



City of Warrenton
DOWNTOWN and MARINA
MASTER PLANS



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■ INTRODUCTION

Introduction

The citizens of the City of Warrenton, Oregon have ambitious goals for the revitalization of their community. City leaders and residents seek long-term improvements that will enable the city to capitalize on changes to the local economy and build on its geographic advantages and distinct history in order to revitalize the city. The team that prepared these master plans for downtown Warrenton and the Warrenton Marina recognize the city's ambitions and they have crafted a range of creative but pragmatic ideas to guide public and private actions over the next 30 years.

The primary reason for Warrenton's location is its proximity to the Skipanon River, the Columbia River and the Pacific Ocean. Its downtown and marina were founded based on these proximities and are linked together by their Skipanon River frontages. Given this, the downtown and marina were master-planned together as a comprehensive whole with a focus on their mutual benefits.

The following document contains goals and visions developed for downtown Warrenton and the adjacent Warrenton marina. Design guidelines for both districts are provided to assist the City in shaping cohesive improvements to both areas.

This master plan should be recognized as a dynamic document that reflects the community's preferences and is adaptable to economic, political and social changes over time.



Open House #2, Warrenton Community Center

Schedule and Process

The process of public review and City consultation for this master plan was spread over a 6-month period between May and November 2009, to enable the community to fully discuss the potential of the area and have several opportunities for input into the plans' directions. The core City management team of Robert Maxfield, Carol Parker and Keith Pinkstaff were closely involved in providing direction to the consultant team. At three key points in the project, the Urban Renewal Advisory Board (URAB) was convened to contribute their ideas and review consultant drawings in advance of public open houses. A set of stakeholder interviews with local citizens and business owners was also instrumental in developing ideas.

Open House #1:

Held May 6th, 2009 at the Warrenton Community Center. Consultants presented initial community analysis and impressions to a group of approximately 50 attendees.

Open House #2:

June 3rd, 2009 at the Warrenton Community Center, served to present a range of draft visions for downtown Warrenton and the Warrenton Marina to a group of 40 citizens.

Open House #3:

July 29th, 2009 at the Warrenton Community Center, featured the presentation of refined, preferred concepts to 60 citizens, seeking input on a range of drawings and concepts, including the final master plan for Warrenton Marina.

The draft master plan was presented to the Warrenton Urban Renewal Commission at a meeting on November 5, 2009, where final comments were incorporated.

All presentations are available for review at

www.ci.warrenton.or.us.

Context

Geography

The City of Warrenton is situated near the mouth of the Columbia River, on the banks of the Skipanon River, whose Coho salmon-bearing waters originate in the Coast Range and flow north and west behind Pacific Coast dunes through the Clatsop Plains. The Skipanon River is the first tributary to the Columbia River Estuary on the Oregon side and drains approximately 28 square miles.

Several species of threatened and endangered salmon either reside in the Skipanon or utilize estuarine portions of the Skipanon watershed as a rearing, foraging, and migratory transition area for part of their life cycles. This makes conditions in lower Skipanon tributaries critical habitat for local as well as upriver Columbia Basin fish stocks.



Aerial view south down Skipanon Waterway to Warrenton (Tillamook Head in the background)



North Coast vicinity map



Warrenton vicinity map

As the Skipanon River winds its way to Warrenton, it traverses extensive tidal flats and wetlands, remnants of a system of large Columbia River estuarine marshes (see wetland map below). Over the past century, these wetlands have been diked and altered to allow settlement, trade and agriculture in an area prone to flooding. The city sits behind a series of embankments and dikes, and much of the Urban Growth Area is within the 100-year floodplain and mapped as locally significant wetlands.

The lower Skipanon River watershed lies within the Coastal Lowlands ecoregion, which occurs in the valley bottoms of the Oregon and Washington coast and is characterized by marine estuaries and terraces with low gradient meandering streams cutting through rolling hills and sand dunes. As the Skipanon River flows through downtown Warrenton, it is directed through the Skipanon Waterway, a channel dredged over decades through a large peninsula in the Columbia River created from dredging spoils. The mouth of the Skipanon is roughly 7 miles from the mouth of the Columbia River.

The coastal temperate climate is strongly influenced by the Pacific Ocean and related weather patterns. Precipitation is predominantly rain with rare snowfall occurrences that are short in duration. The watershed receives 60 to 85 inches of annual rainfall. Natural vegetation in the Warrenton region includes Sitka Spruce, Western Hemlock, Western Red Cedar, Douglas Fir, Grand Fir, Red Alder, and estuarine wetland plants.

The North Coast Land Conservancy has been instrumental in working with local jurisdictions and landowners to identify sensitive parcels for preservation, through mitigation and purchase. They have protected almost 500 acres in Warrenton, and the most recent acquisition is a 106-acre parcel at the south end of South Main Avenue between the City Park and Grade School, which will serve as a green gateway to downtown Warrenton. The organization aims to protect lands along the Neacoxie Wildlife Corridor, which encompasses the Skipanon River for part of its length.



Warrenton wetlands

History

The Warrenton area was inhabited by the Clatsop band of the Lower Chinook Indian tribe for centuries, living off the Columbia River's bountiful salmon, the resources of the nearby Pacific Ocean and the fertile Clatsop Plains. They traded extensively with other tribes living inland along the Columbia River. After years of exploration to find the mouth of the Columbia River, Captain Robert Gray ultimately mapped it in 1792, and likely passed the outlet of the Skipanon River.

With the help of the Lower Chinook natives, Lewis and Clark survived the wet winter of 1805-06 in Fort Clatsop, which lies 5 miles east of downtown Warrenton. Fort Astoria was then founded by John Jacob Astor as a fur-trading post, and fur traders seeking an overland route established the Oregon Trail.

The first settlement within the Warrenton city limits was Lexington, which was laid out in 1848, and served as the first Clatsop County seat. This area became known as Skipanon. Fort Stevens was built in the Warrenton area in 1863 to defend the mouth of the Columbia with gun batteries. In 1885, long-time Astoria merchant and lumberman Daniel Warren purchased 900 acres in the region that would soon be named for him and began offering lots to homesteaders. Warrenton was platted in 1889, and incorporated as a city in 1899. Warren's Victorian mansion still stands overlooking Warrenton's Harbor and the Skipanon River.

Since its incorporation, Warrenton has prospered as a working port with a focus on Columbia River and Pacific Ocean fishing and the processing of timber for export from forests in Clatsop County. This working heritage is strongly supported by local residents and is evident in the town's building stock and land uses. This heritage was cited by many residents as an important element for urban or economic planning for the area.



Historic photo of Skipanon River, c. 1900s

Demographics

At the 2000 census, there were 4,096 people residing in the city of Warrenton. Portland State University updated this to an estimate of 4,280 persons in 2002. The population density was 332 people per square mile, a relatively low number that reflects the city's large incorporated area.

Age distribution was 65% under the age of 44, 22% from 45 to 64, and 13% who were 65 years of age or older. The median age was 37 years. There has been an influx in recent years of retirees, which will likely be reflected in the 2010 census.

The city identifies strongly with fishing and forestry industries, but this is not reflected in high local employment numbers in those industries. The 2000 Census also found that 22% of city residents were employed in management, professional, and related occupations, while 23% were engaged in service occupations, 24% in sales and office occupations and only 2.3% in farming, fishing, and forestry occupations. Construction, extraction, and maintenance occupations accounted for 15% and almost 15% were employed in production, transportation, and material moving occupations. These numbers suggest that the City should consider ways to attract and retain a wide range of employers to Warrenton. This could mean, for example, providing light manufacturing space near the marina with office and retail space downtown.

See the 2007 Warrenton Urban Renewal Report (Part II), pages 8-10 for a full demographic summary.



View to SE over Warrenton, c. 1930s, showing railroad station before Harbor Ave.

Previous Plans

The City of Warrenton has undertaken a number of plans in the past 15 years, all of which informed this planning effort. These plans should continue to serve as resources for future planning and redevelopment in the city but many of the common ideas for the plans have been incorporated into this document.

Waterfront Revitalization Plan

This plan was prepared in 1994 with the help of Sea Grant funding and the design assistance of University of Oregon, Oregon State University and University of Washington students. Some of the plan's goals included:

- Demonstrate that the economy can be expanded...by revitalizing urban waterfronts.
- Engage City, Port, and waterfront businesses and the citizenry of Warrenton in developing a demonstration waterfront development plan.
- Develop and train local leadership and build capacity for successful waterfront revitalization based on local values and aspirations.

One of the key recommendations of the plan focused on extending the local trail network to provide public access along more of the Columbia River and Skipanon shorelines.

Community Visioning Project

The primary goal of the 2001 Visioning Project was to:

"...provide a framework to guide the upcoming Transportation System Plan, a wetland conservation plan, and other issues related to the update of the City's comprehensive plan and zoning code."

The plan proposed the following Vision Statement for Warrenton:

In the future, Warrenton will have balanced growth that will maintain its high quality of life, while preserving its natural beauty and providing a healthy local economy.

Warrenton will take advantage of its land base to become a regional center for shopping and employment. The Highway 101 corridor will be a major retail center that attracts customers from all over the North Coast. Businesses around the airport, in the industrial parks and at the Port of Warrenton will provide job opportunities that build on the community's strengths in wood products and fishing, while diversifying into other sectors so that the community will not be dependent on any one sector.

At the same time, Warrenton will maintain its small town character and high quality of life. Neighborhoods will bring the community together. Building on a strong sense of pride, the community will improve the appearance and attractiveness of Warrenton. The neighborhoods will be interspersed with wetlands in such a way that balances the need for new development with preserving and protecting natural areas. Wetlands and other natural areas will become important community assets, amenities and attractions.

To achieve this vision, Warrenton will need to partner with others to leverage opportunities to ensure successful projects and enhance the community. A critical element will be adequately funding new infrastructure capacity to support future growth and development.



Rendering of improved marina, from 1994 Waterfront Revitalization Plan

The Visioning Project detailed the following specific actions to be implemented:

- Revitalize the old city hall for public use as a library, community center, or museum
- Encourage rehabilitation of the old gas station
- Encourage mixed use development along Pacific Street
- Create a master plan for the expansion of the marina
- Identify appropriate small scale, low-impact tourist facilities
- Implement the trail plan to provide connections to other parts of the community

Transportation System Plan (TSP)

The 2004 TSP addresses ways to improve the transportation system to support anticipated growth in the city (up to 2022) and associated traffic volumes in a way that will emphasize the local street network. The TSP includes a detailed inventory of existing facilities, including street sections and intersection layouts. The TSP also notes the need for ADA improvements to downtown streets, for bike lanes on shoulders, bike parking downtown, an improved trail system and coordinated sidewalk upgrades.

The TSP also notes that:

“Parking facilities at the Warrenton Mooring Basin are not adequate for the demand, causing users to park outside of the designated parking areas along local roads and State highways during peak use periods.”

Of particular interest to this master plan, the intersection of Harbor Drive and South Main Avenue is listed as a priority for future signalization, in the next 6-10 years, at a cost of \$1,000,000 (Project #4) and notes that additional lanes would be required. These would include a right-turn lane on the west and east side of the intersection, and additional lanes on the north and south approaches as well as reconfiguration of this intersection to accommodate truck turning movements and improve pedestrian crossings. Another minor project listed in the TSP is the addition of bike facilities to the shoulder of Harbor Drive.

Warrenton currently does not have designated truck routes. As part of the Warrenton TSP, a recommended truck route was developed to provide access to industrial areas while minimizing truck volumes in the downtown Warrenton area and in the vicinity of parks and schools. However, both Harbor Drive and South Main Avenue are proposed as truck routes in the TSP.



Rendering of improved downtown street, from 2001 Community Visioning Plan



The intersection of Harbor Drive and South Main Avenue

Trails Plan

The 2008 plan was prepared by the City, with the assistance of the Warrenton Trails Association and the University of Oregon and with grant funding from the National Park Service's Rivers and Trails program. The goal of the plan is to:

"...create a comprehensive network of trails that links destinations, natural features, historic landmarks, community facilities, other transportation facilities, neighborhoods, businesses, regional trails, adjacent communities, and state and federal parks. This trail system will provide connections for residents to travel to work, to shop and to recreate."

The plan describes in detail the benefits of a connected trail system and lists a range of Implementation Actions for improvements to existing trails and for proposed new segments. The local Trails Association has created an admirable trail network, connecting Lewis & Clark National Park with Fort Stevens, by recognizing opportunities for trails in a wide variety of forms, along the tops of dikes/levees, along roadways and using old railroad rights of way.

The map below shows the extent of the existing trail network in downtown Warrenton.



Detail from 2008 Trails Plan



Warrenton Waterfront Trail on former railroad right of way



East Skipanon River Trail atop a dike



Trail signage

Urban Renewal Report

This 2008 plan, in two parts, described the city's land use, demographics and development potential, and established the legal and financial basis for an Urban Renewal District, including the physical tax boundary and zoning for the District (see page 9). The plan also describes revisions to the Development Code and outlines a range of potential renewal projects, summarized:

Downtown

Phase I

- Storm sewer improvements
- Streetscape on South Main Ave – 1st to 2nd
- Relocate Public Works yard
- Acquire miscellaneous parcels
- Establish business facade improvement low interest loan program

Phase II

- Underground/reconfigure electrical poles on South Main Avenue (4th to Harbor)
- Streetscape on S. Main Avenue – 2nd to 4th
- Gateways on S. Main and E. Harbor
- Tourist and bike directional signage on S. Main
- Acquire vacant/deteriorated parcels for mixed use redevelopment

Phase III

- Streetscape on Main Court (4th to Harbor)
- Restrooms (Downtown or parks)
- Bike trailheads and directional/interpretive signage
- Acquire vacant/deteriorated parcels for mixed use redevelopment

Phase IV

- Streetscape on Anchor Avenue from Harbor to the Skipanon River

Marina

Phase I

- Float and ramp replacement
- Fish cleaning station

Phase II

- Float and ramp replacement – final phases
- Restrooms/Harbor Master office
- Parking lot improvements

Phase III

- Additional parking and pedestrian pathways
- Property acquisition and redevelopment
- Relocate non-marine businesses and redevelop with marina-oriented businesses

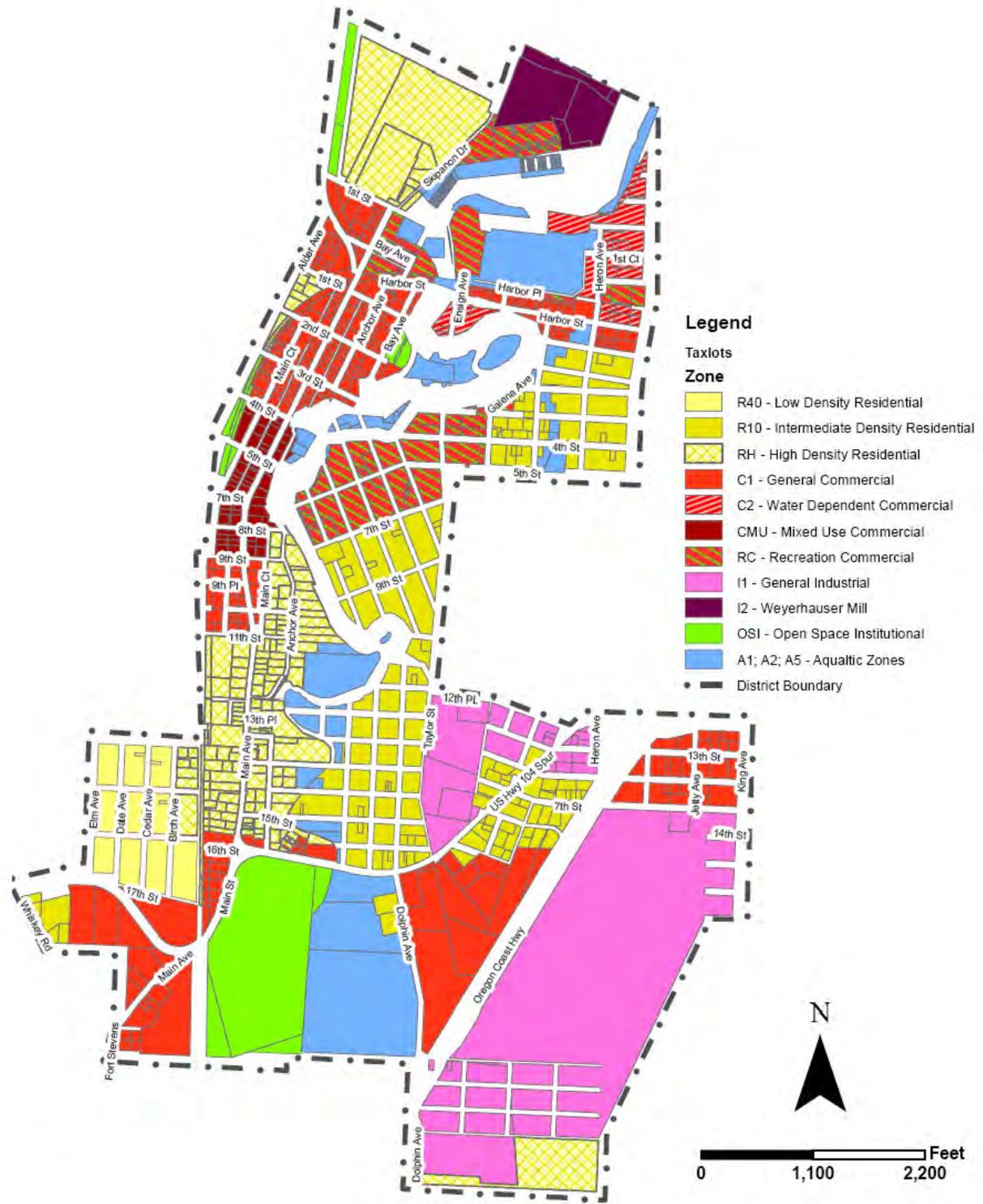
Infrastructure

Phase I

- Inventory the location/absence and condition of streets, sidewalks, lighting, sanitary sewer and water lines and prepare a phasing schedule to improve to City standards.
- Design and construct Phase 1 storm sewer improvements
- Establish a housing rehabilitation and improvement low interest loan program
- Design and implement an affordable housing program for the district

Phase II

- Fire Station expansion
- South Main sewer extension
- Design and construct Phase 2 of storm sewer improvements
- Design and construct Phase 1 of sanitary sewer improvements



Existing Zoning (2008 Urban Renewal Plan Exhibit 2)



Existing sidewalk and building facade conditions on South Main Avenue



Looking east from Skipanon River Trail to boat ramp.



Small craft boat ramp on Skipanon River

■ DOWNTOWN MASTER PLAN

Downtown Master Plan

Guiding Principles

The City of Warrenton confirmed a set of guiding principles to inform this Master Plan:

- Encourage redevelopment
- Improve downtown for shopping, working and living
- Develop a pedestrian-friendly downtown with sidewalks, trees and other improvements
- Improve the intersection of Harbor and South Main
- Establish strong planning standards to ensure attractive, high-quality development
- Revitalize downtown buildings with high quality designs and materials.
- Locate the Post Office, City Hall and other government facilities downtown
- Co-locate the city library, with a historical museum downtown.
- Create a community focal point
- Develop city parks to include more open space for quiet, restful areas
- Expand the system of trails and boardwalks to provide connections to all parts of Warrenton
- Build consensus on a vision and theme



Serendipity Cafe downtown

Existing Conditions

Economics

The Warrenton area has been dependent on a natural resource extraction economy since its settlement, with the principal activities being fishing, logging and wood product processing. The Skipanon River Waterway, along with the Columbia River shore, form the nexus for industrial activity in Warrenton. A sawmill and timber export facility (now owned by Hampton Affiliates, but closed) and Pacific Seafoods are situated along the Skipanon Waterway.

Tourism is playing an increasingly important role in the local economy. The city has a large urban area, as it incorporates a retail zone along Highway 101, as well as the village of Hammond (annexed in 1991) and extensive wetlands. Fort Stevens is the largest campground in Oregon and receives over 850,000 day visitors every year and 206,000 overnight visitors, most of whom travel through Warrenton to access the park. The area has also seen an influx of retired residents. Sport fishing activity, centered on the Buoy 10 salmon season in late summer, provides a major economic boost to local businesses.

The city has attracted several 'big-box' retailers to Highway 101, bringing tax revenue but also reflecting the dynamics of auto-oriented retail and having a significant impact on the health of retail in downtown Warrenton. Consequently, the city's Main Avenue retailers cannot successfully compete with Costco, Fred Meyer and Home Depot and must seek a niche market serving local residents and tourists.

Please refer to the Urban Renewal Report for more information on local economic conditions.

Built Environment

The buildings of downtown Warrenton are generally 1 or 2-story wood-framed or metal shed structures built since the 1930s. There are few historic buildings, with the Warren House north of downtown as the most prominent local example. Many older buildings have been renovated and altered beyond their original state. South Main Avenue has served as a workaday setting for local commerce. Poplar trees once lined the avenue but were removed roughly 30 years ago. There is a public presence on South Main Avenue, with City Hall, the Fire Station, the Clatsop County Housing Authority and Lighthouse Museum anchoring the street with steady employment and visitation.

Street System

Downtown Warrenton features a grid of streets, most of which have a 60-foot right of way, creating 220-foot by 420-foot rectangular blocks. South Main Avenue and Harbor Drive (both state highways) form a spine on which this grid is centered. Natural limits of the Skipanon River to the north, south and east and forested wetlands to the west align the grid of streets into a compact pattern. Several large parcels for the Skipanon Park and Community Center and ballfields, as well as new cul-de-sacs and unimproved rights of way also interrupt the regularity of the pattern. This grid forms a strong basis for improving connections to the natural context and enhancing connectivity for city residents, but there are several existing gaps in the sidewalk system within outlying residential areas, addressed in the TSP. South Main Avenue, the principal street in downtown Warrenton does not currently have street trees and narrow, 6' sidewalks and is generally focused on vehicular circulation.



Many existing City streets have no sidewalks or street trees.

Waterfront Trail and Parks

The Skipanon River and the Columbia River were the focus for Warrenton's existence for much of the community's early history, as a harbor and trans-shipment point for timber and fish. As communities such as Warrenton grew, these working waterfronts were seen as areas for industry, and not integrated into the town's fabric. Waterfronts were industrial areas, and it was not considered important to provide public access, or preserve their natural shoreline ecological functions. Such attitudes have changed, as industry has evolved and consolidated onto large sites, and as residents have recognized the value of their waterfronts. Changes in regulatory environments have also given new importance to waterfront restoration. One of the most popular local amenities is the growing system of walking and biking trails, stewarded by the Warrenton Trails Association. The city does not currently provide a strong sense of connection to one of the key sources of its identity and history, the Skipanon River, but there are opportunities to enhance existing parks and develop new trails along the river to encourage public use and connections to the waterfront.



Trail along Skipanon River.

Five Key Ideas to Improve Downtown

Based on the community's aspirations and present opportunities, the following key ideas were established to guide the improvement of downtown Warrenton :

1. Focus on Natural Setting

The city of Warrenton sits within a landscape of remarkable natural beauty and ecological diversity. Existing connections to the Columbia River, the Skipanon River, nearby wetland complexes, Lewis & Clark National Park, the Pacific Ocean and forested dunes should be considered as fundamental elements of the city's character and therefore protected and strengthened. This natural setting is a distinctive feature of the community that can help distinguish Warrenton from other destinations for future residents, tourists and businesses. The City should work closely with the North Coast Land Conservancy and state and federal agencies on land preservation and enhancement.

2. Connect to Waterfront

The Skipanon River provides an important resource to the community and can become a greater asset to downtown. The community should turn its attention back to the river and take advantage of its waterfront setting. The City of Warrenton has begun the process of reclaiming the Skipanon Riverfront, with park land and a trail system. Future redevelopment efforts should seek to improve connections to the river and orient redevelopment to waterfront activities in order to redefine Warrenton as a waterfront community.

3. Improve Pedestrian and Bike Circulation

The Trails Master Plan and TSP both describe the need to upgrade Warrenton trails, sidewalks and crosswalks. There is a good network of existing sidewalks and trails but enhancing this system and making pedestrian circulation simpler and safer will help to connect residential neighborhoods to Warrenton's commercial areas and recreational resources. Encouraging more residents to walk or bicycle can help to build a sense of community through more personal interaction. It can also improve the health of residents. Increased pedestrian and bike circulation and its corollary of reduced private auto use can also reduce the need for future expensive roadway improvements and parking facilities.



Wetlands surrounding Warrenton provide excellent wildlife habitat.



Cottonwood trees on peninsula adjacent to Warrenton Marina.



Waterfront bicycle and pedestrian trail, Corvallis, OR.

4. Green Downtown

Warrenton is located within a diverse, lush natural landscape. As one enters the city, the perception is one of a green, natural place. Downtown Warrenton is all but empty of this green character, with Main Street virtually devoid of plant material. This plan suggests adding a significant amount of trees and other plantings to 'green' downtown Warrenton and add character and visual quality to the city.

5. City Leading by Example

As the proponent of this master plan, the City of Warrenton bears a responsibility to prove a civic commitment to improving Downtown (and the marina) and leading by example. This commitment can be expressed whenever there are public-sector infrastructure or redevelopment projects, by ensuring that new buildings (such as a relocated library or expanded fire station) meet the principles of this master plan and preceding visioning efforts. Such projects should strive for high-quality architectural and landscape design. They should be located downtown to strengthen the commercial core.

In terms of infrastructural projects, the City should ensure that there is a sufficient budget to include landscape or environmental restoration within projects such as stormwater upgrades or sewer line improvements. Such projects can also include trail connections on top of the utility lines where feasible.

Finally, existing public facilities can be landscaped to begin the process of 'Greening Downtown'. For example, street trees could be planted in front of City Hall and the existing bare earth landscaped areas near the main entry could be planted.



Existing Skipanon Park needs increased maintenance.

Warrenton Urban Design Framework

The diagram on page 17 illustrates the conceptual framework for the Warrenton Downtown and Marina Master Plans, based on the 5 Principles described in the preceding pages. The concept forms the basis for subsequent detailed ideas described in the following pages.

Key Downtown Elements Include:

- Development of a distinct urban character in keeping with the city's fishing industry history.
- Promoting a focused, high-quality redevelopment of South Main Avenue and the Skipanon Riverfront.
- Promoting a walkable community with a healthy mix of downtown businesses serving the community.
- Active storefronts reinforcing the street edge with spaces for outdoor seating and display. Redeveloped streetscape with new trees, lighting, walks. Support of downtown businesses and encouragement of mixed use development, sufficient parking.
- A new focus on the natural setting and especially the riverfront can help to redefine the city and encourage redevelopment.



Narrow sidewalks and utility poles restrict pedestrian movement.



Urban Design Concept Plan



Aerial Photo of Downtown Warrenton



Back side of 11x17 plan foldout
(don't print/discard this page)



Existing monument is lost in clutter of commercial signage



Example of entry monument (Madras, OR)



Proposed location for new entry monument, on Harbor Drive west of Marlin Ave

Downtown Master Plan

The following pages describe and illustrate in detail the major elements of proposed improvements for Downtown Warrenton.

A. Gateways to Warrenton

Warrenton presently lacks a sense of entry and identity. Defining the entries to town will help to differentiate the community and assist in increased acknowledgment of the qualities that make Warrenton unique.

The existing vehicular entries to Warrenton, on US 101, Highway 104 from the south and Highway 104 from Fort Stevens feature identification signs in a variety of scales. Generally the signs do not present a clear, attractive first impression or statement of the community's character for visitors to Warrenton. The monument on US 101 in particular is placed amid larger, brighter commercial signage and is difficult to discern. It does not include any adjacent landscaping and implies to visitors that the commercial strip along the highway is the sum total of the city of Warrenton.

It is recommended that the northern and southern monument signs be enhanced in their existing locations with new background planting and lighting to improve its visibility. It is also recommended that a new, larger entry sign be installed to Harbor Drive just west of the intersection with Marlin Avenue on the north side of the road. This new sign will be in a position which is unlikely to be developed commercially, given surrounding natural areas and can help identify the city by its natural heritage.

B. East Harbor Drive Improvements

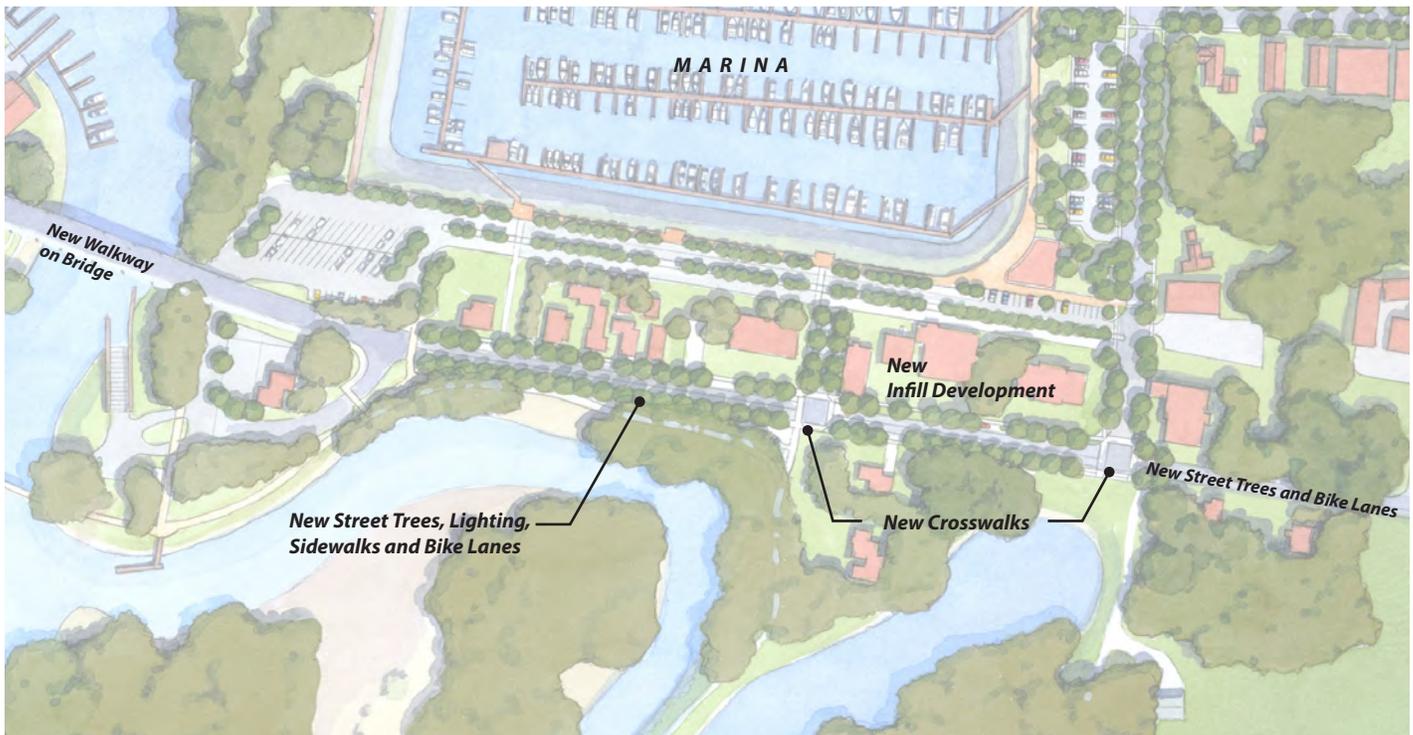
As stated earlier, it is in the best interest of the city to identify the Marina area as part of Downtown. The shared history and vitality will be much stronger when considered together.

As one enters the city from the east on Harbor Drive, there is a good sense of the natural setting moving between the expansive wetlands and spruce tree stands. This zone adds greatly to the identity of the city as a place within a special natural setting. It is recommended that Harbor be improved to include bike lanes to encourage multi-modal connections to the city and the region.

When arriving at the Marina area at NE Heron Avenue, the character changes to one of a mixture of residential and commercial buildings. This is where it is recommended that Harbor Drive gets improved to an urban standard of sidewalks, street trees, lighting, and other amenities to mark the entry into the core of the city. Existing parking lots (such as the one at right) should be screened with new landscape. The buildings in this area should be improved as much as possible with the new guidelines so that the character of the place is that of downtown. Infill structures are encouraged to help add to the economic vitality of the area and to build on the character of this marine oriented area.



Existing East Harbor Drive streetscape



Vision of Harbor Drive in 2040



Existing Skipanon River Bridge multi-use roadway shoulder



View from under Skipanon River Bridge, with existing boat launch



West end of bridge, with missing sidewalk connections circled

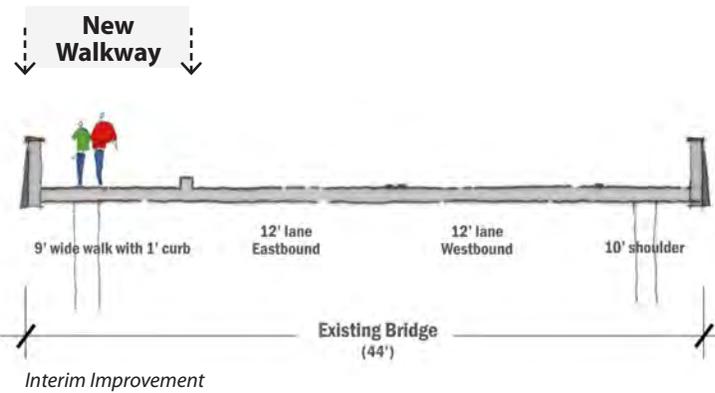
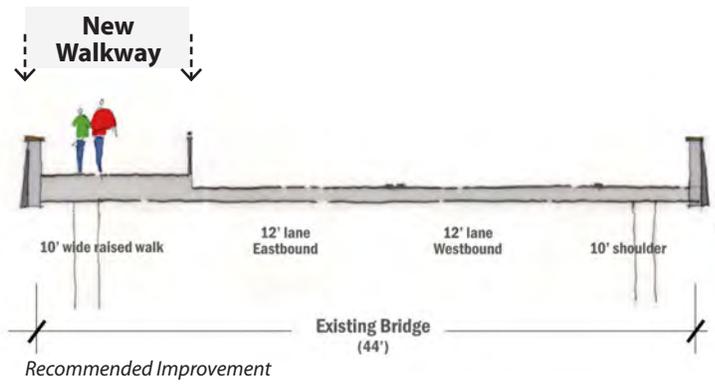
C. Skipanon River Bridge Improvements

The Skipanon River Bridge (ODOT bridge #11226A) marks an important passage into town, crosses the significant waterway, the Skipanon River, and symbolically and physically links the Marina area to downtown. This passage should be improved visually and physically to better serve the community. Today the bridge is primarily used for vehicles. With the goal of developing a walkable community, the city should seek to provide a safe and attractive connection across the Skipanon for all modes of travel.

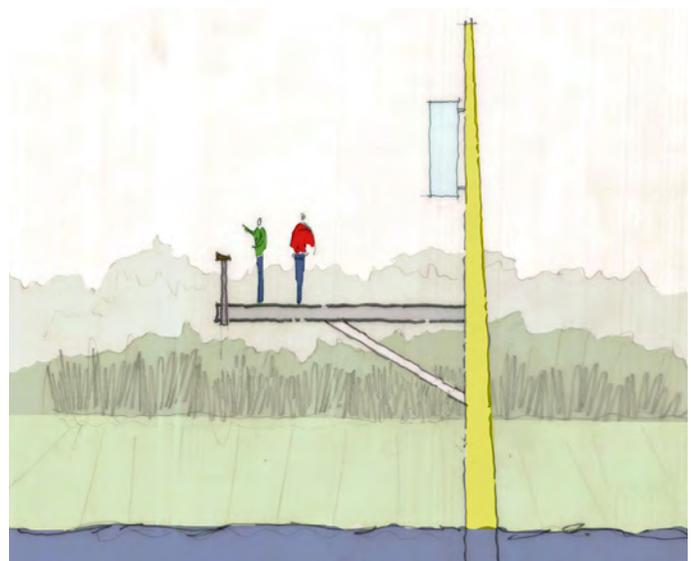
The existing bridge on Harbor Drive, over the Skipanon River, was built in 1979 and does not include raised sidewalks. However, there is a 12' paved multi-use shoulder in each direction on the bridge, which in addition to serving pedestrians, is also used as a break-down/emergency lane. Several local residents remarked that this condition is not perceived to be safe, especially with large logging trucks using the bridge to access local sawmills, as well as boat trailers and other heavy traffic bound for Fort Stevens. The bridge is a key connection point for the local trail network. ODOT has funded a new pedestrian connection to the sidewalk on the north side of Harbor Drive east of the bridge, which is an excellent first step in improving connections between downtown and the Marina.

It is recommended that a range of pedestrian and bicycle improvements be considered, with ODOT coordination, for the bridge. The following are potential options:

1. The recommended option includes raising a sidewalk on one side of the bridge, on 10' of the south side shoulder. By raising the sidewalk by 6", it would serve to warn drivers of the separated space and deflect stray wheels and therefore make the crossing much safer for pedestrians and bikes. There may be structural limitations on adding weight to this bridge. As this option is carried out, further analysis of the weight-bearing capability of the bridge will be needed.
2. An interim, low-cost improvement would involve improved safety signage and perhaps a painted overlay of both paved bridge shoulders, together with 'rumble strips' to warn drivers that they are straying into the shoulders. A line of bollards could also be considered to further delineate the shoulder, while allowing emergency use of the space.
3. A more extensive option would be the installation of a pedestrian and bicycle-only bridge across the Skipanon River, south of the existing bridge, connecting the existing riverfront trail with the existing boat launch area. The bridge should offer sufficient clearance for boats accessing the commercial fishery along the Skipanon River. It could be designed in a contemporary way to provide a stunning new gateway to Downtown Warrenton.



A pedestrian bridge could act as an iconic gateway to Warrenton



Cross-section of potential pedestrian bridge

D. Harbor Drive and South Main Avenue Intersection Improvements

As visitors and residents arrive over the Skipanon River Bridge into downtown Warrenton, they are currently greeted by the sight of a self-storage unit, a gas station, and a former gas station. These land uses are partly the result of the street's realignment after the railroad right of way that once traversed the intersection was reclaimed. Warrenton's old railway station once stood roughly in the middle of the intersection. The Warrenton Boatyard to the north with a large painted lettered sign on the building does provide a suggestion of the town's working waterfront, but the entry as a whole can be improved with the following elements:

- Improve the Harbor Drive streetscape with wider sidewalks, street trees and new lighting with the potential to add banners or similar signage.
- Improve pedestrian safety and links to the bridge and Marina beyond by widening sidewalks, adding crosswalks and shortening crossing distances through the use of curb bump-outs. (New marked crossings on State highways must be evaluated and approved by the State Traffic Engineer.)
- Harbor Drive could be narrowed north of the Shell gas station, where there is an existing acceleration lane for cars turning east from South Main Avenue. Street trees could be planted in the area reclaimed from the roadway.



Existing conditions on East Harbor Drive, looking west towards the intersection with South Main Avenue

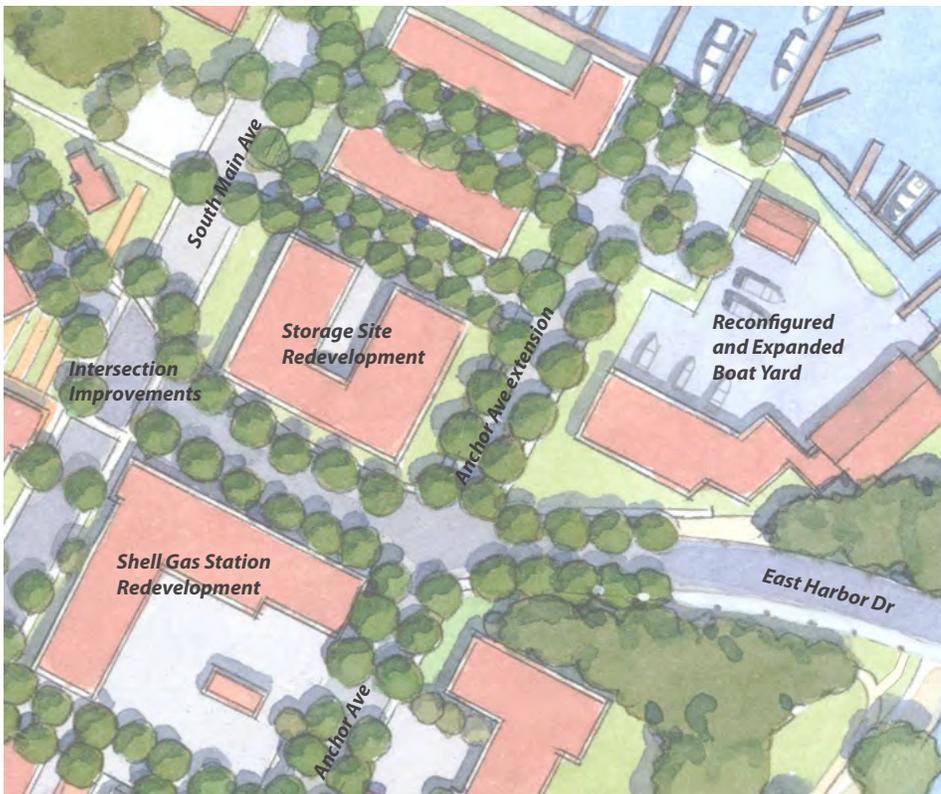


Sketch of streetscape improvements

D. Harbor Drive and South Main Avenue Intersection Improvements (*continued*)

- Anchor Avenue could be extended, re-connecting the city's street grid to the north waterfront, which was severed in the 1970s by the new Harbor Drive and bridge improvements. This would provide another route for pedestrians to reach the Skipanon riverfront. If the storage site is redeveloped in the future, Anchor Avenue could be extended as part of this project, from Harbor Drive to NE Harbor Place, with a new intersection and crosswalks to calm traffic and physically connect downtown back to the north as it once was. The distance between this future intersection and the Harbor/Main intersection is less than current ODOT spacing safety standards.
- The blank wall of the self-storage complex north of Harbor Drive has been mitigated somewhat with a mural. The redevelopment of this site should be an urban renewal priority. This site could be redeveloped with a range of uses, including housing, retail, and office.

- The most important design element of a future development will involve allowing circulation across the site and providing a more welcoming and active street frontage. This redevelopment can serve to knit together Downtown Warrenton with its working waterfront and a potential redevelopment of the North Downtown properties.
- Reconfiguration of the Harbor/Main intersection is proposed in the 2004 TSP, when future traffic counts warrant the installation of a signal. When such a signal is built, it should be accompanied by improvements in pedestrian crossings, removing merge lanes and narrowing the street cross-section if possible. The investments in this project can also be coordinated with a new flag plaza on the western side of the intersection, improvements at the Lighthouse Museum and undergrounded power lines through the intersection.
- A roundabout could also be considered for this intersection. A traffic study must be completed to ensure that a roundabout could handle the level of traffic that is projected to use this intersection now and in the future. Costs for roundabouts are generally compatible with signals, but have greater up front costs and some potential right-of-way acquisition. Long-term, however, the lifetime costs are generally lower with a roundabout due to lower maintenance requirements. A new art piece or distinctive landscape could be installed in the center circle of the roundabout, further serving as an entry statement for the city.



North Downtown improvements



View south down South Main Avenue from Harbor Drive intersection



Example of a street with tree planters added between on-street parking stalls (Lodi, CA)

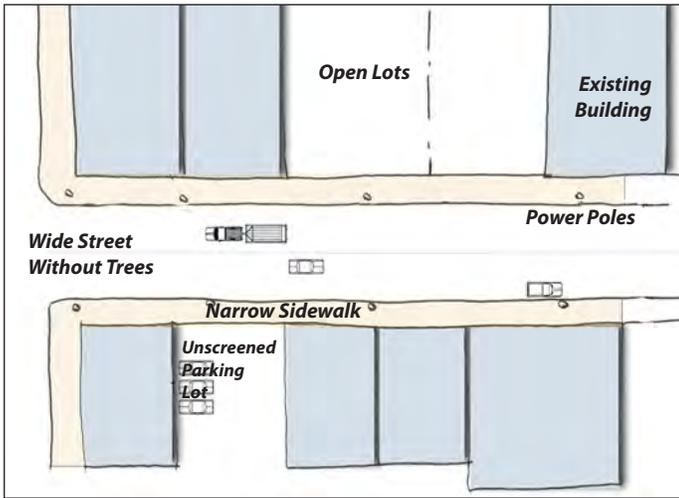


Planted bumpout areas (Washougal, Washington)

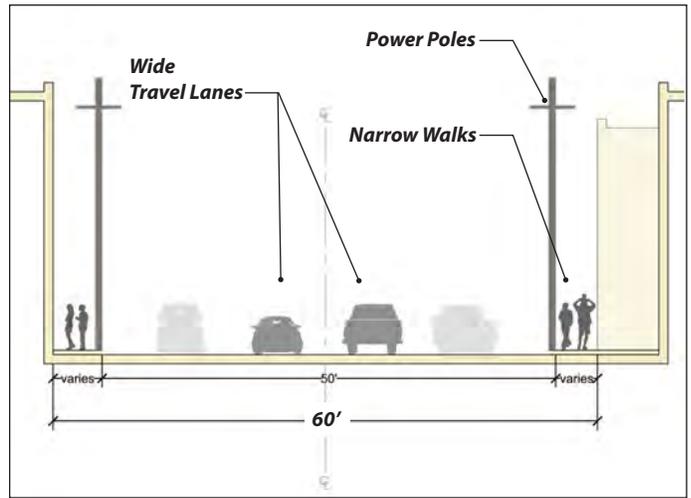
E. South Main Avenue Streetscape

As the primary downtown street, South Main forms the identifiable core of the city. Currently, the street does not provide a welcoming character and should be improved to support downtown businesses and the community. The key principle in this redevelopment is a focus on the pedestrian and connection to businesses and adjoining neighborhoods. By adding street trees, new lighting, awnings, and widened sidewalks, downtown Warrenton can take on a much more inviting appearance and encourage its use. This can be achieved through a combination of the following:

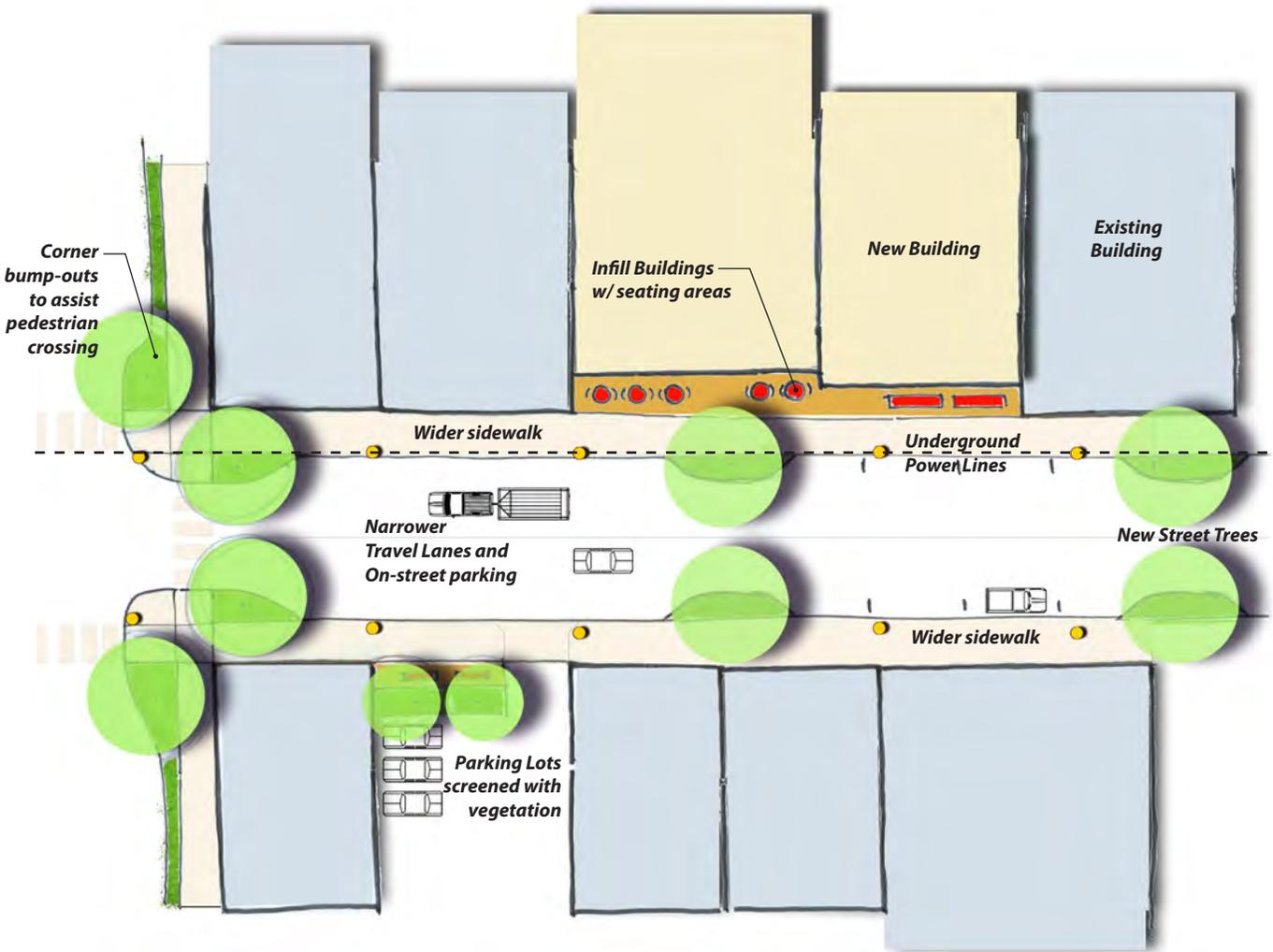
- The existing sidewalks are only 6' in some places and never wider than 8'. To encourage pedestrian movement and allow for the addition of street furnishings, trees and stormwater treatment, the sidewalks should be redeveloped to at least 10' wide. This can be accomplished by modifying the roadway.
- The current street, with a 60' right-of-way, is a State Highway. The existing 14' travel lanes encourage higher-speed vehicular thru-traffic. The lanes visually appear to be wider, because the 9' on-street parking stalls are not currently well-marked. It is recommended that these travel lanes be no more than 12' in width, preferably 11' each. This would provide an additional 3' on each side of the street for wider sidewalks.
- The existing on-street parking stalls are wider than necessary, and could be as narrow as 7', providing an additional 1' on each side for wider sidewalks.
- At the intersections of South Main Avenue with SW 1st, 2nd and 3rd Streets, the corners could be modified with a curb bump-out or bulb, to effectively shorten the crossing distance for pedestrians. Pedestrians standing on the curb of these shorter crosswalks would be much more visible to traffic on South Main Avenue. These curb bump outs would be accompanied by new crosswalk markings and even on-demand crossing signals in the future.
- The existing street will need to be rebuilt to incorporate better storm drainage features in the future, according to the 2009 Stormwater Management Master Plan. The reconfiguring of the street cross-section could occur in coordination with this rebuilding.



Existing South Main Avenue conditions



Existing South Main Avenue cross-section



Proposed typical South Main Avenue streetscape improvements



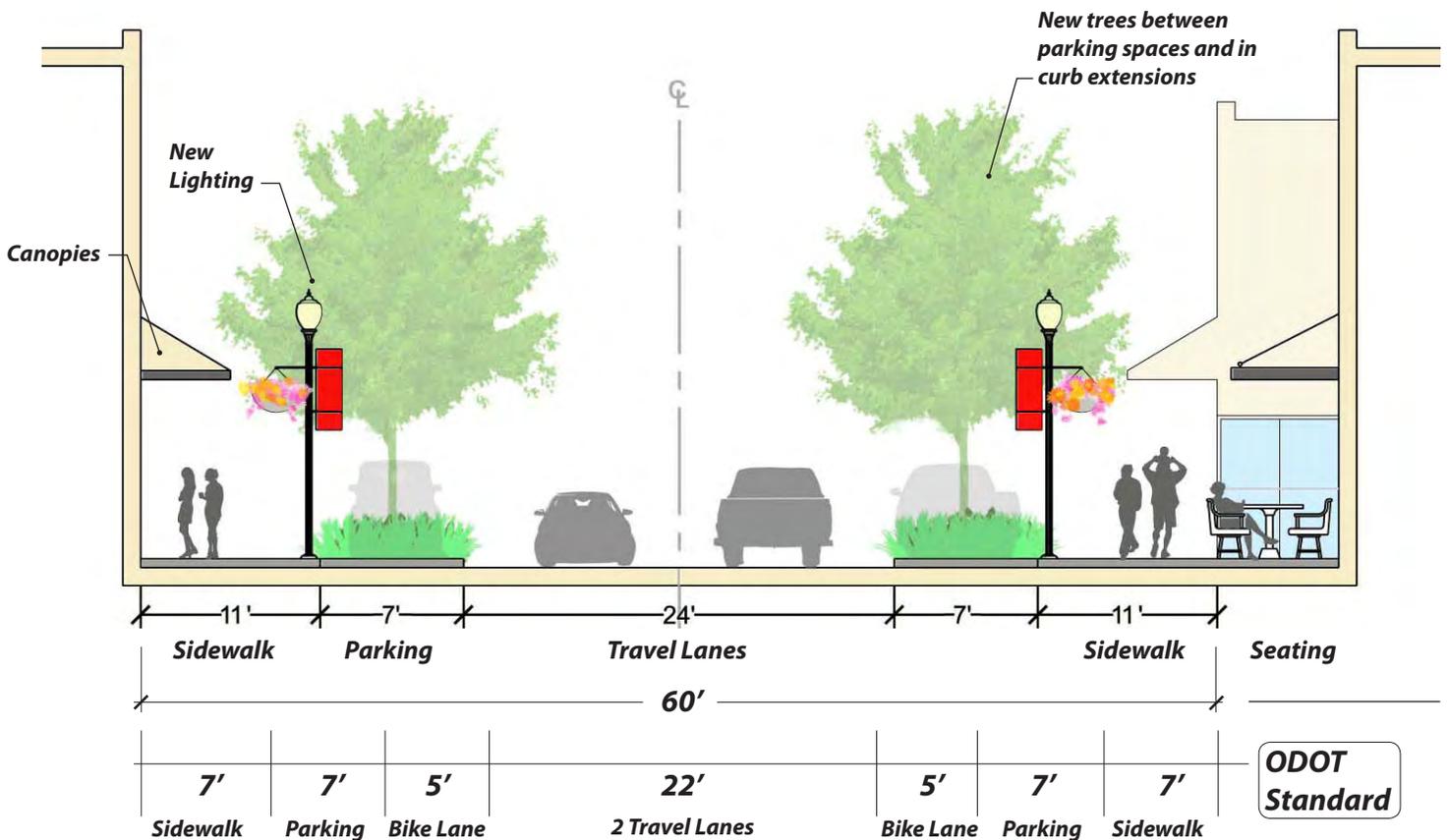
Power lines and poles detract from downtown's character

Utilities

When the street is redeveloped, the existing above-ground power lines should be placed under the street, to improve the visual appearance of South Main Avenue. This has been done in several Oregon Coast communities, most recently Seaside. There are a number of challenging variables to be studied further, such as the impact of the local high water table and how to reconnect the power lines to adjacent existing buildings.

Street Trees

South Main Avenue in downtown Warrenton was once lined with tall poplar trees, identifying the corridor and the core of the community from afar. Those trees were removed and there have not been any subsequent efforts to add street trees to public rights of way. Street trees should be planted in curb extensions on both sides of South Main Avenue. The placement of trees should avoid blocking views from the street into retail storefronts. Placing the trees within the parking zone provides an uninterrupted sidewalk area for pedestrians, allows for the installation of broader headed trees (providing more character and summer shade) and positions the trees and plantings in visually prominent positions, to add to downtown's green appearance.



Proposed South Main Avenue cross-section

ODOT Standard

South Main Ownership

Given that Main Street is currently a state highway, the procedure for redeveloping the streets will require negotiation with ODOT. The state agency could turn over control of the street to the City of Warrenton, decommissioning it as a State Highway. The street would be upgraded to negotiated standards. Including a bicycle lane in each direction would preclude the ability to re-allocate some of the excess street width towards wider sidewalks. If possible, negotiations should seek to allow bike lanes to be omitted from South Main Avenue in downtown Warrenton, perhaps with the provision that bike traffic would be routed to a parallel street.

Another option for the City would be to take possession of the street and improve it to City standards. If this is selected as an option, the street section shown on page 29 is recommended for South Main Avenue.



Outdoor seating and street trees (Orencia Station, Hillsboro)



Artist's rendering of reconfigured South Main Avenue



Downtown Washougal Public Plaza



Public Plaza

The community has expressed interest in developing a public Plaza on South Main Avenue, for special events and occasions, such as the town Holiday Tree, 4th of July events, Farmers Markets, concerts and general civic use. There are two good potential sites for such a plaza:

- The preferred location, based on a willing seller, is at the southeast corner of SW 2nd Street and South Main Avenue, currently a vacant lot. This site is directly across the street from City Hall, so development would begin to form the nucleus of a civic center for Warrenton, especially if the adjacent lot to the south becomes a site for a relocated Public Library from Hammond. This site could also serve as a gateway to Skipanon Park, two blocks to the east. The plaza should be a simple design, with seating and enough flexible open area to program the plaza for a variety of events.
- A second opportunity for the plaza is at the surface parking lot at the corner of 1st and Main. We highly recommend that the post office remains in downtown, but we understand it is undersized and difficult to access. If the area is redeveloped with a new post office and adjacent retail, the area could also accommodate a public plaza space that would be available for gatherings and events.



Detail from downtown Master Plan

South Main Buildings

- Where feasible, some buildings could be set back from the right-of-way at least 2' but no more than 10' to provide seating or product display in front of stores. This setback can be used for seating associated with restaurants, or informal mini-plazas in front of stores with benches. Existing vacant lots and parking lots should be screened with low shrub landscape or walls, as described in Chapter 3.2 of the Warrenton Zoning Code, in order to provide a pleasant and consistent street edge.
- Existing and proposed developments along South Main Avenue could benefit from an Urban Renewal-sponsored program to retrofit building facades to their original historic appearance, or to provide a better public street frontage with ample windows, new signage, human-scaled lighting and awnings. (See Design Guidelines in this document for more detail).



Parking lot screening and streetscape

F. Strengthened Street Grid

The Warrenton street system is a traditional American town grid that enables easy connections within the city. The public right-of-way is the most shared open space in a city. It is used by everyone to connect to neighborhoods, commercial and civic uses, and provides an easily-used street grid that accommodates pedestrians, bicyclists, and vehicles, connects a community, and makes a city safer and more accessible for its residents. We highly recommend that the City of Warrenton ensure that all future development in the city accommodates full access streets with safe sidewalks and travelways. The streets should interconnect as part of the street grid in order to provide optional routes of travel, reduce overloading of intersections, and help to knit the entire community together. The public rights-of-way should not be compromised by change of travel patterns, dead ends, or elimination of pedestrian facilities. Existing alleys should also be preserved as circulation corridors and not blocked off by fences or private encroachments.

The street grid also offers multiple opportunities to connect downtown with the Skipanon River. There are three existing public connections in this grid pattern, at SE 3rd Street, the main entry to Skipanon Park, and SE 2nd Street, which is an unimproved public right-of-way connecting to a boat ramp and the Skipanon River Trail. These connections should be improved for pedestrians. The SE 2nd street extension could be a simple road leading to a turnaround and informal parking area. The eastern portion of SE 1st Street traverses a wetland so it is probably best suited to a future boardwalk connection to the riverfront trail.

There are additional instances where the street grid could be completed, perhaps tied to future private development. Already described earlier in this document is the Anchor Avenue extension north across Harbor Drive to the waterfront. SW Main Court could also be extended to meet the Fort Stevens Highway 104, if this connection meets ODOT safety and operational standards. SW Main Court can also be extended south, through the existing City Public Works Yard, also as part of a future redevelopment of that site.



Second Street connects downtown to the Skipanon River



Downtown Street Grid



Proposed Skipanon Park improvements

G. Connections to a Revitalized Skipanon Park, Trail and Skipanon River

The Skipanon River is an important and untapped asset for the community. Connecting downtown to the river visually and physically will greatly benefit the identity of the city as a waterfront community. The Skipanon River, the riverfront loop trail and Skipanon Park are important identifiers of Warrenton’s character and key ways for citizens to connect to their natural setting. The existing Skipanon Park should be expanded to improve public access while protecting the natural character of the riverfront.

- The existing trail should remain in its existing location. It should be extended to the north under the Skipanon River Bridge, once property alignment issues are resolved with the Warrenton Boatyard owners (it currently ends under the bridge). A side path from this trail can extend to a new stairway that would take pedestrians to the south side of the Harbor Street bridge and potential future improved sidewalks there.
- SE 1st Street, a public right-of-way from its existing end at Anchor Avenue to the riverfront dike, should be extended, but the right-of-way crosses a wetland. This public corridor could be improved with an elevated boardwalk that connects the city to the river for pedestrians and cyclists.
- The trail to the south is currently routed onto SE 3rd Street, around a private residence that sits close to the river. It should be confirmed whether there is a strip of public land between this private property and the river, which would allow the trail to be extended along the river front. If not, the trail could be connected on floating walkways, an expensive option, or the existing detour could be improved and well-signposted. The trail then continues south on the top of a dike that becomes SE 5th Street then extends further south to cross the river on the 8th Street Dam.
- The current trail could be enhanced with new overlooks on the river side and new seating facing the river. New signage could be installed to improve wayfinding and explain to visitors about the natural and cultural history of the area.

G. Connections to a Revitalized Skipanon Park, Trail and Skipanon River (continued)

- The existing gangway at the end of SE 2nd Street should be improved as it is currently too steep at low tide to allow safe public access to the small craft floating dock below, which sometimes becomes marooned on the mud. A new gangway could be combined with an improved SE 2nd Street right-of-way. The street extension is currently a rough track leading to a wooden ramp up to the top of the dike. A new parking area could be located at this street end, with a potential landscaped turnaround/circle for vehicles. Space would be needed to offload light watercraft and gear. A restroom and shelter could also be added at this location, and new signage and lighting.
- The existing Skipanon Park could be improved to increase the amount of useable space for residents, clearing invasive blackberries and installing lawn close to the parking area for picnics, concerts and informal play. The size of the park could be increased by adding public rights of way to the park land. When parcels surrounded by the park are made available by willing seller, they should be considered for purchase to make a contiguous whole. These parcels may not be suitable for development, within the floodplain or in a wetland, but could add greatly to the public open space.



Existing Skipanon River dock.



Existing trail and cleared area at Skipanon Park.



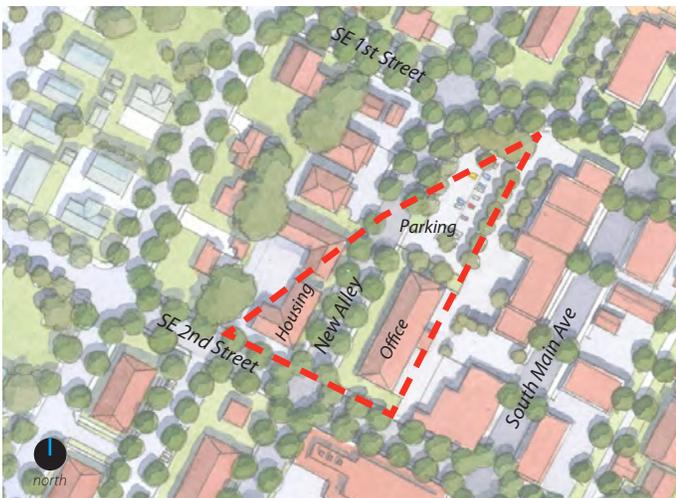
A vision for Skipanon Trail improvements



New Infill Development in Warrenton (Radio Station).



Public Works Yard.



Potential Redevelopment of Public Works Yard.

H. Infill Development/Public Works Yard

There are a number of vacant and underdeveloped properties in downtown Warrenton. Where possible, mixed-use development is preferred with housing above retail stores along South Main Avenue. Office uses are also desirable in the downtown core, between Harbor and 3rd Street. Purely residential development, perhaps at a higher density of at least 10 units per acre, would be acceptable as infill, especially on streets other than South Main Avenue, if the economics (rents or sale prices) of the local real estate market can support the higher costs of such development.

The existing 1.5-acre Public Works yard north of SW 2nd Street, behind the Main Street Market, is a particularly visible redevelopment opportunity. City staff indicated that the functions in this yard will be moved out of the downtown core in the future to a site with more room and less visibility. Some city residents expressed the opinion that there is not enough visitor parking in downtown to entice tourists to stop. Other beach communities such as Cannon Beach and Seaside have built public parking lots for this purpose—Cannon Beach’s parking lot is home to a Farmer’s Market on certain summer days. The Public Works yard is a good location for such a parking lot and could accommodate at least 40 cars. It could also accommodate RVs, which need more space than is typically available along city on-street parking spaces. A portion of the yard could also accommodate additional housing or office space in downtown, in a coordinated public-private development.

I. North Waterfront Improvements

The Bornstein family owns much of the area along the Skipanon River north of the self-storage property north of Harbor Drive. They currently operate a private dock in front of their business which includes commercial fishing moorage. In discussions with Andrew Bornstein, he indicated that his family has intentions of redeveloping their property, envisioning a seafood center that showcases their family business in commercial fishing. This would be an excellent addition to Warrenton, particularly if combined with new connections from South Main Avenue to this waterfront, including intersection improvements at Harbor Drive, a redeveloped self-storage property, an extended Anchor Avenue and new sidewalks along NE Skipanon Drive. This redevelopment could further benefit the city if public space was included in the project, including public access to docks and waterfront overlooks and perhaps a public fish market.



Existing NE Harbor Court



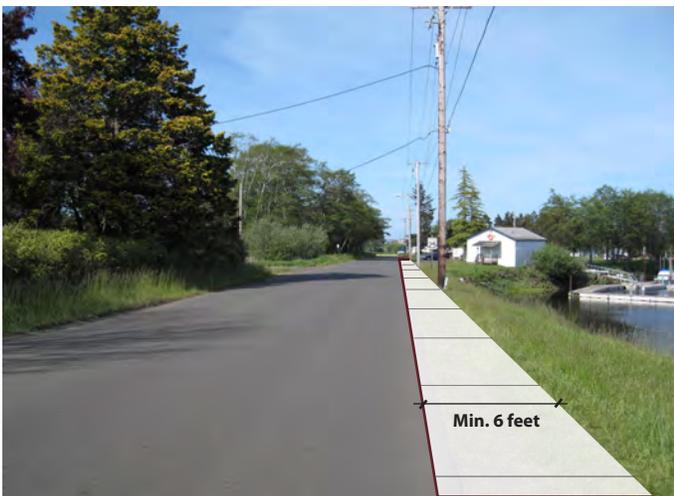
Proposed plan for North Waterfront improvements.



Artist's rendering of a new plaza at the North Waterfront.



Potential rerouting of industrial truck traffic north of downtown



A new sidewalk connection is recommended for NE Skipanon Drive

J. Truck Traffic to Industrial Uses

In late 2009, the Weyerhaeuser Mill was closed and purchased by Hampton Affiliates, who are currently retooling the mill. It is unclear if the new use will include truck traffic at the same frequency but it is recommended that the City discuss the traffic adjustments described below with the new owners of the property before the mill reopens.

The local economy depends on the efficient movement of truck traffic through the city to employers such as Nygaard Logging. Currently, truck traffic to and from the Hampton Affiliates property uses NE Skipanon Drive coming from US 101 on Harbor Drive (SR 105) to the east and south. Some truck traffic comes through downtown on South Main Avenue, continuing straight through the intersection on NE Skipanon. If possible, log truck traffic on South Main Avenue should be discouraged, by designating Harbor Drive as a truck route. It will be important to ensure continued service and delivery access to downtown businesses but these vehicles don't need to use South Main as a through-route. The streetscape and street calming improvements described earlier in this report will also serve to slow truck traffic down (and maybe encourage them to use Harbor Drive.) The design of the intersection reflects accommodations for trucks, with wide turning radii on corners, which increase pedestrian crossing distances.

Since the intersection of Harbor and Main is a key entry into downtown Warrenton, as well as an important linkage between downtown and the Skipanon waterfront, the City should consider working with ODOT to limit truck traffic turning right onto NE Skipanon Drive. While a simple control, this would help to ensure a narrower street and narrower pedestrian crossing on the east side of South Main Avenue and would make redevelopment of the self storage property more palatable, especially for residential uses. It would also make the riverfront walk along NE Skipanon safer for pedestrians. The trucks would be routed 0.5 miles north to NE 5th Street, where they would turn right and drive into the industrial property. The use of 5th Street will require reconstruction for the intersection to allow right turns for trucks.

On an interim basis, truck traffic will probably need to remain on NE Skipanon on southbound journeys, since there are topographic challenges at the intersection of NE 5th and Fort Stevens Highway and trucks cannot fully see approaching traffic from each direction on the Highway. A full reconstruction of the intersection would be required to allow all truck traffic to be routed via that intersection. Also, slow-moving trucks would be entering the Highway on a higher-speed stretch, which poses a safety hazard.

New Businesses

Warrenton should actively seek to attract new businesses to downtown, of a different, more independent scale than the large retail stores along Highway 101. It is recommended that the City undertake an economic study of downtown to better understand the current financial conditions and to examine potential for supporting current and new business opportunities. There are several types of businesses that would be well-suited to a downtown Warrenton location and which were seen as desirable by some current residents. The following is an initial list of potential businesses:

Community Businesses
Dry-cleaner
Coffee shop, bakery
Deli or restaurant
Health club
Marine chandlers
Camping, outdoors, and cycling supply
Fishing tackle store
Bookstore
Antiques
Professional Business
Doctors/dentists
Insurance
Lawyers
Brokers
Real estate agents, loan officers
Tourist Business
Seafood sales and restaurant
Souvenirs
Groceries (to serve Fort Stevens)
Wine store
Hotel/B&B
Art gallery
Clothes and shoes
Horse-back riding
Bike rentals and repair
Scooter/motorbike rental
Kayaks/small craft
Boat tours



Many local residents expressed a desire for a small coffee shop and bakery, to complement the Serendipity Cafe.



Small scale community-based retail, Bandon, OR



A bike rental shop in Warrenton could serve Fort Stevens and coastal cyclists



Bird watching represents a major source of income for nearby communities



Nature-based recreation also represents a potential major source of income

Activities

The community could also seek to attract tourists by organizing new festivals that celebrate the unique character and heritage of the Warrenton area. Some potential festivals and activities may include:

- Fishing festival
- Wooden/historic boat festival
- Bike tours and cyclocross
- Sailboat races
- Kite Festival
- Crab Festival (This has moved to Astoria. The City should seek to expand this and move it back to Warrenton)
- Buoy 10 Salmon Fishing Festival
- Fort Clatsop Pioneer days
- Baseball and Softball tournaments using City-owned ballfields
- Half-Marathon/10K race
- Holiday tree lighting, lights and decorations downtown
- Sidewalk sales
- Farmers Market
- Festival specific to a local crop
- Bird watching/migration celebration



Warrenton could become a base for beach and park-based festivals

Zoning Code Adjustments

The improvements to downtown Warrenton will require a number of public strategies to ensure implementation, including a committed city leadership, an improved local economy that increases urban renewal tax receipts, and citizen support for public investment in the improvements. There are several adjustments that can be made to the existing Zoning Code to further encourage redevelopment according to this plan:

- Implement the Design Guidelines, included in this document. The Zoning Code should be reconciled with these Guidelines, to strengthen design standards in Chapter 3.03 and extend their applicability to the Marina area and Downtown Warrenton. For example, 3.04.3 C (i) notes that simulated materials may be substituted. This is not recommended.
- Tailor code more specifically to the needs of the city of Warrenton. There are several generic provisions and diagrams which do not necessarily apply to Warrenton conditions. The City should also seek to simplify and clarify language in the code through a chapter by chapter code audit.
- Adjust some of the street cross-sections in Chapter 3.5.1, adding a South Main Avenue section once negotiations with ODOT have resolved a final cross-section. Footnote #4 should be removed; the wider travel lanes (14') will encourage faster speeds and if there are already bike lanes, the extra width will not be needed.
- Code should be amended to prohibit private surface parking lots in front of new development, between buildings and South Main or Harbor Place. Surface lots are acceptable in the rear of buildings on these streets. Buildings should have a maximum setback of 10' from the street ROW.
- Where possible, redevelopment should be set back at least 2' but no more than 10' along South Main Avenue to encourage outdoor uses.
- Strengthen landscape buffering requirements in Chapter 3.2 E.3 to require visual screening of parking from the frontage with adjacent streets.
- Require a minimum of 16sf for street trees. Add language in 3.2.4 to allow street tree planting pockets between on-street parking spaces, as detailed in this Master Plan.
- Consider protecting existing trees within view corridors and along downtown streets, to enhance connections to Warrenton's setting.
- Reduce parking requirements for new development in downtown, along South Main and within two blocks to the east and west, which may make it more affordable to build downtown and encourage shared parking arrangements. For example, small retailers downtown should not be required to provide 4 spaces per 1000sf of floor area (3.3.3A). More and more cities are removing minimum parking requirements and allowing the market to dictate how much parking is provided, instead setting a maximum amount.
- Consider allowing commercial and residential uses to count on-street parking towards their off-street requirements.(3.3.3B)
- Consider adding landscape standards to Sign Requirements (3.7.4) to enhance aesthetic character of commercial areas.
- Consider adding language to the Code that encourages property owners to donate wetland parcels to the North Coast Land Conservancy or City, in exchange for development bonuses to be determined.
- Strengthen stormwater treatment requirements (Chapter 3.19.3) to reflect the recommendations of the recently adopted Stormwater Management Plan. The City should lead the way with stormwater treatment for public rights of way, such as swales, stormwater planters, retention ponds and pervious paving.
- Chapter 3.19, Large-Scale Developments, should be reviewed and strengthened to incorporate findings from recent large developments in the city, particularly commercial uses on Highway 101. Wetland protection and mitigation elements should be added.
- Standards for Medium and High-Density Residential should consider removing minimum setbacks of 10' and allowing greater building height (over 40') to encourage higher density. The Zoning Map could also be reviewed to ensure that such uses are not permitted in areas prone to flooding (Flood Hazard Overlay). Much of the area south and east of the Skipanon River is zoned Intermediate Density Residential, but the area has many (non-significant) wetlands and sits in a floodplain.
- The C-1 zone applicable to downtown Warrenton should permit mid- to high-density residential uses along South Main Avenue and adjacent streets. Mixed-use development should also be permitted.
- Ensure that the Marina area is zoned A-1 and that higher-density residential uses are permitted, to encourage a more active urban environment in upland areas (see Marina Master Plan.)

Action Plan for Downtown Improvements

The revitalization of downtown will take diligence and long-term support. It is recommended that the community proceed with as many improvements as feasible, in a measured, pragmatic way, understanding the economic realities of limited urban renewal receipts and minimal public budgets. Success will be measured through incremental action on a number of projects at a variety of scales, with a focus on projects that can enlist the help of other partners. These partners could include public agencies such as Clatsop County, the State of Oregon and ODOT and the National Park Service. Non-profit groups, such as churches, youth groups, environmental advocates and the Warrenton Trails Association should be seen as key partners, especially with their access to a pool of volunteers (to build trail connections, plant trees or hold fundraisers for a new Downtown Plaza for example). Local businesses are also important partners and can help support community beautification efforts by improving their own properties or donating materials for trail or park shelter construction.

This plan proposes to arrange projects under three time-frames of priority, **Short**, **Mid** and **Long-Term**. If longer-term projects acquire unexpected funding or a local champion, they could be accelerated in priority.

Short Term (1-5 years)

- Plant street trees throughout the city where possible
- Add landscape buffers to parking lot edges
- New city gateway and signage
- Façade improvement support for existing buildings downtown.
- Permanent pedestrian safety upgrades and sidewalks for Skipanon River Bridge
- Acquire property from willing sellers and by re-allocating public rights-of-way to enlarge Skipanon Park
- Trail extensions to Skipanon River trail
- Encourage redevelopment of the self-storage at Harbor and Main Street
- Identify and secure a parcel for new public plaza downtown
- Develop and implement an agreement for a jurisdictional transfer between ODOT and the City of Warrenton. This is a necessary first step before any reconfiguration of South Main Avenue

Mid Term (6-10 years)

- Reconfigure intersection of Harbor Drive and South Main Avenue, add signals (ODOT project)
- Develop project to reroute northbound industrial truck traffic from NE Skipanon Drive to NE 5th Street. Southbound truck traffic will likely continue to be permitted on NE Skipanon
- If jurisdictional transfer with ODOT proceeds, reconfigure South Main Avenue, with underground power lines, narrower street, crosswalks, wider sidewalks and new street trees and furnishings.
- Relocate Public Library to downtown
- Develop and implement a project that accommodates pedestrians safely over the Skipanon River. Consider and evaluate low cost options to the existing bridge before consideration of a separate structure.
- Infill development
- Façade improvement support for existing buildings downtown.

Long Term (10-25 years)

- Land acquisitions
- North Waterfront redevelopment (with participation of Bornstein family and other landowners)
- Infill development

Cost Estimate for Downtown Improvements

The improvements to Downtown Warrenton will require a sustained level of public investment, from urban renewal funds, general fund allocations and sources such as state and federal grants. The estimated costs of the preceding improvements are summarized below.

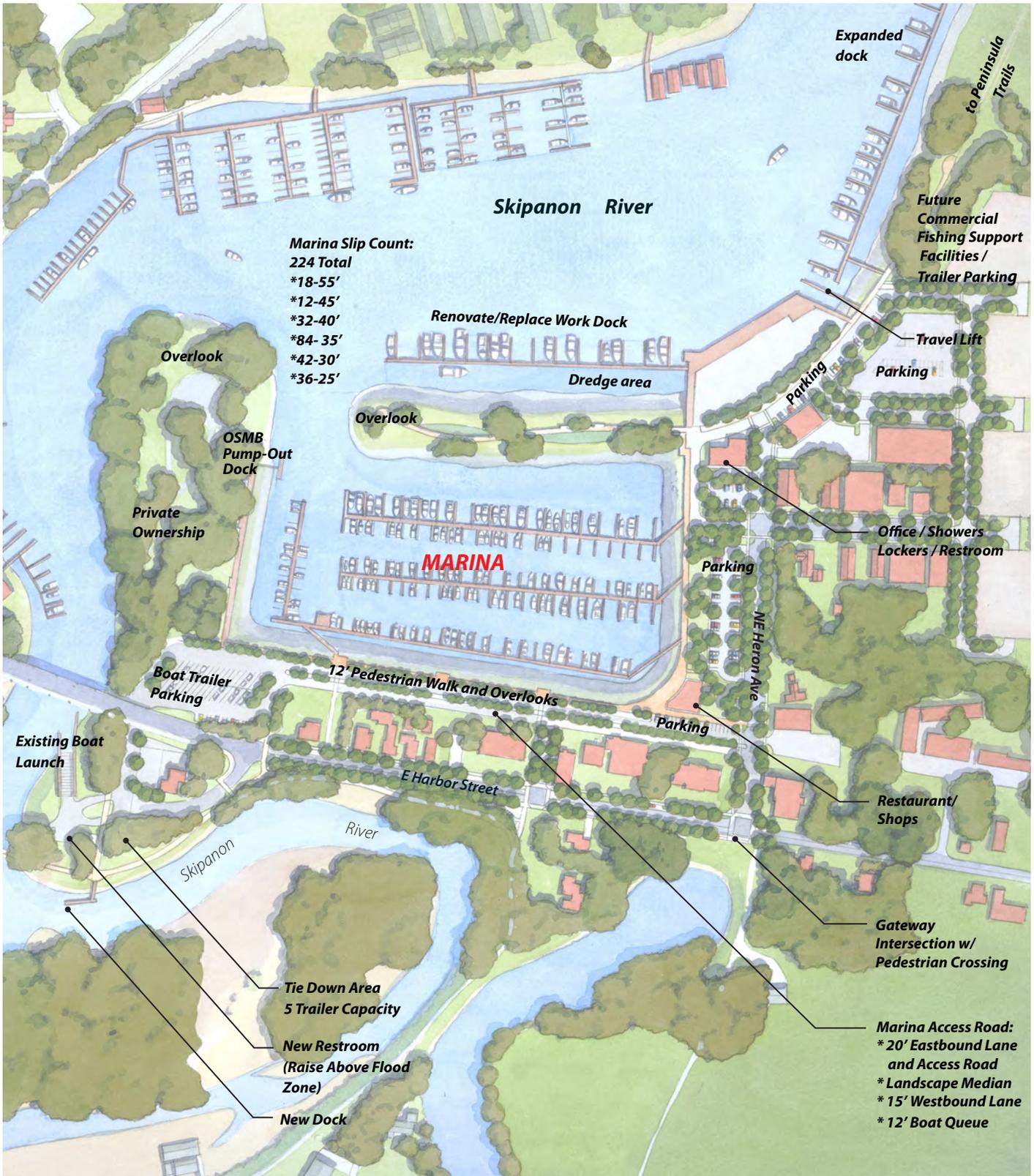
	Totals
Block 1: Harbor Street south to 1st Street	\$ 450,500
Block 2: 1st Street to 2nd Street	\$ 498,250
Block 3: 2nd Street to 3rd Street	\$ 563,000
Block North of Harbor Drive intersection (to NE 1st Street)	\$ 796,500
Anchor Avenue improvements (between Harbor and SE 3rd Street)	\$ 822,000
SW Main Court improvements (between SE 1st and SE 2nd Street--Public Works Yard)	\$ 254,000
SW 2nd Street improvement from Anchor Avenue to Skipanon Park	\$ 118,500
Skipanon Park	\$ 1,070,500
Harbor Street Bridge pedestrian improvements: Interim Solution (<i>not in total</i>)	\$ 17,750
Harbor Street Bridge pedestrian improvements: Preferred Solution	\$ 162,000
Optional Pedestrian Bridge (<i>not in total</i>)	\$ 500,000
Skipanon Drive improvements (north of NE 1ST)	\$ 177,000
Intersection improvements for truck bypass north of downtown (5 th Street)	\$ 50,000
Main Avenue and Harbor Avenue intersection improvements (including flag plaza on corner and street trees)	\$ 349,750
Main Avenue and Harbor Avenue intersection improvements: Roundabout Option (<i>not in total</i>)	\$ 200,000
Bornstein Plaza and waterfront public improvements (assume owner will redevelop property and pay for buildings)	\$ 348,500
City entry signs improvements at Highway 101 and other entries	\$ 75,000
Façade improvement allowance (optional)	\$ 40,000 per property
City owned property improvements	\$ 162,500
TOTAL CONSTRUCTION COST	\$ 5,900,000
<i>Soft Cost Allowance (consulting, permits, surveys) ±15%</i>	\$ 885,000
<i>General Contingency (±10%)</i>	\$ 678,500
GRAND TOTAL COST of DOWNTOWN IMPROVEMENTS	\$ 7,463,500
<i>(This estimate is based on 2010 costs and does not account for inflation.)</i>	

DOWNTOWN WARRENTON MASTER PLAN

The Plan for downtown visually depicts the look and feel of downtown in the future, if many of the master plan recommendations are undertaken. Downtown in 30 years (2040) will be an active, walkable place with thriving businesses, housing, and civic uses. The community will be directly linked to the waterfront and be identified with its natural setting. Infill development will reinforce a revitalized street system and provide a variety of shopping, eating and civic opportunities for residents and visitors.



■ MARINA MASTER PLAN



Master Plan for Warrenton Marina improvements

Marina Master Plan

Introduction

The Warrenton Boat Basin is a working harbor and public recreational boat moorage built in stages over the last 40+ years. This area of the Skipanon River estuary has supported vibrant commercial logging and fishing industries for nearly 150 years. Today the harbor is home to small-scale commercial fishing operations, sport-fishing charters, seasonal fishing & guiding activities, year-round recreational moorage and a public launch ramp facility.

The history and location of the basin is linked directly with the identity and function of Warrenton. Downtown and the marina will benefit greatly if they are thought of as one place rather than two. Improvements should be made in a well coordinated and mutually beneficial way to both the marina and downtown. As stated earlier, the marina acts as a gateway to downtown as travelers arrive from the east. Its vitality and appearance will directly affect downtown business and the city's presence.

Goals

The Goals for the Marina Master Plan include:

- Rehabilitate and upgrade the Warrenton Marina to be a major community attraction
- Support both commercial and sport fishing activities in the marina upgrade
- Promote mixed-use development on uplands areas around the marina
- Utilize design guidelines and development standards to create a consistent and aesthetically pleasing development.
- Develop the Harbor Street corridor as a key link between Highway 101 and the downtown area.



Sport charter fishing circa 1965.



Warrenton Marina under construction, 1950s. The original course of the Skipanon River was rerouted.



Weathered gangplanks and docks need replacement.



The existing restroom is in poor condition.



Weathered docks pose a safety hazard.

Existing Conditions

The marina is 50 years old and is in need of significant repair. The following summarizes existing conditions. A majority of the existing log and foam-floated, wood-decked recreational dock structures in this 300-slip moorage are reaching the end of their useful life cycle. Piles and structural elements show signs of significant weathering and rot. Decking elements have been maintained to a higher maintenance standard, but weak underlying structure and unbalanced flotation have created potential customer safety issues in several areas of the moorage. Power and water systems vary in type and quality, having been built and installed piecemeal. A large portion of the power distribution system does not meet current market requirements, and very little of the system is compliant with current design and installation standards. No fire stand-pipe system is in place. There are no access or security controls in place. However, ramps and landings are in adequate condition, and may be re-usable. The basin has not been dredged since it was first excavated. It is subject to tidal flushing through a single entrance.

Most of the 50 commercial moorage sites are outside of the basin, along the bank of the Skipanon. These docks are varied in design and condition, but are serviceable today. Most utility systems are outdated or non-compliant. Some need for dredging is indicated along the shore-side of these docks. Side tie slips there are only marginally useful. The commercial moorages have access to a small storage and work yard. There is no public fueling facility on the Skipanon. Fishing operators must travel significant distances to Ilwaco or Astoria to refuel. Trailer boaters may fill at an upland service station; however, many users prefer marina fuel without alcohol to reduce operational problems.

Upland accessory structures such as restroom/shower facilities, moorage offices and maintenance buildings are heavily depreciated and need to be replaced. There are no convenience facilities designated specifically for commercial tenants. A public, Oregon State Marine Board pump-out station and dock is located in the northwest corner of the basin. Parking is inadequate for the maximum number of slips, although for most of the year, low occupancies alleviate that demand. There is a public boat ramp approximately a quarter-mile up the Skipanon on the south side of Harbor Drive that accommodates launch and retrieval for seasonal, trailered fishing boats. Access and queuing areas are limited and over-burdened in-season. Parking for boats and trailers is limited, sharing space with the boat basin.



Commercial fishing dock north of the Marina.



The Marina's embankment has experience siltation and requires dredging.

A row of older commercial and retail service structures is located south of the basin along Harbor Drive. These businesses market to a mix of local and seasonal tourist markets. Parking and access are strained by the buildings' location and proximity to busy Harbor Drive.

The basin abuts the western edge of a very large wetland area that might provide opportunity for expansion of parking or storage and service areas, although approvals and permitting may provide a significant challenge. River and boat basin banks in the area are partially armored or gently sloped. Some localized areas of scour or erosion are evident. Unprotected waterfront shoreline seems healthy and covered with naturally occurring vegetation, although some invasive species exist.



Aerial view of Warrenton Marina (from NE)

Moorage Markets

The Columbia River market has experienced very significant change over the last 25 years, shrinking and evolving with a dramatically changing commercial and sport fishing market. The region has made very little reinvestment in moorage infrastructure over that period, resulting in a marketplace that is generally represented by highly depreciated moorage structures, and facilities that are not very attractive to the broader Northwest boating marketplace.

The small-scale commercial fishing market has been in flux for the last 25 years, as in-shore fish stocks have been depleted, and large-scale, corporate fishing operations have continued to expand. This market is not expected to expand significantly without an unforeseen change in the fishing industry. It is currently served reasonably well by existing facilities in the Columbia River-mouth moorage market.

The number of sport fishing charters seems to be growing slowly. This could represent a long-term opportunity for the Warrenton Basin because of its close proximity to the Columbia Bar, and easily accessed Astoria accommodations. These business operators require a lift, a work yard, a fuel dock, and repair services for their businesses to thrive. Attracting them back to Warrenton will take more than nice dock structures. Operators express interest in the Warrenton Basin because of its location & relatively protected environment, but successfully courting this business will require a specific commitment to supporting the industry.

Although seasonal sport fishing & guide activity has reduced somewhat in the last decade, this market seems stable, and likely to be durable even though the prevalent fishing activity can be expected to continually change with the relative size of seafood populations. This highly seasonal market brings a significant parking requirement for trucks, trailers, and guest vehicles. Activity levels are very sensitive to the cost of fuel, for both boats and vehicles. Because of the limited seasons, and transient moorage patterns associated with this fishery, slips developed specifically for this activity may not pay for themselves.

With the exception of the Port of Astoria, moorage operators at the mouth of the Columbia River have put very little energy into attracting year-round recreational boaters. Astoria's limited efforts have brought them good West Basin occupancies in season, and solid year-round occupancies as compared to the rest of the market. This year-round boating market stretches from Puget Sound to northern California. It's a market in flux, with Pacific Northwest boat sales and registrations shifting toward sail, and larger boats in both power

and sail segments. The Portland market does not have the slip inventory to satisfy existing demand, offering very few moorage opportunities greater than 45 feet. These vessels may be used weekends or for short cruises, as second homes, or as live-aboard accommodations. High quality, secure facilities and accessible upland amenities are necessary to attract these boaters. The Columbia river mouth can offer significantly more boating options than most of the Northwest's metropolitan areas.

The seasonal recreational boater represents another undeveloped market. Although this activity is not year-round, it can be served, to some extent, by the same facilities as the seasonal sport fisherman.

Although floating home moorage is a relatively undeveloped market in this region, there are several small, well-established floating neighborhoods up-river from Astoria. And, there is healthy multi-family waterfront condominium activity in the Warrenton area. There may be an opportunity to introduce this lifestyle in Warrenton. The cost of accommodating a floating home is roughly twice that of a boat of similar length, but a floating home slip will command rents in excess of twice the normal boat moorage rents. Once installed, floating homes are also very stable as year-round tenants, with ownership changes not impacting house location. Residents will supply a natural level of security and add some life to the moorage during winter months. The commercial activities of the Skipanon waterfront, the potentially expansive second story views, and a town in transition should be very attractive.



Example of floating homes on the Columbia River.



Typical floating marina store and office.



Successful Buoy 10 sport fishermen.

There are also a number of other potential markets that are emerging in northwest urban communities that might deserve some consideration as the new facility is built out over the years, such as paddle and row-boat storage and launching, floating bars/cafés, bike rentals, floating seafood/retail stores, and electric boats that could ply the Skipanon estuary.

Each of these sectors represents opportunity for the Warrenton Basin. But, it would be unreasonable to try to exert equal effort to making all of them successful. The City needs to make some choices about which of these opportunities makes the most sense in terms of the broader plans and image of the community, and develop marketing strategies that can make these individual moorage business segments successful.

General Planning Strategy

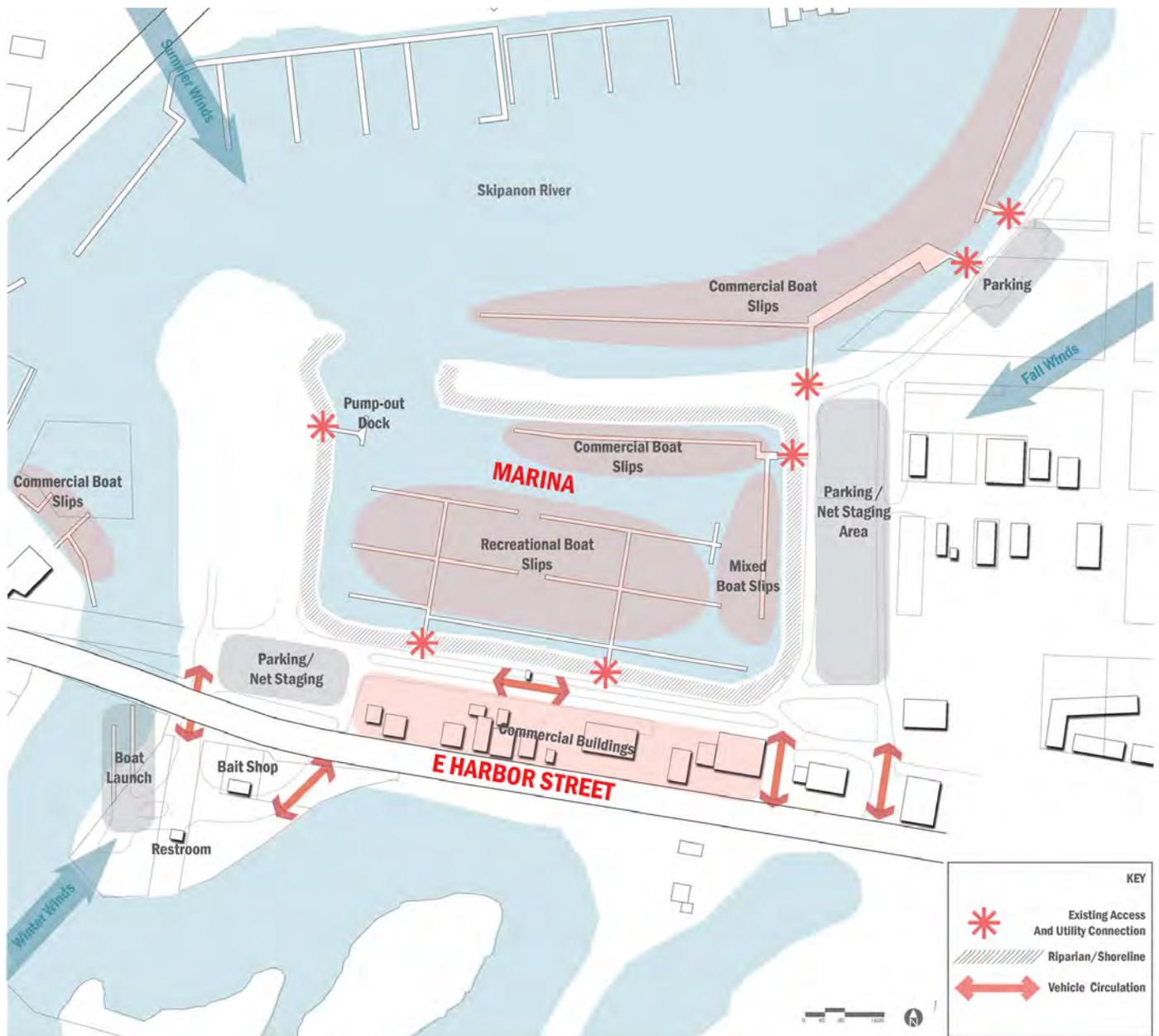
The primary goal in redesigning and planning the future of the Warrenton Moorages is to provide a flexible, phased approach that accommodates current slip demand and allows enough flexibility in long-term build-out to obtain a leadership position in the market over the next 20 to 30 years. As it is built out over the period, the configuration of facilities should be shaped to accommodate change in the market. Warrenton has an opportunity to differentiate itself from other nearby moorage operations through development of facilities that respond to the individual interests of the customer.

	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Spring Chinook												
Sturgeon												
Buoy 10 Salmon												
Ocean Salmon												
Bottomfish												
Tuna												
Crab												
Steelhead (winter)												

Sport fishing calendar for the mouth of the Columbia River

The basics for great moorage are here. The Warrenton Basin is protected from wind and ship waves, storm surge, and the strongest winter winds. Water in the basin is generally fresh, or low in salt, significantly reducing wear on and extending life for boats moored there. This is a rare opportunity for a seaport. It is close to the Columbia Bar and Buoy 10 as well as the cruising grounds of the lower Columbia. It is easily accessible via state highways, and located within biking and walking distance of Warrenton. It is anticipating an attractive community rebirth that will provide lifestyle amenities,

entertainment and marine services. It is surrounded by the Skipanon estuary, a unique and relatively unspoiled natural resource. It has an active commercial fishery, and is located at the center of Buoy 10 sport-fishing activity. It is close to one of Oregon's largest and most popular state beach parks. It offers a stable basin with little tendency for silting, with enough room to create first class, comfortable accommodation for commercial vessels and recreational boats of all sizes.



Existing conditions analysis plan

Proposed Improvements

Commercial Moorage Improvements

Over the next 20 years, the plan anticipates expansion of the local commercial fishery around strong, functional facilities, offering amenities and support services based on the expressed needs of that community. Although very little overall growth is anticipated for the Columbia River fishery, Warrenton's location and higher quality environment should provide a basis for capturing a larger share of this market. The existing commercial dock structures on the Skipanon could be repaired and upgraded, with improved utilities, and a larger, more practical work and storage yard adjacent to the moorage. The area between the southern pier and shore should be dredged, providing access to an additional 650 feet of dock to be used as temporary moorage and work/repair area. Ten new 50-foot slips could be built on the end of the northern pier. A new, 200-ton travel lift is anticipated in the area between the piers, built on dredge fill deposited behind a sheet pile seawall within the same perimeter as the existing pier. The new pier area has been selected to avoid and reduce wetland impact, while providing sufficient area for commercial support services.

A New Recreational Boat Basin

The long-range plan calls for 225 new, high quality wood or concrete slips and steel pile replacing the existing aged log and foam-floated structures and wooden pile. Slip size distributions are planned based on existing market occupancies, dock manufacturers' current design standards, and recognition of emerging trends in the regional moorage marketplace. Average slip size will increase, reflecting a national trend, and the general moorage design will reflect growing demand for sailboat moorage. The seasonal Buoy 10 business will be served by 80, 25 and 30 foot slips.

The Plan anticipates removing all of the existing floating structures in the first phase, immediately replacing only those slips that reflect current demand, plus a few more to accommodate immediate growth. Some loss of current occupancy is anticipated due to increased occupancy standards, live-aboard vessel standards and potential changes to price structure. As demand increases and the moorage fills, decisions about future slip configurations can be made based on shifts in demand, and decisions about what kind of boating should be promoted.



High-quality concrete slips.



High-quality concrete slips.



Travel lift. The City could consider purchasing a used lift from another Marina.

Seasonal Moorage

Parking is perhaps one of the most critical components of this Marina Master Plan. The plan anticipates changes in vehicle flow, parking accommodation, and a long-term strategy to relocate a significant portion of this business to the Hammond Basin. The existing up-land support structures on the south side of the basin will be removed, providing space for a new launch traffic circulation arrangement that will bring boaters into the eastern entrance off Harbor Drive, leading them into a queuing lane on the top of the bank that will snake under the highway to the launch ramp. This is proposed as a direct response to traffic safety and operation issues posed by early morning launching for the Buoy 10 fishing season. Limited car-trailer parking will be provided on the net-drying area southwest of the basin, with additional marina parking provided east of the basin on the bank, and in the existing work storage area. Thirty-eight 25-foot slips will be constructed in the first development phase to accommodate this business. Overflow will be sent to Hammond, where expanded parking and redevelopment of the fuel facility are planned.



A modern marina with variety of slip sizes and ample turning room.



Existing pump-out dock for seasonal users, west edge of Marina.



Fire stand pipe and new steel gangplank, Hayden Island Marina.



Dinghy dock associated with a modern marina.



Floating restroom

Amenities and Services

The Plan includes a commitment to developing a dockside utility system that meets all current codes, and reflects the changing needs of new boat models. Power systems should be integrated into the dock structure, serving customers through pedestals delivering 30 Amp, single phase service to boats slips of 30 feet and less, 50 Amp, single phase service under 45 feet, and twin 50 Amp service for larger vessels. Commercial power supplies will be upgraded to meet standards set by newly commissioned vessels. Surface level lighting on docks, ramps and landings will be provided by high-efficiency pedestal mounted fixtures.

High-density polyethylene potable water systems should be installed, providing dependable, low maintenance service to recreational and commercial slips. A modern fire-standpipe system with upland pumper connection points will provide fire protection. A small dinghy dock should be included as amenity for storage of cruising boats' auxiliaries during the off-season. Additional services such as phone and cable are expected by moorage users, as well as basin-wide Wi-Fi. These systems should be accommodated for future installation through generous conduit provisions to accommodate changing technology. If live-aboard moorage is provided, it may need to be served by a full-time vacuum waste disposal system that is currently being required by Oregon's Department of Environmental Quality for new construction in urban areas. This may necessitate locating designated live-aboard slips near restrooms and potential floating home slips where sewer transfer connections will be located.

Floating restrooms and showers should be developed at the foot of the basin's southern ramp. These heated units can provide very comfortable and dependable service for the boater, offering the security of being within a locked gate, providing a location for sewer transfer systems and amenities such as ice machines, emergency telephones and public bulletin boards. If floating home slips are provided, full-time waste removal systems will utilize the same system. New moorage administration, leasing and maintenance offices should be developed on the uplands above the commercial piers, incorporating restroom and shower facilities designed to accommodate the needs of the commercial fishery.

Upland Development

The Plan includes a considerable amount of redevelopment of upland areas associated with the Marina. Careful development of these uplands will help make the Marina more aesthetically attractive while adding functional spaces for Marina activities and amenities to draw visitors.

Promenade

A 12' wide walkway is proposed to extend around the perimeter of the Marina, from the existing pump-out dock on the peninsula, around the southern edge adjacent to a reconfigured roadway, and along the eastern edge connecting to commercial docks. This walkway is envisioned as a concrete promenade, wide enough for multiple people to walk side-by-side. The promenade should have lighting and furnishings such as benches and trash cans. Ramps down to Marina slips will extend from this walkway. Along this walkway a recreational fishing 'station' could be built, with a fish cleaning counter and potable water and posted regulations.

Overlooks

The walkway described above will connect a series of overlooks, potentially cantilevered over the water's edge, providing viewing platforms of commercial and recreational fishing activity. These overlooks should have benches for seating and possible interpretive signs describing the commercial fishing activity, or public art, such as Maya Lin's work in Ilwaco (right).

Restaurant

The Plan includes a placeholder location, on the southeast corner of the Marina, for a restaurant or cafe. This could be a publicly-built building, leased via concession and potentially featuring locally-caught seafood. It could cater to commercial fishing crews, recreational fishers and tourists as well as locals, helping to activate and provide informal supervision of the marina. The restaurant's seating can be based on a small plaza adjacent to the promenade in warmer weather. The restaurant will require a small parking lot to be viable, but could potentially share parking with the marina lot to the north. The restaurant site sits within a C-2 water-dependent commercial zone, so a conditional use adjustment may be required to permit this use.



Waterfront walkway.



Fish-cleaning station (and public art piece by Maya Lin), Ilwaco, WA.



Waterfront restaurants.

Street Improvements

The Plan formalizes and improves the street network surrounding the marina. The main access to the marina will continue to be via NE Heron Avenue, off Harbor Street. If there is sufficient traffic volume in the future, this intersection could be signalized, which would also serve to regulate access during busy sport fishing seasons. It is more likely that turn lanes would be added to enable both east and west-bound traffic to turn onto NE Heron while still allowing through traffic unimpeded. Along with turn pockets, new crosswalks should be painted at this intersection to encourage pedestrian traffic from the Skipanon River trail system to include the marina in a loop.

The streetscape of Harbor Street should also be upgraded, ideally with sidewalks (6' minimum width) separated from the street by planting strips for new street trees. Curb cuts into adjoining commercial properties should be minimized and access combined and co-located. Safe sidewalk connections to an upgraded Skipanon River Bridge walkway at the east end of the bridge are in the process of being built, but similar connections are needed on the south side of the bridge.

Streets within the Marina District should also be upgraded, with curbs and gutters and associated stormwater facilities such as catch basins and pipes to connect to the city system. Where pervious paving can be used, the stormwater flow can be reduced. Certain streets could feasibly remain paved with gravel.

Queuing Lane/Parking

The Plan includes a comprehensive revision of the circulation system for Marina and sport fishing access. The current road system along the south edge of the Marina is built on two levels, with about 4' of grade separation between the two. Informal parking occurs between the two 20' lanes, which are striped for one-way traffic (westbound adjacent to the Marina, eastbound adjacent to buildings along Harbor). A restroom between the two has been slipping downhill and needs to be replaced. There are also property conflicts with private owners. The southern access road straddles the rear property lines and is essentially 'taking' segments of the properties along Harbor Street, with no evidence of a recorded easement. There is sufficient room if the entire south edge is regraded, to rebuild the one-way street with a flexible additional lane, used mainly for parking but available with temporary cones to become a queuing lane for sport fishing traffic. Once cars arrive at the boat launch ramp south of the Skipanon River Bridge, they can return to the parking lot north of the bridge via the existing eastbound lane, which should be repaved and upgraded as necessary.



Waterfront promenade, Tacoma, WA.



Eastbound roadway south of Marina. Approximate property line for parcels along Harbor Street to the right is dashed on photo.

Parking Lots

The current parking situation at the Marina serves users adequately much of the year, but during Buoy 10 fishing season, informal parking along the state highway and on the fringes of the Marina becomes unmanageable. The current parking lot north of Skipanon River Bridge is not well-striped to park trailers efficiently and is frequently used by fishing crews for net organization and repair. Parking spaces south of the bridge fill up quickly and cars park along the edges of the bait/tackle shop. Other informal free parking occurs in small gravel lots around the Marina.

This plan proposes to formalize the parking lot north of the Skipanon River Bridge, with new landscape pockets, shade trees and stormwater treatment upgrades. The lot should be re-striped for efficiency. Fishing crews can still use the lot, but a purpose-built yard for such activities is proposed to the NE, adjacent to the commercial fishing pier and dock. Two new parking lots edged with landscape, perhaps surfaced with gravel, is proposed for the east edge of the Marina, and can serve as flexible parking for a new restaurant and Marina offices as well as tourists, boat owners and visitors. Another parking lot is proposed to serve commercial fishing facilities and can also be flexibly used for gear organization and storage if necessary.

Boat Ramp Improvements

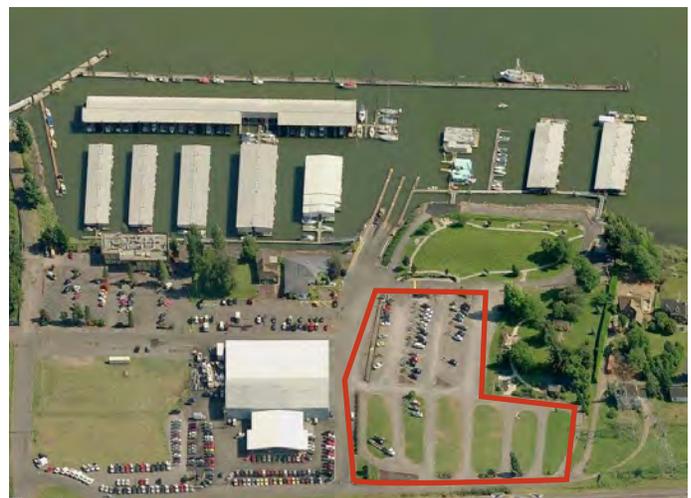
The existing public boat ramp on the Skipanon River will likely stay in its current location for the foreseeable future. If redevelopment of the property on the Peninsula west of the Marina proceeds, the northern tip may be a good location for a new boat ramp, with deeper water and more room for parking and queuing. In the current location, a new restroom can be built, along with fish cleaning facilities and a new signage board for posting regulations and fishing information. If a new pedestrian bridge is built across the Skipanon River, it would land near the boat ramp area, which would require careful design to ensure that the boat ramp circulation is not affected. The trail from this bridge could be routed on top of the existing dike to connect to the wider trail system such as the Skipanon Loop.

Redevelopment on Harbor Street

The buildings along Harbor are a mix of single-family residential homes, other homes converted to commercial and restaurant use, a two-story office structure and functional metal sheds for marine and RV-related businesses. Redevelopment of these parcels should be encouraged, according to the Design Guidelines later in this document. The building designers should strive to avoid blank walls on the north and south facades to complement the view from the walks around the Marina's edge. Where possible, buildings should be placed closer to Harbor Street, avoiding surface parking between the sidewalk and the building. Surface parking on the side or rear of lots is preferable. Higher density housing (on 2 or 3 floors above retail) would be a good use in this location as adding new residents would provide more supervision of the Marina at quieter times.

Street Grid to East

The existing commercial development east of the Marina will remain under this plan. There are platted rights of way, some of which can become new streets, with a minimum of gravel surfacing. These streets would lead to 4 future redevelopment parcels of at least 1 acre each. These parcels could serve as overflow gravel parking lots for sport fishing. Drivers could join their fishing buddies at a small dock alongside the commercial fishing pier, after storing trailers away from the bustle of the boat ramp by the Skipanon River Bridge. Building these parcels would require fill of existing wetlands, however, so environmental permitting may make this option less feasible. It would be worth considering if perhaps another wetland property that is more integral to the local drainage system and more important from a habitat perspective, could be protected as mitigation.



Overflow marina parking, Washougal, WA.



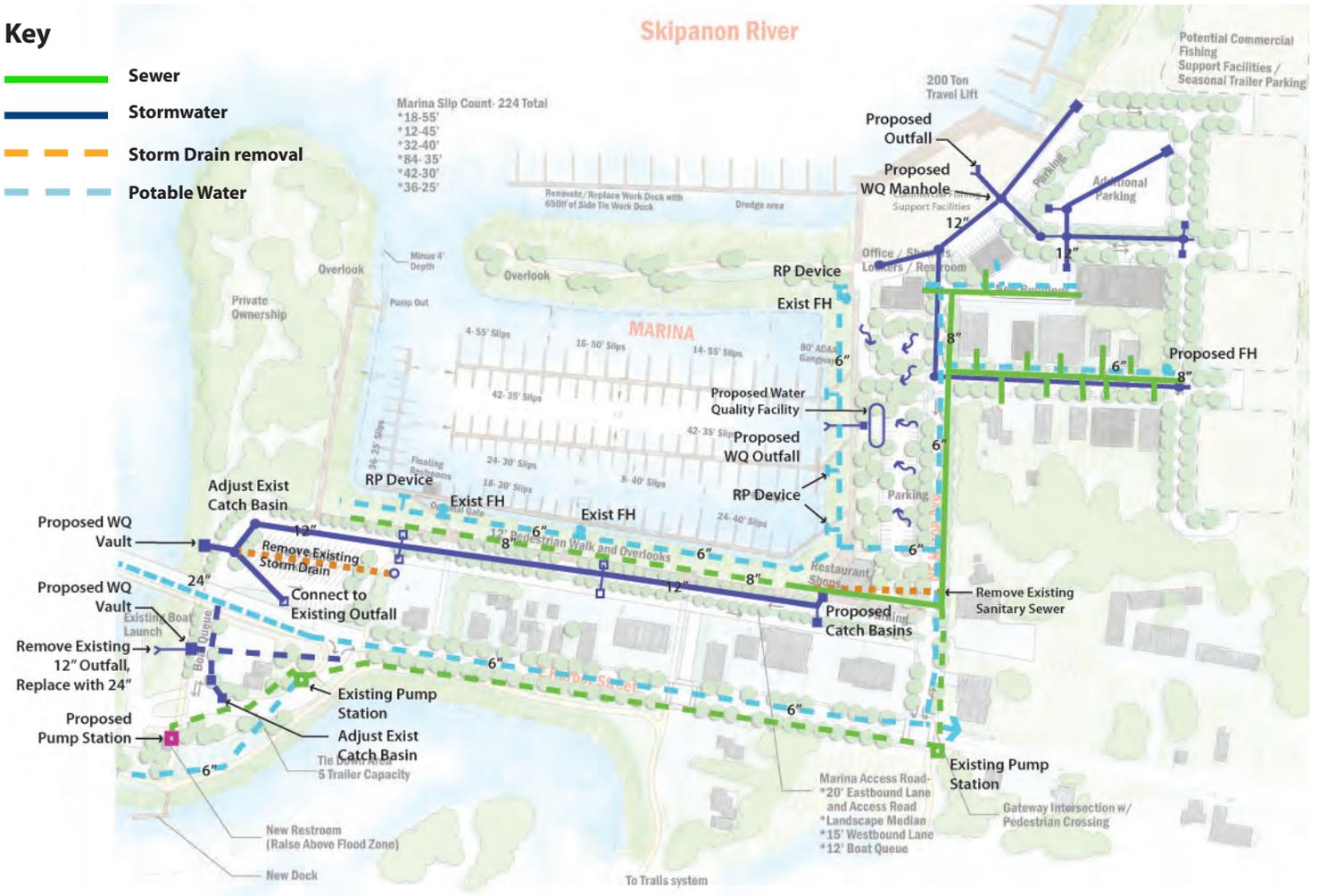
Warrenton Marina Upland Development

Utilities

The existing Warrenton Marina will require utility upgrades in order to support the proposed improvements. The drawing below describes the water, stormwater and sewer utility concept for the Marina. This concept is based on existing wet utility information provided by Jim Rankin (Warrenton's contracted city engineer) and the following assumptions:

- The existing sanitary sewer pump stations on East Harbor Street are deep enough and have the capacity to support the proposed improvements.
- The existing water, sanitary sewer, and storm sewer systems are serviceable and can be used in the proposed improvements.
- New water and sanitary sewer lines need to be run to service the buildings in the NE.

Connections to the NE quadrant of the area represent a significant portion of the cost for the water and sanitary sewer systems. These lines are shown because existing utility information doesn't show any service to this area; however, if there is existing service to this area, some water and sanitary sewer work could be removed from the project. Existing electrical service to the Marina may be sufficient to serve proposed improvements, but a lump sum of \$50,000 has been allocated in this plan's cost estimate to allow for upgrades to existing aerial infrastructure. This will require further study as development proceeds.



Utility upgrade diagram

Regulatory Requirements

This project will require approval of a joint Corps of Engineers/Oregon Department of State Lands permit for all work done in the water or on adjacent riparian areas.

In developing this permit, a biological assessment will provide the basis for required approval by Oregon and Federal Fisheries Departments and others. This study will provide detailed information about the state of existing natural areas, and an inventory of native and other species in the vicinity of the project, including detailed data on fish and fish habitat. Before a dredging permit will be approved for the basin and the Skipanon shoreline, sediments must be sampled and evaluated for potential contamination. This study will impact economic decisions about disposal of this material and its potential use as fill on the property. Filling the adjacent wetland to provide additional land to accommodate new commercial storage and work areas will require a similar application process, plus an additional requirement to provide mitigation of the loss of wetland area by improving or reserving another parcel of land outside of the project. Satisfying these regulatory requirements will take considerable time – up to two years from initial application to final approval.

Completing this project may require modification of the existing ODSL lease held by the City for a portion of the basin that was once a channel of the Skipanon. Opening the lease to re-negotiation might provide an opportunity to modify the terms of the lease, and to extend it beyond its currently anticipated termination date. Renegotiation could reduce the cost of the lease through a change in the way rates are calculated. Currently these rates are established as a percentage of revenue earned on the parcel. But, it may be possible to change the method of calculation to one based on a flat fee per square foot that would provide a savings.



Wetlands northeast of the Marina

Permitting

The Warrenton Basin is a currently serviceable and previously authorized mooring basin. This status provides more certainty in the regulatory process. Mitigation may be required for changes to the facility that increase footprint or adversely impact the riparian area. Many standard design provisions can reduce impacts, such as steel piling, grated dock sections to allow for light transmission, pile caps to preclude perching predatory birds, use of aluminum for gangways to avoid future strip/paint need. Some of these provisions may require careful consideration given the corrosive environment at the coast. Steel pile will require treatment to prevent rust; options such as epoxy coating or more exotic solutions such as cathodic protection exist. Alternately, concrete pile with epoxy coated re-bar may be used. Recent regulatory guidance has precluded the use of pressure-treated wood for marina work; however, options exist such as Yellow Pine and plastic wood which have demonstrated durability.

The steps necessary to obtain a permit include analysis of alternative development methods, preliminary design and determination of environmental impacts, application preparation, technical studies, sediment disposal strategy, permit submittal/review, public notice and comment response, accommodation of required/suggested design changes and final permit issuance. This process will take over a year, and up to two years.

Properly defining the project early is important. The agencies require an application based on the submission of a design for a final, completed project. Phased projects are possible, however the permits typically have a 2-3 year limitation. Longer timelines are available on request and extension of issued permits frequently occurs.

Traffic and Transportation

In addition to the regulatory requirements listed here, a traffic study will likely be required to evaluate that the traffic generated by the proposed changes can be accommodated and can circulate on site safely. ODOT will also need to be consulted regarding existing and proposed approaches to the highway through an 'Approach Permitting' process. If any zone changes are required to accommodate changes at the Marina, an evaluation of the Transportation Planning Rule (TPR) will be required.

Dredging

Dredging associated with side channels and basins is becoming more common as the primary channel dredging has been reduced along the Columbia. Recent regulatory theory has recommend in-water disposal as the preferred method to reduce habitat and ecosystem impacts. However, approval of this method will require testing and verification that both dredged material and the exposed dredging surface are free of hazardous chemicals. Areas of highest risk include back channels, protected basins and areas where ultra-fine grain sediment accrete. Areas directly in the river have a lower risk as it is primarily large grain sand, which has a low risk of containing contamination.

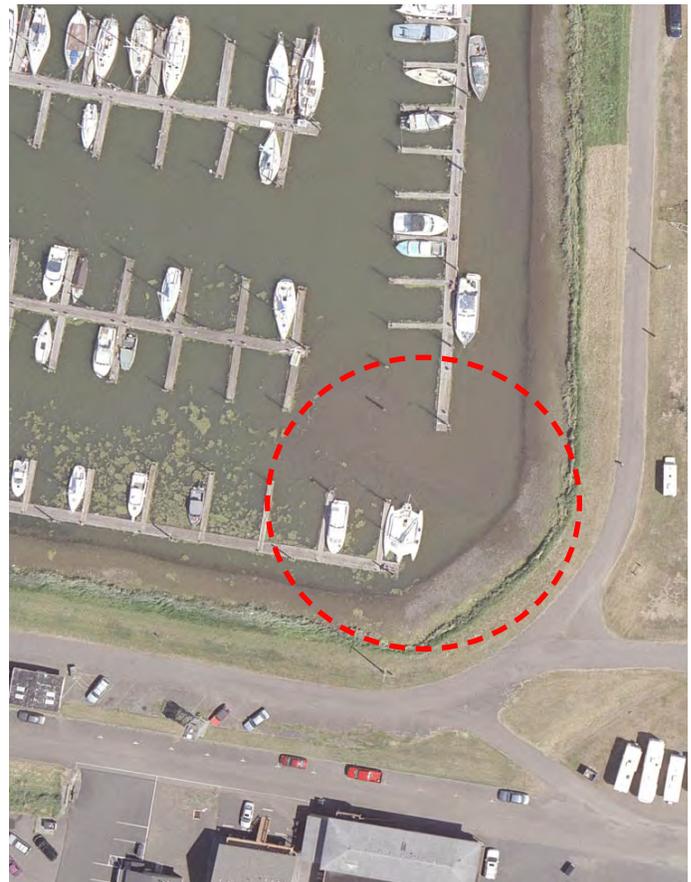
Sediment samples will be required from the surface of dredge material, throughout the dredged volume and from the surface to be exposed. If the material to be removed is above contamination thresholds in-water disposal may not be allowed. If the surface left exposed is contaminated a sand cap may be required. In this case, over dredging is required to allow space for the cap.



Typical barge for marina dredging



Area to be dredged north of the Marina to provide more space for commercial tie-up.



Area to be dredged within the Marina to accommodate more slips.

Cost Estimate

	Totals
MARINA	
Phase 1 Demolition	\$ 47,500
Phase 2 Demolition	\$ 215,000
Marina Utility Improvements	\$ 755,500
Marina Phase 1	\$ 2,842,750
Marina Phase 2	\$ 3,641,250
Marina Phase 3: Commercial Dock Improvements	\$ 1,610,000
TOTAL MARINA CONSTRUCTION COST	\$ 9,112,000
UPLAND	
Marina Upland Utility Improvements *	\$ 820,500
<i>O: Marina Option: Fill in 1-acre area behind existing commercial dock (not in total)</i>	<i>\$ 2,720,000</i>
A: Marina Upland Development--Perimeter Walkway, Reconfigured Roadway and Parking	\$ 827,500
B: Marina Upland Development--Office Site	\$ 861,500
C: Marina Upland Development: East--potential commercial site and parking	\$ 241,000
D: Marina Upland Development: NE Heron Avenue	\$ 1,638,750
E: Marina Upland Development: Northeast--Parking and Support Yards	\$ 670,500
F: Marina Upland Development:South of Harbor Street and Boat Ramp	\$ 461,000
G: Harbor Street improvements including signals	\$ 778,750
TOTAL UPLAND CONSTRUCTION COST	\$ 6,299,500
TOTAL COST of MARINA and UPLAND IMPROVEMENTS	\$ 15,411,500
<i>Soft Cost Allowance (consulting, permits, surveys) ±15%</i>	<i>\$ 2,312,000</i>
<i>General Contingency (±10%)</i>	<i>\$ 1,772,500</i>
GRAND TOTAL COST of MARINA and UPLAND IMPROVEMENTS	\$ 19,496,000
<i>(This estimate is based on 2010 costs and does not account for inflation.)</i>	

* Utility Cost Estimate does not include any upgrades to electrical infrastructure surrounding Marina in Upland Development.

Phasing

The phasing concept below represents a methodical way to improve the Marina, given limited funds available and the need to continue operating the facility while renovations occur. The first phase would replace docks and slips in the SE corner of the Marina. The rest of the Marina would continue to be accessible and would be replaced afterwards as a second phase. The third phase of in-water improvements can happen independently of the first two phases. Other improvements shown reflect the order of their importance, with 'A' being a first priority, improving Marina circulation. The second priority would be the construction of a Marina office. (Phase codes refer to cost estimate on preceding pages).



■ DESIGN GUIDELINES

Introduction

Future development of Warrenton's downtown core and Marina will challenge the City, property owners and their designers to understand and utilize an architectural language for each project that embodies a sense of local identity.

The purpose of these Design Guidelines is to inform property owners about the design expectations of the City of Warrenton. These expectations focus on promoting the history of Warrenton's vernacular architecture, its industry, waterfront and fishing industry. Key architectural principles identified in the Guidelines establish a language of architectural elements for new development and improvements to existing buildings in the Downtown and Marina.

The purpose of these design guidelines are:

- To provide a basis for formal review of all proposed new construction and alterations to existing buildings located in the Downtown or Marina Districts indicated on page 72.
- To inform property owners about the architectural and general site design expectations of the City of Warrenton.
- To outline general architectural principles which establish the fundamental design values for proposed new construction, additions and renovations.
- To provide a language of appropriate architectural elements to be used in clear, informed and cohesive designs that will help build and sustain an identity for Warrenton.

This document is intended to supplement the Warrenton Development Code but with respect to downtown Warrenton and its Marina, the guidelines discourage some design features and material selections allowed in other areas of the city. City of Warrenton Planning Staff shall consult with Applicants in responding to the recommendations and expectations contained in the guidelines.

This document begins with background on the vernacular architecture of Warrenton, its character and contribution to Warrenton. The main body of the document, the Architectural Design Guidelines, is intended to be both inspirational and educational in establishing a basis for clear informed design decisions about proposed new construction and alteration to buildings and sites in Warrenton.



Skipanon River

How the Guidelines are Organized

This document provides guidelines to help shape the design of buildings in Downtown Warrenton, allowing the city to evolve in a way that recognizes the physical roots that define Warrenton's character and shape its future. The guidelines outline the expectations for property owners in designing new buildings and improving existing buildings. The expectations are described in terms of seven key architectural principles relevant to the design of the predominant building uses in Downtown Warrenton and the Marina. Under each building use, the architectural principles are categorized and related to specific architectural elements. These elements are noted in this document as "highly encouraged," "acceptable" or "highly discouraged" and include:

- **Qualitative properties**
- **Physical standards such as size, shape and/or proportion**
- **Locations, heights and dimensions**
- **Uses and details of architectural components**
- **Material options, types, colors and finishes**

Implementation of the Guidelines

The review process provides for a Pre-Application Conference with planning staff and a formal review of the Applicant's proposed design solution. The review process does not dictate a specific outcome but highly encourages solutions which adhere to the Design Guidelines. Property owners, developers and their architects will be expected to respect the values represented and collaborate with the City of Warrenton under the guidance of this document. There will be an inherent level of expectation by the City of property owners, developers and their architects to comprehend the guidelines and provide creative and responsive designs. This document is intended to work in conjunction with all applicable land use procedures, development and zoning codes, city ordinances and building codes.



Downtown Warrenton.



Buildings in vicinity of Warrenton Marina.

Steps to Using the Guidelines

1. Determine the Scope of Work for the Project
 - Alteration to an existing structure
 - New construction
 - Site improvements
 - Signs and Exterior Lighting
2. Determine the Building Use
 - Waterfront Industrial/Commercial
 - Storefront Commercial Mixed-Use
 - Civic
3. Determine the Architectural Guidelines applicable to the project according to the scope and building use.
4. Schedule a Pre-Application Conference with City of Warrenton planning staff to review proposed project, applicable guidelines and required submittal drawings.
5. Develop a design concept consistent with the guidelines.
6. Submit the design documents to the City of Warrenton for their review and recommendations prior to entering the building permit process.

Submittal Requirements

- *Proposed Site Plan* – a proposed site plan prepared consistent with the requirements of article 4.2.5.A of the Warrenton Development Code.
- *Floor Plans* – floor plans for each floor depicting use, overall dimensions, room names, and door and window locations.
- *Roof Plan* – include roof layout, mechanical equipment locations and sizes, roof type and material, drainage and slope of roof, all access hatches and appurtenances to the roof that are visible from the public right-of-way and adjacent properties.
- *Exterior elevations* – building elevation drawings consistent with article 4.2.5.B of the Warrenton Development Code including all exterior building materials, their layout, and systems such as window type and size, wall material and layout, doors type and size, exterior light fixtures and their locations, awnings, sunscreens, and signs; the drawings must include heights and general dimensions of all the floor lines, parapets, significant architectural features, eaves, gables and the entire building.



An early mixed use building on Main Avenue in Warrenton, Oregon circa 1899.



Warrenton Regional Context

Vernacular Architecture

The vernacular architecture of Warrenton emerged from its industry and the traditional building technology of its era. The architecture was functional and straightforward, simple to build and made from available skills and materials. The buildings were built primarily with wood-framed technology to support the fishing and logging industry. Building types described in this document include Waterfront Industrial Commercial Buildings, Storefront Commercial, Residential and Mixed-Use Buildings. Each building type was planned out of necessity to fulfill and support industry and its needs in a pragmatic way.

Storefront Commercial Buildings

Commercial buildings in Warrenton are generally one story buildings that face the main commercial streets. In Warrenton, these buildings were historically located along NE Harbor Court and Main Avenue. Their features include:

- Minimal setbacks from the public sidewalk.
- Vertically proportioned false front façades facing the commercial street.
- Ground floor levels with large areas of storefront display windows.
- Recessed public entrances to protect pedestrians from the weather.
- Painted clapboard or ship-lap siding.

Mixed-use Buildings

Mixed-use buildings in Warrenton are generally two-story buildings that have ground floor commercial space with residential uses above. In Warrenton these buildings were historically located along East Harbor Court and Main Avenue. Features of mixed-use buildings include:

- Ground floor levels similar to Storefront Commercial Buildings.
- Vertically proportioned punched windows at the second floor.
- Gable or flat roofs with simple roof details at eaves and parapets.
- Painted clapboard or ship-lap siding.
- Large painted signs advertising locally manufactured products and businesses located on facades facing side streets.



This unused commercial storefront building on E. Harbor Ct., has a recessed entrance facing the street, large openings (boarded up) and false front facade to increase the scale of the one story building.



Maize's Market on Main Avenue in Warrenton, circa 1940. The ground floor facing Main has large storefront display windows, a recessed entry and false front facade. The canopy extends outward above the sidewalks to provide shade and weather protection. A large advertising mural is located on the side street of the building.



The Seafarer tavern circa 1948, was located on East Harbor Court, the original commercial street of Warrenton. The building facades along the street have vertically proportioned false fronts and have minimal setbacks from the street.

Warrenton Regional Context

Waterfront Industrial/Commercial Buildings

The Waterfront Industrial/Commercial Buildings in Warrenton and the region were built primarily to support the fishing and logging industries. The mills, canneries, warehouses and marina support structures were planned to fulfill industrial functions. Their architectural character is beautifully simple, utilitarian and has over time become synonymous with the history of Warrenton's working community. A few of these buildings remain along the North end of downtown Warrenton and along the Skipanon River. Their features include:

- Open span timber framed buildings.
- Reminiscent of agricultural barn technology of the era transformed for the marine context for buildings with waterfront access.
- Gable-roofed building masses with continuous roofs, small windows and with vertically oriented board and batten siding.
- Prominent painted signs along the solid wood walls oriented toward the water.
- Siding is typically board and batten or clapboard.



A mixed-use building circa 1932 on Main Avenue in Warrenton. The building has ground floor storefront display windows that extend around the corner and recess at entrance which is distinguished from the second floor with smaller punched openings. There is also a canopy that extends over the sidewalk for weather protection.



Waterfront industrial building.

Civic Architecture

Warrenton's historic civic structures include the train station, removed in 1951, and the Lighthouse Museum located at the northwest corner of NE Skipanon Drive and NE Harbor Court. As an industrial settlement, and not a seat of regional government, Warrenton doesn't have an historic tradition of civic buildings in its downtown. The contemporary City Hall and fire station structure sit at the corner of Main Avenue and SW Second Street. The U.S. Post Office sits on the Main Avenue and East Harbor Court. It is anticipated that downtown Warrenton will be home to more civic structures, including possibly a new library.



Warrenton City Hall.

Architectural Principles

In applying the following principles, it is intended that new and altered buildings in Downtown Warrenton and the Marina complement the historic architecture of the town. Property owners, developers, builders and architects are encouraged to comprehend the principles for their building and proposed projects. The principles are:

- I. Response to Context and Site**
- II. Response to Climate**
- III. Building Facade**
- IV. Relationship between Inside and Outside**
- V. Building Massing**
- VI. Signs and Exterior Lighting**
- VII. Building Materials**

These principles are applied to architectural elements as physical standards that can foster a strong identity and character for the City of Warrenton. New interpretations of building elements are encouraged such that these elements are complementary to their historic pedigree and seen as transformations from the past.

I. Response to Context and Site

Warrenton has a powerful connection to the water which is its greatest asset and central to its identity. All new buildings and improvements to existing buildings should:

- Respect the natural features of and views and access to the Skipanon River.
- Respect the original historic character of existing buildings when modifying their exterior. This may involve undoing decades of alterations to uncover or restore a sense of the historic character of existing buildings such that they may once again contribute to a vibrant downtown.
- Relate to the character of Warrenton's vernacular architecture through the use of scale, materials, and building form.
- Respect the street and its corners as places of pedestrian activity, safety, accessibility and circulation.
- Locate parking areas behind buildings, and screen them with landscaping.



Lighthouse Park and the Warrenton Lighthouse Museum.



Skipanon River. Understanding the physical environment and its natural character will connect architecture to its place. Factors such as weather and climate can influence the architectural elements necessary to coexist within this environment.

Architectural Principles

II. Response to Climate

Awnings and canopies at the public street facade foster a human scaled pedestrian environment, help to encourage pedestrian activity, and protect pedestrians from the weather. All new buildings and improved existing buildings should incorporate:

- Awnings, canopies or sunshades to protect pedestrians from the weather.
- Recessed entries to create dry transitions from the outside to inside.

III. Building Facade

The street-facing public facade is the most important exterior elevation of a downtown building. The design of the facade is encouraged to incorporate scale and proportion in the composition of:

- Exterior building materials and structural systems
- Window openings, their size and locations
- Building entrances, their size and locations
- Details as bay windows, cornices, porches and sunshades
- Exterior lighting and signs

IV. Relationship Between Inside and Outside

Buildings should actively engage the exterior public spaces through transparency at the ground floor and ample windows at their upper stories. The ground floor level is where people interact directly with the building. Ground floor windows provide “eyes on the street” enhancing public safety and encouraging activity outside the building.

- Provide ground floor openness and transparency.
- Establish a pedestrian scale of openings and entrances.



Good example of awnings and recessed entries.



A fine example of a two story building facade.



The transparency at the ground floor allows for pedestrians to see into businesses as well for patrons to see out. The recessed entry creates weather protection and emphasizes the building entry.

Architectural Principles

V. Building Massing

Building massing is the combination of the height, width and depth of the entire building. The architectural elements that directly influence building massing are the roof form, exterior wall shapes, building projections as additions and bays, balconies and porches, and exterior stairs. Two-story massing of buildings in downtown is encouraged but the scale of such structures must relate well to existing single story buildings likely to remain.



A one story building massing with a single gable and porch facing the street. The building has good street presence due to its formal porch and building scale.



A combination of building massing of one and two story buildings in Langley, WA



A variety of massing of two story buildings in Red Lodge, Montana.

Architectural Principles

VI. Signs and Exterior Lighting

Principles for Signs and Exterior Lighting for downtown Warrenton and the marina differ from the provisions of article 3.7 of the Warrenton Development Code. In some cases, they are more permissive and in others less so. Signs are a simple means to promote a “theme” in Warrenton. The consistent use of approved materials and basic guidelines will establish a familiar and common language for all commercial signs in downtown Warrenton and the Marina reinforcing the identity of the place. Signs are encouraged to:

- Be designed as integral to the overall façade in scale, material and location without dominating the building façade.
- Be indirectly rather than internally illuminated.
- Be an opportunity for artistic expression and innovation through pictographic symbols of businesses and historic references.

Exterior lighting should be a subordinate element in the building façade and integrated with the overall building. Exterior lighting should:

- Highlight the building’s architectural character.
- Highlight the public areas and entrances.
- Provide a low intensity of light and avoid producing glare.
- Light sources shall be shielded from direct view unless used an architecture feature in the building façade and signs.
- Avoid light bleed and light pollution in the night sky and into natural areas.



Projecting blade sign perpendicular to the direction of travel.



Gooseneck lighting fixture.



Projecting blade sign indirectly illuminated.

Architectural Principles

VII. Building Materials and Color Palette

The architectural personality of downtown Warrenton and the Marina is historically pragmatic in nature. This pragmatic approach has traditionally been expressed in the use of materials, technology and finishes that are real, appear as they are and are not imitations of other materials. Material, finish and color selection should:

- Complement similar historic buildings in scale, texture and finish.
- Use durable, long lasting natural materials detailed appropriately for climatic conditions and patterns of maintenance.
- Low quality materials such as vinyl siding, exterior insulating and finishing systems (EIFS) and cultured “stone” are highly discouraged in downtown Warrenton and the Marina.



The historic waterfront industrial building is clad in painted board and batten wood siding has a metal roof and true divided lite wood windows.



Historic photo of a downtown building on Main Avenue in Warrenton. The building is clad with painted horizontal clapboard siding and has wood windows and trim.

Storefront Commercial and Mixed Use

I. Response to Context and Site

Highly encouraged:

- Develop new buildings with a setback of 5'-0" to 8'-0" from the property line at public sidewalks at Main Avenue.
- Protect and promote existing views and view corridors toward the Skipanon River waterfront.
- Locate parking lots at the rear of new buildings.

Highly discouraged:

- Blocking views and access to the Skipanon waterfront from public sidewalks and streets.
- Surface parking lots fronting Main Avenue.
- Building setbacks greater than 8'-0" from the property line at public sidewalks at Main Avenue.

II. Response to Climate

Highly encouraged:

- Sunscreens, awnings, overhangs, or canopies for weather protection and sun shading at the ground floor.
- Awnings and canopies that extend 5'-0" to 7'-0" from the building facade and extend over up to 6'-0" or 2/3 of the entire width of the public sidewalk.
- Deep windows on upper floor windows to create shading.

Highly discouraged:

- Blank walls on Main Avenue facade.
- Flush Entry Doors
- Uncovered Entry Doors

III. Building Facade

Highly encouraged:

- Primary public entrances and windows oriented toward Main Avenue.
- Distinguishing the ground floor from the upper floor with larger window areas, horizontal details, types of materials and paint.
- Architectural bays in the building facade to allow multiple entrances and tenancies at larger buildings.
- Vertically oriented rhythm of facades or architectural bays where each is no wider than its height at larger buildings.

Highly discouraged:

- Blank walls on Main Avenue facade.



This storefront commercial building was built with a minimal setback from the public sidewalk strengthening its relationship to the pedestrian way. Successful canopy shades large display windows on hot days and shelters the sidewalk and entry on rainy days and establishes pedestrian scales.

Storefront Commercial and Mixed Use

IV. Relationship between Inside and Outside

Highly encouraged:

- Larger vertically proportioned storefront display windows at the ground floor.
- Ground floors for new buildings with clear window openings of at least 11'-0" above the finish floor to the underside of window head.
- Ground floors for existing buildings with clear openings of at least 9'-0" above the finish floor to the underside of window head.
- Window sills at 12" min./24" max. at ground floor along Main Avenue.
- Transom windows above entry doors and display windows.
- Clear glass at storefront display windows at ground floor.
- Upper floor windows that are vertically proportioned and oriented with trim and mouldings complementary to those used on the ground floors.
- Recessed areas at entrance doors for pedestrian transitions.

Highly discouraged:

- Continuous large horizontal panels of glazing
- Reflective or tinted glazing
- High window sill heights on Main Avenue
- Blank walls at Main Avenue facades.

Highly discouraged:

- Monotonous repetition of building forms.
- Building forms that are out of scale with adjacent buildings.
- Building forms that step back as the building rises from the street.
- Mansard or gambrel roofs.



The large window area creates transparency to see into businesses. The awnings and recessed entry add weather protection and a transition from outside to inside.

V. Building Massing

Highly encouraged:

- Develop a two-story scale of new buildings at Main Avenue.
- Gabled and/or flat roofs.
- False fronts to increase scale at single story structures at Main Avenue.
- Bay windows and balconies at upper floors.
- Porches or canopies as a building element at Main Avenue to create pedestrian scale.
- Complementary building shapes and sizes for additions to existing buildings.



A variety of building heights, shapes and scale create diversity in downtown Langley, Washington. However, each building has similar ground floor architectural elements, storefront display windows, recessed entries and weather protection to support activity at the street.

Storefront Commercial and Mixed Use

VI. Signs and Lighting

Highly encouraged:

- Signs that are integral to the overall facade in scale, material and location without dominating the building facade.
- Indirectly rather than internally illuminated signs.
- Sign design as an opportunity for artistic expression and innovation through regionally relevant pictographic symbols of businesses.
- Projecting blade signs with metal or painted/ sculpted wood mounted at tenant entrances located perpendicular to Main Avenue and East Harbor.
- Projecting blade signs may extend over and up to 2/3 of the width of the public sidewalk.
- Large painted advertising murals up to 10'-0" high by 20'-0" wide on side street facades. Murals must advertise locally manufactured products and/or locally owned businesses. Content and artwork subject to review and approval by Warrenton Planning Department.
- Exterior Lighting focused downward to prevent light bleed into the night sky.
- Exterior lighting located to illuminate entrances, display windows, signs and highlight the building's architectural character.
- Gooseneck down lighting integrated with wall mounted signs.
- Provide a low intensity of light and avoid producing glare.
- Light sources shall be shielded from direct view unless used an architecture feature in the building facade and signs.

Highly discouraged:

- Obscuring storefront display or upper floor windows with signs or lighting.
- Internally illuminated plastic sign lettering.
- Chasing, flashing and moving signs and lighting.
- Free-standing pole signs.
- Plastic and highly reflective materials.
- Flashing neon displays, lettering, signs and lighting.
- Up-lighting of facades and/or signs.
- Monument signs



This neon sign promotes a thematic expression and is placed perpendicular to the path of pedestrians for visibility.



Projecting blade sign with thematic expression using sculpted wood and paint to express business function.

Storefront Commercial and Mixed Use

VII. Building Materials

A. Exterior Siding

Highly Encouraged:

- Wood board and batten, clapboard, cedar shingle or ship-lap siding with:
 - White paint or heavy body stain
 - Cannery red paint or heavy body stain
 - Clear/natural finish
- Cast-in-place concrete as a building base or accent.
- Smooth face or ground face concrete masonry units as accent and structural support for other materials.
- Galvanized or painted steel handrails and guardrails.

Acceptable

- Fiber cement plank, ship-lap or shingle siding.

Highly Discouraged:

- Vinyl Siding
- T-111 Siding
- Faux wood siding and laminated or resin wood panels.
- Simulated materials as cultured stone, marble and/ or wood.
- EIFS (exterior insulating finishing systems) and stucco.
- Contemporary smooth metal panels.

B. Roof

Highly Encouraged:

- **Roof Surface**
 - Cedar shingles
 - Standing seam metal - Galvalume or zinc
 - Flat low slope roof systems with parapet walls and membrane roofing
- **Roof Components**
 - Metal flashing, fascias, gutters, scuppers, vents and downspouts complementing siding or matching metal roofing.
 - Wood fascias, eaves, soffits, brackets, copings, cornices painted and finished similarly or complementary to other exterior wood siding.

Acceptable :

- Corrugated galvanized or Galvalume roofing
- Composition shingle roofing

Highly Discouraged:

- Terra-cotta or concrete tile roofs



Red Painted Board and Batten siding



Corrugated galvanized or Galvalume Metal Roofing



Standing Seam Metal Roof



Cedar Shingle



Exposed Cast in Place Concrete



White Painted Clapboard Siding

Storefront Commercial and Mixed Use

VII. Building Materials (continued)

C. Windows

Highly Encouraged:

- Wood storefront glazing systems.
- Wood, aluminum clad wood, fiberglass clad wood true divided lite windows. Window finishes similar or complementary to exterior wood siding.
- Glazing with clear, non-reflective and low emittance (Low-E).

Acceptable:

- Factory painted aluminum storefront window systems in colors complementary to building palettes.
- Fully-glazed overhead door systems (garage doors)
- Vinyl Windows at upper stories and non street facing ground floor facades only.

Highly Discouraged:

- Anodized finished aluminum storefront windows.
- Windows with false window grids.
- Heavily tinted or reflective glazing.

D. Doors

Highly Encouraged:

- Wood or aluminum clad wood doors with finishes similar or complementary to windows.

Acceptable:

- Factory painted aluminum storefront entrance systems in colors complementary to building palettes.
- Painted, galvanized hollow metal doors/frames in service areas not visible from Main Avenue.

Highly Discouraged:

- Vinyl and fiberglass door systems.
- Anodized finished aluminum storefront entrance systems.



The storefront display windows at the ground floor of a commercial building. To accommodate the large window area, the wood window is divided up with smaller transom windows above and vertical mullions. This creates a pedestrian scale to the large area of glass and allows for maximum transparency for the business.



The composition of red board and batten, corrugated roof, exposed wood structure and storefront windows follows the encouraged list of materials.

Storefront Commercial and Mixed Use

VII. Building Materials (continued)

E. Canopies and Awnings

Highly Encouraged:

- Architectural exposed steel and/or aluminum canopies. Finishes should be similar or complementary to other steel or metal finishes on the building.
- Metal sun shades. Finishes should be similar or complementary to other steel or metal finishes.
- Fabric awnings complementary to exterior building colors.

Acceptable:

- Canopies and awnings that are integrated with the architecture sign and lighting.
- Wood as an accent material at soffits and fascias of metal canopies.

Highly discouraged:

- Backlit fabric, vinyl or plastic awnings.
- Translucent poly carbonate or other similar materials used in awnings and canopies.
- Continuous awning or canopy segments greater than 15'-0" in length.

H. Building Services

Highly Encouraged:

- Exterior egress stairs located at non public side of building and constructed of materials complementary to exterior building materials.
- Mechanical, electrical and communications equipment including meters and transformers, service and delivery entrances and garbage storage areas should be screened from view from all public rights-of-ways and civic outdoor spaces.
- Mechanical enclosures, if required, to be located as separate from building made of similar exterior materials of building.
- Trash enclosures should be built with contiguous exterior materials of building and be located away from the street.

Highly Discouraged:

- External storage of merchandise and/or materials.
- Rooftop mechanical units that are not screened from view.



Fabric awning with steel frame provide shade on hot days and is integrated with the recessed window layout.



The fabric awnings provide shade on the building exterior on hot days and can be adjusted as the sun moves across the building face.



The canopy provides shade on the building, weather protection and pronounces the entrance to the building.

Waterfront Industrial/Commercial

Design guidelines unique to Waterfront Industrial/ Commercial are noted below. The Commercial Storefront/Mixed-Use Design Guidelines are the basis and starting point for the Waterfront Industrial/Commercial Design Guidelines and, unless otherwise noted, apply along with the guidelines noted below.

I. Response to Context and Site

Highly encouraged:

- Orienting windows and balconies toward views toward the Skipanon River and the Marina.
- Orienting new buildings and renovating existing ones to develop positive outdoor spaces connected to Skipanon River.
- Distinguishing public area from operational areas.
- Site areas of industrial buildings showcasing marine activities, equipment and boat repair.

II. Response to Climate

See Commercial Storefront/Mixed Use Design Guidelines.

III. Building Facade

Highly encouraged:

- Large scaled openings at the ground level.
- Clerestories and high windows adding scale to large wall areas.

IV. Relationship between Inside and Outside

Highly encouraged:

- Large operable openings at public areas using glazed garage doors and display windows.

V. Building Massing

Highly encouraged:

- The building massing should be complementary to the vernacular waterfront industrial architecture of Warrenton and the North coast region of Oregon.
- Additive asymmetrical building massing composed of primary and subordinate roof forms with primary roof forms as the tallest and largest forms with subordinate smaller forms as shed and gables attached to the primary form.
- Expression of structural elements as columns, brackets, trusses, decks and handrails.

VI. Signs and Lighting

See Commercial Storefront/Mixed Use Design Guidelines.

VII. Building Materials

A. Exterior Siding

See Commercial Storefront/Mixed Use Design Guidelines.

Also acceptable

- Pre-finished red metal siding.
- Galvalume metal siding as an accent material.

For Roofs, Windows, Doors, Canopies, Awnings, Signs, Lighting and Building Services, see Commercial Storefront/Mixed Use Design Guidelines.



This building sits on the waters edge with a deck for the people to sit and view the water and its activities.



Steel windows belong to the traditional material palette of industrial buildings. The thin window profiles allows for maximum transparency between inside and outside.



This unused industrial building has a additive massing with a primary central gable roof flanked by subordinate shed roof forms.



The Waterfront Industrial Commercial building has an exposed metal canopy, recessed public entrance, red painted clapboard siding and simple building massing.

Civic Architecture

I. Response to Context and Site

Highly encouraged

- Iconic, memorable and distinct buildings unique from other downtown buildings and the general context.
- Recognizable buildings from a distance along Main Avenue
- Outdoor rooms for informal gathering near public entrances.

II. Response to Climate

- Glass entry canopy systems

III. Building Facade

Highly encouraged:

- Prominent public entrance and lobby that is highly transparent and visible along S. Main Ave.

IV. Relationship between Inside and Outside

Highly encouraged:

- Large window openings at ground floor level adjacent to outdoor public areas.

V. Building Massing

- Building form should be distinct from commercial structures in downtown.

VI. Signs and Lighting

See Commercial Storefront/Mixed Use Design Guidelines.



Exterior Materials and massing are complementary to waterfront industrial commercial architecture - red board batten siding, metal standing seam roof, the varied asymmetrical building forms, exposed wood structure, recessed entrance and large transparent windows on the ground floor facing the public space.



A glass entry canopy gives weather protection while allowing light below.

Civic Architecture

VII. Building Materials

A. Exterior Siding

Highly Encouraged:

- Brick wall cladding. Preferred Bonding Patterns include:
 - Standard modular or Roman
 - Stone cladding as an accent but not predominant surface material.
 - Pre-cast concrete in combination with other materials as brick as lintels, exposed beams, copings, exterior wall bases
 - Cut stone as an accent and used as facing, veneer and ornamentation.

For Roofs, Windows, Doors, Canopies, Awnings, Signs, Lighting and Building Services, see Commercial Storefront/Mixed Use Design Guidelines.



Standard brick



Exposed cast in place concrete



Concrete Masonry Unit



Historic library with addition at Hood River, Oregon. The addition uses similar materials, scale and massing to unify with the existing building. Both are clad with brick, use pre-cast concrete mouldings and metal windows.



Cut Stone Cladding



An original civic building of brick, cut stone and precast trim with a modern addition of similar materials and scale.



Pre-cast concrete lintel and coping