM Engineering. The site has previously been rough graded by Warrenton Fiber Company during development of the site. The finish grades will not exceed approximately 2%.

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

Applicant Response: A landscape plan prepared by Adam Dailey of AM Engineering has also been submitted with the site plan that shows at least 15% Landscape coverage on the lot that complies with 16.124.

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

Applicant Response: The proposed signage will conform to 16.14.

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

Applicant Response: Copies of existing Restrictions or Covenants are also submitted.

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

1. The application is complete, as determined in accordance with Chapter 16.208 and subsection B of this section.

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

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

4. The application complies with the applicable design standards contained in Division 3. (Ord. 1175-A § 21, 2013)

Applicant Response: The requested documents for this application have all been submitted.

Additional concerns raised during the pre-application meeting have been addressed as follows:

All fire chief comments from the pre-application meeting have been addressed including building access and sprinkler room access with a GE Supra lock box with keys for Fire Department personnel, and a new fire hydrant as shown on the plan.

The building will have a fire alarm, and will be sprinkled; it will also have a FDC and accompanying PIV with final location approved by the fire department.

The building address will be contrasting colors and placed on the building facing the fire access lane.

Applicant Response: Please see attached Maps and Narrative, and more specifically the traffic impact report and impact statement

"Making a difference through excellence of service"

CITY OF WARRENTON

PUBLIC WORKS

Pre-Application Plan Review Memorandum

To: Kevin Cronin, Community Development Director
From: Collin Stelzig, PE, Public Works Director
Cc:
Date: June 27, 2018

Regarding: Atlin Investments/Warrenton Fiber Development review comments 81027AB06400, 81027AB02500, 81027AB02200, 81027AB01900, 81027AB01600, 81027AB01500

The following comments apply to the application documents for the Atlin Investments/ Warrenton Fiber development on SE Marlin Drive and Hwy 101 Business.

Stormwater

1. Existing flood elevation are currently 12' NAVD, Future flood elevations could be near 13' NAVD if levees are not certified.
2. May need to inspect culvert crossing Marlin Drive, or other culverts that will be utilized.
3. Stormwater report was prepared for site already, report may need to be updated

Water

1. Hydrants and associated water systems on private property shall be constructed within an easement to allow for future improvements and maintenances to the system by the City.
2. Water system should be looped during future phases of developments.
3. Developer is required to confirm fire flow availability prior to submittal of Construction Drawings.

Sewer

1. Sewer system shall be in a 20' City easement.
2. Video inspection of the existing sewer system (manhole to manhole) is necessary to verify the quality and capacity of the system prior to submitting Construction Drawings. Inspection shall be completed per Oregon Standard Specifications.
3. Realize that downstream pump stations are currently at capacity. Work is being done to remedy this issue, but the timing of this work is not certain.

Transportation

1. Coordinate access requirements with ODOT.
2. Refuse truck will need appropriate access and turnaround locations to all facilities.

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Technical Memorandum

REGISTERED PROFESSIONAL ENGINEER
83562PE
OREGON
DEC. 17, 2014
WILLIAM R. FARLEY
RENEWS: 12/31/2019

LANCASTER ENGINEERING
321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
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To: John Nygaard
Warrenton Fiber Company

From: Daniel Stumpf, EI
Kaitlin Littleford, EI
William Farley, PE

Date: September 27, 2018

Subject: Tractor Supply Store – Transportation Study

Introduction

This memorandum reports and evaluates the transportation impacts related to the proposed tractor supply store, to be constructed within a parcel located north of Fort Stevens Highway Spur, southeast of Oregon Coast Highway (US-101), and west of Marlin Avenue in Warrenton, Oregon. The proposed development will include the construction of a 19,097 square foot retail building on the southeastern portion of the site with access onto Marlin Avenue and Fort Stevens Highway Spur.

The purpose of this memorandum is to examine the projected trip generation of the proposed development and assess the safety of the nearby transportation system. Recommendations for safety improvements will be suggested if necessary.

Project Site Description

The site is located within a developing rural area of the City of Warrenton, with low density single-family houses to the south, predominately forested land to the northwest, and commercial/industrial land-uses to the east. The subject site is currently undeveloped and includes six tax lots (lots 1500, 1600, 1900, 2200, 2500, and 6400) which encompass an approximate total of 17 acres.

While the subject property is anticipated to contain additional land uses at a later date, the current application proposes the construction of a 19,097 square-foot tractor supply store on the southeastern part of the site. With construction of the tractor supply store, access to the site will be provided via a single driveway onto Marlin Avenue and a single driveway onto Fort Stevens Highway Spur.

Vicinity Roadways

The proposed development is expected to impact the following three nearby vicinity roadways: Marlin Avenue, Fort Stevens Highway Spur, and Warrenton-Astoria Highway. Table 1 provides a description of each of the vicinity roadways.

Table 1: Vicinity Roadway Descriptions

Roadway	Jurisdiction	Functional Classification	Cross-Section	Speed	On-street Parking	Bicycle Lanes	Curbs	Sidewalks
Marlin Avenue	ODOT	Minor Arterial/ District Highway	2 to 3 Lanes	35 mph Posted	Not Permitted	Partial Both Sides	Partial Both Sides	Partial Both Sides
Fort Stevens Highway Spur	ODOT	Major Collector/ District Highway	2 Lanes	45 mph Posted	Not Permitted	Partial Both Sides	None	None
Warrenton-Astoria Highway	ODOT	Minor Arterial/ District Highway	2 to 3 Lanes	45/55 mph Posted	Not Permitted	Partial Both Sides	Both Sides	Partial Both Sides

Note: Jurisdiction & Functional Classification based on ODOT Oregon Highway Plan/Oregon Transportation Map.

Figure 1 presents an aerial image of the nearby vicinity with the project site outlined in yellow.

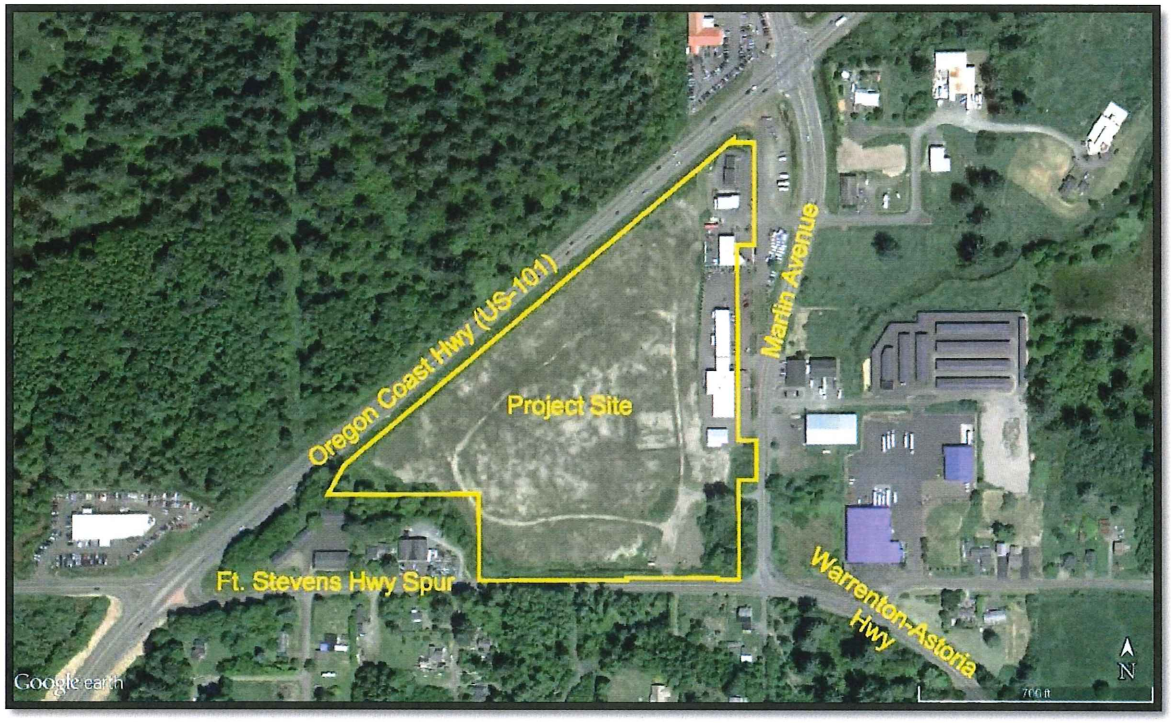

Figure 1: Aerial Photo of Site Vicinity (Image from Google Earth)

Trip Generation & Distribution

The proposed tractor supply store will include the construction of a 19,097 square foot retail building. To estimate the number of trips that will be generated by the proposed development, trip rates from the *Trip Generation Manual*[1] were used. Data from land-use code 810, *Tractor Supply Store*, was used to estimate the proposed development's trip generation based on the square-footage of gross building floor area.

Land-use code 810 provides limited trip generation data, particularly for the morning peak hour and weekday total. Therefore, it is assumed that the morning peak hour would generate trips approximately equivalent to the evening peak hour, with entering and exiting splits reversed. For the average weekday trip generation, it is assumed the weekday trip generation rate would be approximately ten times the evening peak hour rate.

The trip generation calculations show that the proposed development is projected to generate 27 morning and evening peak hour trips and 268 average weekday site trips. The trip generation estimates are summarized in Table 2. Detailed trip generation calculations are included as an attachment to this study.

Table 2: Trip Generation Summary

	ITE Code	Size	Morning Peak Hour			Evening Peak Hour			Weekday Total
			Enter	Exit	Total	Enter	Exit	Total	
Tractor Supply Store	810	19,097 sq.ft.	14	13	27	13	14	27	268

Trip Distribution

The directional distribution of site trips to/from the project site was estimated based on traffic counts collected from the *Jetty Apartment Complex Traffic Impact Study* (TIS), dated July 31st, 2017. The following trip distribution was assumed:

- Approximately 45 percent of site trips will travel to/from the north along Marlin Avenue;
- Approximately 45 percent of site trips will travel to/from the east along Warrenton-Astoria Highway; and
- Approximately 10 percent of site trips will travel to/from the west along Fort Stevens Highway Spur.

[1] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017.

Based on the trip generation and distribution, it is projected that 12 peak hour trips will travel to/from the north along Marlin Avenue, 12 peak hour trips will travel to/from the east along Warrenton-Astoria Highway, and 3 peak hour site trips will travel to/from the west along Fort Stevens Highway Spur.

Safety Analysis

Crash Data Analysis

Using data obtained from the Oregon Department of Transportation's (ODOT) Crash Analysis and Reporting Unit, a review was performed for the most recent five years of available crash data (January 2012 through December 2016) along Marlin Avenue (between US-101 and Fort Stevens Highway Spur) and Fort Stevens Highway Spur (between US-101 and Marlin Avenue). The crash data was evaluated based on the number of crashes, the type of collisions and the severity of the collisions.

Based on a review of available crash data between January 2012 through December 2016, only one collision was reported along the vicinity roadways of Fort Stevens Highway Spur and Marlin Avenue. The crash occurred at the intersection of Marlin Avenue at 10th Street and was a turning-movement collision, classified as "Property Damage Only" (*PDO*).

Due to the low number of crashes and the low severity of collisions along Fort Stevens Highway Spur and Marlin Avenue, there do not appear to be any significant safety hazards at the nearby transportation facilities. Accordingly, no safety mitigation is necessary or recommended. Detailed information about crashes and crash reports for the nearby roadways and intersection are included as an attachment to this memorandum.

Sight Distance Analysis

Intersection sight distance was measured at the proposed site access intersections along Marlin Avenue and Fort Stevens Highway Spur. Sight distance was measured and evaluated in accordance with the standards established in *A Policy of Geometric Design of Highways and Streets*[2]. According to AASHTO, the driver's eye is assumed to be 15 feet from the near edge of the nearest travel lane of the intersecting street and at a height of 3.5 feet above the minor-street approach pavement. The vehicle driver's eye height along the major-street approach is assumed to be 3.5 feet above the cross-street pavement.

Based on the posted speeds of 35 mph along Marlin Avenue and 45 mph along Fort Stevens Highway Spur, the minimum recommended intersection sight distances for vehicles stopped on the minor-street approaches are 390 feet and 500 feet, respectively, from each proposed access intersections.

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

Intersection sight distance at the site access at Marlin Avenue was measured back to the intersection of Fort Stevens Highway Spur at Marlin Avenue to the south (approximately 250 feet away) and in excess of 450 feet to the north, as shown in Figure 2 and Figure 3 respectively.

Intersection sight distance at the site access at Fort Stevens Highway Spur was measured to be in excess of 550 feet to both the east and west, as shown in Figure 4 and Figure 5 respectively. Sight distance at this location was measured with the driver's eye 9 feet behind the edge of the traveled way due to the presence of a ditch and vegetation between 10 and 15 feet behind the edge of the traveled way. Currently, onsite vegetation is the only thing that would impede sight distance at this location. It is anticipated that any obstructing onsite foliage will be removed upon redevelopment of the site.

Figure 2: Sight Distance to the South at Marlin Avenue Access

Figure 3: Sight Distance to the North at Marlin Avenue Access

Figure 4: Sight Distance to the East at Fort Stevens Highway Spur Access

Figure 5: Sight Distance to the West at Fort Stevens Highway Spur Access

Based on the sight distance measurements, upon removal of any obstructing onsite foliage, adequate intersection sight distances can be made available to allow safe operation of both access intersections. No other sight distance related mitigation is necessary or recommended.

Multi-Modal Access and Safety

Motor Vehicles

As described in the *Crash Data Analysis* section, there was one reported collision along the two site adjacent roadways of Fort Stevens Highway Spur and Marlin Avenue. Since the crash resulted in no injuries and the number of reported vehicular crashes were low, there do not appear to be any trends indicative of significant safety hazards at the nearby transportation facilities.

With regard to site access via motor vehicles, Marlin Avenue and Fort Stevens Highway Spur/Warrenton-Astoria Highway will serve as the primary north/south and east/west connections, respectively, to other major transportation facilities including Oregon Coast Highway and Ensign Lane. The aforementioned roadways will serve as the primary routes of travel between the site and other major destinations including downtown Warrenton, Astoria, Gearhart, and Seaside.

Specific to the intersection of Fort Stevens Highway Spur at Oregon Coast Highway, turning movements are restricted to right-in/right-out for the eastern intersection leg. For exiting site trips attempting to travel south onto of Oregon Coast Highway or west onto Fort Stevens Highway Spur, trips can either detour north along Marlin Avenue or south along Warrenton-Astoria Highway/Ensign Lane. Site trips entering the from the southbound approach of Oregon Coast Highway may do so via Marlin Avenue, while trip entering from the Fort Steven Highway Spur (west of Oregon Coast Highway) may do so turning east at the intersection of Ensign Lane at Fort Stevens Highway Spur and then north onto Oregon Coast Highway.

Based on a review of motor vehicle access and safety, no mitigation pertaining to this specific mode of travel is necessary or recommended.

Pedestrians

As described in the *Crash Data Analysis* section, there were no pedestrian-related collision along the adjacent roadways of Fort Stevens Highway Spur and Marlin Avenue.

Limited sidewalks and other pedestrian facilities are currently in place along the vicinity roadways of Marlin Avenue and Fort Stevens Highway Spur/Warrenton-Astoria Highway. As part of the proposed application, curbs and sidewalks will be constructed near the proposed access with Marlin Avenue as well as along internal, onsite private roadways which will serve the proposed use. As future development within the surrounding shopping center occurs, the pedestrian facilities within the site will be expanded throughout the planned shopping center and will be further extended along the west side of Marlin Avenue.

Based on a review of pedestrian access and safety, it is recommended that the sidewalks be constructed along internal private roadways and near the proposed access at Marlin Avenue, to provide sufficient pedestrian safety and connectivity between the site and the greater transportation system.

Bicycles

As described in the *Crash Data Analysis* section, there were no bicycle-related collision along the adjacent roadways of Fort Stevens Highway Spur and Marlin Avenue.

Bicycle lanes and paved shoulders, that are wide enough to accommodate and separate bicyclists from motor vehicle traffic, are available along both sides of Marlin Avenue and generally available along Fort Stevens Highway Spur/Warrenton-Astoria Highway.

Based on a review of bicycle access and safety, no mitigation pertaining to this specific mode of travel is necessary or recommended at this time. Upon future development of the shopping center, the striping of bicycle stencils within these bicycle lanes/paved shoulders may be considered.

Transit Users

The nearest bus stop that could reasonably serve the site is located within an approximate ¾ mile walking/biking distance to the northeast along Neptune Drive. To access the site from the bus stop, transit users may travel south along Neptune Drive, will need to cross through a Fred Meyer shopping center's parking lot, and travel south along Marlin Avenue. Sidewalks are available along the west side of Neptune Drive and on both sides of Marlin Avenue (north of Oregon Coast Highway). Marked crosswalks and pedestrian signals are available across Oregon Coast Highway. Although sidewalks are generally unavailable along the segment of Marlin Drive south of Oregon Coast Highway, wide/paved shoulders allow transit users the ability to safely and comfortably walk/bike along the shoulders of the roadway.

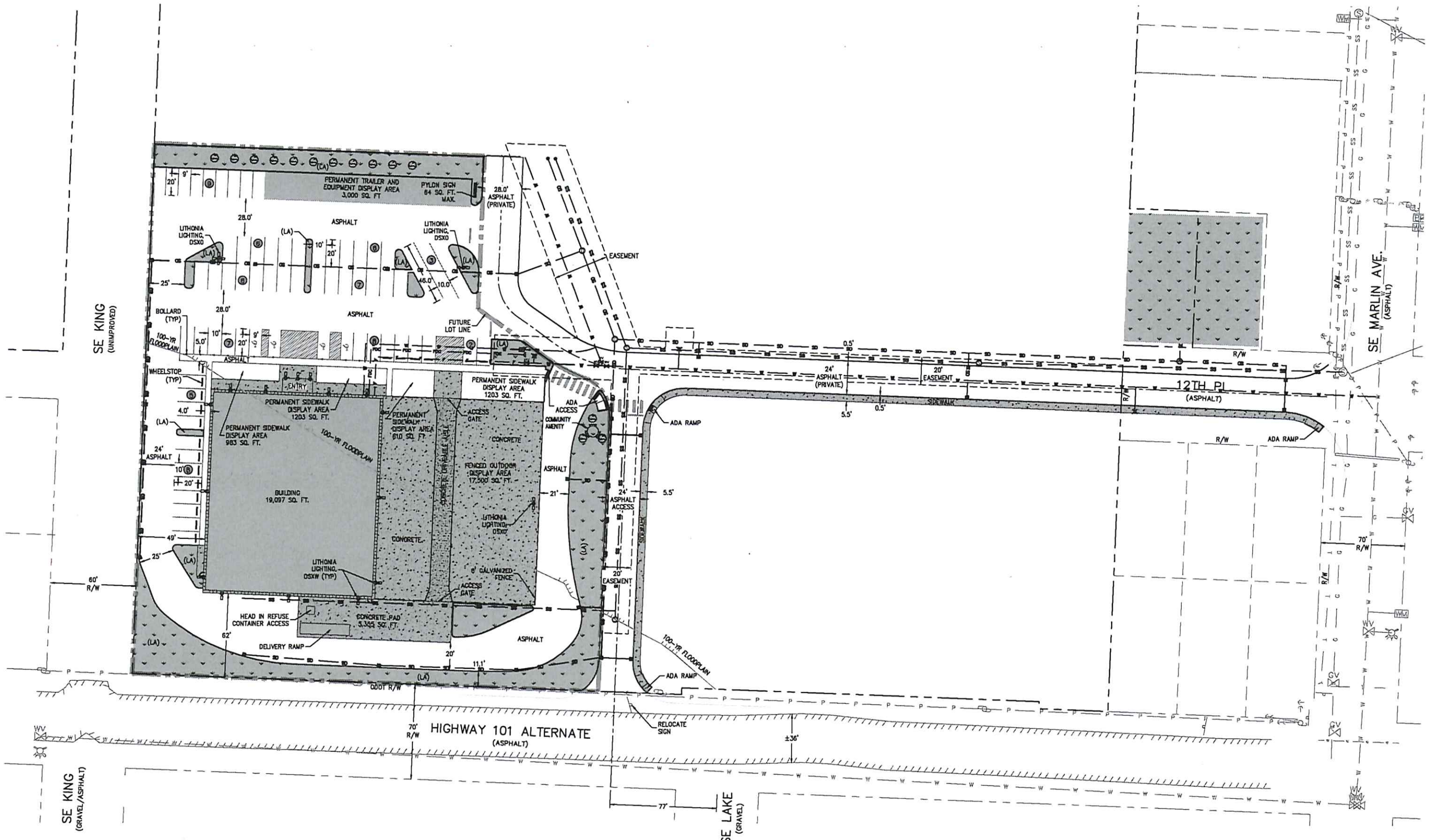
The bus stop in question serves four transit routes: *Route 10*, *Route 15*, *Route 101*, and the *Pacific Connector*. *Routes 10* and *15* provide service within the immediate Warrenton, Hammond, and Astoria area while *Route 101* and the *Pacific Connector* provide extended service south to Seaside and Cannon Beach. Given the variety of transit routes and wide coverage, the available transit services and facilities are sufficient to adequately serve the proposed use.

Based on a review of transit user access and safety, no mitigation pertaining to this specific mode of travel is necessary or recommended at this time with the exception of installing sidewalks along internal site roadways and near the proposed access at Marlin Avenue. Upon future development of the shopping center, installation of additional sidewalks along the shopping center frontage with Marlin Avenue will improve overall transit user access and safety.

Conclusions

- The proposed tractor-supply store is projected to generate 27 morning and evening peak hour trips and 268 average weekday site trips.
- Due to the low number of crashes and the low severity of collisions along Fort Stevens Highway Spur and Marlin Avenue, there do not appear to be any trends indicative of significant safety hazards at the nearby transportation facilities. Accordingly, no safety mitigation is necessary or recommended
- Upon removal of any obstructing onsite foliage, adequate intersection sight distances can be made available to allow safe and efficient operation of both access intersections. No other sight distance related mitigation is necessary or recommended.
- No mitigation pertaining to motor vehicle access and safety is necessary or recommended.
- Sidewalks will be constructed along internal private roadways and near the proposed access along Marlin Drive, which will provide sufficient pedestrian safety and connectivity between the site and the greater transportation system. No other mitigation is recommended at this time until future development of the shopping center occurs.
- No mitigation pertaining to bicycle access or safety is necessary or recommended at this time. Upon future development of the shopping center, the striping of bicycle stencils within nearby bicycle lanes/paved shoulders may be considered.
- No mitigation pertaining to transit user access and safety is necessary or recommended at this time, with the exception of installing sidewalks along internal site roadways and near the proposed access at Marlin Avenue. Upon future development of the shopping center, installation of additional sidewalks along the shopping center frontage with Marlin Avenue will improve overall transit user access and safety.

If you have any questions regarding this technical memorandum, please don't hesitate to contact us.



SITE PLAN

SCALE: 1" = 40'

PARKING

118,121 SQ. FT. GROSS RETAIL AREA
8 EMPLOYEES ON THE LARGEST SHIFT

REQUIRED PER WMC 16.128.030 (BULK RETAIL):
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.

36 SPACES REQUIRED

PROVIDED:
69 SPACES TOTAL:
62 STANDARD
3 OVERSIZE
2 STANDARD ADA SPACES
2 VAN ACCESSIBLE ADA SPACES

⓪ PARKING SPACE COUNT

LITHONIA DSXW, DOWNCAST, LED LIGHT, WALLL MOUNT

LITHONIA DSXO, DOWNCAST, LED LIGHT, 25' TALL

SCALE 40' 0' 40' 80' IN FEET

SITE DESIGN REVIEW - NOT FOR CONSTRUCTION

NO.	DATE	BY	REVISION COMMENTS

INITIAL ISSUE
DESIGN: ADD — DRAWN: ADD
CHECKED: ADD — DATE: 9/12/18

C2

TRONDHEIM DEVELOPMENT LOT 1
SITE DESIGN REVIEW SUBMITTAL

SITE PLAN
T8,R10,S27 - TAX LOTS 1900 + 2500
WARRENTON, CLATSOP CUNTY, OREGON

A.M. Engineering
4253-A HWY 101 N. SEASIDE, OREGON 97138
Phone:503.468.8600 WWW.AMENGNR.COM

REGISTERED PROFESSIONAL ENGINEER 74370PE
PRELIMINARY
OREGON
JUNE 7, 2018
ADAM DAILEY
RENEWAL DATE: DECEMBER 31, 2019

E:\AME_Projects\18007 Trondheim\ACAD\CE Base.dwg Plotted: By ame, 12-Sep-18 12:28:06 pm

1e

TRIP GENERATION CALCULATIONS

Land Use: Tractor Supply Store
Land Use Code: 810
Setting/Location General Urban/Suburban
Variable: 1000 Sq. Ft. GFA
Variable Value: 19.1

AM PEAK HOUR

Trip Rate: 1.40

	Enter	Exit	Total
Directional Distribution	53%	47%	
Trip Ends	**14**	**13**	**27**

Note: AM peak hour rate assumed to be the same as PM peak hour. Enter/Exit splits are assumed as inverse to the PM peak hour.

PM PEAK HOUR

Trip Rate: 1.40

	Enter	Exit	Total
Directional Distribution	47%	53%	
Trip Ends	**13**	**14**	**27**

WEEKDAY

Trip Rate: 14.00

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**134**	**134**	**268**

Note: Weekday rate assumed to be ten times the PM peak hour rate.

SAT PEAK HOUR OF GENERATOR

Trip Rate: 3.17

	Enter	Exit	Total
Directional Distribution	49%	51%	
Trip Ends	**30**	**31**	**61**

Source: TRIP GENERATION, Tenth Edition

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Hwy 105 (105AC specifically) from US 101 to Marlin Dr (excludes ending intersections)
January 1, 2012 through December 31, 2016

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable , non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre- 2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Marlin Dr from US101 to Hwy 105 (excludes ending intersections)
January 1, 2012 through December 31, 2016

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2014														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2014 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

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105 WARRENTON-ASTORIA

Marlin Dr from US101 to Hwy 105 (excludes ending intersections)
January 1, 2012 through December 31, 2016

SER# / INVEST / UNLOC?	S P E	A L D	U C S	S W C H L	O R K	DATE / DAY/TIME / *LAT/LONG*	COUNTY / CITY / URBAN AREA	RD# / CMPT/MLG / MILEPNT / LRS	FC / CONN # / FIRST STREET / SECOND STREET / INTERSECTION SEQ#	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CNTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / VEH TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACTN EVENT	CAUSE
00392	N	N	N	N	N	08/19/2014	CLATSOP	1 07		INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE 0	TURN-L										02
CITY						Tue 11A	WARRENTON	MN 0	SE MARLIN DR	CN		STOP SIGN	N	DRY	TURN		RENTL	W N									015	00
								1.37	SE 10TH ST	04	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	71	M	OTH-Y		028	000	02
No						*46 9 23.75 -123 54 15.91*		010500100	S00 1																N-RES				
																02	NONE 0	STRGHT										
																	PRVTE	S N									000	00
																	PSNGR CAR		01	DRVR	NONE	20	F	OTH-Y		000	000	00
																								OR<25				

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING
055	SPRAY	BLINDED BY WATER SPRAY

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN,ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHI(
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY
2	INJA	INCAPACITATING INJURY - BLEEDING, BROKEN BONES
3	INJB	NON-INCAPACITATING INJURY
4	INJC	POSSIBLE INJURY - COMPLAINT OF PAIN
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	PARTICIPANT UNINJURED, OVER THE AGE OF 4

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	UNK	UNKNOWN TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

Applicant Note: Response to these Pre-Application comments on Maps and Page 12 of Narrative

Warrenton Fire Department

P.O. Box 250 Warrenton, OR 97146-0250 503/861-2494 Fax 503/861-2351

MEMORANDUM

To: Kevin Cronin, Community Development Director
Date: June 20, 2018
From: Tim Demers, Fire Chief
Re: Trondheim Tractor Supply Highway 101 Alternate behind Les Schwab

---

ACCESS:
All points around the structures must be accessed within 150 feet.

Building height is reported under 30 feet, therefor the Fire Lane around the structure will only require a 20 foot width. The Fire Lane must be of an all-weather surface capable of holding 60,000 pounds. The grade should not exceed 10%, and the vertical clearance shall be maintained at 13 feet 6 inches. The approach and departure angles will have to be preapproved by the Fire Department. No parking signs will be required and the curb painted red, locations pre-approved by the Fire Department.

Corner radiuses will be 45 feet or greater and approved prior by the Fire Department.

BUILDING ACCESS:
The building shall be provided with GE Supra lock box complete with keys for emergency entrance by Fire Department personnel. The exact location of the lock box shall be determined by the Fire Department prior to installation.

WATER SUPPLY:
The building is going to be sprinkled as per the pre-application meeting. A remote Fire Department Connection will be required so as not to impair access to the structure. The remote FDC will require an accompanying Post Indicator Valve (PIV). A suggested location would be the islands to the North of the structure; however locations must be pre-approved by the Fire Department.

A new fire hydrant will be required and co-located with the FDC and PIV. This hydrant shall be a Meuller 2500 Centurion with 2 each, 2.5 inch, and one each 4.5 inch discharge ports. A 4.5 inch to 5 inch Storz connection will be provided by the developer for the hydrant. Final fire hydrant locations shall be approved by the Fire Department.

The sprinkler room access door shall be on the outside of the structure with easy access for the Fire Department. The sprinkler room shall be provided with GE Supra lock box complete with keys for emergency entrance by Fire Department personnel. The exact location of the lock box shall be determined by the Fire Department prior to installation.

Fire flow GPM for the buildings will need to be verified and engineering confirming adequate fire flow.

ALARM SYSTEM:
The building shall be fully alarmed and monitored with a fire alarm system that meets the requirements of NFPA 72, most current edition.

ADDRESSING:
The building will be addressed with contrasting color letters placed on the building facing the Fire Department access. Also, the access from SE Marlin shall list all addresses using this point. The Fire Department will approve the size, color and location of the address numbers.


TSC

TRONDHEIM ACRES
LOT 1 COMMERCIAL SITE DESIGN
WARRENTON, OREGON

VICINITY MAP
NO SCALE

LOCATION MAP
NO SCALE

PROJECT TEAM

ENGINEER
A.M. ENGINEERING, LLC
ADAM DAILEY, P.E.
4253-A HWY 101 NORTH
SEASIDE OR, 97138
(503) 738-3425
(503) 738-7455 (FAX)

APPLICANT
TRONDHEIM ACRES LLC
PO BOX 100
WARRENTON, OR 97146
(503) 861-3305

ARCHITECT
OXFORD ARCHITECTURE
ATTN: LEE MORRISETTE
2934 SIDCO DRIVE SUITE 120
NASHVILLE, TN 37204
(615) 256-3455

OWNER
WARRENTON FIBER COMPANY
PO BOX 100
WARRENTON, OR 97146
(503) 861-3305

UTILITY PROVIDERS

ELECTRICITY
PACIFIC POWER
ATTN.: MARILYN BROCKEY
2340 SE DOLPHIN
WARRENTON, OR 97146
503-861-6005
503-861-6020 (FAX)

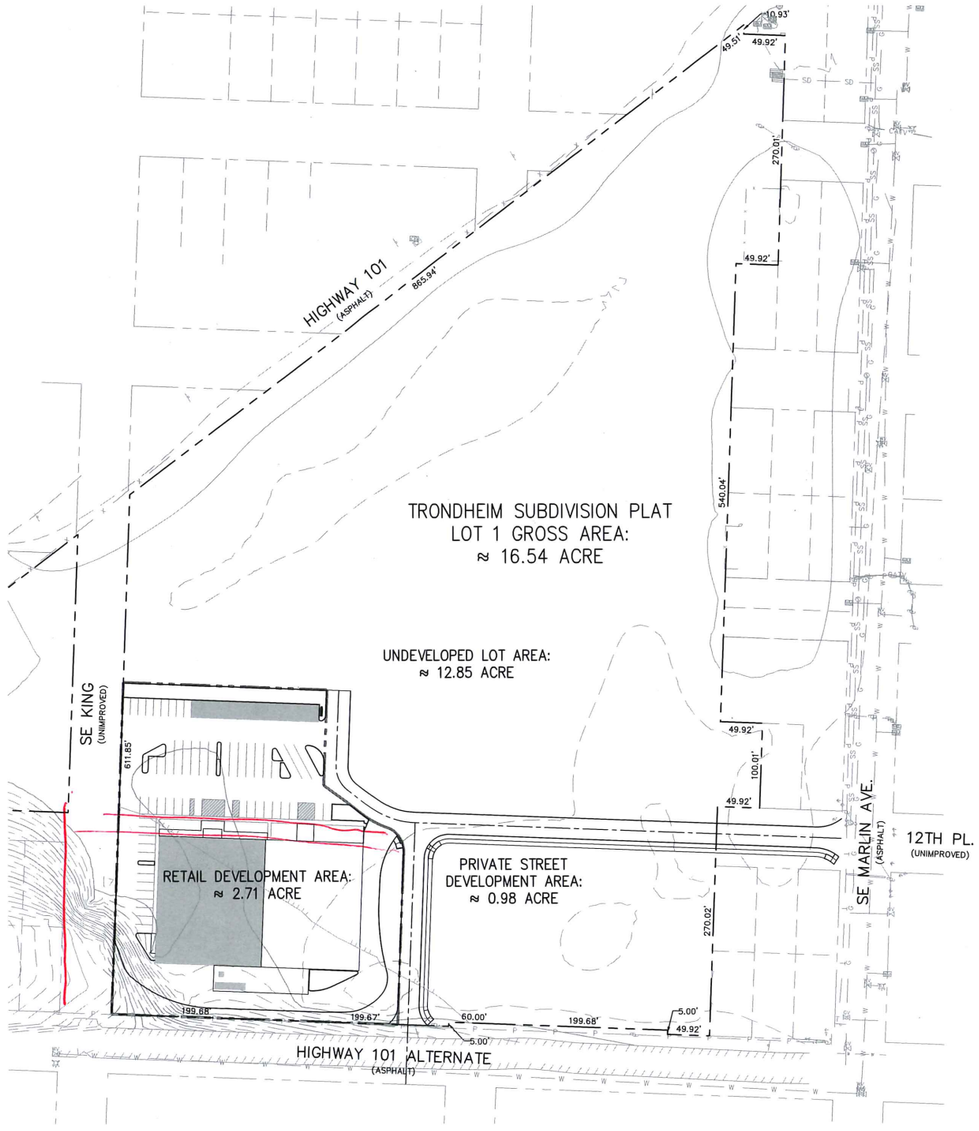
TELEPHONE
CENTURYLINK
ATTN.: MIKE MEISNER
481 INDUSTRY
ASTORIA, OR 97103
503-242-7676
503-242-8449 (FAX)

CABLE TELEVISION
CHARTER COMMUNICATIONS
ATTN.: RICH MCCANN
419 GATEWAY
ASTORIA, OR 97103
503-735-5887
503-235-7421 (FAX)

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

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

CITY OF WARRENTON
ATTN: COLLIN STELZIG
PUBLIC WORKS DIRECTOR
45 SW 2ND ST.
WARRENTON, OR 97146
(503) 861-0917
(503) 861-9661 (FAX)



SITE
SCALE: 1" = 100'

LEGEND

EXISTING
- MAJOR CONTOURS INTERVAL
- MINOR CONTOURS INTERVAL
- WATER LINE
- CATCH BASIN
- OVERHEAD POWER
- GAS LINE
- SEWER LINE
- ASPHALT
- FIRE HYDRANT
- SANITARY SEWER MANHOLE
- UTILITY POLE
- EDGE OF CONCRETE PAD
- WATER VALVE
- EDGE OF VEGETATION
- PROPERTY LINE

PROPOSED
- MAJOR CONTOURS INTERVAL
- MINOR CONTOURS INTERVAL
- SAWCUT
- PROPERTY LINE
- WETLAND BOUNDARY
- WATER LINE
- FIRE SERVICE
- FIRE DEPARTMENT CONNECTION LINE
- SANITARY SEWER LINE
- STORM LINE
- CATCH BASIN
- FIRE HYDRANT
- POST INDICATOR VALVE
- WATER METER
- FIRE DEPARTMENT CONNECTION
- STORM DRAIN MANHOLE
- SANITARY SEWER MANHOLE
- SEWER CLEANOUT

SHEET INDEX

SITE DESIGN REVIEW - NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER 74370PE OREGON JUNE 2, 2010 ADAM DAILEY
PRELIMINARY
RENEWAL DATE: DECEMBER 31, 2019

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

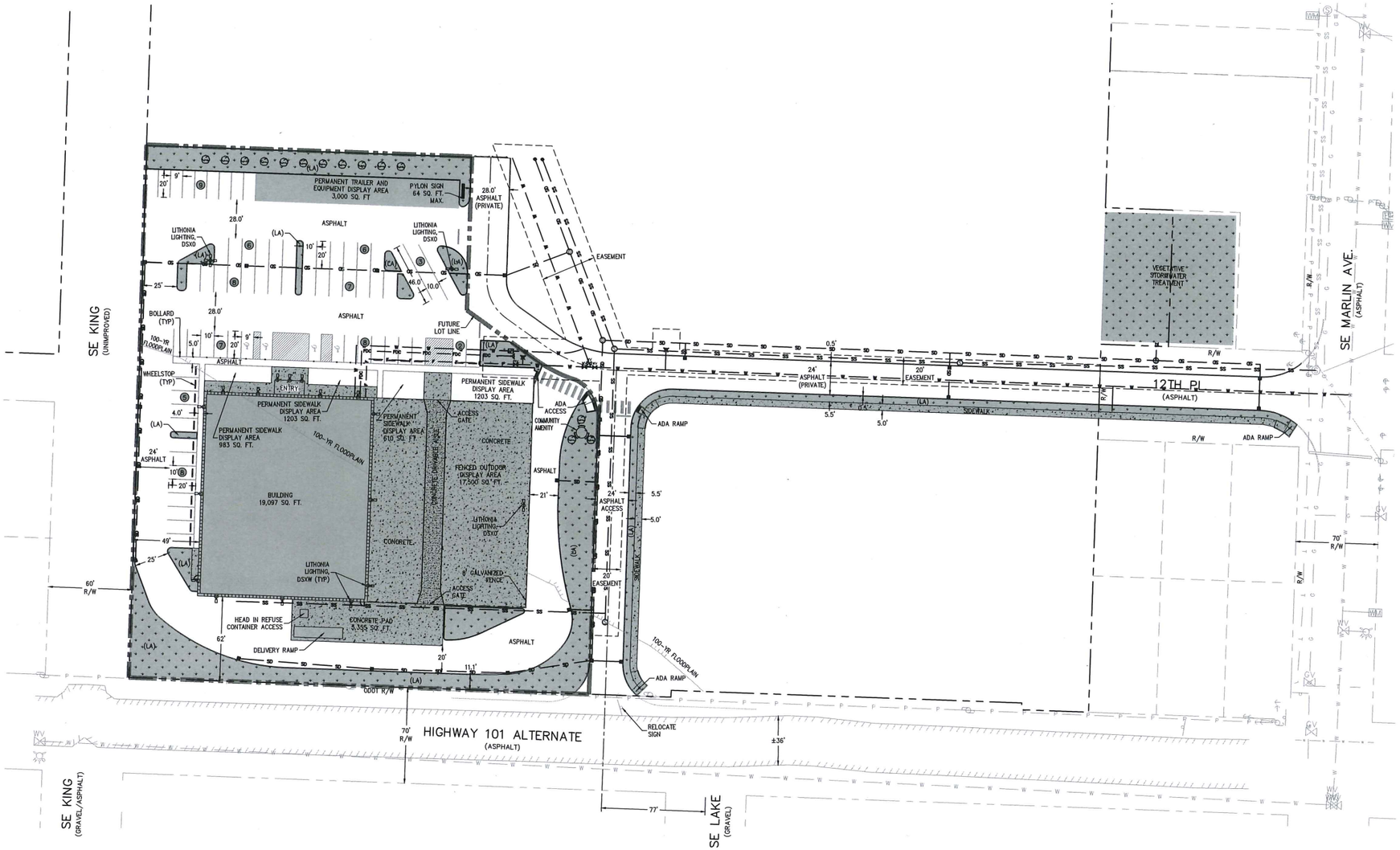
TRONDHEIM ACRES
LOT 1 COMMERCIAL SITE DESIGN
COVER
T8,R10,S27 - TAX LOTS 1900 + 2500
WARRENTON, CLATSOP COUNTY, OREGON

NO.	DATE	BY	REVISION COMMENTS

INITIAL ISSUE	
DESIGN: ADD	DRAWN: ADD
CHECKED: ADD	DATE: 9/14/18

C1

E:\AME_Projects\18007 Trondheim\ACAD\CE Base.dwg Plotted: By anne, 14-Sep-18 10:49:00 am



PARKING

118,121 SQ. FT. GROSS RETAIL AREA
8 EMPLOYEES ON THE LARGEST SHIFT

REQUIRED PER WMC 16.128.030 (BULK RETAIL):
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.

36 SPACES REQUIRED

PROVIDED:
69 SPACES TOTAL:
- 62 STANDARD
- 3 OVERSIZE
- 2 STANDARD ADA SPACES
- 2 VAN ACCESSIBLE ADA SPACES

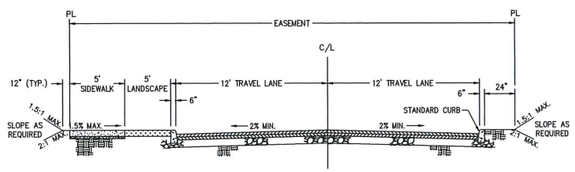
(#) PARKING SPACE COUNT

SITE PLAN
SCALE: 1" = 40'

LITHONIA DSXW, DOWNCAST, LED LIGHT, WALL MOUNT

DSXW1 LED

LITHONIA DSX0, DOWNCAST, LED LIGHT, 25' TALL



TYPICAL ROAD SECTION
NO SCALE

PARKING
SIDEWALK

36 - 24
-12 PT

SCALE: 40' 0' 40' 80' IN FEET

SITE DESIGN REVIEW - NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
74370PE
OREGON
JUNE 2, 2015
ADAM DAILEY
PRELIMINARY
RENEWAL DATE: DECEMBER 31, 2019

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

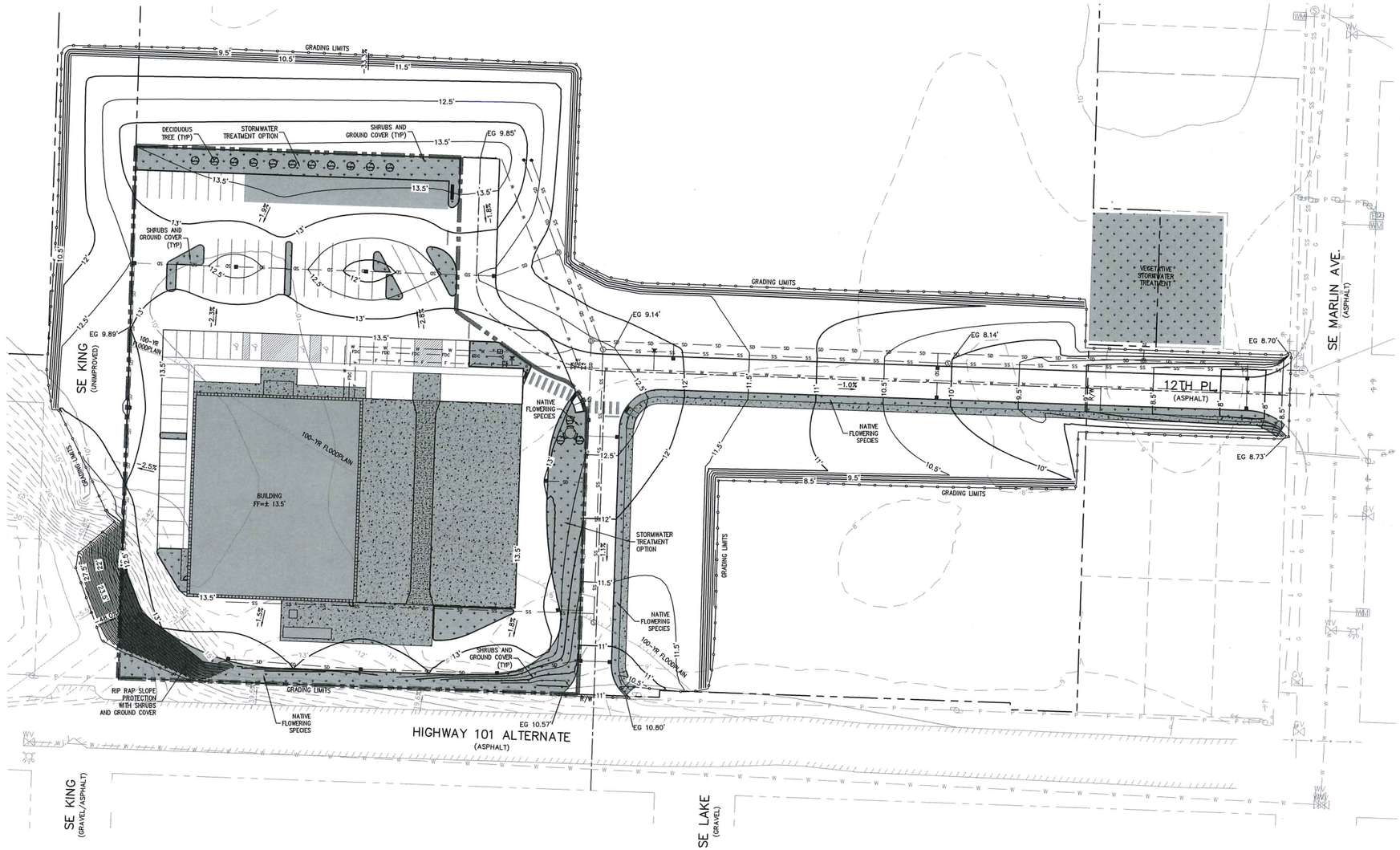
TRONDHEIM ACRES
LOT 1 COMMERCIAL SITE DESIGN
SITE PLAN
T8,R10,S27 - TAX LOTS 1900 + 2500
WARRENTON, CLATSOP COUNTY, OREGON

NO.	DATE	BY	REVISION COMMENTS

INITIAL ISSUE

DESIGN:	DRAWN:
ADD	ADD
CHECKED:	DATE:
ADD	9/14/18

C2



LANDSCAPING

DEVELOPED AREA:
160,901 SQ. FT. TOTAL:
118,121 SQ. FT. RETAIL
42,780 SQ. FT. PRIVATE STREET

LANDSCAPING REQUIRED PER WMC 16.124:
15% MINIMUM, 1 DECIDUOUS TREE PER 5 PARKING SPACES
17,718 SQ. FT. REQUIRED RETAIL LANDSCAPING
6,417 SQ. FT. REQUIRED PRIVATE STREET LANDSCAPING
14 DECIDUOUS REQUIRED TREES

LANDSCAPING PROVIDED:
17,778 SQ. FT PROVIDED RETAIL (15%)
9,186 SQ. FT. PROVIDED PRIVATE STREET (21%)
14 DECIDUOUS PROVIDED TREES

PLANT LIST

TREES:
- VINE MAPLE
- RED ALDER
- SERVICEBERRY

SHRUBS:
- POINT REYES CEANOTHUS
- KELSEYI DOGWOOD
- WESTERN FESCUE GRASS
- SALAL
- OREGON IRIS
- OREGON GRAPE
- PACIFIC WAX MYRTLE
- INDIAN PLUM
- COMMON WHITE SNOWBERRY
- EVERGREEN HUCKLEBERRY

GROUND COVER:
- KINNIKINNICK
- BEACH STRAWBERRY
- FALSE LILY-OF-THE-VALLEY

PRELIMINARY GRADING & LANDSCAPE PLAN

SCALE: 1" = 40'

40' 0' 40' 80'
SCALE IN FEET

REGISTERED PROFESSIONAL ENGINEER 74370PE OREGON JUNE 2, 2015 ADAM DAILEY
PRELIMINARY
RENEWAL DATE: DECEMBER 31, 2019

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

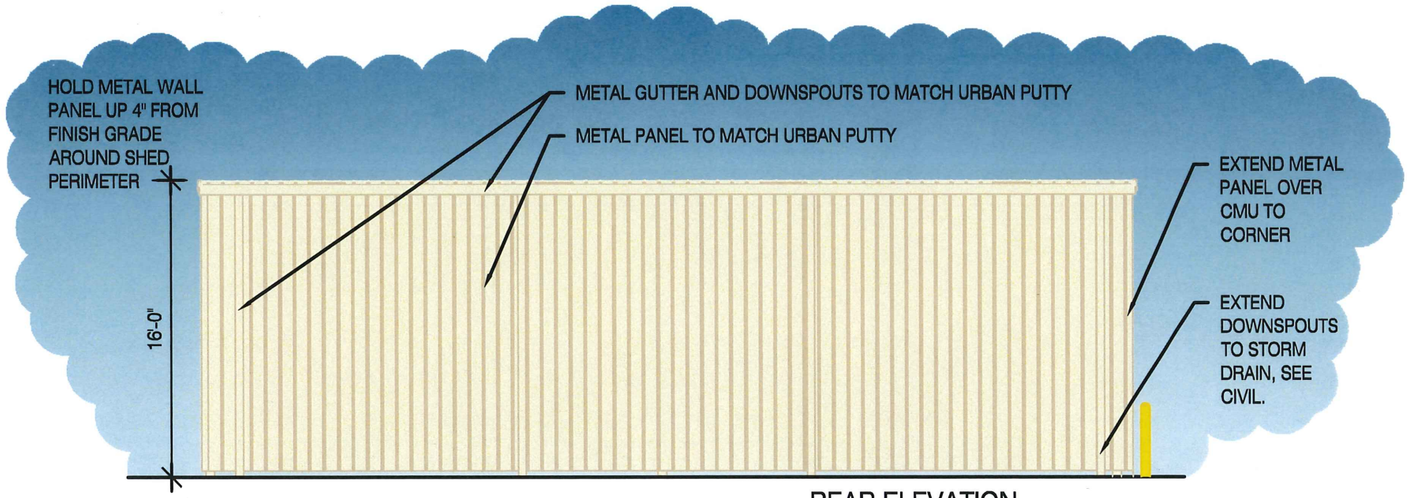
TRONDHEIM ACRES
LOT 1 COMMERCIAL SITE DESIGN
PRELIMINARY GRADING + LANDSCAPE PLAN
T8,R10,S27 - TAX LOTS 1900 + 2500
WARRENTON, CLATSOP COUNTY, OREGON

SITE DESIGN REVIEW - NOT FOR CONSTRUCTION

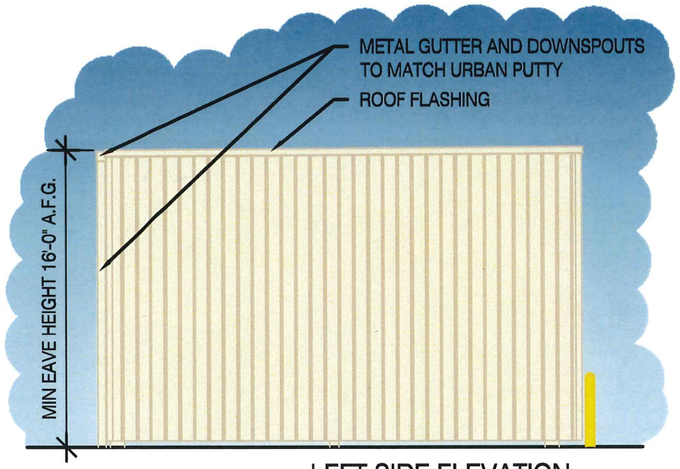
NO.	DATE	BY	REVISION COMMENTS

INITIAL ISSUE	
DESIGN: ADD	DRAWN: ADD
CHECKED: ADD	DATE: 9/14/18

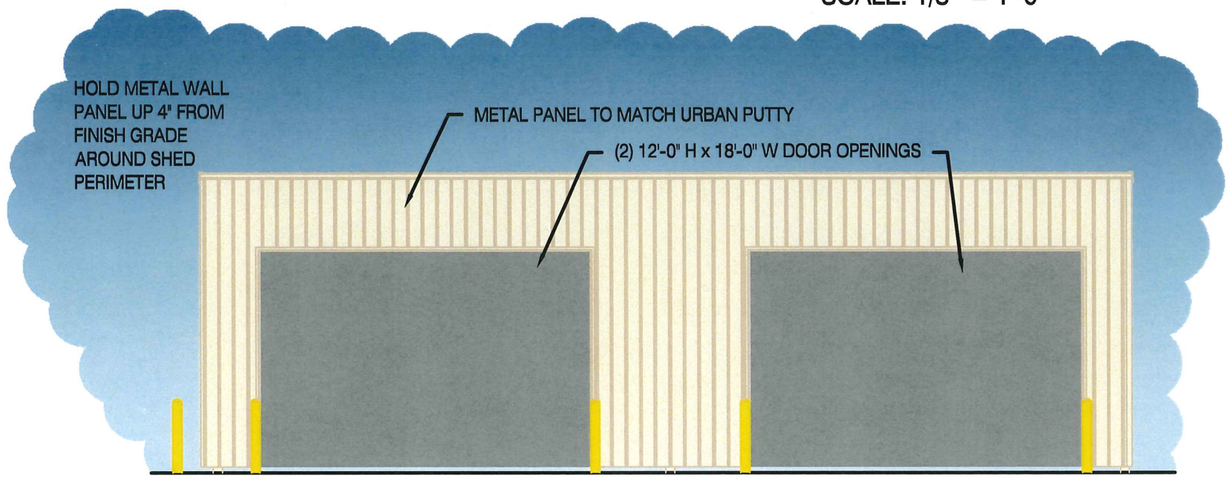
C3



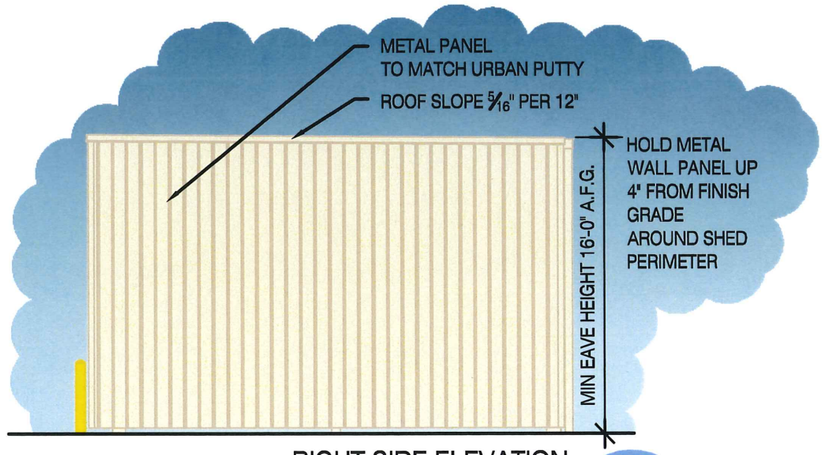
REAR ELEVATION
SCALE: 1/8 " = 1'-0"



LEFT SIDE ELEVATION
SCALE: 1/8 " = 1'-0"



FRONT ELEVATION
SCALE: 1/8 " = 1'-0"



RIGHT SIDE ELEVATION
SCALE: 1/8 " = 1'-0"

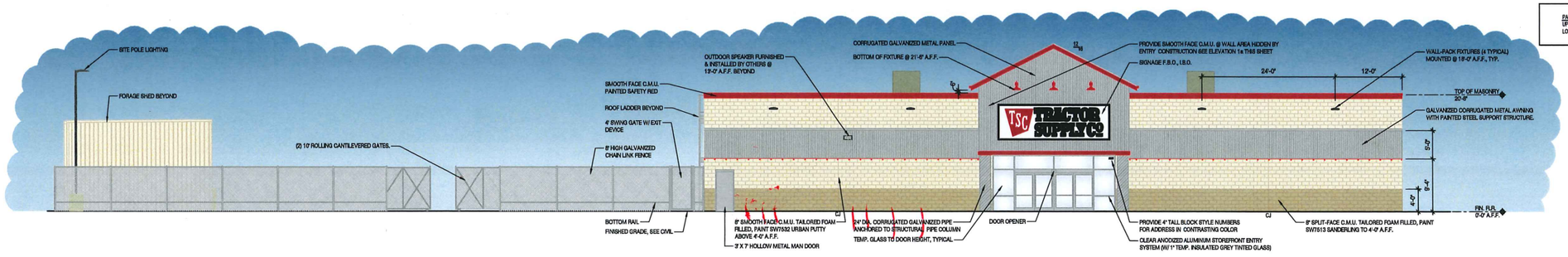
OXFORD ARCHITECTURE

2934 Sidco Drive
Suite 120
Nashville, TN 37204

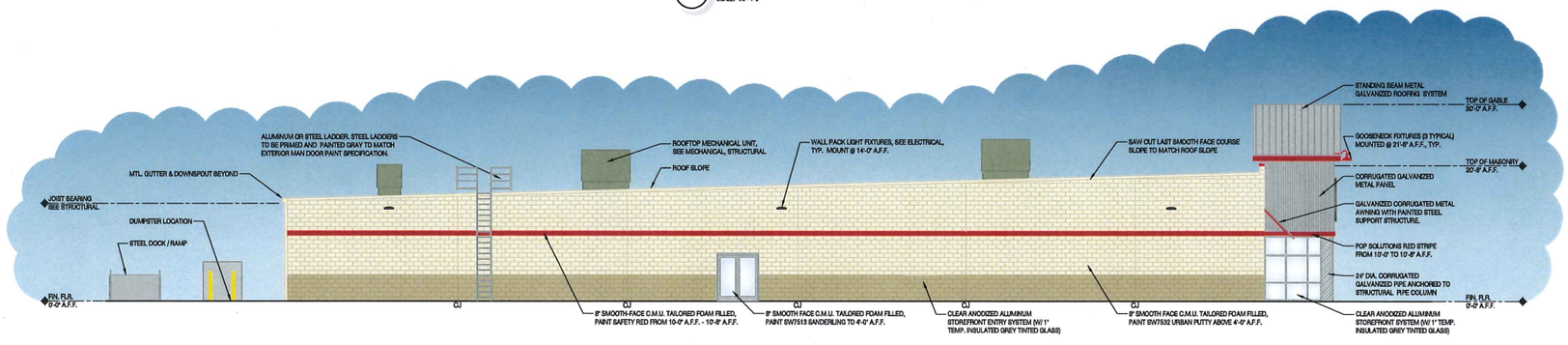
Architecture
Planning
Interior Architecture

TRACTOR SUPPLY COMPANY - WARRENTON, OR FORAGE SHED - 08.08.2018

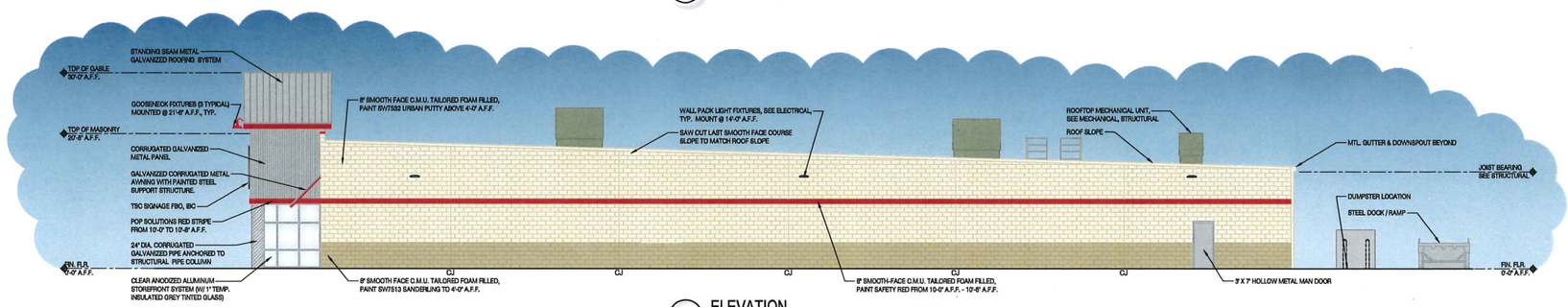
PAINT COLORS
UPPER - SHERWIN WILLIAMS #SW7532 "URBAN PUTTY"
LOWER - SHERWIN WILLIAMS #SW7513 "SANDERLING"



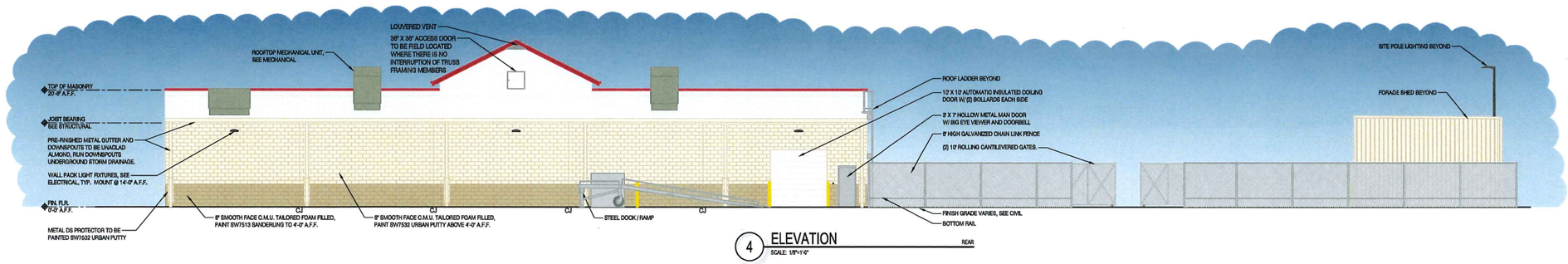
1 ELEVATION — FRONT
SCALE: 1/8"=1'-0"



2 ELEVATION — LEFT SIDE
SCALE: 1/8"=1'-0"



3 ELEVATION — RIGHT SIDE
SCALE: 1/8"=1'-0"



4 ELEVATION — REAR
SCALE: 1/8"=1'-0"

TRACTOR SUPPLY COMPANY - WARRENTON, OREGON
08.08.2018

OXFORD ARCHITECTURE
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Architecture
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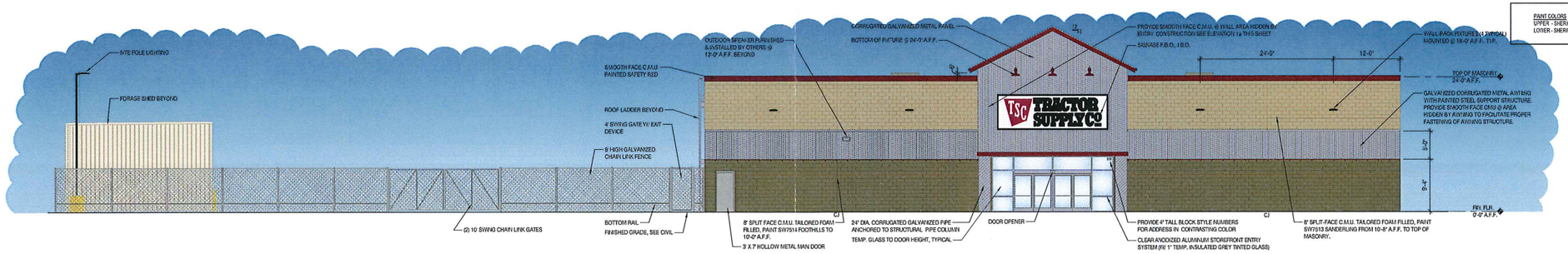
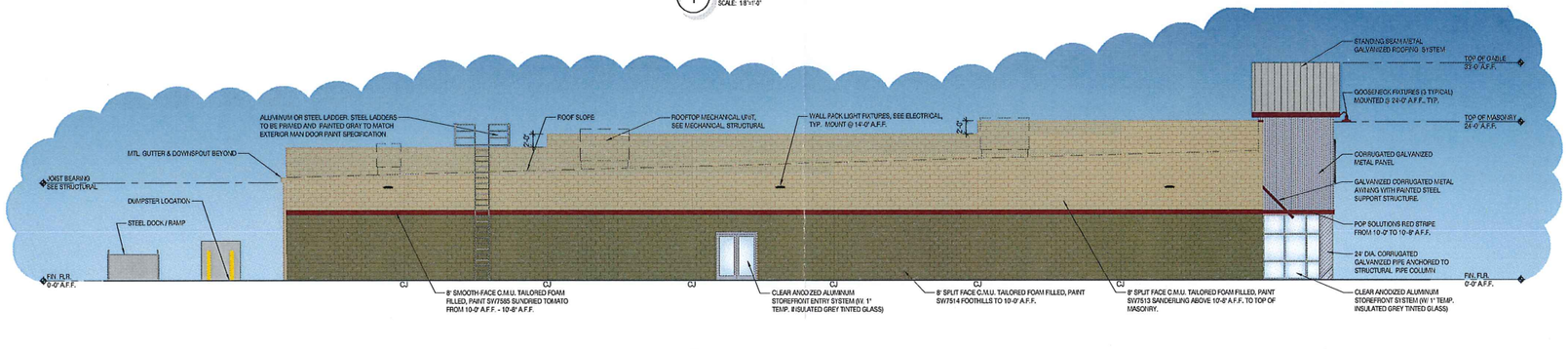
Interior Architecture

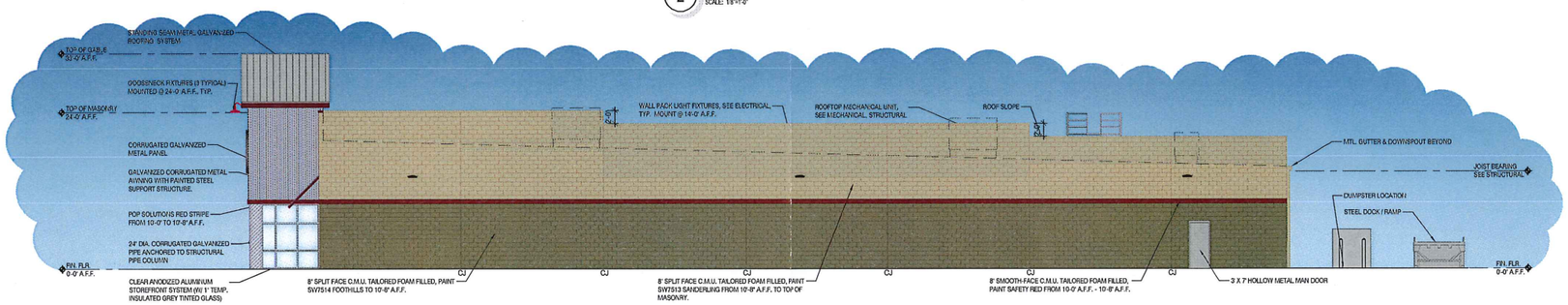
PAINT COLORS
UPPER - SHERWIN WILLIAMS #SW7535 "URBAN PUTTY"
LOWER - SHERWIN WILLIAMS #SW7513 "SANDERLING"



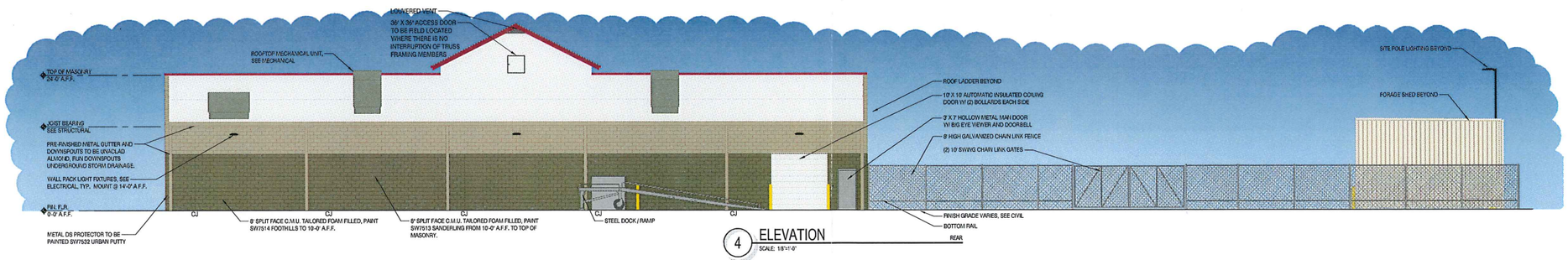
1 ELEVATION — FRONT
SCALE: 1/8"=1'-0"



2 ELEVATION — LEFT SIDE
SCALE: 1/8"=1'-0"



3 ELEVATION — RIGHT SIDE
SCALE: 1/8"=1'-0"



4 ELEVATION — REAR
SCALE: 1/8"=1'-0"

TRACTOR SUPPLY COMPANY - WARRENTON, OREGON
10.02.2018

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