

DESIGN REVIEW NARRATIVE RESPONSE

TYPE III – DESIGN REVIEW
FOR

POPEYES

POPEYE'S LOUISIANA KITCHEN

Mt. Hood Ave. & US-214

Woodburn, OR

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Project Summary

This project is to build a new Popeye's Louisiana Kitchen at the corner of Mt. Hood Ave. and US-214 in Woodburn, OR. The design, based on a standard Popeye's prototype, features a simple, flat-roofed building with a parapet, drive-through windows, and canopies above each entrance and drive-through windows. The structure will have a brick and glass storefront exterior with EIFS. The project also includes new lighted signs, a drive-through lane, parking, and landscaping with grass and vegetation will be added to enhance the site.

Zoning and Site Planning

The site is located within the CG zone. The proposed restaurant is classified as a permitted use per Table 2.03A. The building will have a gross floor area (GFA) of 2,561 square feet. Per the site development standards for the CG zone, as outlined in Table 2.03C, the side and rear minimum setbacks are zero feet or five feet, and the minimum setback from the street is five feet. The proposed site plan will show that we are exceeding all of these setbacks. The proposed building height is nineteen feet, which is well under the building height maximums.

There will be two drive through lanes, which are at least eleven feet wide. The inner lane has an unobstructed length of approximately 180 feet, and the outer lane is approximately 215 feet. Trees have been added to screen the drive through lane, per the standards in Section 3.06.05B. See the attached Landscape plans. New access easements are being proposed, within the existing access road and drive aisle of the parking lot. Twenty one parking spaces have been provided, exceeding the ten spaces required in Table 3.05A.

A landscaping plan has been submitted, which outlines the plant unit (PU) requirements, and our strategy to meet them. The design includes a trash enclosure, with a roof and split-face CMU walls that meet the Architectural wall standards put forth in section 3.06.6B.5-7. A paved walkway is also included connecting the building's main entrance to the sidewalk.

The building is a standard Popeye's prototype, which has been used successfully in various locations around the country. Faux windows have been added to the north elevation, increasing the window area to achieve the minimum 30% required in WDO 3.07.06B.2b. Canopies will be provided at each entrance. The canopy at the front entrance has been increased in size from the prototype, to meet the code requirements. No new fencing has been proposed.

New building-mounted illuminated signs have been proposed, as well as a Pylon sign, which has been placed outside of the PUE. New light poles have also been proposed, with a height and configuration to conform with WDO 3.11.02.

Administrative

Additional overall site plans have been submitted, to show more of the area surrounding the property.

Streets

Updates have been proposed to the street frontage along Mt Hood Avenue, using the section in Figure 3.01B as a guide for this Major Arterial street. The right-of-way has been extended to 50 feet from the centerline of the street, a new five foot PUE has been proposed, as well as three feet of extra landscaped area, for additional drive through screening. The bike lane shown in the diagram has not been included. This is based on our conversations during the pre-app meeting, and on WDO 3.01.04.D, which states that Arterial streets do not require bike lanes.

The site plan calls for existing striping in the access road to be re-painted. Per the notes from our pre-app meeting, a new stop sign has been added at the intersection of the access road and the east-west drive aisle. Per table 3.05C and table 3.05E, no carpool/vanpool stalls or electric vehicle parking are required. Bicycle parking has been proposed near the southwest corner of the building, and all parking has been double-striped per figure 3.05C.

Utilities

Details related to utilities are shown on the civil drawings, which have been submitted with this application, including water/sewer, stormwater, and streetlighting. Items related to fire access, including fire-apparatus access, turn radius, and an additional fire hydrant, are shown on the proposed site plan. A traffic analysis has been completed and provided with this submittal.

Conclusion

In summary, the proposed development adheres to the relevant codes and requirements, incorporating necessary updates to the building design, signage, lighting, and street frontage. The site plan includes adequate parking arrangements, utility provisions, and fire access considerations. The submitted documents provide a comprehensive overview of the planned enhancements, ensuring compliance and improving the overall functionality and aesthetic of the area. Please let us know if you have further comments or concerns.