



Knottworks Construction, Inc.
PO Box 197
Otis, OR 97368
CCB #184887

March 1, 2023

City of Lincoln City
Attn: Anne Marie Skinner, Director
Planning & Community Development
PO Box 50
Lincoln City, OR 97367

Re: Site Plan Review application
Copeland Lumber Lincoln City
Address TBD, partition of 3755 High School Drive

Dear Ms. Skinner,

Knottworks and our affiliated company KRLC, LLC are pleased to submit a Site Plan Review application for a new retail lumber yard for our client, Copeland Lumber. The attached application form provides details, but in general, the project includes two new buildings to be built on the corner of Highway 101 and High School Drive, on the former Lincoln City Cinema parcel, which has received preliminary approval of a proposed partition.

The buildings will consist of one warehouse of 13,905 s.f.; and one retail structure of 6,160 s.f., along with a companion storage yard and parking facilities. The storage yard will be completely enclosed with a screened fence and the parcel will be landscaped per City of Lincoln City development code. Both buildings are proposed to be pre-fabricated metal structures that will feature numerous architectural features to provide an aesthetically pleasing look from both Hwy 101 and High School Drive.

Included with the application are a site plan, separate landscape plan, and elevation sketches that illustrate the proposed colors and articulation.

We request a handful of adjustments, as described below:

Design Standards, 17.74.060:

Site Design

11.a. **Building Orientation.** A building or structure must extend along at least 50 percent of the lot's street frontage(s). If the lot has more than one street frontage, this requirement shall apply to all of the lot's street frontages. This required 50-percent building frontage must be at the back of a public sidewalk, public right-of-way, or adjacent to an area dedicated to the public.

Response: The subject parcel's street frontage at High School Drive is 412'. The proposed structures are 210' for the warehouse building and 110' for the retail building, including notched corners at the warehouse to provide required clear vision triangles. Both buildings are sited at the back of the public sidewalk and result in approximately 77% of street frontage, this requirement is met for High School Drive.

Street frontage at Hwy 101 is 308'. The proposed warehouse structure extends 68' along Hwy 101 from the SW corner of the parcel, representing 22% of street frontage. The proposed structure and adjacent lumber yard are designed to allow for adequate truck and forklift circulation and material handling of bulky building materials. Extending the proposed warehouse building in an "L" shape further north along Hwy 101 to meet this standard would



impede vehicular circulation and material handling. While the Hwy 101 frontage standard is not met, the overall street frontage is 720', proposed structures total 388' of street frontage, providing a total of 54% of coverage.

Applicant requests an adjustment for this standard.

11.b. Primary Building Entrance.

i. *Corner Building.* A primary entrance is required at the corner within 10 feet of right-of-way. Where a corner entrance is not practicable, a primary building entrance must be within 40 feet of the corner.

Response: The proposed warehouse and retail building are sited to maximize material delivery and maneuvering, as well as align public parking adjacent to the retail structure. The result is the proposed placement of the warehouse at the corner of Hwy 101 and High School Drive, with the retail structure to the east.

The warehouse and adjacent lumber yard will be entirely fenced for security purposes. Access to the warehouse will be approximately 300' from the corner of Hwy 101 and High School Drive, via a man-door at the NE corner of the building.

ii. *Interior Building.* A primary entrance is required within 10 feet of public right-of-way and directly connected to a public sidewalk.

Response: The proposed retail structure entrance is oriented to its associated parking lot, approximately 75' from High School Drive. Customers will park in this parking lot and carry or wheel purchases to their vehicle, making this the safest and most practical location for the entrance.

Applicant requests an adjustment for this standard.

Pedestrian Amenities, 17.74.080:

B. Standards.

1. **Required Area and Dimensions.** At least three percent of every development site, excepting developments that are wholly residential, must be pedestrian space. Any pedestrian space must be at least eight feet across with a surface area of at least 64 square feet. See Figure 17.74.080-1.

Required area calculation = Overall area at 2.25 acres = 100,000 s.f., 3% = 3,000 s.f.

3,290 s.f. of pedestrian space is proposed including:

Hardscape and benches at clear vision triangles;

Covered entry at north elevation of retail building;

Grassy / landscape areas at warehouse entry, west side of retail building and south edge of property line behind retail building, wrapping to the north along the building's east face.

Benches and trash receptacles in pedestrian amenity space will coordinate in color and design with the proposed buildings.

Applicant does not request an adjustment for this standard.



Building design 17.74.100

C. Development Standards.

C.2.a Minimum percentage of transparent windows adjacent to public right-of-way: Minimum of 60%

Warehouse:

Proposed windows adjacent to High School Drive:

25 windows total, 635 s.f. proposed

Face of building: $4,456 * 0.6 = \underline{2,675 \text{ s.f. required}}$

Proposed windows adjacent to Hwy 101:

6 windows total, 216 s.f. proposed

Face of building: 1,960 s.f. * 0.6 = 1,176 required

Retail:

Proposed windows adjacent to High School Drive:

11 windows total, 264 s.f. proposed

Face of building: $1,320 \text{ s.f.} * 0.6 = \underline{792 \text{ s.f. required}}$

Response: The proposed warehouse structure will include material storage racks at perimeter walls. The retail building will display retail products on racks at the perimeter of the building, and in aisles utilizing typical store fixtures.

In both instances, it is not practical for access, display, maintenance, nor security purposes to place windows at the ground floor of the proposed structures.

In an effort to address the intent of this design standard, Applicant proposes to place windows at 6-8' elevation above grade, evenly spaced along the south exterior elevations. Proposal includes added windows in the dormers at the warehouse to provide natural light for the warehouse and visual interest at the corner of the parcel.

For security purposes, applicant proposes obscure glass at all windows on the south elevation of both buildings.

Applicant requests an adjustment for this standard.

C.3.a Minimum number of entrances connected to street.

Response: As stated previously in discussing the Primary Building Entrance discussion, it is not practical, given the retail lumber yard function of this development, to provide entrances connected to the street for either the warehouse or retail structure.

Applicant requests an adjustment for this standard.

C4: Building Articulation

C.4.a: Maximum individual wall plane size: 800 square feet.

C.4.b: Minimum recess or projection of each wall plane: Facades 100' or longer, 6 feet

C.4.c: Maximum length of individual wall plane: 12 feet

Response: Please see proposed building elevations for building articulation details. Applicant proposes a mix of metal panel profiles, colors, and window openings, as well as notches and awnings to provide aesthetically pleasing visual interest along Highway 101 and High School Drive.



Because both proposed buildings are metal building structures, there is less flexibility with exterior wall framing structures to provide the extent of projections and recesses as noted above. The proposed warehouse building includes two notches, 10' in depth at the western extent closest to the Hwy 101 and High School Drive intersection; and 5' in depth at the eastern extent near the main access approach. Both notches serve to provide the required clear vision triangles. Additional perimeter articulation would reduce functionality of the interior space and introduce additional risk of weather barrier failure. The proposed retail structure mimics the same approach, with a cohesive but varied mix of panel profiles, colors and window openings.

The proposed design balances the requirements of a functional interior and weather-tight structure, with the aesthetic goals of this section of the code.

Applicant requests an adjustment for C.4.b Recess / Projection of wall planes and C.4.c Maximum length of individual wall plane.

C.5.a Pedestrian Shelters: Minimum along street frontage: 75% of building frontage length

Response: Two pedestrian shelters are provided at the south face of the warehouse structure, one at each corner / notch. A full length overhang / pedestrian shelter is provided at the north face of the retail structure, where the majority of pedestrian activity will occur. The combined area of pedestrian shelters provide ample opportunity for shelter from the elements, but it is acknowledged that the length does not equal 75% of the building frontage length.

Applicant requests and adjustment for this standard.

We believe that this project will be a significant asset for the site, and the greater Lincoln City area. It not only provides additional employment opportunities, but it also offers local residents and contractors an opportunity to shop and support a locally owned and admired retail facility.

We hope that our proposed development plan addresses the City's priorities for this development, and look forward to hearing back from you on the next steps for this project.

Best,

Nathan Knott
President