

Spring Lake Water Pump Station

Conditional Use Permit (CUP 2025-01)
&
Development Review (DEV REV 2025-01)

Narrative Revision Summary – REV 1 – 02/21/2025

LCMC Compliance for: LCMC 17.77.060, LCMC 17.52, & LCMC 17.56

Prepared by:
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Public Works Capital Project Number: 23004



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I. Description:

The following is an amendment to the previously submitted code compliance narrative, and outlines applicable changes to the revised site plan. Revised code section summaries (four total) have been included below, with changed information underlined.

II. Proposed Revision:

To better fit site topography the building orientation was rotated 90-degrees. This (1) preserves the existing parking lot, (2) reduces the amount of tree removal and site disturbance, and (3) orients the proposed pump station building with the shorter, gable side of the building/restroom as the visible building face from the NE Port road frontage. The other minor aspects of these changes have been outlined the below changes.



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17.52.180 Placement and screening of mechanical equipment.

A. Any heating, air conditioning, or other mechanical equipment installed on or near a building to be used to serve the building or a function performed therein, and any propane tanks, shall be screened from the ground level view from adjacent properties, pedestrian spaces, and from public right-of-way, and shall not be located within 20 feet of pedestrian space.

B. Rooftop mechanical units shall not be visible from any public right-of-way and shall not exceed the allowable building height.

C. Ground-mounted mechanical units shall be limited to the sides or rears of buildings and screened from view from adjacent properties and from public right-of-way.

D. Standpipes, meters, vaults, and similar equipment shall not be placed on a front elevation when other alternative locations exist. (Ord. 2020-13 § 27; Ord. 98-11 § 4; Ord. 84-2 § 4.180)

Screening shall be provided, from the right of way and pedestrian spaces for mechanical equipment building on the south & east facing side of the building by the substantial buffer of existing landscaping. Screening from the right-of way, parallel to the west wall of the building, shall be provided by additional landscaping as needed. Landscape screening shall be provided in accordance with [LCMC 17.55.080, Living Landscaping as Screening](#).

17.52.190 Building height limitations.

A. No structure used for human habitation that exceeds 45 feet in height shall be permitted in any zone unless consent is first approved by the voters of the city at a regular or special election. For the purpose of this section, "height" means the average vertical distance from the grade at the center of all walls of the building to the highest point of the roof, excluding those excepted in LCMC [17.52.200](#).

B. No structure that exceeds 35 feet in height shall be permitted in a residential zone within 500 feet of any shoreline without prior approval as a Type III procedure.

C. No structures used for human occupancy shall be permitted to exceed the building height limitations of the zones in which they are located. To ensure that this standard is met the following rules apply:

1. Building permit applications must include elevations of all exterior walls of the proposed structure showing:
 - a. The line of the approved grade in the plane of the wall; and
 - b. The highest part of the structure.
2. The grade may not rely on retaining walls, riprap, other artificial restraints, or berming to increase elevation at the point of height measurement.
3. For the purposes of this subsection, "approved grade" means:



- a. The existing grade, meaning one of the following:
- i. The ground level before any human disturbance as shown by survey or other reliable evidence; or
 - ii. The ground level shown on the city's 2009 LIDAR data (which is available from the planning and community development department); or
 - iii. If the proposed building site has existing structures or other disturbances to the land that existed lawfully prior to October 1, 2010, the ground level established when the structure or disturbance was created (which may be determined by any of the above means); or
 - iv. If there has been grading on the proposed building site, without a grading permit, the planning and community development director, in consultation with the city engineer, will determine the existing grade.
- b. The grade shown on a grading plan approved as a part of one of the following:
- i. A final master plan for a planned unit development under LCMC [17.77.120](#); or
 - ii. A partition or subdivision under Chapter [16.08](#) LCMC; or
 - iii. A development review under LCMC [17.77.070](#); or
 - iv. A conditional use permit under LCMC [17.77.060](#); or
 - v. A grading plan under Chapter [12.08](#) LCMC; or
 - vi. A building permit for a structure not subject to any of approvals in subsections (C)(3)(b)(i) through (v) of this section. (Ord. 2020-15 § 13; Ord. 2010-04 § 5; Ord. 84-2 § 4.190)

The noted building height will be less than 18' above finished grade in accordance with 17.43.040. Finished grade is proposed to meet the existing concrete pathway elevation of roughly 114.50 ft. The building footprint will require leveling by filling to the south wall of the building. The above requirements are met.



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[*17.52.220 Tree protection and removal. \(Code section hyperlinked for brevity\)*](#)

A tree removal permit shall be submitted with permit application per 17.52.220[F][1][b][vi]. Permit conditions and requirements under subsection [F][2] through [F][8] shall be adhered to. All removal shall take place in accordance with subsection [F][9]

No removal of trees shall occur >100' from the proposed building development.

A topographic survey, including survey of trees >6" DBH, has been submitted with development application material. The plan notes existing trees, proposed removal, and preservation, location, size, and species of protected trees as required within subsection [I]

Trees for removal are clearly marked on the plans & shall be identified on-site prior to construction with tree protection fencing.

Minimal tree removal is required with the revised site plan; removal of 9 trees >6" DBH was previously proposed. Removal of 4 trees >6" DBH is now proposed.

[*17.56.080 Development standards for off-street parking and loading for all uses other than detached single-unit dwellings, attached single-unit dwellings, and duplexes.*](#)

A. Location.

1. Off-street parking and loading spaces shall be located on the same lot or parcel as the use or on a separate lot or parcel not farther than 1,000 feet from the building or use they are intended to serve, measured in a straight line from nearest property corner to nearest property corner.
 - a. The burden of arranging for such off-premises parking or loading rests upon the person who has the responsibility of providing off-street parking and loading.
 - b. Proof of such off-premises parking arrangements shall be provided. Acceptable forms of proof include deeds, leases, or contracts for such arrangement.
2. Area or spaces in a public right-of-way or an alley shall not be eligible as fulfilling any part of the off-street parking or loading space requirements.
3. Off-street parking and loading spaces shall be located above, beneath, to the rear, or to the side of buildings.
4. Off-street parking and loading spaces must be at least four feet from public right-of-way, and the space between the public right-of-way and the parking and loading spaces must be landscaped according to the standards in Chapter [17.55](#) LCMC.
5. In no case shall any parking area or parking or loading space be located between the front of the building and the front property line.



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6. In no case shall any parking area or parking or loading space be located between the front of the building and the front property line.

7. Parking and loading spaces must be located such that there are no backing movements or other maneuvering within public right-of-way. Backing movements or other maneuvering within alleys or private streets is allowed, however.

Off-street parking is separated from the right-of-way with the required 4' landscaping buffer.

The building is proposed as either a CMU or tilt-up concrete building, standard for water pump stations. Additionally, the parking lot is a public lot for access to the Open Space trail network, intended to draw the public's attention to the available space. The building has been oriented to (1) minimize impact to the existing open space area and (2) preserve the aesthetic with a shorter building profile visible from the NE Port right-of-way. Placing a building between the right-of-way and parking lot does not have the same aesthetic appeal. If desired, the landscape buffer between the building and right-of-way may be additionally planted with taller, site obscuring plants. As landscaping matures this would achieve an additional visual buffer from the roadway.

No backing or maneuvering movement is proposed within the right-of-way



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