

January 2, 2020

TO: Warrenton Planning Commission  
FROM: Kevin A. Cronin, AICP, Assistant City Manager/Community Development Director  
RE: Site Design Review Application (File: CUP 19-3 & SDR 19-10) | Latitude 46 Apartments

### **Background**

Jennifer & Jeff Canessa of Astoria submitted a conditional use permit and site design review application for a 28 unit apartment project with common open space and off street parking in the C-1 General Commercial Zone located at SE Jetty Ave and SE 13th Place. The subject property is 1.08 acres and identified as Tax Lot(s) 81027BA 003800 & 3900. No site address has been assigned.

The property is zoned C-1 General Commercial, which allows “multifamily” as a conditional use. The proposed development as apartments is consistent with the Zoning Map and Development Code. Although the State Building Code will view the units as commercial, the project is being reviewed using the RH high density residential standards in addition to the C-1 from a land use perspective.

### **Development Process & Review Timeline**

A pre-application conference was held on October 8, 2019 and notes were shared with the applicant in a memo dated October 15, 2019. The application, including responses to pre-application notes, was received December 9, 2019 and deemed complete December 16, 2019 after requested materials were received.

Per Type 3 Quasi-Judicial Review procedure, public notice was sent to adjacent property owners and interested parties on December 16, 2019 and published in *The Columbia Press* on December 20, 2019. No written public comments were received. Affected agency notice was emailed on December 17, 2019. No comments have been received.

### **Existing Conditions & Previous Applications**

Staff conducted a site visit on December 17, 2019 to document existing site conditions. The site is relatively flat, vegetated with mostly non native species. There are no visible structures. The site does have a system of city streets surrounding the site that can be brought up to city standards. There are two single family residences adjacent to the site and a conditional use permit approved by the City Commission on appeal in early 2018 (CUP 17-6). Drainage will most likely have to be directed toward upgraded city streets. There is no existing sidewalk or shoulder and lacks sanitary sewer. There are no nuisance code violations. No other applications were found in the address file.

### **Applicable Criteria**

The proposal is subject to the following Warrenton Development Code zoning and design standards and requirements:

- Conditional Use Standards (16.220)
- C-1 General Commercial & RH High Density Residential Zone Development Standards (16.36.040)
- Design Standards: Access & Circulation (16.120)
- Design Standards: Landscaping, Street Trees, Fences, and Walls (16.124)
- Design Standards: Vehicle & Bicycle Parking (16.128)
- Design Standards: Clear Vision Areas (16.132)
- Public Facilities Standards (16.136)
- Stormwater & Surface Water Management Standards (16.140)
- Site Design Review Application & Review Procedures (16.212)
- Multifamily Design Standards (16.188)
- Large Scale Development (16.192)

#### **WMC 16.220 | CONDITIONAL USE PERMIT**

The following are the conditional use review criteria from WMC 16.220.040 followed by staff findings. The applicant also provided findings contained in the packet dated December 3, 2019.

1. *The proposed use is in conformance with the Comprehensive Plan.*

**Staff finding:** Agreed, in part. The existing Comprehensive Plan provides a broad policy framework for the types of businesses in the C-1 Zone. While the proposed use is housing, and there are supportive policies for additional housing, multifamily is a conditional use to ensure the project is of high quality, maximizes the density and valuable commercial land use, and can be designed to mitigate impacts to public facilities and the neighborhood. Ideally, the project would be built as “mixed use” to take advantage of the commercial zoning. However, the microeconomics make this a challenge. On balance, the proposed use is consistent with the stated policy objectives. Standard is met.

2. *The location, size, design and operating characteristics of the proposed use are such that the development will be compatible with, and have a minimal impact on, surrounding properties.*

**Staff finding:** Staff generally agrees with the applicant’s findings. However, there are two single family residences adjacent to the site. The area has been zoned commercial for over 20 years but has transitioned slowly as a result of a lack of sanitary sewer. No public comments have been received to date. Based on a site visit, the lack of comments, and the urban design of the apartments and common open space, the distance between the residences should provide an adequate buffer. The courtyard design of the apartments is also a smart use of land while providing both privacy and intimacy for new residences while creating a pedestrian friendly face to the neighborhood. The majority of properties will probably transition to multi-family once sewer service is available.

3. *The use will not generate excessive traffic, when compared to traffic generated by uses permitted outright, and adjacent streets have the capacity to accommodate the traffic generated.*

**Staff finding:** A traffic impact study was not required as a result of the expected number of trips generated by a 28 unit project. There are no employees and limited deliveries to the site. The use will generate minimal traffic especially compared to commercial uses permitted outright. Pedestrian and bike traffic should be accommodated with the proposed street, sidewalk, and parking improvements. Transit access is located nearby on US Highway 101. Truck, freight, and vendor deliveries should be minimal and sporadic. Alternate 101 (Business) provides access to commercial services on SE Marlin. However, public streets in the area are substandard and the City has no plans or funds to upgrade based on the TSP. A local improvement district will be required to bring the surrounding streets up to a city standard. At a minimum, SE Jetty St & 13th Place will need to be upgraded to a city standard and a non-remonstrance agreement will be required. Both are addressed in the conditions of approval. Standard is met.

4. *Public facilities and services are adequate to accommodate the proposed use.*

**Staff finding:** The applicant submitted a required impact study to review the availability of public facilities. Based on the results, there is a lack of sanitary sewer. The applicant has proposed extending a 10" sewer line on SE Jetty Ave to the site with a 6" lateral to the site. All other utilities are either available to the subject property or can be designed to accommodate, such as stormwater. However, there are no public parks in this area of Warrenton for local residents or visitors. The nearest "park" is Warrenton High School. The new "Highlands Parkway" neighborhood has a planned public park but is not expected to be built until private development is proposed to support the construction. To address this deficiency, the applicant has designed the site to include an outdoor, common, open space that complies the multifamily design standards. Standard is met.

5. *The site's physical characteristics, in terms of topography, soils and other pertinent considerations, are appropriate for the use.*

**Staff finding:** The site is generally level and dry. A preliminary stormwater report is requested by the City Engineer and is a condition of approval. Paved areas will create additional drainage needs but can easily be engineered to accommodate the net increase. The proposed type of construction can be supported by the site if a proper foundation can be designed. Standard is met.

6. *The site has an adequate area to accommodate the proposed use. The site layout has been designed to provide for appropriate access points, on-site drives, public areas, loading areas, storage facilities, setbacks and buffers, utilities or other facilities which are required by City ordinances or desired by the applicant.*

**Staff finding:** There site is just over 1 acre and is an adequate space to accommodate the proposed use with generous common open space and off street parking, with additional parking provided along the north side of the property in the vacated right-of-way. As mentioned above, a courtyard design of the buildings provides an efficient layout but also buffering with setbacks and landscaping and well connected interior spaces. Access, interior driveway, loading/unloading areas, etc have been designed to accommodate the building layout. All resident belongings shall be stored inside the "storage" building and outside storage shall be prohibited. See conditions of approval.

## FINDINGS

Only the applicable standards are addressed below. Portions that do not apply have been omitted. Findings are made based on the site plan dated September 18, 2019 from Dave DuHaime, PE, Lower Columbia Engineering, LLC.

### 16.40.040 Development Standards.

*The following development standards are applicable in the C-1 zone:*

A. Density Provisions.

1. *Minimum lot size, commercial uses: none.*
2. *Minimum lot width, commercial uses: none.*
3. *Minimum lot depth, commercial uses: none.*
4. *Maximum building height: 45 feet.*
5. *Commercial uses, maximum lot coverage: none.*

B. Setback Requirements.

1. *Minimum front yard setback, commercial uses: none except where adjoining a residential zone, in which case it shall be 15 feet. See Section 16.40.050 for maximum front yard setback for commercial uses.*
2. *Minimum side and rear yard setbacks, commercial uses: none except where adjoining a residential zone in which case there shall be a visual buffer strip of at least 10 feet wide to provide a dense evergreen landscape buffer which attains a mature height of at least eight feet. Such buffers must conform to the standards in Chapter 16.124, Landscaping, Street Trees, Fences and Walls.*

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

**Staff finding:** There are no setbacks for commercial. See setback standards below. The proposal includes a 16 and 27 foot setback on the south and north sides, respectively. The front yard if measured from the street with entrances facing the street are well in excess of 15 feet. The rear yard has a 10 foot Leyland Cypress visual buffer. Standard is met.

The proposed height of the new buildings will not exceed the maximum height standard. All other design standards are addressed below.

### 16.40.050 Design Standards.

*The following design standards are applicable in the C-1 zone:*

- A. *Any commercial development shall comply with Chapter 16.116 of the Development Code.*
- B. *Lots fronting onto U.S. Highway 101 shall have a setback of at least 50 feet between any part of the proposed building and the nearest right-of-way line of U.S. Highway 101.*
- C. *Signs in General Commercial Districts along Fort Stevens Highway/State Highway 104 (i.e., S. Main Avenue, N. Main Avenue, NW Warrenton Drive, and Pacific Drive) shall comply with the special sign standards of Section 16.144.040.*
- D. *Maximum front yard setback for commercial buildings in the C-1 zone along Fort Stevens Highway/State Highway 104 shall be 10 feet.*
- E. *Maximum front yard setback for commercial buildings in the C-1 zone adjacent to existing or planned transit stops shall be 10 feet.*
  - 1. *The Community Development Director may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to Site Design Review approval. (Ord. 1225 § 3, 2019)*

**Staff finding:** A sign permit will be applied for at a later date. Setbacks are addressed above. Other standards are not applicable. Standard is met.

**16.40.060 Other Applicable Standards.**

- A. *Outside sales and service areas shall be approved by the Warrenton Planning Commission if not enclosed by suitable vegetation, fencing or walls.*
- B. *Outside storage areas shall be enclosed by suitable vegetation, fencing or walls, in conformance with Chapter 16.124.*
- C. *All uses shall comply with access and parking standards in Chapters 16.116 and 16.128 except as may be permitted by conditional use or variance.*
- D. *Signs shall comply with standards in Chapter 16.144.*
- E. *All development shall comply with the wetland and riparian area protection standards of Chapter 16.156.*
- F. *All other applicable Development Code requirements shall also be satisfied.*

**Staff finding:** There are no outside sales proposed. A private storage facility for residents is located towards the center of the lot between apartment buildings to service residents. There is some limited landscaping to screen the storage, but is not sufficient. There are no wetlands identified on the Local Wetland Inventory. See conditions of approval.

**16.36.040 Development Standards.**

*The following development standards are applicable in the R-H zone:*

*A. Density Provisions.*

- 1. Minimum lot area for a single-family detached dwelling: 5,000 square feet.*
- 2. Minimum lot area duplex, townhome, rowhouse: 2,500 square feet per unit.*
- 3. Minimum lot area for a triplex: 7,500 square feet.*
- 4. Minimum lot area for a multifamily dwelling: 10,000 square feet.*
- 5. Maximum density for multifamily structures: one dwelling unit per 1,600 square feet of site area.*
- 6. Lot coverage: not more than 55% of an individual lot area shall be covered by buildings, except as may be permitted by conditional use permit or variance.*
- 7. Minimum lot width at the front building line for single-family detached dwelling or multifamily dwelling: 50 feet.*
- 8. Minimum lot width at the front building line for duplex, townhome, rowhouse: 25 feet per unit.*
- 9. Minimum lot depth: 70 feet.*
- 10. Maximum building height: 40 feet.*
- 11. The lowest density which will be allowed in new subdivisions and other developments with four or more units that are located on sites without significant natural feature problems is five dwelling units per gross acre.*

*B. Setback Requirements.*

- 1. Minimum front yard setback: 15 feet.*
- 2. Minimum side yard setback: 8 feet.*
- 3. Corner lot minimum secondary street side yard setback: eight feet.*
- 4. Minimum rear yard setback: 15 feet except accessory structures that meet the criteria of Section 16.280.020 may extend to within five feet of a rear property line.*
- 5. Corner lot minimum rear yard setback: 10 feet.*

*C. Design Standards.*

- 1. An entry door of 36-inch minimum width must face the front yard setback or onto a driveway.*
- 2. A minimum of 20 square feet of glazing must be on the side of the dwelling facing a street.*
- 3. Duplexes, townhomes, rowhouses and triplexes shall comply with the standards of Chapter 16.184.*
- 4. Multifamily housing developments shall comply with the standards of Chapter 16.188.*

**Staff finding:** The project meets the minimum lot size and density standard at 28 units, which is one units shy of the maximum allowed. The lot coverage standard is also met. Setbacks are addressed above. See conditions of approval.

The proposed height of the new buildings will not exceed the maximum height standard. Based on a review of the elevations, the glazing standard appears to be met although the buildings are substantially setback from the street. However, compliance with the entry door standard cannot be ascertained. It appears the design uses an open stairwell to access each unit as opposed to one main entry point with a distinguished front door. The Commission will need to make findings to support the current design. Otherwise, a revised design will be required.

All other design standards are addressed below or do not apply.

#### **16.36.050 Design Standards.**

- A. Outside sales and service areas shall be approved by the Warrenton Planning Commission if not enclosed by suitable vegetation, fencing or walls.*
- B. Outside storage areas shall be enclosed by suitable vegetation, fencing or walls, in conformance with Chapter 16.124.*
- C. All uses shall comply with access and parking standards in Chapters 16.116 and 16.128 except as may be permitted by conditional use or variance.*
- D. Signs shall comply with standards in Chapter 16.144.*
- E. All development shall comply with the wetland and riparian area protection standards of Chapter 16.156.*
- F. All other applicable Development Code requirements shall also be satisfied.*
- G. For any common boundary between an R-H zone and any other residential zone there shall be a visual buffer strip at least 10 feet wide to provide a dense evergreen landscape buffer which attains a mature height of at least eight feet.*
- H. All uses must comply with the criteria of Chapter 16.124, Landscaping, Street Trees, Fences and Walls.*
- I. Manufactured homes must comply with the criteria of Chapter 16.168.*
- J. A garage (attached or detached) or carport is required for each dwelling unit, including multifamily dwelling units, and shall conform to the standards of Chapter 16.180.*
- K. All new sewer and water connections for a proposed development shall comply with all City regulations.*

**Staff finding:** Storage is addressed above. The proposal includes off street parking but does NOT include a design to accomodate garages or carports to satisfy the standard. All other standards are addressed below or do not apply. See conditions of approval.

### **16.120.020 VEHICULAR ACCESS AND CIRCULATION.**

#### **A. Intent and Purpose.**

1. *The intent of this section is to manage vehicle access to development through a connected street system, while preserving the flow of traffic in terms of safety, roadway capacity, and efficiency. Access shall be managed to maintain adequate performance standards and to maintain the functional classification of roadways as required by the Warrenton Comprehensive Plan and Transportation System Plan. Major roadways, including highways, arterials, and collectors, serve as the primary system for moving people and goods. Access management is a primary concern on these roads. Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function. This section attempts to balance the right of reasonable access to private property with the right of the citizens of the City and the State of Oregon to safe and efficient travel. It also requires all developments to construct planned streets (arterials and collectors) and to extend local streets.*

2. *To achieve this policy intent, state and local roadways have been categorized in the Transportation System Plan by function. Regulations have been applied to these roadways for the purpose of reducing traffic accidents, personal injury, and property damage attributable to access systems, and to thereby improve the safety and operation of the roadway network. This will protect the substantial public investment in the existing transportation system and reduce the need for expensive remedial measures. These regulations also further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well designed road and access systems and discouraging the unplanned subdivision and development of land.*

B. Applicability. *This chapter shall apply to all transportation facilities and improvements (e.g., public and private streets, driveways, multi-use paths, etc.) within the City and to all properties that abut these facilities. Additional standards can be found in Chapter 16.136, Public Facilities Standards.*

**Staff Finding:** Access is proposed from SE 13th Place and a vacated right-of-way shared with an adjacent apartment project. Standard is met.

E. Conditions of Approval. *The City or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system. Access to and from off-street parking areas (other than driveways that serve single-family, two-family, or three-family dwellings) shall not permit backing onto a public street.*

**Staff finding:** The proposed driveway will access the vacated street to the north and SE 13th Place to the south. No other access is required or requested. Backing movements do not appear to be an issue. Standard is met.



F. Access Options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (a minimum of 10 feet per lane is required). These methods are “options” to the developer/subdivider, unless one method is specifically required under Division 2, or through conditions required by the hearings body.

1. Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.

2. Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., “shared driveway”). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.

I. Shared Driveways. The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The City shall require shared driveways as a condition of land division, development review, or site design review, as applicable, for traffic safety and access management purposes in accordance with the following standards:

1. Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. “Stub” means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent parcel develops. “Developable” means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).

2. Access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval (Chapter 16.216) or as a condition of development review or site development approval (Chapter 16.212).

3. Exception. Shared driveways are not required when existing development patterns or physical constraints (e.g., topography, parcel configuration, and similar conditions) prevent consolidation of access points to public streets.

4. Cross Access. Cross access is encouraged, and may be required, between contiguous sites in commercial (C-1, C- MU, C-2 & R-C) and industrial (I-1 & I-2) districts and for multifamily housing developments in the High Density Residential District in order to provide more direct circulation between sites and uses for pedestrians, bicyclists, and drivers.

K. Driveway Openings and Widths. Driveway openings (or curb cuts) shall be the minimum width necessary to provide the required number of vehicle travel lanes (10 feet for each travel lane). The following standards (i.e., as measured where the front property line meets the sidewalk or right-of-way) are required to provide adequate site access, minimize surface water runoff, and avoid conflicts between vehicles and pedestrians:

4. Access widths for all other uses shall be based on 10 feet of width for every travel lane, except that driveways providing direct access to parking spaces shall conform to the parking area standards in Chapter 16.128.

**Staff finding:** A formal driveway is proposed and will meet width and distance standards. No additional easements are required or requested for access to the lot. Access width is 24 feet. Standard is met.

8. Loading Area Design. *The design of driveways and on-site maneuvering and loading areas for commercial and industrial developments shall consider the anticipated storage length for entering and exiting vehicles, in order to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation.*

**Staff Finding:** Multifamily uses typically do not necessitate additional loading requirements other than occasional deliveries to residents and solid waste/recycling service. The proposed drive aisle is adequate for light trucks/vans and loading for typical operations. Standard is met.

L. Fire Access and Circulation. *The City of Warrenton adopts the Uniform Fire Code, as amended, including administrative sections and all appendices and all the State of Oregon revisions. All development in the City of Warrenton is required to meet these minimum adopted standards.*

1. Required Access. *A fire equipment access drive that meets City construction standards shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an improved public street or approved fire equipment access drive. Plans for fire apparatus access roads shall be submitted to the Warrenton Fire Department and Warrenton City-appointed engineer for review and approval prior to issuance of building permits, grading permits, or start of construction. When fire apparatus access road(s) are required, the road(s) shall be installed and made serviceable prior to and during time of construction. Fire department access roads shall be provided and maintained in accordance with the fire department access requirements of the Uniform Fire Code, as amended.*

**Staff finding:** Fire Department issues, if any, will be addressed separately. The applicant shall confirm emergency access is appropriate and has been submitted to the Fire Department and City Engineer for review and approval prior to issuance of building permits, grading permits, or start of construction.

5. Parking Areas. *Parking areas shall provide adequate aisles or turn-around areas for service and delivery vehicles so that all vehicles may enter the street in a forward manner. See also Chapter 16.136, Public Facilities Standards.*

**Staff finding:** See response above.

M. Vertical Clearances. *Driveways, private streets, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13 feet 6 inches for their entire length and width.*

**Staff finding:** It does not appear from the site plan that any architectural or landscape features are proposed that would interfere with meeting this standard.

N. Vision Clearance. No signs, structures or vegetation in excess of three feet in height shall be placed in vision clearance areas, as shown in Figure 16.120.020.N. The minimum vision clearance area may be increased by the Community Development Director, City-appointed engineer, or Planning Commission upon finding that more sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). See also Chapter 16.132 for additional requirements.

**Staff finding:** Based on a review of the site plan, there are no materials proposed within the clearance areas at the *property line* boundary. The proposed buildings do not appear to be within the vision clearance area. Standard is met.

O. Construction. The following development and maintenance standards shall apply to all driveways, parking areas, and private streets in the City of Warrenton:

1. Surface Options. All driveways, parking areas, aisles, and turn-a-rounds in the City of Warrenton shall be paved with asphalt, concrete, or other comparable surfacing. A durable non-paving material may be used for driveways and private streets that serve three or fewer residential dwelling units and in other instances where the need to reduce surface water runoff and protect water quality can be demonstrated through adequate findings of fact submitted by the applicant and/or property owner as part of the development proposal. All paving and non-paving surfaces shall meet City construction standards and shall be subject to review and approval by the Community Development Director, City-appointed engineer, and/or Planning Commission.

2. Surface Water Management. All driveways, parking areas, aisles and turn-a-rounds shall have on-site collection or infiltration of surface waters to eliminate sheet flow of such waters onto public rights-of-way and abutting property. Surface water facility plans shall be prepared by a qualified person and constructed in conformance with City standards. Such plans shall attempt to follow the principle that water falling on a given site should be absorbed or retained on-site to the extent that the quantity and rate of water leaving the site after the development would not be significantly different than if the site had remained undeveloped.

**Staff finding:** Proposed driveway and parking area materials are asphalt. Engineering plans will be required prior to building plan review. Standard is met.

### **16.136.020 Transportation Standards.**

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

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

2. *Development of new streets (public or private), and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this section, and public streets shall be dedicated to the applicable City, County or State jurisdiction;*
3. *New streets and drives connected to a City collector or arterial street shall be paved; and*
4. *The City may accept a future improvement guarantee [e.g., owner agrees not to remonstrate (object) against the formation of a local improvement district in the future] in lieu of street improvements if one or more of the following conditions exist:*
  - a. *A partial improvement may create a potential safety hazard to motorists or pedestrians,*
  - b. *Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation,*
  - c. *The improvement would be in conflict with an adopted capital improvement plan, or*
  - d. *The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets.*

**Staff finding:**

The applicant has proposed to improve SE Jetty Ave to a half street city standard. However, the private drive (vacated street right-of-way) and SE 13th Place are not designed to the same local street standard as required by Code. See conditions of approval. The applicant will need to coordinate with the adjacent property owner on design and construction of the private street.

**16.120.030 Pedestrian Access and Circulation.**

A. Pedestrian Access and Circulation. *To ensure safe, direct and convenient pedestrian circulation, all developments, except single-family detached housing, duplexes, or triplexes on individual lots, shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) The system of pathways shall be designed based on the standards in paragraphs 1 through 3 of this subsection:*

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

2. *Safe, Direct, and Convenient Pathways.* Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets and existing or planned transit stops, based on the following definitions:

- a. *Reasonably Direct.* A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
- b. *Safe and Convenient.* Bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.
- c. For commercial, industrial, mixed use, public, and institutional buildings, the "primary entrance" is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.
- d. For residential buildings the "primary entrance" is the front door (i.e., facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the "primary entrance" may be a lobby, courtyard or breezeway which serves as a common entrance for more than one dwelling.

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

4. *Street Connectivity.* Pathways (for pedestrians and bicycles) shall be provided at or near mid-block where the block length exceeds the length required by Section 16.120.020. Pathways shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments, as applicable. Pathways used to comply with these standards shall conform to all of the following criteria:

- a. Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than six feet wide.
- b. If the streets within the subdivision or neighborhood are lighted, the pathways shall also be lighted.
- c. Stairs or switchback paths using a narrower right-of-way/easement may be required in lieu of a multi-use pathway where grades are steep.
- d. The City may require landscaping within the pathway easement/right-of-way for screening and the privacy of adjoining properties.
- e. The Planning Commission or Community Development Director may determine, based upon facts in the record, that a pathway is impracticable due to: physical or topographic conditions (e.g., freeways, railroads, extremely steep slopes, sensitive lands, and similar physical constraints); buildings or other existing development on adjacent properties that physically prevent a connection now or in the future, considering the potential for redevelopment; and sites where the provisions of recorded leases, easements, covenants, restrictions, or other agreements recorded as of the effective date of the ordinance codified in this chapter prohibit the pathway connection.

B. *Design and Construction.* Pathways shall conform to all of the standards in paragraphs 1 through 5 of this subsection:

1. *Vehicle/Pathway Separation.* Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised six inches and curbed, or separated from the driveway/street by a five-foot minimum strip with bollards, a landscape berm, or other physical

barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps.

2. **Housing**

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

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

5. **Accessible Routes.** Pathways shall comply with the Americans with Disabilities Act, which requires accessible routes of travel. (Ord. 1225 § 5, 2019)

**Staff finding:** The proposed site plan has a crosswalk from each driveway entrance location and from the SE Jetty Ave. A sidewalk/walkway system services the perimeter and between buildings creating a pedestrian friendly environment. A sidewalk is proposed on SE Jetty Ave and wraps around to each driveway entrance. However, there are no street improvements proposed at the SE 13th Place or vacated right-of-way toward the back of the property. See conditions of approval.

## **Chapter 16.124 LANDSCAPING, STREET TREES, FENCES AND WALLS**

### 16.124.030 New Landscaping.

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

### 16.124.060 Landscape Conservation.

A. **Applicability.** All development sites containing significant vegetation, as defined below, shall comply with the standards of this section. The purpose of this section is to incorporate significant native vegetation into the landscapes of development. The use of mature, native vegetation within developments is a preferred alternative to removal of vegetation and re-planting. Mature landscaping provides summer shade and wind breaks, and allows for water conservation due to larger plants having established root systems.

B. **Significant Vegetation**

C. **Mapping and Protection Required**

D. **Protection Standards**

1. **Protection of Significant Tree**

2. **Conservation Easements and Dedication**

E. **Construction**

F. Exemptions

16.124.070 New Landscaping.

B. *Landscaping Plan Required. For every new development in the City of Warrenton requiring a City permit, a landscape plan is required. All landscape plans shall include the following minimum required details (see Section 16.212.040 for additional landscape plan requirements for projects requiring site design review)*

1. *Legal description (e.g., assessor parcel number, copy of warranty deed, etc.) for the subject property;*
2. *Property lines with the location and general description (height and type of material) of existing and proposed fences and other buffering or screening materials;*
3. *The location of existing and proposed terraces or retaining walls;*
4. *The location of existing and proposed plant materials;*
5. *Wetland and/or riparian area boundaries on the property, if any;*
6. *Existing and proposed structures;*
7. *Driveway and adjoining roadway widths, descriptions, and locations; and*
8. *Prevailing drainage patterns for the property.*
9. *Other information as deemed appropriate by the Community Development Director. An arborist's report may be required for sites with mature trees that are protected under this chapter and/or Chapter 16.156 of this Code.*

C. Landscaping Area Standards. *The minimum percentage of required landscaping equals:*

1. *Residential districts: 20% of the site.*
2. *Commercial districts: 15% of the site shall be landscaped according to the requirements of this section.*
3. *General industrial districts: a minimum of 20% of the site shall be landscaped.*

*The use of mature, native vegetation within developments is a preferred alternative to removal of vegetation and re-planting.*

D. Landscaping Materials

E. Landscaping Design Standards

1. Yard Setback Landscaping
2. Parking Areas.
3. Buffering and Screening Required (subsections a, b c)

F. Maintenance and Irrigation

G. Additional Requirements-identified by Division 2 or through conditional use permits

**Staff finding:** The site does have naturally occurring vegetation around the site. However, most of this vegetation encroaches on the proposed development and will need to be removed and replaced as a result of construction. The proposed landscaping plan includes non native species that are not allowed by code and do not meet the standard nor does the plan include a design for ground cover. A specific landscaping plan with native species and ground cover materials will be required for review and approval prior to building permits being issued to

comply with the landscaping standards. At 37.4%, the site far exceeds the 20% minimum standard for residential uses. Removal of all non native species within the construction envelope is also required. See conditions of approval.

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

**Staff finding:** See finding above. The driveway is internal to the site and does not visually impact the residential areas. The trash/recycling enclosure proposes a fence or wall that meets the non-see through barrier. See conditions of approval.

## **Chapter 16.128 VEHICLE AND BICYCLE PARKING**

### 16.128.010 Purpose.

The purpose of this chapter is to provide basic and flexible standards for development of vehicle and bicycle parking. The design of parking areas is critically important to the viability of some commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community image and livability. Historically, some communities have required more parking than is necessary for some land uses, paving extensive areas of land that could be put to better use. Because vehicle parking facilities can occupy large amounts of land, they must be planned and designed carefully to use the land efficiently while maintaining the visual character of the community. This chapter recognizes that each development has unique parking needs by providing a flexible approach for determining parking space requirements (i.e., "minimum" and "performance-based" standards). This chapter also provides standards for bicycle parking because many people use bicycles for recreation, commuting, and general transportation. Children as well as adults need safe and adequate spaces to park their bicycles throughout the community.

### 16.128.020 Applicability.

All developments in the City of Warrenton shall comply with the provisions of this chapter.

### 16.128.030 Vehicle Parking Standards.

At the time a structure is erected or enlarged, or the use of a structure or parcel of land is changed within any zone in the City, off-street parking spaces shall be provided in accordance with requirements in this section, chapter, and Code, unless greater requirements are otherwise established. The minimum number of required off-street vehicle parking spaces (i.e., parking





1. *All bicycle parking shall be securely anchored to the ground or to a structure.*
2. *All bicycle parking shall be lighted for theft protection, personal security and accident prevention.*
3. *All bicycle parking shall be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle. Bicycle parking spaces shall be at least six feet long and two-and-one-half feet wide, and overhead clearance in covered spaces should be a minimum of seven feet. A five foot aisle for bicycle maneuvering should be provided and maintained beside or between each row/rack of bicycle parking.*
4. *Bicycle parking racks shall accommodate locking the frame and both wheels using either a cable or U-shaped lock.*
5. *Direct access from the bicycle parking area to the public right-of-way shall be provided at-grade or by ramp access, and pedestrian access shall be provided from the bicycle parking area to the building entrance.*
6. *Bicycle parking shall not impede or create a hazard to pedestrians or vehicles and shall not conflict with the vision clearance standards of Chapter 16.132.*
7. *All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.*
8. *Short-term bicycle parking.*
  - a. *Short-term bicycle parking shall consist of a stationary rack or other approved structure to which the bicycle can be locked securely.*
  - b. *If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.*
  - c. *Short-term bicycle parking shall be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automobile parking space.*
9. *Long-term bicycle parking. Long-term bicycle parking shall consist of a lockable enclosure, a secure room in a building onsite, monitored parking, or another form of sheltered and secure parking.*

**Staff finding:** Based on the bicycle parking standard, 1 space per 4 dwelling units, 7 spaces are required. The short term rack is proposed in front of the 2 story building. Long term spaces are proposed within the storage building. Standard is met.

#### **Chapter 16.140 STORMWATER AND SURFACE WATER MANAGEMENT**

##### 16.140.010 Natural Drainage System Maintained to Extent Feasible.

- A. *To the extent practicable, all development must conform to the natural contours of the land and natural and pre-existing man-made drainage ways must remain undisturbed.*

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

16.140.020 Developments Must Drain Properly.

A. *All developments must provide an adequate drainage system to prevent the undue detention or retention of stormwater or surface water on the development site. Stormwater or surface water will not be regarded as unduly detained or retained if:*

1. *The detention or retention results from a technique, practice or device deliberately installed as part of an approved sedimentation or stormwater runoff control plan prepared by an engineer; or*

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

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

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

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

16.140.030 Surface Water Management.

*All developments must be constructed and maintained so that impacts to natural and man-made drainage ways do not unreasonably burdened upstream or downstream properties with surface water flooding as a result of the developments. More specifically:*

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

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

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

16.140.040 Erosion and Sediment Control.

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

C. *Development of the land may not begin (and no building permits may be issued) until the City-appointed engineer approves the erosion control plan.*

D. *For purposes of this section, "disturb" means any use of the land by any person in any development, and/or road construction and maintenance that results in a change in the natural*

*cover or topography that may cause or contribute to sedimentation. Sedimentation occurs whenever solid particulate matter, mineral or organic, is transported by water, air, gravity or ice from the site of its origin.*

16.140.050 Stormwater System Design.

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

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

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

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

B. *On-site detention shall be required for new development where downstream deficiencies exist or are anticipated to exist. The square footage considers the total development of the property including the future potential impervious surface. Required design recurrence criteria for a commercial or residential storm drainage detention facility is a 10-year interval.*

*Development that has less than 5,000 square feet of impervious surface is exempt from detention requirements.*

C. *Pervious pavement, and pavement and roofs that drain to an infiltration facility will not be counted when sizing a detention facility to handle the stormwater design.*

**Staff finding:** The applicant shall submit stormwater, surface water management, and erosion control plans to comply with Chapter 16.140 requirements and will need additional review for compliance by the City's third party engineer and/or Public Works Department. See comments from Adam Dailey, PE and conditions of approval.

**Chapter 16.144 SIGNS**

16.144.010 Purpose.

*This section regulates size, location and illumination of signs with the interest of safeguarding and enhancing the City's economic well-being, traffic safety and visual environment.*

**Staff finding:** No signage proposal was included with submitted materials. A space for a sign is included in the site plan. Any signage installed at the site shall be submitted for review prior to installation for compliance with 16.444 sign codes. See conditions of approval.

**16.212 Site Design Review Application and Review Procedures**

16.212.040 Site Design Review.

A. Application Review Procedure.

1. *Site Design Review—Determination of Type II and Type III Applications. Applications for site design review shall be subject to Type II or Type III review, based on the following criteria:*

- a. *Residential developments with between five and nine dwelling units shall be reviewed as a Type II application, except when development review is allowed under Section 16.212.020. Residential developments with greater than nine units shall be reviewed as a Type III application.*

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

1. *Proposed Site Plan. The site plan shall contain the following information:*
  - a. *The proposed development site, including boundaries, dimensions, and gross area.*
  - b. *Natural land features identified which are proposed to be removed or modified by the development, including modifications to existing drainage patterns.*
  - c. *The location and dimensions of all proposed public and private streets, drives, rights-of-way, and easements.*
  - d. *The location and dimensions of all existing and proposed structures, utilities, pavement and other improvements on the site. Setback dimensions for all existing and proposed buildings shall be provided on the site plan.*
  - e. *The location and dimensions of entrances and exits to the site for vehicular, pedestrian, and bicycle access.*
  - f. *The location and dimensions of all parking and vehicle circulation areas (show striping for parking stalls and wheel stops, as applicable), and proposed paving materials.*
  - g. *Pedestrian and bicycle circulation areas, including sidewalks, internal pathways, pathway connections to adjacent properties, and any bicycle lanes or trails.*
  - h. *Loading and service areas for waste disposal, loading and delivery.*
  - i. *Outdoor recreation spaces, common areas, plazas, outdoor seating, street furniture, and similar improvements.*
  - j. *Location, type, and height of outdoor lighting.*
  - k. *Location of mail boxes, if known.*
  - l. *Locations, sizes, and types of signs (shall comply with Chapter 16.144).*
  - m. *The Community Development Director may require studies or exhibits prepared by qualified professionals to address specific site features (e.g., traffic, noise, environmental features, site drainage, natural hazards, etc.).*
  - n. *The applicant's entire tax lot and the surrounding property to a distance sufficient to determine the location of the development in the City, and the relationship between the proposed development site and adjacent property and development. The property boundaries, dimensions and gross area shall be identified.*
  - o. *Identification of slopes greater than 10%.*
  - p. *The location, condition (paved, gravel unimproved, etc.) and width of all public and private streets, drives, sidewalks, pathways, rights-of-way, and easements on the site and adjoining the site.*
  - q. *Any areas identified as located in a designated floodplain and/or floodway.*

- r. *Depict any wetland and riparian areas, streams and/or wildlife habitat areas.*
- s. *Site features such as pavement, areas having unique views, and drainage ways, canals and ditches.*
- t. *Any designated historic and cultural resources areas on the site and/or adjacent parcels or lots.*
- u. *The location, size and type of trees and other vegetation on the property.*
- v. *North arrow, scale, names and addresses of all property owners.*
- w. *Name and address of applicant, project designer, engineer, architect, surveyor, and/or planner, if applicable.*

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

- a. *Building elevations with building height and width dimensions.*
- b. *Building materials, color and type.*
- c. *The name of the architect or designer.*

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

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

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

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

7. *Letter or narrative report documenting compliance with the applicable approval criteria contained in subsection C of this section.*

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

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

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

3. *The applicant shall be required to upgrade any existing development that does not comply with the applicable land use district standards, in conformance with Chapter 16.276, Nonconforming Uses and Development.*
4. *The application complies with the applicable design standards contained in Division 3. (Ord. 1175-A § 21, 2013)*

**Staff finding:** The proposal falls under a Type 3 public hearing for a residential development of more than 9 units. The site plan submitted includes the required info. Staff has requested additional information for grading and utilities and erosion control. Standard is met.

**16.152.060 Grading Permit Requirements.**

A. *Permits Required. Except as exempted in Section 16.152.040, no person shall do any grading without first obtaining a grading permit from the building official. A separate permit shall be obtained for each site, and may cover both excavations and fills.*

**Staff finding:** Except as provided in Section 16.152.040, no person shall do any grading work without first having attained a grading permit from the building official. Unless exempt, the applicant shall obtain a grading permit in order to review soil erosion and sedimentation into watercourses, wetlands, riparian areas, public and private roadways caused by development activities, including clearing, grading, stripping, excavating, and filling of land. A utility and grading plan was not submitted as part of the site plan application. The City Engineer has requested this info for compliance. See conditions of approval.

**16.188.030 Multifamily Design Standards.**

- A. *Building Mass Supplemental Standard. The maximum width or length of a multiple-family building shall not exceed 200 feet (from end-wall to end-wall).*
- B. *Common Open Space Standard. Inclusive of required setback yards, a minimum of 20% of the site area shall be designated and permanently reserved as useable common open space in all multiple-family developments. The site area is defined as the lot or parcel on which the development is planned, after subtracting any required dedication of street right-of-way and other land for public purposes (e.g., public park or school grounds, etc.). Sensitive lands (e.g., wetlands, riparian areas, and riparian setback areas/corridors) and historic buildings or landmarks open to the public and designated by the Comprehensive Plan may be counted towards meeting common open space requirements.*
- C. *Trash Receptacles. Trash receptacles shall be oriented away from adjacent residences and shall be screened with an evergreen hedge or solid fence or wall of not less than six feet.*

**Staff finding:** In addition to the landscaped areas, the applicant proposes to meet the open space standard by a shared common area along SE Jetty Ave with a gazebo/picnic table area. The building mass standard is met with buildings less than 200 feet. Trash enclosure includes a six foot fence as described above. Standard is met.

## **Chapter 16.192 LARGE-SCALE DEVELOPMENTS**

*A. Large-Scale Development. A development which is:*

- 1. A planned unit development, manufactured dwelling park, recreational vehicle park, or campground; or*
- 2. A multifamily housing development or row house/townhouse (single-family attached) development which within two calendar years will have 10 or more dwelling units; or*

**Staff finding:** The applicant has made limited findings in support of meeting most of the utilities criteria. However, there is no preliminary stormwater report. In addition, there is no evidence from the school district that addresses capacity at the schools. See conditions of approval.

## **DISCUSSION & RECOMMENDATION**

The proposal does not meet some notable standards, mainly: 1) garage or carport standard, 2) meeting the local street standard at SE 13th Place, 3) preliminary grading/utility plan and stormwater report, and 4) evidence that the school district can handle the additional capacity.

Based on the findings above, CUP 19-3 & SDR 19-10, the proposal does not meet the basic requirements of the Development Code. Staff is recommending a continuance to allow the applicant an opportunity to address the deficiencies and present a revised site plan and findings on February 13, 2020.

*Suggested Motion: Based on the lack of evidence in the record, and to allow additional testimony from the applicant, I move to continue the hearing until February 13, 2020.*

In the event, the applicant is able to provide sufficient information at the evidentiary hearing, including a revised site plan, the following conditions of approval are recommended:

1. Site plan shall be revised to illustrate location of carports or garages for 28 spaces.
2. Elevations demonstrating compliance with 36 inch wide front door shall be submitted for review and verified during building permit phase.
3. A letter or documentation from Warrenton School District shall be submitted to verify capacity for new students.
4. There shall be no storage of materials outside.



5. Fire Department comments and conditions are attached for the record.
6. A sign permit shall be required if the applicant chooses to add signage on the building or a monument sign at the front entrance.
7. Stamped engineering plans shall be submitted for all public facilities, including street improvements and stormwater facilities and approved prior to building permits being issued:
  - a. The gravity sewer main will need to be extended. Applicant will be required to provide design plans for this sewer main extension.
  - b. Half street improvements are required all streets.
  - c. A preliminary and final stormwater report is required for review prior to building permits.
  - d. Applicant will need to provide the City with expected water demands and water meter size.
  - e. Preliminary grading/fill and utility plan addressing all deficiencies in impact study.
  - f. Dumpster location must meet the City's enclosure standards. Applicant will work with Public Works to determine appropriate location and configuration.
8. A crosswalk shall be designed and installed across at both ends of the drive aisle. Crosswalk and driveway directional markings shall apply thermoplastic to the pavement and verified prior to a Certificate of Occupancy.
9. Parking lot lighting design shall be pedestrian scaled and submitted for review and approval prior to building permit issuance.
10. Landscape plan shall be amended and resubmitted addressing the following:
  - a. Non-plant ground cover identified on the plan. Bark mulch, compost, and river rock accents is strongly encouraged along with or other distinguishing landscape features.
  - b. Native species plant list that conforms with OSU Extension Service or Clatsop SWCD recommended list.
  - c. Profile of landscape materials and plants to buffer storage facility.
  - d. All invasive or non-native vegetation shall be removed.
  - e. A revised plan submitted for review and approval prior to building permits being issued.
  - f. All landscaping shall be verified prior to Certificate of Occupancy.
11. Consistent with condition No. 4, full street improvements along the right-of-way shall meet TSP standards and include street trees and streetlights using the City's recommended list.
12. Wheel stops shall be installed for all off-street parking spaces. A trash and refuse container enclosure shall be installed and verified prior to certificate of occupancy. Trash and recycling service shall be operational prior to Certificate of Occupancy.
13. An erosion control plan shall be submitted for review and issued prior to any grading permit. A 1200 C permit from DEQ is required since the project exceeds 1 acre. Site shall be inspected for erosion control prior to foundation permit.

14. A revised site plan illustrating required conditions of approval shall be submitted for review prior to building permit review. Site plan shall illustrate and have a legend for each of the specific features in the common open space area, including gazebo, picnic tables, and BBQ.

*Suggested Motion: Based on the total amount of evidence in the record, findings of fact, and testimony from the applicant, I move to approve CUP 19-3 and SDR 19-10 with conditions of approval contained in the staff report.*